# Agenda

Adjourn

\* Material will be emailed with meeting notice



Transportation Policy Alternatives Committee (TPAC) Meeting: Date: Friday, July 12, 2019 Time: 9:00 a.m. - 12 p.m. Place: Metro Regional Center, Council Chamber Call To Order, Declaration Of A Quorum And Introductions 9:00 am Tom Kloster, Chair 9:10 am 2. **Comments From The Chair And Committee Members** Tom Kloster, Chair Monthly MTIP Amendments Update (Ken Lobeck) Regional Travel Options (RTO) Grants Update (Dan Kaempff) Regional Flexible Funds Allocation (RFFA) Process (Dan Kaempff) June 19 TPAC/MTAC Workshop Mobility Policy Table Notes (K. Ellis) Comments from TPAC members on Better Utilizing Investments to Leverage Development (BUILD) applications (Chair Kloster) Oregon Metropolitan Planning Organization Consortium (OMPOC) Quarterly Meeting in Portland, July 29 (Chair Kloster) 9:20 am 3. **Public Communications On Agenda Items** 9:25 am 4. Consideration of TPAC Minutes, May 3, 2019 Tom Kloster, Chair 9:30 am 5. **Equity Retreat Follow-up and Next Steps** Tom Kloster, Chair Purpose: Discuss next steps for TPAC members to carry lessons and observations from the equity workshops forward as a committee and individuals. 9:50 am Statewide Transportation Improvement Program (STIP) Ken Lobeck, Metro 6. **Rebalancing Amendment Discussion** Tova Peltz, ODOT Purpose: For the purpose of updating and informing TPAC members about the progress and results of the STIP re-balancing/recalibration amendment. **Information/Discussion** 10:15 am 7. **Transportation System Management and Operations (TSMO)** Caleb Winter, Metro **Strategy Update Kick-off** Purpose: To provide an overview of the phases to update the region's TSMO Strategy. • <u>Information/Discussion</u> 10:45 am 8. 2021-2024 Metropolitan Transportation Improvement Program Grace Cho, Metro (MTIP) Performance Assessment Methodology Purpose: To provide an overview of the analytical approach to the 2021-2024 MTIP performance assessment and gather feedback. Information/Discussion 11:15 am 9. Elizabeth Mros O-Hara, **Regional Congestion Pricing Study** Grace Cho, Metro Purpose: To provide an overview of the Regional Congestion Pricing Technical study scope of work and timeline. Information/Discussion 11:45 am **10**. Tom Kloster, Chair Committee Feedback on Creating a Safe Space at TPAC Purpose: This is a new and standing item to help ensure that TPAC meetings feel safe and inclusive for all members. Anonymous response cards for this item will be collected at 11:45 to identify, discuss and understand discourse or actions for continually improving the forum that TPAC provides. Information/Discussion 12:00 pm 11. Tom Kloster, Chair

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### 2019 TPAC Work Program

As of 7/3/2019

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

### July 12, 2019

Comments from the Chair:

- Monthly MTIP Amendments Update (Ken Lobeck)
- RTO Grants Update (Dan Kaempff)
- RFFA Process (Dan Kaempff)
- June 19 TPAC/MTAC Workshop Mobility Policy Table Notes (Kim Ellis)
- BUILD application reports from TPAC (Kloster)
- OMPOC Quarterly meeting, July 29 (Kloster)

### Agenda Items:

- Equity Retreat Follow-up and Next Steps Information/Discussion (Kloster, 20 min)
- STIP Rebalancing Amendment Discussion <u>Information/Discussion</u> (Ken Lobeck, Metro/Tova Peltz, ODOT, 25 min)
- TSMO Strategy Update Kick-off <u>Information/Discussion</u> (Winter, 30 min)
- 2021-2024 MTIP Performance Assessment Methodology <u>Information/Discussion</u> (Grace Cho, 30 min)
- Regional Congestion Pricing Study <u>Information/Discussion</u> (Elizabeth Mros O'Hara/Grace Cho, Metro, 30 min)
- Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)

### August 2, 2019

Meeting cancelled

### <u>September 6, 2019</u>

Comments from the Chair:

- Monthly MTIP Amendments Update (Ken Lobeck)
- RFFA public comment period (Dan Kaempff)

### Agenda Items:

- MTIP Formal Amendment 19-\*\*\*\*
- Recommendation to JPACT (Lobeck, 15 min)
- Metro Legislative Recap <u>Information/Discussion</u> (Randy Tucker, 30 min)
- RFFA Region-wide Program Review <u>Information/Discussion</u> (Gibb, Duke, Winter, 45 min)
- Congestion Bottleneck Operations Study II
   <u>Information/Discussion</u> (Scott Turnoy, ODOT, 30 min)
- Regional Emergency Transportation Routes (Kim Ellis, Metro/Laura Hanson, RDPO, 30 min)
- Tri-Met Mobility Strategy & Mobility on Demand/Open Trip Planner (MOD/OTP) Project Update (Jeff Owen & Bibiana McHugh, TriMet/Eliot Rose, Metro, 30 min)
- Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)

### October 4, 2019

Comments from the Chair:

- Monthly MTIP Amendments Update(Ken Lobeck)
- TransPort Subcommittee Quarterly Update (Caleb Winter)

### Agenda Items:

- MTIP Formal Amendment 19-\*\*\*\*

  Recommendation to JPACT (Lobeck, 15 min)
- RFFA technical, risk, public comment report <u>Information/Discussion</u> (Kaempff, 30 min)
- Frog Ferry Project Update <u>Information/Discussion</u> (Susan Bladholm, Friends of Frog Ferry, 20 min)
- UPWP Check-in Update <u>Information/Discussion</u> (Mermin, 30 min)
- Oregon Passenger Rail Draft Environmental Impact Statement (DEIS) Review <u>Information/Discussion</u> (Jennifer Sellers, ODOT, Mara Krinke, David Evans Associates, Inc., 35 min)
- Regional Mobility Policy Work Plan
   <u>Information/Discussion</u> (Kim Ellis, Metro/Lidwien Rahman, ODOT, 45 min)
- Committee Feedback on Creating a Safe Space at TPAC <u>Information/Discussion</u> (Kloster, 15 min)

### 2019 TPAC Work Program

### As of 7/3/2019

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

Comments from the Chair:  Monthly MTIP Amendments Update (Ken Lobeck)  Announce: TSMO Sub-allocation for FFY19-21	December 6, 2019 Comments from the Chair:

### **Parking Lot**

- Federal Training Group Concept (Lobeck)
- Emerging Tech PILOT Grants Update (Eliot Rose)
- Freight Commodity Study/Planning
- Corridor Planning Updates (1) TV Highway, (2) Rose Quarter, (3) Burnside Bridge
- RTP Amendments and Implementation Process (Bradway/Ellis)
- TriMet Coordinated Transportation Plan for Seniors and People with Disabilities (Vanessa Visssar, TriMet, 30 min)
- Climate Smart Strategy Updates
- Enhanced Transit Update (Jamie Snook)

- Columbia River Crossings Discussions
- Value Pricing Legislative Updates on Directives
- Equity Strategies to Metro committees/partners
- T2020 Transportation Regional Investment Measure
- Active Transportation Return on Investment
- Central City Transit Capacity Analysis
- TPAC Bylaws Revisions/Update
- SW Corridor-Marquam Hill Connector (TriMet)
- Economic Value Atlas (EVA) Updates (Jeffrey Raker)
- Columbia Connects Project
- 2020 Census

Agenda and schedule information, call 503-797-1766. E-mail: <a href="maileometro.gov">marie.miller@oregonmetro.gov</a> To check on closure or cancellations during inclement weather please call 503-797-1700.

## Memo



Date: June 24, 2019

To: TPAC and Interested Parties

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

Subject: May/June 2019 Metropolitan Transportation Improvement Program (MTIP) Monthly

**Submitted Amendments** 

### **BACKGROUND:**

The monthly submitted MTIP formal amendment and administrative modification project lists for the May/June timeframe is attached for TPAC's information.

### **Formal Amendments Approval Process:**

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment. Although submitted in a bundle format for faster approvals as accomplished in other states, each project amendment in Oregon is still reviewed and approved individually by ODOT and FHWA/FTA. The individual project review and approval approach can add days or weeks to the approval process depending upon where the project is located in the approval queue.

### **Administrative Modifications Approval Process:**

Projects requiring only small administrative changes as approved by FHWA and FTA are accomplished via Administrative Modification bundles. Metro accomplishes one to two "Admin Mod" bundles per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and boundaries, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT Region 1 STIP Coordinator and ODOT-Salem. The Admin Mod projects are still reviewed and approved individually by ODOT, but on average will be approved for STIP inclusion within two weeks after Metro submission to ODOT.

Added Note: Please see the July 2019 TPAC agenda item #6 for the STIP Re-Balancing Amendment overview as this will proceed to TPAC and JPACT as discussion items.

### JUNE 2019 SUMMARY OF SUBMITTED FORMAL AMENDMENTS

Proposed June 2019 Formal Amendment Bundle
Amendment Type: Formal/Full
Amendment #: JN19-10-JUN
Total Number of Projects: 4

ODOT	MTIP	Lead	Project	Project	Description of Changes
Key#	ID#	Agency	Name	Description	
19297	70675	Portland	East Portland Access to Employment and Education	At various locations in east Portland build and improve sidewalks, crossings, bus stops, bike facilities and other safety facilities to provide improved access to jobs, businesses, and education opportunities	COST INCREASE: The formal amendment adds approximately \$80,000 in support of a required UR phase and \$5.2 million of local agency funds needed to address the adjusted construction phase scope of activities. The adjusted scope includes an increase in the number of curbs that will be rebuilt than originally estimated. Additionally, the scope includes additional ADA ramp improvements which were not part of the original scope of work. The updated scope of work also requires an adjustment to the project limits. The scope changes result in a construction phase increase from the original estimate of \$4,165,184 to \$9,370,185. The net cost increase to the project equals a 54.8% increase and is above the cost threshold of 20% for administrative modifications.
20865	70895	SMART	SMART ADA Stop Enhancements (2019)	Bus stop enhancements	CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20865 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.
20863	70893	SMART	SMART Mobility Management (2019)	Ride Wise Travel Trainer	CANCELLED PROJECT: Upon the completion of their annual project reviews, SMART identified key 20863 as a duplicate project in the MTIP. The MTIP Manager and Region 1 STIP Coordinator confirmed SMART's finding and authorized the project to be removed from the MTIP. There is no impact to SMART or the 5310 program as a result of the project cancellation in the MTIP.
20850	70893	TriMet	Open Trip Planner	Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ride hailing and bike share. Already OTP supports connections to transit by bike	CANCELLED PROJECT: Upon the completion of their annual project reviews, TriMet identified Key 20850 as an unnecessary project they have not funded. Most likely, the project was included in the MTIP as a placeholder based on previous versions that was expected to carry-over into 2018 MTIP. However, upon developing their actual program of projects, Key 20850 was not included. The MTIP Manager and Region 1 STIP Coordinator confirmed TriMet's assessment and authorized the project to be removed from the MTIP.

June 2019 Formal Amendment approval remaining timeline:

- Metro Council: Thursday, July 11, 2019
- Send final amendment package to ODOT & USDOT: NLT Tuesday, July 16, 2019
- Estimated approval by USDOT (FTA for this project): Late July/early August 2019

Added note: The June 2019 Formal MTIP Amendment went directly to JPACT as the June 2019 TPAC meeting was cancelled. JPACT approved the June 2019 Formal MTIP Amendment on June 20, 2019. The June 2019 Formal Amendment was post on the Metro Website as usual for public notification and public comment.

The ODOT STIP Re-Balancing/Recalibration Amendment is included in the TPAC and JPACT July agendas as discussion items. The amendment required OTC approval which occurred on June 20, 2019. ODOT agreed to complete the required public notification/opportunity to comment period.

Additionally, the amendment has been under the review of FHWA through the re-balancing effort. Since the Re-amendment involves re-establishing the fiscal constraint finding, FHWA provided their approval enabling all project changes to occur administratively as long as the MPOs could certify that even with the adjustments, the changes did not result in and Regional Transportation Plan (RTP) consistency violation. Metro's review determined no RTP consistency violations have occurred and will move forward to update the MTIP with the required changes under administrative change rules for amendments. See item #6 in the July TPAC agenda for additional details.

Final Note: With Metro the completion of the STIP Re-balancing Amendment and the Metro committees standing down during August, no further formal MTIP amendments are planned for FFY 2019. The next formal MTIP Amendment will be initiated as part of the September 2019 TPAC as a FFY 2020 formal amendment with approval planned for October FFY 2020.

# MTIP ADMINISTRATIVE MODIFICATIONS Second half of May 2019 through the first half of June 2019

Note: The second May 2019 Administrative Modification bundle was primarily a project combining effort in support of the SFY 2020 UPWP Master Agreement.

# Proposed May 2019 Administrative Modification Bundle #2 Modification Number: AB19-14-MAY2 Total Number of Projects: 9

ODOT	Lead	Project Name	Description	Required Changes
Key	Agency	r roject Name	Description	Required Changes

Project Keys #1-#6 which include Keys 20875, 20722, 21041, 19289, 20887, and 19295 are being combined into Key 20595. Keys STBG, PL, and 5303 funds in 20722 and STBG in Key 19295 have been previously obligated, but reflects the remaining unexpended amounts from these obligated funds. Metro is requesting the amounts be –de-obligated from Keys 20722 and 19295 and carried forward into 20595 as unobligated funding available for the SFY 2020 UPWP cycle. The total approved funding for the SFY 2020 UPWP cycle will now be completely programmed in Key 20595.

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Project #1 Key 20875	Metro	SFY 2020 Portland Metro MPO Planning	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations and includes planning STBG, PL, plus 5303 funds for SFY 2020	COMBINED PROJECT: STBG funds are being combined and transferred into Key 20595 to enable the SFY 2020 UPWP Master Agreement to be obligated under a single key number for the MPO
Project #2 Key 20722	Metro	Portland Metro Planning SFY 2018	Portland Metro MPO planning funds for Federal fiscal year 2017.	DEOBLIGATED/COMBINED PROJECT: The STBG, PL, and 5303 planning funds from Key 20722 were obligated back in 6/29/2017 and has funds remaining that are not expended. The obligated but unexpended STBG, PL, and 5303 is requested to be de-obligated from Key 20722 and re-programmed/combined into Key 20595.
Project #3 Key 21041	Metro	Regional TSMO Program 2018	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking	COMBINED PROJECT: Project STP funding is being combined into Key 20595 allowing the SFY2020 UPWP Master Agreement to obligate all approved projects from a single Key number
Project #4 Key 19289	Metro	Transportation System Management & Operations (TSMO) Program 2018	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.	FUND TRANSFER: \$69,557 of STBG and required match are being split off of Key 19287 and combined into Key 20595 top support approved TSMO program management needs in the SFY 2020 UPWP Master Agreement

Project #5 Key 20887	Metro	Corridor and Systems Planning (2019)	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 measures, investment strategies.	COMBINED PROJECT: Approved STBG funding of \$420,082 out of a total programmed \$536,391 plus match is being transferred and combined into Key 20595 to support the obligation of all approved SFY 2020 UPWP Master Agreement projects under one key number
Project #6 Key 20888	Metro	Corridor and Systems Planning (2020)	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 measures, investment strategies.	COMBINED PROJECT: A total of \$536,391 of STBG and match was initially programmed in Key 20887. \$420,082 of STBG and match was transferred to Key 20595 (see project #5 this Admin Mod bundle). The remaining \$116,309 of STBG and match is now being combined into Key 20888 for use in next year's SFY 2021 UPWP
Project #7 Key 19295	Metro	Corridor and Systems Planning (2018)	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 measures, investment strategies.	DEOBLIGATED/COMBINED PROJECT: Admin Mod de-obligates all STBG and match programmed in Key 19295 and carries it forward to be re-programmed and obligated in 20595. Per Metro financial records and reviews, Key 19295 STP funds may be obligated, but no expenditure/reimbursements have occurred. The entire STP obligated amount is considered available to be de-obligated and transferred to Key 20595.
Project #8 Key 20595	Metro	Portland Metro Planning SFY20	Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process. Key 20595 now represents the approved projects comprising the SFY 2020 UPWP Master Agreement	COMBINED PROJECT: Key 20595 combines STBG, PL, and 5303 from Keys 20875,20722, 21041, 19289, 20887, and 19295 in support of the final approved SFY 2020 UPWP Master Agreement list of projects (reference UPWP SFY 2020 Rosetta Stone spreadsheet for specific list) to obligate under Key 20595. Keys 20722 and 19295 reflect obligated but unexpended funding de-obligated and carried forward in support of the SFY 2020 UPWP Master Agreement.
End of SFY 2020 UPWP Master Agreement administrative modifications to combine all approved STBG, PL, and 5303 funding into Key 20595 to streamline and manage the obligation process.				
Project #9 <b>Key</b> <b>19265</b>	ODOT	I-205 Shared Use Path at Maywood Park	Repave, ADA, drainage and address tree roots with structure. Repave transition to existing structure near I-84WB to I-205 to correct settlement.	ADD PHASE: Project PE and construction phase obligations are update and an Other phase of \$100k of State funds is added to the project for post construction phase clean-up mitigation needs

One small Administrative Modification bundle consisting of two projects was submitted outside of the STIP Re-Balancing Amendment as shown below.

	Proposed June 2019 Administrative Modification Bundle #1  Modification Number: AB19-15-JUN1  Total Number of Projects: 2			
ODOT Key	Lead Agency	Project Name	Description	Required Changes
Project #1 Key 17466	Metro (Parks)	LO-Portland Trail: Tyron Cove Park Area	Metro planning study to evaluate the feasibility and determine a multi-use trail in Tyron Cove Park Area	COST INCREASE: Final local overmatching funds are to the project. Project is moving towards close-out. The cost increase is a technical and historical correction for accounting purposes to the 2015 MTIP.
Project #2 Key 18339	TriMet	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	PHASE DELETION: The Admin Mod removes the UR phase and increases the ROW phase as UR will not be required. There are no reimbursable utilities on this project, therefore no need for a UR phase. The ROW phase is currently underfunded by \$26,551. This amendment cancels UR and moves the funds to ROW to address the shortage and ready ROW for a FY19 obligation

### Memo



Date: July 2, 2019

To: Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory

Committee (MTAC) and interested parties

From: Kim Ellis, Metro Project Manager

Lidwien Rahman, ODOT Project Manager

Subject: Regional Mobility Policy Update – 6/19/19 Workshop Notes and Questionnaire Responses

### **PURPOSE**

Provide raw notes from small group discussions and individual responses to scoping questionnaire. Staff are developing a summary of common themes that will be provided at the next joint TPAC/MTAC workshop (scheduled for August 21, 2019).

### **BACKGROUND**

The greater Portland region is growing quickly, with more than one-half million more people expected to be living in the urban growth boundary by 2040. It's fundamental to our future to have a variety of safe, affordable, and reliable options for people to get where they need to go – whether they are driving, riding a bus or train, biking, walking or moving goods.

In December 2018, JPACT and the Metro Council adopted a significant update to the Regional Transportation Plan (RTP) following three years of engagement that included over 19,000 touch points with community members, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires from partners and community members for safe, smart, reliable and affordable transportation options for everyone and every type of trip.

The 2018 RTP failed to meet state requirements for demonstrating consistency with the Oregon Highway Plan (OHP) Highway Mobility Policy (Policy 1F) and, as a result, the Oregon Department of Transportation (ODOT) agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F. Built around key values of equity, climate, safety, and congestion relief, the 2018 RTP recognizes that a growing and changing region needs an updated mobility policy for measuring performance of the transportation system and identifying the transportation needs of people and goods.

### STATUS OF PROJECT SCOPING AND NEXT STEPS

Metro and ODOT jointly kicked off the Regional Mobility Policy Update scoping process in Spring 2019. The scoping phase is expected to continue throughout Fall 2019. The project team is in the process of developing a project website – **oregonmetro.gov/mobility** – and hiring a consultant to conduct a series of stakeholder interviews throughout the summer.

Early staff-level discussions with jurisdictional partners and at technical county-level coordinating committees along with feedback gathered through the stakeholder interviews, a community leaders discussion group, Metro Council briefings and local elected and public official briefings through Joint Policy Advisory Committee on Transportation (JPACT) and County Coordinating Committees will be used to develop a scope of work and stakeholder engagement plan. Staff will bring a draft work plan and engagement plan for consideration by TPAC, JPACT and the Metro Council in the Fall 2019.

/attachment: Compilation of 6/19/19 TPAC/MTAC workshop table notes and individual responses to scoping questionnaire

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### 6/19/19 TPAC/MTAC workshop

### Regional mobility policy table notes

- Bev Dottar, community representative (TPAC)
- Karen Buehrig, Clackamas County (TPAC)
- Scot Siegel, City of Lake Oswego (MTAC)
- Nina Carlson, service providers (MTAC)

Recorder: Frankie Lewington

### 1. What does mobility mean to you? How do we know if it is equitable?

Scot Siegel: mobility means different things to different people – whether you have a job or not, whether you are living with a disability or not. Can you walk to where you need to go? If you're in walking distance of having all your needs met, you don't have to worry about freeway capacity.

Nina Carlson: Also have to recognize just because you aren't taking the trip (i.e. say to go to the grocery store), people are still making trips on your behalf (i.e. getting groceries delivered, Amazon deliveries).

Karen: To me, mobility means accessibility. It's tied to land use. Recognize that people use those different modes at different levels of activity (going to work vs. local corner store). It's also tied to measures – how accessible is it to me to get to that amenity?

Nina: worried about the term equity. What might work mobility-wise for someone in Portland is different than in Clackamas County.

Karen: What I gather from the word equitable is equitable across all modes. But, we also have to look at racial equity and how this policy might impact historically marginalized communities.

Bev: We also need to consider age, education, income, ability.

Nina: We should set our goals for population and jobs 20 years in the future.

Karen: The mobility standards help guide us in our long term plans, but also used in development today.

Scot: As we continue to grow and become more dense, what level of congestion are we really willing to tolerate to get the mobility or access we need? The system is never going to not be congested so we have to provide more options.

Bev: Coming to Metro from Beaverton, I have to add extra half hour to my commute. But I didn't want to continue waking up early. But with parking and traffic continuing to get worse, that half hour doesn't sound too bad.

Nina: My job requires me to have a car. What are we going to do to have employers incentivize teleworking?

Scot: This process is establishing standards.

### 2. What alternative measures are most important to be considered in this project?

- Not discussed.
- 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

Karen: There is connection between transportation and land use; it's more reasonable to bike in SE PDX into downtown instead of coming from Oregon City to downtown. How do you promote those land uses that will lead to shorter commute distances? There should be policies that promote density so people can access jobs and amenities that are closer to where they live. Yes to question 3.

Bev: Yes, the policy should be defined in different ways.

Nina: Concerned about the people who have always lived in the outer rings; feel like they are more at risk of displacement.

Scot: Would argue the opposite is happening. By making the most efficient use of our downtown centers, there is less spillover effects in places like Banks and Gaston.

Nina: talking about industrial lands, they are mostly all on the fringes. Do we want to think of bringing the jobs to the people? Rezoning suburban places zoned for industrial land. Places like Tigard, Sherwood, Tualatin – connecting this policy to land use.

Karen: Important to look at gaps in the system. In the suburban areas, more gaps in the pedestrian and bike systems. How do you accommodate this to create more complete systems?

Scot: An alternative way to measure mobility: pedestrian access, bike access. Plan for HWY 43 has a cycle track on one side of the road. Should be looking at mobility in a given area.

Nina: Need to look at best practices.

Bev: We have to look at what we have currently and look at how the system is performing safety wise. Is what we're building safe? Can't keep developing like we have in the past.

Nina: We should look at economic measures (how many businesses have located, time for employees to get to work, flex hour policies and how those have changed).

Karen: What about mobility corridors? One of the project objectives should be clearly identifying how to move mobility corridor concepts forward.

Scot: Some of the corridors have constraints, pinch points that will never be solved, serious bottlenecks. It would be worthwhile to identify where the critical points are and to test the mobility standards we're considering.

Karen: rural-urban interface. We should also be thinking about the roadways that provide access from urban roadways to rural ones. In urban growth areas, how do we make the smaller steps of making a rural road to urban road?

Bev: We should also talk about the practicality of using different modes. I might want to park at a park and ride but they are all full by 6:45am. Transitioning from different modes is not always practical.

Nina: Making sure there is more connection to counties outside of metro region. Impact of goods movement through Columbia and Clark through our region—how do we account for this?

Scot: Implications of HB 2001. Assuming whatever comes out of that bill will be considered and accounted for.

Nina: Outreach to the CPOs is important. Faith communities and community based organizations should also be engaged.

- 4. Did we miss anything in the project objectives?
  - Not discussed.
- 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?
  - · Not discussed.
- 6. Anything else you want to tell us?
  - Not discussed.

### 6/19/19 TPAC/MTAC workshop

### Regional mobility policy table notes

- Tom Armstrong, City of Portland (MTAC)
- Adam Barber, Multnomah County (MTAC)
- Jessica Berry, Multnomah County (TPAC)

Recorder: Kim Ellis

- Chris Deffebach, Washington County (TPAC)
- Jennifer Donnelly, DLCD (MTAC)
- Katherine Kelly, City of Gresham (TPAC)

### 1. What does the term "mobility" mean to you?

- Ability to move freely and easily
- Ability to move effectively and efficiently
- "Movableness"
- Multimodal although DOT focus has been on vehicles
- By allowing more congestion, current LOS policy allows less mobility/efficiency

### How do we know it is equitable?

- Ability to move between different levels of society and educational opportunities
- Need to explore intersectionality of income with race, urban/rural and people with disabilities
- People become socially isolated if mobility options do not exist

### 2. What alternative measures are most important to be considered in this project?

- Need broader measures that measure
- The most efficient system for the most people
- May need to keep access and mobility separate; access is more of a local responsibility and mobility is more of a shared, regional responsibility
- VMT alone is an incomplete measure, like LOS alone is an incomplete measure; neither get at travel time
- VMT measures behavior and will be problematic because of different development patterns and availability of options (comparison of Portland and Troutdale given)
- Housing affordability and housing need pressure is increasing VMT in outer areas
- Access for all groups
- Equitable travel times across travel options by race and income
- Commute travel time
- Transportation/cost burden cost of available travel option(s) as a way to determine if it is equitable
- System completeness
- Throughput capacity in a corridor maximize investments to get as much throughput as possible over specified time period
- Lower income employees rely more on off-peak travel times (e.g., shift workers) and typically have fewer transit options and/or cannot afford a vehicle to drive

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Yes; Should vary based on different constraints
- New targets/standards must be achievable
- Need to address problem of capacity in vehicles that is not being used
- What we ask development to do to address deficiency(ies) currently not investing or using all
  the tools we can to manage congestion
- Need to ensure there are not "deserts" in the region without travel options

- 4. Did we miss anything in the project objectives?
  - Not discussed.
- 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?
  - Not discussed.
- 6. Anything else you want to tell us?
  - Not discussed.

- Glen Bolen, ODOT Region 1 (MTAC alternate)
- Denny Egner, City of Milwaukie (MTAC)

 Ezra Hammer, Home Builders Association (MTAC)

Sumi Malik, Consultant

### Recorder: Lake McTighe

### 1. What does the term "mobility" mean to you?

- Ease of getting around; people have different thresholds about what "ease" means; hard to measure
- Cannot talk about mobility without talking about accessibility, predictability and efficiency which
  are really important for mobility
- Getting across the region predictability is important
- Multimodal is an important part of mobility provide realistic options for people to get from "A" to "B"
- Getting from Point A to Point B in quickest means balanced with safety, access and equity

### How do we know it is equitable?

- Personal security/crashes
- Streets need to be safe for all people and modes safe from harassment
- Driving is still safest
- Cost of taking transit versus driving a vehicle (account for real cost)
- If it is too expensive to get around, it is inequitable
- Negative feedback loop lower income have less transportation options
- Fairness whose time is more valuable, what mode is quickest
- People with lower income, people of color have to travel longer distances and have fewer choices
- Everyone has access to all options that are affordable
- Your second choice (if needed) is still a good, affordable choice
- Tie into land use and housing affordability

### 2. What alternative measures are most important to be considered in this project?

- Depends on where you are
- California has LOS plus VMT if mitigation to address LOS is not feasible, kicks to VMT
- Do not want to disrupt system of clear and objective standards
- Need to ensure we have a fair way to get mitigation from developers
- Look at Scappoose alternative standards allows longer period of congestion and delay
- Access to daily needs
- Access to transit system
- People and goods throughput (don't leave out freight)
- Benefits to other modes in response to impacts as articulated in plans

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Fehr and Peers main street work Some types of development have different types of traffic impacts
- Local trip capture
- Whatever you can do to localize trips

### 4. Did we miss anything in the project objectives?

- Land use tie is important 20-minute neighborhood concept
- Housing is expensive in the region; connect this to housing
- When people are displaced they are often having to make longer trips making this an equity issue
- 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?
  - Not discussed.
- 6. Anything else you want to tell us?
  - Not discussed.

### 6/19/19 TPAC/MTAC workshop

### Regional mobility policy table notes

- Lynda David, SW RTC (TPAC)
- Darci Rudzinski, business and economic development interests (MTAC)
- Marlee Schuld, Troutdale (MTAC)

Recorder: John Mermin

### 1. What does the term "mobility" mean to you?

- Getting from A to B
- Longer trips (getting across the region), not shorter trips
- Key to life gets you to jobs, groceries, etc.

### How do we know it is equitable?

- · For whom?
- "equitable" is a very broad term
- Aging population?
- Those that cannot drive?
- A perfect system would be needed for it to be equitable

### 2. What alternative measures are most important to be considered in this project?

- Cost of using a mode of transportation
- Travel time auto vs. transit
- Mobility across the whole corridor (parallel facilities), different targets for each mobility target

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Mode share for arterials
- Safety of all modes on arterials

### 4. Did we miss anything in the project objectives?

- Education to users of transportation system, especially highways, e.g. ways to merge more effectively
- Education on mobility expectations explaining to people what we are gaining (the tradeoffs) by accepting more congestion?

## 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

- Mobility is not a great word to describe it. It is associated with ADA. E.g. mobility devices.
- People-moving
- How do you get to where you need to go
- Are you mad about traffic/congestion?

### 6. Anything else you want to tell us?

- Topography impacts transportation (decrease mobility). e.g. in Troutdale is very hilly which makes it challenging to bike and walk. Transit may be a better investment than bike facilities in a hilly location.
- Crossing waterways is challenging. Refer to Title 3 and Title 13 in this work.

- Gerald Mildner, Commercial/Industrial interest (MTAC)
- Anna Slatinsky, City of Beaverton (MTAC)

Recorder: Lidwien Rahman

Jeannine Rustad, THPRD (MTAC)

### 1. What does the term "mobility" mean to you?

- Movement of people being able to meet our needs
- Success = choices, redundancy of options to meet real life needs, including non-routine needs
- Multimodal and local travel patterns to daily needs not a single system; not just AM/PM peak work trips
- 80% of commute trips still by car still need to emphasize vehicle mobility, road network and identify gaps in regional bridges and commodity gaps

### 2. What alternative measures are most important to be considered in this project?

- Trip length freeways versus arterials Intel to Seattle, Intel to PDX, Milwaukie to Lake Oswego
- Different contexts, e.g., Washington Co. versus Multnomah county
- Lack of NHS highways in Washington County
- What options are available same measure may be applied differently in different places
- Travel time reliability for all modes and intermodal
- Break apart travel time and reliability
- Emerging travel patterns (e.g., Intel to Sherwood), technology, ridehailing services
- Affordable housing/low income communities living in inaccessible locations

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Define "transportation deserts" accessibility
- Context sensitive design functional classification versus place/context
- Corridors → e.g., TV Highway/Scholls Ferry Road play both roles of mobility

### 4. Did we miss anything in the project objectives?

- Political accountability needs of many should outweigh needs of few
- Political engage the through-traveler as much as the immediate neighbors when defining standards/measures
- Should empower decision-makers

# 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

Not discussed.

### 6. Anything else you want to tell us?

- Development review (e.g., Beaverton) impacts on county roads/state highways different standards and methods are being used/inconsistent
- We have to make nexus and proportionality findings ("fair share") is challenging no point due
  to different standards/different ideas regarding solutions and we don't have a "proportionality"
  tool
- Impact of unincorporated area
- Don't want to discourage development by making it too onerous or expensive

- Bob Kellett, City of Portland
- Jeff Owen, TriMet (TPAC)

Recorder: Tim Collins

- Dayna Webb, City of Oregon City (MTAC)
- Laura Weigel, City of Hillsboro (MTAC)

### 1. What does the term "mobility" mean to you?

- Needs to be broadened beyond vehicle capacity to include transit, biking, walking, etc.
- Need to identify tradeoffs between modes and be honest about it
- Major arterials are the focus
- Limited opportunities for walking

### 2. What alternative measures are most important to be considered in this project?

- VMT (measures decreases in GHG)
- Measuring off-peak mobility look for better using available capacity (space)
- Land use measures should be considered
- Reliability (but congestion still an issue)

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Yes, for different geographies, e.g., industrial areas, suburban areas, but be careful not to be too flexible
- Yes for arterials vs. throughways but be careful to not expect free-flow freeways
- Interstate/highway ramps need to be considered

### 4. Did we miss anything in the project objectives?

- Include meeting our land use objectives
- Connectivity is important but hard to implement

# 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

- Use "need to move people and goods" instead of "mobility"
- Snapshots are good to tell the story
- Videos that are public friendly
- · Communicate the connection to the next RTP and how it impacts travel in your life

### 6. Anything else you want to tell us?

Not discussed.

### 6/19/19 TPAC/MTAC workshop

### Regional mobility policy table notes

- Jerry Anderson, Clackamas County (MTAC)
- Jae Douglas, Multnomah County Public Health (MTAC)
- Brendon Haggerty, Multnomah County Public Health
- Eric Hesse, City of Portland (TPAC)
- Steve Koper, City of Tualatin
- Garet Prior, City of Tualatin (TPAC)

Recorder: Eric Hesse, City of Portland (TPAC)

### 1. What does the term "mobility" mean to you?

- Travel from rural areas to city center, especially in times of emergency, preference for car with seniors used to having a car
- Mental state confidence and safe
- Access needed to achieve mobility
- Broken philosophy build roads = people use them, not the same with transit, bike and walk, etc.

### How do we know it is equitable?

Moving people from one place to another, shouldn't be predictive of race

### 2. What alternative measures are most important to be considered in this project?

- Build TDM/education into mitigation measures
- Metro models underestimate biking and walking → tools should better reflect reality/projections (e.g., California VMT example)
- More measures to match tools
- VMT to meet climate change goal and anticipate impacts → then link to toolkit to address needs
- Measure person travel instead of auto travel
- Behavioral survey, how to evaluate outcome
- Access availability
- Safety

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Rural and urban areas
- Allow for more mixed use communities outside of the city center
- Variation throughout the region

### 4. Did we miss anything in the project objectives?

Not discussed.

# 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

Not discussed.

### 6. Anything else you want to tell us?

- Interested in lessons learned from Washington County alternative measures project
- Don't make measures overly complex or cumbersome (lesson learned from Virginia DOT work)

Individual response from Glen Bolen, ODOT (MTAC)

- 1. What does the term "mobility" mean to you? How do we know it is equitable?
  - · Ability to move predictably and efficiently.
  - Major component for person achievement, i.e., getting to work.
- 2. What alternative measures are most important to be considered in this project?
  - Accessibility
  - Length of delay
  - VMT
  - Mix of uses indices localized local trip capture
- 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?
  - Yes, access to travel options varies in region, but policy should help those areas evolve to become more multimodal.
- 4. Did we miss anything in the project objectives?
  - No response given.
- 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?
  - No response given.
- 6. Anything else you want to tell us?
  - No response given.

Individual response from Chris Deffebach, Washington County (TPAC)

### 1. What does the term "mobility" mean to you?

- Move efficiently
- Isn't mode specific

### How do we know it is equitable?

Opportunities across modes for comparable travel times

### 2. What alternative measures are most important to be considered in this project?

- VMT per hour of facility (road or bus)
- Throughput within a corridor for all modes
- Measures set up for strategies to improve

# 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Yes
- Different for different facilities
- Concern about for different areas need sidebars for where and why
- Concern for maintaining "regional mobility" despite road jurisdiction

### 4. Did we miss anything in the project objectives?

Make it easy for development to occur – shouldn't have to complete traffic impact studies – (1) for ODOT, (2) for county and (3) for city – for one project due to differing mobility standards.
 (Should have agreement on regional mobility.)

# 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

- Target funding to promote efficiency on each facility.
- Prioritize where different modes and investments are needed.

### 6. Anything else you want to tell us?

• I support using TPAC, MTAC and county coordinating committee TACs and not having a small work group for this project.

