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Metro

2018-2021 Metropolitan Transportation Improvement Program (MTIP)

June, 2017

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.
The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/mtip

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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List of Acronyms

AC Advance Construct (State Fund Type)
ADA Americans with Disabilities Act
AQMA Air Quality Maintenance Area
ARTS All Roads Transportation Safety
ATMS Advanced Traffic Management System
CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation and Air Quality (Federal Program/Fund Type)
CONS Construction (Project Phase)
DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)
DOA Design Option Alternatives (Project Phase)
EPA Environmental Protection Agency
FAST Fixing America's Surface Transportation (Federal Authorization Bill)
FDE Final Design and Engineering (Project Phase)
FEIS Final Environmental Impact Statement
FFO Full Federal Oversight
FHWA Federal Highway Administration
FTA Federal Transit Administration
HCT High-Capacity Transit
HOV High-Occupancy Vehicle
HSIP Highway Safety Improvement Program (Federal Program/Fund Type)
IOF Immediate Opportunity Fund (State Fund Type)
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal Authorization Bill)
ITS Intelligent Transportation System
JPACT Joint Policy Advisory Committee on Transportation
JTA Jobs and Transportation Act (State Program and Fund Type)
LCDC Land Conservation and Development Commission (State)
LOS Level of Service
LRT Light Rail Transit (MAX)
MAP-21 Moving Ahead Towards Progress in the 21st Century (Federal Authorization Bill)
MAX Metropolitan Area Express (TriMet's Light Rail System)
MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)
MSTIP Major Streets Improvement Program
MTIP Metropolitan Transportation Improvement Program
NAAQS National Ambient Air Quality Standards (Federal)
NEPA National Environmental Protection Act (Federal)
NHFP National Highway Freight Program (Federal Program/Fund Type)
NHPP National Highway Performance Program (Federal Program/Fund Type)
NHS National Highway System
OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)
PD Project Development (Project Phase)
PE Preliminary Engineering (Project Phase)
PERC Public Engagement Review Committee
RFP Regional Framework Plan (Metro)
ROW Right-of-Way (Project Phase)
RTC Regional Transportation Council (MPO for Southwest Washington)
RTO Regional Travel Options (Metro Program)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SIP Oregon State (Air Quality) Implementation Plan
SMART South Metro Area Regional Transit (Wilsonville)
SOV Single-Occupancy Vehicle
SPR State Planning and Research (Federal Program/Fund Type)
STBG Surface Transportation Block Grant (Federal Program/Fund Type)
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program (Federal Fund Type)
TA Transportation Alternatives (Federal Program/Fund Type)
TAZ Transportation Analysis Zones
TCM Transportation Control Measures
TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association (Local)
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)

TRILOC TriMet Local Funds
TriMet Tri-County Metropolitan Transportation District
TSM Transportation System Management
TSMO Transportation System Management and Operations (Metro Program)
USDOT United States Department of Transportation
VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation
YOE Year of Expenditure (dollars)

Chapter 1: What is the Metropolitan Transportation Improvement Program (MTIP)?

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the implementation schedule of federally funded transportation projects in the Portland metropolitan region for the next four years. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations, such as fiscal constraint, air quality impacts, and public involvement. Lastly, the MTIP functions as the implementation vehicle for the region's long-range transportation plan. The MTIP also monitors and demonstrates the region's progress towards achieving the vision and goals for the transportation system.

Federal Regulatory Context for the MTIP

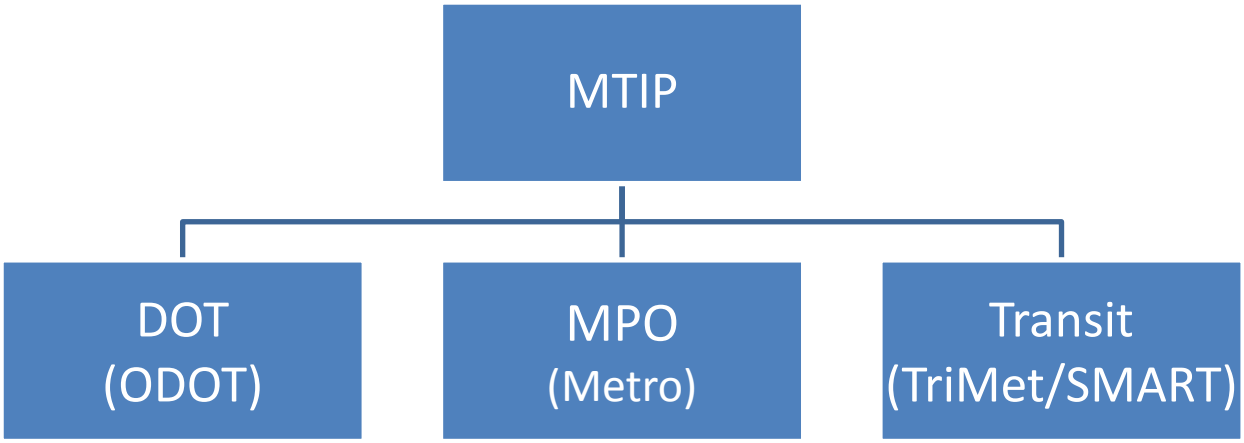
The Code of Federal Regulations (CFR) Title 23 Provisions 450.322 – 450.332 sets forth the legislation for metropolitan planning organizations (MPOs), like Metro, to conduct long-range planning and fund programming for the regional transportation system. For Metro, that means the development and updates of two planning and policy documents: the regional transportation plan (RTP) and the metropolitan transportation improvement program (MTIP). The RTP serves as the long-range transportation policy document which outlines the vision for the region's urban transportation system and sets a baseline of priority investments. The MTIP, as the RTP's companion, serves as a snapshot of the where federal transportation funds are anticipated to be spent over the course of the first four federal fiscal years of the RTP and illustrates the region near-term transportation priorities.

In addition to developing and adopting the RTP and MTIP, federal regulations require planning and policy documents to be "constrained to reasonably expected revenue." This means Metro, in working with partner agencies, must make long-term (for the RTP) and short-term (for the MTIP) projections of federal transportation revenue expected to come to the region based on federal transportation authorization as well as any significant state, regional, or local sources. The projected revenues serve as a capacity parameter to determine the overall amount of long-term and short-term transportation investments the region can anticipate making without over-expending or becoming unconstrained. These revenue projections are updated with each RTP and each MTIP cycle.

Regional & State Policy Context for the MTIP

For projects to receive federal transportation funding, they must be included in the Regional Transportation Plan (RTP). The RTP is the guiding policy document which outlines the vision of the region's urban transportation system. As a policy document, the RTP identifies priority transportation investments (i.e. projects and programs) for the next 20 years which will help achieve the long-range vision. The RTP list represents priorities beyond what can be afforded by the region in any given year. As a result, Metro is required to develop a four-year expenditure plan known as the Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, as the MPO, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District (TriMet), and South Metro Area Regional Transit (SMART). (See Figure 1.1) The MTIP process is used to determine which projects included in the RTP will be given funding priority year to year.

Figure 1.1 Metropolitan Transportation Improvement Program (MTIP) Relationships



Additionally, Oregon is the only state with statewide land use planning rules. As a result of these rules, local plans are required to demonstrate consistency with state goals. For the purpose of statewide planning, the RTP is considered a local plan. Therefore the RTP is guided by relevant statewide policies, including those from the Oregon Transportation Plan, and by extension the implementation of the RTP is considered progress towards realizing statewide plans and policies.

MTIP Content and Timeline

The 2018-2021 MTIP represents an overall capital expenditure program for the regional transportation system in a four-year timeframe. The transportation investments identified in the MTIP serves as a snapshot of the transportation expenditures for the Portland urbanized area during the four-year period beginning October 1, 2017 and ending September 30, 2021 (federal fiscal years 2018 through 2021) from its adoption date. Context within the MTIP includes: the amount and type of federal funding being allocated to a specific transportation project, the amount of local dollars provided as match, and how much is estimated to be spent in each year. All transportation investments (i.e. projects) in the MTIP must address federally funded highway, public transit, and state or locally funded projects which have measurable affects to the region's air quality. The most detailed information is required for federally funded projects. For federal projects, the MTIP must:

- describe the projects sufficiently to determine their air quality effects;
- identify the type of federal funding that will be used, and the amount of local matching funds;
- schedule the anticipated year in which money will be committed to a particular project; and specify the phases of work to be supported by identified funds (e.g., construction, right-of-way acquisition or design);
- include total project cost; and
- show prior allocations.

In addition to this level of detail for federally funded projects, the MTIP must also describe other significant state or locally funded projects that have a potential to affect regional compliance with federal air quality standards. The information about these projects is limited to a description of the intended scope, concept and timing of the projects that is sufficient to model their potential air quality effects, total cost and responsible agency. The financially constrained project list provides information for all projects anticipated in the region, including those that will not rely on federal money.

Under federal regulations the MTIP must be revised at least every four years. However, in any given four-year period, many events or activities occur which changes the landscape of transportation expenditures. Because of the dynamic nature of transportation project delivery, Metro, like other MPOs in Oregon, elects to update the MTIP more frequently than four years. For the past two MTIP cycles, the update was in a three-year cycle, where the final year of the previous MTIP overlaps the first year of new MTIP. Thus, the transportation investments in the final year of the previous MTIP are carried into the next MTIP. The carryover programming does not remain static and reflects any slow progress on the early phases of some projects which have delayed the construction phases to later than originally

expected. Conversely, some of the new projects, or their early phases, that have been allocated funding anticipated for later years, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. It also illustrates the constantly changing nature of transportation investments based on revenue capacity, implementation schedule, or emerging priorities.

Who Prepares the MTIP?

The MTIP is a joint effort between regional and state partners. Metro acts as the main author of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as significant state and local transportation dollars in the urbanized area of Portland which contribute state and regional priorities. Each agency plays a different role in advancing the region's transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART's roles in the regional transportation system serve public transit and utilize funding from the Federal Transit Administration (FTA) to support capital and maintenance programs to deliver services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.

Metro

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

Oregon Department of Transportation (ODOT)

The Oregon Department of Transportation is a statewide transportation agency. ODOT is responsible for the state transportation facilities in the Metro region. This includes state highways and the interstate freeway system. The Region 1 office oversees the state facilities for the Portland metropolitan area.

Tri-County Metropolitan Transportation District (TriMet)

Tri-County Metropolitan Transportation District is the regional public transportation service provider for the Portland metropolitan region. The agency provides both local and regional public transportation service from neighborhood bus routes to multi-county light rail service.

South Metro Area Regional Transit (SMART)

The South Metro Area Regional Transit (SMART), a department of the City of Wilsonville, is a public transportation service provider for the City of Wilsonville and provides connecting service to Salem, Canby, Barbur, and Tualatin.

Chapter 2: What is the Policy Direction Guiding the MTIP?

As summarized in Chapter 1, the MTIP is a dynamic investment expenditure program which receives direction from federal, relevant state, and regional policies and identified investment priorities. The following chapter describes in greater detail the overarching federal, relevant state, and regional policies which determine the financial capacity of the MTIP and the transportation goals each transportation investment within the MTIP looks to advance.

Federal Policy Framework

Three C's of Metropolitan Transportation Planning: Continuous, Cooperative, and Comprehensive

Since the MTIP represents all the federal transportation expenditures and applicable state and local expenditures in an urbanized area, the development is a joint effort between the entities which have discretion over federal transportation funding: the metropolitan planning organizations, the state department of transportation, and transit agencies. Because the MTIP must represent the balanced priorities of the region and each entity with discretionary control of funding, federal legislation establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Commonly referred to as the "Three C's," in practice, this means the metropolitan transportation planning process is the forum for cooperative transportation decision-making for the metropolitan area. The MPO serves as the engine driving regional collaboration and coordination to ensure regional transportation investment priorities identified in the long-range transportation plan, and subsequently programmed in the MTIP, are responsive to community interests, local by-laws and policies.

As a result of the "Three C's" process, the entities in the Portland metropolitan region who contribute to the MTIP work throughout each other's funding allocation processes to ensure that the regional leadership table is staying informed and have the opportunity to weigh in with the region's priorities. Additionally, the MPO is working to ensure throughout the allocation processes administered by partner agencies, ODOT and transit agencies (TriMet and SMART), the priorities being nominated are those identified as part of the region's investment strategy, consistent with regional policies, and continues to make progress towards the region's vision and goals for the transportation system.

Fiscal Constraint

Because the MTIP serves as the upcoming four-year transportation capital investment plan for the region, a financial framework is necessary for setting parameters of how much can be expended year-to-year during the four-year MTIP schedule. Since the MTIP transportation investments are derived from the RTP, and the RTP represents priorities beyond what can be afforded by the region in any given year, the MTIP is where regional transportation priorities and projected transportation revenues come into financial lock step. To comply with federal regulations the MTIP must be "constrained to reasonably expected revenue" and unable to expend more transportation funding than allocated to the region from federal transportation legislation. As part of the MTIP, Metro, ODOT, TriMet, and SMART must demonstrate sufficient funds (primarily for federal transportation funds, but may also include state, local, and private funds) to implement the four-year transportation system investments, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

Metro works in conjunction with its state and regional partners to develop the core of the MTIP's federal revenue projection which reflects anticipated federal appropriations for both highway and transit purposes. These federal revenue projections are outlined in the five-year federal transportation reauthorization Fixing America's Surface Transportation (FAST), which is the source of federal assistance for Metro, TriMet, SMART and ODOT. Starting with FASTs authorization schedule, Metro works with ODOT to develop reasonable appropriation estimates. The main sources of discretionary funds come from two federal funding programs: local Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds.

Federal Transportation Planning Factors

Federal rules require Metropolitan Planning Organizations (MPO) describe how planning, policy, and investment activities address the federal planning factors. The RTP and the MTIP, as MPO activities, need to describe how the factors are addressed. The planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility for people and freight.
5. Protect and enhance the environment.
6. Promote energy conservation.
7. Improve quality of life for the community.
8. Promote consistency between transportation improvements and planned State and local growth and economic development patterns.
9. Enhance the integration and connectivity of the transportation system for all modes.
10. Promote efficient system management and operation.
11. Emphasize the preservation of the existing transportation system.
12. Improve the resiliency and reliability of the transportation system.

The way in which Metro utilizes these planning factors first occurs in the development of the RTP. These factors are used in the creation of the policies that guide the development of the RTP and selection of projects for the RTP financially constrained investment strategy. Next, policy direction for the MTIP is adopted each cycle. The policy direction is initially derived from the RTP policies, goals and objectives combined with the federal direction of fiscal constraint. Transportation priority investments which are identified to move from the RTP to the MTIP are required that they be in the RTP financially constrained project list. This means the transportation investments included in the MTIP are evaluated against criteria based on the federal transportation planning factors prior to further prioritization processes undertaken by Metro, ODOT, TriMet and SMART for the investments that end up in the MTIP. A detailed discussion of how each of these planning factors is addressed in chapter four.

Congestion Management Process

Federal transportation legislation also requires MPOs develop a comprehensive strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a performance-based, systematic approach for managing congestion that relies on analysis tools to diagnose congestion and select appropriate strategies. The CMP recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, transportation demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the RTP and further strengthen the connection between the RTP and the MTIP.

The region continues to advance its integration of the CMP into the RTP and the MTIP by adopting policies and performance targets to monitor congestion and mobility on the transportation network. Additionally, Metro and its partner agencies are engaged in implementing a wide range of strategies for managing congestion. The primary way in which this is done is through collaborative programmatic investments. The following programs make up current congestion management efforts in the region:

- Proactive land use;
- Transportation Demand Management;
- Transportation System Management and Operations (TSMO); and
- Proactive bicycle and pedestrian planning.

The region is actively implementing strategies to minimize congestion and enhance the mobility of people and goods. System definition work has already occurred with the development of the mobility corridors concept and documentation of current multimodal network performance for each of the corridors. The Portland metropolitan region continues to grow data collection capabilities that support the ability to monitor performance in order to address congestion in these corridors through targeted investments and active management. Nonetheless, additional data always needed to further

supplement and provide more detailed information. Further detail on Metro's MTIP activities related to the CMP is provided in chapter four.

U.S. Environmental Protection Agency Clean Air Act

As an EPA designated maintenance area for carbon monoxide (CO), the Portland Metropolitan region must comply with National Ambient Air Quality Standards (NAAQS) for criteria pollutants and required to implement strategies to reduce the amount of criteria pollutants from transportation sources. As a result, Metro must conduct a regional air quality analysis to ensure its long-term and short-term transportation priorities in aggregate do not violate NAAQS standards for carbon monoxide and to monitor progress on implementation of air pollution reduction strategies. Demonstration of how the MTIP complies with the Clean Air Act is provided in chapter four.

Department of Justice Title VI of the Civil Rights Act of 1964 and Executive Order 12898 on Environmental Justice

As a recipient of federal transportation funds, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. For both Environmental Justice and Title VI, there are public involvement and analytical requirements which must address specific populations including:

- racial and ethnic minorities;
- people with low-income; and
- limited English proficiency populations.

In demonstrating compliance with Title VI and the executive order on environmental justice, Metro conducts targeted outreach to environmental justice and Title VI communities throughout its transportation investment prioritization processes and at key decision points with the draft MTIP. This targeted outreach must include the following elements per federal Metropolitan Area Planning regulations (23 CFR Part 450)

- Development of an agency-wide public outreach plan
- A specific language assistance plan for limited English proficiency populations to remove barriers to civic participation
- Available at all times, Title VI notices of compliance and instructions to the public about filing a Title VI complaint
- Available at all times, a list of Title VI related investigations
- Description of non-elected committees racial breakdown of members
- Description of the procedures by which the mobility needs of environmental justice and Title VI populations are identified and considered within the planning process

Additionally, Metro conducts demographic analysis and an environmental justice and Title VI assessment to determine, at a regional programmatic level, whether transportation investment cause a disproportionate burden on environmental justice communities as well as unintentional discrimination based on race, color, or national origin. The assessment differs from the project-specific analysis conducted during the planning and project development phases of a project, where the results look at systematic impacts rather than project-based. Based on the results of the assessment, Metro must justify, mitigate or make adjustments to policies, programs or investments to prevent disproportionate burdens and unintentional discrimination to environmental justice communities. Demonstration of how the MTIP complies with the Title VI of the Civil Rights Act and Executive Order 12898 on environmental justice is provided in chapter four.

Americans with Disabilities Act

Similarly to the Civil Rights Act of 1964 and the Executive Order on Environmental Justice, Metro, as a recipient of federal transportation funding, is required to comply with the Americans with Disabilities Act (ADA). ADA prohibits discrimination and guarantees that people with disabilities have the same opportunities as everyone else, including employment opportunities, ability to purchase goods and services, and to participate in State and local government programs and services. Signed into law in 1990, ADA defines a disability as:

- A person with a physical or mental impairment that substantially limits one or more major life activities;

- A person who has a history or record of such an impairment; or
- A person who is perceived by others as having such an impairment.

For the MTIP, the responsibility is to ensure the transportation investments being programmed are incorporating ADA compliant activities and furthering the accessibility of the transportation system for those with physical disabilities or mental impairment. The specified transportation needs and priorities of people with disabilities are reflected through the Coordinated Transportation Plan, which is developed and authored by regional partner, TriMet, and helps to inform the programming within the MTIP of Oregon Special Transportation Funds and Federal Transit Administration 5310 funding, which is focused towards addressing the needs of people with disabilities.

