



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, March 21, 2024

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or 877-853-5257 (Toll
Free)

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

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 917 2099 5437 or 888 475 4499 (toll free).

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2. Public Communication on Agenda Items (7:35AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates From the JPACT Chair (7:40AM)

3.1 JPACT DC Trip Update

COM
24-0779

4. Consent Agenda (7:45AM)

- 4.1 Resolution No. 24-5395 For the Purpose of Adding a New ODOT Carbon Funded Signal System Project Grouping to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements [COM](#)
[24-0784](#)
- Attachments: [JPACT Worksheet](#)
[Draft Resolution 24-5395](#)
[Exhibit A](#)
[JPACT Staff Report](#)
- 4.2 Consideration of the February 15, 2024 JPACT Meeting Minutes [COM](#)
[24-0785](#)
- Attachments: [021524 JPACT Minutes](#)
- 5. Information/Discussion Items (7:50AM)**
- 5.1 Regional Transportation Priorities and Funding: ODOT Presentation on Operations and Maintenance Funding [COM](#)
[24-0777](#)
- Presenter(s): Catherine Ciarlo, Metro
Lindsey Baker, ODOT
- Attachments: [JPACT Worksheet](#)
- 6. Updates from JPACT Members (9:00AM)**
- 7. Adjourn (9:30AM)**

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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2024 JPACT Work Program

As of 3/19/24

Items in italics are tentative

<p><u>March 21, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-5395 For the Purpose of Adding a New ODOT Carbon Funded Signal System Project Grouping to the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements (consent) • JPACT DC Trip Update (JPACT Chair Update; 5 min) • Regional Transportation Priorities and Funding : ODOT fiscal cliff: (Lindsey Baker, ODOT; 40 min) 	<p><u>April 18, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) (John Mermin, Metro; 20 min) • Regional Flexible Fund – Program Outcomes Overview & Retrospective (Grace Cho, Metro, Ted Leybold, Metro; 40 min) • Regional Transportation Priorities and Funding: Regional perspective on transportation funding challenges (Jim McCauley, League of Oregon Cities; Mallorie Roberts, Brian Worley, Association of Oregon Counties; 40 min)
<p><u>May 23, 2024 (online)</u></p> <ul style="list-style-type: none"> • 2027-30 MTIP Revenue Forecast (Comments from JPACT Chair; 5 min) • Unified Planning Work Program (UPWP) (John Mermin, Metro) (action) (consent) • Metropolitan Transportation Improvement Program (MTIP) (action) (consent) • Emergency Transportation Routes, Phase 2 (John Mermin, Metro; 20 min) • Federal Greenhouse Gas Measure and Target: Introduction (Kim Ellis (she/her), Principal Planner, Eliot Rose (he/him), Transportation Planner; 20 min) • Regional Transportation Priorities and Funding: Alternative funding mechanisms (Transportation for America, presenter TBD; OreGo presenter TBD; 40 min) 	<p><u>June 20, 2024 (in person)</u></p> <ul style="list-style-type: none"> • Annual Transit Budget Updates (Chair Update) • Regional Flexible Fund Program Direction(s) – Adoption (Grace Cho, Metro, Ted Leybold, Metro; 30 min) (action) • Federal Greenhouse Gas Measure and Target: Review draft target (Kim Ellis (she/her), Principal Planner, Eliot Rose (he/him), Transportation Planner; 35 min) • Regional Transportation Priorities and Funding: HB 2017 Recap (Suzanne Carlson (invited), ODOT; TriMet presenter TBD; 30 min)
<p><u>July 18, 2024 (online)</u></p> <ul style="list-style-type: none"> • Resolution No. 24-XXXX For the Purpose of Approving the Federal Greenhouse Gas Measure and Target - Recommendation to Metro Council (action) • TriMet Safety and Security Presentation (JC Vannatta, other presenters TBD; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (Anneliese Koehler, Metro; 60 min) 	<p><u>August 15, 2024- No meeting</u></p>
<p><u>September 19, 2024</u></p>	<p><u>October 17, 2024</u></p> <ul style="list-style-type: none"> • Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)

<ul style="list-style-type: none"> • Westside Multimodal Improvements Study (Stephanie Millar, ODOT, Malu Wilkinson, Metro; 30 min) • Cascadia Corridor Ultra-High-Speed Rail (Ally Holmqvist, Metro; 20 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion) 	<ul style="list-style-type: none"> • Regional TDM Strategy Kickoff (Noel Mickelberry, Metro, Grace Stainback; 30 min) • Regional Transportation Priorities and Funding: JPACT Legislative Priorities Development (JPACT Member Discussion)
<p><u>November 21, 2024</u></p> <ul style="list-style-type: none"> • Regional Transportation Priorities and Funding: Recommendation (Action) • 82nd Avenue Transit Project Update (presenters TBD, 30 min) 	<p><u>December 19, 2024</u></p> <ul style="list-style-type: none"> • Safe Streets for All Update (Lake McTighe (she/they), Metro; 30 min) • TV Highway Implementation Strategy (Jess Zdeb, Metro; 30 min)

Holding Tank:

- I-5 Interstate Bridge Replacement Program Update (IBR): SDEIS
- Better Bus Program update
- Boone Bridge Update (Ally Holmqvist, Metro; 30 min)
- March 2025- Connecting First and Last Mile (Ally Holmqvist, Metro; 30 min)

DRAFT

**4.1 Resolution No. 24-5395 For the Purpose of Adding a New ODOT
Carbon Funded Signal System Project Grouping to the 2024-27 MTIP to
Meet Federal Transportation Project Delivery Requirements (7:45 AM)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 21, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW)	RESOLUTION NO. 24-5395
ODOT CARBON FUNDED SIGNAL SYSTEM)	
PROJECT GROUPING TO THE 2024-27)	Introduced by: Chief Operating
MTIP TO MEET FEDERAL)	Officer Marissa Madrigal in
TRANSPORTATION PROJECT DELIVERY)	concurrence with Council President
REQUIREMENTS)	Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, ODOT's Statewide Carbon Reduction Strategy Plan was created in response to the new requirements in the Bipartisan Infrastructure Law to develop reduction strategies to support efforts and identify projects and strategies to support the reduction of transportation emissions; and

WHEREAS, ODOT has approved \$896,672 of federally appropriated Carbon Reduction Program funds plus state matching funds for a total of \$999,300 from their Carbon Reduction Strategy Plan supporting signal system upgrades; and

WHEREAS, the new Signal System upgrade project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for the new project; and

WHEREAS, the programming updates to add ODOT's new Signal System upgrade project to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on March 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 14, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add ODOT's new Carbon funded Signal System upgrade project as stated within Exhibit A to complete required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2024.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
March FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: MR24-06-MAR

The March Federal Fiscal Year 2024 Formal MTIP Amendment adds a new ODOT Carbon funded project grouping bucket (PGB) to the MTIP to meet federal transportation delivery requirements.

- **Key 22546 - Portland & Surrounding Areas Signal System (ODOT):** New Project. The formal amendment adds to new PGB to the 2024-27 MTIP. The PGB is a region-wide revenue bucket across the Metro MPA three-county regional area. The PGB contains Carbon funding to be used for later awarded eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and the carbon footprint. The Carbon funding is being split off from ODOT’s Statewide Carbon PGB in Key 23087).