Individual responses from Don Odermott, City of Hillsboro (TPAC)

### 1. What does the term "mobility" mean to you?

• Ability to travel utilizing a range of modal options that are practical and competitive in order to accomplish a person's or business' daily needs.

### How do we know it is equitable?

• It is equitable if all persons in the region have equal access to all modes and that the travel options are all viable and competitive.

### 2. What alternative measures are most important to be considered in this project?

- Primary measure should be protecting safety of higher speed throughways and operations on arterials/collectors (i.e., left turn lane overflow).
- The frequency and proximity of transit options.

## 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?

- Yes.
- Denser urban areas are able to accommodate higher levels of congestion (e.g., higher v/c) than interface between higher speed facilities to lower speeds arterials.
- Safety still needs to be protected, however, in congested urban areas, typically tied to queue management.

### 4. Did we miss anything in the project objectives?

- Need to synchronize ODOT performance standards between "planning targets" and "performance standards" applied to development and "design standards" applied by an ODOT engineer when constructing planned improvements.
- "Performance standards" should be allowed to be more stringent if so established by local agencies if their public supports the resulting infrastructure and the funding needed to construct improvements.

## 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?

• The mobility policy is the yardstick that guides the sizing, type and financing of infrastructure to accommodate growth in accordance with the Transportation Planning Rule. It must be better coordinated from the planning target through the standards applied to development, and finally to the design standards applied by ODOT (as defined by ODOT's Highway Design Manual).

### 6. Anything else you want to tell us?

- Please set up a work group for interested parties to work closely with ODOT staff in developing these updated policies and standards.
- Please also ensure ODOT's Transportation Planning and Analysis Unit (TPAU) and ODOT Roadway Design Group/State Traffic Engineer are integrated into the process.

Individual responses from Scot Siegel, City of Lake Oswego (MTAC)

- 1. What does the term "mobility" mean to you? Who do we know if it is equitable?
  - Means different things to different people
  - Multimodal
  - Locational context
- 2. What alternative measures are most important to be considered in this project?
  - Need metrics for pedestrian, transit and bike trips not connectivity but accessibility and safety, considering geographic differences
- 3. Should the updated policy and associated measures be different for different areas and/or facilities (e.g. arterials vs throughways)? If so, how might they vary?
  - Yes
  - Geographic differences transect from urban to rural to city centers/town centers and everything in between
- 4. Did we miss anything in the project objectives?
  - HB 2001 region-wide zoning that is exempt from the transportation planning rule
- 5. To help us with project communications, how would you describe the mobility policy (e.g. what it is and how it is used)?
  - No response given.
- 6. Anything else you want to tell us?
  - Interested in lessons learned from Washington County alternative measures project
  - Don't make measures overly complex or cumbersome (lesson learned from Virginia DOT work)





### OMPOC BOARD MEETING July 29, 2019

### Metro Regional Center 600 NE Grand Avenue Portland, OR 97232

8:45	Light Breakfast & Registration					
9:00	<ul> <li>Call the Meeting to Order (Craig Dirksen, OMPOC Chair)</li> <li>Introductions &amp; Comments from the Public</li> </ul>					
9:10	ADA Settlement Update (Lisa Strader, ODOT)					
9:30	Legislative Update (Randy Tucker, Metro)					
9:50	Break					
10:00	ODOT Strategic Investment Workshop (Jerri Bohard, ODOT)					
10:30	ODOT Update (Jerri Bohard, ODOT)					
11:00	OMPOC Event (Paul Thompson, LCOG and Craig Dirksen, Metro)					
11:20	Statewide MTIP Platform Update (Dan Callister, LCOG)					
11:30	Working Lunch with MPO Roundtable: "Share Your Region's Hottest Topic"  • Albany Area  • Portland Metro • Eugene-Springfield • Rogue Valley • Salem-Keizer  • Middle Rogue					

### 1:00 Tour of Oregon Convention Center and Hotel

This tour will be in a construction site and so the following attire is required:

- Sturdy hard soled, closed toe shoes no tennis shoes, high heels, or sandals
- Long pants no shorts, skirts or dresses (no exposed skin)
- Minimum 4" shirt sleeves no tank tops or sleeveless shirts

The Contractor Mortenson will provide all necessary PPE (safety glasses, hard hats, hi-vis vest, gloves).



# Meeting minutes

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date/time: Friday, May 3, 2019 | 9:30 a.m. to 12 p.m. Place: Metro Regional Center, Council chamber

Members AttendingAffiliateTom Kloster, ChairMetroTed Leybold, Vice ChairMetro

Karen Buehrig Clackamas County
Chris Deffebach Washington County

Lynda David SW Washington Regional Transportation Council

Eric Hesse City of Portland

Dayna Webb City of Oregon City and Cities of Clackamas County
Katherine Kelly City of Gresham and Cities of Multnomah County

Jeff Owen TriMet

Laurie Lebowsky Washington State Department of Transportation

Phil Healy Port of Portland

Glenn Koehrsen Community Representative
Maria Hernandez- Segoviano Community Representative

Alternates Attending Affiliate

Jessica Berry Multnomah County

Jaimie Huff
City of Happy Valley and Cities of Clackamas County
Garet Prior
City of Tualatin and Cities of Washington County

Kelly Betteridge TriMet

Jon Makler Oregon Department of Transportation
Melanie Ware Oregon Department of Transportation

Karen Williams Oregon Department of Environmental Quality

Members Excused Affiliate

Joanna Valencia Multnomah County

Don Odermott City of Hillsboro and Cities of Washington County

Mandy Putney Oregon Department of Transportation

Cory Ann Wind Oregon Department of Environmental Quality

Rachael Tupica Federal Highway Administration

Jennifer Campos City of Vancouver

Tyler Bullen Community Representative
Jessica Stetson Community Representative
Emily Lai Community Representative
Beverly Drottar Community Representative

Guests Attending Affiliate

Kate Freitag Oregon Department of Transportation

Matthew Jarvis Reed College

Nicole Hendrix SMART Eric Loomis SMART

Kari Schlosshauer Safe Routes Partnership

Alison Allen-Hall LynxSe

### **Metro Staff Attending**

Ken Lobeck, Funding Programs Lead
Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner
Caleb Winter, Senior Transportation Planner

Eliot Rose, Senior Transportation Strategist Marie Miller, TPAC Recorder

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

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

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

- Monthly MTIP Amendments Summary (Ken Lobeck) Mr. Lobeck provided a brief summary of submitted amendments from mid-March through the first half of April 2019. This summary was included in the meeting packet with questions on information directed to Mr. Lobeck.
- Jurisdictional Transfer RFP Update (John Mermin) Mr. Mermin provided a brief update on the Jurisdictional Transfer Request for Proposal process. One proposal was received that is currently being reviewed and evaluated to meet the criteria. The term of the contract is anticipated to be June 2019 through March 2021. More updates on the process will be provided at future TPAC meetings. For further information contact Mr. Mermin.
- Regional Mobility Policy Work Plan Update (Kim Ellis) Ms. Ellis provided a brief update on the
  project and scoping process, with specific information included in the memo in the packet. This
  project will be discussed in more detail at the June 19 TPAC/MTAC workshop. Ms. Ellis offered
  to meet with committee members and community representatives for more in-depth
  conversation. Glenn Koerhsen asked that the Regional Transportation Plan with seniors and
  people with disabilities be included in this project, which was agreed. More updates on the
  Regional Mobility Policy Work Plan and scoping process will be presented at committee and
  Metro Council meetings.
- Land Use Forecast Toolkit (Chair Kloster) Chairman Kloster brought to attention a memo from Chris Johnson, Metro Research Center Modeling and Forecasting Division Manager. Two projects recently initiated are 1) land use model design study, and 2) update to the distributed forecast. TPAC members and agencies may be asked to participate in the outreach and coordination efforts for either or both projects. For information or questions contact Mr. Johnson in the Research Center.
- Oregon Smart Mobility Network awarded USDOT ATCMTD grant (Kate Freitag, ODOT) Ms.
   Freitag provided the announcement from ODOT with a \$12 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant for the "Oregon Smart Mobility Network". A handout included in the meeting packet provided project details

and solutions with technologies categorized by how they prepare, manage, and/or help recover for better transportation system reliability.

Oregon was the only state to get the maximum grant award which is partly credited to the collaboration of our regional and state partners. These partner agencies will meet with FHWA the following week for a kick-off meeting. TPAC will learn more about the grant projects at future committee meetings.

- May 10 RFFA Application Workshop (Flyer) Ted Leybold provided information on the 2022-2024 Regional flexible fund allocation workshop, scheduled May 10 at Metro. The application process, resources, eligibility and requirements will be provided at the workshop.
   Encouragement was given for participants interested in applying for this cycle of grants.
- BUILD Grants Announcement (Grace Cho) Ms. Cho provided an update on the Better Utilizing
  Investments to Leverage Development, or BUILD Transportation Discretionary Grant program
  that currently has a July 15, 2019 grant application deadline. Metro offers reviews and
  reconfirmation with project details to our regional partners that plan to submit applications for
  these funds. Encouragement was given to direct questions and review enquiries to Ms. Cho.

### Comments from the committee:

- Jessica Berry asked what information could be provided with the recently awarded technology
  pilot grants. Ted Leybold reported that there were four grant awards, now being finalized with
  Intergovernmental Agreements (IGA) before becoming official. Eliot Rose would report on
  these in detail later in the meeting.
- Jon Makler noted changes at ODOT in employee roles. ODOT Region 1 Project Manager has been posted for this opening with the May 20 application deadline. Meghan Channel who previously held the position has been promoted to the Rose Quarter Project Manager. Controversy with the Rose Quarter project has attracted personal hostility at meetings and social media. It was encouraged this behavior be denounced and discouraged, advocating respectful voices heard in development of regional projects.

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

### 4. Consideration of TPAC Minutes from April 5, 2019

Correction to the minutes, noted by Jon Makler: Pages 3, under <u>Draft 100% lists for the 21-24 STIP</u>, dates were incorrectly given. This should now read "May 10 is the deadline for the ACT to provide feedback on the draft 100% list. Region 1 ACT next meets June 3."

MOTION: To approve the minutes from April 5, 2019 with corrections given.

Moved: Jon Makler Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously with one abstention: Jessica Berry

### 5. MTIP Formal Amendment Resolution 19-4993

Ken Lobeck provided an overview of the May 2019 Formal MTIP Amendment with request for approval of resolution 19-4993. This amendment consists of six projects impacting ODOT, Portland and Tigard.

Summary of the six projects:

- **1. Key 20481 I-405, Fremont Bridge: Cancelled Project** reprogramming funding to two projects & to State Bridge Program, return next STIP
- 2. Key 20410 I-84, I-205 to NE 181st Ave: Scope Change/Cost Increase -pavement rehabilitation project adding 4 bridges repair work to scope (funds from 20481)
- **3.** Key 20471 OR99W Tualatin River NB Bridge: Cost Decrease/Scope Change construction phase de-programmed, address expanded PE requirements, bridge strengthening required, funds reprogrammed to Key 20485, I-84/Forest Lane IC
- **4. Key 21283 NE 12th Ave over I-84: Cost Increase/Scope Change** PE & Construction phase cost increased to address added design factors, construction phase slipped to 2021
- **5.** Key 20811 SW Wall St Extension to SW Tech Center Dr. (Hunziker): Remove Project defederalized, separate local IGA with Metro
- **6. Key 17757 Main St Phase 2, Rail Corridor to Scoffins: Remove Project** de-federalized project, separate IGA with Metro

Mr. Lobeck explained that all projects in the STIP are now being reviewed as part of a rebalance to available funding. Mr. Makler further added that the affect could result in projects in the 100% list be dropped off or delayed to later funding cycles. FHWA will provide forthcoming project process with reviews. There is the potential that up to 100 projects may come back for changes. For now, this resolution on the six projects stands, noted that four of the six may see changes by the Metro Council vote on the amendment.

Following the review of compliance requirements, public notification period and estimated approval timing and steps, Mr. Lobeck requested TPAC to approve recommendation to JPACT of Resolution 19-4993. Included in the requested motion was to direct staff to make all necessary corrections to amendment documents, and put in additional language on STIP regarding the rebalancing of project funds and how these affect final amendment and resolution.

<u>MOTION</u>: To approve recommendation to JPACT of Resolution 19-4993 Formal MTIP Amendment as presented, with staff corrections as necessary and additional language on STIP rebalancing of project funds.

Moved: Jon Makler Seconded: Eric Hesse

**ACTION:** Motion passed unanimously.

### 6. TransPort Bylaws - Action Requested

Kate Freitag, Chair of TransPort provided an overview of the draft update TransPort Bylaws. TransPort is a subcommittee of TPAC which meets to:

- Share best practices in maintaining and continually improving upon day-to-day transportation operations and smart infrastructure
- Collaborate on any addition of new and emerging technologies into the region's Intelligent Transportation Systems (ITS) Architecture to improve upon and expand capabilities and compatibility of regional systems
- Transfer knowledge and best practices across operations, engineers and planners
- Provide an ongoing public forum for implementing Transportation System Management and Operations (TSMO)

Changes from feedback and identified needs for changes with the bylaws included:

- Re-write the bylaws to maintain an appropriate level of flexibility, remove contradictory language and clear up language that was open to interpretation.
- Distinguish TransPort as Subcommittee of TPAC and remove confusion by removing the words "ITS Committee." TransPort functions to implement TSMO strategies including deployments of ITS.
- TransPort Chair and Vice Chair will be nominated by anyone and voted in by official TransPort members.
- Does not change the number of members but raises the total possible number of votes from six (6) to seven (7).
  - Continues Vice Chair (introduced by TransPort action Spring 2018) to share leadership with the Chair, with a heightened responsibility to incorporate innovation.
  - Metro has been a non-voting but official member of TransPort since 2005. Metro
    will now be a voting member. Since 2005, Metro led the TSMO Plan development,
    supports a TSMO Program Manager, hired a Professional Engineer and hired a
    Technology Strategist. Metro Council adopted the 2010-2020 TSMO Plan and Metro
    staff work in partnership with the region's transportation operators to advance
    implementation.
- Members will first designate Alternates from their agency, although they still may designate
  a proxy agency as long as both agencies boundaries overlap at least a little, or are in the
  same County. By having Members and Alternates, with a proxy option, we will no longer
  track officially defined "excused absences" separate from absences.
- With a quorum present, an action is carried by five (5) "Pro" votes by official members and that number is not reduced by absent members.

### Comments from the committee:

- Chris Deffebach commended TransPort for their efforts updating the bylaws. It was asked to recap the voting changes with the subcommittee to include Metro. Ms. Freitag noted the staff resources that are brought to the table with Metro as a voting member. Caleb Winter added that with the development of TSMO and emerging technology, Metro joins other agency representatives that work in cooperation for a full regional coordination perspective. Jon Makler added that following the focus of technology deployment in the beginning with the subcommittee, regional coordination has emerged as an important element in regional management in transportation.
- Jeff Owen commented on appreciation with this effort and support of the subcommittee, its work and bylaw update.
- Eric Hesse agreed on the importance with this work, and recommended further reports from TransPort at TPAC. Technology driven grants and resources to fund future investments will be monitored and reported on with our partners.

MOTION: To approve the updated bylaws of TransPort, a subcommittee of TPAC, as presented.

Moved: Chris Deffebach Seconded: Jeff Owen

**ACTION: Motion passed unanimously.** 

7. 2019-2020 Unified Planning Work Program (UPWP) – Confirmation of April Recommendations
John Mermin provided an overview of materials in the meeting packet, including his memo with ODOT edits to UPWP narratives, and the UPWP with track changes that was presented to JPACT. Jon Makler

appreciated the opportunity to confirm the recommendation, and the version of the UPWP that was presented to JPACT. It is recommended to make the financial table in the version more clear and readable to public audiences. ODOT agreed to meet with Metro to further discuss with a limited timeline as UPWP goes to Council adoption soon. This more readable financial table will be presented to JPACT, and noted for clarity in next year cycle.

Jessica Berry commented on not seeing the final RTP online that would be referenced with the UPWP. Chair Kloster reported work is being done on final documentation in the RTP and expected the final document to be posted soon. Kim Ellis later provided information on the chapters yet to be completed and placed online; the finance and summary of projects. A memo with links to the RTP will be provided to TPAC. Those dated Dec. 2018 are finalized, with those dated June 2018 are still in public review version. The fully adopted 2018 RTP should be online by the end of May.

Maria Hernandez-Segoviano commented on the need to tie RTP goals with UPWP goals with related requirements and outcomes. Chair Kloster agreed, and added that our federal partners commented on the mixed messages in the review regarding requirements with funding and different timelines in projects. The accountability for federal and regional requirements with goals could be framed for outcomes in the next UPWP cycle, and placed at the front of the document. A self-certification can be used again next year also.

### MOTION: To reaffirm the UPWP as presented, with the ODOT edited narratives in the memo.

Moved: Jon Makler Seconded: Glenn Koehrsen

### Discussion on the motion:

Jon Makler commented on the need to have TPAC engage on these projects, with quarterly touch points with substantial time allowed for discussion at meetings. These should include the connections with RTP. Chairman Kloster agreed to have Metro staff bring back UPWP check-in sessions on TPAC agendas, which could start in September where UPWP narratives are starting to be drafted. **This was included in the motion.** 

### **ACTION: Motion passed unanimously.**

\*At this point in the meeting, Eliot Rose was called to provide information on the PILOT grants awarded:

Mr. Rose announced that grants for a total of \$150,000 have been awarded to four projects. These pilot projects will test ways to provide more equitable access to new transportation technologies – from ride-hailing to car-, bike- and scooter-sharing - around greater Portland.

### **APANO: \$30,000**

Tenants of a new affordable apartment building in Portland's Jade District will have free access to Car2go. The nonprofits APANO and ROSE Community Development Corporation teamed up with the car-sharing company to offer free car-sharing trips, along with technology and multilingual education to help people access the service, in a location at the edge of Car2go's current service area. This project will explore how subsidized car-sharing trips, culturally-responsive education, and travel assistance can help to provide better travel options for affordable housing residents.

### Latino Network: \$55,000

Latino Network is partnering with Uber to help Latino parents be more involved in their children's education. They'll offer ride-hailing credits and culturally-tailored trip planning to and from schools and other destinations throughout the region. This project will explore whether trip-planning assistance and free-ride hailing improves travel options for Latino families and helps them participate more in community activities.

### Portland Transport: \$30,000

Transit riders who live in East Portland will start seeing screens showing real-time transit arrivals at community centers, businesses, and other housing near lines with new or increased transit service. This project will explore whether real-time information on transit arrivals improves the experience of riding transit for underserved communities.

### Ride Connection: \$35,000

Ride Connection and its partners are working to develop a trip-planning tool that would provide information on buses and trains as well as the many on-demand services that people with disabilities, transit-dependent people and older adults rely on. This project will explore whether providing better information makes it easier for riders who use these services to understand, book, and access their options.

### Comments from the committee:

- Chris Deffebach asked when the results would be known and availability to keep technology
  moving forward with the results. Mr. Rose commented on this being a 2-year grant cycle with
  monitoring of tech programs that can be developed further.
- Jeff Owen asked if technology paired with other transit options was planned, beyond these examples with the grants. Mr. Rose acknowledged the program is working with grantees to design and develop, which could be used as examples for other organizations and agencies to package with technology advancements. Coordination with programs such as TripPlanner and other programs that TriMet uses can be coordinated into advancing these programs also. Mr. Rose noted that the City of Portland has a similar program with a quicker timeline with results planned for release in January 2020. More on the grant results and future plans will be provided to TPAC in upcoming meetings.

### 8. Enhanced Transit Concept (ETC) Update

Jamie Snook, Metro and Kelly Betteridge, TriMet provided an update on the Regional Enhanced Transit Concept (ETC) Pilot Program. This program received \$5 million from JPACT to make local improvements with regional impacts. Work on the program began just last year and is expected to continue and wrap up in June 2020.

Ms. Snook reminded the committee that the Enhanced Transit Concept (ETC) Pilot Program provides transit capital and operating partnerships to increase capacity and reliability where needed, and develops improvements that are relatively low-cost to construct and able to deploy more quickly.

Fourteen workshops were held to identify projects for the program. In the design to Issue for Construction (IFC) project status, several projects status are planned for construction and implementation this year. Other projects are listed in Design to 15% project status category for future

construction. Central City in Motion projects are coordinated with the ETC project designs with the City of Portland.

Kelly Betteridge reported on the "big three" projects that started these projects to a fast start. The focus was on bridges and crossings that improve speed and transit reliability, including 13 TriMet bus lines in the system. This month the BAT line on Madison begins with five lines using the approach to the Hawthorne Bridge. The Burnside project will cross the bridge and be built in two phases. Phase one will improve bus travel time by 40-50%. The NW Everett project utilizes the lane approaching the Steel Bridge, with 40-50% travel time savings for buses.

Other ETC projects discussed included the Red Paint Deployment to implement priorities for bus lanes that introduce designs to address conflicts at intersections. The Hillsboro Transit Center will be reconfigured for better access and faster travel time on bus routes. The OR-99E/McLoughlin Boulevard project provides short term improvements at several intersections, and 2040 traffic analysis and modeling. TV Highway has several short term improvements planned with upcoming larger look at the TV Highway corridor to identify additional ETC improvements.

Ms. Snook provided next steps in project. As more identified projects are identified, these will be placed and developed in the pipeline as more funds are available. These projects reminds us that local improvements can have regional impacts, and small changes in bus priority have major impacts.

### Comments from the committee:

- Maria Hernandez- Segoviano asked what the timeline for projects and relation to costs to reach 2020 was planned. Ms. Snook reported that scoping on projects to determine costs is still underway. The pilot program was to fund only the design work, with local jurisdictions and agencies asked to fund construction and implementation costs. It was asked how funds from HB2017 related to the costs of scoping, if any, and how this funding was being utilized beyond the central area in the system. Ms. Betteridge reported that \$5 million for design work has been invested, but the goal is to leverage funds to speed up transit through available sources to best maximize transit benefits. The big three projects listed in the presentation were paid by through HB2017 funds. Further details on the principals for funding allocations with this source and others will be presented with more on the projects.
- Eric Hesse supported the efforts with these projects. They were a great accomplishment in a short time frame. Mr. Hesse reported on developments with the City of Portland grant award from the Bloomberg American Transportation Challenge, matched with one of their resource partners that will enable leverage of funds and greater benefits for our region. Part of this could include establishing a priority network not just in Portland, but around the entire region.
- Chris Deffebach asked if before and after results were planned for reporting on projects. Part of the project funds were thought useful providing the inter-related affects from transit lines and ridership counts as these projects were implemented. It was asked for more reports on T2020 investment plans, and the HB2017 funds as part of results. Ms. Betteridge added that part of the funding for scoping projects includes blue tooth data where lessons learned will be gained. This can help show what's useful from the project and applicable in the future.
- Jessica Berry commented on the number of transit riders that result in better access, reliability and speed as useful messages for the public. It was suggested that the ETC designs be included in the guidelines being updated with Designing Livable Streets and Trails. Ms. Snook acknowledged she is working with Lake McTighe to have the ETC designs incorporated into

- these guidelines, and jurisdictions will find them useful in their design development and updates. Mr. Hesse agreed that this message was important for public information on the data and benefits from the project funds.
- Katherine Kelly commented on the development planning with corridors and expected growth demand for transit in corridors, where data from these concepts could be referenced as part of the toolbox. Regarding next steps in corridor planning, how can we engage with TriMet and Metro as we move forward on local projects to benefit from ETC.? Ms. Snook and Ms. Betteridge offered to help for resource contacts.
- Eric Hesse commented on Portland's Growing Transit Communities Plan that addresses the same issues of planning with ETC in corridors. Per PBOT website: This planning process itself intends to serve as a process model that can be replicated in other corridors —even corridors in other cities— so that they too are better able to identify and prioritize improvements that would make getting to and using the bus, a safer and more convenient option. It was suggested to have an update on this plan and the ETC, with April Bertelsen from Portland, and Ms. Snook and Ms. Betteridge.
- Maria Hernandez- Segoviano that if goals are to increase ridership, not enough tools currently
  are succeeding. Making transit ready for ridership is needed, with more conversations at the
  decision makers' level, at Metro and agencies, but in communities as well.

### 9. RTC – 2019 Regional Transportation Plan Update

Lynda David provided an overview of the 2019 Regional Transportation Plan for Clark County. The Southwest Washington Regional Transportation Council adopted this RTP in March 2019. As with Metro's RTP, this plan provides long-range regional transportation planning, meeting federal requirements, and programs with multi-modal, personal and freight transportation. Clark County is part of our 2.5 million population bi-state region.

Key regional transportation policy themes in the plan are safety and security, accessibility and mobility, finance, economy, management and operations, environment, vision and values, and preservation. Land use development that impacts the RTP include a growing downtown Vancouver area and waterfront, mixed use development in The Heights area, a growing tech center in east Vancouver with access to the airport, the growth of smaller cities in the County, and development along I-5 north known as The Discovery Corridor.

Ms. David reviewed RTP demographic data and travel forecast model output. Expected growth by 2040 shows an anticipated population of over 600,000 in Clark County, a 32.9% increase over the 2015 base year. Employment is expected to increase in this same time period by 67.7%. The RTP notes a growing aging population in the region with 13.8% over 65 years old in 2014 forecast to grow to 22.2% by 2040. Of interest in the Bi-State region, Columbia River crossings have been increasing over both the I-5 and I-205 bridges to just over 300,000 thousand crossings each weekday. By 2040, the travel forecast projects 89.9% of trips originating in Clark County will remain in the County with 10.2% crossing the Columbia compared with 87.5% and 12.5% in 2015.

Highlights in the RTP 2040 Regional System Improvements plan include:

- Projects from WSDOT (including Connecting Washington funded projects), C-TRAN, local jurisdictions' Transportation Improvement Programs and Capital Facilities Plans
- Fiscal constraint
- \$1.8 billion in regional projects identified (excluding cost of an I-5 bridge replacement)

- WSDOT practical solutions concept, with practical planning and less expensive solutions
- System management in interstate corridors
- Bus Rapid Transit corridors: new corridors on Mill Plain and Hwy 99
- Projects in smaller cities to support development

Ms. David provided a list of studies and plans in the implementation phase of the RTP. Annual updates are being made to the Transportation Improvement Program and Congestion Management Process. Later this year the Active Transportation Plan will be developed. In 2020, the Safety Assessment and High Capacity Transit Plan updates occur, followed by the Freight Transportation Plan update in 2021. The RTP website was provided for further information: http://www.rtc.wa.gov/programs/rtp/

#### Comments from the committee:

- Jon Makler commended RTC and partners in Washington State for moving ahead on projects emerging from data collection and planning, as an example the bus on shoulder project. It was suggested there should be conversations regarding the I-5 trunnion replacement project to be carried out in 2020 with bi-state coordination and travel demand management to manage Columbia crossings. Ms. David confirmed discussions are happening now between C-TRAN, ODOT and WSDOT to find solutions to reduce river crossing demand. Mr. Makler mentioned the Glenn Jackson Bridge project in the 2021-24 STIP that will replace the bridge deck. This project, the I-5 Interstate Bridge trunnion project and other bi-state projects that impact future transportation needs would be of interest to TPAC as we look at travel management strategies and best practices for better coordination.
- Karen Buehrig asked if the difference in growth rate compared to Oregon's. Ms. David stated they were similar. The Clark County Growth Management Plan is optimistic on the jobs market in Clark County but the County and CREDC are addressing land availability for jobs in an attempt to keep workers in the County. Ms. Buehrig asked if Oregon's obligation issues were similar in Washington. Ms. David responded that RTC has been working over the last few years to ensure transportation funds are obligated so money is not lost to other regions or states. This year there are two projects that could potentially cause problems for funding obligation. RTC requires before and after studies to analyze the impact of projects funded by federal funds in the region.
- Eric Hesse commented on the future I-5 and I-205 projects that would affect travel plans. In the short-term, better communications and advance planning would help to ensure trips are not taken during projects. There are also opportunities to develop long-term plans to avoid significant travel disruptions. This will be added to the TPAC parking lot for future agenda discussion.
- Laurie Lebowsky commented on the excellent work RTC provides to program funds for projects. Ms. Lebowsky reported on the Washington State legislature recently allocating \$35 million to the I-5 replacement project.
- Jeff Owen commended Ms. David on the presentation. He supported having discussions on bistate opportunities to manage travel demand during projects and to ensure costs were factored into plans.

#### 10. Annual Transit Budget Process and Capital Improvement Program

Nicole Hendrix and Eric Loomis with SMART provided an overview of SMART proposed annual budget process which prioritizes and determines the transit capital investments for the near term as well as service and operations. FY 2019 accomplishments included HB2017 project planning, pilot shuttle service across the Willamette River, further partnerships with Canby and Ride Connection, and installation of electric bus chargers. It was noted two new electric buses will join the fleet soon.

A brief overview of the proposed FY2020 budget and proposed programs of projects was provided.

#### 5307 Urbanized Area Formula: \$1,585,076

Capital Projects –Bus stop enhancements, admin parking Preventative Maintenance –Maintain quality of existing fleet, service worker Technology –Real-time arrival displays, mobile app, APC units Vehicle –One electric bus

#### Surface Transportation Block Grant to 5307: \$201,760

SMART Options Program – Staffing costs for Transportation Demand Management (TDM) program for Wilsonville employers, residents and visitors.

#### Surface Transportation Program Transfer Funds: \$40,000

Marketing - Cinema advertisement for transit connections to Portland

# 5310 Urban Formula: \$68,090

RideWise Travel Training —A partnership with Ride Connection to host a travel trainer at SMART to provide free assistance on navigating fixed route transit.

Senior Trips – Provide seniors within the community trips to desired destinations through third-party.

## 5339 (a) Bus and Bus Facilities: \$174,544

Bus and Bus Facilities –Purchase one CNG cutaway and scheduling software.

#### 5339 (b) ODOT: \$662,000

Bus and Support Vehicle Replacements –To replace four vehicles that have reached end of useful life: Two cutaways, one supervisor van and one rubber-tired trolley.

CNG system update –Expand the current CNG fueling station.

Jeff Owen provided an overview of TriMet FY20 budget process and capital improvement program. The proposed budget totaled \$1.44 billion.

- Operating Requirements: \$ 684.2 million
- Capital Improvement Program: \$ 271.7 million
- Pass Through, Fund Exchanges and Special Payments: \$ 22.9 million
- Fund Balances and Contingency: \$ 464.1 million

Mr. Owen provided a handout that gave information on proposed program budgets during the public hearing comment period. Details of the proposed program of projects was briefly described.

**Section 5307 Urbanized Area Formula Program** – Combined total of \$41,865,249 federal shown as follows:

a. Project name: Bus & Rail Preventive Maintenance - \$41,515,249 (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

b. Project name: 162nd Ave Pedestrian Access Improvements - \$350,000 (capital expense)

Description: Design and construction costs to improve pedestrian access near bus stops along 162nd Avenue that includes curb extensions, medians, signage and/or striping.

# Section 5337 State of Good Repair Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway) – \$27,116,729 federal

Project name: Bus & Rail Preventive Maintenance (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in

TriMet's service district of Clackamas, Multnomah and Washington Counties.

# Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program – \$1,272,900 federal

Project name: Elderly and persons with disability services (capital expense)

Description: To fund mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the

Portland Urbanized Area. Sub recipient: Ride Connection

# Section 5339(a) Grants for Buses & Bus Facilities Formula Program – \$4,902,815 federal

Project name: Bus purchases (capital expense) Description: Purchase fixed route buses.

# **Surface Transportation Block Grant (STBG) Program** – Combined total of \$18,478,792 federal shown as follows:

a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)

Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

b. Project name: Regional Transportation Options Program – \$400,000 federal (capital expense) Description: Promotes transportation services via outreach and marketing, and educates employers about the range of commute options available to their employees.

c. Project name: Bus & Rail Preventive Maintenance – \$7,688,792 federal (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

#### Congestion Mitigation & Air Quality (CMAQ) Program – \$11,000,000 federal

Project name: Regional Rail Debt Service (capital expense)

Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

#### Comments from the committee:

- Glenn Koehrsen commented on the lack of car parking space with the Orange Line. Mr. Owen
  reported that TriMet is aware that some of the Orange Line parking lots often fill up
  completely, and that the potential for any additional car parking could be considered, but
  would be determined with cost considerations. Mr. Koehrsen asked when the trip planner
  agenda item would be presented at TPAC. Chair Kloster confirmed this is being scheduled.
- Maria Hernandez- Segoviano commented on increasing fares would be applied to programs in the budget. It was noted that pilot programs and projected funds to programs would not

necessarily increase ridership, which this past year TriMet has seen a revenue decline. Was the fare increase planned to subsidize or make up lost revenue? Mr. Owen reported that the FY20 budget had no fare increase planned, but TriMet may have interest in exploring fare increases in the years ahead, as mentioned on page "Overview-4" of the FY20 proposed budget.

Ms. Hendrix added that with HB2017 the public comment provided the opportunity so survey services and willingness to have fares increased to help pay for this. The survey showed people are willing to pay more for service, but they should be considered with suggested barriers to further connections for the service wanted. It was encouraged of both TriMet and SMART to look for ways to reduce barriers with service in further budget considerations.

## 11. Dr. Alison Allen-Hall and DEI TPAC Training Workshops

Chairman Kloster introduced Dr. Hall to committee members. Last November TPAC expressed interest in holding workshops to discuss equity strategies through Metro and as an advisory committee. Dr. Hall has met with the community member representatives on TPAC to begin this process. June equity workshops with all TPAC members are planned. Marie Miller will send a doodle poll out for availability for ½ day workshops as next steps.

Dr. Hall introduced herself as a facilitator to entities and organizations around developing equity strategies, with a presentation Equity as Action. Briefly describing assumptions and context as the framework to plan the work sessions, the first workshop would begin as starting to look at the personal place of our self-awareness, understanding our equity complicity, and how we can work together in cocreating committee equity practices. The second workshop moves toward looking at our work with equity alignment to strategy, application of equity in our committee work.

#### Comments from the committee:

- Karen Buehrig noted in session two Metro's strategic equity plan as pre-work. It was suggested
  that the Planning & Development strategic equity plan, adopted Dec. 2018, also be included in
  this discussion as part of putting TPAC equity plans together. Both the agency and
  departments' equity plans will be provided to TPAC prior to the work sessions. Ms. Buehrig
  encouraged social equity and racial equity be more defined for discussions, possibly as part of
  the pre-work planning.
- Eric Hesse reaffirmed the importance of our study with the department strategy plan, as this provides focus on how we operate with committee work, provide policy and make decisions.
- Jeff Owen asked if these work sessions were currently on the calendar. Since they were not, Chairman urged the committee to respond to the poll quickly to set dates. They will be from 9 a.m.-1 p.m., with breaks and lunch included.
- Jon Makler asked for consideration of including storytelling of ourselves at the first session, which could provide the opportunity to share individual personal perspectives and experiences as a basis for the session. Noting that our committee as an advisor to policy makers of elected officials often is not representative of diverse populations and backgrounds. To get through a process to talk in equity terms with real meaning of the committee work, it would be helpful to get comfortable with equity in terms of transportation strategies. Dr. Hall agreed, noting the importance of narratives in understanding our complicity as part of this process. Flexibility in work session agendas is possible.
- Katherine Kelly suggested that a second bullet in Session one with understanding our complexity would be for the narratives sharing. It was noted that many jurisdictions are

- developing equity plans and strategies now. These include personal, professional and agency levels of equity planning. It was suggested that time to share what each of the jurisdictions were planning outside Metro be included in the sessions.
- Garet Prior suggested adding another two P's to the list of re-norming; participation and power
  decision making. Noting that agencies are often limited by structure of laws in operation, it will
  be interesting to explore how we can apply different equity methods and practices, moving
  beyond what is established and believed to be permanent.
- Eric Hesse added that with either the pre-work to sessions or during sessions helping identify barriers in our agencies and jurisdictions to equity would help break barriers for the committee, while keeping the balance to required legal and governmental systems. It appeared that more work would go beyond the two session, but it helps to establish the foundations with this starting point.

At this point, Chairman Kloster left the meeting, and Vice Chair Leybold proceeded to chair.

- Maria Hernandez-Segoviano agreed that we will find more to be done. And while support for
  the component of sharing narratives and perspective is of value, this preparation to share
  should be done ahead of sessions, with more time discussing how to put these into practice. It
  is important to define where the policy changes will reside in strategies that come from these
  sessions. Higher priority in equity development should be placed on the committee agenda.
- Laurie Lebowsky agreed this should earn more of a priority on the agenda. And while intentions are good, it is hoped that something with significance in practice is developed.