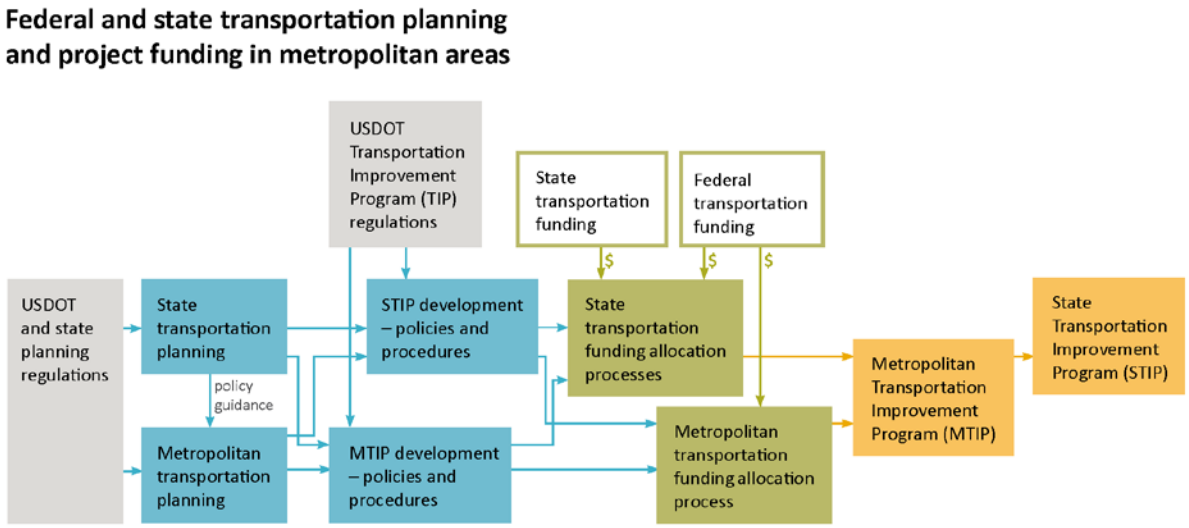
State Policy Framework

Oregon Transportation Plan & Modal Plans

The Oregon Transportation Plan (OTP) and the component modal plans are developed by the ODOT to guide the maintenance, operation, and further capital improvements to the statewide transportation system. The OTP and the subsequent modal components are policy plans, meaning the plans outline the vision, goals, and prioritization of major policies (e.g. maintenance first policy) for the transportation system statewide, but do not identify a list of transportation investment priorities or implementation strategies. Rather, the state transportation plans provide a policy framework to direct and guide local transportation plans to ensure consistency with statewide planning rules without prescription.

Metro's RTP is considered a local plan and must be consistent per state planning rules. As a result, the implementation of the RTP, through the investments reflected in the MTIP, demonstrate the region making progress towards the goals and policies set forth in the OTP and the modal plans as well as the region's vision for the transportation system. See Figure X as to how the state planning and regional planning and project funding come together in metropolitan areas.

Figure 2. Federal and State Transportation Planning and Project Funding in Metropolitan Areas



Regional Policy Framework

Regional Transportation Plan

The transportation investments included in the MTIP must be identified in or consistent with the financially constrained RTP. The RTP sets the policy framework for transportation investments in the region and provides the direction for the MTIP. The goals and objectives developed for the RTP are the starting point for how to prioritize investments in transportation projects and programs in the region. This policy direction serves as the starting point for developing the MTIP process including the regional flexible fund allocation (described in greater detail in chapter three) and how other federal transportation funding is spent in the region. The following RTP goals provide the framework for transportation planning and implementation in the Portland metropolitan region:

Goal 1: Foster vibrant communities and efficient urban form
Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Goal 2: Sustain economic competitiveness and prosperity
Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

Goal 3: Expand transportation choices
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreation opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Goal 4: Emphasize effective and efficient management of the transportation system
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

Goal 5: Enhance safety and security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Goal 6: Promote environmental stewardship
Promote responsible stewardship of the region's natural, community and cultural resources.

Goal 7: Enhance human health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions
It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

Goal 9: Ensure equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Goal 10: Ensure fiscal stewardship
Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

Goal 11: Deliver Accountability
The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Climate Smart Strategy

The Climate Smart Strategy project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions by 20 percent from cars and small trucks by 2035. As a result, Metro, in conjunction with local communities, businesses, public health and elected leaders, developed a multifaceted strategy that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The strategy includes nine major policies:

1. Implement adopted local and regional land use plans;
2. Make transit convenient, frequent, accessible, and affordable;
3. Make biking and walking safe and convenient;
4. Make streets and highways safe, reliable, and connected;
5. Use technology to actively manage the transportation system;
6. Provide information and incentives to expand the use of travel options;
7. Make efficient use of vehicle parking and land dedicated to parking;
8. Support Oregon's transition to cleaner, low carbon fuels and more efficient vehicles; and
9. Secure adequate funding for transportation investments.

The Climate Smart Strategy which was used to demonstrate the region's per capita greenhouse gas emissions reduction included the financially constrained 2014 RTP as the financial plan to demonstrate the region can meet the mandated target. However, regional policymakers elected a more aggressive regional investment in the transit, which the region committed to incorporate as part of the 2018 RTP. The Climate Smart Strategy was adopted in December 2014.

Forthcoming Policies

Efforts currently being undertaken at the federal level and in the Portland metropolitan region will become policy frameworks to provide direction for future cycles of the MTIP.

Federal Performance Measures

A key feature of the previous federal transportation reauthorization Moving Ahead for Progress in the 21st Century (MAP-21), which was in place from 2012 – 2015, established a performance- and outcome-based program for the nation's transportation system. The current authorization, Fixing America's Surface Transportation (FAST), continues the performance- and outcome-based program. A key objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. As part of MAP-21 legislation, all agencies which receive federal transportation funding will be required to evaluate its progress and programs against a set of overarching federal performance measures. To date, final rules have been issued for transportation safety. Therefore, for transportation safety, the process of setting performance targets and developing baseline reports have begun, where final deadlines for targets and baseline reports are scheduled for later in 2017 and 2018. The remaining performance measure areas, including asset management and system performance, are under congressional review, will not take effect until a later date. Therefore, at the time of the development of the 2018-2021 MTIP the federal performance measures were not reported in the 2018-2021 MTIP. Additionally, performance measures from the adopted RTP will be addressed in chapter four where implementation of the MTIP policy framework is the focus.

Chapter 3: What is the Process for Implementing the MTIP Policy Framework?

As the financial plan for federal spending of transportation dollars in the Portland metropolitan region, the MTIP reflects the investment priorities of multiple public agencies which have discretion over federal transportation funds that come to the region. Because the MTIP represents the expenditure schedule for multiple agencies with differing missions that address different areas of the transportation system, the federal transportation revenues reported in this MTIP have undergone separate prioritization processes administered by Metro and partner agencies: ODOT, TriMet, and SMART. While there are separate transportation investment prioritization processes, the agencies processes share the common themes of: 1) considering the existing transportation needs of the users; 2) forecasted federal revenue; 3) impact of investments on regional policy implementation; and 4) compliance with federal regulations when making funding decisions.

The following sections will provide a brief summary of the prioritization processes undertaken by each agency to identify transportation investments to receive forested federal funds through federal fiscal years 2018-2021.

Metro's Regional Flexible Fund Process

Metro employs a regional flexible fund allocation (RFFA) process to determine which locally identified priorities are awarded funding to advance the goals of the RTP. The priorities must also satisfy federal requirements, including the CMP, the federal planning factors, and air quality impacts. The RFFA process takes place on a funding cycle to match closely with the update schedule of the MTIP.

<u>Policy Direction for the Regional Flexible Fund Allocation Process</u>
With the beginning of each RFFA cycle, the Joint Policy Advisory Committee on Transportation (JPACT), as the MPO board, determines policy direction on broad transportation investment categories to direct forecasted transportation funding. As part of the 2019-2021 RFFA process, JPACT took action in May 2016 directing a two-step process for allocating an estimated $130.38 million available to the region from federal fiscal years 2019-2021. The two-step policy direction continues an allocation approach used for the 2016-2018 RFFA cycle.

- Step 1 – Regional Bond Commitments and Region-wide Program Investments
- Step 2 – Community Investment Funds for Active Transportation/Complete Streets and Green Economy/Freight Initiatives

Step 1: Regional Bond Commitments and Region-wide Investments
Bond Commitments – The region has a long history of allocating flexible funds as part of a funding package used to develop and construct the high-capacity transit system. Much of this funding has been committed to bond repayment. Prior to the 2019-2021 RFFA, the region had committed to a bond repayment schedule extending out to 2027. In their policy direction for the 2019-2021 RFFA, JPACT chose to continue this strategy and allocated additional funding to be bonded. In addition to transit projects, this funding is also to be used for project development activities on three freeway bottleneck projects and a to-be-determined number of active transportation projects. This extends the region's bond repayment commitment out to 2034.

Region-wide Investment Areas – A total of five region-wide investment areas have been defined over time by their regional scope, program administration, and policy coordination. Investments in these areas have been determined to be better managed and coordinated through programmatic administration, rather than distinct project funding allocations. These five investment areas are:

- Transit-Oriented Development
- Regional Travel Options
- Transportation System Management and Operations
- Corridors and Systems Planning
- Regional MPO Planning

JPACT chose to continue the use of regional flexible funds continue to support the five regional programs. In their action, JPACT identified increased funding to the Regional Travel Options (RTO)

program for investment specifically in Safe Routes to School outreach and education programs in the region's schools, and funding increases were also identified for the RTO and Transportation System Management and Operations programs to address regional greenhouse gas emission reduction goals.

Step 2: Community Investment Fund for Active Transportation/Complete Streets and Regional Freight Initiatives
JPACT chose to continue the priority focus areas established during the 2014-15 RFFA for Step 2 investments. These areas are Active Transportation/Complete Streets and Regional Freight Initiatives. Transportation investments for these focus areas are targeted to a 75/25 percent split of Step 2 funding respectively.

A third allocation step in the 2016-2018 cycle, called the Regional Economic Opportunity Fund (REOF), was not continued in the 2019-2021 allocation process. The funding for REOF resulted from a large funding authority of urban STP funds due to a carry forward of unallocated authority from the 2010 through the 2014 fiscal years. These years produced larger funding levels than previously forecasted for allocation due to the elimination of High Priority Projects (aka earmarks). The elimination of earmarks resulted in larger amounts of funding to formula programs such as STP than in prior years. As such, this funding level represented a one-time opportunity and likely would not be replicated in future funding cycles. Based on this circumstance, JPACT chose not to continue this step of the RFFA process.

Nomination and Selection Process
The process for selecting transportation investments through the 2019-2021 was conducted in two steps.

The first step considered the nomination of the region-wide investment areas administered by Metro. The Metro project managers of the five existing region-wide programs (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning) submitted a nomination application which demonstrated how each area advances the goals of the 2014 Regional Transportation Plan (RTP) Program details and outcomes were provided to TPAC and JPACT via a series of presentations during 2015. Also during this time, TriMet staff provided a presentation of the multi-year commitment to the region's high capacity transit system, as set forth by Metro Resolution No. 10-4185.

The nomination process for step two, occurred during a region-wide "call for projects" held from June 20 to August 26, 2016. Local jurisdictions and partner agencies nominated transportation priorities for funding consideration in the two focus areas: Active Transportation and Complete Street and Green Economy and Freight Initiatives. The nomination applications demonstrated how the transportation priority met the nomination criteria for the individual focus area set forth by the 2019-2021 RFFA policy direction. The nomination criteria including improving access, increasing safety, improving freight reliability, serving environmental justice populations, and generating economic benefits.

Following the "call for projects," the projects were reviewed by a team of five people representing TriMet, ODOT, Metro and two citizen representatives. The review team worked independently to assign a technical score to each project. They then met to discuss the projects and agree on each project's final technical score.

Following the technical scoring process, a 30-day public comment period was held from October 7 to November 7, 2016. The technical scores, along with a brief description of each project, were provided via a online mapping tool. This tool gave the public the opportunity to look at each project's location and send comments to Metro.

After the public comment period, transportation coordinating committees in each county and the City of Portland were provided the opportunity to hold a local process to identify projects which they wished to indicate were their priorities. The technical scores and a summary of public comment for each project was provided to assist in their prioritization process.

The technical scoring, public comment report and indication of priorities were used by JPACT in determining a final package of projects to be funded. JPACT affirmed that the package in its entirety followed the RFFA objectives, as defined in the 2018-2021 MTIP-RFFA policy report.

In total, existing and new bonding commitments, five region-wide programmatic investment areas, and 14 local transportation priorities which met the criteria of Active Transportation/Complete Streets and Freight/Green Economy were recommended for award of federal transportation funding for federal fiscal years 2019-2021.

Public Involvement

The 2019-2021 RFFA process began with a series of workshops aimed at gathering input from regional stakeholders, for the purpose of identifying needs and priorities to be considered in updating the 2018-2021 MTIP-RFFA policy report. This directly led to creation of a regional Safe Routes to School program, to be funded through RFFA.

Following the Step 2 project solicitation and technical evaluation, Metro held a 30 day regional public comment period between October 7 and November 7, 2016. This was an initial step to gain public feedback on the 32 local projects nominated for 2019-2021 flexible funds. The purpose of this comment period was to ask the public how the proposed projects could benefit or be improved to meet community needs. For the regional public comment process, Metro took a "cast a wide net" approach to contacting stakeholders for input as well as targeting communities in proposed project areas including equity and EJ-focused groups, faith-based organizations, agencies and community media – and providing language assistance where needed. Comments were accepted by web-form, phone, email and letters. All supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese and Vietnamese. Local partners utilized the resources developed to support outreach to LEP populations, but despite greater efforts to provide access and encourage LEP communities to comment, no written or verbal comments were received requiring translation.

Nearly 3,700 comments were received, the majority coming through the use of the online web comment form. Additionally, a total of 18 people provided testimony at a Metro Council public hearing held October 27, 2016.

All public comment responses were compiled into the 2019-2021 regional flexible funds public comment report. Following the end of the regional public comment period for the 2019-2021 RFFA nominated project priorities, public comments received were forwarded to each sub-region to help inform their identification of priority projects. Each project's total number of comments was listed, along with the number of the total that were in support of the projects. This enabled decision-makers to see the relative level of support along with the absolute number of comments for each project.

Based on public comment, several projects were prioritized by coordinating committees that had received lower technical scores, but had significant public support and community benefits that were not captured by the technical analysis process. Those projects were ultimately included in the final package of projects recommended by JPACT and adopted by Metro Council. Prior to their taking action to adopt the RFFA package, Metro Council held a public hearing at their February 2, 2017 meeting to accept comments on the final package of projects.

Adoption

JPACT took action on the recommended priority projects to award discretionary transportation funds on January 19, 2017. The Metro Council followed with approval on February 2, 2017. The list of awarded projects and further detail about Metro's RFFA process can be found in **Appendix** 3.2

As part of the approval for funding projects, conditions of approval are attached to specific projects to indicate that additional requirements must be met during project implementation to stay eligible for the funds. These conditions can relate to design considerations or public involvement and outreach activities that must be done. Conditions of approval are one mechanism Metro employs to make sure that project elements, particularly those associated with quantitative points given to a project, are carried out and that the intent behind funding a project is met according to Metro's goals and objectives.

ODOT's Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year capital improvement program. The STIP is Oregon's four-year capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.

Policy Direction for ODOT's Statewide Transportation Improvement Program
For the 2018-21 STIP update, ODOT and the OTC changed how the STIP was developed to support adopted priorities and focus limited funds to maintain existing transportation assets in accordance with Oregon Transportation Plan policies.

In 2012 the Oregon Transportation Commission (OTC) and ODOT changed how the State Transportation Improvement Program (STIP) is developed. The STIP is no longer developed as a collection of projects for specific pools of funding dedicated to specific transportation modes or specialty programs. The STIP primarily divided into two broad categories: Fix-It and Enhance.

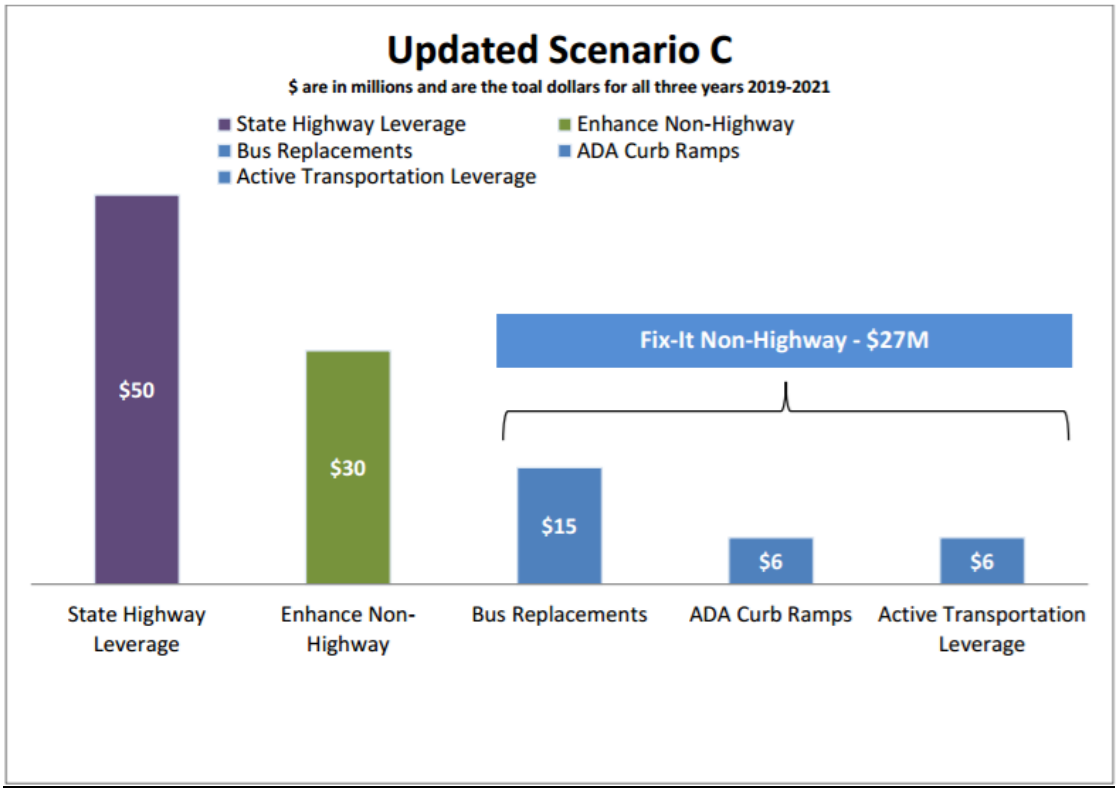
Enhance: Activities that enhance, expand, or improve the transportation system
Fix-It: Activities that fix or preserve the transportation system

The Fix-It project selection process is similar to prior STIPs, as these projects are developed mainly from ODOT management systems that help identify needs based on technical information for things like pavement and bridges.

The Enhance process was a significant change and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. The agency has requested assistance from our local partners in developing the STIP and identifying those projects that assist in moving people and goods through the transportation system.

For the 2018-21 STIP update, ODOT and the OTC continued a "fix it first" approach with a limited and a more defined focus on non-highway Enhance program focused on transit, bicycle and pedestrian projects that expand or improve the system. The OTC also created a new category for Fix-It Leverage, in which a project was developed to capitalize on a Fix-It project to also make an improvement to the system.

Figure 3. 2019-2021 State Transportation Improvement Program (STIP) Approved Funding Scenario - Statewide



Nomination and Selection Process

For the Enhance process, ODOT developed a single application process for all projects. The applications were reviewed by state modal committees and ACTs prior to consideration by the OTC. Fix-It projects were identified and prioritized through ODOT's program management systems. Information about Fix-It and Fix-It Leverage projects was provided and coordinated with the Enhance project selection committee to align resources and maximize state investment.

New to the 2018-2021 STIP was the formation of The Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT). Created under a provisional charter in February 2015, the OTC established the ACTs to improve communication and interaction between the OTC and local stakeholders who share a transportation-focused community of interest. That dialogue includes the OTC, local officials, the business community and other stakeholders. The mission of the ACTs across the state of Oregon is to provide a forum for the discussion and coordination of current and future transportation issues and to make recommendations to the OTC.