The Exhibit A Table starting below contains a more detailed summary of the changes and programming actions.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 24-5395

March FFY 2024 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MR24-06-MAR
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Project Cancellations: No cancellations or removals from the MTIP as part of the March 2024 Formal Amendment				
None				

Category: New Projects				
(#1) ODOT Key # 23546 MTIP ID TBD <i>New Project</i>	ODOT	Portland & Surrounding Areas Signal System	Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ODOT Carbon funded Project Grouping Bucket (PGB) supporting later awarded signal system upgrade projects. The Carbon funds originate from Key 23087. The funding is being split off Key 23087 and transferred to this project.
Category: Amendments to Existing Projects				
None				

Proposed Amendment Review and Approval Steps:

- Tuesday, February 27, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, March 1, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, March 14, 2024: JPACT meeting.
- Wednesday March 27, 2024: End 30-day Public Comment period.
- Thursday, April 11, 2024: Final approval from Metro Council anticipated.
- Mid-May 2024: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new CRP funded Signal
 Systems PGB to the MTIP

Project #1

Project Details Summary							
ODOT Key #	23546	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MR24-06-MAR		STIP Amendment ID:		24-27-0480	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new Regional Carbon funded Signal System upgrade project grouping bucket(PGB) to the MTIP. The Carbon funds are being split off of a statewide carbon PGB in Key 23087. The action is also consistent with prior OTC action approving the ODOT Carbon Reduction Strategy plan.

Project Name:	Portland & Surrounding Areas Signal System						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	FHWA	
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

MTIP Detailed Description (Internal Metro use only):
 Through out the Metro MPA three-county regional area, award eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and carbon footprint. (ODOT Carbon fund not Metro allocated CRP funds. Key 23546 Carbon is split from non-MPO Key 23087)

STIP Description:
 Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-CARBON		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y601	2024		\$ 484,004					\$ 484,004
Carbon	Y601	2025					\$ 340,884		\$ 340,884
Carbon	Y601	2026						\$ 71,784	\$ 71,784
Federal Totals:			\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State - HB2017	S070	2024		\$ 55,396					\$ 55,396
State - HB2017	S070	2025					\$ 39,016		\$ 39,016
State - HB2017	S070	2026						\$ 8,216	\$ 8,216
State Totals:			\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628

The ODOT Financial Plan/Actual Amounts identifies the origin of the State funds from HB2017

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Total Estimated Project Cost							\$	999,300
Total Cost in Year of Expenditure:							\$	999,300

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672
State	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	48.4%	0.0%	0.0%	34.1%	7.2%	89.73%
State	0.0%	5.5%	0.0%	0.0%	3.9%	0.8%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	54.0%	0.0%	0.0%	38.0%	8.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? ODOT approved Carbon Reduction (CRP) federal funds.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds new approved CRP funds.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and prior approved OTC action.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB	N/A - Regional PGB
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N/A - Regional PGB		N/A - Regional PGB		N/A - Regional PGB

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X				X	The new PGB is region-wide. Specific eligible projects will awarded funding and split off from the PGB

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project The new project is being added to the MTIP as an approved Carbon Reduction Program Project Grouping Bucket 9PGB) supporting later eligible signal system upgrade projects.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3
Exemption Reference:	40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects. 40 CFR 93.127, Table 3 - Intersection signalization projects at Individual intersections
Was an air analysis required as part of RTP inclusion?	No. However, the specific projects awarded State Carbon funding will be assessed for their carbon reduction impact as part of the RTP's Climate Action and Resilience goal.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is a region-wide revenue-project grouping bucket. ODOT will split off specific eligible signal system upgrade projects which will also contain their carbon reduction impacts.
RTP Constrained Project ID and Name:	ID# 12095 - Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Regional CRP revenue project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? No.
3. Is the project included as part of the approved: UPWP? No. Not applicable.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal #2 - Safe System</u> Objective 2.1 - Vision Zero Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #5 - Climate Action and Resilience</u> Objective 5.1 – Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capital in order to slow climate change.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	539,400.00	89.73%	484,003.62	10.27%	55,396.38	0.00%	0.00
	PE Totals		100.00%	539,400.00		484,003.62		55,396.38		0.00
CN	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	379,900.00	89.73%	340,884.27	10.27%	39,015.73	0.00%	0.00
	CN Totals		100.00%	379,900.00		340,884.27		39,015.73		0.00
OT	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	OT Totals		100.00%	80,000.00		71,784.00		8,216.00		0.00
Grand Totals						896,671.89		102,628.11		0.00

Most Recent Approved Amendment	
Amendment No: 21-24-2789	Approval Date: 12/15/2022
Requested Action: Add new project, using PROTECT planning program funds.	

Name: Carbon Reduction Program; Small Urban and Rural 22-24		Key: 23087
Description	Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.	
MPO: Non-MPO	Work Type: OP-CARBON	Region: 6
Applicant: ODOT	Status: BUCKET OF FUNDS	

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

Footnote:	
Most Recent Approved Amendment	
Amendment No: 24-27-0708	Approval Date: 1/12/2024
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.	



Memo

Date: March 1, 2024
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds one new ODOT project. The project is a project grouping bucket (PGB) containing approved Carbon funding to be committed to later approved signal system upgrade projects.

What is the requested action?

TPAC received their official notification on March 1, 2024 and is now providing their approval recommendation to JPACT for Resolution 24-5395 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

A summary of the project is included below:

- **Key 23546 - Portland & Surrounding Areas Signal System:**
 - Lead Agency: ODOT
 - Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.
 - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
 - Added Notes:
 - Key 23546 is authorized a total of \$896,672 of ODOT approved federal Carbon funds.
 - The federal minimum match is 10.27% which result in a project total programming amount of \$999,300.

- The federal funds originate from an existing statewide Carbon PGB in Key 23087. \$896,672 of Carbon funds (plus match) are being split off of Key 23087 and re-programmed to a Region 1 (within the Metro MPA boundary) signal intersections system upgrade bucket.
- Specific eligible projects will then be split off of Key 23546 when awarded the Carbon funds.

Most Recent Approved Amendment							
Amendment No: 21-24-2789				Approval Date: 12/15/2022			
Requested Action: Add new project, using PROTECT planning program funds.							
Name: Carbon Reduction Program; Small Urban and Rural 22-24				Key: 23087			
Description: Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.							Region: 6
MPO: Non-MPO			Work Type: OP-CARBON				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
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Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0708				Approval Date: 1/12/2024			
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.							

○ ODOT Carbon Program:

- The Oregon Transportation Commission approved ODOT's Carbon Reduction Program (CRP) last September 14, 2023. ODOT's CRP outlines the carbon reduction goals and outcomes the funding will provide.

State of Oregon Carbon Reduction Strategy



AUGUST 2023

- From the Executive Summary:

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure Law requires carbon

reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with the Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT

conducted an internal project selection process for the Statewide funding.

TPAC March 1, 2024 Meeting Summary:

TPAC received their official MTIP amendment notification on March 1, 2024. Ken Lobeck provided an overview of the amendment bundle contents and a brief overview of how some projects are programmed using the project grouping bucket (PGB) logic.

Jamie Lorenzini, representing Clackamas County cities asked if the specific signal intersection locations have been identified. She added that the project name seemed a little vague and if more details are available. Ken Lobeck, Metro staff, answered that at the time programming submission, the specific locations had not been defined and provided as part of the programming submission. Neelam Dora, ODOT clarified this stating that specific corridors now have been identified along with the target intersections. She described that the funding would support various traffic signal upgrades and provided a few examples.

With no further discussion, TPAC provide a unanimous approval recommendation to JPACT to approve Resolution 24-5395 to add the new ODOT Signal System upgrade project.

Added Note: After the MTIP amendment item, Ken Lobeck contacted the ODOT Region 1 STIP Coordinator and requested a project location list confirmation. Per the Region 1 STIP Coordinator, the below locations are currently identified as the target site locations for the Carbon funding in the project grouping bucket.

Target locations include:

- Tualatin Valley Hwy between 20th Ave and 26th Ave
- SW 72nd Ave at OR217 interchange
- Tualatin Valley Hwy downtown Hillsboro
- Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St
- Pacific Hwy between SW 64th Ave and SW Fischer Rd.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.

- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the March FFY 2024 Formal MTIP amendment (MR24-06-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 23, 2024
• Initiate the required 30-day public notification process.....	February 27, 2024
• TPAC notification and approval recommendation.....	March 1, 2024
• JPACT approval and recommendation to Council.....	March 14, 2024
• Completion of public notification process.....	March 27, 2024
• Metro Council approval.....	April 11, 2024

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 10 ,2024
• USDOT clarification and final amendment approval.....	Mid-May 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the final selected projects to be awarded the Carbon funds from this PGB. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The Carbon funds belong to ODOT and do not impact Metro’s Carbon fund allocation.

RECOMMENDED ACTION:

TPAC received their official notification on March 1, 2024 and is now providing their approval recommendation to JPACT for Resolution 24-5395 to add ODOT’s new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP.

No Attachments.

JPACT Worksheet

Agenda Item Title: February 2024 MTIP Formal Amendment Approval Request – Resolution 24-5395

Presenters: None. The item is requested to proceed as a Consent calendar item. If not, Ken Lobeck, Funding programs Lead, or Ted Leybold will be present at JPACT to provide a presentation if required.

Contact for this worksheet/presentation: Ken Lobeck, Funding Program Lead.

Purpose/Objective:

FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP.

What has changed since JPACT last considered this issue/item?

- Prior TPAC action: TPAC received their official notification on March 1, 2024 and has provided their approval recommendation to JPACT.
- JPACT: Not Applicable. This is the first time the Match 2024 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5395 covering the February 2024 MTIP Formal Amendment.
2. Exhibit A to draft Resolution 24-5395 (also referred to as the MTIP Worksheets) containing the specific changes to the project and required approvals Metro must complete IAW our FHWA delegated MTIP management responsibilities.
3. Staff Report in support of the March 2024 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps.

Added: Amendment Summary:

- The March 2024 MTIP Formal Amendment bundle contains one project.
- The project is a new ODOT project being added to the MTIP and STIP.
- The new projects are an ODOT Carbon funded project grouping bucket that will support later signal system upgrades throughout the Metro MPA area. ODOT has assigned Key 23546 as the identifier for the revenue reserve in the MTIP and STIP.
- The ODOT Carbon funds for this new project grouping bucket originate from the OTC prior approved statewide Carbon funded reserve in Key 23087.
- The approved \$896,672 of ODOT Carbon Program funds are being split off from the statewide Carbon bucket reserve and are now being committed to the future eligible signal upgrade needs in Region1 and the Metro MPA boundary area in Key 23546.

- Together with the required minimum match to the federal Carbon funds, the new Signal System upgrade project grouping bucket will program a total of \$999,300.
- MTIP and STIP programming is required in order to later obligate the funds through FHWA's Financial Management Information System (FMIS) for the specific projects they will support. Therefore, programming in the MTIP and STIP via the formal/full amendment process is in compliance with FHWA project delivery requirements.

4.2 Consideration of the February 15, 2024 JPACT

Meeting Minutes (7:45AM)

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, March 21, 2024



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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

December 14, 2023

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Juan Carlos González
Christine Lewis
Ashton Simpson
Paul Savas
Nafisa Fai
Carley Francis
Anne McEnery-Ogle
Ali Mirzakhali
Steve Callaway

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County
Washington County
Washington State Department of Transportation
City of Vancouver
Oregon Department of Environmental Quality
Cities of Washington County

MEMBERS EXCUSED

Sam Desue
Mingus Mapps
Jesse Beason
Joe Buck
Rian Windsheimer
Curtis Robinhold
Shawn Donaghy
Travis Stovall

AFFILIATION

TriMet
City of Portland
Multnomah County
Cities of Clackamas County
ODOT
Port of Portland
C-Tran
Cities of Multnomah County

ALTERNATES PRESENT

JC Vannatta
Millicent Williams
Margi Bradway
Brett Sherman
Chris Ford
Emerald Bouge
Scott Patterson

AFFILIATION

TriMet
City of Portland
Multnomah County
City of Clackamas County
ODOT
Port of Portland
C-Tran

OTHERS PRESENT: Ashley Bryers, Christina Deffebach, Cody Field, Jason Nolin, Mike Bezner, Garet Prior, Stephanie Millar, Mayor Lisa Batey, Sara Wright, Jeff Gudman, Mat Dolata, Lakeeyscia Griffin, Dave Roth, Eric Hesse, Gerik Kransky, Scott Langer, Monica Krueger, Karen Buehrig, Brenda Bartlett, Sara Ryan, Sarah Iannarone, RTC Web-Mtgs, Jaimie Lorenzini, COHV, Brendan Finn, Mark Ottenad, Anne McErny-Ogle, Michael Orman, Allison Boyd, B, Glen Bolen, Laurie Lebowsky-Young, Noel Michelberry, Mike McCarthy, Jean Senechal Biggs, Katherine Kelly, Eliot Rose, Aidan Simpson, Jeff Dalin, Chris Smith, Dwight Brashear

STAFF: Connor Ayers, Georgia Langer, Ramona, Malu Wilkinson, Ina Zucker, Jaye Cromwell, Betsy Emery, Lake McTighe, Eduardo Ramos, Victor Sin, Kate Hawkins, Jess Zdeb, Marielle Bossio, Glen Hamburg, Ken Lobeck, Summer Blackhorse, Blake Perez, Jake Lovell, Lisa Hunrichs, Matt Bihn

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 am.

Chair Gonzalez called the role and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Connor Ayers read aloud the instructions for providing public testimony.

No members of the public provided testimony.

Chair Gonzalez moved onto the next agenda item.

3. UPDATES FROM THE CHAIR

Chair Gonzalez introduced Catherine Ciarlo, who shared the fatal traffic accidents that have occurred since the last meeting.

Chair Gonzalez discussed the 2023 UGMFP and RTFP Compliance Report.

Chair Gonzalez shared that compliance with the UGMFG includes meeting requirements for housing, water quality, fish and wildlife, flood hazards for protecting industrial and employment lands, and planning for the UGB. He shared that all jurisdictions are compliant at this time except for a few jurisdictions which are working to complete comprehensive planning areas added to the UGB. Compliance with the UGMFG includes meeting requirements, design, updates to TSP, transportation project development, regional parking management, and amendments to comprehensive plans. All jurisdictions are currently in compliance with that.

4. CONSENT AGENDA

Chair Gonzalez noted that there were two items on the consent agenda, Resolution No. 24-5384, For the Purpose of Adding or Amending Seven Projects in the 2024-27 MTIP to Meet Federal Transportation Project Delivery Requirements, and the Consideration of the January 18, 2024 JPACT Minutes.

MOTION: City of Vancouver Mayor Anne McEnerny-Ogle moved to approve the consent agenda, seconded by JC Vannatta of Tri-Met

ACTION: With all in favor, the consent agenda passed.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

5. INFORMATION/DISCUSSION ITEMS

5.1 2027-2030 MTIP Program Direction and Work Program

Chair Gonzalez introduced Metro staff Grace Cho and Ted Leybold to present on the 2027-2030 MTIP Program Direction and Work Presentation

Presentation summary:

Presenters shared the background of the MTIP program direction and work program, discussed the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds (RFFA) process, as well as the next steps. The presenters discussed the relationship between the 2023 RTP, MTIP, and RFFA. They discussed the funding estimates for 2027-2030, as well as the RTP-MTIP relationship with State Transportation Improvement Program (STIP). The presenters mentioned the roles and responsibilities of the RFFA, its process, the program direction, and its program direction framework. The presenters shared the step 2 project proposals and evaluation and discussed the final adoption of 2028-2030 RFFA. They also shared the carbon reduction program and that the initial input on the RFFA program direction included desires to make a big impact and to support smaller jurisdictions. After sharing the next steps, the presenters asked the JPACT members if they had any questions or initial input on the RFFA program direction.