#### 12. Adjourn

Following the reminder of the doodle poll being sent to members for the Equity work sessions, there being no further business, meeting was adjourned by Vice Chair Leybold at 12:20 p.m. Respectfully submitted,

Marie Miller, TPAC Recorder

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	05/03/2019	05/03/2019 TPAC Agenda	050319T-01
2	TPAC Work Program	4/24/2019	TPAC Work Program, as of 4/24/2019	050319T-02
3	Memo	4/24/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: March/April 2019 MTIP Monthly Submitted Amendments	050319T-03
4	Memo	4/24/2019	TO: TPAC and Interested Parties From: Kim Ellis, Metro and Lidwien Rahman, ODOT RE: Regional Mobility Policy Update	050319T-04
5	Handout	N/A	Oregon Smart Mobility Network	050319T-05
6	Flyer	April 2019	2022-2024 Regional flexible fund allocation workshop	050319T-06
7	Minutes	04/05/2019	Draft Minutes from TPAC April 5, 2019 Meeting	050319T-07
8	Resolution 19-4993	05/03/2019	Resolution 19-4993 for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving six projects impacting ODOT, Portland, and Tigard	050319T-08
9	Exhibit A to Resolution 19-4993	05/03/2019	Exhibit A to Resolution 19-4993, 2018-21 MTIP	050319T-09
10	Staff Report	04/24/2019	Staff Report to Resolution 19-4993, 2018-21 MTIP	050319T-10
11	Attachment 1	04/24/2019	Attachment 1 to Resolution 19-4993, 2018-21 MTIP	050319T-11
12	Attachment 2	04/24/2019	Attachment 2 to Resolution 19-4993, 2018-21 MTIP	050319T-12
13	Memo	02/26/2019	TO: TPAC and Interested Parties From: Caleb Winter, Senior Transportation Planner RE: TransPort Bylaws Update	050319T-13
14	Document Draft	N/A	TransPort Subcommittee Bylaws	050319T-14
15	Memo	04/26/2019	TO: TPAC and Interested Parties From: John Mermin, Senior Regional Planner RE: ODOT Edits to 2019-20 UPWP narratives	050319T-15
16	Document Draft	04/12/2019	Draft: 2019-2020 Unified Planning Work Program	050319T-16

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
17	Handout	N/A	Regional Transportation Plan for Clark County, 2019 Update	050319T-17
18	Memo	05/03/2019	TO: TPAC and Interested Parties From: Grace Cho, Metro/Nicole Hendrix, SMART/Jeff Owen, TriMet RE: 2021-2024 MTIP Coordination – Annual Transit Budget Processes	050319T-18
19	Handout	N/A	Public Notice: SMART Programs for Federal Transit Administration Funding Proposed for FY 2020 (July 1, 2019 to June 30, 2020)	050319T-19
20	Memo	05/03/2019	TO: TPAC and Interested Parties From: Chris Johnson, Metro Research Center Modeling and Forecasting Division Manager RE: Updates to Research Center's Land Use Forecasting Toolkit	050319T-20
21	Handout	N/A	Public Notice: Provide Comments or Request a Public Hearing on TriMet's plan for Federal Transit Administration funding for Fiscal Year 2020	050319T-21
22	Presentation	May 3, 2019	May 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4993	050319T-22
23	Presentation	May 3, 2019	Regional ETC Pilot Program Update	050319T-23
24	Presentation	May 3, 2019	2019 Regional Transportation Plan for Clark County	050319T-24
25	Presentation	May 3, 2019	Metropolitan Transportation Improvement Program Coordination, SMART	050319T-25
26	Presentation	May 3, 2019	TPAC Update: Annual Budget Process and Capital Improvement Program, TriMet	050319T-26
27	Presentation	May 3, 2019	Equity as Action	050319T-27

# Memo



Date: Tuesday, June 25, 2019
To: TPAC and Interested Parties

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

Subject: Statewide Transportation Improvement Program (STIP) Re-balancing/Re-calibration

**Amendment Update** 

## **STAFF REPORT**

Staff is providing TPAC members with an update concerning the 2018-2021 STIP Re-balancing/Re-calibration Amendment and impacts upon the MTIP and fiscal constraint. The update is provided as an information and discussion item. There is no formal action for TPAC. Note: ODOT formally presented the STIP Re-balancing Amendment to OTC for approval during their June 20, 2019 meeting.

#### **BACKROUND**

The Metropolitan Transportation Improvement Program (MTIP) and STIP are similar documents with overlapping roles and responsibilities. The MTIP functions as the MPO's check-book identifying the projects and funding to be expended over the first four years of the approved Regional Transportation Plan (RTP). The STIP acts as the State's project delivery document. Both the MTIP and STIP identify using a project key the main scope elements, delivery schedule, plus indicates how federal state, state, and local funds are awarded, committed, and assigned to specific phases of a project. These process of adding these details to the MTIP and STIP are referred to as project programming.

Both the MTIP and STIP are federal documents and included numerous requirements dictated by USDOT to complete the project programming actions. One key requirement both the STIP and MTIP must demonstrate fiscal constraint. Fiscal constraint simply means that we award and commit funds to projects based on the agreed concept of the funds being reasonably available to support the projects, and that commitment does not exceed the available funds total. If the STIP and MTIP are found to program funds beyond what is expected to be available, then a fiscal constraint violation has occurred. When this occurs, the MPO and State DOT must re-balance the projects and committed funding in both the MTIP and STIP to re-establish the fiscal constraint finding. Finally, a fiscal constraint violation is considered a serious infraction. It opens up USDOT, the state DOT, and the MPO to potential liability and legal actions concerning the management of allocated federal transportation funds. USDOT can issue sanctions, suspend the project delivery process, rescind federal funds, or use a combination of the above as punitive actions to the MPO and state DOT.

During March 2019, ODOT's ongoing review of their projects identified several projects were not properly scoped and/or did not reflect accurate cost estimates especially for the construction phase. The issue is not limited to ODOT projects, but Metro funded project as well. The funding shortfalls and/or missing scope items was severe and generated a call for a complete review of all STIP projects. During May 2019, ODOT initiated the full review to determine if fund overprogramming had occurred resulting in a fiscal constraint violation.

DATE: JUNE 21, 2019

<u>Contents of the Project Review</u>: Initially, ODOT intended the review to involve only ODOT funded projects (e.g. HSIP, HB2017, State STBG, etc.). However, since the ODOT project review was occurring at the same time other project reviews were occurring (e.g. transit project reviews among the transit agencies and the MPOs & ODOT, identifying project obligation projections for MPO funded projects, and a review of project phases that would require slips to the next federal fiscal year, the Re-balancing project review was expanded to include every single project currently programmed in the MTIP and STIP. The project reviews evaluated several programming elements to answer the following questions:

FROM: KEN LOBECK

- <u>Current Project Funding</u>: Was the existing funding programmed sufficient, or were the existing cost estimates incorrect requiring new phase cost estimates? How many projects did this affect?
- <u>Assessing Inflation on the Project:</u> Did the project funding include sufficient contingency funding to address the "hot economy" resulting in short term costs inflation to the project?
- <u>Correct Project Scopes:</u> Did the project contain all required scope elements that were used in estimating the project cost? Were there any projects with missing scope elements? If so, how were they overlooked?
- <u>Adequate Project Delivery Schedule:</u> Were the project schedules accurate to ensure phase obligations would occur in their programmed year, or were updated project delivery schedules required, and for how many projects?
- <u>Opportunities to Re-leverage, Combine, or Delay Projects as Needed:</u> Were there opportunities overlooked previously to combine projects to maximize economies of scale? Had the priority to deliver some projects been over emphasized and changed resulting that some now be delayed without serious impacts to safety or system performance?

As of the beginning of June 2019, ODOT had completed the full review with the plan to present their recommendations to the Oregon Transportation Commission (OTC) during their June 2019 meeting.

## RESULTS OF THE 2018-21 STIP RE-BALANCING/CALIBRATION EFFORT

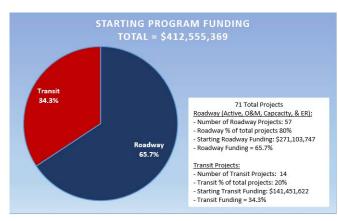
<u>Summary:</u> Per the OTC staff report, out of the total project items reviewed in the 2018-21 STIP 149 project amendments are required now. A total of 36 projects are recommended to be cancelled from the current STIP. Twenty-one projects are recommended to be slipped to the 2021-

771	Individual Items Remaining in the 2018-2021 STIP
342	Amendments in this 2019 STIP Calibration
154	Amendments Requiring OTC Action
149	Projects Amended
36	Projects Cancelled
21	Projects slipped to 2021-2024 STIP for Delivery
\$128M	Funding advanced from 2021-2024 STIP

24 STIP. Finally, approximately, \$128 million in future funds from the 2021-24 STIP will need to be advanced. Out of the \$128 million, \$42.6 million will be needed for the Region 1 OR 217 NB Lane project in Key 21179.

# The Metro MPO Region in Detail:

Seventy-one projects in the Metro MPO region were identified as requiring cost increases, scope adjustments, schedule changes, phase slips, and/or cancellation from the 2018-21 MTIP and STIP. Out of the total 71 projects, 57 are considered "roadway/highway" type improvements representing about 80% of the total projects. The remaining 14 projects are transit projects and equal 20%. The

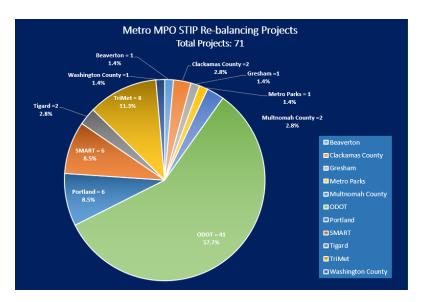


starting fund programming totals are \$412,555,369.

## <u>Agency Breakdown:</u>

Out of the 71 projects that required a cost change, scope adjustment, schedule change, phase or project slip, were cancelled, or contain a combination of multiple needed changes, ODOT had the most projects with 41 which equals almost 58% of the total 71 projects. The split among remaining 30 projects is shown in the below table

FROM: KEN LOBECK



## **Project Category Breakdown:**

Project categories were divided into the following major types of project types

- Roadway/Highway Improvement:
  - o Active transportation (commuter trails, pedestrian & bicycle improvements)
  - o Capacity Enhancing (highway expansion and modernization)
  - o Emergency Relief (ER) (disaster mitigation type projects)
  - Operations and Maintenance (transportation network system maintenance and preservation)
- Transit Improvements (bus, rail, park-n-rides, etc.)

Out of the 71 identified projects, the category split is shown in the table on the next page.

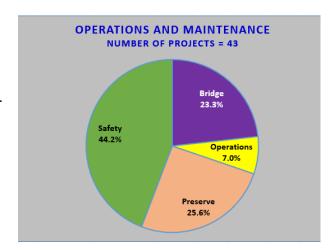
FROM: KEN LOBECK

#### Split Among O&M Subcategories

Over 60% of the impacted projects requiring cost, scope, schedule, or together changes were non- capacity operations and maintenance type projects. These totaled 43 projects with the majority belonging to ODOT. O&M projects were further subdivide into their subcategories which include:

- Bridge Repair/Rehabilitation
- Operations
- Preservation
- Safety

The breakout of the 43 identified 0&M projects are shown in the table at right.



## Project Review and Assessment Areas:

ODOT staff accomplished the project review with the goal to determine which projects required cost changes, scope adjustments, schedule changes, need to be slipped, and/or which projects delayed and cancelled from the 2018-21 STIP. Upon receipt of the project list Metro added a STIP vs. MTIP Funding & Programming review element, further divided the cost change impacts, and provided a change rating for each project as "Major" or "Minor". The Major and Minor change ratings were included to determine if under normal USDOT Amendment rules for the STIP and MTIP could the changes be made as a minor administrative modification or would require a formal/full amendment.

Attachment 1 contains the project list and evaluation summary for all identified 71 projects. Here is a summary of the findings:

# 1. = or **‡** Starting MTIP and STIP Programming Matches:

- a. Examined if the current project programming between the MTIP and STIP match among phases and total project costs.
- b. Seven projects have been identified where the current programming does not match. The primary reason for this is most projects have obligated at least one

phase. Phase obligations often are slightly different from the existing programming especially for transit projects which programming levels are often initially based on soft allocation estimates. Ongoing corrections to the project phases to correctly reflect the obligated fund.

FROM: KEN LOBECK

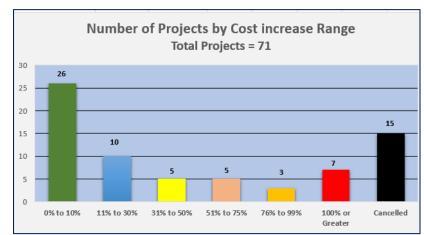
# c. Issue Impact: Minor

d. Appropriate technical corrections will be made as part of this amendment to resolve the programming discrepancies.

# 2. \$ Project Cost Changes:

- a. Identified the current and required funding changes whether they be cost increases/decreases, de-programming actions, or project cancellations.
- b. Divided the cost changes into seven subcategories ranging from \$0% to cancelled.
- c. The table below provides the breakout of the project impacted by cost changes.





- d. Twenty-six projects, or about 36.6%% experienced cost changes up to 10% which are considered minor.
- e. Ten projects, or 14.1% had cost changes between 11% and 30% which are considered significant.
- f. Thirteen projects, or 18.3% had cost changes between 31% and 99% which are considered severe.
- g. Seven projects were impact by cost changes of 100% or greater which are considered extreme.
- h. Fifteen projects, or 21.1% are identified to de-program some or all of their programmed funds and be cancelled from the current 2018-21 STIP and MTIP. Added note about project cancellations: Three of the cancellations are transit projects which are inadvertent duplicate projects in the MTIP. The remaining twelve roadway projects being de-programmed and cancelled for various reasons from already completed, reasonable to delay and slip into the next STIP, planned to be combined in the next STIP, and/or needs a full re-scoping effort and is being deferred to the next STIP.

#### i. Issue: Concern.

Twenty projects, or 28.2% of the total experienced cost increases above 30%. This indicates a systemic problem with our cost development methodology. The cost increases are not limited to ODOT projects. Almost every Metro funded project has

FROM: KEN LOBECK DATE: JUNE 21, 2019

seen significant or extreme cost increases as well resulting in the delivery of down-scoped projects, or the commitment of additional local funds to cover the difference. Metro expects the project cost development methodology discussion and search for solutions to continue among Metro, ODOT, and FHWA.





# **Scope and Delivery Impacts:**

## a. Scope Impacts and Required Adjustment:

- i. Various factors can and do impact a project's scope resulting in additional scope elements being added, cost increases, or a combination of both. Some factors are not foreseen and emerge through the National Environmental Policy Act (NEPA) and design process. Some are inadvertently missed (e.g. failure to address American Disability Act (ADA) requirements. Some emerge through the design process (e.g. need for an extended retaining wall. Since each project is different, the factors contributing to the scope adjustment can be different.
- ii. Twenty-four projects, or 33.8% were identified as impacted by scope adjustments. The scoping issues are not isolated to ODOT projects, but also to Metro funded projects.
- iii. Required scope adjustments can dramatically increase the project cost and result in challenges by the lead agency to cover the scope change with the extra funding.
- iv. Fortunately, most of the required scope adjustments are considered minor and focus on non-capacity enhancing type activities. Their impact upon the RTP are not significant and no RTP consistency violation is present.

## v. Issue: Concern.

The need to improve initial project scoping before NEPA begins has been a priority for the ODOT Certified User Group (CUG) and MPOs to address. Various ideas have been expressed. One under discussion proposes that all ODOT funded projects will require a pre-scoping project study report (PSR) be completed to initiate the NEPA process. The PSR would cover basic NEPA areas and potential environmental impacts, provide an initial project design up to 30%, and develop a detailed project budget which must adhere to approved cost development methodology standards. If ODOT adopts the PSR concept as other states have, it is expected to be expanded to all other roadway/highway improvement federal or state funded projects that require federal approvals. Discussion is expected to continue at the CUG meetings.

## b. Project Delivery Schedule and Slip Impacts:

- i. FHWA considers the ability to delivery federal and state funded projects in a timely fashion a primary goal for all states and agencies that receive transportation funds.
- ii. Failure to deliver projects in a timely fashion not only delays required transportation system improvements, but also jeopardizes the allocation of future federal funds. Failure to deliver in a timely fashion usually means delays in obligating annual federal funds due to the need to slip a project and/or phase to the next federal fiscal year. All states are expected to obligate 100% of their programmed federal funds assuming the obligation authority limitation is present. FHWA considers the state DOT to fail when

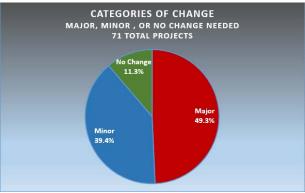
- they don't obligate their annual federal funds. States that fail to hit their obligation target can be hit with a funding rescission and lose funds each year they fail to meet their targets.
- iii. Twenty-three projects, or 32.4% were identified to need updated delivery schedules. Thirty five projects, or almost 50% were identified to also require project phase slips to FY 2020 or later. Added Note: For the eleven transit projects requiring to be slipped to FFY 2020, their phase slips primarily result from the federal government shutdown, and resulting funding impacts of the Continuing Resolution that governs the allocation of Federal Transit Administration (FTA) funds. Together, the impact has limited the actual allocation of FTA funds to transit agencies. The result is that several projects have to slip to the next federal fiscal year with the hope that FTA fund allocation will be more stable then. This issue for transit agencies is beyond their control and continual workarounds due to the reduced funding are required.

#### iv. Issue: Concern

ODOT's ability to reach their annual transportation obligation targets has become serious enough that the MPOs now face obligation targets for their failure to reach at least an annual obligation rate of 80%. The failure of MPOs to obligate their formula funds at a minimum rate of 80% also contributes to the problem. The implementation of required obligation targets for the MPOs will begin in FFY 2020. Additionally, project/phase slips which were consider a "non-issue" will be scrutinized by ODOT plus FHWA.

# c. <u>Major or Minor Project Change Impacts:</u>

- i. The impacts of the various projects changes were assessed as either major or minor changes. Major changes require a formal/full MTIP amendment with JPACT and Metro Council approvals. Minor changes can occur via Administrative Modification and do not require JPACT and Council approval, but only need confirmation from ODOT.
- ii. Out of the total 71 projects, 35 projects, or 49.2% require major changes defined by the approved UDOT/OODT/MPO Amendment Matrix which would result in the completion of a formal/full MTIP amendment.



- iii. Additionally, 8 projects, representing 11.3% were in progress of completing a required formal amendment, or had just completed the formal amendment. As a result the MTIP and STIP will be updated with the approved changes and no further action is required.
- iv. Most of the required project changes are significant and normally would require a formal MTIP to complete. However, FHWA will allow the cost changes, schedule updates, phase slips, deprogramming actions, and project

cancellations to occur through an administrative process rather than require a full formal amendment based on the following:

- 1. ODOT self-identified the STIP issue to FHWA.
- 2. FHWA also participated directly in the STIP Re-Balancing Effort.
- 3. ODOT will formally present the STIP Re-balancing Amendment to OTC for approval.
- 4. ODOT will complete the required public notification/public comment opportunity.
- 5. The MPOs review and assessment certified that no RTP consistency issues (other than financial constraint) are present.
- 6. The timing of STIP Re-balancing Amendment in relation to the normal end-of-year project obligations prevents the changes to be made in time through the normal formal amendment process. The approval to implement changes via administrative corrections will ensure impacted projects could obligate their FFY 2019 federal funds before the end of the federal fiscal year. As a result of the decision to allow the changes to proceed as administrative corrections and with no RTP consistency impacts, the amendment will proceed as a giant administrative modification and will not need IPACT or Metro Council formal approval.

Metro's review used the MTIP's standard the seven project assessment factors to determine if the STIP Re-balancing Amendment resulted in an RTP consistency violation beyond the fiscal constraint violation.

The answer is no. The ODOT STIP Re-balancing/Re-calibration Amendment and subsequent project changes are not significant enough to produce a RTP consistency violation in the areas of air quality, degradation of the transportation modeling network, are inconsistent with the delivery timing of the approved constrained RTP project list, or deviate from the approved RTP goals and strategies. The table below summarizes the RTP consistency review areas and findings.

ltem		onsistency essment	Notes					
item	Impact	No Impact	Notes					
MTIP programming consistency issues		X	Minor corrections identified and needed for 7 projects					
Fiscal Constraint finding re-established	Х		Subject to FHWA approval of ODOT's proposed STIP Re-balancing Amendment which will change item to be "No Impact"					
New capacity enhancing projects added		Х	No new capacity enhancing projects are being added to the STIP in the Metro MPO					
Changes to capacity enhancing projects impacting air conformity		Х	None noted					
Changes to capacity enhancing projects that are now inconsistent with Metro modeling network		Х	None identified					
Project scope changes result in significantly different project from the RTP project entry		Х	Project scope adjustments are considered minor from a RTP consistency aspect					
Project scope changes are no long consistent with RTP goals and strategies		Х	No deviations noted from the RTO goals and strategies					
Project schedule changes are significant and impact RTP delivery windows		Х	Most projects are being slipped into 2020 to 2021.					
Delivery impacts of required project slips to a later year		Х	No significant negative impacts in relation to RTP consistency noted.					
Impact of proposed project cancellations		Х	Need confirmation that canceled projects are still planned to re-emerge in the 201-24 STIP					

M: KEN LOBECK	DATE: JUNE 21, 2019

Required project scope changes are legal and can occur without a formal amendment	Х	Final approval from FHWA allowing the MPOs to complete required changes under Administrative Modification rules
Required financial changes are significant to warrant a formal amendment	Х	FHWA has waived the normal amendment threshold requirements for the identified projects allowing all funding changes to occur via an administrative action. Therefore, there is no impact to the RTP.
Completion of required 30 day Public Notification/opportunity to comment	Х	ODOT will complete
JPACT and Metro Council approvals required	Х	OTC and FHWA approvals are required. Standard Metro formal amendment approvals are not required for this specific amendment. Changes to the MTIP are authorized to occur via administrative action

**FRO** 

# **FOLLOW-ON QUESTIONS:**

With OTC approval in place corrections to the MTIP and STIP will occur by mid-July 2019. While no RTP consistency issues exist as a result of the STIP Re-balancing Amendment, two key questions remain for ODOT to address as the region now must address impacts to the 2021-24 STIP:

- 1. Will the de-programmed projects that are being slipped and cancelled from the 2018-21 STIP an MTIP reemerge in the new 2021-24 STIP? The impacted projects include the following:
  - a. **Key 20390 ODOT: US30 at NW Nicolai St**Full signal rebuild. Work includes queue warning system, dilemma zone protection, and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs
  - b. Key 20432 ODOT: OR99W (Pacific Hwy West) at SW 72<sup>nd</sup> Design partial signal rebuild, channelize 72nd right turn lane, illumination, ADA, and new crosswalk on SW leg of intersection
  - c. **Key 20436 ODOT: OR99W at Durham Rd**Signal Upgrade with ADA improvements
  - **d. Key 20471 ODOT: OR99W: Tualatin River northbound bridge** On OR99W near King City replace the current structural overlay (HB2017 Awarded Project \$1,202,900 Original Award).
  - e. Key 20472 ODOT: OR99E: Clackamas River (Mcloughlin) Bridge Design shelf ready plans to paint structure.
  - f. Key 20481 ODOT: I-405: Fremont (Willamette River) Bridge Paint bridge approaches; other section as funding allows
  - g. Key 21071 ODOT: OR99W: SW Naito Pkwy SW Huber St, Phase 2
    Erect two overhead signs to increase sign visibility and improve way finding
  - h. Key 21194 ODOT: OR99W: McDonald Fischer Rd
    On OR99W in and south of Tigard between SW McDonald St and SW Fischer Rd repave
    roadway upgrade ADA ramps to current standards improve access management and address
    drainage as needed (HB2017 awarded project \$8,100,000 original award)
  - i. Key 21247 OR8: SE Minter Bridge Rd SE 73rd Ave In southern Hillsboro on OR8 repave roadway upgrade ADA ramps to current standards and address drainage as needed (HB2017 Awarded Project \$1,500,000 Original Award)

2. The OTC staff report indicates that \$128 million will be advanced from the new draft 21-24 STIP currently in development to assist in covering the identified funding shortfalls in the 2018-21 STIP. What are the potential impacts to the draft 100% list of projects for the new 2021-24 STIP?

#### APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the STIP Re-balancing Formal MTIP amendment will include the following:

	<u>Action</u>	<u>Target Date</u>
•	OTC STIP Re-balancing Amendment approval	.June 20, 2019
•	Initiate the required 30-day public notification process	N/A
	- ODOT will complete the public notification requirement	
•	TPAC presentation	July 12, 2019
	JPACT presentation	
•	•	July 18, 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 certifies that:**

- RTP consistency is maintained as the result of the ODOT STIP Re-balancing Amendment. No
  issues were found concerning possible air quality impacts, modeling impacts, goals and
  strategies, or delivery impacts that would result in a consistency conflict with the approved
  RTP.
- Metro concurs with FHWA's amendment processing guidance that the remaining project changes that have not already completed a formal amendment can occur administratively with two noted exceptions using the Administrative Modification logic from the approved USDOT/ODOT/MPO Amendment Matrix
- ODOT will submit Key 21179 (NB OR217 Project) as a formal amendment in the September 2019 Formal Amendment bundle to provide added clarification for the cost increase to the project.
- Once the final local funding shortfall amount is known for Key 19327 (Tigard's Fanno Creek Trail), the project will process under the regular amendment rules to complete the funding increase.

#### Attachments:

- 1. STIP Re-balancing Amendment Metro MPO Project List
- 2. OTC Staff Report
- 3. Public Notification Reference

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			<b>5</b>					Fundin	g Changes				Scope ar	nd Deliver	y Changes			Changes are	Changes Fa
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?		sting Total oject Cost		evised ect Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admi Mod Logic?
Lead A	gency: City	of Beaverton																	
20374		Systemic signals and illumination (Beaverton)	Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.	O&M Safety		\$	2,071,600	\$	2,071,600	\$	0.0%	•	No	No	No	No	Increase the Preliminary Engineering phase estimate by \$50,000, moving funds from the Construction phase. Add an Other phase of \$245,000, moving funds from Construction. Scope cut to meet budget, no impact to STIP project locations.		Yes, Admi Mod Ok
Numl	per of Projects:	1	Represents % of Total List	1.4%															
		alaana aa Oasant																	
Lead A	gency: Clad	ckamas County			ı														
20476	Clackamas County	SE Jennings Ave at SE Addie St (Clackamas)	Install traffic separators in t various locations in Portland with associated striping; illumination; and signal coordination work.	O&M Safety		\$	37,400	\$	-	\$ (37,40	-100.0%	No	No	No	No	0	Project is already constructed by the lead agency and not required now. Project can be cancelled without issue.	e Major	Cancelling a project in the MTIP normally requires a Form Amendment
21221	Clackamas County	232nd Drive at MP 0.3	On SE 232nd Dr in Clackamas County South of Damascus north of the OR224/SE232nd Dr intersection Emergency Relief Response to stabilize reconstruct and reinforce roadway	Emergency Relief (ER)		\$	575,000	\$	575,000	\$	0.0%	No	•		No	No	Slip the Right of Way phase to federal fiscal year 2020 and the Construction phase to 2021 for delivery.	Minor	Yes, Admin Mod Ok
Numbe	er of Projects:	2	Represents % of Total List:	2.8%					I					I.		L			
	<b></b>																		
19279	Gresham	Sandy Blvd: NE 181st Ave - NE 201st Ave (Gresham)	The project will construct multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	O&M Operations	<b>≠</b>	\$	3,993,202	\$	4,029,202	\$ 36,00	0.9%	No	•	•	No		Slip the Construction phase to federal fiscal year 2020 for delivery. STIP & MTIP TPC discrepancy due to subsequent PE phase obligation consisting of \$36,000 of local Other funds on 11/30/2018. Increase MTIP PE Phase by ADDING local Other funds in FY 2015 PE phase cost of \$36,000. STIP and MTIP will then balance again.	Minor (Technical Correction Required)	Yes, Admin Mod Ok
Numbe	er of Projects:	1	Represents % of Total List:	1.4%		1						Д		1					
		(D. 1.)																	
Lead A	gency: Met	ro (Parks)																	
18832	Metro Parks	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge	Active Trns BikePed		\$	2,612,381	\$	4,112,381	\$ 1,500,00	57.4%	No	No	No	No	No	Local agency added scope and will provide funds to deliver. Waiting on Local Agency discussions to add funding. No STIP change.	Major	No, Cost changes abov 20% Formal Amendment Required
Numbe	er of Projects:	1	Represents % of Total List:	1.4%				-1					1	I .	I	1		1	· ·

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Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	
Lead A	Agency: Mul	tnomah County															
18833	Multnomah County	NE 238th Dr: NE Halsey St - NE Glisan St	Add a 14-foot SB lane and a SB 12-foot passing lane add a NB 15- foot lane add 10-foot bike/ pedestrian paths on both sides plus improve drainage and vegetation to assist truck navigation (2016-18 RFFA REOF Award of \$1,000,000)	Capacity/ Modern & Active Trns		\$ 8,918,869	\$ 8,918,869	\$ -	0.0%	No	•	•	No	No	Slip the Construction phase to federal fiscal year 2020 for delivery	Minor	Yes, Admin Mod Ok
20338		Germantown Road: MP 2.5 to MP 3.5	Install enhanced curve warning signs; includes 4 curves between mile points 2.5 and 3.5 on Germantown Road	O&M Safety SFLP	<b>≠</b>	\$ 336,600	\$ 673,200	\$ 336,600	100.0%	No	•	•	No		Initial Admin Mod to change to SFLP project May 2019 AM Bundle #1. This action is to increase Construction phase to \$673,200. ADD to existing SFLP fund type code FUND XCHG. Also change lead in MTIP from ODOT to Multnomah County	Major	No. Cost change is above 50%. Formal Amendment normally is required.
Numbe	er of Projects:	2	Represents % of Total List:	2.8%							,		,				

Lead A	Lead Agency: ODOT																		
18758	ODOT	OR8: SW Hocken Ave - SW Short St	Design and construct streetscape safety and operational improvements	O&M Safety		\$	5,649,997	\$	11,201,395	\$ 5,551,398	98.3%	•	•	•	No	No	Increase Right of Way by \$1,165,000 & Construction by \$4,386,398.09 to fund added scope including operational improvements, sidewalks, & a water quality facility requested & funded by the City of Beaverton. Slip Right of Way to 2020 & Construction to 2021	Major	No. Cost changes above 20% Formal Amendment normally required
18772	ODOT	OR212: UPRR - US26	Paving of the highway in conjunction with targeted deeper pavement repairs within the project limits. Missing or noncompliant ADA sidewalk ramps will be brought up to standard. Drainage and storm water treatment improvements may be required. Culvert at Deep Creek to be replaced.	O&M Preserve		\$	14,569,660	\$	17,884,565	\$ 3,314,905	22.8%	No	No	No	No	No	Increase the Preliminary Engineering phase estimate by \$100,000 and the Construction phase estimate by \$3,214,905. Cost increase due to ADA, associated right of way, traffic control and design complexity, and related inflation.	Major	No. Cost changes above 20% Formal Amendment Required
18791	ODOT	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	the intersection Replace	O&M Safety	=	\$	2,751,400	\$	2,785,626	\$ 34,226	5 1.2%	No	No	No	No	No	The construction award was \$34,225.90 higher than the available STIP funding.	Minor	Yes, Admin Mod Ok
18794	ODOT	OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible	O&M Safety		\$	2,144,043	\$	3,029,907	\$ 885,86	41.3%	•	•	•	No	No	Increase the Right of Way phase by \$75,000 & Construction by \$810,864.46. Slip Right of Way to 2020 & Construction to 2021. Change project limits to SW 110th-SW Watson for improved bike/ped connectivity. Cost increase due to inflation & market conditions.	Major	No. Cost changes above 20% Formal Amendment normally required

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Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
18839	ODOT	OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements.	Active Trns BikePed	=	\$ 1,698,000	\$ 2,044,016	\$ 346,016	20.4%	•	No	No	No	No	ALREADY ENTERED INTO STIP/FP: (Metro submitted via June 2019 Admin Mod except for cost increase). Cancel the Utility Relocation phase, moving funds to the Right of Way phase. NEW CHANGE: Increase the Right of Way phase by an additional \$13,000 and Construction by \$333,016. Cost increase due to ADA improvements resulting in higher costs for each location.	Major	No. Cost changes above 20%. Formal Amendment normally required
18841	ODOT	OR217 SB: OR10 - OR99W	OR217 from OR10 to OR99W construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)	Capacity Enhancing		\$ 47,302,832	\$ 57,336,447	\$ 10,033,615	21.2%	•	No	No	No	No	Increase cost by \$10,033,614.94 to fund bridge maintenance & operations work, & bike connectivity work (widening an overcrossing) in collaboration w/ City of Beaverton/Washington County. Funding coming from keys 20086 (\$813,190), 20087 (\$190,007), 20083	Major	No. Cost changes above 20% Formal Amendment normally required
19265	ODOT	I-205 Shared Use Path at Maywood Park	Repave sections, install curb ramps, drainage and address tree roots with structure. Repave transition to existing structure near I-84WB to I-205 to correct settlement.	Active Trns BikePed	=	\$ 1,086,751	\$ 1,086,751	\$ -	0.0%	No	No	No	No	No	Admin Mod completed via the May 2019 MTIP Admin Mod Bundle #2 Added \$100k and a new UR phase plus increased PE and construction phases/ Mod already completed and approved. No further action required	None	No changes required
19812	ODOT	Region 1 Rural Intersections and Curve Warning Signs	Install and/or update advance warning signs intersection signs and other street signs and safety treatments at various rural intersections roadway departures and curves throughout Region 1 (PGB)	O&M Safety		\$ 1,516,265	\$ 1,516,265	\$ -	0.0%	•	No	No	No	No	Increase the Preliminary Engineering phase by \$100,000, moving funds from the Construction phase. Reduce number of locations to fit budget. REDUCE ADVCONs fund in Cons phase in FY 2020 from \$1,316,388 to \$1,216,388. INCREASE PE phase FY 2016 with \$100k of ADVCON for subsequent PE obligation		Yes, Admin Mod Ok
19918	ODOT	Portland Metropolitan: Bridge screening and rail retrofit	Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722.	O&M Bridge & Safety	=	\$ 4,842,802	\$ 6,420,060	\$ 1,577,258	32.6%	•	No	No	No		Increase project cost by \$1,577,258. Cost increase due to original cost estimate not including traffic control for construction.	Major	No Cost changes above 20%. Formal Amendment normally required
20208	ODOT	US30: Kittridge - Si Johns	Repave roadway, upgrade ADA ramps to current standards, timprove access management, and address drainage as needed. Pave Bridge Avenue.	O&M Preserve		\$ 8,518,704	\$ 8,518,704	\$ -	0.0%	•	•	•	No	No	Increase the Preliminary Engineering phase estimate by \$600,000, moving funds from Construction. Slip the Right of Way and Utility Relocation phases to federal fiscal year 2020 and Construction to 2021 for delivery	Minor	Yes, Admin Mod Ok
20298	ODOT	I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave.	O&M Preserve		\$ 4,792,148	\$ 521,930	\$ (4,270,218)	-89.1%	No	•	No	<b>→</b>	No	Cancel the Construction and Right of Way phases. Increase the Preliminary Engineering phase estimate by \$120,000 with funding from the canceled Construction phase. CN to be funded in 21-24 STIP	Major	No. Cost changes above 20%. Formal Amendment normally required