The ACT met five times to review, prioritize and develop a project list for review by the OTC. After the committee adopted a 150% list of recommended Enhance projects, ODOT staff worked in concert with applicants to scope each project. After the completion of scoping process for both Enhance and Fix-It projects, ODOT staff presented more detailed design and cost information on each project to the project selection committee to inform its final decision. The committee's ultimate recommended project list was agreed to unanimously on June 6, 2016.

Public Involvement

ACTs play a key advisory role in the development of the Statewide Transportation Improvement Program (STIP) and recommend priorities for state transportation infrastructure and capital investments based on state and local transportation plans related to the geographic boundary of the ACT. Specifically in the 2018-2021 STIP, the ACTs provided regional recommendations for Enhance non-highway projects to the OTC from a competitive application process by local jurisdictions.

All ACT meetings were open to the public and provided opportunity for public comment and engagement. For the competitive allocation processes in Region 1—Fix-It Leverage and Enhance—the ACT was the primary vehicle for public involvement based on its membership's broad representation.

Adoption
The OTC adopted the proposed list of Fix-It and Enhance projects, in the form of the draft 2018-21 STIP at its December 15, 2016 meeting.

TriMet's Capital Improvement Program (CIP) & Enhanced Mobility for Seniors and People with Disabilities

TriMet's Capital Improvement Program (CIP), which covers the investments the agency TriMet makes in its own operations and maintenance of the facilities, equipment, rolling stock, and infrastructure for which it has direct financial responsibility in line with federal Transit Asset Management (TAM) regulations established under MAP-21 and advanced under the FAST Act. TriMet is in the process of developing its first federally-required TAM Plan by the October 2018 deadline. As that Plan is finalized, TriMet will incorporate additional documentation of how its development and implementation demonstrates compliance with federal regulation.

TriMet is the federally-designated agency to disburse the Federal Transit Administration's (FTA) 49 U.S.C. 5310 (§5310) Enhanced Mobility of Seniors and Individuals with Disabilities funds for the three-county Portland, OR portion of the Urbanized area. TriMet's FTA-acknowledged Program Management Plan describes how TriMet administers the §5310 program and coordinates with other providers in the region to ensure coordinated, effective provision of service that meets federal and state requirements. TriMet also receives funds through the Oregon Department of Transportation (ODOT) §5310 program for urban and rural projects and is the designated "STF Agency" to receive and distribute non-federal Special Transportation Funds (STF) from the State of Oregon. All of these sources of funds are focused on supporting transit service for seniors and persons with disabilities.

Policy Direction for TriMet's Capital Improvement Program
In line with federal safety and TAM regulation under MAP-21 and the FAST Act and in support of regional policy priorities, the CIP's allocation prioritization framework continues to place an emphasis on ensuring safety regulatory compliance and advancing a "state of good repair" for TriMet's current assets over the investments needed to complete transit expansion projects and provide the capital necessary to operate service improvements in line with the vision described in TriMet's adopted Service Enhancement Plans and at the levels anticipated in the region's Climate Smart Strategy. To support funding allocation in line with this policy direction, TriMet has updated the classification system into which projects are placed and then prioritized since the last MTIP cycle in order to further align with federal policy direction for safety and TAM.
Classes include:

- Class 1: High Priority – Externally Mandated:
  High Priority projects are mandated, such as by the FTA or TriMet Board, and have a direct impact on state of good repair (SGR) or safety regulatory compliance. These projects are funded by the General Fund (GF), grants, local funding or a combination of funding. External mandate specifies due dates. Project work is currently underway or will soon commence.

- Class 2: High Priority – SGR, Safety & Service Reliability:
  Class 2 High Priority projects have a current direct impact on "state of good repair" (SGR) or safety. These are high priority projects TriMet has "no choice" to do as the project is deemed "required" for SGR, safety, security, service reliability, or environmental compliance/stewardship in the current fiscal year or as soon as possible. These projects have an expectation of funding by the GF, grant, or local funding.

- Class 3: Discretionary Projects:
  These are projects TriMet has discretionary control and over whether and when to complete. TriMet would like to fund, but are not "required" to be completed or started in the current fiscal year. These projects are not required but "desirable" for SGR, Safety, Security, Service reliability, or environmental compliance/stewardship. The projects may be contingent upon

adequate funding becoming available such as GF or grant programs. There may be limitations associated with the various funding sources available that could impact TriMet's ability to move Class 3 projects forward.

- Class 4: Opportunity-Based/Externally Funded Projects:
  These projects will not be completed without the identification and securing of external funding and generally reflects larger expansion projects. These projects may require a vote by citizens/the passing of a ballot measure to undertake. The projects may currently be unfunded or have partial funding for only a portion of the project. Class 4 projects are included in the program to both recognize and maximize TriMet's ability to take advantage of potential new funding streams. Unfunded segments of Class 4 projects are italicized to distinguish those from segments for which funding has been secured or dedicated.

- Class 5: Future Projects:
  These are future projects proposed beyond the five year-window that TriMet wants to keep at the forefront of future discussions, including large, concentrated future investments (e.g., light rail vehicle replacement) that could affect future funding capacity. These projects are contingent upon adequate funding becoming available. If funding falls short, other projects will be reprioritized, the project will move out on the time line, or may be cancelled.

- Tiers:
  The following tiers are sub-classifications that may be used within the primary classification to further prioritize projects:
  1. Safety
  2. State of Good Repair
  3. Service Plan
  4. Other

This updated allocation framework has supported increased local funding leverage of the FAST Act's increased levels of authorized funding for 5337 (State of Good Repair) and 5339 (Bus and Bus Facilities Formula) grants, including extensive repair and replacement of light rail trackway, switch and signal systems, as well as an accelerated bus replacement program to return average fleet age to industry average following deferred replacement during the recent economic recession.

Nomination and Selection Process – Capital Improvement Program

TriMet's Capital Program Committee (CPC) is responsible for managing and administering the CIP by reviewing, evaluating and recommending projects and, upon their approval, monitoring the overall program of projects. As a committee that is comprised of members responsible for representing and managing the diverse needs of various TriMet organizations within our fiscal resources, the CPC is comprised of eleven members, including the Chief Operating Officer (Chair) and the Executive Directors of Capital Projects (Vice Chair), Labor Relations & Human Resources, Legal Services, Safety & Security, Finance & Administration, Transportation, Maintenance Operations, Public Affairs and the Chief Information Officer.

As part of the CIP, the CPC provides management oversight in the development and maintenance of an on-going Five-Year Capital Program Plan (5YR-CPP) that includes anticipated funding from federal, state, and local sources. The 5YR-CPP addresses all program areas of capital projects, including Fleet, Infrastructure, Facilities, Transit Technology, Transit Security and Safety, Equipment, and Other General Programs. The 5YR-CPP is updated annually, providing input to the annual capital budget process.

The CPC also develops the Annual Capital Improvement Program Plan, comprised of specific investments made each fiscal year. This process includes sending out a project call letter to executive staff, preparing criteria for the project selection and prioritization, developing a budget activity schedule, and implementing the overall capital budgeting process. This results in a ranked listing of proposed capital projects, along with recommended funding for all CPC members and General Manager review and approval.

The Finance Division is responsible for identifying forecasted funding amounts and sources (including actual and anticipated Federal apportionments) and recommending the allocation strategies for funding the proposed program of projects. The CPC votes on the proposed project and projected costs, including contingency and escalation to be applied. At the start of a project and at periodic milestones, the individual Project Manager provides updated cost estimates. Any excess funding or cost savings identified may be redistributed by the CPC before project completion.

Public Involvement – Capital Improvement Program

The Annual Capital Improvement Program Plan is incorporated into TriMet's annual budget proposal for consideration and approval by the Board of Directors. The budget adoption process includes two Open Houses and Public Hearings associated with Board of Director meetings (to allow Board members to hear feedback directly). In addition TriMet's Program of Projects, reflective of the programmed federal funds for the upcoming fiscal year's budget is published online (see https://trimet.org/global/pdf/fy18-proposed-pop-meeting.pdf) and is placed into local newspapers with a solicitation of request for public hearing, which is granted upon request.

Another key component of the annual budget is the annual service plan, which also provides a driving force for the vehicle replacement and acquisition needs included in the Annual Capital Improvement Program Plan.

For FY2018, TriMet implemented a two phase approach to developing the annual service plan, with initial proposals following stakeholder outreach released for public comment in the fall of 2016 to inform a refined proposal included in the annual budget proposal, including more targeted outreach to those along affected lines. The first phase included engagement with TriMet's Transit Equity Advisory Committee, representing equity advocates and transit dependent riders. In addition, during November 2016, TriMet promoted the proposed service improvements via newspaper ads, public notices, on-board and transit center outreach, stop postings on potentially affected routes, a media release, stakeholder rand rider communications, social media, and partner distribution lists. Feedback channels included email, social media, trimet.org, an open house and TriMet Customer Service. In February 2017, following changes incorporated in to the service plan based on feedback received, including a new bus line consistent with TriMet's Service Enhancement Plans, TriMet promoted the revised proposal via newspaper ads, public notices, on-board and transit center outreach, stop postings on potentially affected routes, a media release, stakeholder rand rider communications, social media, and partner distribution lists.

TriMet's Transit Equity Advisory Committee (TEAC)

The Transit Equity Advisory Committee helps to extend the agency's outreach and involvement to transit dependent riders, as well as serve as a link to community organizations. The panel also provides direction on the agency's transit equity strategy, giving input and guidance on:

- Title VI and Environmental Justice analysis;
- Service Planning, operational and capital investments;
- Improving service to transit dependent riders; and
- Disseminating information about transportation services to community based organizations, social service agencies and the community at large

Adoption – Capital Improvement Program

The CPC Chair or his/her designee presents the preliminary capital budget and summary of comments received, to the TriMet Board of Directors at a duly noticed meeting each year. The CPC allocates new funding, as it becomes available, in line with CPC standard operating procedure. The CPC Chair or his/her designee presents the recommended annual capital budget to the General Manager and to the TriMet Board for approvals.

Policy Direction for Enhanced Mobility for Seniors and People with Disability Funds

TriMet leads development of the Coordinated Transportation Plan for Seniors and People with Disabilities (CTP), which fulfills the federal requirement for a coordinated human services plan

and the planning requirements of the State's Special Transportation Fund (STF) administrative rules. The CTP provides policy direction for the §5310 Enhanced Mobility for Seniors and People with Disability Funds and the State's Special Transportation Fund. The CTP is developed with guidance and input from the Special Transportation Funds Advisory Committee (STFAC) and members of the Committee on Accessible Transportation.

As a result of the CTP, the vision for effective management of the §5310 program and use of the funds is to focus on maintaining critical services for seniors and people with disabilities, while strategically developing opportunities for the growth of services and facilities for the years to come. The §5310 program should support a coordinated transportation network that includes, but is not limited TriMet's services within its own district but also provides for the mobility needs of seniors and people with disabilities in the region but not in TriMet's service district. The goal of the §5310 program is to improve mobility throughout the region by expanding the transportation options available and removing barriers to transportation services for seniors and individuals with disabilities where public transportation is insufficient, inappropriate, or unavailable. Coordinated with STF and ODOT-provided §5310 funds, the intent is to guide transportation investments toward a full range of options for elders and people with disabilities, foster independent and productive lives, strengthen community connections, and strive for continual improvement of services through coordination, innovation, and community involvement.

The CTP has established a service gaps analysis and comprehensive needs assessment serving as the basis and rationale for potential future applications for both federal and state funding sources. The methodology to prepare the needs assessment includes both a demographic profile of the Tri-County area outlining recent and future trends for the total population and older adults and people with disabilities as well as consultation with key stakeholders involved in planning for and delivering transportation services in order for them to articulate and share their experiences, perceptions and opinions about which needs are most critical to meet.

Special Transportation Funds Advisory Committee (STFAC)

In order to make informed decisions about transportation for seniors and individuals with disabilities, the TriMet Board of Directors appoints an advisory committee called the Special Transportation Funds Advisory Committee (STFAC).
STFAC members reside in the tri-county area and are knowledgeable about the transportation needs of seniors and people with disabilities. More than one-half of the committee is comprised of seniors and/or people with disabilities.

The STFAC serves as the advisory and coordinating body for §5310 federal funds as well as funding provided by the State of Oregon for transportation services to seniors and people with disabilities, called Special Transportation Funds (STF).

The Principles from the 2012 CTP were updated through the 2016 CTP Update process by the STFAC and are referred to as Priorities in this plan. The Priorities will guide the decisions made by the STFAC to implement the Plan including how to evaluate funding applications. *Attachment M of the CTP has information on how the Priorities were used to develop evaluation criteria for funding applications*. The Priorities, not listed in any particular order, include:

1. Provide transit service throughout the tri-county area for seniors and persons with disabilities consistent with the CTP Service Area Standards and Guidelines. This can be achieved in the following ways:
    a. Maintain existing services and programs that meet the needs of seniors and/or persons with disabilities
    b. Expand service to areas that don't currently have service (either in new areas or areas where service was previously cut)
    c. Increase capacity and improve service quality of existing services (such as providing additional or larger buses, right-sizing buses, reducing headways, increasing span of service)

d. Improve stop accessibility

2. Provide for adequate capital replacements and maintenance of vehicles and other fundamental requirements to provide service.
3. Consider how projects are cost-effective and meeting specified goals when making funding decisions (such as $ per ride, % match) but balance that with the need to provide accessibility throughout the tri-county area.
4. Strive for strategic and equitable distribution of funding to address the needs of the region's seniors and persons with disabilities.
5. Advocate for increased funding and partnerships for transit and investment in transit supportive infrastructure.
6. Seek out new and innovative partnerships and funding opportunities.
7. Implement new and innovative initiatives related to technology and different service models.
8. Support new and collaborative partnerships that improve service to underserved communities and people.
9. Enhance rider experience and sense of dignity by being sensitive and attentive to the varied needs of individuals and by emphasizing a customer service model.

Under MAP-21, a minimum of 55% of Enhanced Mobility of Seniors and Individuals with Disabilities program funds must be used on traditional §5310 projects – those "capital projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable." To meet this requirement, TriMet will work with the STFAC to develop projects that meet this threshold, and utilize the coordinated selection process to ensure the 55% minimum is met or exceeded. In TriMet's role as staff to the STFAC, no potential recommended packages are developed that do not meet the 55% requirement, so the STFAC is not at risk for recommending a package that is not compliant.

Committee on Accessible Transportation (CAT)

The Committee on Accessible Transportation (CAT) advises TriMet staff and the Board on TriMet's plans, policies and programs for accessible transportation. Older adults and people with disabilities comprise at least 51% of the CAT membership. The remaining members represent the County Aging and Disability agencies; TriMet; small transit systems; and Ride Connection, which is a network of over 30 non-profit service providers delivering transportation for seniors and people with disabilities.

<u>Nomination and Selection Process – Enhanced Mobility for Seniors and People with Disabilities</u>
As detailed further under the Fiscal Constraint section, diminishing funding levels available to the STFAC to program resulted in the need to work with recipients upfront to identify baseline needs and scaled back requests, reflecting the STFAC's priority of maintaining existing services and providing for needed capital replacements and preventative maintenance that support the provision of existing services. Transportation providers in the region were notified of the availability of the STF Formula grant funds and federal section 5310 funds. The STFAC reviewed applications for these funds, and evaluated them on the criteria defined in the (CTP). The following criteria were used:

- How the project addresses the priorities listed in the CTP
- Projected goals and measurable, cost-effectiveness, and economic impact for each project.
- How the request maintains existing services and programs that meet the needs of seniors and/or persons with disabilities and provide for adequate capital replacements and maintenance of vehicles and other fundamental requirements to provide service.
- The strategy used to scale back request, either on an individual project level or network/agency level.

The STFAC reviewed the applications and also asked questions of the applicants regarding their application projects. The STFAC then discussed and approved the STF Formula funding and federal Section 5310 funds distributions. As part of the same process, federal 5310 funds available totaled $7,442,981 for which providers applied for a total of $8,161,175. This total request significantly under-represents the true need because neither the baseline request nor the scaled back request addresses ongoing unmet needs.

During the application process, TriMet requires that all private non-profit providers and Private Taxi Operators coordinate their grant applications with Ride Connection. This coordination promotes the most efficient and equitable requests for the region that avoid the duplication of service and fulfills the needs identified in the CTP. Ride Connection coordinates, but does not prioritize or limit applications from any applicant. Ride Connection submits all non-profit providers' grant applications, including their own, to TriMet on or by the same due date that is required for state or local governmental authority, private nonprofit organization, and operators of public transportation.

Ride Connection

A non-profit organization, located in Portland, Oregon, that receives §5310 funds and acts as a coordinator throughout the 5310 application process. As a provider of traditional and other 5310 programs in the Portland region, Ride Connection coordinates transportation operations of 30+ small community-based providers of transportation for elderly and people with disabilities. In areas of the district where there are no private non-profit partners of elderly and disabled transportation, such as in East Multnomah County and part of Washington County, Ride Connection becomes the provider, hiring operators and operating the service. In other areas, where there are no private non-profit providers and more capacity is needed, Ride Connection establishes contracts with taxicab companies.

Public Involvement – Enhanced Mobility for Seniors and People with Disabilities

While the STFAC is the primary advisory body for the allocation of these funds and is itself comprised of a representative group of system users and providers, each STFAC meeting is itself a public meeting with public notice and invitation for participation. These series of meetings held to inform the process included an open work session to review draft STF application materials and schedule, provide feedback on performance measures, goals, and reporting for STF-funded programs, and identify steps toward implementing action items listed in the CTP, along with a separate meeting for transit providers. Subsequently, the STFAC convened to share details about available funding levels, discuss the STFAC's priorities for project funding, and release STF Grant Application forms. At the following meeting, STF applicants presented each project application and held a Q&A session with the STFAC. The STFAC then met to discuss how the grant requests met the priorities established by the STFAC, followed by a final meeting to evaluate project proposals, hold a funding straw proposal, and vote on a recommended list of projects and funding amounts.

Throughout the process, public notification of funding availability, allocation criteria, proposed allocations and final recommendations was made available on TriMet's website, as well as distributed to an interested parties list.

Adoption – Enhanced Mobility for Seniors and People with Disabilities

The STFAC's recommended list of projects and funding amounts was presented to the TriMet Board of Directors at its February 2017 meeting, where it was approved unanimously. Public comment on the recommended allocation was taken as part of the Board meeting.

SMART's Capital Improvement Program

As a department of the City of Wilsonville, SMART utilizes the City's Capital Improvement Program (CIP) to manage public dollars in the most efficient and productive manner possible. The City of Wilsonville CIP plans and prioritizes transit projects in addition to water, sewer, streets and streetscape, storm water, buildings, and parks. Transit projects for the CIP include projects such as transit shelters and ADA improvements.

Policy Direction for SMART's Capital Improvement Program Process
As SMART operates as a department of the City of Wilsonville, policy direction is given by the Wilsonville City Council. The City Council is responsible for the adoption of the Transit Master Plan (TMP). The anticipated date for the adoption of the TMP is June 2017.

Through direction from the TMP, SMART is focusing on continuing to update its bus fleet and seek funding for electric, electric-hybrid, and compressed natural gas vehicles to reduce greenhouse gas emissions. The reduction of greenhouse gas emissions from vehicles aligns with the policy direction in the Climate Smart Strategy adopted by the region in 2014. Additionally, capital improvement projects identified through the master planning process include expanding facilities for bus parking, updating bus wash facilities, and expanding employee and visitor parking lots. SMART views the TMP and CIP as complementary documents and they are to be considered inextricably bound.