Commissioner Paul Savas mentioned the measurement of Co2 production asking what techniques they will use as an MPO to measure their gains in Co2 reduction.

Grace Cho responded that they are expected to be coordinated with state efforts. She added that they have done analysis on the reduction of carbon emissions, and that they used similar techniques conducted for the RTP.

Commissioner Savas asked if they are working with other MPOs in the country to look at how they are measuring this, noting that he wants them to be doing the best job that they can.

Cho responded that there are other places in the nation that have been working with this, but there is not always an alignment on that.

Catherine Ciarlo responded that JPACT will be in discussion about the targets and measurements. She noted that they will be looking at other MPOs and find what the best practices are, as well as look towards other ideas JPACT may have.

JC Vanatta asked how much the carbon reduction funding pot has, questioning if it will be around \$20 million like it was for the previous round.

Cho responded that the allocation was about \$18.8 million to allocate for the five fiscal years. She explained that they are looking at the carbon reduction program for 2027-2030, which is four fiscal years rather than five. Cho shared that they are trying to align the years to be as close as possible, and that the carbon reduction fund will be a bit different from flexible funds because it is only a four-year range. Cho stated that they are estimating it to be in the \$12-13 million range.

Ali Mirzakhilili asked what the total fund available is, and when they will know how much is available. He also asked how much money is already being allocated for step 1.

Cho responded that they would reference back to the previous cycle, which shows the program direction for this upcoming cycle. She shared that the last cycle was about \$152 million, and in terms of step 1, including the bond repayments and the operation of several regional programs, it was about \$100 million for the 2025-2027 cycle. She shared that it is about the same this time with about \$50 million each year. She noted that it is a push and pull in terms of getting an accurate estimate and confirming what will happen when they come into the first fiscal year.

Mayor Steve Calloway asked for a definition of a small city.

Cho responded that definitions of small cities are the kind of input they would like to receive, as some of the jurisdictional partners struggle with this. Cho noted that they want the support from JPACT members on that.

Ted Leybold added that they are still taking input on how best to do that.

Mayor Calloway mentioned inflation and how it will look in 2040. He asked if there is money that goes to counties that will help with inflation. He added that there will be shortfalls where that money will not buy as much, asking if there will be a secondary priority for supplying those funds. Mayor Calloway asked where that money will go next if a county must give the funds back because they cannot afford the project anymore.

Cho stated that the RFF are typically awarded to the project itself, but they work as much as possible with the jurisdiction who applied and was delivered the project to find a project that will stay within the intent of the original project and still be within the budget. She added that when a RFF gets awarded, the intergovernmental agreement process will determine the aspects of what will happen if there are budget shortfalls. She noted that if it comes to a point where those funds to go back, they will go back into the pot for the next cycle.

Catherine Ciarlo asked for the staff to define the redistribution funds.

Leybold responded that in the past they have received redistribution funds, and in the past, they have done an allocation of the extra redistribution funds to projects that were trying to get to bid and had a shortfall. He shared that there have been inflationary impacts recently with high inflation rates, and about a year ago they did an allocation of additional funds that came in as more than they were expecting, so they gave this money to reinvest.

Ciarlo noted that the partners work together to try to remove barriers to get things done.

02/15/2024

Minutes

Chair Gonzalez asked if the redistribution funds are incentive dollars for completing the projects on time.

Leybold responded yes, and that the reason they get the funds is that they have an agreement with the State that if they get these projects done on time, they get some of the funds that the State gets from the federal government. He added that this creates an incentive to stay on track so the State of Oregon can become eligible for those redistribution funds.

Margi Bradway encouraged Metro to consider resiliency, noting that the ice storm did harmful things to the budget and that they are not prepared for the financial impacts that climate change is bringing.

Chris Ford asked about the distribution of step 1 and step 2 dollars, asking what discretionary measures they have, if any, and when is how JPACT will be involved if that is the case.

Cho responded that they know that they have schedule of repayments that they need to make from previous decisions. She added that they will start to lay out that information. She noted that they have a sense of the off-breeding costs for the region planning and they will be able to share that information soon. She added that with that information, they will be able to discuss what the next steps are. Cho added that other than the previous commitments of dollars, they have the rest of the dollars to work with.

Leybold added that they can bring the bond repayment schedule and the cost of the region-wide programs, noting that there can be discussion for adoption in the spring. He noted that if there is another related program that people want to add on to, they can do another round of bonding.

Millicent Williams mentioned that the presenters stated that they want the projects to make a big impact, asking what a big impact means to them. Williams noted step 2 of the process, asking if there is consideration for two cities to work closely together to do a shared project.

Cho responded that the second question Williams asked is the type of feedback they are looking for. She noted that they need to face reality that they have a cap for how many dollars they have, and they need to be strategic to get the most out of the funds that they have.

Councilor Christine Lewis remarked that the RTP has challenged them to come up with new programs without the funding to back those new programs. She stated that they should work on the first step.

Chair Gonzalez thanked the presenters for the presentation and noted that they should take climate change seriously. He added that there have been underlying issues to access funds for smaller communities and stated that there are ways they are trying to be creative. Councilor Gonzalez also highlighted that while they talked about the funds in step 2 and the carbon reduction program, there is a third program called the climate pollution reduction grant. He stated that Metro received a grant from the EPA and they are working on a regional climate action plan, and with this plan, they qualify for two implementation grants. Chair Gonzalez shared that while those grants are competitive, it would be amazing to receive those.

Commissioner Savas asked if they could get a better sense in the future about how much money they will have, after the repayment dollars, that will go to the RTP project funds, and how they will distribute those funds.

Chair Gonzalez responded that it will be up to staff to mold that direction, but they have clear direction from the RTP.

5.2 Update on 2023 RTP Implementation and MTIP Amendment and Adoption Process for Toll Projects in the Region

Chair Gonzalez introduced Metro Staff Catherine Ciarlo (she/her), Ted Leybold (he/him), and Kim Ellis.

Presentation Summary:

The presenters discussed the purpose of their presentation, which was to provide an overview of the Regional Transportation Plan (RTP) directed initiatives and to describe and receive input on the update of procedures to the MTIP amendment process for rolling and pricing projects. They shared a timeline of what has happened previously, what is happening now, and what will happen in the future in terms of the RTP plans. Presenters discussed the procedures for the Metropolitan Transportation Improvement Program (MTIP) and the MTIP amendment steps. They addressed the major projects and priority investment outcomes. They shared the next steps for the MTIP process and discussed the 2024-25 JPACT transportation funding work. Finally, presenters asked the JPACT members if they had any questions or feedback about RTP implementation next steps or the MTIP process updates.

Ali Mirzakhali asked when the presenters will be able to share the new metric for measuring a thriving economy, asking if they will be looking at state, local, or national economies.

Kim Ellis responded that this is a new RTP goal which prioritizes access to mixed used centers with economic growth, employee access to jobs, and employer's access to employees. Kim added that they are looking at where projects are serving and who they are serving. She noted that it is focused on the region and how they are focusing on growth and development.

Commissioner Savas shared that he was excited about a thriving economy and noted that they should apply critical thinking on what that informs people on where they could buy a house. He noted that he is interested in measurable outcomes and stated that vehicle miles traveled (VMT) and vehicle hours traveled (VHT) would be interesting areas to measure.

Councilor Brett Sherman stated that he is concerned about the underlying costs about the i-205 project. Councilor Sherman raised concerns about how 80% of the money generated by tolling is going to infrastructure and call centers and costs, whereas less than 20% will go to covering the cost of the project. He asked how much flexibility they will have in the future.