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Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
20299		US26: Sylvan - OR217	On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217 rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project \$624,212 original award)	O&M Preserve	=	\$ 3,786,224	\$ 4,462,450	\$ 676,226	17.9%	No	No	No	No	No	Increase the Construction phase estimate by \$676,226, moving funds from project key 20300. Cost increase due to inflation and asphalt cost increases.	Minor	Yes, Admin Mod Ok
20300	ODOT	US26: OR217 - Cornell Rd	Repave mainline of roadway to improve pavement condition and extend service life.	O&M Preserve	=	\$ 7,065,013	\$ 1,200,000	\$ (5,865,013)	-83.0%	No	•		2022		Push out to 2022. Move Construction to 21-24 STIP, to be delivered in 2022. Cancel the Construction phase from the 2018-2021 STIP. Split \$1,000,000 Highway Leverage funds to project key 20413 and \$676,226 Fix-It funds to project key 20299.	Major	No. Cost changes above 20%, Formal amendment normally required
20328		OR8 corridor safety & access to transit II	Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr. pedestrian crossings and separated walkway and bike lane across Rock Creek Bridge	Active Trns BikePed	=	\$ 3,742,900	\$ 3,742,902	\$ 2	0.0%	•	No	No	No	No	Increase the Preliminary Engineering phase estimate by \$686,000 and the Right of Way phase estimate by \$70,000, moving funds from Construction.	Minor	Yes, Admin Mod Ok
20376	ODOT	West Systemic Signals and Illumination (ODOT)	Illumination intersection work bike and pedestrian improvements ADA upgrades signal work signs warnings striping medians utility relocation and other safety improvements at various locations (PGB-ARTS)	O&M Safety		\$ 6,803,500	\$ 6,803,500	\$ -	0.0%	•	•	•	No		Slip the Right of Way phase to federal fiscal year 2020 and the Construction phase to 2021 for delivery. Design to match budget, no impact to STIP project locations.	Minor	Yes, Admin Mod Ok
20390		US-30 at NW Nicolai St	Full signal rebuild. Work includes queue warning system, dilemma zone protection, and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs	O&M Safety		\$ 926,500	\$ -	\$ (926,500)	-100.0%	•	•	•	<b>-</b>	0	Recent development in this area will require a more substantial improvement than was scoped. Operational analysis will determine future improvement needs.  Note: Future delivery years not identified.  Project is therefore considered cancelled.	Major	No. Project is technically being cancelled from 2018-21 MTIP & STIP and shifted out to the next STIP. Formal Amendment normally required
20410	ODOT	I-84: I-205 - NE 181st Avenue	Remove and replace asphalt surface to repair rutted pavement	O&M Preserve		\$ 3,600,000	\$ 8,823,033	\$ 5,223,033	145.1%	•	•	•	No		Increase project cost by \$5,223,033. Slip the Construction phase to federal fiscal year 2021 for delivery. Cost increase due to adding bridge deck seals to project scope and increased material costs.	Major	No. Cost change is above 20%. Formal Amendment normally required
20411	ODOT	I-5: I-205 Interchange - Willamette River	Remove and replace asphalt surface to repair rutted pavement.	O&M Preserve		\$ 7,156,351	\$ 9,986,280	\$ 2,829,929	39.5%	No	No	No	No	No	Increase the Preliminary Engineering phase estimate by \$325,000 and the Construction phase estimate by \$2,504,929. Cost increase due to asphalt price increase and inflation.	Major	No. Cost change is above 20%. Formal Amendment normally required

							Funding Changes	;			Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
20413	ODOT	US30BY (Lombard): N Fiske Ave - N Wilbur Ave	Road reconfiguration between N Fiske and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and	O&M Safety		\$ 10,699,934	\$ 18,501,603	\$ 7,801,669	72.9%	•	No	No	No	No	MAY OTC: Add paving from N Newman Ave - Boston Ave & RRFB @ Delaware in order to improve safety. Update name/ description/mile points. Increase cost by \$688,885 from keys 18780 & 17207. NEW: Increase Construction by \$1,100,000, moving \$1,000,000 from key 20300.	Major	No. Cost change is above 20%. Formal Amendment normally required
20432	ODOT	OR99W (Pacific Hwy West) at SW 72nd	Design partial signal rebuild, channelize 72nd right turn lane, illumination, ADA, and new crosswalk on SW leg of intersection	O&M Safety		\$ 1,365,000	\$ -	\$ (1,365,000)	-100.0%	No	No	No	No	0	Cancel current shelf project. City of Tigard and ODOT are partnering to develop a more substantial future project for this location.	Major	No Cost changes above 20%. Formal Amendment normally required
20435	ODOT	OR99W: I-5 - McDonald St	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Includes full signal upgrade at Johnson/Main.	O&M Preserve Active Trns BikePed		\$ 12,383,299	\$ 21,060,468	\$ 8,677,169	70.1%	•	No	No	No	No	Increase the Preliminary Engineering phase estimate by \$1,550,000, Right of Way by \$650,000, and Construction by \$6,477,169, moving funds from project key 21194. Cost increase due to ADA improvements including right of way and market conditions.	Major	No. Cost changes above 20%. Formal Amendment normally required.
20436		OR99W at Durham Rd	Signal Upgrade with ADA improvements	O&M Operations		\$ 968,740	\$ -	\$ (968,740)	-100.0%	No	No	No	No	0	This signal was going to be delivered with the McDonald to Fisher project (K21194) which is being cancelled. Will be incorporated into future 99W pavement project.	Major	Project cancellations normally require a Formal Amendment
20451	ODOT	OR8 at River Road	Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Milwaukie. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County	O&M Safety		\$ 2,151,970	\$ 2,649,465	\$ 497,495	23.1%	•	•	•	No	No	AMENDMENT RECENTLY PROCESSED: Increase project cost by \$969,328, moving funds from keys 20352, 20507, & 20454. Update name & description to add scope from key 20454. <b>NEW CHANGE: Slip the Other phase to 2020;</b> Increase Preliminary Engineering by \$497,495.	Major	Most changes made during January 2019 Formal Amendment. Other Phase and cost increase change needs to occur
20454	( )  )( )	OR224 at Lake/Harmony	Replace overhead flasher with ground mounted advance flashers.	O&M Safety		\$ -	\$ -	\$ -	N/A	N/A	N/A	N/A	No	No	Combine scope and funds into project key 20451. NOTE: AMENDMENT ALREADY APPROVED IN STIP/FP	No Action Required. Combined project already completed	No Action
20471	ODOT	OR99W: Tualatin River northbound bridge	On OR99W near King City replace the current structural overlay (HB2017 Awarded Project \$1,202,900 Original Award).	O&M Bridge	=	\$ 1,391,400	\$ 1,100,000	\$ (291,400)	-20.9%	No	•		Cons slips into 21-24 STIP	0	Cancel the Construction phase. Increase the Preliminary Engineering phase estimate by \$911,500 to be fully funded. Funding of the construction phase will be considered in the 2021-2024 STIP cycle.	Major	Canceling the construction phase normally requires a formal amendment

							Funding Changes				Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
20472	ODOT	OR99E: Clackamas River (McLoughlin) Bridge	Design shelf ready plans to paint structure.	O&M Bridge		\$ 250,000	\$ -	\$ (250,000)	-100.0%	No	No	•	<b>→</b>	0	Delay the Preliminary Engineering phase to the 21-24 STIP, canceling it from the 18-21 STIP.	Major	Slipping the PE phase to the next STIP cycle effectively is a project cancellation and normally requires a Formal Amendment
20473	ODOT	OR210 over OR217	Deck overlay; replace joints; patch column spalls.	O&M Bridge		\$ 1,863,363	\$ 2,863,363	\$ 1,000,000	53.7%	•	No	No	No	No	Increase the Construction phase estimate by \$1,000,000. Cost increase due to market conditions.	Major	No. Cost change is above 20%. Formal Amendment normally required
20479	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26) OR8 at Baseline. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, ADA upgrades, and other improvements.	Active Trns BikePed		\$ 2,299,999	\$ 3,335,852	\$ 1,035,853	45.0%	•	•	•	No	No	Increase the Preliminary Engineering phase by \$100,000, Right of Way by \$305,000 & Construction by \$631,852. Slip the Construction phase to federal fiscal year 2021 for delivery. Cost increase due to adding a RRFB at SE 82nd/Pacific, and sidewalk on 99E.	Major	No. Cost change is above 20%. Formal Amendment normally required
20481	ODOT	I-405: Fremont (Willamette River) Bridge	Paint bridge approaches; other section as funding allows.	O&M Bridge		\$ 17,794,616	\$ -	\$ (17,794,616)	-100.0%	No	No	•	<b>→</b>	0	The project completed a formal amendment as part of the May 2019 Formal MTIP Amendment and has been submitted to FHWA already.  While painting is needed to preserve the bridge, delaying the work for a short time will not affect its safety and function. Extended delays, however, will lead to an increase in costs for localized repairs so it will be considered against the other priority projects in the 2021-2024 STIP cycle.	No Action Required other than to update the MTIP once FHWA approves the May 2019 MTIP Formal Amendment	No new actions are required
20487	ODOT	OR99E Over UPRR at Baldwin Street Bridge	Address the structural and safety issues. Replace rail and expansion joints; patch and seal spalls and cracks; and other measures for seismic retrofitting.	O&M Bridge		\$ 3,383,307	\$ 5,413,543	\$ 2,030,236	60.0%		No	No	No	No	Increase project cost by \$2,030,236. Cost increase due to original scope and estimate not accounting for railroad coordination.	Major	No. Cost change is above 20%. Formal Amendment normally required
20507	ODOT	OR213 (82nd Ave) at Madison High School	Poplace signal, robuild and	O&M Operations		\$ 1,120,500	\$ 1,120,500	\$ -	0.0%	No	•	•	No	No	Update project to be locally funded & delivered, moving \$560,250 in federal funds to key 20451 & converting \$560,250 to state funds. Advance the Right of Way, Utility Relocation & Construction phases to 2019. NOTE: AMENDMENT ALREADY APPROVED IN STIP/FP	No Action MTIP & STIP Amendments completed	No new actions are required

							Funding Changes	;			Scope and	d Delive	ry Changes			Changes are	Changes Fall
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20508	ODOT	I-205: Abernethy Bridge - SE 82nd Dr	Remove and replace asphalt surface to repair rutted pavement to include replace ramp meters detection loops replace existing striping pave ramp and connections and I-205 mainline plus 2 feet of outside shoulder paving.	O&M Bridge	=	\$ 5,947,288	\$ 7,292,432	\$ 1,345,144	22.6%	No	No	No	No	No	Increase project cost by \$1,345,143.74. Cost increase due to market conditions and increased asphalt prices.	Major	No. Cost increase above 20%. Formal amendment normally required
20703	ODOT	US30: Troutdale (Sandy River) Bridge	Replace walkway and foundation, minor bridge repairs, and minor safety improvements (illumination and intersection controls).	O&M Bridge	<b>≠</b>	\$ 1,795,001	\$ 2,013,108	\$ 218,107	12.2%	No	No	No	No	No	Increased cost due to bridge material unit prices increasing. Increase project cost by \$144,043 (Correction in MTIP due to higher PE obligation = \$218,107)	Minor (MTIP & STIP discrepancy due to higher PE obligation)	Yes, Admin Mod Ok
20719	ODOT	Region 1 High Friction Surface Treatment	High Friction Surface Treatment (HFST) application pilot project to reduce the severity and frequency of wet roadway surface condition crashes on OR-219, OR-224 and I-84 in Washington, Clackamas, and Multnomah counties	O&M Safety	<b>≠</b>	\$ 172,000	\$ 586,595	\$ 414,595	241.0%	No	No	No	No	No	Note: MTIP and STIP Programming discrepancy. Prior amendment to increase project cost to \$565,246 did not occur in MTIP. Technical correction required. The construction award was \$21,348 higher than the available STIP funding	Minor Technical correction to MTIP required. Net cost change is \$21k	Minor Technical correction to MTIP required
21071	ODOT	OR99W: SW Naito Pkwy - SW Huber St Phase 2	Erect two overhead signs to increase sign visibility and improve way finding	O&M Safety		\$ 775,000	\$ -	\$ (775,000)	-100.0%	No	No	No	No	0	This project is recommended to be cancelled because the overhead signs conflict with future SW Corridor Light Rail Project. ODOT Maintenance to deliver smaller scale sign improvements that will be less costly and will accommodate future SW Corridor improvements.	Major	Cancelling a project in the MTIP normally requires a Formal Amendment
21177	ODOT	OR213 (82nd Ave): SE Foster Rd - SE Lindy St	On OR213 (82nd Ave) from SE Foster Rd south to SE Lindy St repave/rehab roadway upgrade ADA ramps and address drainage as needed (HB2017 Awarded Project \$9,200,000 Original Award)	O&M Preserve		\$ 9,273,040	\$ 21,597,711	\$ 12,324,671	132.9%	•	No	No	No		Increase CN by \$73,040, adding bridge surface protection. NEW: Increase PE by \$1,331,783; RW by \$7,971, UR by \$160,000, & CN by \$5,735,703. Cost increase due to added RRFB at OR213 & SE Clackamas/ Thompson, SE Glencoe, SE Clatsop, & SE Cooper, & sidewalk infill from Clatsop-Lindy.	Major	No. Cost increase above 20%. Formal amendment normally required

							Funding Changes				Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
21179	ODOT	OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	Capacity Enhancing Modern		\$ 13,900,000	\$ 74,800,000	\$ 60,900,000	438%  Change from original estimate of \$55m to \$74.8m is 36% increase			•	No	No	Increase the Preliminary Engineering phase estimate by \$550,000, the Right of Way phase estimate by \$100,000, and add a Construction phase of \$60,250,000. Cost increase due to inflation that was not initially accounted for in HB2017. Added Note: Cost increase includes ROW, UR, and Construction phase funds not yet programmed. Original project total cost estimate was \$55,000,000 estimate was \$55,000,000. Latest update now reflect a cost of \$74.8 million. Currently only PE and ROW phases are programmed at \$13,900,000. The total additional funds to be programmed are \$60,900,000	Major	No. Cost increase above 20%. Formal amendment normally required
21194	ODOT	OR99W: McDonald - Fischer Rd	On OR99W in and south of Tigard between SW McDonald St and SW Fischer Rd repave roadway upgrade ADA ramps to current standards improve access management and address drainage as needed (HB2017 awarded project \$8,100,000 original award)	O&M Preserve	=	\$ 8,100,000	\$ -	\$ (8,100,000)	-100.0%	No	No	•	Not Yet		K20435 (99W: I-5 to McDonald) is a higher priority due to higher traffic volumes, more safety, and operations. As a result, Key 21194 will be cancelled for the time being. Decision to slip and re-program in the 21-24 STIP not stated as part of this update. The final action for now is that Key 21194 is being cancelled from the 2018-21 MTIP and STIP	Major	Cancelling a project in the MTIP normally requires a Formal Amendment
21218		I-5 Boone (Willamette River) Bridge	Design plans for future construction on a deck overlay, joint repairs and seismic retrofit.	O&M Bridge		\$ 250,000	\$ 3,450,000	\$ 3,200,000	1280.0%		No	No	No	No	Only PE is currently programmed presently at \$250,000. As part of the STIP Rebalancing Amendment, the construction phase is being added. Project scope is O&M focused on needed bridge re-surfacing and safety improvements. The project could be considered a child component to the larger and later (post 2028) planned I-5 widening to add an Aux lane from Wilsonville Rd to Wilsonville-Hubbard Hwy (2018 RTP ID: 11990). The total project cost estimate with the aux lane is \$80,000,000. Key 21128 provides the non-capacity bridge rehab portion.	Major	No Cost changes above 20%. Also, normally adding the construction phase to the MTIP and STIP requires a Formal Amendment as well
21247	ODOT	OR8: SE Minter Bridge Rd - SE 73rd Ave	In southern Hillsboro on OR8 repave roadway upgrade ADA ramps to current standards and address drainage as needed (HB2017 Awarded Project \$1,500,000 Original Award)	O&M Preserve		\$ 1,500,000	\$ -	\$ (1,500,000)	-100.0%	No	No	No	No		This was a design-only project. CON phase was not selected for 2021-24 STIP in favor of other preservation priorities. To be re-evaluated for inclusion in the 24-27 STIP. Cancel project, moving funds to project key 18775.	Major	Cancelling a project in the MTIP normally requires a Formal Amendment

							Funding Changes				Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
21255	ODOT		Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards.	O&M Safety ADA		\$ 1,605,000	\$ 1,605,000	\$ -	0.0%		•	•	No	No	Remove OR8 from the project scope. Slip the Construction phase to federal fiscal year 2021 for delivery. Add a Utility Relocation phase of \$10,000, moving funds from the Construction phase estimate. (Project name & limits updates also appear needed based on scope adjustment)	Major	Removal of a major scope activity impacts the project limits as well and normally requires a formal amendment
Numbe	er of Projects:	41	Represents % of Total List:	57.7%													

			70 01 1 0101 21011																
Lead A	gency: City	of Portland																	
17268	Portland		ovide east-west route for destrians and cyclists in SW	Active Trns BikePed		\$ 4,	002,142	\$ 4,5	602,142	\$ 500,000	12.5%	No			No	No	Construction costs elevated due to market conditions. Add \$500k to construction. Slip the Construction phase to federal fiscal year 2020 for delivery.	Minor	Yes, Admin Mod Ok
18814	Portland	Connected Cully cor	onstruct sidewalks and bike ennections in the Cully eighborhood	Active Trns BikePed	<b>≠</b>	\$ 3,	909,499	\$ 4,4	106,525	\$ 497,026	12.7%	No	•		No	No	STIP TPC = \$3,816,816 (discrepancy minor) Shift \$374,026 from Preliminary Engineering to Construction, replacing w/ local \$. Increase Right of Way by \$95,683. Add a Utility Relocation phase of \$120,000. Slip Construction to 2020. Cost increase due to utility relocation & associated right of way.	Minor	Yes, Admin Mod Ok
19297	Portland	East Portland sid access to sto employment and education implies	various locations in east ortland build and improve dewalks crossings bus ops bike facilities and other after fety facilities to provide proved access to jobs usinesses and education oportunities	Active Trns BikePed		\$ 6,	499,830	\$ 11,7	768,129	\$ 5,268,299	81.1%	No	No	No	No	No	Amendment to add the \$5 million completed as part of the June 2019 Formal MTIP Amendment. Changes made. Metro Council approval expected as of July 11,2019. Construction remains in 2019. Formal amendment approval will occur in time to obligate construction phase by mid August as planned.	None (Changes made in June 2019 Formal MTIP Amendment)	No changes required. Council approval pending
20332	Portland	I-205 per strr (Sullivan's Gulch) of I we	ovide safe access across I- 15 for bicyclists and destrians by improving local reet corridors on the west side I-205 and constructing an east- est bicycle and pedestrian dercrossing.	Active Trns BikePed		\$ 3,	590,190	\$ 3,5	590,190	\$ -	0.0%	No	•	•	No	No	Advance the Preliminary Engineering phase to federal fiscal year 2019 for delivery	Minor	Yes, Admin Mod Ok
20340	Portland	Rumble Strips and Bike/Ped Conflict pro Markings (Portland) ma	stall centerline rumble strips; een conflict markings and/or ofile edge line pavement arkings at various locations in ortland. (PGB-ARTS)	O&M Safety		\$ 4	450,100	\$ 4.	50,100	\$ -	0.0%		No	No	No	No	Increase the Preliminary Engineering phase estimate by \$70,000, moving funds from Construction.	Minor	Yes, Admin Mod Ok
21283	Portland	I-84 & Union Pacific RR bridge (Portland)	n NE 12th Ave over I-84 instruct protective fencing for e 12th Ave bridge to ovide safety to the traveling otorist	O&M Bridge Safety		\$ 2	250,000	\$ 2,1	81,244	\$ 1,931,244	772.5%	No	No	No	No	No	Increase Preliminary Engineering by \$170,118 and Construction by \$1,761,126. Cost increase due to handling/disposal of lead paint; need for railroad flagging; & coordination for I-84 closures, which were not included in original estimate. ADDED NOTE: Changes to Key 21283 are Metro approved as part of the May MTIP Formal Amendment	No further action. Metro approval in May 2019 Formal Amendment pending FHWA approval	No action required

			Project				Funding Changes				Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
Numbe	er of Projects:	6	Represents % of Total List:	8.5%						=				_			

LEAD A	AGENCY: S	MART																
19316	SMART	5310 FY 2018 - Senior & Disabled	Services and Facility Improvements for Elderly and Disabled Customers FY18	Transit Capital Improve	<b>≠</b>	\$ 51,250	\$ 45	,693 \$	\$ (5,557)	-10.8%	No	No	•	No	No	Slip the Other phase to federal fiscal year 2020 for delivery. Correct programming discrepancy in MTIP by DECREASING approved 5310 funds from \$41,000 to \$36,554 and 20% local match from \$10,250 to \$9,139. Slip due to Gov't shut down conflict	Minor	Yes, Admin Mod Ok
20863	SMART	Smart Mobility Management (2019)	RideWise Travel Trainer	Transit		\$ 39,607	\$	- 5	\$ (39,607)	-100.0%	No	No	No	No	0	Cancelled Project: Project was added to the MTIP as a formula fund placeholder project that now is not necessary. The project is being cancelled from the MTIP via the June 2019 Formal MTIP Amendment.	No further action other than awaiting Council approval at the end of June 2019	No further action required
20865		SMART ADA Stop Enhancements (2019)	Bus stop enhancements	Transit		\$ 57,045	\$	- 5	\$ (57,045)	-100.0%	No	No	No	No	0	Cancelled Project: Project was added to the MTIP as a formula fund placeholder project that now is not necessary. The project is being cancelled from the MTIP via the June 2019 Formal MTIP Amendment.	No further action other than awaiting Council approval at the end of June 2019	No further action required
20866	SMART	Smart Senior & Disabled Program (2019)	Services and Facility Improvements for Elderly and Disabled Customers	Transit		\$ 51,250	\$ 51	,250	; -	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20869	SMART	SMART Bus and Bus Facilities (Capital) 2019	Bus and Bus Facility Upgrades	Transit		\$ 87,500	\$ 87	,500 \$	\$ -	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20872	SMART	SMART Bus Replacement and Technology 2019	Maintenance and bus fleet replacement and software	Transit		\$ 373,448	\$ 373	,448 \$	-	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
Numbe	r of Projects:	6	Represents % of Total List:	8.5%														

Lead A	gency: City	of Tigard												
19327	Tigard	Fanno Crk Trail: Woodard Pk-Bonita	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.	Active Trns BikePed CMAQ	\$ 4,905,187	\$ 6,404,977	\$ 1,499,790	30.6%	No	No	No	Slip the Right of Way phase to federal fiscal year 2020 and the Construction phase to 2021 for delivery. Cost increase due to market conditions related to the Right of Way and Construction phases. ADD local Other funds to address cost increase  Cost increase due to market conditions related to the Right of Way and  Construction phases. Correct phase programming due to updated obligation information as follows:  - DECREASE PE CMAQ FY 2019 from \$1,151,424 to \$1,151,235 with local match decreasing from \$131,786 to 131,784  - ADD local Other funds (OTH0 - Overmatch) FY 2020 ROW phase cost of \$  ADD local Other funds (OTH0 = overmatch) FY 2021 Construction phase cost of \$ Note:  Amendment will be completed at a later time	Major	No. Cost changes above 20% Formal Amendment Required

			Project				Funding Changes				Scope and	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
20439	Tigard	OR99W (Barbur Blvd): MP 8.01 to MP 11.50	Install Illumination at 72nd Ave; Main and Johnson; McKenzie; School; Walnut; Frewing; Garrett; Park; Royalty Parkway; and Durham Rd.	O&M Safety		\$ 1,177,000	\$ 1,177,000	\$ -	0.0%				No	No	Slip the Right of Way phase estimate to federal fiscal year 2020 for delivery. Cut project scope to match budget.	Minor	Yes, Admin Mod Ok
Numbe	er of Projects:	2	Represents % of Total List:	2.8%		ı					<u>'</u>		· · · · · · · · ·			I	

19712	ency: Tri TriMet	Community job connectors 2018	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	Transit	=	\$ 2,074,176	\$ 2,074,176	\$ -	0.0%	No	No	•	No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20818	TriMet	TriMet bus purchase (2019)	Bus Purchase	Transit		\$ 4,286,416	\$ 4,286,416	\$ -	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20836	TriMet	TriMet Elderly & Disabled Program (2019)	Services And Facility Improvements In Excess Of ADA Requirements	Transit		\$ 2,398,905	\$ 2,398,905	\$ -	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20843	TriMet	Portland Milwaukie Light Rail (2019)	This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail/streetcar/buses/bicycles and pedestrians.	Transit		\$ 117,515,849	\$ 117,515,849	\$ -	0.0%	No	No	•	No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20844	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	Transit		\$ 12,864,975	\$ 12,864,975	\$ -	0.0%	No	No		No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
20850	TriMet	Open Trip Planner	Add to current Open Trip Planner (OTP) other transit planning function to incorporate first/last mile connections by ridehailing and bike share. Already OTP supports connections to transit by bike	Transit		\$ 14,799	\$ -	\$ (14,799)	-100.0%	No	No	No	No	0	Cancelled Project: Project has been identified as a duplicate and unnecessary project in the MTIP. The project is being cancelled from the MTIP via the June 2019 Formal MTIP Amendment.	No further action other than awaiting Council approval at the end of June 2019	No further action required
21344	TriMet	TriMet Regional Travel Options Program (FY 2018)	The FY 2018 RTO allocation to SMART from Key 19292 will implement strategies to help diversify trip choices reduce pollution and improve mobility.	Transit		\$ 560,154	\$ 560,154	\$ -	0.0%	No	No	•	No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
21362	TriMet	Replacement of 2 mass transit vehicles. The project will be delivered through FTA.	Replacement of 2 mass transit vehicles. The project will be delivered through FTA.	Transit		\$ 1,076,248	\$ 1,076,248	\$ -	0.0%	No	No	•	No	No	Slip the Other phase to federal fiscal year 2020 for delivery (delay from gov't shutdown)	Minor	Yes, Admin Mod Ok
Number	of Projects:	8	Represents % of Total List:	11.3%				<u>"</u>									

			2				Funding Changes	;			Scope an	d Deliver	y Changes			Changes are	Changes Fall
Key	Lead Agency	Name	Project Description	Category	MTIP & STIP Cost Match?	Existing Total Project Cost	Revised Project Cost	Difference	Percent Change	Scope	Schedule	Slip	Move to 21-24 STIP	Cancel Project	Summary of Changes	Minor or Significant	Under Admin Mod Logic?
Lead A	Agency: Was	shington County	/														
20375	Washington County	West Systemic Signals and Illumination (Forest Grove)	Illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, utility relocation, and other safety improvements at various locations.	O&M Safety	<b>≠</b>	\$ 832,200	\$ 200,700	\$ (631,500)	-75.9%	No	No	No	No	No	Change lead agency to Washington County from ODOT. Update project name to delete (Washington County) and add (Forest Grove) for geographic reference. Change project to be a SFLP funded project from federal HSIP. Delete all funds from PE phase. Delete ROW phase. Change Construction phase to be state funded FUND XCNG and decrease construction phase amount from \$701,100 to be 200,700	Major	No. Cost changes converting to SFLP are above 30%. Formal Amendment normally required
Numbe	er of Projects:	1	Represents % of Total List:	1.4%							· ·		•	•			



# **Oregon Transportation Commission**

Office of the Director, MS 11 355 Capitol St NE Salem, OR 97301-3871

**DATE:** June 11, 2019

**TO:** Oregon Transportation Commission

[Original signature on file]

**FROM:** Matthew L. Garrett

Director

**SUBJECT:** Agenda D2– Update on the HB 2017 Projects and Amend the 2018-2021 Statewide

Transportation Improvement Program (STIP) as a result of the 2019 STIP calibration

# Requested Action:

Receive an informational update on the status of the House Bill 2017, (2017 Transportation Funding) projects and approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) as a result of the 2019 STIP calibration.

# Background:

The Oregon Department of Transportation (ODOT) has come before the Oregon Transportation Commission (OTC) with numerous STIP amendments for a variety of reasons, many resulting in requests for increases in funding. Over the past two years Commissioners have voiced concerns about the magnitude, volume and frequency of these changes. House Bill 2017 (2017 Transportation Funding) directed ODOT to devote resources to strengthen and improve its Project Delivery Program in order to better deliver quality projects on-time and within budget. In response to these concerns, at the May 16, 2019 Commission meeting, ODOT presented the 2019 Project Delivery Improvement Work Plan to address many of the current and anticipated challenges with the delivery of the STIP portfolio. The next phase of the work plan is focused on the HB 2017 projects and a recalibration of the current 2018-2021 Statewide Transportation Improvement Program (STIP).

## HB2017 Projects

House Bill 2017 identified specific projects for funding on both the state and local transportation system. For projects on the local system, ODOT has been working with the appropriate local public agencies to enter into Inter-Governmental Agreements (IGAs) for the reimbursement of their costs to deliver the identified or named projects. For the projects on the ODOT system, the scope, schedule and budget of each project has been reviewed and the attached report provides a status update. This report will be updated as needed and will be used to track project status and progress and as a tool to report back to the Commission, the Legislature, and other interested stakeholders.

# STIP Calibration

Feedback from the Commission, and consultation with the Continuous Improvement Advisory Committee (CIAC), has led to a restructuring of the ODOT project delivery process. Specifically, advancing the work to more clearly define scope, schedule, budget and risk for each project up front and early in the project selection process. Necessary project changes to scope, schedule or budget during project development have historically come to the Commission for approval very late in the process. In addition, ODOT has historically managed cost estimates through a contingency based method, not integrating a risked-based approach. While these have served ODOT well in the past, the tools, processes and rigor being implemented will change how the STIP portfolio of projects is managed in the future. The goals of these efforts are to: make a structural shift in how project costs and risk are managed; inform a data driven approach for managing project delivery performance at the programmatic level; increase transparency for all projects; remove self-imposed barriers between STIP cycles; better anticipate reasonable market and industry impacts to projects; and, most importantly, incorporate a higher confidence in project estimates much earlier in the life cycle of the project, at the scoping phase.

The first step in this structural change required a deep look at each project still in development. The five regions and the major funding programs reviewed the remaining projects in the 2018-2021 STIP and confirmed scope, schedule, budget for each project, and identified any required changes. This calibration effort will lead to a rebalance of the overall portfolio of projects through 2021, and will impact how many projects will be funded as part of the 2021-2024 STIP.

The impacts of the STIP calibration are extensive. Rather than bring these changes to the Commission each month over the next three years, they are all captured at one moment in time. The attached report captures all of the requested changes. Here is a summary of the request by the numbers:

771	Individual Items Remaining in the 2018-2021 STIP
342	Amendments in this 2019 STIP Calibration
154	Amendments Requiring OTC Action
149	Projects Amended
36	Projects Cancelled
21	Projects slipped to 2021-2024 STIP for Delivery
\$128M	Funding advanced from 2021-2024 STIP

As the transition from one STIP cycle to the next occurs, it has been a challenge to show anticipated project cost estimates in the transition year (i.e. 2021). Advancing funds from the 2021-2024 STIP allocations into 2021 show a greater level of transparency for the planned work in that year. Specifically, advancing \$128M with this action, includes \$42.6M for the *Oregon 217 NB Auxiliary Lane project*, a HB 2017 project, and \$40.9M for *ADA Curb Ramp projects* to continue to meet the settlement agreement.

Oregon Transportation Commission June 11, 2019 Page 3

# Next Steps

With approval of the requested changes, project amendments will be coordinated with the appropriate Metropolitan Planning Organizations (MPOs) and with the Federal Highway Administration (FHWA) to make the updates to the 2018-2021 STIP.

Continuing with the 2019 Project Delivery Improvement Work Plan, work is underway to develop new tools and processes to support the regions with better cost estimating, scheduling, managing risk, and scoping practices. Portfolio management and reporting tools are also in development and will be shared with the CIAC and others in Summer/Fall 2019.

Additional work is underway to set a new baseline for how delivery of the STIP will be measured going forward. In the future, all project changes requiring a STIP Amendment will be categorized into three areas based on the reason for the change. Attached is an example that illustrates the three categories:

- Avoidable We missed it, We own it,
- Unanticipated In excess of reasonable expectations,
- Elective Good business decision, right thing to do.

Finally, lessons learned are being collected from the evaluation of the HB 2017 projects and the review of the current STIP to inform the development of the Draft 2021-2024 STIP and how best to implement this new approach into the future.

## Attachments:

- Attachment 1 HB2017 Project Report
- Attachment 2 2018-2021 STIP: 2019 Calibration Amendment
- Attachment 3 STIP Amendment Categories of Change

## Copies to:

Jerri Bohard Travis Brouwer Tom Fuller Bob Gebhardt Cooper Brown Kris Strickler Mac Lynde David Kim We only use cookies that are necessary for this site to function, and to provide you with the best experience. Learn more in our <u>Cookie Statement</u>. By continuing to use this site, you consent to the use of cookies.

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# **STIP Amendments for Public Review**

Oregon Department of Transportation sent this bulletin at 06/24/2019 09:39 AM PDT

Having trouble viewing this email? View it as a Web page.



# **STIP Amendments for Public Review**

June 24, 2019

\*\* The 2018-2021 STIP Rebalance Amendments now available online \*\*

Hello from ODOT! We want to let you know about the most recent changes to projects in the Statewide Transportation Improvement Program, or STIP.

As you may know, we periodically alert you that we have made amendments to these projects, and we're inviting you to <u>visit the website</u>, review the amendments and provide us your feedback. If you know someone who is interested in STIP amendments, please forward this note to them so they can sign up to receive these alerts!

Why are projects being changed? Amendments are required when there are certain adjustments to projects, such as a change in the cost or in the project size/scope/location. These amendments are being made to projects that have already been reviewed and approved and in many cases are moving along in their progress.

Remember, you can always update your subscriptions, including unsubscribing to this list (see links below) at any time.

#### **Key information:**

Website where we will post amendments to STIP projects: https://www.oregon.gov/ODOT/STIP/Pages/Current-Future-STIP.aspx#amendments

Email for submitting your comments regarding a STIP amendment: OregonDOTSTIP@odot.state.or.us

Thank you for your interest in Oregon's transportation system.

(http://www.oregon.gov)

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# Statewide Transportation Improvement Program

(/ODOT/STIP/)

(/ODOT/)

- ♠ (/ODOT/Pages/index.aspx) > Statewide Transportation Improvement Program (/ODOT/STIP/Pages/index.aspx)
- > Current, Future and Historical STIP

■ Site Navigation

# Current, Future and Historical STIP

# 2018-2021 STIP

- 2018-2021 Final STIP as Amended 🖺 This "living" document represents the changes in the Final STIP as projects change or new ones are added. The Amended STIP is updated daily.
- 2018-2021 Final STIP (Draft Version)
- 2018-2021 STIP Summary of Major Changes
- Current Status on Air Quality Conformity for 2018-2021 STIP
- Upcoming PE Projects 🖈
- Upcoming RW Projects x

# STIP Amendments for Public Review

- 2018-2021 STIP Rebalance Amendments ☑
- Amendments Approved 6-1-19 Through 6-14-19 
   ☐

Thank you for taking time to review the amendments to the STIP. Please send your comments to ✓ Oregon DOT STIP (mailto:OregonDOTSTIP@odot.state.or.us).

Sign up for the latest STIP Amendment updates (https://public.govdelivery.com/accounts/ORDOT/subscriber/new? topic id=ORDOT 448).

# 2021-2024 STIP

The Oregon Transportation Commission, or OTC, began development of the 2021-2024 STIP in July 2017. See our page on Building the 2021-2024 STIP (/ODOT/STIP/Pages/2021-2024-STIP.aspx) for more information.

# 2015-2018 STIP

2015-2018 Final STIP as Amended 
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# Attachment 3: STIP Re-Balancing Amendment Public Notification Reference

# Sample of STIP Re-Balancing Amendment Included Projects

## proposed project changes

Key#	Reg	Project Name	Action		
17207	1	Region 1 reserve	Reduce funding by \$577,084, moving funds to project key 20413.		
			Construction costs elevated due to market conditions. Slip the Construction		
17268	1	Red Electric Trail: SW Bertha Blvd - SW Capitol Highway	phase to federal fiscal year 2020 for delivery.		
			Increase the Construction phase estimate by \$4,181,009, adding Federal Lands		
17479	1	Multnomah Falls Viaducts Repair Project	Access Program funding to restore the east viaduct.		
			Increase Right of Way by \$1,165,000 & Construction by \$4,386,398.09 to fund		
			added scope including operational improvements, sidewalks, & a water quality		
			facility requested & funded by the City of Beaverton. Slip Right of Way to 2020		
18758	1	OR8: SW Hocken Ave - SW Short St	& Construction to 2021		
			Increase the Preliminary Engineering phase estimate by \$100,000 and the		
			Construction phase estimate by \$3,214,905. Cost increase due to ADA,		
			associated right of way, traffic control and design complexity, and related		
18772	1	OR212: UPRR - US26	inflation.		
			Increase Preliminary Engineering by \$468,947, Right of Way by \$123,000, and		
			Construction by \$1,961,511, moving funds from project key 21247 & using fix-		
			it program savings. Cost increase due to ADA related costs which have		
18775	1	OR99E: S Pine St - SW Berg Parkway (Canby)	increased since original scoping.		
			Reduce project funding by \$111,800.77, moving funds to project key 20413;		
18780	1	Region 1 Pavement Reserve	reduce by \$408,127, moving funds to project key 20212.		
18791	1	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	The construction award was \$34,225.90 higher than the available STIP funding.		
			Increase the Right of Way phase by \$75,000 & Construction by \$810,864.46.		
			Slip Right of Way to 2020 & Construction to 2021. Change project limits to SW		
			110th-SW Watson for improved bike/ped connectivity. Cost increase due to		
18794	1	OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	inflation & market conditions.		
			Shift \$374,026 from Preliminary Engineering to Construction, replacing w/ local		
			\$. Increase Right of Way by \$95,683. Add a Utility Relocation phase of		
			\$120,000. Slip Construction to 2020. Cost increase due to utility relocation &		
18814	1	Connected Cully	associated right of way.		