Nomination and Selection Process
To prioritize projects for the MTIP 2018-2021 cycle, SMART refers to the goals and implementation measures listed in the Transit Master Plan, adopted by City Council. The goals were created by a citizen task force from which SMART staff developed implementation measures and projects to coincide.

Public Involvement
SMART gathers input on transit priorities through a variety of venues including City Council hearings, open houses, and individual outreach efforts. In addition, SMART receives annual input and public testimony on its capital investment priorities as part of the City budget process. Budget Committee meetings and City Council review are typically conducted in the spring of each year. Metro's public participation process is designed to satisfy SMART's regional coordination requirements for the federal program of projects.

Additionally, during the TMP, an advisory committee of residents, transit riders, and community organizations were brought together to form a task force and serve as a sounding board during the TMP processes.

Adoption
The SMART Transit Master Plan is slated for adoption in June of 2017. The Wilsonville City Council will subsequently adopt SMART's budget, which includes a financially constrained set of capital improvements identified through the TMP, in June of each year.

Chapter 4: How is the MTIP Doing at Implementing the Policy Framework?

The federal, state and regional policy framework sets the stage and helps determine the transportation investments reflected in the MTIP. As all the individual transportation investments come together in a four-year expenditure package, the different goals and objectives each individual transportation investment accomplishes are assessed in aggregate to determine how the MTIP as a whole is performing relative to the federal and regional policies which guides the program. The following section addresses how the 2018-2021 MTIP achieves the goals set by federal and regional policy direction.

Three C's: Continuous, Cooperative, and Comprehensive

Further recognizing the importance the MTIP serves in coordinating and reflecting the balanced set of transportation investment priorities for the region as well as ODOT, TriMet, and SMART, the development of the 2018-2021 MTIP took a proactive approach towards incorporating the three C's into process for knitting together the MTIP. As the MPO, Metro led the development of a 2018-2021 MTIP project charter, which was agreed upon by all partners, as a mechanism to ensure coordination, opportunities for input from regional leadership on the various allocation processes for federal transportation funding, and consistency with the region's transportation investment strategy and policies. The 2018-2021 MTIP project charter outlined expectations and activities around key timeframes and is included as Appendix I. Descriptions of each entities coordination activities around their various and numerous federal transportation (and applicable state and local) funding allocation process are below.

Metro – Regional Flexible Funds Allocation

Throughout the process of updating the 2019-2021 regional flexible fund policy direction and the nomination of transportation projects to receive regional flexible funds, regional and state partners are significant participants and remain informed throughout the process. In having seats at the Transportation Policy Alternatives Committee (TPAC), the staff-level technical advisory body for the MPO, and on the Joint Policy Advisory Committee on Transportation (JPACT), both transit partners TriMet and SMART as well as ODOT and local jurisdictions, play a role in providing policy direction, nominating, and selecting projects. In having transit partners and ODOT at the MPO table, these partners were able to make the case to increase the Step 1 funding towards bonding to build out the region's high capacity transit system and address three regional bottleneck projects the 2019-2021 regional flexible fund cycle.

Additionally, in other areas of coordination, the following were new activities undertaken as part of the 2019-2021 regional flexible fund allocation and the development of the 2018-2021 MTIP:

- Transit partners and ODOT were eligible to nominate projects for consideration in the 2019-2021 regional flexible fund;
- In working more cooperatively with the ODOT local liaison program, which carries out the oversight and implementation of awarded regional flexible fund projects, Metro staff included a project readiness component to the 2019-2021 regional flexible allocation. The project readiness component of the application helped to bring awareness to the common project readiness setbacks observed with implementing regional flexible fund projects;

Outside of the regional flexible fund process, the MPO continued to remain informed of the other funding allocation process to implicate the programming in the 2018-2021 MTIP. As further described by partners, Metro worked with transit partners to ensure the annual budget process was brought forward to the MPO for information and discussion and for the 2019-2021 funding cycle for the state transportation programs, the MPO weighed in with feedback and comments on the various nominated transportation projects in consideration during key prioritization points in the process.

ODOT – Fix-it and Enhance Non-Highway Allocations

The Region 1 ACT is made up of members from Clackamas, Hood River, Multnomah and Washington Counties, including specific requirements for representatives of business or labor, public health, active transportation, freight and environmental justice. The Metropolitan Planning Organization (MPO)

maintains a permanent seat on the Region 1 ACT, currently held by the chair of the Joint Policy Advisory Committee on Transportation (JPACT). Likewise, the current chair and vice chair of the ACT are members of JPACT.

The ACT and the MPO have undertaken a number of coordination activities related do the development of the STIP and MTIP, including a presentation of the Enhance projects at JPACT, a revision to the ACT bylaws specifically defining coordination with the MPO, and a March 6, 2017, joint presentation to the ACT by ODOT and MPO staff about the STIP and MTIP process to describe the agencies' distinct and shared roles.

TriMet – Capital Improvement Program, Annual Budget Process, and Enhanced Mobility for Seniors and People with Disabilities Allocations

As a special district of the State of Oregon, TriMet is governed by a seven-member Board of Directors, appointed by the Governor of Oregon. The Board of Directors sets agency policy, enacts legislation (taxing and policy ordinances), and reviews certain contracts. Board members must live in the geographical districts they represent. TriMet's General Manager reports to and serves at the pleasure of the Board of Directors and is responsible for the day-to-day management of the agency.

The General Manager is designated as a voting member of the Joint Policy Advisory Committee (JPACT) representing all transit agencies in the region. JPACT provides the forum of general purpose local governments and transportation agencies required for designation of Metro as the federally-designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland metropolitan area. JPACT provides a mechanism for coordination and consensus on regional transportation priorities to advise Metro Council in its formal role as MPO Policy Board, including development and approval of the long-range Regional Transportation Plan (RTP) and metropolitan Transportation Improvement Program (MTIP).

As part of the development of the proposed capital budget each year, TriMet provides both the Transportation Policy Alternatives Committee (aka TPAC, the transportation technical advisory committee to JPACT) and JPACT with notice of and solicits feedback on the proposed programming of projects within the MTIP, presented within the broader context of TriMet's annual budget and service plan, as part of its fiscal year budgetary approval process. Any changes based on that feedback are reflected in the capital and service plans and are reported to the TriMet Board of Directors prior to their adoption of the annual budget.

Federal law requires that transportation providers and human service agencies plan jointly in order to be eligible for the §5310 Program. Coordination under the §5310 program is an ongoing process that parallels the process for State STF allocations, involves a public input process through the STF Advisory Committee, and the development of the Metropolitan Transportation Improvement Program (MTIP) by Metro, and TriMet Board of Directors, comprised of Officials appointed by the Governor, final funding decisions based on input from the STFAC, and the general public. The §5310 program includes reporting to and incorporating feedback through the jurisdictions that provide services to seniors and people with disabilities as well as through the regions Metropolitan Planning Organization (MPO) function comprised of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. JPACT is briefed on each year's investments as part of the coordination of the MTIP process, and reviews and comments on §5310 and STF funding distribution.

SMART – City of Wilsonville Capital Improvement Program and Annual Budget Process

SMART participates in Metro's annual UPWP review and takes part in regular MPO/Transit/ODOT meetings and the Regional Transit Options Committee. The Mayor of Wilsonville represents the cities of Clackamas County on Metro's JPACT and TriMet's general manager represents transit interests on the same committee.

SMART also participated in the discussions around the Coordinated Transportation Plan for Seniors and People with Disabilities and the allocation §5310 and state Special Transportation Funds.

Fiscal Constraint

Fiscal constraint is maintained by balancing revenues available in a fiscal budget year with the project costs incurred in that year. For the MTIP, revenues are forecasted and project costs are estimated per the methods described below. Projects are then programmed so that estimated project costs by project phase do not exceed forecasted revenues in any year. As described specifically below, revenue forecasts and project cost estimates are all completed consistent with federal guidance for these tasks.

Revenue streams and project cost estimates are then actively managed through the life of the MTIP and adjustments made to ensure fiscal constraint. The specific administrative rules and process utilized to actively manage the project cost element of fiscal constraint is described in Section 6.

Metro – Regional Flexible Funds

Every RFFA process begins with a policy update process that includes a forecast of funding to be available for distribution to projects and programs in the next cycle. In order to conduct an allocation process that allows the awarded agencies time to staff up, secure matching funds and enter into agreements with the Oregon Department of Transportation to legally incur costs that will be reimbursed by USDOT, a forecast of available funds must be made three to five years in advance of fund expenditures. Thus, the forecast for the awarding of this cycle of federal fiscal year 2019-21 regional flexible funds was determined in spring of 2016.

The forecast begins with an assessment of any carry-over surplus or deficit of existing project allocation funding commitments relative to updated revenue forecasts for those years of the current MTIP. In this cycle, the actual and expected RFFA revenues for the years 2015 through 2018 were projected to be less than the RFFA allocation commitments for those years by approximately $1.3 million dollars. This was primarily due to the USDOT being funded by continuing resolutions that resulted in flat revenues for a significant amount of this time period while the previous forecast had assumed modest revenue growth consistent with historical trends and the Congressional Budget Office growth forecast for the Highway Trust Fund.

To forecast funding available in years beyond the revenues that had been appropriated in 2016, the funding authorized for the federal RFFA funding programs (Surface Transportation Block Grant, Transportation Alternatives Program, and Congestion Mitigation – Air Quality), and the authorization amount for those programs was used. Consistent with the Oregon Department of Transportation forecast, a limitation rate of 93% of the authorization amount was assumed.

Because the current authorization bill only defined authorized funds through federal fiscal year 2020, while the RFFA/MTIP cycle was to extend through the year 2021, an additional year of funding needed to be forecast. With the current experience of operating under continuing resolutions for a period of time between the expiration and creation of new authorization bills, the forecast was to assume a repetition of this pattern, resulting in a flat stream for 2021 in the same amount as 2020. Utilizing this methodology, a total of $130.39 million was forecast to be available in the years 2019 through 2021 for allocation to new projects.

Metro – Regional Flexible Fund Project Costs

Agencies applying for regional flexible funds for their projects estimate and manage their project costs, with review and approval by Metro. In order to establish realistic project budgets, Metro provides a planning-level cost estimation worksheet which establishes costs for project design features, environmental impacts and mitigation, right-of-way acquisition, design, administration, construction engineering, and contingency. Specific methodology and costs in the worksheet are based on methodologies used by ODOT, cities, counties, and consultants in the Portland metro area. Applicants are required to submit a cost estimate using Metro's worksheet or a Metro approved methodology which results in equivalent or improved cost estimation. Metro reviews all cost estimates relative to their project scopes, and recommends changes as necessary to establish a reasonable project budget. Project costs are inflated to the project year of expenditure using factors recommended by ODOT. Once a project is awarded funds, the agency administering the project is responsible for implementing the

scope of the project applied for within budget. Cost overruns must be covered by the agency or the agency must apply for additional funds or request a reduction in project scope.

Project costs, by phase of each project (planning, project development, preliminary engineering, right-of-way acquisition, construction) are programmed (see Tables in Chapter 5) for the year in which they are anticipated to obligate. This includes project phases carrying over from the previous 2015-18 MTIP, and new projects funded with new revenue capacity expected in years 2019-21.

Table 4.1 below demonstrates more revenue is forecast during the four-year period of the MTIP than has been scheduled for obligation and spending of funds on projects and programs. This demonstrates fiscal constraint of RFFA funds for the current 2018-21 MTIP.

A total of $192.54 million in revenues and $192.39 million of project costs are forecast for use of regional flexible funds during the 2018-21 period. To actively maintain fiscal constraint through the life of the MTIP, the ODOT Highway Programming Office has agreed that should projects over obligate available regional flexible fund available revenue in any one year, ODOT would use its revenue authority, if available, to cover the Metro area local project expenses. This expenditure would be compensated back by use of Metro revenue authority by an ODOT project in a future year. If ODOT does not have such revenue authority in a particular year, the Metro region will institute project selection procedures to delay obligation of funding to project(s) whose costs exceed available revenues in that fiscal year.

Table 4.1. Demonstration of Fiscal Constraint – MPO Funds

	2018	2019	2020	2021	Total 2018-21
STBG Revenues	$26,610,002	$27,621,182	$28,781,272	$28,781,272	$111,793,728
CMAQ Revenues	$13,608,719	$13,853,676	$14,130,750	$14,130,750	$55,723,895
TAP Revenues	$1,472,896	$1,472,896	$1,472,896	$1,472,896	$5,795,226
Estimated Carry forward from 2017	$19,134,562				$19,134,562
Total Regional Flex Fund Revenues Available	$60,826,179	$42,947,754	$44,384,918	$44,384,918	$192,543,769
Funds Programmed to Project Costs	$63,843,636	$40,893,015	$43,183,479	$44,472,351	$192,392,481
Difference	($3,017,457)	$2,054,739	$1,201,439	($87,433)	$151,288

ODOT – State Program Revenues

FHWA has agreed to allow ODOT to produce a quarterly report to illustrate fiscal constraint for the STIP. The report will be providing information to FHWA and FTA on current programming for all years of the STIP at the federal program level. The program levels consist of NHPP, STPBG, HSIP, Rail, CMAQ, Metropolitan Planning and National Highway Freight Program. All projects which are federalized, but over the programmatic limits will be illustrated as Advance Construct.

ODOT – State Program Costs

ODOT technical staff develops cost estimates by reviewing the project scope and applying engineering and financial assumptions based on the various work elements associated with the project. Using current financial and engineering information, costs are developed to determine project design, right of way acquisition, construction, contingencies and engineering estimates.

TriMet – Public Transit Revenues

TriMet's budget process begins each fall with a long-term Forecast of revenues and expenditures. The Forecast is an important feature of the budget process as it helps ensure current budget decisions are made in the context of the long-term financial picture and strategic goals of the district. The Forecast can be thought of as a multi-year "budget guideline."

TriMet's Forecast begins with projections that assume the current cost structures remain in place and cost trends continue. Projections (also known as baseline projections) are designed to serve as a benchmark that can be used to evaluate and adjust revenues and expenditures. This allows TriMet to balance accounts, add service, pay down debt service, and invest in capital projects or fund liabilities.

After the projections are updated, TriMet creates a proposed Forecast that includes cost savings and revenues needed to achieve financial stability, meet requirements for TriMet's State-of-Good-Repair needs and service commitments to the region, and aligns with the Strategic Financial Plan (SFP). The proposed Forecast addresses these guidelines toward maintaining fiscal stability:

1. One-Time-Only (OTO) revenues are used to support OTO expenditures.
2. Continuing Revenues (CR) are used to support Continuing Expenditures (CE) or one-time Expenditures and are in balance throughout the Forecast.
3. Unrestricted ending fund balance meets the requirements of the SFP throughout the Forecast by maintaining at least 2.5 times the appropriated average monthly operating expenditures for the upcoming fiscal year.
4. An achievable, funded plan is in place to maintain Capital assets.
5. Actuarial assumptions for pension funding are realistic. TriMet ensures sufficient assets are available to pay benefits.
6. Retiree medical benefits for current employees <u>are PAYGO affordable</u> and provision has been made for trust funding.
7. Senior lien debt service is less than 6% of continuing revenues.
8. Able to control costs and fund the existing transit system over all business cycles with the current revenue base.

The expenditure Forecast includes projected impact of:

1. Payroll tax increases and corresponding changes in service.
2. Revenues due to implementation of HOP Fast Pass and fare capping.
3. Operating and maintaining the existing transit system and projected increases in those costs.
4. Increases in fixed route bus and rail service to maintain headways and capacity as the region grows.
5. Costs of ADA complementary paratransit service.
6. Operating cost of other service changes.
7. Capital and operating project expenditures from the Capital Improvement Program (CIP).
8. Debt service expense and projected increases.

TriMet relies on a significant amount of revenues from the Federal Transit Administration (FTA), an agency within the U.S. Department of Transportation (DOT) to support local public transit systems, including buses, light and commuter rails. FTA also supports safety measures and helps develop next-generation technology research. FTA is one of DOT's modes of transportation, headquartered in Washington, D.C. and assisted by 10 regional offices.

In December 2015, the U.S. President signed into law the Fixing America's Surface Transportation (FAST) Act, which supports transit funding through FY2020. The Act's five years of predictable formula funding (an increase of approximately $1 billion per year) enables TriMet to better manage long-term assets and State of Good Repair needs and reauthorizes FTA programs that expired September 30, 2015 from the previously authorized Moving Ahead for Progress in the 21st Century (MAP-21) Act.

The new Act is largely supported by dollars transferred from the government's Highway Trust Fund as well as the General Fund. The Act also includes funding for new competitive grant programs for buses and bus facilities, innovative transportation coordination, workforce training and public transportation research activities, some of which TriMet has applied and received funding for.

Federal funding may be impacted by the current administration and cabinet changes. The Forecast will be updated to reflect any changes once known. Based on authorized levels and any known apportionments, TriMet then forecasts the anticipated levels of federal funding for which we are eligible. For now, TriMet is assuming no changes to the FAST Act under the new Administration and expecting federal funding to increase 2% annually under the remaining years of the Act.

Traditional Formula Funds supported under this Act that TriMet has historically benefited from and are reflected in this MTIP, include Sections: 5307 (Urbanized Area Formula Grants), 5337 (State of Good Repair Grants), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Grants) and 5339 (Grants for Buses and Bus Facilities).

Formula funding is made available annually to Urbanized Areas (UZA). TriMet, who is a designated recipient, receives an assigned amount directly, then subapportions the funding to two different public bodies (C-Tran in Vancouver and SMART in Wilsonville) based on an agreed upon method. Funding sources for each of TriMet's eligible Formula Grant Programs are described as follows:

1. Section 5307 (Urbanized Area Formula Grants):
Funds are to be used for transit capital and operating assistance in urbanized areas (population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census) and for transportation-related planning. For areas with populations of 200,000 and more, formula funding is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles and fixed guideway route miles as well as population and population density. TriMet received $36.1 million in FY2014, $35.8 million in FY2015 and $37.1 million in FY2016.

Due to the passage of the FAST Act the total amount allotted for Urbanized Area Formula Grant funding across the nation will increase between 2.01 and 2.13% for TriMet's FY2017-FY2020 (corresponding to FFY2018-2021). FTA also apportions Section 5340 (Growing States) funds to qualifying UZAs. These amounts are added to the Urbanized Area's Section 5307 apportionment. The FAST Act will also have a positive impact on this revenue source, growing 2.51% for FY2017-FY2020. FAST Act also eliminated the Transit Improvement 1% requirement of Section 5307 funds, now allowing TriMet to use those set-aside funds for much needed operations.
The Job Access Reverse and Commute (JARC) Program (previously funded under Section 5316) was a formula grant program that was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. While this program expired under MAP-21, TriMet currently is spending down the remaining authorized JARC funds which will run out by the end of FY2017. TriMet continues to assess whether programs currently funded by JARC with outside entities are worth continuing. If so, funding would be eligible under Section 5307.

2. Section 5337 (State of Good Repair Grants (SGR)):
Funds provide capital assistance for maintenance, replacement and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a State of Good Repair. Additionally, SGR grants can be used for developing and implementing Transit Asset Management plans.

Funds allocated to UZAs by statutory formula for high intensity fixed guideway systems are based on revenue and route miles reported to the National Transit Database (NTD) and what the UZA would have received in the FY2011 fixed guideway modernization formula. Funds allocated to UZAs by statutory formula for high intensity motorbuses are based on revenue and route miles reported to the NTD. TriMet subapportions the High Intensity Motorbus State of Good Repair formula funds with C-Tran and SMART as they provide services in the UZA; however, only TriMet provides Fixed Guideway services in the area; therefore, no subapportionment of funds is needed. TriMet has received $11,000, $10,000 and $13,000 in FY2014-FY2016, respectively, for High Intensity Motorbus State of Good Repair funding. Due to the passage of the FAST Act, total amount allotted Urbanized Areas across the nation for High Intensity Motorbus SGR funding will increase between 1.70 and 1.72% for FY2017-FY2020.