Leybold shared that MTIP will bring in amendments as the projects are ready for implementation. He noted that when the projects are underway, they will bring forward the information of the project to JPACT and the Metro Council, who will look at the progress through the lens of the commitments to the agreements with the RTP and MTIP. He clarified that it will be up to JPACT and the Metro Council to ensure that they are making progress and are following the guidelines set by the RTP. Leybold noted that it is hard for him to predict, but when they are getting ready to spend funds on a particular project, they will bring that phase of the project into MTIP and the members will get to see it.

Councilor Brett Sherman noted that although some of the decisions that they make, although small, may impact pricing, and they may find that the costs are incredibly high or higher than expected. He shared that he

wants to know what levers they have access to, and what opportunities they have to move the needle.

Catherine Ciarlo noted that they must start to think about how they want to weigh in on the criteria and the way those criteria are measured.

Margi Bradway asked if the tolling funds will be federalized because it goes through federal approval, or if it will be more localized funds once collected.

Leybold responded that it is not technically federal dollars, so the strings attached with those federal funding programs will not be attached to tolling dollars. He added that they will be spent on facilities that are on the regional system that have been federally funded facilities, so things like the NEPA rules, which are federal rules, will be applied to the tolling project.

Bradway responded that there is agreement from multiple committees that the funds should either be shared with locals or put into local projects, that tolling funds should be used to mitigate and or address the diversion, and that multimodal funding should be available to meet demand. She shared that having those funds be flexible is important to meet those goals.

Chair Gonzalez noted that this project allows for the dollars to support the diversion, transit, and local system improvements. He mentioned that although the funds are not federalized, they are being spent on tolling projects, and he asked where JPACT can influence those conversations and decision points because that flexibility has been shown to be very important to stakeholders.

Bradway noted that IBR has quite a bit of local improvements included in the project, which would be federalized, but a lot of other counties do not have their local improvements included in the project. Bradway asked if they have the flexible funding to do those local projects that are needed but are not within that defined space.

Commissioner Savas responded that as a Clackamas County representative, he comes up with a 10% or 20% increase in Co2 production as a result of the tolling project, and he wants to know how tolling will work best. He noted that every calculation he has conducted has shown an increase in Co2 production as a result of the project as proposed for the 7-mile stretch between the town center and the Abernathy bridge and the 7-mile stretch between the Abernathy bridge and I.5. Commissioner Savas noted that he has concerns about this project in that part of the region.

Ciarlo responded that they should look at the criteria question and link it to the targets as shared by Kim Ellis.

Ellis noted that for the federal target, they have some flexibility, but there's some defined measurement for them to use for that. She added that the target that they are setting is an initial target. She noted that it is a very narrow definition of greenhouse gas emissions that the federal level wants them to be monitoring. She stated that they have more to learn, and they have learned a lot from the RTP process. Ellis noted that the emissions modeled impacts of the larger projects is a different question than the impacts of other projects like building a sidewalk or adding bike lanes. She noted that it is hard to isolate that in their analytical framework.

Commissioner Savas shared that he has a concern that the impacts will be negative.

Councilor Lewis stated that the investments that they make in multimodal, safe crossings, bi-ped, and transit

are all for nothing if the local system isn't allowed to function because of diversion and negative impacts. She shared that they should scope this out. Councilor Lewis also shared that they need more time to get the measuring system right.

Mirzakhilili mentioned the RTP discussion on safety and asked if they are working on developing the forecasting tools. He noted that he finds it to be a weakness that they do not work on it.

Ellis noted that that is an area that is unfunded, and Lake McTighe, who is the leader in this, have helped them do what they can. Ellis added that they know the projects that are needed, and they do not need a model to help that, but getting at some of the deeper questions would require new work that needs funding to do.

Mirzakhilili asked about how they will get to that and reflect their priorities in the funding.

Catherine Ciarlo stated that they know the types of improvements that advance safety, and they can fund those, but the question Mirzakhilili has is about investing, as a region, in the type of modeling that would get to the outcomes. Ciarlo suggested that they are asking a different question when talking about safety versus modeling.

Leybold added that the information they provide for an MTIP amendment is a discussion about what tools they want. Leybold noted that they look at if a project is addressing a safety issue and is the project known to be effective in keeping people safe, which gives it a higher safety score, and distinguishes it as a higher priority.

JC Vannatta noted that there is a constitutional restriction where tolling funds cannot be used for transit capital, and asked if there is a way that some of the funds could be used for transportation projects and other funds used for transit projects.

Commissioner Nafisa Fai mentioned that in June they are going to have a targeted conversation about MTIP projects, and asked about if they will be individually reached out to when the conversation is going to be had.

Ciarlo noted that they cannot give a timeline at this time, but that between now and June, information about funding strategies and funding priorities and needs that the legislative and GAPD team have been working on will be walked through, as well as having a conversation about regional funding priorities. She shared that it will be a regional discussion about what things such as resiliency and safety look like as a priority.

Commissioner Fai asked if this body should focus on the principles and areas that they will focus on, so they can be more centered on those when the MTIP decision comes. Commissioner Fai noted that the 2022 documents have not been updated, asked how they can hold the system accountable, and noted that they should see how JPACT can play an active role.

Ciarlo noted that the documents in the packet reflect the written direction pulled from the ordinance that referenced those documents, so there was no attempt on staff's part to update or change the 2022 documents. Ciarlo added that they will have a conversation about whether that information is adequate.

Leybold added that they will receive information on these agreements and that they can have another discussion about if they will be updating those documents.

Commissioner Fai asked if there is a way to include what the leader is for each project.

Ellis noted that those are in the attachment, or in chapter 8 of the RTP, and that they are working to produce the unified planning program.

Seeing no further discussion, Chair Gonzalez moved onto the next agenda item.

6. **UPDATES FROM JPACT MEMBERS**

Due to time restraints, there were no updates provided from the JPACT members.

7. **ADJORN**

Chair Gonzalez adjourned the meeting at 9:33 AM.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Georgia Langer".

Georgia Langer,
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 15, 2024

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Presentation	02/15/2024	Fatal Crash Slide	021524-01
5.1	Presentation	02/15/2024	2027-2030 MTIP Program Direction and Work Program Presentation	021524-02
5.2	Presentation	02/15/2024	Update on 2023 RTP Implementation and MTIP Process Presentation	021524-03
5.2	Presentation	02/15/2024	RTP Implementation Work Presentation	021524-04

5.1 Regional Transportation Priorities and Funding (7:45 AM)

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, March 21, 2024

JPACT Worksheet

Agenda Item Title: Regional Transportation Priorities and Funding: ODOT presentation on operations and maintenance funding

Presenters: Lindsay Baker, Government Relations Deputy Director, ODOT (she/her)
Catherine Ciarlo, Metro Planning, Development and Research Director (she/her)

Contact for this worksheet/presentation: Jaye Cromwell, jaye.cromwell@oregonmetro.gov

Purpose/Objective

This is one of a series of presentations to give JPACT members a strong foundation in Oregon's transportation funding mechanisms, and to provide context on ODOT's funding shortfalls/challenges. This presentation will build on the January 2024 transportation funding 101 presentation. The information presented will help inform any future decision making for a possible state legislative package in 2025.

Outcome

JPACT members understand the current status of the transportation funding/fiscal cliff at state and local levels. Members also have an understanding of the political dynamics and conversations surrounding a possible state legislative package in 2025.

Background

In advance of the state transportation package in 2017, JPACT developed a legislative agenda for the 2017 state transportation package. We are exploring the possibility of doing something similar in 2024/25. In January 2024, JPACT members heard an overview from the regional legislative affairs of the current conversations surrounding a possible package in 2025.