REGION 1         Current Total         Proposed Total         Difference           REGION 1         2021-24 AT LEV         -         4,929,258.00         4,929,258.00           2021-24 AT LEV         -         4,820,000.00         4,280,000.00           2021-24 Segion 1 Pres         -         4,820,700.00         4,820,000.00           2021-24 SAFETY LEV         -         4,892,740.00         4,892,700.00           AT LEVERAGE RI         2,136,000.00         2,2136,000.00         -           CIMAQ PMA         58,824,988.48         58,284,988.48         5,756,803.00           ENEARCE REGION 1         41,418,643.88         46,945,446.88         2,796,803.00           ENHARCE REGION 1         133,004,769.33         162,281,600.42         29,251,234.99           FIX-IT SW BIKE/PED         961,707.00         2,191,538.00         -           FIX-IT SW BIKE/PED         961,707.00         2,916,559.00         1,954,822.00           FIX-IT SW GUIVERT         2,016,000.00         2,191,388.00         -           FIX-IT SW GUIVERT         2,016,000.00         2,191,389.00         1,242,742.06           FIX-IT SW IM         2,142,367.00         23,942,289.74         2,499,922.74           HB2017 BirdigeSeismic         1,052,880.00         9,948,	Highlighted indicates Region Bottomline Adjustments			
REGION 1		Current	Proposed	
2021-24 AT LEV	Program	Total	Total	Difference
2021-24 AT LEV				
2021-24 Region 1 Pres				
2021-24 SAFETY LEV		-		
AT LEVERAGE R1	_	-		
CMAQ PMA         58,284,984.84         58,284,984.84         - DISCRETIONARY           DISCRETIONARY         50,413,007.00         54,164,627.00         3,751,620.00           ENNANCE REGION 1         41,418,643.88         46,945,446.88         2,796,803.00           FIX-IT STATEWIDE         2,191,389.00         2,191,389.00         2,191,389.00         1,954,852.00           FIX-IT STATEWIDE         961,707.00         2,916,599.00         1,954,852.00         1,954,852.00           FIX-IT SW BRIDGE         70,633,741.94         71,876,484.00         1,242,742.06           FIX-IT SW CULVERT         2,016,000.00         2,016,000.00         -           FIX-IT SW IM         2,144,2367.00         2,394,228.94         2,499,922.74           HB2017 Discretionary         9,938,980.00         4,589,338.00         -           HB2017 Discretionary         9,938,980.00         42,600,000.00           HB2017 Discretionary         9,938,980.00         48,589,338.00         -           HB2017 Discretionary         9,938,980.00         41,595,000         2,241,595.00         -           HB2017 Discretionary         9,938,980.00         41,595,000         42,600,000.00         -           HB2017 Discretionary         9,938,980.00         10,778,516.66         -		-		4,892,740.00
DISCRETIONARY   \$0,413,007.00   \$4,164,627.00   3,751,620.00   ENHANCE REGION 1				-
ENHANCE REGION 1         44,148,643.88         46,945,446.88         2,796,803.00           FIX-IT REGION 1         133,030,476.93         162,281,600.42         22,951,123.89           FIX-IT STATEWIDE         2,191,389.00         2,191,389.00         2,191,389.00           FIX-IT SW BINGE         70,633,741.94         71,876,484.00         1,242,742.06           FIX-IT SW DRIDGE         70,633,741.94         71,876,484.00         1,242,742.06           FIX-IT SW IM         21,442,367.00         23,942,289.74         2,499,922.74           HB2017 BridgeSeismic         10,051,886.00         9,948,986.00         (102,900.00)           HB2017 Culvert         4,589,338.00         4,589,338.00         -           HB2017 Discretionary         99,350,000.00         141,950,000.00         -           HB2017 Perservation         28,214,595.00         28,214,595.00         -           HB2017 Perservation         5,788,516.66         5,778,516.66         -           HB2-Orthand         5,788,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         2,000,758,900.00         150,644,459.00         (111,431.00)           JOCAL         89,332,049.78         105,0748,044.59.00 <td></td> <td></td> <td></td> <td>-</td>				-
FIX-IT REGION 1 133,030,476.93 162,281,600.42 29,251,123.49 FIX-IT STATEWIDE 2,191,389.00 2,191,389.00 1,954,852.00 FIX-IT SW BIRJEPED 961,070.00 2,916,559.00 1,954,852.00 FIX-IT SW BIRDE 70,633,741.94 71,876,484.00 1,242,742.06 FIX-IT SW CULVERT 2,016,000.00 2,016,000.00 - FIX-IT SW CULVERT 2,016,000.00 2,016,000.00 - FIX-IT SW CULVERT 2,016,000.00 2,016,000.00 - FIX-IT SW CULVERT 4,42,367.00 23,942,289.74 2,499,922.74 HB2017 BridgeSeismic 10,051,886.00 9,948,986.00 (102,990.00) HB2017 Culvert 4,589,338.00 4,589,338.00 - HB2017 Preservation 28,214,595.00 28,214,595.00 - HB2017 Preservation 28,214,595.00 28,214,595.00 - HB2017 Preservation 3,000,000.00 3,000,000.00 - TO 1,000,000,000 3,000,000.00 - TO 1,000,000,000,000 3,000,000.00 - TO 1,000,000,000 3,000,000 3,000,000.00 - TO 1,000,000,000 3,000,000.00 - TO 1,000,000,000 3,000,000.00 3,000,000.00 - TO 1,000,000,000 3,000,000.00 3,000,000.00 3,000,000.00 3,000,000 3,000,000.00 3,000,000.00 3,000,000.00 3,000,000 3,000,000 3,000,000 3,000,000				
FIX-IT SW BIKE/PED 961,707.00 2,916,559.00 1,954,852.00 1,954,952.00 1,954,954,952.00 1,954,952.				
FIX.IT SW BRIDGE         961,707.00         2,916,559.00         1,954,852.00           FIX.IT SW BRIDGE         70,633,741.94         71,876,484.00         1,242,742.06           FIX.IT SW CULVERT         2,016,000.00         2,016,000.00         2.016,000.00         -           FIX.IT SW IM         21,442,367.00         23,942,289.74         2,499,922.74           HB2017 BridgeSeismic         10,051,886.00         9,948,986.00         (102,900.00)           HB2017 Discretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         28,214,595.00           HBY Pebraland         5,778,516.66         5.778,516.66         -           HWY LEVERAGE R1         3000,000.00         3,000,000.00         -           JTA         -         5,778,516.66         -           LOCAL         89,832,049.78         150,508,024.78         15,245,975.00           NON-HWY FLEX         713,251.00         713,251.00         713,251.00           NON-HWY FLEX         713,251.00         713,251.00         713,251.00           SFL JE PENALTY         1,479,700.99         1,479,700.99         1,479,700.99           SW LOCAL BRIDGE         27,907,692.00         27,907,692.				29,251,123.49
FIX-IT SW BRIDGE         70,633,741.94         71,876,484.00         1,242,742.06           FIX-IT SW CULVERT         2,016,000.00         2,016,000.00         -           FIX-IT SW IM         21,442,367.00         23,942,289.74         2,499,922.74           HB2017 BridgeSeismic         10,051,886.00         9,948,986.00         (102,900.00)           HB2017 Piscretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         -           HIP- Portland         5,778,516.66         5,778,516.66         -           HBY LEVERAGE R1         3,000,000.00         3,000,000.00         -           LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,479,700.99         1,479,700.99         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         - <tr< td=""><td></td><td></td><td>• •</td><td>-</td></tr<>			• •	-
FIX-IT SW CULVERT         2,016,000.00         2,016,000.00         2,016,000.00         -           FIX-IT SW IM         21,442,367.00         23,942,289.74         2,499,922.74           HB2017 Culvert         4,589,338.00         9,948,960.00         (102,900.00)           HB2017 Discretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         -           HIP - Portland         5,778,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         -         -         -           LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,633,900.00         4,693,000.00         -           SW Rail Crossing         -         360,000.00         -           SW Rail Cross	FIX-IT SW BIKE/PED	961,707.00		1,954,852.00
FIX-IT SW IM         21,442,367.00         23,942,289.74         2,499,922.74           HB2017 BridgeSeismic         10,051,886.00         9,948,986.00         (102,900.00)           HB2017 Culvert         4,589,338.00         4,589,338.00         -           HB2017 Preservation         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         -           HIP - Portland         5,778,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         -         -         -         -           LOCAL         89,832,049.78         105,078,024.78         152,245,975.00         100,444,459.00         (111,431.00)         100,444,459.00         (111,431.00)         100,444,459.00         (111,431.00)         100,444.459.00         (111,431.00)         100,444.459.00         (111,431.00)         100,444.459.00         111,431.00         100,444.459.00         111,431.00         100,444.459.00         111,431.00         100,444.459.00         111,431.00         100,449.00         100,449.459.00         111,431.00         100,449.00         100,449.459.00         100,449.00         100,449.00         100,449.00         100,449.00         100,449.00 </td <td>FIX-IT SW BRIDGE</td> <td>70,633,741.94</td> <td>71,876,484.00</td> <td>1,242,742.06</td>	FIX-IT SW BRIDGE	70,633,741.94	71,876,484.00	1,242,742.06
HB2017 BridgeSeismic         10,051,886.00         9,948,986.00         (102,900.00)           HB2017 Culvert         4,589,338.00         4,589,338.00         -           HB2017 Discretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         -           HIP - Portland         5,778,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         -         -         -         -           LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,467,970.09         1,479,700.9         1,479,700.9         -           SW IOF         1,387,951.00         1,387,951.00         -           SW IOCAL BRIDGE         27,097,692.00         27,097,692.00         27,097,692.00         -           SW Rail Crossing         4,633,807.02         4,633,807.02         -	FIX-IT SW CULVERT	2,016,000.00	2,016,000.00	-
HB2017 Culvert         4,589,338.00         4,589,338.00         - 1           HB2017 Discretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00            HIP - Portland         5,778,516.66         5,778,516.66            HWY LEVERAGE R1         3,000,000.00         3,000,000.00            JTA              LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00            OTHER         2,815,329.29         2,815,329.29            SEC 164 PENALTY         1,467,700.99         1,479,700.99            SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00            SW Rail Crossing          360,000.00            SW Rail Crossing          360,000.00            Region Total         967,883,629.39         <	FIX-IT SW IM	21,442,367.00	23,942,289.74	2,499,922.74
HB2017 Discretionary         99,350,000.00         141,950,000.00         42,600,000.00           HB2017 Preservation         28,214,595.00         28,214,595.00         -           HIP - Portland         5,778,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         -         -         -         -           LOCAL         89,832,049.78         105,078,024.78         15,245,975.00         LOCAL         150,755,890.00         150,664,459.00         (111,431.00)         NON-HWY FLEX         713,251.00         -<	HB2017 BridgeSeismic	10,051,886.00	9,948,986.00	(102,900.00)
HB2017 Preservation         28,214,595.00         28,214,595.00	HB2017 Culvert	4,589,338.00	4,589,338.00	-
HIP - Portland         5,778,516.66         5,778,516.66         -           HWY LEVERAGE R1         3,000,000.00         3,000,000.00         -           JTA         -         -         -         -           LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,479,700.99         1,479,700.99         -         -           SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -         -           SW Rail Crossing         -         360,000.00         360,000.00         -           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         124,564,007.29           REGION 2         4         4         4         4         4	HB2017 Discretionary	99,350,000.00	141,950,000.00	42,600,000.00
HWY LEVERAGE R1   3,000,000.00   3,000,000.00   - 1   1   1   1   1   1   1   1   1	HB2017 Preservation	28,214,595.00	28,214,595.00	-
TA	HIP - Portland	5,778,516.66	5,778,516.66	-
LOCAL         89,832,049.78         105,078,024.78         15,245,975.00           LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,479,700.99         1,479,700.99         -           SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW Rail Crossing         27,097,692.00         27,097,692.00         -           VERBAN STP/STBG POR         4,633,807.02         4,633,807.02         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2         ***********************************	HWY LEVERAGE R1	3,000,000.00	3,000,000.00	-
LOCAL TRANSIT         150,755,890.00         150,644,459.00         (111,431.00)           NON-HWY FLEX         713,251.00         713,251.00         -           OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,479,700.99         1,479,700.99         -           SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         27,097,692.00         27,097,692.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           REGION Z         -         -         -         -         -         -           REGION Z         - <td>JTA</td> <td>-</td> <td>-</td> <td>-</td>	JTA	-	-	-
NON-HWY FLEX         713,251.00         713,251.00         - 1           OTHER         2,815,329.29         2,815,329.29            SEC 164 PENALTY         1,479,700.99         1,479,700.99            SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00            SW IOF         1,387,951.00         1,387,951.00            SW Rail Crossing         27,097,692.00         27,097,692.00            SW Rail Crossing         4,633,807.02         4,633,807.02            URBAN STP/STBG POR         146,568,307.06         146,568,307.06            REGION 2         4         1,080,347,636.68         112,464,007.29           REGION 2         4         1,080,347,636.68         112,464,007.29           REGION 2         5         1,080,347,636.68         112,464,007.29           REGION 2         6         1,080,347,636.68         112,464,007.29           CMAQ EUG         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61         9,938,785.61	LOCAL	89,832,049.78	105,078,024.78	15,245,975.00
OTHER         2,815,329.29         2,815,329.29         -           SEC 164 PENALTY         1,479,700.99         1,479,700.99         -           SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2         -	LOCAL TRANSIT	150,755,890.00	150,644,459.00	(111,431.00)
SEC 164 PENALTY         1,479,700.99         1,479,700.99         -           SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2         -	NON-HWY FLEX	713,251.00	713,251.00	-
SFLP         1,663,998.00         537,300.00         (1,126,698.00)           SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	OTHER	2,815,329.29	2,815,329.29	-
SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	SEC 164 PENALTY	1,479,700.99	1,479,700.99	-
SW ADA TRANSITION         4,693,000.00         4,693,000.00         -           SW IOF         1,387,951.00         1,387,951.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	SFLP			(1,126,698.00)
SW IOF         1,387,951.00         1,387,951.00         -           SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	SW ADA TRANSITION			-
SW LOCAL BRIDGE         27,097,692.00         27,097,692.00         -           SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	SW IOF			-
SW Rail Crossing         -         360,000.00         360,000.00           TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)			• •	-
TAP POR         4,633,807.02         4,633,807.02         -           URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)		-		360.000.00
URBAN STP/STBG POR         146,568,307.06         146,568,307.06         -           Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2         AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)		4.633.807.02	·	-
Region Total         967,883,629.39         1,080,347,636.68         112,464,007.29           REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)				-
REGION 2           AT LEVERAGE R2         618,200.00         618,200.00         -           CMAQ EUG         9,938,785.61         9,938,785.61         -           CMAQ OAK         65,000.00         65,000.00         -           CMAQ SAL         7,817,520.87         7,817,520.87         -           CONNECT OREGON         6,448,919.50         6,448,919.50         -           DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)		,	, ,	
AT LEVERAGE R2 618,200.00 618,200.00 - CMAQ EUG 9,938,785.61 9,938,785.61 - CMAQ OAK 65,000.00 65,000.00 - CMAQ SAL 7,817,520.87 7,817,520.87 - CONNECT OREGON 6,448,919.50 6,448,919.50 - DISCRETIONARY 46,647,912.05 46,647,912.05 - ENHANCE BOTTOM LINE - 6,870,280.00 6,870,280.00 ENHANCE MATCH SW 776,724.82 630,216.79 (146,508.03)	Region Total	967,883,629.39	1,080,347,636.68	112,464,007.29
AT LEVERAGE R2 618,200.00 618,200.00 - CMAQ EUG 9,938,785.61 9,938,785.61 - CMAQ OAK 65,000.00 65,000.00 - CMAQ SAL 7,817,520.87 7,817,520.87 - CONNECT OREGON 6,448,919.50 6,448,919.50 - DISCRETIONARY 46,647,912.05 46,647,912.05 - ENHANCE BOTTOM LINE - 6,870,280.00 6,870,280.00 ENHANCE MATCH SW 776,724.82 630,216.79 (146,508.03)				
CMAQ EUG       9,938,785.61       9,938,785.61       -         CMAQ OAK       65,000.00       65,000.00       -         CMAQ SAL       7,817,520.87       7,817,520.87       -         CONNECT OREGON       6,448,919.50       6,448,919.50       -         DISCRETIONARY       46,647,912.05       46,647,912.05       -         ENHANCE BOTTOM LINE       -       6,870,280.00       6,870,280.00         ENHANCE MATCH SW       776,724.82       630,216.79       (146,508.03)				
CMAQ OAK       65,000.00       65,000.00       -         CMAQ SAL       7,817,520.87       7,817,520.87       -         CONNECT OREGON       6,448,919.50       6,448,919.50       -         DISCRETIONARY       46,647,912.05       46,647,912.05       -         ENHANCE BOTTOM LINE       -       6,870,280.00       6,870,280.00         ENHANCE MATCH SW       776,724.82       630,216.79       (146,508.03)	AT LEVERAGE R2	618,200.00	618,200.00	-
CMAQ SAL       7,817,520.87       7,817,520.87       -         CONNECT OREGON       6,448,919.50       6,448,919.50       -         DISCRETIONARY       46,647,912.05       46,647,912.05       -         ENHANCE BOTTOM LINE       -       6,870,280.00       6,870,280.00         ENHANCE MATCH SW       776,724.82       630,216.79       (146,508.03)	CMAQ EUG			-
CONNECT OREGON       6,448,919.50       6,448,919.50       -         DISCRETIONARY       46,647,912.05       46,647,912.05       -         ENHANCE BOTTOM LINE       -       6,870,280.00       6,870,280.00         ENHANCE MATCH SW       776,724.82       630,216.79       (146,508.03)	CMAQ OAK	65,000.00	65,000.00	-
DISCRETIONARY         46,647,912.05         46,647,912.05         -           ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	CMAQ SAL	7,817,520.87	7,817,520.87	-
ENHANCE BOTTOM LINE         -         6,870,280.00         6,870,280.00           ENHANCE MATCH SW         776,724.82         630,216.79         (146,508.03)	CONNECT OREGON	6,448,919.50	6,448,919.50	-
ENHANCE MATCH SW 776,724.82 630,216.79 (146,508.03)	DISCRETIONARY	46,647,912.05	46,647,912.05	<u>-</u>
	ENHANCE BOTTOM LINE	-	6,870,280.00	6,870,280.00
ENHANCE REGION 2 40,889,194.90 35,984,679.10 (4,904,515.80)	ENHANCE MATCH SW	776,724.82	630,216.79	(146,508.03)
	ENHANCE REGION 2	40,889,194.90	35,984,679.10	(4,904,515.80)

Highlighted indicates Region Bottomline Adjustments			
	Current	Proposed	
Program	Total	Total	Difference
ENHANCEMENT	2,758,832.90	2,758,832.90	-
FIX-IT ADA	392,300.00	392,300.00	-
FIX-IT REGION 1	52,000.00	52,000.00	-
FIX-IT REGION 2	176,570,541.79	167,270,106.53	(9,300,435.26)
FIX-IT STATEWIDE	3,373,040.90	3,322,185.90	(50,855.00)
FIX-IT SW BRIDGE	95,899,848.29	97,168,629.29	1,268,781.00
FIX-IT SW CULVERT	15,496,000.00	20,003,520.00	4,507,520.00
FIX-IT SW FISH PASS	9,650,000.00	3,910,000.00	(5,740,000.00)
FIX-IT SW IM	18,436,151.00	17,400,000.00	(1,036,151.00)
FIX-IT SW SWIP BIKPE	6,103,026.50	6,103,026.50	-
HB2017 BridgeSeismic	114,328,070.00	86,138,070.00	(28,190,000.00)
HB2017 Culvert	4,669,500.00	7,169,500.00	2,500,000.00
HB2017 Discretionary	50,720,000.00	50,720,000.00	-
HB2017 Preservation	19,825,513.00	17,834,370.00	(1,991,143.00)
HIP - Salem	471,717.38	798,717.38	327,000.00
HWY LEVERAGE R2	15,691,400.00	15,163,878.00	(527,522.00)
JTA	32,840,000.00	32,840,000.00	-
LOCAL	18,119,301.94	25,298,925.33	7,179,623.39
LOCAL TRANSIT	1,100,000.00	1,100,000.00	-
NON-HWY FLEX	240,701.55	240,701.55	-
OTHER	19,392,781.74	19,392,781.74	-
REGION 2	2,500,000.00	2,500,000.00	-
REGION 2 BOTTOM LINE	-	12,332,711.97	12,332,711.97
SAFETY HB5005	2,250,000.00	2,250,000.00	-
SEC 164 PENALTY	5,304,326.00	5,304,326.00	-
STATEWIDE	3,571,376.48	3,571,376.48	-
SW ADA TRANSITION	1,290,000.00	1,290,000.00	-
SW LOCAL BRIDGE	20,759,106.00	20,759,106.00	-
SW LOCAL STP/STBG	4,777,672.91	4,777,672.91	-
SW MPO PLANNING	3,590,381.34	3,590,381.34	-
SW NAT'L HWY FREIGHT	8,529,285.00	-	(8,529,285.00)
SW PLANNING	28,836.00	28,836.00	-
SW RAIL CROSSING	8,277,727.44	9,827,727.44	1,550,000.00
SW SEISMIC RESILIENC	15,000,000.00	15,000,000.00	-
SW SRTS	147,835.00	147,835.00	-
SW TDM	214,508.01	214,508.01	-
SW TRANSIT	4,011,490.00	4,011,490.00	-
TAP EUG	766,472.75	766,472.75	-
TAP SAL	1,466,459.00	1,466,459.00	-
URBAN STP/STBG EUG	16,418,177.67	14,273,177.13	(2,145,000.54)
URBAN STP/STBG SAL	18,883,710.41	19,323,656.41	439,946.00
Region Total	837,120,348.75	811,534,795.48	(25,585,553.27)
REGION 3			
AT LEVERAGE R3	866,200.00	866,200.00	_
BIKE PED	255,021.00	255,021.00	-
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Highlighted indicates Region Bottomline Adjustments			
The marcutes region bottomine Adjustments	Current	Proposed	
Program	Total	Total	Difference
CMAQ GRP	4,776,253.64	4,776,253.64	-
CMAQ MED	10,105,761.22	8,095,552.31	(2,010,208.91)
DISCRETIONARY	23,386,728.00	24,284,900.33	898,172.33
ENHANCE MATCH SW	667,631.86	667,631.86	-
ENHANCE REGION 3	10,352,588.14	10,518,588.14	166,000.00
ENHANCEMENT	625,000.00	625,000.00	-
FIX-IT ADA	20,000.00	20,000.00	-
FIX-IT REGION 3	64,387,266.31	64,086,257.58	(301,008.73)
FIX-IT SW BIKE/PED	892,979.00	892,979.00	-
FIX-IT SW BRIDGE	19,462,669.94	23,240,187.04	3,777,517.10
FIX-IT SW CULVERT	4,621,000.00	6,272,000.00	1,651,000.00
FIX-IT SW FISH PASS	3,122,000.00	4,796,440.00	1,674,440.00
FIX-IT SW IM	38,345,797.81	40,325,169.77	1,979,371.96
FIX-IT SW SWIP BIKPE	2,664,836.00	2,928,836.00	264,000.00
HB2017 BridgeSeismic	8,916,189.00	17,504,100.00	8,587,911.00
HB2017 Culvert	5,300,000.00	3,002,000.00	(2,298,000.00)
HB2017 Discretionary	75,000,000.00	75,000,000.00	_
HB2017 Preservation	23,000,000.00	23,000,000.00	-
HWY LEVERAGE R3	7,350,000.00	7,350,000.00	-
JTA	48,746,404.88	39,568,147.95	(9,178,256.93)
LARGE CULVERT	75,000.00	75,000.00	-
LOCAL	6,968,363.46	7,873,925.52	905,562.06
OTHER	15,956,328.00	17,750,481.00	1,794,153.00
SFLP	537,000.00	537,000.00	-
STATE BRIDGE	718,000.00	718,000.00	-
SW ADA TRANSITION	1,593,000.00	3,093,000.00	1,500,000.00
SW LOCAL BRIDGE	5,414,004.00	5,414,004.00	-
SW LOCAL STP/STBG	7,593,594.67	6,617,560.00	(976,034.67)
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Region Total	391,719,616.93	400,154,235.14	8,434,618.21
REGION 4			
AT LEVERAGE R4	621,600.00	621,600.00	-
CMAQ LAK	314,911.00	314,911.00	-
DISCRETIONARY	11,705,846.74	11,705,846.74	-
ENHANCE MATCH SW	1,427,190.45	1,427,190.45	-
ENHANCE REGION 4	22,261,715.84	22,361,715.84	100,000.00
FIX-IT REGION 4	83,708,423.78	97,438,770.78	13,730,347.00
FIX-IT STATEWIDE	510,492.00	510,492.00	-
FIX-IT SW BIKE/PED	832,000.00	832,000.00	-
FIX-IT SW BRIDGE	19,723,905.00	16,939,275.00	(2,784,630.00
FIX-IT SW CULVERT	3,541,727.00	3,575,727.00	34,000.00
FIX-IT SW FISH PASS	555,000.00	555,000.00	- ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
FIX-IT SW IM	3,934,000.00	3,934,000.00	-
FIX-IT SW SWIP BIKPE	1,700,000.00	1,700,000.00	_
HB2017 BridgeSeismic	9,877,690.00	7,296,395.00	(2,581,295.00
HB2017 Culvert	3,778,000.00	3,778,000.00	(=,55±,255.00)
TIDEDET, GUIVEIL	3,7,0,000.00	3,7,73,000.00	

6/11/2019			
Highlighted indicates Region Bottomline Adjustments			
_	Current	Proposed	
Program	Total	Total	Difference
HB2017 Discretionary	36,000,000.00	36,000,000.00	-
HB2017 Preservation	15,200,000.00	15,200,000.00	- (500,000,00)
HWY LEVERAGE R4	5,180,000.00	4,680,000.00	(500,000.00)
IM	1,250,000.00	1,250,000.00	-
LOCAL	2,569,865.94	2,569,865.94	-
OTHER	45,990,176.56	47,240,176.56	1,250,000.00
REGION 4	130,035.26	130,035.26	-
SAFETY HB5005	1,500,000.00	1,500,000.00	-
SEC 164 PENALTY	459,574.00	459,574.00	-
SW ADA TRANSITION	2,765,000.00	2,765,000.00	-
SW LOCAL BRIDGE	809,340.00	809,340.00	-
SW LOCAL STP/STBG	149,000.00	149,000.00	-
SW RAIL CROSSING	2,558,689.58	2,558,689.58	-
SW SEISMIC RESILIENC	20,000,000.00	32,350,000.00	12,350,000.00
SW-ADA	-	1,000,000.00	1,000,000.00
Region Total	299,054,183.15	321,652,605.15	22,598,422.00
REGION 5			
Enhance -R5	4,561,688.00	6,039,142.00	1,477,454.00
Fix-It R5	12,473,800.00	15,564,800.00	3,091,000.00
Interstate Maintenance	31,700,000.00	50,377,657.00	18,677,657.00
Other	31,700,000.00	406,907.00	406,907.00
State Bridge	14,800,902.00	15,811,702.00	1,010,800.00
Statewide Culvert	966,000.00	1,973,000.00	1,007,000.00
SWIP-R5	550,000.00	1,373,000.00	(550,000.00)
SWII NO	330,000.00		(330,000.00)
Region Total	65,052,390.00	90,173,208.00	25,120,818.00
STATEWIDE PROGRAMS			
1R	12,692,926.51	12,692,926.51	-
BIKE PED	1,437,779.00	1,437,779.00	-
DISCRETIONARY	1,250,000.00	1,250,000.00	-
FIX-IT OPS ITS	3,690,000.00	21,098,000.00	17,408,000.00
FIX-IT SW BIKE/PED	2,985,266.00	2,985,266.00	-
FIX-IT SW BRIDGE	6,310,833.70	655,387.00	(5,655,446.70)
FIX-IT SW CHIP SEALS	7,765,861.21	4,065,861.21	(3,700,000.00)
FIX-IT SW CULVERT	5,535,571.00	3,987,251.00	(1,548,320.00)
FIX-IT SW FISH PASS	4,324,750.40	1,340,586.40	(2,984,164.00)
FIX-IT SW GUARDRAIL	19,527,515.00	19,527,515.00	-
FIX-IT SW IM	400,000.00	400,000.00	-
FIX-IT SW SIGNS	5,970,533.00	5,970,533.00	-
FIX-IT SW SITE M/R	1,006,977.00	1,006,977.00	-
FIX-IT SW SWIP BIKPE	14,771,520.00	13,413,672.70	(1,357,847.30)
HB2017 BridgeSeismic	905,132.00	104,810.00	(800,322.00)
SW ADA TRANSITION	34,852,297.00	51,143,074.58	16,290,777.58
SW AT DISCRETIONARY	2,700,000.00	2,700,000.00	-
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# Agenda D1 - STIP Rebalance Finanical Comparison 6/11/2019

## **Attachment 4: OTC Support Materials**

Highlighted indicates Region Bottomline Adjustments			
	Current	Proposed	
Program	Total	Total	Difference
SW RAIL CROSSING	14,992,619.20	14,382,619.20	(610,000.00)
SW TDM	1,780,709.07	2,128,709.07	348,000.00
SW TRANSIT	3,106,824.00	2,758,824.00	(348,000.00)
SW WORK DEV/OJT	2,176,579.00	2,290,251.00	113,672.00
STATEWIDE TOTALS	148,183,693.09	165,340,042.67	17,156,349.58

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v	rn	10	ct.	Ke	•••

Number	Region	Project Name	PrimaryWorkType	Amounts	Description of Change (limit to 255 characters)
Region 1					
					Recent development in this area will require a more substantial
					improvement than was scoped. Operational analysis will determine future
20390	1	US-30 at NW Nicolai St	SAFETY	(926,500.00	) improvement needs.
					City of Tigard and ODOT are partnering to develop a more substantial future
20432	1	OR99W (Pacific Hwy West) at SW 72nd	SAFETY	(136,500.00	) project for this location.
					This signal was going to be delivered with the McDonald to Fisher project
					(K21194) which is being cancelled. Will be incorporated into future 99W
20436	1	OR99W at Durham Rd	OP-SSI	(968,750.00	) pavement project.
					Cancel the Construction phase. Increase the Preliminary Engineering phase
					estimate by \$911,500 to be fully funded. Funding of the construction phase
20471	1	OR99W: Tualatin River northbound bridge	BRIDGE	(291,400.00	) will be considered in the 2021-2024 STIP cycle.
20476	1	SE Jennings Ave at SE Addie St (Clackamas)	SAFETY	(37,400.00	) Project already constructed by the local agency.
					With a state of a second of the second of th
					While painting is needed to preserve the bridge, delaying the work for a
					short time will not affect its safety and function. Extended delays, however,
20404		LAOS Secretary (MCHerry Mar River) Bridge	DDIDGE	(47.704.645.07	will lead to an increase in costs for localized repairs so it will be considered
20481	1	I-405: Fremont (Willamette River) Bridge	BRIDGE		against the other priority projects in the 2021-2024 STIP cycle.
20850	1	Open trip planner	TRANST		Cancel local transit project
20863	1	Smart mobility management (2019)	TRANST		Cancel local transit project
20865	1	SMART ADA stop enhancements (2019)	TR-CAP	(57,045.00	Cancel local transit project
					This project is recommended to be cancelled because the overhead signs
					conflict with future SW Corridor Light Rail Project. ODOT Maintenance to
					deliver smaller scale sign improvements that will be less costly and will
21071	1	OR99W: SW Naito Pkwy - SW Huber St Phase 2	SAFETY	(775,000,00	accommodate future SW Corridor improvements.
		,		(1.0,000.00	7
					K20435 (99W: I-5 to McDonald) is a higher priority due to higher traffic
					volumes, more safety, operations, and pavement preservation needs, so the
					recommendation is to move funds to project key 20435. Cost increases on
					this project are 2x original estimate. Project was not initially scoped for
					HB2017 funding. Due to market conditions, scope exceeds programmed
21194	1	OR99W: McDonald - Fischer Rd	PRESRV	(8,100,000.00	budget. Cancel project. To be re-evaluated for to 2024-27 STIP.
					This was a decimal subvariant CON above were startly as 2004 04 CTD
					This was a design-only project. CON phase was not selected for 2021-24 STIP
24247			DD SCDV	/4 500 000 00	in favor of other preservation priorities. To be re-evaluated for inclusion in
21247	1	OR8: SE Minter Bridge Rd - SE 73rd Ave	PRESRV	(1,500,000.00	the 24-17 STIP. Cancel project, moving funds to project key 18775.

Region 2

Dra	iort	Kev

Number	Region	Project Name	PrimaryWorkType	Amounts	Description of Change (limit to 255 characters)
18734	2	US101: Sunset Beach Ln - Cullaby Lake Ln	MODERN	(631,862.11	Cancel Project Enhance project that cost more than original budget. Local is responsible for any costs above approved budget and did not have ) sufficient funds to cover the increase so they decided to cancel the project.
18739	2	US30 @ Walnut St. park-n-ride (Scappoose)	TRANST	(1,558,800.00	Cancel Project Enhance project that cost more than original budget. Local is responsible for any costs above approved budget and did not have sufficient funds to cover the increase so they decided to cancel the project.
18742	2	OR51: Heffley Street-Main Street East (Monmouth)	BIKPED	(1,453,400.00	Cancel Project Enhance project that cost more than original budget. Local is responsible for any costs above approved budget and did not have sufficient funds to cover the increase so they decided to cancel the project.
18754	2	US101: SW Waziyata St SW Maple ST. (Waldport)	BIKPED		Cancel Project Enhance project that cost more than original budget. Local is responsible for any costs above approved budget and did not have sufficient funds to cover the increase so they decided to cancel the project. Cancel Project Enhance project with large Local overmatch. Local didn't have sufficient funds to cover the overmatch so they decided to cancel the
18858	2	OR126: Munsel Creek - Siuslaw estuary trail	BIKPED	(1,641,400.00	) project.  Cancel Project Culvert funds are needed on higher priority Culvert projects.
19458	2	Thiel Creek culvert replacement	CULVRT	(225,855.00	Project will be completed with Major Culvert Maintenance funding.
20066	2	US101: Rockfall remediation Tillamook County	OP-SLD	(250,000.00	Cancel Project Funds are needed on higher priority Ops projects due to ) higher priorities. Project will be reviewed again in 2025 or beyond
20111	2	OR219: Hess Creek Bridge	BRIDGE	(230,000.00	Cancel Project This is a timber bridge that should be replaced. However, it is on a minor route. The project team estimated that the cost for construction would be double the \$7M that was programmed. Since it is not on a Fix-It route, the project was cancelled. Maintenance will continue to be asked to make repairs to keep it in service.
20113*	2	US101: Ecola Creek Bridge (Cannon Beach)	BRIDGE	(400,000.00	Cancel Project This coastal bridge with 67 timber piles, with a substructure in fair condition should be replaced. However, with the amount of funding in Region 2 that was moved from the 18-21 STIP to the 22-24 STIP, this bridge would not compete well for funding for CN for the 22-24 STIP. This is another bridge that maintenance will be asked to keep in service
20117*	2	OR104S: Skipanon River Bridge	BRIDGE	(150,000.00	Cancel Project This bridge is load posted and has a deck in poor condition. However, it is on a spur highway, not a priority Fix-It route. The bridge was built in 1929. However, with the amount of funding in Region 2 that was moved from the 18-21 STIP to the 22-24 STIP, this bridge would not compete well for funding for CN for the 22-24 STIP.

# Agenda D1 - STIP Rebalance Projects Cancelled 6/11/2019

Project	Key
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Number	Region	Project Name	PrimaryWorkType	Amounts	Description of Change (limit to 255 characters)
20138	2	OR99W: Salmon River highway	SAFETY	(369,900.00)	Cancel project. The initial ARTS screening process for selecting the project had changed from when it was first selected. The updated process deemed this project not to be eligible for ARTS funding.
20177	2	US30 @ 8th St. (Astoria)	SAFETY	(350,600.00)	Cancel Project. Further analysis of the cost of the project resulted in a benefit cost of less than 1 and made the the project ineligible for ARTS
20195	2	Region 2 (Central & South) curve warning upgrades	SAFETY	(79,675.00	Cancel Project is an ARTS project where funds are needed on higher priority  ARTS projects. Mainteannce will upgrade necessary curve warning signs.
20235	2	US101: NW 25th St NE 36th St. (Newport)	BIKPED	(581,500.00	Cancel Project Enhance project that cost more than original budget. Local is responsible for any costs above approved budget. Local didn't have ) sufficient funds to cover the increase so they decided to cancel the project. Cancel Project After this project was programmed, there was an updated
20426	2	OR99W: Luckiamute River Bridge	BRIDGE	(1,480,065.00)	load rating that showed adequate load capacity. The wearing surface was replaced by the Major Bridge Maintenance program, so that there are no concerns that warrant a STIP project.
20427		ODCOW( North Vershill Diver Bridge (Couthbound)	BRIDGE	/F C24 822 00	Cancel Project This bridge was originally programmed for a rail retrofit. The bridge is very narrow (20 foot roadway width), so if we would have retrofit the rails we would be living with a narrow bridge for many years. The decision was made to widen the bridge as part of the project. The estimate for widening this bridge was over \$9M. The cost to address the deficient bridge rail and narrow width is so great, that it cannot compete with the structural and condition based needs of other bridges.
		OR99W: North Yamhill River Bridge (Southbound)			Cancel Pres project where funds are needed on higher priority Pres projects.
21234*	2	OR34: Pacific Hwy - Sunset Rd  28th Street: Main St to Olympic St (Springfield)	PRESRV PRESRV		This project will be completed by Maintenance and is under contract.  Cancelling project. Local agency will determine their needs at a later time in conjunction with Central Lane MPO.
Region 3					
20186	3	OR99: Ashland Pedestrian Upgrades	SAFETY	(1,112,000.00)	Cancel project to fund other high priority safety projects (KN 20191 and KN 20246). The City of Ashland is considering changes to local streets that would remove the need for this work.
20696	3	OR42: Bridge over US101	BRIDGE	(2,866,000.00	Cancel project. Alignment assumed at scoping did not meet design standards upon further analysis. Increasing vertical clearance on the same general alignment would result in worsened horizontal and vertical curvature on the bridge approaches.