TriMet has received $17.1 million, $17.6 million, $17.6 million and $20.2 million in FY2013-2016, respectively for High Intensity Fixed Guideway State of Good Repair funding. Due to the passage of the FAST Act, total amount allotted Urbanized Areas across the nation for High Intensity Fixed Guideway SGR funding will increase between 1.70 and 1.72% for FY2017-FY2020.

3. Section 5339 (Grants for Bus and Bus Facilities):
Funds provide, through a statutory formula, for replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities. TriMet, along with other states and transit

agencies, previously received this funding under Section 5309; however, with the introduction of MAP-21, the program was given a separate section. In addition to the formula allocation, this program now includes two discretionary components: The Bus and Bus Facilities and Low or No Emissions Bus. $268 million in funding for FY2016 was set aside for the Bus and Bus Facilities Discretionary Program with an additional $55 million for the Low or No Emission Bus Deployment Program. Both of these funding sources were competitively awarded and TriMet was successful in obtaining FY2016 Low or No Emission Bus funding of $3.4 million, which is being programmed within this MTIP.

TriMet has received $2.7 million, $2.8 million, $2.7 million and $2.6 million of formula funding in FY2013-2016, respectively. Due to the passage of the FAST Act, total amount allotted for all Urbanized Areas across the nation will increase between 2.00 and 2.12% for FY2017-FY2020.

4. Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities):
This program provides formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meeting those needs. This program also aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Funds are apportioned based on each state's share of the population for these two groups.

The New Freedom Program (previously funded under Section 5317) was a formula grant program that provided funding for capital and operating expenses to support new public transportation services and new public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA). The purpose was to provide additional resources to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. In 2012, MAP-21 repealed the Section 5317 New Freedom Program and consolidated similar activities under Section 5310. TriMet continues to partner with Ride Connection to provide similar services.

TriMet has received $1.16 million, $1.14 million, $1.14 million and $1.15 million in FY2013-2016, respectively. Due to the passage of the FAST Act, total amount allotted across the nation will increase between 2.00 and 2.12% for FY2017-FY2020.

Despite increases in the authorized levels of §5310 funding nationally, TriMet is anticipating receiving over 5 percent less funding in the next biennium compared to the previous, due in large part to changes in subapportionment. The formula fund reductions coupled with the likely loss of STF Supplemental and Discretionary funds represent an overall decrease of 31.73% in Special Transportation biennial funding for the region. Historically, baseline funding levels have remained flat and have not kept pace with the growth in demand from a growing aging population and the inflation of wages and costs to provide services. Service providers are already forced to turn down rides because there is simply not enough funding to expand services to meet the demand or meet the service level standards outlined in the 2016 CTP. The reduction in funding over the next biennium will further impact the region as the baseline level of funding needed to maintain existing service levels will not be met. This will mean a reduction of service levels and further constrain provider's ability to maintain and replace vehicles.

In light of the funding cuts, the STFAC has established the priority for using the available funding target to maintain existing services and capital needs that support current service levels. Even still, there will be cuts in service. Providers have strategically scaled back their STF and 5310 fund requests to maximize funding for operations to avoid service cuts, typically at the expense of funding for replacing and maintaining vehicles. By first identifying available funds prior to defining the funding requests, this approach helps ensure financial constraint.

5. MTIP and STIP Funds:
Through the passages of the Intermodal Surface Transportation Efficiency Act of 1999 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), MAP-21 and now FAST Act, TriMet continues to receive pass-through funds from the Metropolitan Planning Organization (MPO) via the Metropolitan Transportation Improvement Program (MTIP). These funds are transferred from the Federal Highway Administration (FHWA) to FTA to provide flexible funding opportunities to states and local governments, such as TriMet.

Flexible funds from either the Surface Transportation Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) that are transferred from the Federal Highway Administration (FHWA) to FTA go to one of three programs: Section 5307, Section 5311 or Section 5310. Once they are transferred to FTA for a transit project, funds are administered as FTA funds and take on all the requirements of the FTA program. Funding transfers are permitted only for projects contained in an approved metropolitan TIP and/or STIP and like all other funds available under FTA's urbanized area formula program (Section 5307), flex funds should only be used toward projects and activities identified in the final program of projects.

Funding provided under the STP Program is used to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects. Funding provided under the CMAQ Program is used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

TriMet has received $4.3 million, $11.0 million, $10.0 million and $11.0 million in FY2013-2016, respectively, for CMAQ funding. Total expected in FY2017 is $11 million. Due to the passage of the FAST Act, total amount allotted across the nation for the CMAQ Program will increase between 2.21% and 0% for FY2017-FY2020.

TriMet has received $4.0 million, $19.6 million, $8.5 million and $12.4 million in FY2013-2016, respectively for STP funding. Total expected in FY2017 is $8.9 million. Due to the passage of the FAST Act, total amount allotted across the nation for the STP Program will increase between 2.34% and 2.20% for FY2017-FY2020.

TriMet has issued Capital Grant Receipt Revenue Bonds to finance a portion of capital costs and improvements of the transit system, including: Washington County Commuter Rail and I-205/Portland Mall Light Rail Project, Portland Streetcar Extension, Portland Milwaukie Light Rail Project and purchase of new buses. The Grant Receipt Revenue Bonds are payable from and secured solely by a pledge of Section 5307, STP and CMAQ funds, or replacement grant programs and amounts credited to a debt service account.

TriMet has also used STP funding in the past for Rail/Bus Preventive Maintenance, RTO Program and other construction costs. TriMet's Regional Transportation Options (RTO) Program, promotes transportation services via outreach and marketing and educates employers about the range of commute options available to their employees. The program also facilitates the coordination of services of employer-oriented transportation management associations, other public transit agencies, regional government and employer based transportation coordinators to promote access to and use of transportation services.

FTA also provides Discretionary funding in competitive processes. FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, is Section 5309 (Capital Investment Grants (CIG)). Unlike most other discretionary grant programs, instead of an annual call for applications and selection of awardees by the FTA, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects. New Starts projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of $300 million or more, or that are seeking $100 million or more in Section 5309 CIG program funds. For New Starts projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering.

TriMet was awarded $745 million of New Starts funding for the Portland-Milwaukie Light Rail Transit Project (Orange Line MAX) in 2012 through a Full Funding Grant Agreement (FFGA). Since awarded in 2012, TriMet has received $85 million, $94.5 million, $100.0 million, $100.0 million, and $100.0 million in FY2012-FY2016, respectively. TriMet is expected to receive $100.0 million for FY2017 and FY2018 and the balance of approximately $65 million in FY2019.

Due to the passage of the FAST Act, total amount allotted to Fixed Guideway Capital Investment Grants (New Starts, Small Starts, Core Capacity and Programs of Interrelated Projects) across the nation will remain stable at $2.3 billion for FY2017-FY2020.

Significant changes from adoption of FAST Act include changes in project cost thresholds, reducing the period of funding availability from five years to four years, establishing a federal match limit of 60% for New Starts projects and eliminating the ability to pay for art and landscaping costs.

The Department of Homeland Security (DHS) is another big contributor of federal funding to TriMet's organization. Established in 2002, this agencies primary purpose is to protect our homeland and offers financial assistance to non-federal recipients, such as TriMet. In 2003, Federal Emergency Management Agency (FEMA) and 22 other federal agencies joined together to become part of DHS. FEMA has 10 regional offices throughout the United States and Oregon is served by Region X. This regional office works with Oregon's Office of Emergency Management and offers Non-Disaster, Disaster and Preparedness Grants.

Traditional Preparedness Grants that TriMet has historically benefited from includes Transit Security Grants. These grants are used to protect critical surface transportation infrastructure and the public from acts of terrorism and to increase the resilience of transit infrastructure. TriMet has received $163,000, $908,000, $559,000 and $2.9 million for federal FY2013-2016 (last year funds were available), respectively.

TriMet – Public Transit Costs

TriMet views its capital projects as either additions to the capital plant or as rehabilitation and replacement of the existing capital. TriMet plans and budgets replacement projects as follows:

- Each department maintains an inventory and condition assessment of capital items. The purpose of the inventory is to estimate the life expectancy, condition and replacement costs of TriMet's existing capital assets, whether or not they will be programmed for replacement during the next five years. With this information, TriMet plans for future expenditures, sets replacement schedules and establishes infrastructure standards.
- This inventory is updated and refined each year prior to the budget process, with another year added for planning purposes.
- During the annual budget process, replacement projects must be justified based on the actual condition or repair history of the facility or equipment.

SMART - Public Transit Revenues

To estimate the amount of available revenue for fiscal years 2015-2018, SMART used a methodology that is consistent with Metro's projections, based on historic trends and is updated with actual appropriations and limitations. SMART collaborates with other regional transit agencies to estimate shares of the Urbanized Area Formula Funds as authorized in the FAST ACT.

<u>Local Programs</u>
SMART's predominant source of ongoing funding is the local payroll tax levied on businesses performing work in Wilsonville assessed on gross payroll and/or self-employment earnings. The payroll tax on local businesses covers employment within City limits and in 2008, the tax rate was raised to its current level of .5% (.005). Transit tax funds are used to pay for SMART operations and to leverage funding from federal and state grants. Payroll tax amounts collected by the City typically increase year to year, as companies increase their payroll through wage adjustments or by adding to their payroll, and as the economy grows with new businesses relocating to the City. In Fiscal Year 2016-17, an estimated $4.9 million in transit tax funds is expected to be received, contributing to a five year, year over year, average annual growth rate of 3.92%.

A much smaller component of local funding includes charges for services, including fare box and transit pass sale revenue. Currently, SMART charges fares for all routes that travel outside of the City of Wilsonville. Projected annual fare revenue for these routes in FY 2016-17 is approximately $200,000 from pass sales and cash fares.

Additional sources of local funding include investment income and miscellaneous revenues. Investment income generated $23,390 in Fiscal Year 15-16. Miscellaneous local funding includes proceeds from the sale of surplus property, which typically amounts to less than $10,000 per year, from the auction sale of old buses.

Federal Programs

Nearly all federal funds received directly by SMART are subject to the policies and regulations of the Federal Transit Administration (FTA), with only minimal potential for Federal Highway Administration (FHWA) funding. There are seven federal funding programs that directly and indirectly come to SMART that support regular operations and capital purchases.

FTA Section 5307 Urbanized Formula Funds are distributed to urbanized areas with population greater than 50,000. The program divides urbanized areas into two primary categories that are determined by the size of the metropolitan area where the transit property is located. Given that Wilsonville is within the Portland Metro region, SMART is within the category of "large urbanized areas with a population above 200,000." For large urbanized areas, these funds may only be used for capital expenditures as defined by the FTA. This funding source has been relied upon by SMART and other public transit agencies in large urban areas.

FTA Section 5309 Bus and Bus Facility program funds are distributed through a competitive process by the FTA. These funds can be used only for the purchase of rolling stock or the construction of transit facilities that support transit bus operations. These funds are allocated through a highly competitive process. Future awards are dependent on the specific process outlined by the FTA and the strength of other project proposals competing against SMART's requests for funding. SMART has had a fairly successful track record in securing these and other FTA grant funds for replacement buses, and has been able to modernize the fleet in recent years.

FTA Section 5310 Elderly and Disabled Capital program funds are managed by the Oregon Department of Transportation (ODOT). These funds may be used to make purchases of capital equipment or construction of small facilities. The expenditures must be used to support transportation services for seniors and persons with disabilities. The funds are provided through a competitive grant program administered by ODOT on a biennial cycle. Although the grants come from ODOT, they are FTA funds and follow all federal requirements associated with the program. Projects funded with this program are intermittent and on an as needed basis. A relatively small amount of additional 5310 funds come to SMART as a result of Wilsonville's status as a "direct recipient" of FTA monies. Those funds actually come to the region and SMART's share is determined through a negotiated process involving SMART, TriMet and C-Tran (Clark County Transit, Washington).

The STP source of revenue is Federal Highway Administration (FHWA) funds that can be transferred into other U.S. Department of Transportation (USDOT) programs. Once the funds have been transferred, they take on the same program requirements and then become the program into which they were transferred. The Oregon Department of Transportation (ODOT) transfers these funds, either at their discretion or in accordance with a legislative directive. One such directive is a five million dollar transfer of these funds into the FTA Section 5310 Elderly and Disabled Capital program on an annual basis. Remaining projects funded with STP funds transferred to FTA programs must compete with other transportation projects such as road maintenance, bridge repair, safety enhancements to roadways, and bicycle / pedestrian improvements.

Similarly, CMAQ funds are transferred to other USDOT programs that fund projects that result in a reduction of air pollution or assist in relieving congestion. The funds are only available in urbanized areas that fall outside of air quality standards set by the U.S. Environmental Protection Agency (EPA). In the Portland urbanized area these funds are administered by Metro, the regional metropolitan planning organization (MPO). SMART used these funds to purchase land for the development of the SMART Central transit center and to support its transportation options (TO) program.

State Programs

There are two important sources of funding available through the State of Oregon: the Special Transportation Fund (STF) and ConnectOregon, both administered by ODOT.

The STF program is funded by a combination of cigarette tax, the non-highway use portion of gas tax, and fees for personal identification cards issued by the Driver and Motor Vehicle Division (DMV) of ODOT. These funds may be used to support operations, capital purchases, and planning for services that provide transportation to seniors and persons with disabilities. These funds are distributed through a combination of formulas and competitive grants. The formula takes approximately 75% of the annual fund and distributes it on a population basis to a designated STF agency. SMART engages in the competitive process to determine the allocation of the funds to projects within the region. This program has had strong legislative support and is likely to provide a steady level of support for senior and disabled transportation in the past, but is now facing budget reductions. In 2015-16, SMART received $193,950 in STF funds.

The ConnectOregon program is a grant initiative funded by lottery-based bonds to promote stronger, more diverse and efficient transportation options throughout Oregon. This program was created in 2005 by the Oregon Legislature under the name "Multimodal Transportation Fund," to help fund transit, rail, and bicycle, pedestrian, air, and marine infrastructure projects. Given that State lottery proceeds are now potentially over-subscribed, it is difficult to determine the future of the ConnectOregon program. SMART received $2-million in ConnectOregon funds to help pay for the construction of SMART's offices and shop facilities, completed in 2013.

This combination of local and non-local resources was budgeted in FY 2016-17 to provide a total of $6.2 million in resources. The current adopted budget for fiscal year 2016-17 is listed below:

Table 4.2. SMART Expenses

Category	Amount
Salaries and wages	$ 2,101,650
Employee benefits	$ 1,205,520
Supplies	$ 77,029
Professional and technical services	$ 268,630
Utility services	$ 91,674
Repairs & maintenance	$ 51,545
Fleet services	$ 984,660
Rents & leases	$ 2,207
Insurance	$ 59,520
Commuter rail service	$ 324,157
Community service programs	$ 1,545
Employee development	$ 26,942
Fees, dues, advertising	$ 32,559

SMART - Public Transit Costs

Costs for SMART are determined through the City's Five-Year Financial Forecast FY 2016-2021. These expenses are anticipated to increase by at least an annual inflation rate of 2% per year for the foreseeable future, while maintaining roughly comparable levels of service. The most volatile components of SMART's expenses are PERS related costs, salaries, health insurance costs, and fuel. Salaries and wages will grow in general at roughly a 2.5% rate while benefits are projected to increase approximately 4% to 6%.

Demonstration of Compliance with Federal Planning Factors and Regional Transportation Plan Consistency

To demonstrate compliance with federal regulations, Metro, as the MPO, must describe how its MTIP activities address the federal planning factors. The following summary describe how this MTIP addresses the planning factors and in turn many of the goals of the RTP.

- *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; (Federal Planning Factor #1, RTP Goal 2)*
    - The regional flexible fund policy set aside $3.7 million of regional flexible funds off-the-top for bonding to support transportation improvements on three major freeway/arterial bottlenecks impacting the movement of people and goods.
    - The regional flexible fund policy set forth direction to focus 25% of regional transportation investments in regional freight initiatives in the 2019-2021 regional flexible fund allocations signifies the importance of projects that support economic vitality in the region.
    - The regional flexible fund policy direction set aside an additional $15 million of regional flexible funds off-the-top for binding to continue to support the development of high capacity transit. The region's high capacity transit investments support regional and town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments support a healthy regional economy by helping realize the 2040 Growth Concept.
- *Increase safety of the transportation system for motorized and non-motorized users; (Federal Planning Factor #2, RTP Goal 5)*
    - Regional flexible fund projects for 2019-2021 were evaluated using safety criteria and points given by whether a project would address safety issues, including conflicts between modes, a known high crash site, or other identified issue. Additionally project locations were influenced by information provided on high injury corridors, bike and pedestrian crash data, information of known conflicts areas between freight and other vehicles. Nominated transportation projects evaluated on how well safety related criteria were met.
    - All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.
    - Bus replacement ensures that vehicles that have reached the end of their useful life and potentially present safety issues due to mechanical failure are taken out of service. TriMet's Preventive Maintenance and State of Good Repair investments in replacing switches and trackway that has reached the end of its useful life and potentially present safety issues for the light rail vehicles operating on them. The Powell-Division Corridor Safety & Access to Transit project will make priority improvements for safety, access to transit and transit operations along two TriMet Frequent Service line. Stretches of roadway are without marked crossings, missing sidewalks and inaccessible bus stops. Project aims to enhance crossings, make bus stop improvements, up-grade existing marked crosswalks and construct ADA ramp improvements at various locations.
    - SMART participates in the regional campaign 'Be seen. Be Safe.'
- *Increase the security of the transportation system for motorized and non-motorized users; (Federal Planning Factor #3, RTP Goal 5)*
    - Regional flexible funds, ODOT funds and public transit funds have been programmed to traffic management operations centers, closed-circuit cameras and other ITS infrastructure that is coordinated with and used by emergency response and security personnel. A set aside of $5.2 million from the 2019-2021 regional flexible fund is dedicated towards transportation system management and operations.
    - TriMet's light rail and bus rapid transit projects all include security features such as CCTV and on-board cameras
- *Increase the accessibility and mobility of people and freight; (Federal Planning Factor #4, RTP Goal 2 and 3)*
    - Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept were a criterion for regional flexible funded projects.

- The 2019-2021 regional flexible fund invests $33 million in focus areas that improve non-auto mobility and freight movement.
- TriMet's Light Rail and Bus Rapid Transit projects are designed to service designated Centers and Corridors, providing increased access and mobility between them. By providing viable transportation alternatives to private auto travel in these key corridors, they also free up capacity on the freight network to assist mobility of goods and delivery of services. TriMet's Service Planning Guidelines and our Annual Service Plan prioritization explicitly call out connections to jobs, to school, and other high priority places for communities and individuals are key considerations when looking at where service could be optimized or increased. These can include key locations such as job centers, schools, colleges, training centers, and neighborhood housing. They also explicitly call out supporting future growth visions as encompassed in the 2040 Growth Concept and local plans that implement that. Preventive Maintenance and State of good Repair invests also support the reliability of transit operations, which provide access and mobility for transit users, many of them transit dependent. The Community Job Connectors shuttle programs specifically focuses on making new connections to job centers and residential areas to improve their access and mobility, including in the North Hillsboro Industrial Area for the most recently launched Connector..