What has changed since JPACT last considered this issue/item?

The 2024 short session of the Oregon State Legislature met and concluded its session in February 2024. ODOT and regional Legislative Affairs staff now have more insights and information into what a 2025 Legislative package on transportation could look like. On March 11th 2024, Governor Kotek called for a halt to the regional tolling project known as the Regional Mobility Pricing Project (RMPP).

What packet material do you plan to include?

None.

Materials following this page were distributed at the meeting.

February traffic deaths in Clackamas, Multnomah and Washington counties*

Thomas Amato, 71, walking, 9700 Blk SE Woodstock Blvd., Portland, Multnomah, 2/4

Unidentified, driving , I-84, Multnomah, 2/4

Unidentified, walking, 99 E (NE Martin Luther King Jr. Blvd. and NE Gertz Rd), Portland, Multnomah, 2/5

Edward Hanson, 44, walking, SE 82nd Ave/SE Flavel St., Portland, Multnomah, 2/5

Cristian Perez Hernandez, 18 and Gabriel Sanchez, 16, driving, N Marine Dr/N Leadbetter Rd., Portland, Multnomah, 2/10

Joseph Brausen, 12, bicycling, SE 10th Ave., Hillsboro, Washington, 2/10

Wael M. Zahran, 23, of Tigard, driving , SW Naito Parkway/SW Columbia St., Portland, Multnomah, 2/10

Jeremy T. Bankston, 38, motorcycling, NE 111th Ave/NE Eugene St., Portland, Multnomah, 2/14

Keith Ryan Vanhorn, 24, driving, 43800 Blk E Larch Mtn Rd., Multnomah, 2/18

Ricardo Perez, 75, driving, US 26 Sunset Hwy, Beaverton, Washington, 2/22

Unidentified, driving , 7000 Blk NE Marine Dr., Portland, Multnomah, 2/23

David Bentley, 49, bicycling, SE Belmont/SE Martin Luther King Jr Ave., Portland, Multnomah, 2/25

**ODOT initial fatal crash report as of 2/29/24, news and police reports – all information is preliminary and subject to change*



2025 Transportation Package Needs

March 21, 2024

Joint Policy Advisory Committee on Transportation

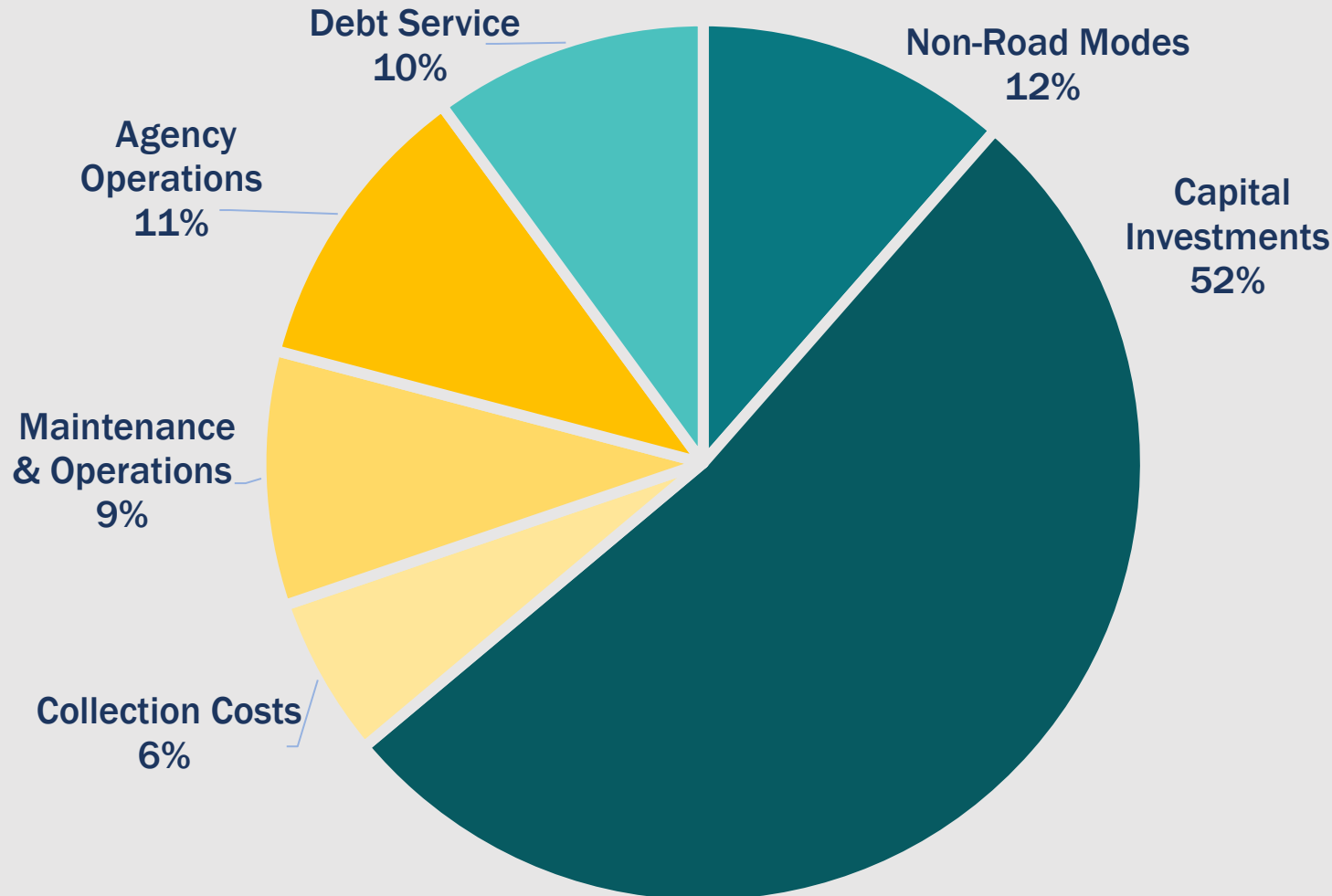
Lindsay Baker

Oregon Department of Transportation



2023-25 ODOT Legislative Budget

\$6.1 Billion in Expenditures



Capital Investments

- Preservation (bridges, pavements, signals), Safety Improvements, System Enhancements