# Agenda D1 - STIP Rebalance Projects Cancelled 6/11/2019

## **Project Key**

Project Key					
Number	Region	Project Name	PrimaryWorkType	Amounts	Description of Change (limit to 255 characters)
		T			Ingress Proliminary Engineering where by \$200,000 and consol
l					Increase Preliminary Engineering phase by \$300,000 and cancel
i					Construction phase (\$3,000,000). Project not field scoped and current
					estimate is higher than available funding. Construction being canceled to
					fund other culvert projects. Design will be shelved for future construction
20711	3	OR42: Frenchie Creek Culvert	CULVRT	(2,700,000.00)	funding.
Region 5					
					Cancel Project at City's request with NEACT and SEACT approval. Carry the
18919		5 Beck Road-Commercial (Nyssa)	Modernization	(282,660.00)	budget over to Region 5 Enhance Financial Plan.
					Change to design shelf project. Due to unforseen site conditions project
					estimate is anticipated to be higher than scoping. Cancel CON phase, leave
20497		5 US730: Juniper Canyon Creek Bridge	Bridge	(394,450.00)	PE at \$330,550.
					Change to design shelf project. Determined that bridge needs replacement
					instead of repaired. New balances: PE \$1,021,040; ROW \$54,000; UTIL
20499		5 OR82: Bear Creek (Wallowa River) Bridge	Bridge	(33,360.00)	\$50,000; CON \$0. Balance of \$33,360 to State Bridge program.

## Project Key

## Memo



Date: Friday, July 5, 2019

To: TPAC and Interested Parties

From: Caleb Winter, Senior Transportation Planner

Subject: Transportation System Management and Operations (TSMO) Strategy Update Kick-off

Purpose: To provide an overview of the phases to update the region's TSMO Strategy.

The 2010-2020 TSMO Plan¹ continues to guide the actions in an important topical area to the region's transportation system, most recently stated in the 2018 Regional Transportation Plan Goal 4, Reliability and Efficiency: The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options. All of the objectives under Goal 4 are:

- Objective 4.1 Regional Mobility Maintain reasonable person-trip and freight mobility and reliable travel times for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within the corridor.
- Objective 4.2 Travel Management Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- Objective 4.3 Travel Information Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.
- Objective 4.4 Incident Management Reduce incident clearance times on the region's transit, arterial and throughway networks through improved traffic incident detection and response.
- Objective 4.5 Demand Management Increase the number of households and businesses with access to outreach, education, incentives and other tools that increase shared trips and use of travel options.
- Objective 4.6 Pricing Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit.
- Objective 4.7 Parking Management Manage the supply and price of parking in order to increase shared trips and use of travel options and to support efficient use of urban land.

The region's TSMO Strategy will be an action plan to follow up on many of these objectives.

What are the phases of the TSMO Strategy update? The attachment provides an overview of five phases leading towards a TSMO Strategy with deliverables that will provide value to the TSMO Program for the next decade. The work ahead will involve a focus on equity and participation from planners, engineers and operators. If you have any questions or comments, please contact me at <a href="mailto:caleb.winter@oregonmetro.org">caleb.winter@oregonmetro.org</a> or call 503-797-1758.

<sup>&</sup>lt;sup>1</sup> The TSMO Plan is available online: <a href="http://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan">http://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan</a>

# 2020 Transportation System Management and Operations Strategy Work Plan Getting there with smart systems



Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
TSMO Strategy Update Scoping	TSMO Assessment	Aligning vision with proven or near-term innovations	Shared Priorities and Investment Strategy	Adoption
Sep. 2019 to Jan. 2020	Jan. 2020 to Apr. 2020	Apr. 2020 to July 2020	July 2020 to Nov. 2020	Nov. 2020 to Mar. 2021
Describe the project purpose, schedule and resources  Establish project goals and desired outcomes Identify state, regional, and local government partners, and key TSMO stakeholders to engage in the project  Develop project work	Evaluate and document progress made under the current TSMO Plan, linking policy to project outcomes  Conduct equity assessment to identify gaps and opportunities  Document capability level of TSMO in the region	Update the current TSMO vision with direction from stakeholders  Document the technologies needed and ready for implementation in the region and by each mobility corridor	Update the TSMO and 2018 RTP Project list  Update the TSMO investment strategy and action plan	Release draft strategy for public review  Adopt 2020 TSMO Strategy, vision and investment prioirites; recommend policy for 2023 RTP update; capability maturity update schedule  Update TransPort work plan  Document current TSMO partner agency
Deliverables				
Draft project work plan and the Public and Stakeholder Participation Plan  Review of work plan by state, regional and local partners; and key TSMO stakeholders	Geodatabase and evaluation report to establish existing conditions  Update of regional TSMO Capability Maturity	Database of technology that is low risk, high reward to TSMO Vision  Update ITS Architecture so that the regional system is ready to integrate technologies	TSMO project list with region-wide and mobility corridor projects  TSMO investment scenarios; Model operations scenarios	Final 2020 TSMO Strategy with vision, investment priorities and action plan  TransPort Work Plan  Compendium of TSMO partner agreements

## Memo



Date: July 12, 2019

To: Transportation Policy Alternatives Committee and Interested Parties

From: Grace Cho, Senior Transportation Planner

Ted Leybold, Project and Resource Development Manager

Subject: 2021-2024 MTIP – Proposed Performance Assessment Approach and Methods

## **Purpose**

Provide an overview and gather feedback on the proposed approach to evaluating the 2021-2024 Metropolitan Transportation Improvement Program (MTIP).

## **Request to TPAC**

Provide input and comment to the approach for evaluating the 2021-2024 MTIP to take place in early 2020. Also ask TPAC to help with developing the no-build scenario, which will be important for the 2021-2024 MTIP evaluation by providing project completion information. (Please see subsequent memorandum titled "Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment."

## **Background**

As part of federal requirements, Metro, as the lead in developing and implementing the MTIP, must demonstrate how the MTIP as a package of investments 1) advances the goals and outcomes identified in the adopted Regional Transportation Plan (RTP); and 2) makes progress towards achieving MAP-21 performance targets. To facilitate the demonstration and comply with federal regulation, a performance evaluation will be conducted on the package of investments to comprise the 2021-2024 MTIP.

The performance evaluation of the 2021-2024 MTIP is organized by two tracks:

- 2018 RTP priorities
- MAP-21 performance targets

Each track has a proposed approach as they each serve different purposes for the development and demonstration of federal compliance for the 2021-2024 MTIP. The following sections outline the approach and methodology for each area in which the 2021-2024 MTIP will evaluate performance and report.

## 2018 Regional Transportation Plan

Adopted by the Metro Council in December 2018, the 2018 Regional Transportation Plan (RTP) sets the long-range vision, goals, and outcomes for the regional transportation network. The 2018 RTP also includes policies and a long-range investment strategy for achieving the region's vision, goals, and outcomes for the system. Through the development of the 2018 RTP, four policy priorities – safety, equity, addressing climate change, and managing congestion – were identified to make further near-term progress. Stakeholders and leadership called upon the region to develop policies and refine transportation investments to better achieve outcomes that address the four priorities in the Plan and make more progress in near-term implementation. This was reinforced in the adoption of the 2018 RTP, where the ordinance called out specifically for the 2021-2024 MTIP to make progress in advancing the four priorities. The 2018 RTP priorities were reaffirmed in the adoption of the 2021-2024 MTIP policy direction, which further directs regional partners to

<sup>&</sup>lt;sup>1</sup> Metropolitan Planning, Content of the Transportation Improvement Program 23 C.F.R. § 450.326

advance transportation investments which will address safety, equity, climate change, and managing congestion.

As a result, the approach to evaluating the 2021-2024 MTIP will primarily use the four 2018 RTP policy priorities as the framework for demonstrating progress towards advancing the goals and outcomes identified in the Plan. This is also one way in which the 2021-2024 MTIP is expected to demonstrate consistency with the long-range transportation plan.<sup>2</sup> The analysis approach will be a system-wide analysis, meaning transportation projects programmed in the MTIP will not be evaluated independently.<sup>3</sup>

To determine the analysis methodology for the 2021-2024 MTIP, a set of measures must be determined for the four 2018 RTP priorities. These measures will assess the performance of the package of investments in the 2021-2024 MTIP as a means of understanding investment progress in implementing the 2018 RTP and possibly inform future areas of focus for investments in the 2024-2027 MTIP. In efforts to remain consistent and guided by the 2018 RTP, Metro staff proposes using the performance measures and Plan targets associated with the 2018 RTP priorities, as appropriate. Table 1 illustrates the crosswalk between the 2018 RTP priorities, outcome being measured, and performance measure and target.<sup>4</sup>

Table 1. Crosswalk Between 2018 RTP Priorities and 2021-2024 MTIP Performance Measures

2018 RTP	Outcome Being	Performance Measure Proposed for 2021-	2018 RTP
Priority	Measured	2024 MTIP	Performance
			Target
Equity	Accessibility	Access to jobs (emphasis on middle-wage)	No
	Affordability (as a pilot, if	Access to community places	
	possible)	System completeness of active transportation network in equity focus areas	
		Housing and transportation cost expenditure and cost burden	
Safety <sup>5</sup>	Safety investment level	Level of investment to address fatalities and serious injuries	Yes/No <sup>6</sup>
	Investment on high injury corridors	Level of safety investment on high injury corridors	

<sup>&</sup>lt;sup>2</sup> Per federal regulations, the content of the MTIP must demonstrate consistency with the adopted Regional Transportation Plan from a policy and a fiscal manner.

<sup>&</sup>lt;sup>3</sup> Transportation investments can also be referred to as transportation projects.

<sup>&</sup>lt;sup>4</sup> The 2018 RTP did not have a performance target associated with every evaluation measure.

<sup>&</sup>lt;sup>5</sup> Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

<sup>&</sup>lt;sup>6</sup> The 2018 RTP established a Vision Zero target of fatalities and serious injuries on the region's transportation system by 2035. The specific performance measures identified for the 2021-2024 MTIP performance assessment do not have an associated performance target, but serve as forward-looking measures to look at safety considerations.

Address	Emissions	Percent reduction of greenhouse gases per	Yes
Climate	reduction	capita	
Change			
	Active	System completeness of active transportation	
	transportation	network	
	system		
	completion		
Traffic	Multimodal	Evaluates mid-day and pm peak travel time	No
Congestion	travel times	between regional origin-destination pairs by	
		mode of travel (e.g. transit, bicycle)	

## Key Assumptions, Inputs, and Evaluation Tools

## **Evaluation Tools**

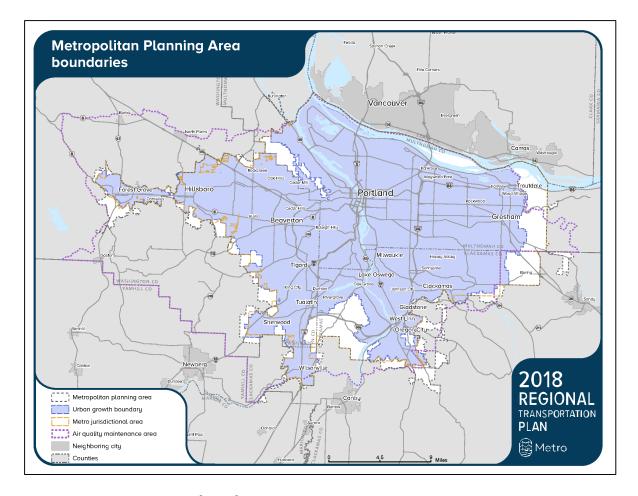
The 2021-2024 MTIP performance evaluation will use three main tools for the purpose of the evaluation of the 2021-2024 MTIP investment package. These tools are:

- Travel Demand Model
- Motor Vehicle Emissions Simulator (MOVES) Model
- Geographic Information Systems (GIS)

Attachment 1 provides a description of each tool.

In addition to the tools, the 2021-2024 MTIP focuses on the investments scheduled to be made on the regional transportation system in the metropolitan planning area (MPA) which is the defined geography for Metro's metropolitan planning organization (MPO) activities. Figure 1 illustrates the MPA.

Figure 1. Metropolitan Planning Area Boundaries



#### <u>Investment Inputs to Be Evaluated</u>

The investments to be evaluated includes those programmed in the 2021-2024 MTIP. These investments are cooperatively developed and submitted by four main partners: Metro, ODOT, TriMet, and SMART. The investments combined make up the package to be evaluated for performance.

Several of the investments programmed within the MTIP every cycle are programmatic in nature, meaning the investment is generally region-wide and do not have impacts to the movement of people or goods that can be modeled. For example, bus purchase and replacement programs are often programmed in the MTIP because transit agencies receive Federal Transit Administration (FTA) funds for this purpose. Since buses travel all over the transit system and spatial detail are unavailable of the deployment of buses, these programmatic investment will not be quantitatively evaluated in the performance assessment. The suite of transportation investments which are programmatic in nature will be identified, and appended in a list to the evaluation. Programmatic investments may be qualitatively evaluated when relevant impacts to the MTIP performance assessment can be described.

Additionally, investments which are only programmed for project development will not be assessed as part of the 2021-2024 MTIP performance evaluation. This is because at the project development phase of a transportation investment details such as the alignment have not been identified, making it challenging for the evaluation tools to capture the impacts of the potential investment.

## **Key Assumptions**

To conduct that evaluation, several key assumptions have been identified. To the degree possible, the key assumptions are consistent with assumptions used in the evaluation of the 2018 RTP.

A total of three scenarios will be evaluated as part of the 2021-2024 MTIP. These scenarios include:

- Base Year (2015)
- No Build (2024)<sup>7</sup>
- Build (2024)8

Table 2 provides further details and assumptions for each network.

Table 2. Scenario and Network Assumptions

<sup>&</sup>lt;sup>7</sup> If we need to do this to 2027, then we can, but we have a lot of investment assumptions to make

<sup>&</sup>lt;sup>8</sup> See comment 6

Scenario	Investment Profile	Land Use	Transit Service
Base Year (2015)	The base year includes the transportation investments built and open for service as of 2015. This is the same base year used as part of the 2018 RTP.	Land use assumptions pertaining to population growth, employment, and development will follow according to what was assumed in the 2018 RTP.9	The base year includes transit service which were in effect as of 2015. This is the same base year used as part of the 2018 RTP.
No Build (2024)	The 2024 no build assumes no additional transportation investments aside from those projects" 1) completed since 2015 and open for service; 2) funded projects expected to be completed by end of calendar year 2020; and 3) future roadway and bicycle facility projects with committed funding and projected to be complete by 2024.10	The land use forecast will follow according to what was assumed in the 2018 RTP. For year 2024, population and employment are interpolated in a straight line to 2024. <sup>11</sup>	The 2024 no build includes transit service which are in effect as of Spring or Fall 2019. (Spring or Fall dates are based on availability of information)
Build (2024)	The 2024 build scenario reflects all the investments identified in the 2021-2024 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis documentation. 12		The 2024 build assumes transit service levels to be in effect as of the end of calendar year 2024. (Based on assumptions discussed with transit providers)

## **Equity Focus Areas**

Communities included as part of the 2021-2024 MTIP evaluation include:

- People of Color
- People with Lower-Incomes

 $<sup>^{9}</sup>$  The adopted 2016 growth forecast was used as part of the 2018 RTP.

<sup>&</sup>lt;sup>10</sup> Fully committed funding would need to be reflected in the 2021-2024 MTIP programming and financial plan.

<sup>&</sup>lt;sup>11</sup> This means the land use forecast is estimated based on an interpolation from the base year (2015) forecast to the out year forecast (2027).

 $<sup>^{12}</sup>$  These programs may be assessed qualitatively in how these investments play a role in making progress towards the 2018 RTP priorities and/or the MAP-21 federal performance targets.

## • People with Limited English Proficiency

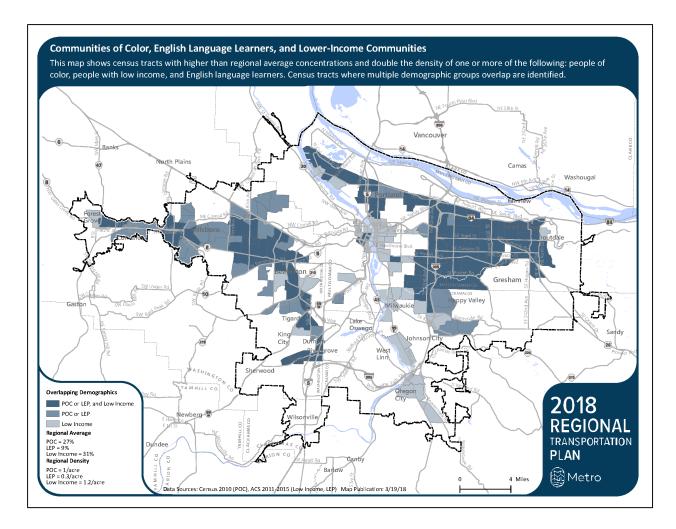
The equity focus areas were developed as part of the final evaluation of the 2018 RTP investment strategy. The Metro Council directed Metro staff to bring further focus around equity and align the evaluation of the 2018 RTP investment strategy closer to the agency-wide Strategic Plan to Advance Racial Equity, Diversity, and Inclusion (SPARDI). Based on the direction, Metro staff developed the equity focus areas which identify the locations of people of color, people with limited English proficiency, and people in poverty at population rates above certain thresholds. The rates have been identified in Table 3. Figure 2 illustrates the equity focus areas.

Table 3. Equity Focus Areas

Community	Geography Threshold
People of Color	The census tracts which are above the regional rate for people of color AND the census tract has twice (2x) the population density of the regional average (regional average is .48 person per acre).
People in Poverty	The census tracts which are above the regional rate for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .58 person per acre).
People with Limited English Proficiency	The census tracts which are above the regional rate for low-income households AND the census tract has twice (2x) the population density of the regional average (regional average is .15 person per acre)

Source: Metro, 2018 RTP transportation equity work group

Figure 2. Equity Focus Areas



#### **Sub-Regional Geographies**

In recognition that metrics reported at a region-wide scale may have minimal impact to regional performance metrics and that investments can have significant effects to the surrounding communities, the evaluation of the 2021-2024 MTIP investments may be reported at various subregional geographies. The selection of the sub-regional geographies will likely be based on the performance measure (e.g. safety, accessibility), but may include city/county or mobility corridors. Results will be provided for the region in a technical appendix if a sub-regional geography is selected for the purposes of reporting.

## 2021-2024 MTIP Performance Evaluation & Civil Rights Assessment

As part of Metro's federal responsibilities as a MPO, Metro is required to conduct a Civil Right Assessment to fulfill obligations pertaining to *Title VI of the Civil Rights Act of 1964* and *Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. As a result, since the 2015-2018 MTIP cycle, Metro has conducted a separate performance assessment of the MTIP package of investments specific to looking at outcomes and effects of investments to communities of color and lower-income populations. As part of requirements, a formal determination is provided with the completion of the evaluation.

In recognition the new MAP-21 performance-based requirements and in demonstrating the 2021-2024 MTIP is making progress towards implementing the 2018 RTP, these new pieces to the 2021-

2024 MTIP will necessitate several additional analyses of the investment package. To help streamline the work, Metro staff proposes to integrate the Civil Right Assessment into the 2021-2024 MTIP performance assessment. This is also to recognize the 2018 RTP adoption placed emphasis on making near-term progress on four priority areas, of which equity is one.

## **MAP-21 Performance Based Programming**

MAP-21 established 11 national performance measures for metropolitan planning organizations, state departments of transportation, and transit agencies to measure the performance of the system and to further connect investments to increase performance of the transportation system. These 11 national performance measures are:

- Safety
  - Fatalities and Serious Injuries
- Asset Management Pavement
  - o Percentage of pavements of the Interstate System in Good condition
  - o Percentage of pavements of the Interstate System in Poor condition
  - o Percentage of pavements of the non-Interstate NHS in Good condition
  - o Percentage of pavements of the non-Interstate NHS in Poor condition
- Asset Management Bridge
  - o Percentage of NHS bridges classified as in Good condition
  - o Percentage of NHS bridges classified as in Poor condition
- Asset Management Transit
  - Rolling stock Percent of revenue vehicles that have met or exceeded their useful life benchmark
  - Equipment Percent of service vehicles that have met or exceeded their useful life benchmark
  - Facilities Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)
  - o Infrastructure Percent of track segments with performance restrictions
- National Highway System Performance
  - o Percentage of person-miles traveled on the Interstate that are reliable
  - o Percentage of person-miles traveled on the non-Interstate NHS that are reliable
- Freight Movement on the Interstate System
  - o Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality<sup>13</sup>
  - Total emission reductions for applicable criteria pollutants
  - o Peak hour excessive delay
  - o Percent of non-single occupancy vehicle travel

The MAP-21 federal performance measures and target setting primarily uses a monitoring and data observation approach towards measuring performance of the system and transportation investments. In addition, the federal performance-based planning program outlined a prescriptive methodology for each performance measure. As a result of the prescriptive method and monitoring approach to performance, the region is expected to draw from existing observed data to measure

<sup>&</sup>lt;sup>13</sup> Per the Portland Region State Implementation Plan (SIP), Metro, as the MPO, completed its transportation conformity obligations on October 2, 2017. Based on this date and not receiving another non-attainment designation, the region is no longer subject sections of this MAP-21 performance measure. Namely, the region is no longer subject reporting on the Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle Mode Split.

progress rather than look at projections of future impacts. Therefore, the MAP-21 performance assessment will be different from the performance assessment used to assess progress towards the 2018 RTP priorities.

The area in which the federal performance measure program provides flexibility is in the performance target setting for each measure. Per federal regulations, MPOs, like Metro, may elect to develop region-specific performance targets or may elect to adopt the state targets for the different performance measures. Through the development of the 2018 RTP, the region developed region-specific targets for the upcoming 2 and/or 4-years as well as establishing the baseline metrics for each of the 11 MAP-21 performance measures to compare and assess progress. Attachment 2 illustrates the region's federal performance targets and baseline conditions.

Each of the MAP-21 performance targets are on slightly different 2 and 4-year schedules. As a result, the reporting in progress for meeting federal performance targets will be on different schedules for submission to federal partners. These schedules at times may align to the adoption schedule of different cycles of the MTIP, but may not. At this time, based on the adoption schedule, the following MAP-21 performance targets are expected to have reports submitted.

- Safety
  - o Fatalities and Serious Injuries
- Asset Management Pavement
  - o Percentage of pavements of the non-Interstate NHS in Good condition
  - o Percentage of pavements of the non-Interstate NHS in Poor condition
- Asset Management Transit<sup>15</sup>
  - Rolling stock Percent of revenue vehicles that have met or exceeded their useful life benchmark
  - Equipment Percent of service vehicles that have met or exceeded their useful life benchmark
  - Facilities Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)
  - o Infrastructure Percent of track segments with performance restrictions
- National Highway System Performance
  - Percentage of person-miles traveled on the Interstate that are reliable
  - o Percentage of person-miles traveled on the non-Interstate NHS that are reliable
- Freight Movement on the Interstate System
  - o Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality<sup>16</sup>
  - o Total emission reductions for applicable criteria pollutants

<sup>&</sup>lt;sup>14</sup> Not all MAP-21 Performance Targets have requirements for both 2 and 4-year performance targets.

<sup>&</sup>lt;sup>15</sup> Note, transit agencies are expected to update State of Good Repair targets annually. Reporting from the annual update to the performance target to the National Transit Database will be provided as part of the 2021-2024 MTIP.

<sup>&</sup>lt;sup>16</sup> Per the Portland Region State Implementation Plan (SIP), Metro, as the MPO, completed its transportation conformity obligations on October 2, 2017. Based on this date and not receiving another non-attainment designation, the region is no longer subject sections of this MAP-21 performance measure. Namely, the region is no longer subject reporting on the Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle Mode Split.

Working in partnership with ODOT and transit agencies, Metro staff will look to collect the most recent reporting, data, and information provided to date on the various federal performance measures. The recent reporting in combination with the programming of projects for fiscal years 2021 through 2024 will provide a quantitative measurement of understanding how well the region is doing towards reaching federal performance targets. A qualitative assessment of the 2021-2024 MTIP will be expected to demonstrate "to the maximum extent practical" the effect of the projects programmed in the MTIP on the achievement of targets. Per federal guidance, the expectation is for Metro to describe in the MTIP how the program of projects contributes to achieving the region's federal performance targets identified in the RTP and linking investment priorities to those targets. The qualitative demonstration should include a written narrative description of how the other performance based planning and programming documents (e.g. asset management plans, highway safety improvement program, congestion mitigation and air quality performance plan) are being implemented through the MTIP. Per federal guidance, the narrative should specifically describe linkages and answer the following questions:

- Are the projects in the MTIP directly linked to implementation of these other (performance based) plans?
- How was the program of projects in the MTIP determined?
- How does the MTIP support achievement of the performance targets?
- Is the MTIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- How was this assessment conducted? What does the assessment show?

As a result of this direction, Metro staff will provide relevant findings from the 2021-2024 MTIP evaluation to help describe linkages and progress towards the region's MAP-21 performance targets. This will be conducted in a narrative format per federal guidance and direction. In addition, Metro will provide any necessary data assessments towards the 2-year and 4-year targets according to the prescribed methodology. The baseline metrics provided as part of MAP-21 reporting in the 2018 RTP will help to understanding how much progress and advancement has been made towards 2 and 4-year performance targets and will be further made through the profile of investments programmed in the MTIP for federal fiscal years 2021 through 2024.

## **Timeline**

Table 4 provides a general timeline of activities pertaining to the 2021-2024 MTIP performance assessment.

Table 4. Timeline of 2021-2024 MTIP Performance Assessment

 $<sup>^{17}</sup>$  As referenced, the data assessments will draw from reporting conducted by ODOT and transit agencies on any 2-year performance targets many (but not all) of which are due in 2020.

Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit	End of 2019-Early 2020
agencies completed w/proposed program of projects for fiscal	
years 2021 through 2024	
Develop preliminary 2021-2024 MTIP performance assessment	April – June 2019
methodology	
Present and gather input on the 2021-2024 MTIP performance	July 2019
assessment methodology at TPAC	
Request assistance gathering information on completed	
projects for the no-build network	
Finalize the 2021-2024 MTIP performance assessment	Fall 2019
methodology	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
2021-2024 MTIP project data collection	Fall 2019 – January 2020
Data request from ODOT and transit agencies on MAP-21	Fall 2019 OR Spring 2020
performance target reporting and datasets (to adjust to region)	
Includes any 2-year performance target reporting	
Includes any annual reporting and updates to targets	
Perform 2021-2024 MTIP performance assessment	January – Mid-March 2020
<ul> <li>Quantitative analysis of 2021-2024 MTIP relative to 2018</li> </ul>	
RTP priorities	
<ul> <li>Quantitative and qualitative discussion of 2021-2024 MTIP</li> </ul>	
performance towards MAP-21 performance targets	
Results packaged for the 2021-2024 MTIP public review draft	March 2020
Discussion of results at TPAC	April 2020
In conjunction with public comment period	
Finalize findings and provide performance recommendations	May 2020
related to the 2021-2024 MTIP	
<ul> <li>Findings and recommendations to be informed by public</li> </ul>	
comment and TPAC discussion	

## **TPAC Discussion Questions**

- Based on the information presented and provided, how do TPAC members feel about the evaluation approach for the 2021-2024 MTIP?
- What questions or comments do TPAC members have for the approach to help improve and answer questions TPAC may have?

## Attachment 1 – Short Description of Analytical Tools Pertaining to 2021-2024 MTIP Performance Assessment

#### Travel Demand Model

The travel demand model is a travel behavior model which predicts travel activity levels:

- By mode (bus, rail, car, walk or bike) and on road segments,
- Estimates travel times between transportation analysis zones (TAZ) by time of day.
- Certain out-of-pocket costs perceived by travelers in getting from any one TAZ to any other.

## Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator model is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. The most recent version of the model is MOVES 2014b, .<sup>18</sup> Metro's current implementation of MOVES was developed for air quality conformity purposes in accordance with all pertinent EPA guidance included in the document, "Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b" (April 2012).

## Geographic Information Systems (GIS)

Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2018 RTP transportation equity evaluation, the transportation investments are mapped to assess the spatial relationships between the investments and historically marginalized communities. In particular, access to a connected transportation system and safety considerations are being assessed through GIS. The main GIS tool used for the transportation equity system evaluation is a proprietary program ArcGIS made by ESRI.

<sup>&</sup>lt;sup>18</sup> The emissions reported are for vehicle travel occurring within the federally-designated metropolitan planning area boundary (MPA) regardless of where trips begin or end. The on-road vehicle emissions estimates published in association with the 2021 - 2024 MTIP update were produced within a software framework that combines the regional transportation model with EPA's MOVES model, version MOVES2014a. A newer version of MOVES (MOVES2014b) has since been released, but it should be noted that the improvements incorporated into this update pertain almost exclusively to estimates of non-road emissions and are, therefore, not relevant to this analysis.

## Attachment 2 - Portland Metropolitan Region MAP-21 Performance Targets and Baselines

Portland Metropolitan Region – MAP-21 Performance Targets and Baselines<sup>19</sup>

Table 1. Safety Targets – Fatalities and Serious Injuries

Safety – Fatalities	Safety – Fatalities and Serious Injuries (Regional Targets only)							
Reporting Year (based on a 5- year rolling average)	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injuries (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)			
2011-2015 (Base)	62	0.6	458	4.5	113			
2014-2018**	58	0.5	426	4.0	105			
2015-2019	55	0.5	407	3.8	101			
2016-2020	52	0.5	384	3.6	95			
2017-2021	49	0.4	357	3.3	88			

<sup>\*\*2014-2018</sup> is the first period that targets must be established for the region.

The 2018 Regional Transportation Plan and 2018 Regional Transportation Safety Strategy set a target of zero traffic deaths and serious injuries by 2035. Metro developed annual targets to reach the 2035 target using the same methodology used by the Oregon Department of Transportation in the Oregon Transportation Safety Action Plan. These measures reflect people killed or seriously injured rather than fatal or serious injury crashes. Serious injuries do not include fatalities.

Table 2. Asset Management - Pavement Condition Targets

Asset management – Pavement Condition Targets						
Performance measure	Regional 2016 Baseline*	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2020/2022 Targets		
Percent of pavement on the Interstate System in good condition	31%	None	35%	None/35%		
Percent of pavement on the Interstate System in poor condition	0.4%	None	0.5%	None/0.5%		
Percent of pavement on the non-Interstate NHS in good condition	32%	32%	32%	50%/50%		
Percent of pavement on the non-Interstate NHS in poor condition	25%	25%	25%	10%/10%		

<sup>\*</sup> Source: Oregon Department of Transportation.

Table 3. Asset Management - Bridge Condition Targets

Asset management – Bridge Condition Targets				
Performance measure	Regional 2017 Baseline*	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2022 Target
Percent of NHS bridges classified in good condition	6%	None	5%	10%

 $<sup>^{19}</sup>$  See Appendix L of the 2018 RTP at https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan

<sup>\*</sup> Source: Oregon Department of Transportation.

Percent of NHS bridges classified in poor condition	1%	None	1%	3%

<sup>\*</sup> Source: Oregon Department of Transportation.

**Table 4. National Highway System Performance Targets** 

National Highway System Performance Targets				
Performance measure	Regional 2017 Baseline*	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2022 Target
Percent of person-miles traveled on the Interstate System that are reliable	43%	43%	43%	78%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	66%	66%	66%	78%

<sup>\*</sup> Source: National Performance Management Research Dataset (NPMRDS) for the period Jan. to Dec. 2017.

Table 5. Freight Movement on the Interstate System – Freight Reliability Targets

Freight Movement on the Interstate System – Freight Reliability Targets						
Performance measure	Regional 2017 Baseline*	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2022 Target		
Truck Travel Time Reliability (TTTR) Index	3.17	3.10	3.10	1.45		

<sup>\*</sup> Source: National Performance Management Research Dataset (NPMRDS) for the period Jan. to Dec. 2017.

Table 6. Congestion Mitigation and Air Quality Program – Excessive Delay and Mode Share Targets

Congestion Mitigation and Air Quality Program – Excessive Delay and Mode Share Targets				
Performance measure	Regional 2017 Baseline	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2020/2022 Targets
Annual hours of peak hour excessive delay per capita	22.13*	24.34***	23.96	None/23.96
Percent of non-single occupancy vehicle (Non-SOV) travel	31.4%**	33.1%	33.5%	33.1%/33.5%

<sup>\*</sup> Source: National Performance Management Research Dataset (NPMRDS) for the period Jan. to Dec. 2017.

<sup>\*\*</sup> Source: U.S. Census Bureau American Community Survey – Journey to Work, 1-year estimates (2017).

<sup>\*\*\*</sup> Note: Two-year target required for MPOs and will be resubmitted to ODOT in the updated CMAQ Baseline Performance Report due in December 2018.

Table 7. Congestion Mitigation and Air Quality Program – On-Road Mobile Source Emissions Targets

Congestion Mitigation and Air Quality – On-Road Mobile Source Emissions Targets				
Performance measure	Regional 2014- 2017 Baseline	Regional 2020 Target	Regional 2022 Target	ODOT Statewide 2020/2022 Targets
Annual average reduction emissions reduction per day (by pollutant) for all CMAQ-funded projects (Kg/day)				
Particulate matter less than 2.5 microns (PM <sub>2.5</sub> )	N/A	N/A	N/A	.12/.23
Particulate matter less than 10 microns (PM <sub>10</sub> )	N/A	N/A	N/A	363/726.4
Carbon monoxide (CO)	2476.73*	2000*	1840*	584/1168
Volatile organic compounds (VOC)	N/A	N/A	N/A	29.49/58.97
Nitrogen oxides(NO <sub>x</sub> )	N/A	N/A	N/A	71.45/142.9

This measure is required for metropolitan areas designated as nonattainment or maintenance as of Oct. 1, 2017. While the region completed its second 10-year Maintenance Plan for Carbon Monoxide on Oct. 2, 2017, the RTP must include this target given the region's status on Oct. 1, 2017. Monitoring and reporting of Portland area regional measures and targets will occur through the Metropolitan Transportation Improvement Program.

**Table 8. Transit Asset Management Targets** 

Transit Asset Management Targets		
Performance measure	2018 Baseline	2018 Target
TriMet Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)		
BU – Bus	15.3%	0%
CU – Cutaway (used for LIFT paratransit)	9.02%	0%
LR – Light rail vehicles	0%	0%
RP – Commuter rail passenger coach	0%	0%
RS – Commuter rail self-propelled passenger car	0%	0%
VN – Van (used for LIFT paratransit)	0%	0%
TriMet Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)		
Automobiles	26%	0%
Trucks and other rubber tire vehicles	34%	0%
Steel wheel vehicles	30%	0%
TriMet Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)		
Passenger/Parking facilities	1.03%	10%
Administrative/Maintenance facilities	0%	10%
<b>TriMet Infrastructure</b> – Percent of track segments with performance restrictions		
LR – light rail	4.7%	0.2%
YR – Hybrid rail	3.0%	0.2%

<sup>\*</sup> Source: Portland area CMAQ obligated projects for federal fiscal years 2014 through 2017.

Transit Asset Management Targets			
Performance measure	2018	2018	
	Baseline	Target	
SMART Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	33%	33%	
<b>SMART Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	20%	20%	
<b>SMART Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%	
C-TRAN Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	14.5%	20%	
C-TRAN Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	17.1%	30%	
<b>C-TRAN Facilities</b> – Percent of facilities rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	30%	

Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. TriMet's performance measures and targets are monitored and reported in TriMet's TAM Plan. SMART's performance measures and targets are monitored and reported in ODOT's Group TAM Plan. C-TRAN's performance measures and targets are monitored and reported in C-TRAN's TAM Plan.