- *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (Federal Planning Factor #5 - 8 , RTP Goal 1 and 6, Climate Smart Strategy 1)*
  - The 2018-2021 MTIP conforms to the Clean Air Act.
  - All projects funded with regional flexible funds incorporate best practices for stormwater management.
  - The 2019-2021 regional flexible funds included criteria which addressed how well transportation investments would reduce air pollution, provide access to and from 2040 Growth Concept centers, and schools.
  - TriMet service has grown in line with the region's adopted Transportation Control Measure to support air quality improvement.
  - TriMet's Low-No electric bus pilot project enables TriMet to evaluate the feasibility and timing of converting the bus fleet to even lower emitting and energy efficient technology. TriMet service already reduces greenhouse gas emissions by 60% per passenger mile traveled. TriMet's Service Guidelines explicitly call out supporting future growth visions as encompassed in the 2040 Growth Concept and local plans that implement that.
  - SMART has improved fuel mileage of diesel buses, acquired diesel-electric hybrid buses, utilized natural gas as a bus fuel for a portion of the local fleet.
- *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (Federal Planning Factor #9, RTP Goal 3)*
  - Projects funded through the RFFA must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.
  - The 2019-2021 regional flexible fund criteria look at whether transportation investments were addressing identified gaps in the active transportation, completing "last mile" connection between transit and employment sites/areas, increase freight access to rail/intermodal facilities, and removing conflicts between freight and active transportation or other modes, and/or provides adequate mitigation for any potential conflicts.
  - SMART provides inter-city transit services that would not otherwise exist to other employment areas outside the urbanized metropolitan region for those commuters within the metropolitan region. (Areas include travel between Wilsonville and Canby, Salem, and toward Portland)
  - SMART is currently working to implement a vanpool program in Wilsonville for employers and employees that would assist in connecting transportation options throughout the region
- *Promote efficient management and operations; (Federal Planning Factor #10, RTP Goal 4)*
  - The Regional Travel Options program at Metro received funding to continue to implement transportation demand management projects and programs throughout the region to reduce single occupancy vehicle (SOV) trips and relieve pressure on congested corridors.

In the 2019-2021 RFFA, the Regional Travel Options program received a funding increase to address increasing traveler information, as part of implementing the Climate Smart Strategy and address a region wide Safe Routes to School program.

- Funding has been allocated through regional flexible funding cycles to the Transportation System Management and Operations program at Metro to work on increasing efficiency of existing systems throughout the region.
- TriMet's Employer Approach Regional Travel Options program promotes efficient use of the system by providing employers and their employees with information and incentives to use transit, bike and walk, reducing demand on the system from single occupant vehicle trips. Investments in new high capacity transit such as light rail and bus rapid transit also improve system efficiency by moving significant numbers of people in congested corridors without contributing to additional private vehicle movement on the corridor.
- SMART is currently working to implement a vanpool program in Wilsonville for employers and employees that would assist in connecting transportation options throughout the region

o *Emphasize the preservation of the existing transportation system. (Federal Planning Factor #11, RTP Goal 9)*

- ODOT prioritized funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to a minimum allowed by state law.
- Preventative Maintenance and State of Good Repair investments ensure the reliable operation of transit services

o *Improve the resiliency and reliability of the transportation system. (Federal Planning Factor #12)*

- Transit agencies preventative maintenance and State of Good Repair investments ensure the reliable operation of transit services.
- The 2019-2021 regional flexible fund continues a regional investment in transportation system management and operations (TSMO), which includes emergency response and communications infrastructure to support management and recovery efforts during and after natural disasters.

The MTIP also responds and implements the additional RTP goals by:

Goal 7: Enhance human health

- The regional flexible fund policy direction to focus 75% of regional transportation investments in active transportation initiatives in the 2019-2021 regional flexible fund allocations signifies the importance of projects that support alternative modes and active forms of transportation to get the minimum amount of physical activity per day.
- Additionally, the regional flexible fund policy direction increased funding for regional travel options program to support marketing, incentives, and other campaigns to further support alternative modes and active forms of transportation to get the minimum amount of physical activity per day.
- Transit projects support enhanced human health by encouraging walking and biking to and from stops, while also reducing harmful vehicle emissions per passenger mile traveled and supporting the realization of more walkable and bikable urban environments. TriMet's Low-No electric bus pilot project enables TriMet to evaluate the feasibility and timing of converting the bus fleet to even lower emitting technology, further enhancing human health.
- SMART Options program advocates and initiates transportation options for Wilsonville residents, employees, and visitors. By promoting biking, walking and vanpooling SMART enhances the physical and mental health of our program participants.

Goal 8: Ensure equity

- The nomination of projects for the 2019-2021 regional flexible fund allocation included equity as the highest priority criteria in the active transportation category, which allocated 75% of the competitive regional flexible funds. For the regional freight initiatives, equity was considered in three different criteria pertaining to economic opportunity, reduction of air pollution, and reduced impacts to underserved communities. Applicants had to demonstrate how the investment would address underserved communities and how outreach was conducted to these underserved communities.

- Demographic data which highlighted concentrations of environmental justice communities were provided prior to the nomination process of transportation projects for federal funds to help inform locals which projects to nominate.
- TriMet's Service Planning Guidelines explicitly applies an equity lens to developing and prioritizing service improvements and managing reductions when necessary. TriMet's Equity Index goes beyond Title VI compliance to proactively incorporate additional factors inclusive of but beyond race, income and English proficiency that suggest transit dependency.
- SMART provides informational materials in Spanish both in print and online. SMART also has a phone translation system to allow Spanish speakers to call SMART offices for system questions and concerns.
- An expanded programmatic equity analysis is being conducted for the 2018-2021 MTIP and uses recommendations and lessons learned from the 2014 Civil Rights Assessment.

Goal 10: Deliver Accountability

- The results of the 2016-2018 RFFA retrospective process were used to inform the design of the process for reassessing the RFFA policy direction and the nomination of transportation projects. This resulted in the better alignment of the RFFA outcomes with the policy direction.
- The 2019-2021 RFFA cycles expanded on processes to provide stakeholders, including traditionally underrepresented populations, opportunities for input on the nominated transportation investments.
- The 2018-2021 MTIP charter ensured the
- The development of the 2015-2018 MTIP is undertaking a deliberate process to check in with stakeholders, primarily through the advisory committees, to gather feedback and input regarding the contents of the transportation expenditure.

Demonstration of Compliance with Congestion Management Process

The Congestion Management Process (CMP), as defined in federal regulation, serves as a systematic process that provides for safe and effective integrated management and operation of a multimodal transportation system. In the Portland metropolitan region, the CMP is represented by:

1) The Regional Mobility Atlas – an in-depth look at characteristics of 24 travel corridors throughout the region; and
2) The RTP system performance measures.

The MTIP, as the implementation vehicle for the RTP, draws on the RTP for direction on the CMP-supportive policies, objectives, strategies, and performance measurement, and then incorporates these into the regional decision making process for allocating funding. For the 2018-2021 MTIP, the mix of transportation investments observed reflects a balance of investments across different multimodal strategies to ensure the region's transportation network is integrated, safe, and operates seamlessly.

Highlight of Outcomes from CMP Direction in the 2018-2021 MTIP

For the 2018-2021 MTIP, transportation data and information drawn from the congestion management process, as represented by the Regional Mobility Atlas and the system performance measures were able to provide information and justification to make further funding commitments to alternative modes of transportation as well as look at strategic capacity enhancements on the freeway system. The result is the 2018-2021 MTIP investment package, which commits federal transportation funds to advance all different parts of the transportation system and addresses numerous issues including freeway freight bottlenecks, building out the high capacity transit system, creating a shovel-ready project pipeline of active transportation, and increasing funding for transportation demand management.

During the development of the 2019-2021 regional flexible fund policy direction a set of funding commitments were made to advance multimodal transportation strategies to accommodate the population and employment growth observed and projected for the region. Through a series of discussions with MPO leadership, as represented by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, the region received presentations from ODOT and TriMet regarding the state of the region's freeway congestion bottlenecks and the continued

development of the high capacity transit network. As part of those presentations, information drawn from the CMP and other transportation data repositories helped to establish the context and needs for these transportation investments. These presentations helped to prioritize and justify long-term funding commitments to three regional congestion bottleneck priorities, implementing two high capacity transit corridors, and setting aside funding to develop a shovel-ready active transportation project pipeline. Additionally, the consideration of the Oregon Transportation Plan (OTP) hierarchy policy was considered to justify and advance the investments in the high capacity transit network and active transportation as these investments help serve the efficient management of the system before looking to major roadway expansions.

Aside from the funding commitments to continue to bond, the 2019-2021 regional flexible fund policy resulted in continuing support for Step 1 program allocations to the Transportation System Management and Operations and Transit Oriented Development programs, which implement key CMP strategies. The Regional Travel Options saw an increase as the program was provided additional funding to incorporate Safe Routes to School and implementation of travel options strategies identified through the Climate Smart Strategy.

For the allocation of the remaining 2019-2021 regional flexible funds, which went to capital projects, the nomination process included transportation data and information to guide and help inform the prioritization of what projects were nominated and ultimately which projects were recommended for funding. The region's partners were provided a resource guide of transportation data to help inform the nomination of transportation investment priorities to support local jurisdictions in the development of their project applications for the 2019-2021 RFFA, but this data was also shared widely to partners to inform the different federal fund allocation processes being undertaken by each partner. The resource guide provided updated demographic data, information from the regional active transportation plan, including the bicycle and pedestrian parkways, regional travel patterns distilling data from the Oregon Household Activity Survey, transportation data pertaining to crashes, and information about the regional freight network. While many of the transportation datasets were in the midst of an update at the time of the

In addition both ODOT and the transit agencies (TriMet and SMART) use maintenance and operations data in order to determine the next set of investments in the "fix-it" and asset management programs. These programs have developed a project lists based on different maintenance factors, such as condition, age, etc. For example, ODOT's bridge program prioritizes the maintenance and rehabilitation of the states bridges to provide direction with each funding cycle as to which bridges needs to be addressed next. These transportation datasets helped to set the context, needs, and inform the prioritization of the state and transit investments in the metropolitan region.

Demonstration of Compliance with Federal Clean Air Act

The region's former non-attainment designation for air pollution requires the region must demonstrate:

1) The region's proposed set of transportation investments will not exceed air pollution emissions budgets, developed through air pollution data and modeling from the Oregon Department of Environmental Quality (ODEQ), to maintain air quality standards; and
2) The region is making timely implementation of any Transportation Control Measures (TCMs) included and required by the Oregon State Implementation Plan.

The following sections briefly discuss the region's demonstrated compliance with the two air quality requirements. However, because the region must develop an air quality conformity determination to submit to federal partners as a complimentary report to the MTIP, further detail on the demonstrated compliance can be found in the separate *Air Quality Conformity Determination for the 2018-2021 MTIP* report.

Highlight of Outcomes from Clean Air Act Compliance in the 2018-2021 MTIP

As a separate report, Metro prepared an air quality conformity determination that documents the region's transportation investments are in compliance with emissions budgets allocated by the SIP and the region is making timely implementation progress towards it TCMs.

In addition, partners are contributing to the reduction of mobile source pollution by other means, which are not being monitored through the SIP. For example, TriMet's bus replacement and bus and rail preventative maintenance programming is supporting the bolstering of increased transit service being put out in the region. SMART has been transitioning to alternative fuel buses to support the state greenhouse gas emissions reduction mandate, which has numerous co-benefits for reducing air pollution.

Regional Emissions Budget Compliance
As part of the 2018-2021 MTIP Air Quality Conformity Determination, interagency consultation with federal, state, regional, and local partners approved the ability to rely on the previous regional emissions analysis (Code of Federal Regulations 40 93.122(g)) as long as certain conditions are met. In developing and preparing the 2018-2021 MTIP, the conditions outlined in the transportation conformity rules to utilize the previous emissions analysis have been met. Further detail in demonstrating how conditions were met can be found in the supplemental report *2018-2021 MTIP Air Quality Conformity Determination*.

In order for the 2018-2021 MTIP Air Quality Conformity Determination to rely on the previous regional emissions analysis, the projects programmed in the 2018-2021 MTIP must draw from the financially constrained and conformed 2014 RTP, or be exempt projects or be in the planning or project development phases. The projects programmed in the 2018-2021 MTIP were reviewed and can be confirmed to be drawing from the conformed 2014 RTP or meeting the other requirements. Therefore the following regional emissions analysis results are valid for the purposes of demonstrating conformity.

Table 4.3. Regional Emissions Analysis Results – Financially Constrained 2014 RTP

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

Timely Implementation of Transportation Control Measures (TCMs)
The second 10-year carbon monoxide maintenance plan includes three transportation control measures which the Portland metropolitan remains subject to through 2017 as long as all the conditions are met. These TCMs are:

1) Bicycle Infrastructure - Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP)
2) Pedestrian Infrastructure - Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP.
3) Transit Service Increase - Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017).

Bicycle projects implementing transportation control measures for air quality
Between 2006 and 2021 the total miles of bicycle infrastructure awarded funding to be constructed is 63.71 miles. This far exceeds the TCM requirements to build of 28 miles to be built by the year 2017. This represents an average of 9.1 miles per biennium, approximately 82% above the 5 mile per biennium target for new pedestrian improvements.

Pedestrian projects implementing transportation control measures for air quality
The region has allocated funding for 14.87 miles of pedestrian infrastructure in the region's designated centers. This exceeds the required 9 miles of new pedestrian improvements in designated centers for 2006-2017. This represents an average of 2.12 miles per biennium, approximately 41% above the 1.5 mile per biennium target for new pedestrian improvements.

Public Transit Service - implementing transportation control measures for air quality
Weighted transit service revenue hours shows a cumulative average transit service increase of 1.89 percent, which exceeds the TCM of 1.0 percent from TriMet fiscal years 2007-2016.

Demonstration of Compliance with Environmental Justice and Title VI

While federal mandates require the agency to comply with environmental justice and Title VI regulations, Metro's own agency values embed equity as a desired outcome that all agency activities, including those within and outside of the agency's federal responsibilities, strive for ensuring the benefits and burdens of growth and change are distributed equitably.

In fulfilling federal Title VI and environmental justice mandates, Metro demonstrates its agency-wide public involvement program meets, but not limited to, at a minimum the federally mandated requirements and that proper demographic and federal program assessments are completed to help shape public involvement strategies and determine whether there is disproportionate burden on environmental justice or Title VI communities. As a federal activity, the MTIP must show compliant public involvement and demographic analysis was completed. Therefore the compliance effort becomes a team effort by the different agencies which provide expenditure information for the MTIP.

The following section demonstrates how the MTIP program as a whole meets environmental justice and Title VI analysis by summarizing the different efforts undertaken by each public agency to coordinate in developing the MTIP as well as outlining the upcoming public involvement and analytical work for the 2015-2018 MTIP.

Public Involvement

Metro
In Metro's 2019-2021 RFFA process, Metro used a two-step process which offered opportunities for public involvement at both the RFFA policy development and project nomination and selection.

In early 2016, Metro hosted an online questionnaire to garner public feedback on a policy approach for the regional flexible funds allocation process. In addition to the questionnaire, stakeholders were also invited to review staff's memo to JPACT, dated Nov. 30, 2015, and provide written comments. The questionnaire asked a question related to the flexible funds policy, specifically asking feedback on whether the "Step 2" process should continue to have a split between active transportation and freight projects or whether those projects should compete in one category. The questionnaire also included questions that will inform the development of the 2018 Regional Transportation Plan; the strategic plan to advance racial equity, diversity and inclusion; and the equitable housing program. More than 7800 people start the poll, with more than 5800 working through into the questions.

A regional public comment period was held after the transportation priority nomination process. In fall 2016, residents were asked to help decide how $33.15 million would be spent on the nominated projects. The online tool was translated and advertised in Spanish, Chinese, Russian, Vietnamese and Korean. More than 3700 comments were received. Following the comment period, the nominating agencies responded and considered project revisions based on comments received. Public comment input was also used by transportation coordinating committees in developing their priority project list.

The public involvement process incorporated outreach resources developed by Metro, including translated engagement materials and outreach to environmental justice and other community organizations.

For the fully packaged 2018-2021 MTIP, a 30-day public comment period will be held from April 24th through May 23rd. The main way to comment includes an online tool with public focus questionnaire. The full 2018-2021 MTIP will be available on the Metro website for comment via email, telephone, and letter.

A summary of the 2018-2021 MTIP public comment, with the public-focused questionnaire, will be included as part of this section once the public comment period is completed. Additionally, the public comment report can be found in Appendix VII as part of the adoption draft of the 2018-2021 MTIP.

ODOT

The STIP is a document that represents the whole state, so ODOT wants to ensure participation and opportunities for feedback. There are also federal regulations and state and OTC policies regarding STIP public involvement. The federal regulations state that public involvement must be proactive, must provide opportunities for early and ongoing involvement, and must continue throughout the transportation planning and programming process. The state must comply with the requirements set out in Title VI of the federal Civil Rights Act, and the Executive Order pertaining to Environmental Justice.

They further stipulate that the state provide:

- A process for demonstrating explicit consideration and response to public input during the planning and program development process.
- A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, which may face challenges accessing employment and other amenities.

ODOT's Public Involvement Policies and Procedures document (May 2009) is more prescriptive and inclusive, stating:

- The Department will provide a 45-day public review period for the draft STIP, and a 45-day public review period for a major revision of the approved STIP.
- The Department will provide statewide opportunities for public comment on the draft STIP by scheduling at least two public meetings in each of ODOT's five regions prior to adoption of the program by the OTC.
- The Department will consider all public comments on the draft STIP prior to adoption of the program by the OTC.

ODOT provides a number of opportunities for public input within the MPO boundary, including public meetings, a website, project-specific engagement in multiple languages and broad advisory committees during planning processes.

TriMet

TriMet manages its own service and capital program update through its annual budget process. A summary of the TriMet public involvement activities for updating its service and capital program can be found in Chapter three. Additional information is available from the TriMet web site at www.trimet.org.

In proposing service or fare changes, TriMet uses a variety of methods to communicate proposed changes and solicit feedback from the community and targeted populations. TriMet also engages in extensive community outreach in conjunction with large-scale projects to ensure that affected residences and businesses are informed about the impacts and benefits of the project and are provided an opportunity for input in planning and implementation. On routes where there are a significant number of limited English proficient riders, TriMet staff translates materials to ensure those riders can participate. Special attention is paid to the identification of any transit-dependent persons potentially affected by a route or service change. Consistent with the requirements of Title VI, TriMet staff use geographic information systems (GIS) mapping software to create maps that identify affected low-

income, minority, and limited English proficient communities. The analysis is shared with TriMet staff working with affected communities to identify strategies to engage minority, low-income and LEP populations.

A public engagement plan is required for any significant agency change as well as future planning objectives. Changes include those relating to fares, fare policy, service and capital projects. TriMet has an established comprehensive public involvement process to ensure minority, low-income and LEP populations are engaged through public outreach and involvement activities. TriMet's Public Engagement Framework was originally submitted to the FTA on January 2013 as part of the response to the FTA's Title VI Program Review, and has been updated as part of its 2016 submittal. TriMet's Diversity and Transit Equity Department serves as a resource to other TriMet divisions to integrate these populations into TriMet's public involvement activities.

According to the Framework, TriMet public engagement plan must include 12 critical elements:

1. Clearly defined purpose and objectives for initiating public dialogue. Shared understanding of the level and type of participation the plan is designed to generate.
2. Clear messages.
3. Specific identification of the potentially-affected public and other stakeholder groups.
    i. Special effort placed on reaching underserved populations. These may be hard-to-reach groups such as low-income individuals, transit-dependent riders or members of minority communities. Strategies to reach will include going to where people live, work, go to school, practice faith, or shop; and providing culturally-competent materials.
4. Identification of possible barriers to participation among targeted populations and strategies to reduce these barriers.
5. Language needs identified to ensure participation of Limited English Proficiency (LEP) persons.
6. Use four-factor analysis to ensure access for LEP persons:
    i. number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service;
    ii. frequency with which LEP individuals come in contact with the program or service;
    iii. nature and importance of the proposed changes to people's lives; and
    iv. resources available to the recipient and costs.
7. Identification of engagement strategies and tactics.
8. Education/ information that results in accurate and full public understanding of options (as appropriate) and related issues.
9. Reflection of brand.
10. Info-gathering process outline.
11. Timeline and staff accountabilities.
12. Documentation process.