Non-Road Modes

- Public Transportation, Rail, Transportation Safety

Debt Service

- Debt service payments from all funding sources

Agency Operations

- Staff and support for daily operation, indirect costs

Maintenance & Operations

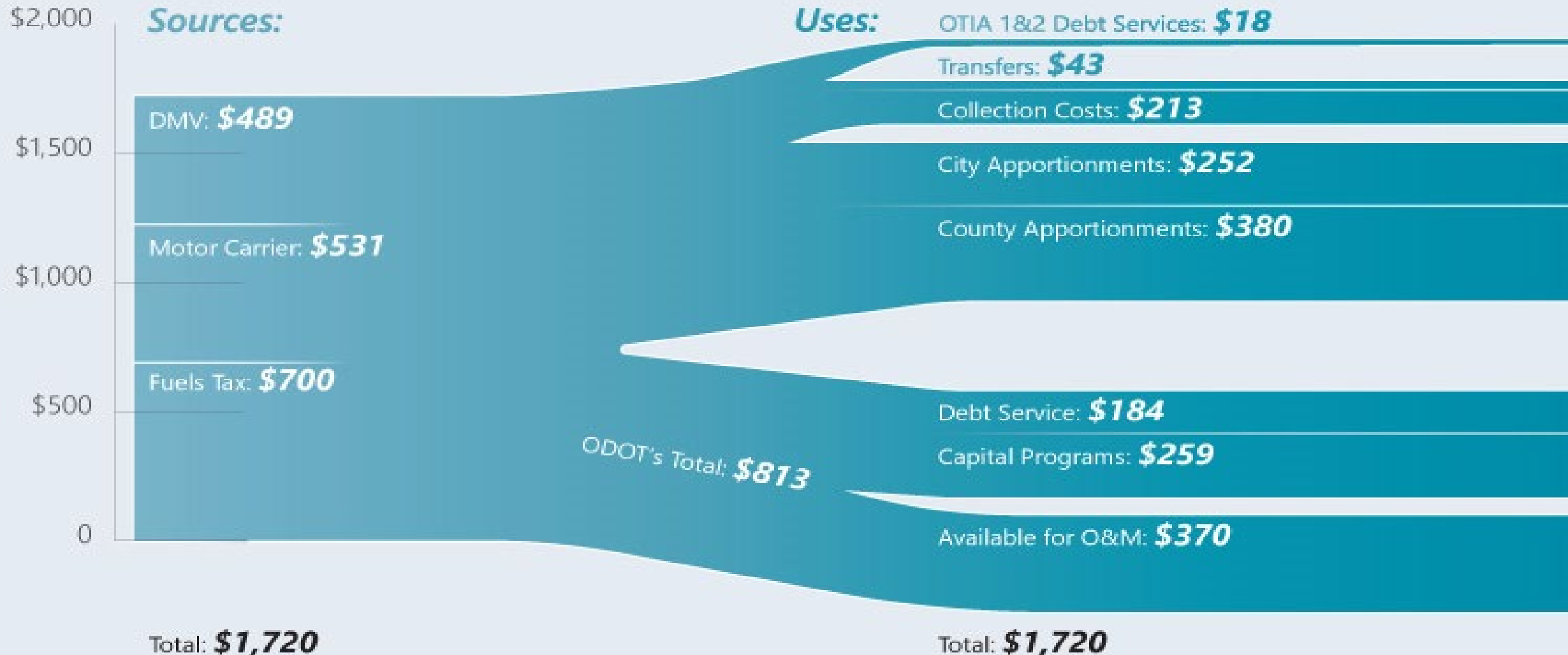
- Staff, equipment, and materials

Collection Costs

- Fuels Tax, Commerce & Compliance, DMV

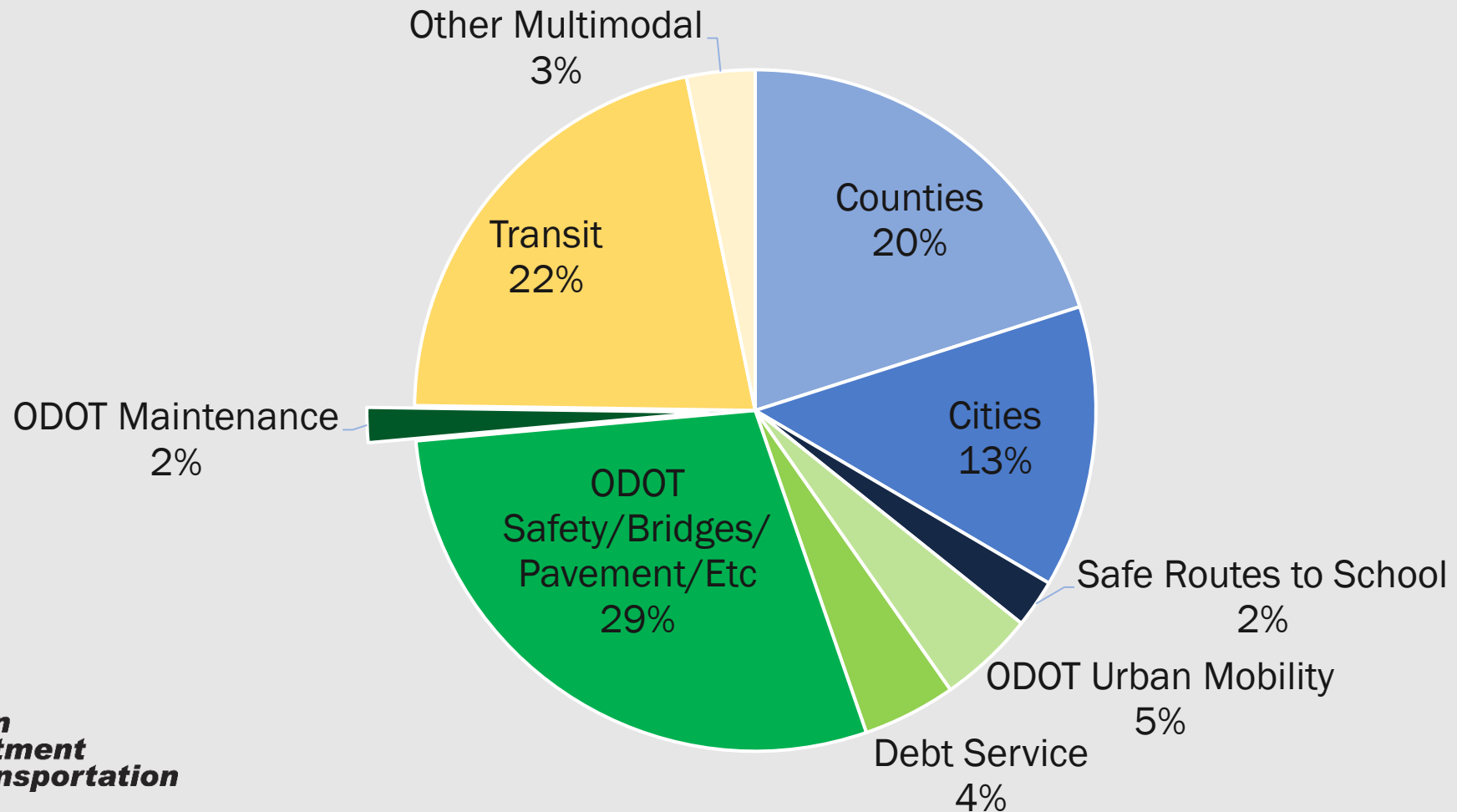
State Highway Fund Sources and Uses

2023-2025 Annual Average in Millions



HB 2017 Funding Distribution

Forecast for FY 2025; \$658 million total projected revenue



State Highway Fund Structural Funding Challenges



Future Fuels Tax Revenue Decline

- The average driver consumes almost **25% less fuel per year** than 10 years ago. At today's rate, that's over **\$40 less per year** in gas tax paid per vehicle.



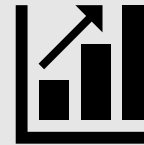
Reliance on Few Sources of Revenue

- Oregon **does not utilize inflation-resistant** funding mechanisms to support transportation system needs.



Rigid Statutory Structure

- **About 75% of fees collected by DMV** go to local governments, construction projects, and other programs and can't be spent on delivering DMV services.
- **Only about 2%** of additional taxes and fees raised by HB 2017 went to state highway maintenance and operations.



Rise of Record Inflation

- Since 2017, the National Highway Construction Cost Index has **increased by over 80%**.
- Equipment costs have **increased about 25%** in the past four years.
- Paint costs **have increased over 30%** in the last four years.

Investment Needs and Priorities for 2025

A Broad Scope & Priority Focus

ODOT strives to:

- **Maintain** Oregon's state highways, roads, and bridges.
- **Ensure a safe system** through education, investment, and regulation.
- **Develop a connected multimodal** statewide network.

ODOT's priority focus: delivery of core critical services to keep Oregon moving, enhance safety, keep communities connected, and build structural revenue stability and resilience for the future.

ODOT's investment focus:

- **First:** Safety and service restoration.
- **Next:** Capital improvements and modernization.