Metro expects to review the regional targets for National Highway System Performance (Table 10), Freight Movement on the Interstate System (Table 11) and CMAQ – Excessive Delay and Mode Share (Table 12) as part of the Regional Mobility Policy update identified in Chapter 8 of the 2018 RTP. The review will determine whether adjustments to the 2022 regional targets are warranted. Metro and ODOT will initiate the Regional Mobility Policy update in 2019 in collaboration with other regional partners. The review of performance targets will be coordinated with the Transportation Policy Alternatives Committee (TPAC), ODOT, TriMet, SMART, C-TRAN and the SW Washington Regional Transportation Advisory Committee (RTAC).

## Memo



Date: Friday, July 12, 2019

To: Transportation Policy Alternatives Committee and Interested Parties

From: Grace Cho, Senior Transportation Planner

Subject: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP

Performance Assessment

#### **PURPOSE**

Metro staff are developing data and tools to support the development of the 2021-2024 MTIP. As part of the 2021-2024 MTIP development, Metro will conduct a performance assessment of the package of investments identified in the 2021-2024 MTIP. A key tool for the performance assessment will be the regional travel demand model. Local government and regional partner input is requested that will be used to create a 2024 no build network for use during the performance assessment. In addition, the information for the 2024 no build network will also help with the development of a 2020 base year network.

### **ACTION REQUESTED**

Local governments and regional partners input is helpful to ensure accuracy of the roadway and bicycle network attributes for both networks. Agencies are requested to review the 2015 base year roadway network and submit requested edits with supporting documentation to Metro.

#### By October 31st, 2019

- 1. Please identify all roadway and bicycle facility projects completed since 2015 and those projects expected to be completed by end of calendar year 2020. These projects will be included in a new 2020 base year networks.
- 2. Please identify all future roadway and bicycle facility projects with committed funding to be included in a new 2024 no build network. It is important to ensure the 2024 no build network displays all roadway capacity and bicycle facility projects for which funding has been committed. This includes fully locally funded projects which are on a regional facility (as identified on the regional system maps).

INSTRUCTIONS FOR RTP ROADWAY NETWORK REVIEW AND SUBMITTING UPDATES Each jurisdiction should contact Thaya Patton at (503) 797-1767 or by e-mail at <a href="mailto:thaya.patton@oregonmetro.gov">thaya.patton@oregonmetro.gov</a> to determine the ideal format for receiving the roadway network for review.

Metro staff can customize .pdf files that contain maps of the 2015 base year network that can be printed and marked up by hand during your review. Additionally, the 2015 base year network is available to view online at the following website.

http://drcmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=8182ae58218c4d578973c23cf9968236

Metro can also provide electronic VISUM version files containing the 2015 base network, which jurisdictions can edit directly. These VISUM version files will substitute for marked up maps. In both instances marked up .pdfs or electronically edited VISUM version files a memo containing a list

of proposed edits by each jurisdiction should also be provided to Metro for records keeping purposes.

There are four main roadway network attributes that should be considered when reviewing the 2015 roadway network:

- 1. The number of THROUGH lanes. A continuous left turn lane is indicated by ".5," so a typical 3-lane facility would be coded as 1.5 lanes in each direction.
- 2. The FREE-FLOW speed on the facility. This may not always be the same as the posted speed.
- 3. The POSTED speed on the facility. This may not always be the same as the free-flow speed.
- 4. The APPROACH capacity. This is the capacity at an intersection located at the outflow end of a link. General guidelines for arterials are 500-700 for 1 lane, 900-1100 for 1 through lane with auxiliary turn bays, 1200-1400 for 2 lanes and 1500-2100 for 2 through lanes with auxiliary turn bays. Metro staff will review proposed capacity changes to maintain consistency across the region.
- 5. Intersections where capacity changes have occurred through the addition/subtraction of TURN BAYS. It is sufficient to indicate an intersection has changed from 2015 to 2020. Metro staff will use current aerial photography to update the intersection design in the network. For the 2024 no build network, please provide as much information as possible about intersection design: number of left/right turn bays by approach and turn bay lengths. If this information is not available, Metro staff will use default values.

Prior to October 31st, please have your modeling staff review the above roadway network attributes for accuracy and provide marked up maps and/or VISUM version files and a memo summarizing the proposed changes to <a href="mailto:grace.cho@oregonmetro.gov">grace.cho@oregonmetro.gov</a>. The marked up maps/VISUM files and supporting memo should identify recommended changes to attributes in the 2015 roadway network and list any committed projects that should be added to the 2024 no build roadway network.

## INSTRUCTIONS FOR SUBMITTING MTIP BICYCLE NETWORK UPDATES

By October 31<sup>st</sup>, bicycle facility additions to be included in the 2024 no build (and 2020 base year) bicycle networks should be submitted using shapefiles where available, marked up maps, and written lists describing the location and type of bicycle facility improvement. The memo summarizing the proposed changes should be submitted to <a href="mailto:grace.cho@oregonmetro.gov">grace.cho@oregonmetro.gov</a>.

#### OTHER MTIP NETWORK UPDATES

Updates to the 2024 no build (and 2020 base year) transit networks will be developed by Metro staff in coordination with TriMet and the South Metro Area Regional Transit (SMART) district.

- Questions about the travel model network assumptions should be directed to Thaya Patton at (503) 797-1767 or by e-mail at <a href="mailto:thaya.patton@oregonmetro.gov">thaya.patton@oregonmetro.gov</a>
- Questions about the overall 2021-2024 MTIP process should be directed to Grace Cho at (503) 797-1776 or by e-mail at grace.cho@oregonmetro.gov

## Memo



Date: Wednesday, July 3, 2019

To: Transportation Policy Alternatives Committee and Interested Parties

From: Elizabeth Mros-O'Hara, Investment Areas Project Manager

Grace Cho, Senior Transportation Planner

Subject: Regional Congestion Pricing Technical Study

## **Purpose**

The purpose of this memo is to introduce and provide an overview of the Regional Congestion Pricing Technical Study.

## **Background**

In December 2018, the Metro Council adopted the 2018 Regional Transportation Plan (RTP), the long-range transportation policy blueprint and funding strategy to address the region's existing and future transportation needs and opportunities for the system. While the RTP identifies \$15.4 billion in capital investments into the system, it also includes strategies and tools to manage travel demand, fill gaps, and address inequities. Of those tools and strategies, the 2018 RTP identified a comprehensive regional study of congestion pricing as one of the near-term next steps in implementing the region's long-range transportation blueprint.

Congestion pricing is a tool that can lead to the more efficient use of existing transportation infrastructure to better move traffic and reduce greenhouse gas emissions. While the tool has been identified in our regional plans for many years, the Regional Congestion Pricing Technical Study will be the region's first effort to model and analyze different concepts. Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to make drivers aware of the costs they impose upon one another and transportation infrastructure when making trips. Pricing can lead travelers to change their behavior (i.e. shifting trip times from peak periods, traveling less often, changing travel modes, carpooling) which can result in less congestion.

Metro, working in partnership with the Portland Bureau of Transportation (PBOT), TriMet, and in coordination with ODOT, is leading an exploratory technical study of congestion pricing approaches. The Regional Congestion Pricing Technical Study will look at different applications of pricing to understand the outcomes and effects of different pricing policies and programs as applied in our region. This is a future look exploring concepts is separate from the work ODOT is conducting focused on Interstate 5 (I-5) and Interstate 205 (I-205) as required by the House Bill (HB) 2017 legislative mandate.

The Regional Congestion Pricing Technical Study's goal is to better understand how the region could use congestion pricing to manage traffic demand and meet climate goals in a manner that doesn't adversely impact safety of equity.

## Scope of Work

The Regional Congestion Pricing Technical Study will test the efficacy and performance of different pricing concepts through testing a series of modeling scenarios, research, technical papers, and feedback from experts in the field. The study will evaluate congestion pricing as a tool to accomplish the four primary transportation regional priorities identified in the 2018 Regional

Transportation Plan: addressing climate, managing congestion, getting to Vision Zero (safety), and reducing disparities (equity).

The study will primarily focus on evaluating three to four scenarios that apply different pricing concepts as well as mitigation options to address equity and safety issues that may emerge or potentially be exacerbated by pricing. Pricing concepts likely to be assessed are:

- Cordon: vehicles pay to enter/travel in a congested area
- <u>Vehicle Miles Traveled/Road User Charge:</u> a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

Some of the pricing concepts will be evaluated multiple times adjusting for a single factor (subconcept). For example, the cordon pricing concept may look at a single flat rate structure as well as a tiered pricing structure. To date, the pricing concepts which are identified for multiple evaluations are:

- Cordon
  - o Flat rate pricing structure
  - Tiered pricing structure
- Roadway
  - Priced roadway network for all facilities in the RTP roadway network for congestion reduction and greenhouse gas emissions reduction
  - o Priced roadway network for facilities above a certain average daily traffic volume
  - Other pricing details (e.g. variable rates vs. flat rate) to be determined

In addition to assessing the effects the pricing concepts could have on the four RTP priority outcomes, Metro will also consider potential test mitigation strategies. The mitigation strategies are intended to look at effects of reducing potential safety and equity impacts as observed by the initial evaluation of the pricing concepts and sub-concepts.

As further details of pricing concepts and the study scope are defined, Metro staff will return to TPAC for input and feedback.

#### **Results and Process**

At this time, the Regional Congestion Pricing Technical Study will focus on a technical evaluation of scenarios. Metro does not anticipate significant public outreach or convening of a project stakeholder committee for the work. Guidance for the technical study will be sought from TPAC, JPACT, and the Metro Council during regularly scheduled project updates. The project will rely on TPAC for technical input, JPACT for policy input, and the Metro Council for overall guidance of the project.

The results of the system-wide congestion pricing study are expected to inform future discussions on implementing congestion pricing for demand management purposes in our region. Metro expects this technical analysis to inform future policy recommendations and outline next steps for the purposes of evaluation and further study.

# Metro's Regional Congestion Pricing Technical Analysis & ODOT's (Value) Congestion Pricing Project

Metro's Regional Congestion Pricing Technical Analysis and ODOT's (Value) Congestion Pricing Project are two separate and distinct projects with different goals, objectives, and intended outcomes. Key distinctions about the projects are below.

Table 1. Differences Between ODOT (Value) Congestion Pricing Project & Metro Regional

**Congestion Pricing Technical Study** 

	ODOT Value Pricing Project	Regional Congestion Pricing Technical Study
Brief Project Description	The ODOT Value Pricing Project is the second phase towards implementing value pricing, also known as congestion pricing, on Interstate 5 between Going Street and Multnomah Boulevard and Interstate 205 at or near the Abernethy Bridge.	The Regional Congestion Pricing Technical Study is a broad examination of different applications of pricing to understand the outcomes and effects of different pricing systems.
Main outcome of the project?	Implementable tolling projects on Interstate 5 and Interstate 205.	Technical report and findings of how different pricing concepts performed to support future policy discussions
Geographic Scope of the Project	Two specified locations only:  • Interstate 5 between Going Street and Multnomah Boulevard • Interstate 205 at or near the Abernethy Bridge	Regionwide. Certain pricing concepts (e.g. cordon pricing) will have specified geographic areas of study.
Decision-makers for the project	Oregon Transportation Commission (OTC)	Metro Council
Process and engagement	Full planning and public involvement process in compliance with federal regulation. Public involvement to include stakeholder committees, project advisory committee, and several workshops with affected communities, meetings, and public comment opportunities.	Key stakeholder engagement and the use of Metro committees. TPAC, JPACT, and Metro Council meetings are open to the public and allow for public testimony.

Metro will make all the information and findings available to inform the planning and environmental linkage/pre-NEPA analysis work being undertaken by ODOT for the FHWA approved pricing proposal on I-5 and I-205. Project staff will meet regularly to discuss and coordinate opportunities to align and leverage work.

Table 2: Regional Congestion Pricing Technical Study Schedule

Activity	Timeframe
Kick off Regional Congestion Pricing Technical Study with project	July 2019
introduction at TPAC, JPACT, and Metro Council work session	July 2025
Procure consultant to support work	Fall – Winter 2019
Define and prepare scenarios for congestion pricing analysis	
Develop methodology details and package into technical	
memorandum	
Prepare initial technical memorandums defining areas	
which are not being addressed and studied	
TPAC Workshop to review model abilities and constraints for	
understanding scenarios	
Return to TPAC with further refined methodology and approach for	
input	E. 1. 2020
Prepare technical memorandums and documentation	Early 2020
Prepare tools and inputs for scenario runs	Carria a 2020
Run pricing concepts and scenarios  Review results with consultant team to help interpret results	Spring 2020
<ul> <li>Review results with consultant team to help interpret results</li> <li>Prepare technical memorandums of results</li> </ul>	
<ul> <li>Develop and package committee materials</li> </ul>	
Return to TPAC, JPACT, and Metro Council with results for	
discussion	
Post PAC Track comments, prepare modified technical inputs for	Summer 2020
second run of scenarios	30
Second run of scenarios with modifications	
Review results with consultant team to interpret results,	
findings, recommended next steps	
Prepare and package second run of scenarios for final analysis	Fall 2020
report	
Develop project findings summary sheets and communication	
materials	
Release final pricing analysis report	End of 2020/Early 2021
Expert panel event in conjunction with release of report	

## Questions

• Are these the right potential scenarios to study?

Materials following this page were distributed at the meeting.

### Memo



Date: Friday, July 12, 2019

To: TPAC and interested parties

From: Dan Kaempff, Principal Transportation Planner
Subject: 2019-22 Regional Travel Options Grant Outcomes

### **Purpose**

Provide TPAC with an update on the results of the 2019-2022 Regional Travel Options (RTO) grant-making process.

#### **Background**

RTO works to increase people's awareness of non-single occupant automobile options and to make it easier to use those options. The RTO program maximizes the return on the region's investments in transit service, sidewalks and bicycle facilities by encouraging travel using these modes through education of their personal and economic benefits. It also helps to reduce demand on the region's streets and roads, thus mitigating auto congestion and reducing greenhouse gas emissions.

RTO is the region's transportation demand management (TDM) program and is a component of the Congestion Management Process. The RTO program supports the regional land use and transportation policy framework envisioned in the 2040 Growth Concept, and further defined through the Regional Transportation Plan (RTP). The program also supports the direction given through Oregon Highway Plan Policy 1G.1 which identifies demand management as an initial step in protecting the functionality of the existing highway system.

The RTO program is funded through the Regional Flexible Funds. In 2017, JPACT and Metro Council increased funding to the RTO program as part of the 2019-21 Regional Flexible Funds Allocation (RFFA). \$250,000 was added to respond to recommended actions identified in the Climate Smart Strategy, and \$1.5 million was added to create a regional Safe Routes to School program to fund education and outreach efforts in schools. Total amount of Regional Flexible Funds allocated to the RTO program for fiscal years 2020, 2021 and 2022 is \$9.29 million.

Since 2003, the RTO program has been guided by a strategy document that builds upon RTP policy to specify the program's purpose, goals and objectives. It also defines Metro's role to coordinate and support the work of cities, counties, transit agencies, non-profit community organizations and other partners. In addition to administrative, technical and collaboration support, the program allocates grant funds to projects that support the region's RTO policy, goals and objectives. This policy direction was updated in the 2018 Regional Travel Options Strategy, adopted by Metro Council on May 24, 2018 (Resolution 18-4886).

#### **Program performance**

The RTO program conducts an evaluation of what the program's investments are achieving in terms of progress towards regional and programmatic goals. The most recent program evaluation covered work done during the 2013-2016 timeframe. The complete report is available at oregonmetro.gov/travel-options-research. A few highlights are as follows:

- 58 million VMT of commuter trips eliminated annually; 6 million fewer auto trips
- 250,000 employees engaged in commute trip reduction programs
- 28,000 metric tons of GHG reduced annually
- Of people participating in RTO-funded commuter programs, 6.6% walk and bike to work; 13.3% take transit to work regionwide (compared to 5.5% walk/bike, 6.3% transit regionwide<sup>1</sup>)
- 119,000 Sunday Parkways participants (2015)
- Individualized Marketing projects:
  - Cedar Hills: drive alone trips went from 63.8% to 62.6%; transit use increased from 7.6% to 9.5%
  - o PCC Southeast Campus: drive-alone trips decreased from 29.3% to 27.9% among participants; bicycling trips increased from 13.4% to 21.3%
  - o Milwaukie: drive-alone trips decreased from 65.6% to 60.5%; MAX usage increased from 0.7% to 4.4%; walking increased from 6.6% to 10.1%
- Wayfinding projects make it easier, more attractive and safer to walk and bicycle. Surveys
  and observed data indicate increases in these modes following installation of these signs
  and other directional devices. (Tigard, THPRD, Clackamas Regional Center)

### **Grant categories**

The 2018 RTO Strategy identified refinements and updates to the program's grant categories. These new and updated categories are aimed at improving the program's overall performance and expanding its reach, particularly to communities of color and other underserved communities. A description of each category is as follows:

<u>Core Partner</u> – Three-year grants, for long-standing partners with fully developed RTO programs. This funding is intended to create and sustain ongoing, successful programs. Funding is awarded on a non-competitive basis, but grantees are committed to a long-term programmatic effort and must meet advanced performance standards.

<u>Emerging Partner</u> – This grant category focuses on expanding the reach of the RTO program. It funds activities that help partners in creating a plan for doing RTO work, and expanding their capacity to develop and deliver programs that align with the RTO program mission and goals. The overall intent is to create more partners that meet the qualifications of the Core Partner level.

Note: A total of five organizations submitted proposals in this category. The original intent was to award funding on a competitive basis. After evaluation of the proposals, it was determined that taking a more flexible approach to supporting partners in this category was in the best interests of the program. In pursuit of helping to expand the program and build partner capacity, Metro is awarding a direct grant to Oregon City to support their continued development and implementation of their downtown TDM strategic plan. The other four applicants in this category have been offered consultant support (via an on-call contract with Metro) to do further planning to prepare their organizations for expanding their RTO-related work.

<u>Infrastructure/Innovation</u> – This category is aimed at supporting partners' outreach work, installing supportive infrastructure<sup>2</sup> needed to help people use active transportation modes, and to test new technology and other new methods of innovative public engagement focused on reducing auto use.

<sup>&</sup>lt;sup>1</sup> 2016 American Community Survey data

<sup>&</sup>lt;sup>2</sup> Infrastructure projects are limited to investments which a.) assist people with finding their way along walking or cycling routes, and b.) provide end-of-trip facilities such as bicycle parking or repair stations.

Funding is awarded on a competitive basis. \$350,000 is available for each of the three fiscal years (2019, 20, 21).

<u>Safe Routes to School</u> – (Please refer to the staff memo provided separately in the meeting materials for details about this category.)

<u>Marketing</u> – Metro manages projects on behalf of RTO partners for creative work and production of materials needed to support their work. Awards are in the form of payments to Metro's contracted vendors in exchange for services provided for the grantee. Metro will handle payment of vendors on the grantee's behalf. A new round of applications opens each January through 2021.

<u>Sponsorships</u> – These are small grants (under \$3,500) intended to help with partners' event production expenses or for small items to support outreach efforts. Funding is awarded on semi-annual basis; as such applications or awards have not yet been completed. The application process will be open in July and January of the three upcoming fiscal years).

#### **Grant awards**

Applicant	Project	Amount				
Core Partner						
City of Portland	Smart Trips, Connected Communities	\$945,000				
City of Wilsonville (SMART)	SMART Options Program	\$300,000				
Clackamas Comm. College	CCC Core Partner Grant	\$150,000				
Community Cycling Center	CCC Core Partner Grant	\$150,000				
Explore Washington Park	Diversity, Equity, and Inclusion Program	\$150,000				
Go Lloyd	Communications and Outreach Plan	\$150,000				
Oregon Walks	Building Capacity Through Open Streets	\$150,000				
Portland Community College	Expanding Commuting Options (ECO)	\$150,000				
Ride Connection, Inc.	RideWise Travel Training Program	\$300,000				
The Street Trust	Bike More Challenge	\$150,000				
TriMet	TriMet Employer Outreach Program	\$1,200,000				
Westside Transp. Alliance	Promoting Travel Options in Washington Co.	\$300,000				
	Total Core Partner:	\$4,095,000				
	Emerging Partner					
Oregon City	Downtown TDM Plan Implementation	\$150,000				
Planning support to four addit	\$300,000					
	\$450,000					
	Innovation & Infrastructure					
City of Gresham	Gresham Rockwood Bike Route	\$59,887				
City of Gresham	Wy'East/Gresham-Fairview Trail Wayfinding	\$29,053				
Clackamas County	Oak Grove Bicycle Parking	\$9,041				
p:ear	p:ear Bike Works	\$180,000				
Ride Connection, Inc.	Mobility Management Services	\$78,390				
	Total Innovation & Infrastructure:	\$356,371				

Applicant	Project	Amount				
Safe Routes to School						
Beaverton School District	Beaverton School District SRTS Program	\$150,000				
City of Hillsboro	City of Hillsboro SRTS Program	\$80,000				
City of Portland	Parkrose SD SRTS/Vision Zero for Youth	\$80,000				
City of Tigard	Tigard-Tualatin Schools SRTS	\$150,000				
Clackamas County	Clackamas Co. SRTS Program Coordinator	\$120,000				
Community Cycling Center	Community Based SRTS	\$80,000				
Multnomah County	East Multnomah Co. SRTS Program	\$240,000				
	\$900,000					
	Marketing					
City of Portland	Metrowide Safety Marketing Campaign	\$50,000				
Lake Oswego Sust. Network	Carpooling Campaign	\$35,000				
Portland State University	Stages of Change Communication Plan	\$30,000				
Ride Connection	Travel Options Marketing Materials	\$25,000				
The Street Trust	Marketing Outreach	\$50,000				
	Total Marketing:	\$190,000				
	Total 19-22 RTO Grants:	\$ 5,691,371				

### Memo



Date: Thursday, June 13th, 2019

To: Joint Policy Advisory Committee on Transportation and Interested Parties

From: Noel Mickelberry, Metro Safe Routes to School Program Coordinator

Subject: Metro Safe Routes to School Program Update

In 2016, JPACT & Metro Council allocated \$1.5 million through the 2019-2021 Regional Flexible Fund Allocation to create a regional Safe Routes to School program. The purpose of this memo is to provide an update on program development to date, and what to expect over the next three years of implementation.

#### What is Safe Routes to School?

Safe Routes to School (SRTS) is a national movement that aims to make it safer and easier for students to walk and roll to school. The most successful Safe Routes to School programs incorporate the Six E's: Evaluation, Education, Encouragement, Engineering, Enforcement, and Equity. While Equity stands alone as its own E, it's also critical to build equity into each aspect of a comprehensive Safe Routes to School program.

### **Background + Policy Direction**

Since 2015, there has been growing support for increased investment in Safe Routes to School in the Portland Metro region. This is in part due to a decrease in federal funding for the program nationally, as well as a recognition that active school trips are a key component of student success and contribute to a healthier and more connected community for all.

In response to the \$1.5 million funding allocation within the 2019-2021 Regional Flexible Funds, Safe Routes to School was incorporated into the 2018 Regional Travel Options Strategy. The RTO Strategy policy direction includes implementation of a regional Safe Routes to School program (non-infrastructure) with the following program elements:

- Grant funding dedicated to local, community-based Safe Routes to School activities that connect youth to education and encouragement opportunities related to school travel, with an emphasis on Title I schools or equivalent<sup>1</sup>.
- One full-time Safe Routes to School Program Coordinator at Metro to manage grants and collaborate with local coordinators, state partners, and community groups across the region to advance SRTS.
- Technical assistance funds to support program development, implementation, and evaluation. These funds will be prioritized based on local SRTS program needs and an analysis of needs in school communities without dedicated SRTS staff. Funding may support the creation of template materials, best practice research, or data collection support.

#### **Metro SRTS Program Development**

In addition to the RTO Strategy, Metro developed a Regional SRTS Framework that analyzed the existing programs and funding in the region, the needs & gaps identified by local programs, and an analysis of all schools in the region based on safety, equity & impact. Based on this Framework and the policy direction of JPACT & Metro Council, Metro staff have developed the following SRTS Program Vision & Goals to guide program activities over the next three years:

<sup>&</sup>lt;sup>1</sup> Title I schools receive federal funds to support low-income student educational goals. Many schools may not fully qualify for federal funds, but serve a similar population of students. Metro's SRTS Program Goals broaden this to include a focus on students of color and students with disabilities.

**Metro SRTS Program Vision:** We envision a region where all kids and youth are able to safely, affordably and efficiently access school & their community by walking and rolling<sup>2</sup>.

### **Metro SRTS Program Goals:**

- SRTS programs in the region are effective, inclusive & sustainable.
  - Strategies to reach this goal include developing a coordinated communications plan, supporting networking & collaboration between SRTS coordinators, and prioritizing technical assistance funding.
- SRTS programs prioritize equitable outcomes for students of color, low-income students, and students with disabilities.
  - Strategies to reach this goal include reducing barriers to accessing SRTS funding, developing relationships in target school communities & supporting grantees in developing culturally appropriate programming.
- SRTS is integrated into state, regional, and local policy priorities to support programs and invest in safety improvements
  - Strategies to reach this goal include integrating SRTS into education standards & practices, facilitating policy development with local coordinators & supporting investment in infrastructure that improves safety for kids walking and rolling.

#### 19-22 RTO SRTS Grantees

As a part of the Regional Travel Options Grant process, \$900,000 was dedicated to Safe Routes to School. Metro's Safe Routes to School Program Coordinator will serve as grant manager and work with grantees on the implementation of their program in alignment with the goals listed above.

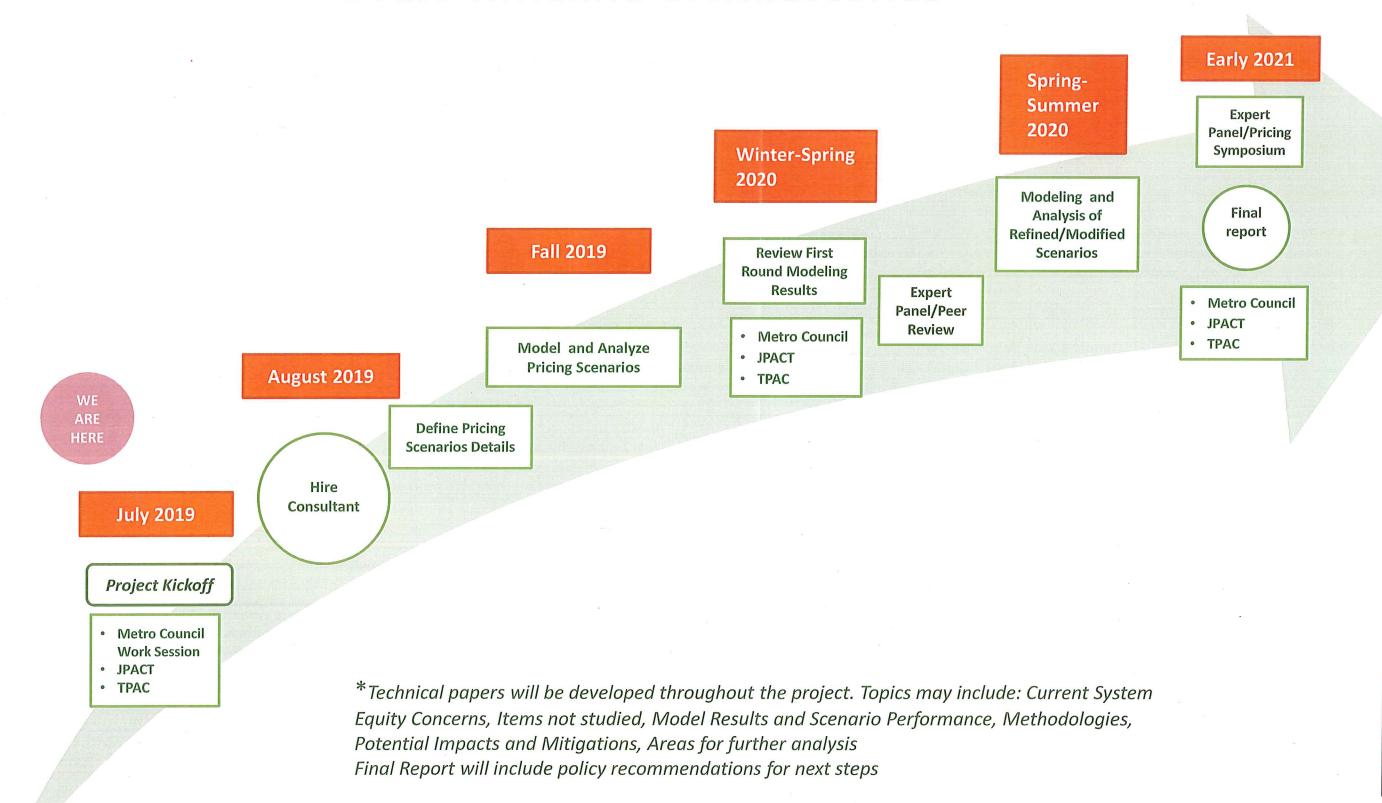
2

<sup>&</sup>lt;sup>2</sup> 'Walking and rolling' is language used to be inclusive of all types of active trips, including the use of mobility devices, bicycles, busses, scooters, skateboards, etc.

### 2022-2024 Regional Flexible Funds Allocation Step 2 Applications Received

	<u>County</u>	<u>Applicant</u>	<u>Project name</u>		Requested amount		otal project	<u>Purpose</u>
	Active Transportation & Complete Streets							
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$	5,079,992	\$	5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$	1,228,800	\$	1,375,800	Project Dev.
3	CL	Milwaukie	Monroe Greenway	\$	3,860,788	\$	6,321,900	Construction
4	CL	Oregon City	Hwy 99E Bike/Ped Improvements	\$	673,000	\$	753,000	Project Dev.
5	CL	West Linn	Hwy 43	\$	6,468,000	\$	9,240,000	Construction
6	PDX	Portland	Willamette Blvd AT Corridor	\$	4,456,000	\$	6,106,000	PD, Cons
7	PDX	Portland	MLK Blvd Safety & Access to Transit	\$	4,123,000	\$	4,723,000	PD, Cons
8	PDX	Portland	Central City in Motion: Belmont-Morrison	\$	4,523,400	\$	6,462,000	PD, Cons
9	PDX	Portland	Stark/Washington Corridor Improvements	\$	5,332,000	\$	6,532,000	PD, Cons
10	PDX	Portland	122nd Ave Corridor Improvements	\$	4,543,700	\$	6,491,000	PD, Cons
11	PDX	Portland	Springwater to 17th Trail	\$	5,534,000	\$	6,534,000	PD, Cons
12	PDX	Portland	Taylors Ferry Transit Access & Safety	\$	3,676,000	\$	4,276,000	PD, Cons
13	MU	Gresham	Division St Complete Street	\$	5,240,760	\$	6,840,760	PD, Cons
14	WA	Forest Grove	Council Creek Trail	\$	1,345,950	\$	1,500,000	Project Dev.
15	WA	Tigard	Red Rock Creek Trail	\$	314,055	\$	350,000	Project Dev.
16	WA	Tigard	Bull Mountain Rd Complete St	\$	4,486,500	\$	5,000,000	Construction
17	WA	Washington Co	Aloha Safe Access to Transit	\$	5,193,684	\$	5,788,125	Construction
18	WA	Washington Co	Cornelius Pass Bike/Ped Bridge (US 26)	\$	628,110	\$	700,000	Project Dev.
	Freight Mobility & Economic Development							
19	CL	Clackamas Co	Clackamas Industrial Area ITS	\$	1,768,040	\$	1,970,400	Construction
20	PDX	Portland	Cully/Columbia Freight Improvements	\$	3,434,193	\$	5,084,193	PD, Cons
21	WA	Sherwood	Blake St Design	\$	785,137	\$	875,000	Project Dev.
	For consideration in both categories							
22	MU	Multnomah Co	Sandy Blvd: Gresham to 230th	\$	1,275,985	\$	1,422,025	Project Dev.
23	MU	Multnomah Co	223rd & Sandy to RR Undercrossing	\$	3,862,190	\$	4,304,234	PD, Cons
			Total RFFA requests:	\$	77,833,284			
			Estimated Step 2 funding:	\$	43,278,025			
			(difference):		(34,555,259)			

# Regional Congestion Pricing Technical Study Draft Timeline & Milestones









## July 2019 STIP Re-balancing Amendment Summary

### Agenda Support Materials:

- Staff Report
  - Attachment 1: STIP Project List
  - Attachment 2: OTC Staff Report
  - Public Notification Reference
  - OTC Support Materials

July 12, 2019

Ken Lobeck Metro Funding Programs Lead Tova Peltz ODOT Project Delivery Manager

## **STIP Re-balancing Amendment**

Approval Request: None Information and Discussion Item

### No formal action from TPAC required:

- No resolution or Metro Council approval required
- Summary of the actions concerning the STIP Rebalancing/Recalibration Amendment
- Under the direct review and approval by FHWA
- Required updates to the MTIP and STIP will occur administratively except for two projects
- Total of 71 projects impacting the MPO area
- However, transit updates, MPO funded projects and annual project slips are also included

## STIP Re-balancing Amendment The Issues

- Problems involving the hot economy (inflation), accurate project scoping and cost development methodologies resulted in insufficient funding to cover all ODOT funded projects
- ODOT self-identified a possible fiscal constraint violation
- Resulted in a review of all ODOT funded projects
- Added the review of MPO funded and transit funded projects (already under review)
- Added annual project phase slip evaluation to the review

## STIP Re-balancing Amendment The Role of the MPO

- FHWA granted required funding adjustments to occur administratively if:
  - MPO concurred that the required scope changes were not major
  - MPO certified that no Regional Transportation Plan (RTP) consistency violations occurred as a result of the required changes
  - MPO retained the right to pull any project from the amendment to proceed formally
- The results: Required scope changes were found to be minor and no RTP consistency issues were noted

## **MPO CFR Compliance Requirements**

### **RTP Consistency Review**

	RTP Consistency Assessment			
Item	Impact	No Impact	Notes	
MTIP programming consistency issues		X	Minor corrections identified and needed for 7 projects	
Fiscal Constraint finding re-established	х		Subject to FHWA approval of ODOT's proposed STIP Re-balancing Amendment which will change item to be "No Impact"	
New capacity enhancing projects added		X	No new capacity enhancing projects are being added to the STIP in the Metro MPO	
Changes to capacity enhancing projects impacting air conformity		X	None noted	
Changes to capacity enhancing projects that are now inconsistent with Metro modeling network		x	None identified	
Project scope changes result in significantly different project from the RTP project entry		Х	Project scope adjustments are considered minor from a RTP consistency aspect	
Project scope changes are no long consistent with RTP goals and strategies		Х	No deviations noted from the RTO goals and strategies	
Project schedule changes are significant and impact RTP delivery windows		X	Most projects are being slipped into 2020 to 2021.	
Delivery impacts of required project slips to a later year		X	No significant negative impacts in relation to RTP consistency noted.	
Impact of proposed project cancellations		X	Need confirmation that canceled projects are still planned to re-emerge in the 201-24 STIP	

## MPO CFR Compliance Requirements RTP Consistency Review

Required project scope changes are legal and can occur without a formal amendment	X	Final approval from FHWA allowing the MPOs to complete required changes under Administrative Modification rules
Required financial changes are significant to warrant a formal amendment	X	FHWA has waived the normal amendment threshold requirements for the identified projects allowing all funding changes to occur via an administrative action. Therefore, there is no impact to the RTP.
Completion of required 30 day Public Notification/opportunity to comment	X	ODOT will complete
JPACT and Metro Council approvals required	X	OTC and FHWA approvals are required. Standard Metro formal amendment approvals are not required for this specific amendment. Changes to the MTIP are authorized to occur via administrative action

## **STIP Re-balancing Amendment**

### **Public Notification Period**

### **Public Notification Responsibilities:**

- STIP Re-balancing/Recalibration
   Amendment public notification
   requirements are being completed by ODOT
- OTC approval occurred June 20, 2019
- https://www.oregon.gov/ODOT /STIP/Pages/Current-Future-STIP.aspx#amendments
- Open for comment until July 15th
- Email comments to ODOT at <u>OregonDOTSTIP@dot,state.or.us</u>

#### Current, Future and Historical STIP

# What is the STIP? What is the STIP? STIP Requirements Building 2021-2024 STIP Oregon Transportation Asset Management Plan (TAMP) PROJECT LISTS

Projects Under Construction

Current, Future and Historical

Project Map

Region and Statewide Contacts

#### 2018-2021 STIP

- 2018-2021 Final STIP as Amended ( This "living" document represents the changes in the Final STIP as projects change or new ones are added. The Amended STIP is updated daily.
- 2018-2021 Final STIP (Draft Version)
- 2018-2021 STIP Summary of Major Changes [2]
- Current Status on Air Quality Conformity for 2018-2021 STIP
- Upcoming PE Projects 
  Upcoming RW Projects
- STIP Amendments for Public Review
  - 2018-2021 STIP Rebalance Amendments 🖪
  - Amendments Approved 6-15-19 Through 6-30-19

Thank you for taking time to review the amendments to the STIP. Please send your comments to 

✓ Oregon DOT STIP.