SMART

SMART allocates its formula funding through the annual City of Wilsonville budget and Capital Improvements Program (CIP) processes. A summary of the public involvement activities for updating the City's CIP can be found in chapter three.

Planning outreach for the SMART Transit Master Plan ensured that the impacts and benefits of the TMP are equitably experienced regardless of race, national origin, gender, disabilities, English language proficiency or income levels. In doing so, SMART is committed to a policy of non-discrimination in all actions taken.

As listed in SMART's Title VI Policy, efforts to actively reach out to underserved communities includes: Spanish speaking translators available upon request; route and schedule brochures available in both English and Spanish; transit surveys conducted by SMART available in Spanish; Public meetings with translators available upon request; Multiple-language translators available to anyone contacting SMART by phone; rider alerts and other notifications printed in both Spanish and English; and Information on SMART's website automatically translated into multiple languages.

To ensure that the impacts and benefits of the Wilsonville Transit Master Plan are equitably experienced regardless of race, national origin, gender, disabilities, English language proficiency or being low-income, project staff sought initial input on outreach methods with community organizations and conducted two discussion groups that focused on (1) low-income and Spanish speaking communities and (2) older adults and people with disabilities.

Materials were available in appropriately accessible formats. Partnerships with community organizations to do Spanish outreach helped at specific, identified locations. Times of day and locations were also considered in effectively seeking all community viewpoints. Staff networked with organizations that serve Title VI/EJ populations to learn best opportunities to reach constituents, including outreach at events and schools. Staff also arranged bi-lingual display outreach at faith-based venues serving the Latino community and arranged survey input opportunities at low-income service providers, apartment complexes, and identified shopping venues.

Programmatic Compliance

As recipients of federal transportation funds, each entity is required to certify compliance with Title VI of the Civil Rights Act and Environmental Justice. These requirements extend beyond public involvement. The requirements differ depending on the entity (e.g. transit agencies, MPOs, state DOT). Therefore, the following section discusses the different programmatic requirements being addressed individual entities to comply with Title VI of the Civil Rights Act and Executive Order on Environmental Justice.

Metro

In addition to the public involvement requirements, the MTIP looks at the entire package of the upcoming four-year investment program to determine the effects policy decisions may have on environmental justice and Title VI communities. The outcomes of the assessment looks to inform public involvement approaches and draw conclusions whether additional strategies are needed with the implementation of transportation investments to address any disproportionate impacts on environmental justice communities. The programmatic assessment of the investment program provides a general sense of direction as to how well the transportation investment program is performing to outcomes prioritized by historically marginalized communities, but does not assess projects individually.

Summary of Findings of Benefits and Burdens Analysis

The 2018-2021 MTIP investments being made by MTIP partners (Metro, ODOT, SMART, and TriMet), at an aggregate scale, tend to perform in the desired direction on transportation metrics in which historically marginalized communities have identified as priorities. This rings true for the access and safety evaluation measures. As a result, the general positive direction will have realized benefits for historically marginalized communities, albeit the benefits may be incremental or hard to notice in a day-by-day interaction.

A potential disproportionate impact of high value habitats in historically marginalized and focused historically marginalized communities may be present.[1] In recognizing this potential disproportionate impact, a set of recommendations to monitor the potential habitat impacts are being recommended as the 2018-2021 MTIP investments move forward from project development to construction. These recommendations include:

- Metro staff will further look through the list of projects which overlap high value habitats and historically marginalized and focused historically marginalized communities to better understand the scope and scales of the individual projects and group them into tiers. The tiers will help to prioritize which projects which are more likely higher risk for environmental impacts.

[1] Comments from the Transportation Equity Work Group (meeting April 6, 2017) suggested looking into some contextual information pertaining to the potential disproportionate impact findings. There were some questions as to whether there is a higher level of high value habitat within historically marginalized communities and whether that may also influence the results of whether there is a potential disproportionate impact. Regardless, Metro plans to pursue the course of recommended actions outlined in the Benefits and Burdens Analysis (Appendix II).

- The tier information and the identified list of transportation investments which have a potential environmental impacts in historically marginalized and focused historically marginalized communities will be provided to sponsoring jurisdictions and the ODOT local liaison program to monitor and track outcomes of the environmental assessment, mitigation strategies, and how historically marginalized communities were part of the development of the environmental considerations.
- Follow up will be requested by Metro to the sponsoring jurisdictions on the higher risk projects to report as part of the next MTIP cycle.

Further details of the results and the assessment can be found in Appendix 2.

ODOT
ODOT certifies compliance of the STIP to Title VI including Environmental Justice requirements with the Federal Highway Administration. The Statewide Transportation Improvement Program (STIP) provides further information regarding Title VI and Environmental Justice.

TriMet
TriMet considers possible equity impacts in developing potential service and fare changes, and evaluates proposals for Major Service Changes and any fare changes for potential adverse effects, Disparate Impacts, and/or Disproportionate Burdens. Policies on Major Service Change, Disparate Impact, and Disproportionate Burden have been shared for public information, awareness, and comment. They were informed by a series of three community forums and a questionnaire sent to community service providers in spring and summer 2016, as well as feedback gathered since TriMet's last submittal in 2013. Information about the Title VI process, complaint procedures, and the proposed standards and policies have been made available via the TriMet website as well by calling the customer service phone number or emailing a dedicated email address. All changes in service meeting the definition of "Major Service Change" are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis is completed for all Major Service Changes and presented to the TriMet Board of Directors for its consideration and included in the subsequent TriMet Title VI Program report with a record of action taken by the Board.

TriMet has also established standards and policies as set forward in FTA Circular 4702.1B covering the following Standards: Vehicle Loads Service Frequency On-Time Performance Service Availability and Policies: Distribution of Amenities Vehicle Assignment. These standards and policies assist in guiding the development and delivery of service in support of TriMet's mission to provide valued transit service that is safe, dependable, and easy to use. They also provide benchmarks to ensure that service design and operations practices do not result in discrimination on the basis of race, color, or national origin. They establish a basis for monitoring and analysis of service delivery, availability, and the distribution of amenities and vehicles to determine whether or not any Disparate Impacts are evident. The Service Monitoring section of the Title VI Program report provides a description of the current analysis of performance/outcomes for each respective standard and policy, comparing the service and amenities provided for minority and non-minority populations respectively, and the conclusions in regard to any Disparate Impacts. As required, TriMet certifies its compliance with the Federal Transit Administration every three years. The most recent Title VI Program report may be found here: https://trimet.org/about/pdf/2016-title-vi.pdf.

SMART
SMART certifies compliance with Title VI and environmental justice requirements with the Federal Transit Administration. SMART updated and adopted its Title VI Program (see Appendix X) in November of 2016 which includes Title VI Standards and policies, Limited English Proficiency (LEP) Plan, and Discrimination Complaint Procedures. SMART's Program Manager serves as the LEP Coordinator to ensure that SMART satisfies the intent of the LEP Plan by making information available to LEP individuals, offering ways for them to participate in SMART's public participation efforts and ensuring the process is in place for direct input and feedback. SMART's Transit Director, who reports to the Wilsonville City Manager, serves as the overall Title VI Compliance Officer. The Compliance Officer is responsible for ensuring that SMART is meeting its obligations under Title VI of the Civil Rights Act of 1964.

Wilsonville SMART publicizes its Title VI program by posting its commitment to providing services without regard to race, color, or national origin in all buses and in the City of Wilsonville Library, City Hall, the driver break room, and the SMART administration and maintenance facilities. Furthermore, SMART provides information regarding Title VI obligations on the website and in customer brochures.

SMART goes through the FTA Triennial Review process where federal workers will check to ensure SMART is upholding its Title VI policies and procedures.

Demonstration of Compliance with Americans with Disabilities Act

As an extension of Civil Rights laws, Metro and all other entities which receive federal funds must demonstrate their activities are incorporating and complying with the American with Disabilities Act (ADA). As it pertains to the 2018-2021 MTIP, partners must address how the agency and the transportation investments are addressing ADA requirements. The following section describes the activities being undertaken by each MTIP partner to comply with ADA.

Metro
As an MPO, Metro receives discretionary control over the urban portion of federal transportation funding which comes to the state. As a result, Metro operates a regional flexible fund allocation process to distribute the discretionary funds to transportation projects which address multiple goals. After the allocation of regional flexible funds, Metro releases oversight and implementation responsibilities for the individual transportation investments to the ODOT local liaison program. The local liaison program develops the intergovernmental agreement and ensures the project is complying with all applicable federal requirements.

As part of ODOT's new requirements for project development, the local liaison program has instituted a number of new guidelines and information regarding project design and applicability for compliance with ADA. Since the capital transportation investments from the 2019-2021 regional flexible funds will be overseen by the local liaison program, these new project development requirements will ensure Metro's MPO investments complies with ADA.

Additionally, Metro will begin the development of an ADA Transition Plan in 2017.

ODOT
Since the 1990 American's with Disabilities Act (ADA) was implemented, ODOT has had policies, standard drawings and guidance in place for project delivery teams to use and follow. As is typical with many topics, some of the guidance has changed through time.

Recent activities ODOT has and is undertaking that pertain to the ADA are:

- Based the 2013 Joint Technical Guidance issued by USDOJ/USDOT on implementing ADA, ODOT issued Technical Bulletin RD13-02(B) that clarified that 1R (Pave only) projects are Alterations that required addressing curb ramps where applicable.
- Updating ODOT's ADA Transition Plan, expected to be adopted late spring of 2017. This is an update to ODOT's 2011 Transition Plan. Previous Transition Plans are dated 1997, 2004 and 2011.
- Updating ODOT's curb ramp standard drawing to, among other things, require designing curb ramps to flatter grades than the ADA maximum grades, essentially building in construction tolerances.
- Updating the Oregon Standard Specifications for Construction, section 00759, to require more robust efforts by construction contractors as they construct curb ramps.
- Implementing an improved curb ramp design checklist and corresponding curb ramp design exception process to document situations where the required curb ramp cannot be built to be fully compliant with ADA requirements.
- Implementing improved design and construction pedestrian signal standards to better assure accessible pedestrian signals.
- Implementing a curb ramp inspection training and certification program to assure constructed curb ramps are compliant.
- Updating ODOT's curb ramp inventory, to be complete in December 2017.

- Developing improved guidance, standards and specifications that require all work zones on or along the state highway system to develop and implement Temporary Pedestrian Accessible Route Plans (TPARP)
- Identified approximately $23 million dollars in the 2018-2021 ODOT STIP that will be used to specifically address curb ramps and other barriers on the state highway public right of way.

TriMet

TriMet Design Criteria speaks specifically to meeting ADA regulations and guidelines. Chapter 1-General, 1.1, A. "Specific attention should be given to the Final Rule of the U.S. Department of Transportation regarding Transportation for Individuals with Disabilities, published in the Federal Register of September 6, 1991, and to any succeeding modifications that may be issued. The applicability of that document is noted in several sections of this Design Criteria Manual where it appears to be particularly appropriate. However, the regulations must be adhered to in all areas, whether or not mentioned here." And section 1.2 References, Standards, Regulations, Codes, Guidelines, C. Federal, State, Local, 3. "US Department of Justice 2010 ADA Standards for Accessible Design"

Additional chapters in the Design Criteria manual that include specific reference to ADA regulations include;

- Chapter 2 – Civil
- Chapter 6 – Stations
- Chapter 7 – Structures
- Chapter 8 - Light Rail Vehicles
- Chapter 9 – Light Rail Transit Operations Facilities
- Chapter 15 – Light Rail Crossing Safety
- Chapter 16 – Small Buildings
- Chapter 17 - Parking Facilities
- Chapter 19 – Public Art
- Chapter 20 – Bus Facilities
- Chapter 25 – Signage and Graphics
- Chapter 26 – Elevators
- Chapter 28 – Amenities
- Chapter 29 – Bus Rapid Transit

Some recent TriMet projects whose development and implementation show compliance with the ADA-

- Portland/Milwaukie Light Rail Project (open September, 2015)
- Blue Line Rehabilitation Projects (2015 to current)
- Elevator renovation projects (2016 to current)
- Efare, Fare Enforcement projects (2015 to current)
- Red Line Extension; Operators Break Facility (Final Design completed, 2016)
- Backup Command Center (current)
- Powell LIFT Replacement Project (current)
- Kings Hill Station upgrades in response to ADA audit (current)
- Clackamas Town Center Garage upgrades in response to ADA audit (design completed, pending construction)
- Washington Park retrofit project (current)

SMART

A few of SMART's more salient advances supported by funding allocations for 2018 -2021 include providing low and true no cost transportation options for its ADA riders. SMART is proud to be recognized as one of the few remaining fare-free transit systems in the country. SMART has also recently implemented a new travel training program, which provides specific training to all who desire a better understanding of how riding SMART and accessing associated services can improve their quality of life. Finally, SMART has worked with all concerned parties to ensure that curb-cuts are properly installed and maintained and that SMART bus stops are completely accessible to the extent possible.

The Transit Master Plan slated for adoption in 2017 addresses the potential for a separate City ADA plan to asses Dial-a-Ride service efficiencies and how to maximize existing services.

Metropolitan Transportation Improvement Program Investment Delivery Progress

Major Projects Implemented

The 2015-2018 MTIP serves as the current expenditure program for the Portland metropolitan region. Since the adoption of the program in 2014, the region has accomplished a number of the projects it had anticipated. The following list of projects, in order by geography, has been completed from January 2015 – Spring 2017.

Clackamas County

PROJECT NAME
Sunrise System: Industrial Area Freight Access
Highway 212-224 Improvements

Multnomah County

PROJECT NAME
PSL - OMSI to Riverplace or South Waterfront (close loop)
Fifties Bikeway, NE/SE – Tillamook to Woodstock
Division Streetscape and Reconstruction
Killingsworth, N - Interstate - MLK Jr Boulevard: Street Improvements
102nd Ave, NE/SE – Glisan - Stark: Gateway Plan District Multi-modal Improvements, Phase II
Twenties Bikeway, NE/SE - Lombard – Clinton
Active Corridor Management Projects on I-84/Powell/Glisan/Sandy
Portland Bike Share
N. Williams Traffic Safety Operations
Willamette Greenway Trail/Chimney Park
Sellwood Bridge Replacement
Troutdale Interchange (exit 17) Improvements
I-205/Airport Way Interchange
I-5 Delta Park Phase 1
I-5 Delta Park Phase 2
I-5 Delta Park phase 3
I-5 North Macadam

Washington County

PROJECT NAME
Oleson Road Bridge
Oak and Baseline: S 1st – SE 10th
Baseline Road Improvements
Barber Street Extension
Rose Biggi Avenue Extension
OR 219: ITS
US 26 Shute Road Interchange
I-5 NB Phase 3 - Auxiliary Lane Extension

Regional Projects

PROJECT NAME
MAX Light Rail – South Corridor Phase 2: Portland to Milwaukie

Delays to Planned Implementation and Carry Over

At the outset of each MTIP cycle, Metro formulates a proposal that seeks to balance constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in expending and delivering its approved transportation projects. If projects that are scheduled to spend funds in a given year are delayed, through a formal request process, the local jurisdiction can receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

Below is a geographic listing of projects that have experienced a delay to implementation from their original programming in a previous MTIP. Additionally, some projects scheduled to receive funds will slip from scheduled completion to a future year. Projects are listed geographically.

NOTE: This section is to be completed and filled in after the 2018-2021 MTIP public comment period as more jurisdictions will know whether projects will get obligated in the fiscal year.

Clackamas County

PROJECT NAME
Trolley Trail Bridge: Gladstone to Oregon City
SMART Associated Improvements & Preventative Maintenance
Wilsonville Mass Transit Program (15-17)

Multnomah County

PROJECT NAME
Division St Construction Includes Mutli-Use Path, Sidewalk, and Pedestrian Crossings
Red Electric Trail: SW Bertha - SW Vermont
40 Mile Loop: Blue Lake Park - Sundial Rd
Foster Road Streetscape: SE 50th – SE 92nd Ave
East Metro Connections ITS
N/NE Columbia Blvd Traffic/Transit Signal Upgrade
Springwater Trail Gap: SE Umatilla St - SE 13th Ave
Willamette Greenway Trail: Columbia Blvd Bridge
NE 238th Dr: NE Halsey St - NE Glisan St
NE Columbia Blvd: Cully Blvd & Alderwood Rd
Sandy Blvd: NE 181st Ave to East Gresham City Limit
OR99W: SW 26th Ave-SW 19th Ave
Portland Central City Safety Project - Phase 2
N Rivergate Blvd: N Time Oil Rd – N Lombard St
N. Going to the Island Freight Project
HSIP 2016 Signalized Improvements (Portland)
NE Kane Drive at Kelly Creek Culvert

Washington County

PROJECT NAME

OR99W: SW Beef Bend Rd - SW Durham Rd
OR99W:Corridor Safety & Access to Transit
Fanno Creek Trail: Woodard Park-Bonita Rd/85th Ave-Tualatin Bridge

Regional Projects

PROJECT NAME
TriMet Bus/Rail Transit Enhancements

What's to come with the 2018-2021 MTIP?

The 2018-2021 MTIP programs represent just over $1 billion of federal transportation funding expected to be made available to projects within the Metro region. Just over $467 million of local match and state transportation revenues are also programmed to projects, making total expected funding for transportation projects in the region during the four-year time period of the MTIP just under $1.5 billion dollars. Some of the key differences and exciting investments are discussed from each prioritization program.

Metro's Regional Flexible Fund Allocation – Highlights of Outcomes

Awarded Transportation Investments – Differences between the 2016-2018 and the 2019-2021 RFFA cycles

The 2019-2021 RFFA prioritization process continues most of the funding categories of the 2016-2018 allocation, save for one. It also makes a number of process refinements aimed at further emphasizing investment in regional-scale projects. The policy-making phase of the RFFA process sought to gather input from a broad cross-section of the region, representing business, freight, equity, education, active transportation, transit and other interests. Their input led to a refinement and continuation of the 2016-2018 RFFA policy. This two-step policy provides dedicated funding to transit capital investments, and other programs aimed at system operations in step one, and provides project funding in the areas of active transportation and freight in step two.

The 2019-2021 RFFA responded to the need to continue the region's investments in building the next phases of the regional transit network. It also recognized that similar investments were also needed in the roadway and active transportation networks. To address these needs, a portion of step one funding was committed to long-term bond repayments. Bond proceeds are to be used to fund construction of two high-capacity transit projects, and for project development work on three freeway bottleneck projects and selected active transportation projects. Funding increases were also awarded to demand and system management programs to increase investments in Safe Routes to School and greenhouse gas emission reductions.

The step two policy areas and allocation split: active transportation and complete streets (75% of allocated target amount) as well as freight and green economy (25% of allocated target amount) were also carried forward from the 2016-2018 transportation project nomination. As in the 2016-2018 RFFA cycle, the active transportation projects focused on filling in gaps in the bicycle and pedestrian network and safety concerns, which prevent communities from utilizing forms of active transportation. The freight projects also continued to focus on smaller scale investments that improve access to industrial lands and connections between freight modes.

(A third step in the 2016-2018 allocation, the Regional Economic Opportunity Fund (REOF) reflected one-time revenues not anticipated to be available in future funding cycles, and as such, was not carried forward in the 2019-2021 RFFA.)