Statewide investments will lead to service improvements for all system users.

ODOT's Core Investments

ODOT's core investments are focused on the primary services and functions that **keep the agency running, maintain our transportation system, and keep people safe.**

- Service Functions
- Safety System Investments
- Fulfilling HB 2017 Commitments



Future Needs

- Increasingly **insufficient and unreliable revenue** will force future service cuts.
- With sufficient and reliable funding, ODOT would first prioritize:
 - Restoring essential **maintenance services**.
 - Improving **customer service** gaps.
 - Addressing **safety** issues.
 - Fulfilling **HB 2017 commitments**.
- To maintain our existing transportation system, **structural revenue reform is needed**.



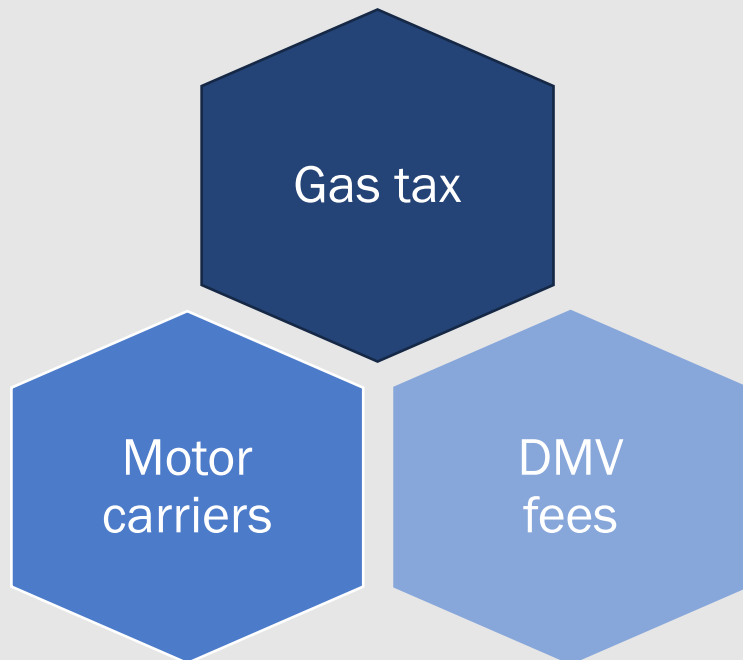
Service	Estimated Annual Need	Annual Funding Gap	
Service Functions			
Customer Service & Regulation (DMV)	\$170 million	\$50 million	
Customer Service & Regulation (CCD)	\$60 million	\$25 million	
Agency Operations	\$450 million	\$170 million	
Maintenance and Operations	\$450 million	\$205 million	
Safety System Investments			
Preservation	\$1,250 million	\$980 million	
Programmatic and Systemic Safety Investments	\$200 million	\$145 million	
Safe Routes to School Infrastructure	\$50 million	\$35 million	
On-Road Bicycle and Pedestrian Network	\$135 million	\$115 million	
Great Streets Program	\$65 million	\$45 million	
On Road Freight Investments	\$12 million	\$8 million	
TOTAL	\$2,842,000,000	\$1,778,000,000	
Fulfilling HB 2017 Commitments	Estimated Total Cost*	Available Resources*	Total Funding Gap*
I-5 Rose Quarter Improvement Project	\$1,700 - \$1,900 million	\$160 million	\$1,540 - \$1,740 million
I-205 Improvements Project	\$1,290 - \$1,360 million	\$745 million	\$545 - \$615 million
TOTAL	\$2,990 - \$3,260 million	\$905 million	\$2,085 - 2,355 million

** updated UMS Finance Plan underway; amounts for "HB 2017 commitments" will change

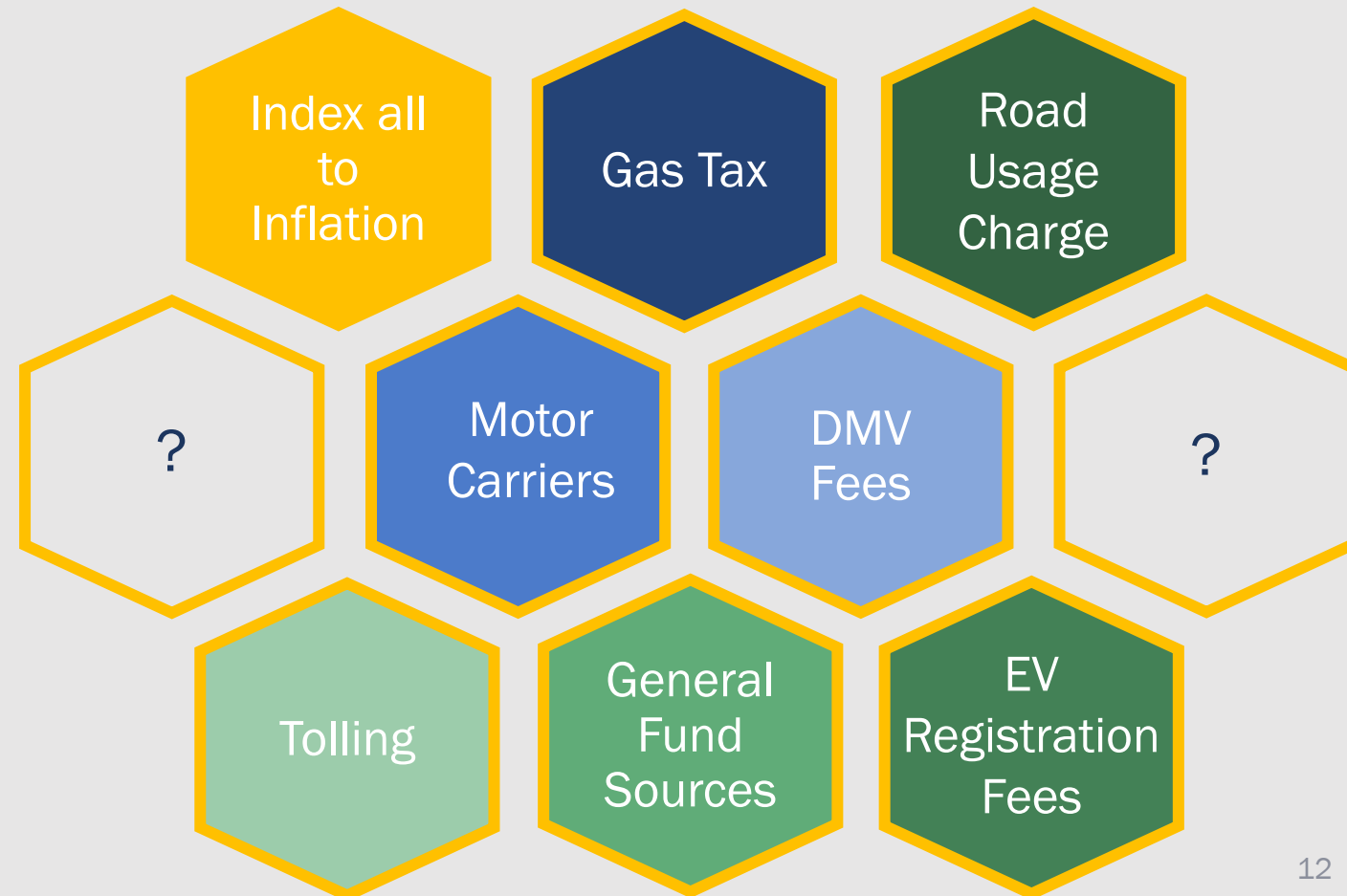
A More Diversified Revenue Portfolio

Sufficient and sustainable funding is key to maintaining and modernizing our transportation system

State Highway Fund Revenue Today



Some Options for the Future



Thank you