Sign up for the latest STIP Amendment updates

#### 2021-2024 STIP

The Oregon Transportation Commission, or OTC, began development of the 2021-2024 STIP in July 2017. See our page on Building the 2021-2024 STIP for more information.

## STIP Re-balancing Amendment Public Notification Period & Project List

#### proposed project changes

<u> </u>				
Key#	Reg	Project Name	Action	
17207	1	Region 1 reserve	Reduce funding by \$577,084, moving funds to project key 20413.	
			Construction costs elevated due to market conditions. Slip the Construction	
17268	1	Red Electric Trail: SW Bertha Blvd - SW Capitol Highway phase to federal fiscal year 2020 for delivery.		
			Increase the Construction phase estimate by \$4,181,009, adding Federal Lands	
17479	1	Multnomah Falls Viaducts Repair Project	Access Program funding to restore the east viaduct.	
			Increase Right of Way by \$1,165,000 & Construction by \$4,386,398.09 to fund	
			added scope including operational improvements, sidewalks, & a water quality	
			facility requested & funded by the City of Beaverton. Slip Right of Way to 2020	
18758	1	OR8: SW Hocken Ave - SW Short St	& Construction to 2021	
			Increase the Preliminary Engineering phase estimate by \$100,000 and the	
			Construction phase estimate by \$3,214,905. Cost increase due to ADA,	
			associated right of way, traffic control and design complexity, and related	
18772	1	OR212: UPRR - US26	inflation.	
			Increase Preliminary Engineering by \$468,947, Right of Way by \$123,000, and	
			Construction by \$1,961,511, moving funds from project key 21247 & using fix-	
			it program savings. Cost increase due to ADA related costs which have	
18775	1	OR99E: S Pine St - SW Berg Parkway (Canby)	increased since original scoping.	
			Reduce project funding by \$111,800.77, moving funds to project key 20413;	
18780	1	Region 1 Pavement Reserve	reduce by \$408,127, moving funds to project key 20212.	
18791	1	OR8 at OR219 and SE 44th - SE 45th Ave (Hillsboro)	The construction award was \$34,225.90 higher than the available STIP funding.	
			Increase the Right of Way phase by \$75,000 & Construction by \$810,864.46.	
			Slip Right of Way to 2020 & Construction to 2021. Change project limits to SW	
			110th-SW Watson for improved bike/ped connectivity. Cost increase due to	
18794	1	OR8: SW Murray Blvd - SW 110th Ave (Beaverton)	inflation & market conditions.	
			Shift \$374,026 from Preliminary Engineering to Construction, replacing w/ local	
			\$. Increase Right of Way by \$95,683. Add a Utility Relocation phase of	
			\$120,000. Slip Construction to 2020. Cost increase due to utility relocation &	
18814	1	Connected Cully	associated right of way.	

## STIP Re-balancing Amendment Impacts to the Metro MPO Area

- 2 Projects pulled to progress later as formal amendments:
  - Key 19327 Tigard Fanno Creek
    - Construction phase cost increase
    - Needs additional time to resolve funding shortfall
  - Key 21179 ODOT NB 217 SW 72<sup>nd</sup> Ave to OR10
    - Lane addition project
    - Adding full funding and construction phase
    - To be included in the September 2019 formal amendment bundle

## STIP Re-balancing Amendment Metro MPO Impacts

- 9 Projects de-programmed and pushed-out into 2021-24 or 2024-27 STIP:
  - Key 20390 ODOT: US30 at NW Nicolai St
  - Key 20432 ODOT: OR99W (Pacific Hwy West) at SW 72<sup>nd</sup>
  - Key 20436 ODOT: OR99W at Durham Rd
  - Key 20471 ODOT: OR99W: Tualatin River northbound bridge
  - Key 20472 ODOT: OR99E: Clackamas River (Mcloughlin) Bridge
  - Key 20481 ODOT: I-405: Fremont (Willamette River) Bridge
  - Key 21071 ODOT: OR99W: SW Naito Pkwy SW Huber St, Phase 2
  - Key 21194 ODOT: OR99W: McDonald Fischer Rd.
  - Key 21247 OR8: SE Minter Bridge Rd SE 73rd Ave

Note: All projects will be revaluated for their required delivery timing

## STIP Re-balancing Amendment Metro MPO Impacts

- \$128 million of statewide funding re-allocated to address project needs in the 2018-2021 STIP
  - o Impacts to the 2021-24 STIP as a result?

## STIP Re-balancing/Recalibration Amendment

### Metro Summary

- Fiscal constraint finding is restored as a result of the 2018
  - 2021 STIP re-balancing/recalibration amendment
- No RTP consistency issues found
- OTC approval has occurred
- Changes to be made administratively except for Keys 19327 and 21179
- Several projects de-programmed and pushed out
- \$128 million re-allocation of statewide ODOT funds
- Key questions:
  - How will the 2021-24 STIP be impacted?
  - What changes in project delivery processes may occur?

## **STIP Re-Balancing Amendment**

### 2019 STIP Calibration Overview

Presented by:

Tova Peltz – ODOT Region 1 Project Delivery Manager



## Why are we here?









Recommendations

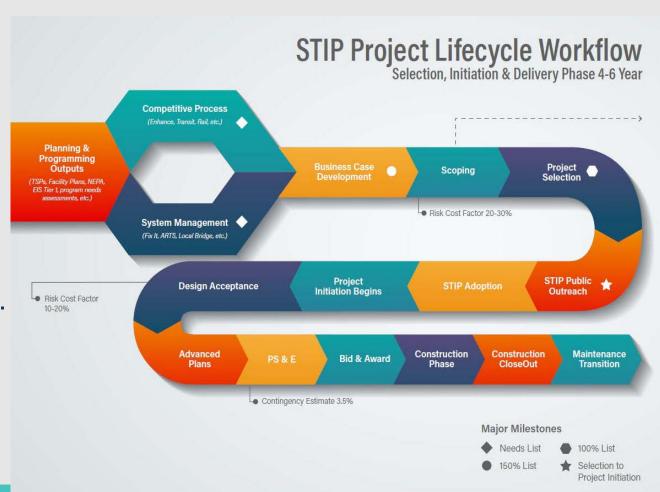
Continuous Process Improvement

Complete Review of Current 2018-2021 STIP

Progress reporting and performance monitoring

### **Changing Business Practices & Culture**

- Recognition of the change needed.
- Changes initiated February 2018 with OTC.
- Leadership & organizational changes.
- Structural/process change
  - More work up front during scoping of projects.
- Cultural shift in project delivery.
- Increasing the transparency & accountability.



## 2019 STIP Calibration – Summary of Impact

771	Individual Items Remaining in the 2018-2021 STIP
342	Amendments in this 2019 STIP calibration
154	Amendments requiring OTC action
149	Projects amended
36	Projects cancelled
21	Projects slipped to 2021-2024 STIP for delivery
\$128M	Funding advanced from 2021-2024 STIP



## **Highlighted Impacts**

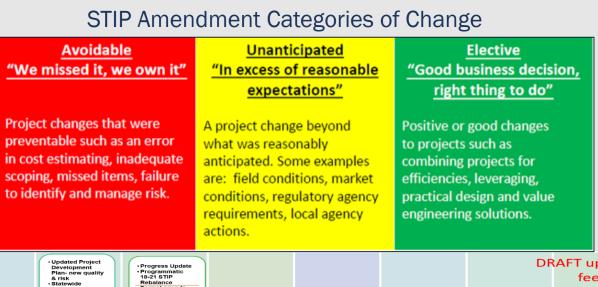
### 36 Projects Cancelled

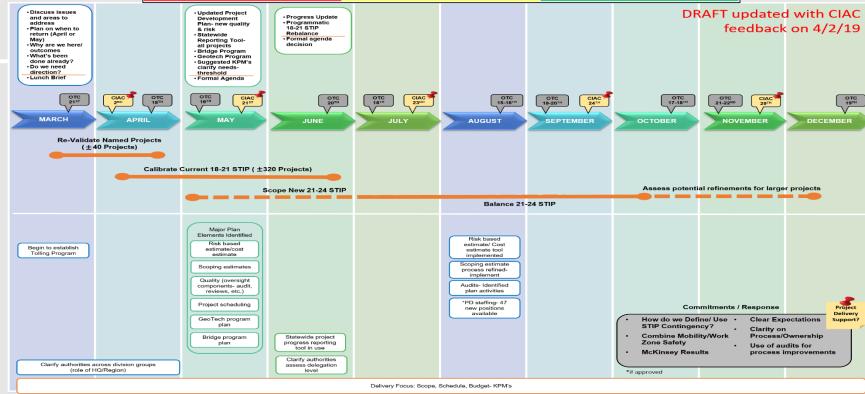
- 7 Conditions Changed
- 10 Local Support Changed
- 7 Work Completed, or to be completed by other efforts
- 8 To be re-evaluated in 2024-2027
   STIP
- 4 Design Ready Shelf Projects

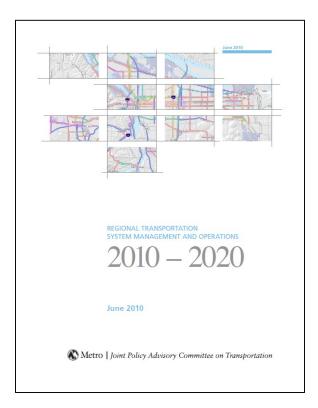
### 2021-2024 STIP Impacts

- \$126M of projects slipping into next STIP
  - Impacts how many new projects will be funded next STIP
- \$128M of funding being advanced into 2020-2021
  - \$40.8M ADA Curb Ramp Projects
  - \$42.6M OR217 NB Auxiliary Lane Project
  - \$44.7M Safety and Pavement Projects

## **Future Efforts**









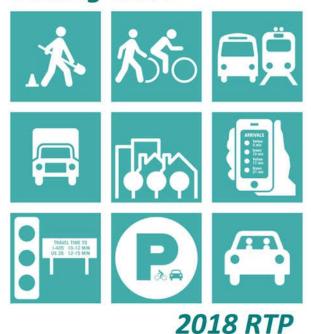


## 2020 TSMO Strategy Update Kick-off

Caleb Winter, Metro Friday, July 12, 2019

## 2018 Regional Transp. Plan

### **Getting there**



### Policy outcomes:

- Equity
- Safety
- Congestion
- Climate

## 2018 Regional Transp. Plan

### **Getting there**



## Goal 4: *Reliability and Efficiency*

- Regional Mobility
- Travel Management
- Travel Information
- Incident Management
- Demand Management
- Pricing
- Parking Management

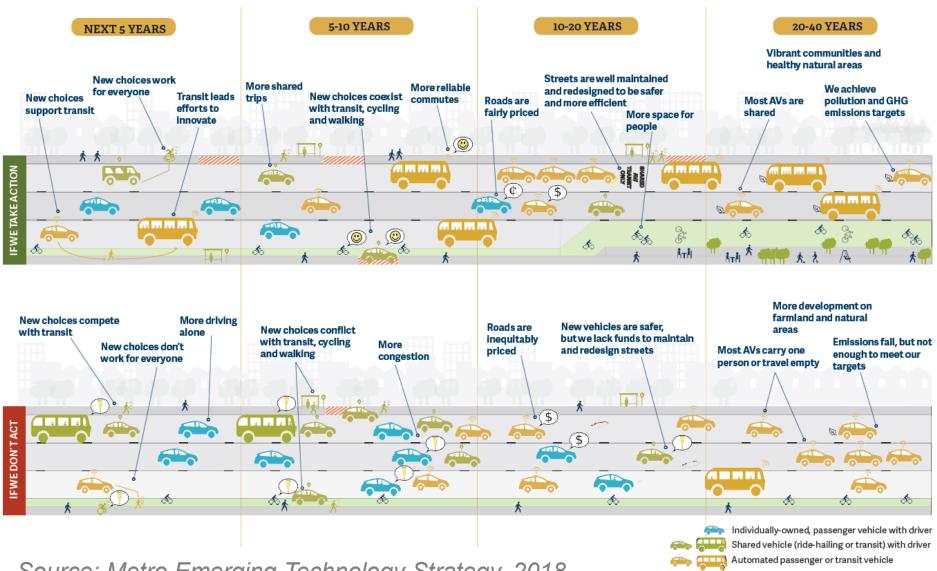
### **Moving from Vision to Action**

Aspirational statement of what the region is trying to achieve Vision over the long-term through policy and investment decisions States a desired outcome or end result toward which efforts are focused Goal Provides broad strategic direction for policy and investment decisions to make progress toward the vision over the long-term Identifies a measurable outcome and means for achieving a Objective goal(s) to guide future policy and investment decisions within the plan period **Target** Defines a specific level of performance required to achieve objective(s) in the near- and medium-term to ensure we achieve the long-term goal(s) and vision **Performance** Tracks progress toward meeting target(s) measure Discrete steps in policy and investment decisions to move **Action** toward vision and goals

Strategy = a series of actions to get to desired outcomes 8/15/17

### How emerging technologies could impact our region's future





Source: Metro Emerging Technology Strategy, 2018



## Enhanced Transit Corridors F Capital/Operational Toolbox **Enhanced Transit Corridors Plan**





## Regional Travel Options



## **2018 Regional Travel Options Strategy**

Adopted by Metro Council, May 24, 2018



### Safe Routes to School



### **Equity**



### **Technology**



## 2020 Transportation System Management and Operations Strategy Work Plan



Getting there with smart systems We are Phase 1 Phase 2 Phase 3 Phase 4 Phase 5 here **Aligning vision Shared Priorities** TSMO Strategy **TSMO** with proven or and Investment Adoption **Update Scoping** Assessment near-term Strategy innovations Sep. 2019 to Jan. 2020 Jan. 2020 to Apr. 2020 Apr. 2020 to July 2020 July 2020 to Nov. 2020 Nov. 2020 to Mar. 2021 Describe the project Update the TSMO and Release draft strategy for Evaluate and document Update the current purpose, schedule and progress made under the TSMO vision with 2018 RTP Project list public review current TSMO Plan. direction from resources linking policy to project stakeholders Update the TSMO Adopt 2020 TSMO investment strategy and Establish project goals outcomes and desired outcomes Document the action plan technologies needed and Identify state, regional, Conduct equity assessment to identify ready for implementation and local government in the region and by each partners, and key TSMO gaps and opportunities mobility corridor stakeholders to engage update schedule in the project

Strategy, vision and investment prioirites: recommend policy for 2023 RTP update; capability maturity

Update TransPort work plan

Document current TSMO partner agency agreements

Develop project work plan

Document capability level of TSMO in the region

Deliverables

Draft project work plan and the Public and Stakeholder Participation Plan

Review of work plan by state, regional and local partners; and key TSMO stakeholders

Geodatabase and evaluation report to establish existing conditions

Update of regional TSMO Capability Maturity

Database of technology that is low risk, high reward to TSMO Vision

Update ITS Architecture so that the regional system is ready to integrate technologies

TSMO project list with region-wide and mobility corridor projects

TSMO investment scenarios; Model operations scenarios

Final 2020 TSMO Strategy with vision, investment priorities and action plan

TransPort Work Plan

Compendium of TSMO partner agreements

# From participation to adoption

Adoption Metro Council, JPACT, TPAC Strategy Development Work Groups, **Planning Advisors** Participation **Technical Project** Plan and Staff and **Operations Consultants Advisors** 

## Thank You

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Portland State





























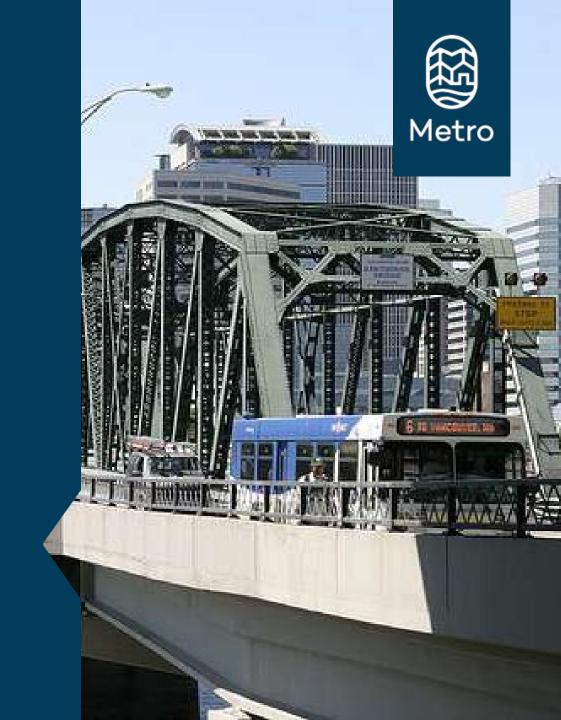






2021-2024
MTIP
Performance
Assessment
Approach

TPAC
July 12, 2019





#### 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



2018-2021

Metropolitan

Transportation

**Improvement** 

Program (MTIP)

**Adoption Draft** 

June, 2017

Effective MTIP

oregonmetro.gov

### The MTIP – Pre and Post Adoption

#### Pre adoption



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

#### Post adoption

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

### 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

### **2021-2024 MTIP Policy**

MTIP Policy – Guiding direction for developing and implementing the MTIP

Adopted in Spring 2019

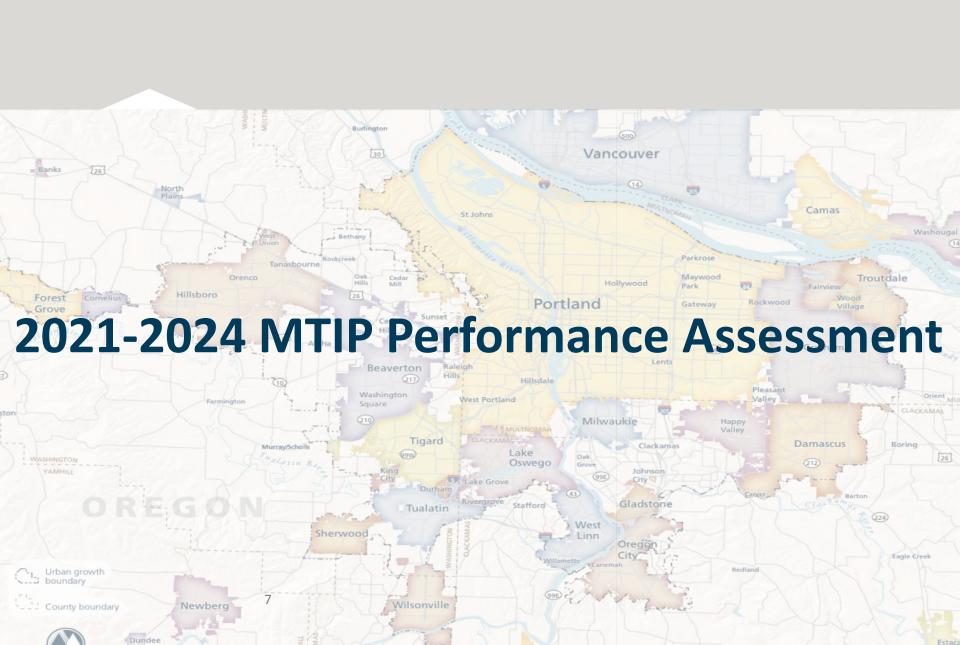
 Four policies: RTP implementation, federal compliance, finance approach, coordination



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

**April 2019** 

oregonmetro.gov/mtip



# 2021-2024 MTIP Performance Assessment

#### Pre adoption

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

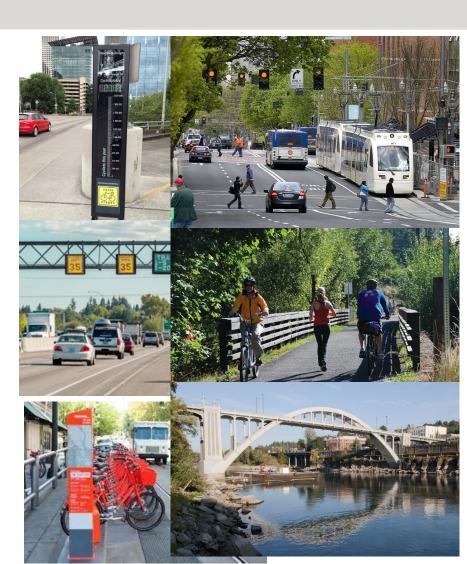
#### Post adoption

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

# **2021-2024 MTIP Performance Assessment Purpose**

Purpose: Assess 2021-2024 MTIP progress on RTP and federal performance measures implementation

- Understand how the investment are doing.
- Identify potential areas for monitoring or addressing while MTIP is in effect
- Identify potential areas for future emphasis



### 2021-2024 MTIP Performance

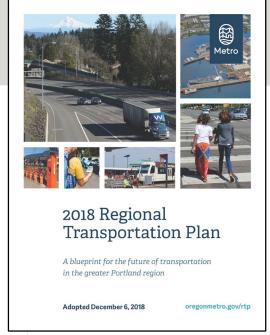
### **Assessment Approach**

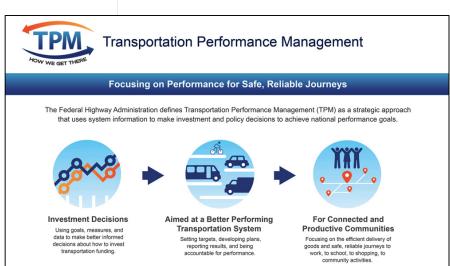
#### Two Prongs:

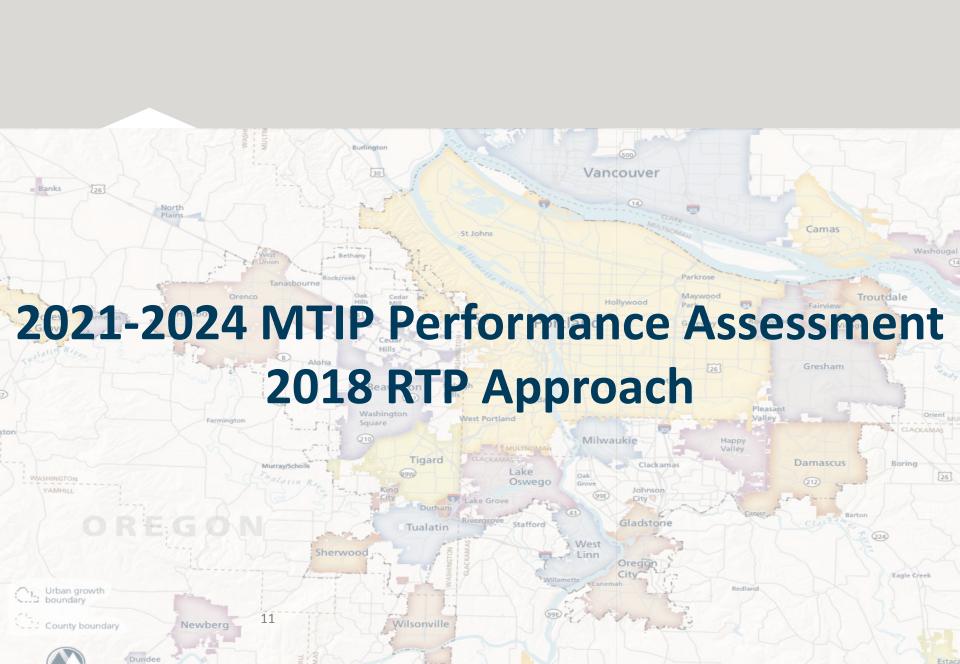
- 2018 RTP Priorities
- Federal Performance Measures and Regional Targets

#### Why Two Prongs:

- Complimentary assessments
- Quantitative assessment with qualitative context



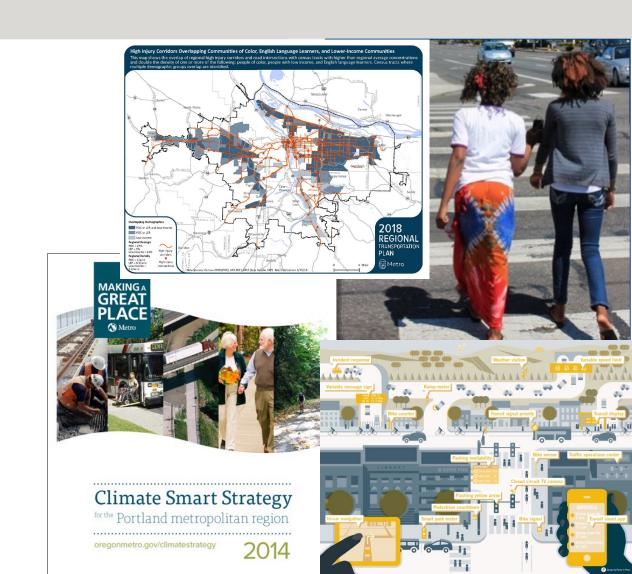




### 2021-2024 MTIP Performance Assessment – 2018 RTP Approach

#### 2018 RTP Priorities

- Safety
- Equity
- Climate Change
- Congestion



### 2021-2024 MTIP Performance Assessment – 2018 RTP Approach

#### Apply associated 2018 RTP performance measures

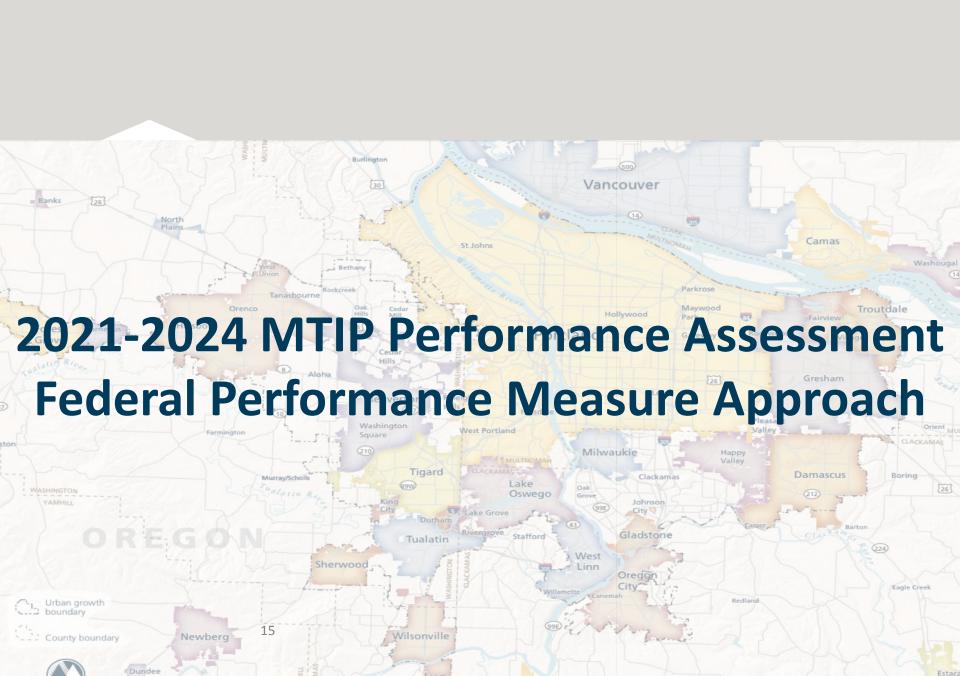
Measures listed on page 2 of memorandum

Priority	Evaluation Measure
Safety	<ul> <li>Level of investment to address fatalities and serious injuries</li> <li>Level of safety investment on high injury corridors</li> </ul>
Equity	<ul> <li>Access to jobs and community places</li> <li>System completeness of active transportation network in equity focus areas</li> <li>Housing and transportation cost expenditure and cost burden*</li> </ul>
Climate Change	<ul> <li>Percent reduction of greenhouse gases per capita</li> <li>System completeness of active transportation network</li> </ul>
Congestion	<ul> <li>Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle)</li> </ul>

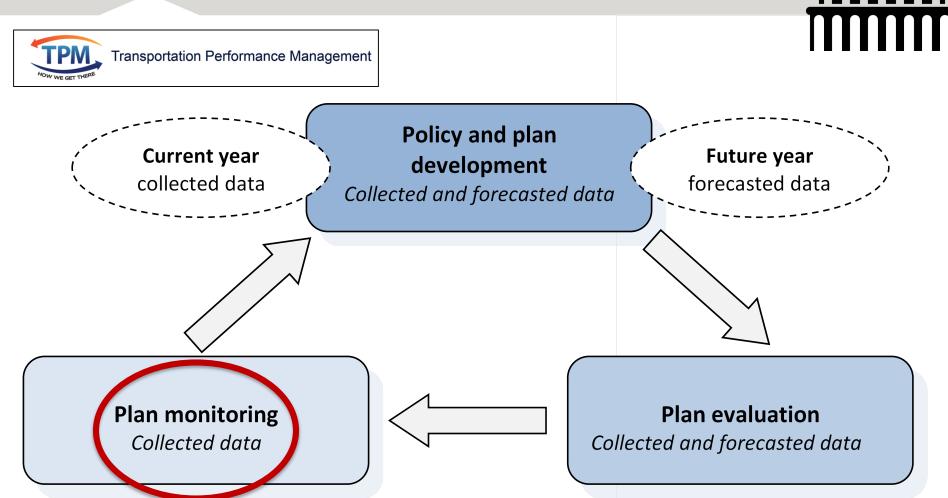
### 2021-2024 MTIP Performance Assessment – 2018 RTP Approach

#### Three Evaluation Scenarios

- Base Year (2015)
  - Same as the 2018 RTP
- No Build (2024)
  - Includes projects built since 2015 and projects expected to be open by end of 2021
- Build (2024)
  - Includes all capital projects in the 2021-2024 MTIP



# 2021-2024 MTIP Performance Assessment – Federal PM Approach



### 2021-2024 MTIP Performance Assessment – Federal PM Approach



**Transportation Performance Management** 

- Safety Fatalities and Serious Injuries
- Asset Management Pavement Percentage of the non-Interstate NHS in Good condition; in Poor condition
- Asset Management Transit Rolling stock, Equipment, Facilities, Infrastructure
- National Highway System Performance Percentage of person-miles traveled on the Interstate, non-Interstate NHS that are reliable
- Freight Movement on the Interstate System Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality Total emission reductions for applicable criteria pollutants

### 2021-2024 MTIP Performance **Assessment**

#### Where TPAC fits in:

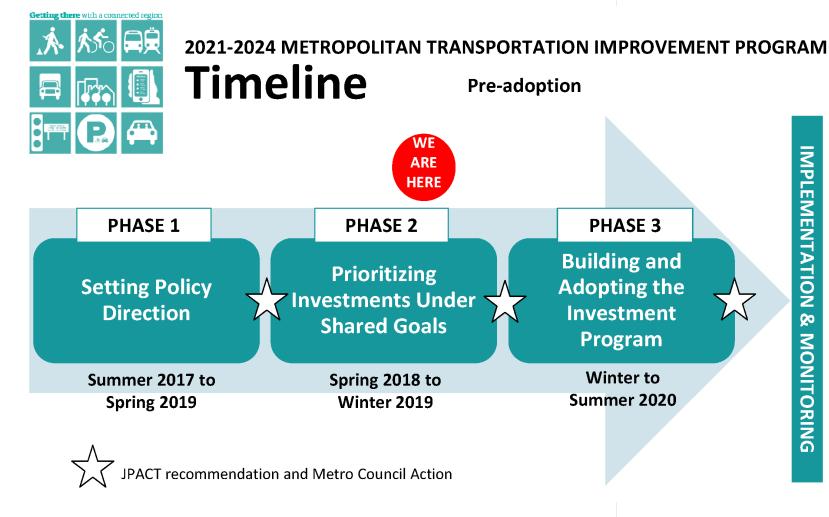
#### Now

- Provide project information for no-build scenario
- Feedback on the assessment approach

#### Later

- Provide project information for build scenario
- Provide input on assessment results and findings

#### **MTIP Work Plan**



**IMPLEMENTATION & MONITORING** Post Adoption

### **Next Steps**

Fall 2019 – 2021-2024 MTIP project list development and performance assessment preparation

Winter 2019/2020 – Run MTIP performance analysis, results, and develop initial findings

Spring 2020 – Report out results, release draft 2021-2024 MTIP for public comment, and respond to public comment

Spring/Summer 2020 – 2021-2024 MTIP adoption

### **Questions & Comments**

- Questions on the 2021-2024 MTIP assessment approach?
- Feedback and input on the 2021-2024 MTIP assessment approach?
- Does the November 1<sup>st</sup> submission date work?

### oregonmetro.gov





Regional Congestion Pricing Technical Study
July 12, 2019

### Regional Congestion Pricing Technical Study

#### **Project Overview**

- Why are we doing this now?
- Preliminary Scope, Schedule, Outcomes, Relationship to other projects, Partnerships
- Opportunities for input from TPAC
- Questions

### What is Congestion Pricing?

Congestion pricing is the use of a price mechanism (i.e. tolls, parking fees) to alert drivers to external costs of their trip

#### Tool to:

- Reduce traffic congestion and greenhouse gas emissions
- Change traveler behavior (shifting trip times, traveling less often, changing travel modes, carpooling, routes, etc.)

### Why now?

- 500,000 new residents in our region by 2040
  - Vehicle hours of delay are anticipated to increase by 120% from 2015 to 2027
- Our current transportation is inequitable
- Transportation accounts for a large portion of greenhouse gas emissions (40% in Oregon)
- Congestion Pricing supports efficient use of infrastructure

### **Planning Context**

#### Multiple plans identify the need

2010 RTP, TSMO Strategic Plan– 2010, Climate Smart
 Strategy – 2014 & Federal congestion management process





Transportation Plan

A blueprint for the future of transportation in the greater Portland region

Adopted December 6, 2018

oregonmetro.gov/rtp

## 2018 RTP & Metro Council prioritized a near-term comprehensive review of congestion pricing

 Over \$15 billion in transportation investments need to be paired with travel demand efforts

## **Coordination with Other Pricing Efforts**

### City of Portland Pricing for Equitable Mobility

Congested areas under City of Portland control

#### **ODOT Value Pricing**

• I-5 and I-205 tolling project

#### Metro

Regional analysis



Portland

# Regional Congestion Pricing Technical Study

#### RCPTS Goal:

To understand how our region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting safety or equity.

### **Regional Congestion Pricing Study**

Assess performance of congestion pricing tools from a wider perspective

Technical analysis to answer big picture questions regarding:

- Most effective pricing tools
- Effects of different pricing tools
- How these tools perform in our region

### **Proposed Scope of Work**

Evaluate technical feasibility and performance of 3-4 different pricing tools

- Test different modeling scenarios on our system
- Research and technical papers
- Feedback from experts in the field

### **Proposed Pricing Scenarios**

Cordon: vehicles pay to enter/travel in a congested area

<u>Vehicle Miles Traveled/Road User Charge:</u> a charge based on how many miles are traveled

Roadway: a direct charge to use a specific roadway or specific roadways

Parking: charges to park in specific areas

## Congestion Pricing scenarios will be measured against the Region's 4 Priorities (RTP 2018)



**Equity-**Reduce disparity



Climate Smart –
Reducing GHG
emissions



Safety-Getting to Vision Zero



**Congestion** 

#### **Evaluation**

- 1. Test for reducing congestion and GHG emissions
- 2. Review for potential impacts to equity and safety
- 3. Explore and model mitigations to address impacts
  - Increasing transit service in key areas
  - Adding pedestrian, bike, and transit infrastructure (2040 RTP Strategic investments)
  - Fee structures
  - Other?



#### APPENDIX E

2018 Regional Transportation Plan

#### Transportation equity evaluation

An evaluation of equity, Environmental Justice and Title VI outcomes.

December 6, 2018

oregonmetro.gov/r

### Strategic Advice

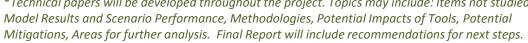
- Experts in congestion pricing programs and modeling will be hired to help us shape our study and evaluate results
- Findings and draft results will be reviewed by an expert panel
- Targeted stakeholder engagement

### **Expected Outcomes**

#### RCPTS findings will:

- Inform future discussions on implementing congestion pricing and policy recommendations
- Outline next steps for evaluation and further study

Regional Congestion Pricing Technical Study **Early 2021** Spring-**Draft Timeline & Milestones** Summer Expert Panel/Pricing Winter-Spring Symposium 2020 Modeling and Final Analysis of Refined/Modified report Fall 2019 Review First Scenarios **Round Modeling** Results Expert Metro Council Panel/Peer JPACT Review Metro Council · TPAC Model and Analyze JPACT **Pricing Scenarios** August 2019 TPAC **Define Pricing** Scenarios Details Hire Consultant **July 2019** Project Kickoff Metro Council **Work Session**  JPACT TPAC \*Technical papers will be developed throughout the project. Topics may include: Items not studied,





### **Questions?**

Do these sound like the right concepts to study?

What are regional considerations for pricing?

Other questions?

### oregonmetro.gov

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