Prioritization Process – Differences between the 2016-2018 and the 2019-2021 RFFA cycles

Following the 2016-2018 RFFA cycle, staff conducted a retrospective process, aimed at gathering feedback from stakeholders for the purpose of improving the 2019-2021 cycle to be more responsive to the needs of the region. Key issues identified through the retrospective brought about several changes in how RFFA policy and project selection processes were conducted:

- Stakeholders, representing a broad spectrum of perspectives, were brought into the policy-making process from the outset to better identify community needs. Their input led to increased investment in Safe Routes to School program funding
- The selection of step two projects was brought back to the regional table, and sub-regional funding targets were eliminated
- The need for additional investment in large-scale projects led to prioritizing funding via bond revenue for project development

The 2019-2021 RFFA utilized two public comment opportunities to allow stakeholders to weigh in on the proposed MTIP-RFFA policy document, and the nominated projects to assess support and gather input on community needs. Both public comment opportunities were hosted by Metro and extra efforts were made to gather feedback from environmental justice communities. Metro developed different resource materials, including an online interactive map and quick polls, translated project descriptions, translation services, and advertisements to encourage environmental justice communities to provide feedback. Additionally, Metro reached out to community organizations and faith-based institutions to gather input. The result was nearly 3,700 public comments during the regional public comment on the 2019-2021 RFFA nominated projects. This marked a significant increase over the 800 public comments received during the regional public comment on 2016-2018 RFFA nominated projects. In particular, the significant amount of public comments received regarding the City of Portland's Brentwood-Darlington Safe Routes to School project led to its support at JPACT and subsequent funding.

The 2019-2021 RFFA marked a shift away from the 2016-2018 RFFA project nomination process. In the 2016-2018 cycle, the county coordinating committees and the City of Portland nominated projects that met criteria and fit within a pre-determined target amount. While the 2016-2018 process provided greater local control of the transportation investment prioritization process, the 2019-2021 process reflected a desire by policy-makers to coordinate investments at a regional level.

ODOT's STIP – Highlights and Outcomes
For a full review of the 2018 – 2021 STIP process refer to the ODOT STIP introduction.

For the projects developed through the state selection processes within the Metro boundary, ODOT and Metro followed the full 3-C process. The 2018-2021 STIP process largely maintained the structure of the 2015-2018 cycle, preserving a "fix it first" mentality that prioritizes maintaining and improving the existing system. The 2018 – 2021 STIP process was heavily focused on system and asset preservation. Projects within these categories include projects such as pavement preservation, bridge, culverts, safety, and others. Most of these projects are derived from statewide asset management systems that evaluate the current and future projected asset condition to prioritize potential investment actions. Safety similarly is based upon a data driven approach using the Safety Priority Indexing System (SPIS) to prioritize safety investment needs and then must meet benefit/cost criteria.

The 2018 – 2021 STIP also included an Enhance program that was focused on non-highway investment priorities. Enhance funds in the 2018-2021 STIP are targeted to improvements that can demonstrate a benefit to the state's multimodal transportation system. These are projects that improve the state transportation system or are an eligible activity within the Transportation Alternatives programs, and are consistent with statewide, regional and local plans. The Enhance program created in the 2015-2018 STIP cycle was a significant change and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. By further narrowing the Enhance program in 2018-2021 to a non-highway set of criteria, ODOT invested in a number of access-to-transit and active transportation projects.

These projects were proposed by project sponsors including local agencies, Metro, Tri-Met, and other entities eligible to receive federal transportation funds. ODOT led the project selection process using the goals and objectives from the Oregon Transportation Plan to prioritize and select projects. Both Metro and the Region 1 Area Commission on Transportation helped provide advice and guidance for priority enhance projects as part of this coordinated process.

Since the previous STIP cycle, ODOT also created the Region 1 Area Commission on Transportation (ACT), which assumed the role previously held by a STIP stakeholder committee to make recommendations on regional STIP projects to the Oregon Transportation Committee (OTC). The ACT held multiple public meetings to select projects for the Enhance program that were eventually adopted into the draft 2018-2021 STIP by the OTC.

TriMet's – Highlights and Outcomes

TriMet's 2018 – 2021 process includes similar categories of expenditure to the previous 2016-2018 cycle. The emphasis continues to be on maintaining a state of good repair, while providing mobility for seniors and persons with disabilities, and using flexibility in5307 funds to provide better access to jobs in certain parts of the region.

State of Good Repair – TriMet continues to use 5307, 5337, and 5339 funding to maintain a state of good repair and (with 5339) replace rolling stock. Funding supports capital maintenance for bus and rail from both 5307 and 5337 and bus purchase from 5339.

Services for Seniors and Persons with Disabilities – 5310 funding continue to support services and facility improvements in excess of ADA requirements in order to enhance mobility for seniors and persons with disabilities.

Enhanced Access to Jobs - A small portion of 5307 funding is being used to support Community/Job Connectors, some of it formerly funded with Job Access/Reverse Commute funding. These popular services were identified in TriMet's Service Enhancement Plans and garnered strong support from stakeholders and communities. They provide access to jobs in employment areas and residential areas that would not support productive fixed-route transit services, helping address the "last mile/first mile" challenge. This is an expansion from previous use, as the services have gained support and become better defined through TriMet's public process during the Service Enhancement Plans. In addition, CMAQ funding support the Regional Transportation Options Program which works with employers to enhance mobility options for employees throughout the region and offers marketing and support for a broad range of mobility options including transit, biking, walking, and ridesharing.

Safety & Access to Transit – FY2018 will see the expenditure of most of the remaining STP providing via the state the TriMet received to improve sidewalks, crossings, and bus stops in three high-ridership corridors with poor pedestrian infrastructure. The remainder is programmed for completion in FY19 on the Powell-Division corridor, improving pedestrian safety and access in advance of the anticipated Small Starts Division transit project.

Low & No Emissions – TriMet successfully competed for a grant to purchase battery-powered all-electric buses to replace old diesel buses. The 5339 funding is programmed to procure and deploy five batter electric buses and the necessary charging infrastructure to operate.

Mobility Management – TriMet was also successful in competing and winning a "MOD Sandbox" grant. This 5312 funding is going toward development of open source solutions for integrating Shared-Use Mobility (SUM) such as ride-hailing services and bikeshare into the Open Trip Planner and improve open source geocoding resources. Use of this relatively small grant will support not only significant improvements in TriMet customers' access to mobility options, but because it is open source, the same solution can be adopted and customized for use throughout the nation.

5309 Capital Investment Grants – TriMet anticipates receiving the remainder of the 5309 New Starts grant for the Orange Line MAX light rail project which opened in September, 2015 and serves over 12,000 boardings on an average weekday. For federal FY18, $100 million in 5309 New Starts funding is anticipated and has been included in the President's proposed budget. The federal FY19 anticipated payment of $40.7 million would finish the payments identified in the Full Funding Grant Agreement for the Orange Line from the Federal Transit Administration. During the 2018-2021 cycle, TriMet anticipates seeking a recommendation for Small Starts funding in the federal FY19 budget for the Division Transit Project, and expects to apply for Project Development for the Southwest Corridor Light Rail Project. In addition, this region uses flexible CMAQ and STP funds to fund bonds for transit capital projects, and these uses continue in 2018-2021, using flexible federal funds to leverage other local, state, and 5309 federal funding.

SMART's Capital Improvement Program – Highlights and Outcomes

Awarded Transportation Investments – Differences between the 2015-2018 and the 2019-2021 SMART cycles

The 2015-2018 SMART funding cycle prioritized the update of the City of Wilsonville's Transit Master Plan (TMP), bus replacements and added information technology to maximize system performance and efficiency. Based on public input, service efficiency, funding and planning guidelines, the updated TMP determines policy and financial direction for transit capital and service programs for the next five to eight years. In the past funding cycle, SMART also obtained six new buses which replaced outdated and low-efficiency vehicles. Two of these new vehicles are powered by compressed natural gas, a clean energy fuel. With upgraded technology, SMART updated its computer-aided dispatching software to streamline data collection relative to passenger loads, route planning, and fuel consumption to better plan for and measure system performance. This update has allowed SMART to increase capacities for all Dial-a-Ride programs. Ridership saw a 53% increase from 2015 to 2016 with no additional services added, mainly attributed to the new software.

SMART's planned programming for the 2019-2021 cycle will implement the TMP recommendations and further federal, state, regional, and local transportation goals by emphasizing access and services for seniors and people with disabilities, further develop transportation options programs for employers of Wilsonville and continued investment in technology. Similar to the previous funding cycle, funds will also be utilized for bus capital and preventative maintenance.

Prioritization Process – Differences between the 2015-2018 and the 2019-2021 SMART cycles

SMART's priorities for the 2019-2021 cycle will be improving services for seniors and people with disabilities and expanding transportation options for Wilsonville employers. The prioritization of these services is highlighted in the Transit Master Plan, to be adopted in June 2017. This document helps determine the best return on public investment in infrastructure and programs. In addition, the TMP emphasis and recommends routes that enhance regional connectivity of transportation systems.

SMART programming for the 2019-2021 cycle will enhance service for seniors and people with disabilities by improving bus stops, developing a travel training program, updating the application Dial-a-Ride process, and continued technological improvements. Bus stop improvements will better comply with ADA requirements and increase the accessibility and mobility of people, provide more safety, and ensure equitable service. The RideWise Travel Training program will continue to increase service efficiencies by training eligible customers to ride the existing fixed-route service as opposed to the Dial-a-Ride (DAR) program. SMART also plans to update the DAR application process to include interviews which will help determine eligibility for travel training or DAR services. Technology improvements for system tracking and monitoring will aid in accurate reporting, system efficiency and access.

SMART plans to expand its SMART Options Program to reduce single-occupancy vehicles by providing transportation options resources for Wilsonville employers. These transportation options include biking, walking, vanpooling and other means of getting to work that exclude driving alone. These efforts will continue to reduce greenhouse gas emissions and increase economic prosperity, human health, and safety.

Chapter 5: MTIP Programming

Programming of funds refers to the assignment of transportation investments by phase (planning, project development, final design, right-of-way and construction) to the types of federal funds and expected years of expenditure. Metro works in cooperation with all of the region's local and regional transportation agencies to select which transportation priority investments will be funded with federal transportation discretionary funds. To manage equitable access to the regional flexible funds (Urban STP/STBG, CMAQ and TA), Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves transportation funding being split into different fiscal years with preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

Balancing project expenditures with annual revenue limits becomes more difficult when a single project requires a large sum to complete one or more phases of work in one year. A project that requires above $5 to $6 million can make it difficult for other more modest projects to proceed in a given year. There are no adopted rules for making such decisions, except that the volume of project work that can proceed in any one year must fall within the revenue that is available that year, including conditional access to statewide resources. (See fiscal constraint discussion in Chapter 4.)

The regional flexible funds (Urban STP/STBG, CMAQ and TA) are awarded by Metro to sponsoring agencies, which then contracted with ODOT to obtain access to the funds. These agencies are ultimately responsible for operation of newly constructed facilities. Administrative responsibility for the regional flexible funds is essentially split between Metro, ODOT, and a broad selection of local sponsoring agencies. (See Regional Flexible Fund discussions in Chapter 3 and 4.)

The next several pages include the programming for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2018-2021. The transportation investments are organized by lead agency and are in alphabetical order.

The following table describes the frequently used terms in the Chapter 5 programming:

Table 5.1 Frequently Used Terms in the 2018-2021 MTIP Programming Tables

ODOT Key	This is a unique identification number assigned to a program or a project by the ODOT to organize all transportation projects within the State Transportation Improvement Program (STIP).
MTIP ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the Metropolitan Transportation Improvement Program (MTIP).
RTP ID	This is a unique identification number assigned to a program or project by the MPO (Metro) to organize all transportation projects within the long range Regional Transportation Plan.
Project Type	This is the primary mode for the project.
Lead Agency	The agency that is contractually responsible for managing and delivering the project.
Phase	The type of work being completed on the project with funds programmed for the fiscal year identified. Includes: **Planning:** activities associated with preparing for projects for implementation, from broad systems planning to project development activities. **Preliminary engineering:** work to create construction and environmental documents. **Right of way:** activities associated with investigating needs for use of land for the construction or operation of a project. **Construction:** activities associated with the physical construction of a project.

	Other: Activities for programs or projects not defined by one of the other phase activities defined above.
Year	The programming year is the federal fiscal year funds are expected to be available for the project. The federal fiscal year begins October 1st of the year prior to the identified year (FFY 2018 is October 1, 2017 through September 30, 2018).
Fund Type	Description of the federal, state or local funds assigned to a project phase
Federal Amount	Federal funding authority made available to a project to reimburse eligible project related expenses.
Minimum Local Match	Funding required to be provided by the lead agency to qualify for the federal funding authority programmed to the project.
Other Amount	Additional funding from non-federal sources identified as available to the project.
Total Amount	The amount of funding programmed as available to the project within the timeframe of the 2018-2021 Metropolitan Transportation Improvement Program.
Estimated Total Project Cost	This includes cost of the project spent prior to 2018 and costs that may be necessary to complete the project after 2021.
YOE$	All funds programmed in the FY18-21 MTIP are represented in year of expenditure (YOE) dollars.

LEAD AGENCY		Beaverton					
PROJECT NAME		**OR8: Canyon Road Streetscape and Safety Project**					
Project IDs		Project Description					Project Type
ODOT KEY	**19275**	The project will design and construct intersection and crossing facilities as well as a short bike connection to parallel regional bike routes along Canyon Road (OR 8) between SW 117th Avenue to the east and SW Hocken Avenue to the west.					Active Transportation
MTIP ID	70687						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$2,962,000	$339,014	$0	$3,301,014
			FY 18-21 Totals	$2,962,000	$339,014	$0	$3,301,014
			Prior Years' Totals	$573,000	$65,583	$0	$638,583
			Estimated Project Cost (YOE$)	**$3,535,000**	**$404,597**	**$0**	**$3,939,597**

LEAD AGENCY		Clackamas County					
PROJECT NAME		**Clackamas County Regional Freight ITS Project**					
Project IDs		Project Description					Project Type
ODOT KEY	**18001**	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas though a variety of ITS system enhancements.					Roadway and bridge
MTIP ID	70478						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$1,524,620	$174,500	$0	$1,699,120
			FY 18-21 Totals	$1,524,620	$174,500	$0	$1,699,120
			Prior Years' Totals	$495,380	$56,698	$0	$552,078
			Estimated Project Cost (YOE$)	**$2,020,000**	**$231,198**	**$0**	**$2,251,198**

LEAD AGENCY		Clackamas County					
PROJECT NAME		**Jennings Ave: OR 99E to Oatfield Rd**					
Project IDs		Project Description					Project Type
ODOT KEY	**19276**	The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd.					Active Transportation
MTIP ID	70674						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	STP - Urban	$403,785	$46,215	$0	$450,000
Construction		2018	STP - Urban	$2,414,062	$276,300	$0	$2,690,362
			FY 18-21 Totals	$2,817,847	$322,515	$0	$3,140,362
			Prior Years' Totals	$583,245	$66,755	$0	$650,000
			Estimated Project Cost (YOE$)	**$3,401,092**	**$389,270**	**$0**	**$3,790,362**

LEAD AGENCY		Clackamas County				
PROJECT NAME		**Sunrise System: Industrial Area Freight Access**				
Project IDs		Project Description				Project Type
ODOT KEY	**19354**	The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path.				Roadway and bridge
MTIP ID	70681					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	STP - Urban	$8,267,000	$946,195	$0	$9,213,195
		FY 18-21 Totals	$8,267,000	$946,195	$0	$9,213,195
		Estimated Project Cost (YOE$)	**$8,267,000**	**$946,195**	**$0**	**$9,213,195**

LEAD AGENCY		Gresham				
PROJECT NAME		**NE Cleveland Ave.: SE Stark St - NE Burnside**				
Project IDs		Project Description				Project Type
ODOT KEY	**20808**	Providing bike lanes sidewalks curbs and gutters.				Roads and Bridges
MTIP ID	70878					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	STBG-URBAN	$451,491	$51,675	$0	$503,166
Purchase right of way	2020	STBG-URBAN	$376,569	$43,100	$0	$419,669
Construction	2021	STBG-URBAN	$2,313,096	$264,744	$687,528	$3,265,368
		FY 18-21 Totals	$3,141,156	$359,519	$687,528	$4,188,203
		Estimated Project Cost (YOE$)	**$3,141,156**	**$359,519**	**$687,528**	**$4,188,203**

LEAD AGENCY		Gresham				
PROJECT NAME		**NE Kane Drive at Kelly Creek Culvert**				
Project IDs		Project Description				Project Type
ODOT KEY	**19787**	Remove existing temporary culvert. Install new culvert storm water system and repair roadway. Work includes upstream restoration and downstream pond mitigation.				Roadway and bridge
MTIP ID	70850					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	Emergency Relief	$3,864,671	$442,329	$0	$4,307,000
		FY 18-21 Totals	$3,864,671	$442,329	$0	$4,307,000
		Prior Years' Totals	$1,317,237	$150,764	$0	$1,468,001
		Estimated Project Cost (YOE$)	**$5,181,908**	**$593,093**	**$0**	**$5,775,001**

LEAD AGENCY		Gresham					
PROJECT NAME		**Sandy Blvd: NE 181st Avenue to East Gresham City Limit**					
Project IDs		Project Description					Project Type
ODOT KEY	**19279**	The project will construction multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.					Active Transportation
MTIP ID	70684						
RTP ID	10443						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$2,091,000	$239,324	$0	$2,330,324
			FY 18-21 Totals	$2,091,000	$239,324	$0	$2,330,324
			Prior Years' Totals	$1,492,100	$170,778	$0	$1,662,878
			Estimated Project Cost (YOE$)	**$3,583,100**	**$410,102**	**$0**	**$3,993,202**

LEAD AGENCY		Happy Valley					
PROJECT NAME		**SE 129th Avenue - Bike Lane and Sidewalk Project**					
Project IDs		Project Description					Project Type
ODOT KEY	**19280**	The project will build a sidewalk and add bike lanes along SE 129th Avenue.					Active Transportation
MTIP ID	70683						
RTP ID	10081						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	TAP Metro	$474,104	$54,263	$0	$528,367
Construction		2018	STP - Urban	$1,738,727	$199,005	$0	$1,937,732
Construction		2018	OTHER	$0	$0	$339,901	$339,901
			FY 18-21 Totals	$2,212,831	$253,268	$339,901	$2,806,000
			Prior Years' Totals	$892,814	$102,187	$0	$995,001
			Estimated Project Cost (YOE$)	**$3,105,645**	**$355,455**	**$339,901**	**$3,801,001**

LEAD AGENCY		King City					
PROJECT NAME		**OR99W: SW Beef Bend Rd - SW Durham Rd**					
Project IDs		Project Description					Project Type
ODOT KEY	**18807**	Install sidewalk on the west side of OR99W					Pedestrian
MTIP ID	70769						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	State STP (M240)	$26,919	$3,081	$0	$30,000
Construction		2018	State STP (M240)	$753,133	$86,199	$0	$839,332
Construction		2018	OTHER	$0	$0	$107,275	$107,275
			FY 18-21 Totals	$780,052	$89,280	$107,275	$976,607
			Prior Years' Totals	$133,787	$15,313	$15,313	$164,413
			Estimated Project Cost (YOE$)	**$913,839**	**$104,593**	**$122,588**	**$1,141,020**

LEAD AGENCY		Metro					
PROJECT NAME		**Corridor and Systems Planning (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19295**	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.					System/corridor planning
MTIP ID	70673						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2018	STP - Urban	$522,610	$59,815	$0	$582,425
			FY 18-21 Totals	$522,610	$59,815	$0	$582,425
			Estimated Project Cost (YOE$)	**$522,610**	**$59,815**	**$0**	**$582,425**

LEAD AGENCY		Metro					
PROJECT NAME		**Corridor and Systems Planning (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20887**	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.					System/corridor planning
MTIP ID	70871						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2019	STBG-URBAN	$536,391	$61,392	$0	$597,783
			FY 18-21 Totals	$536,391	$61,392	$0	$597,783
			Estimated Project Cost (YOE$)	**$536,391**	**$61,392**	**$0**	**$597,783**

LEAD AGENCY		Metro					
PROJECT NAME		**Corridor and Systems Planning (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20888**	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.					System/corridor planning
MTIP ID	70871						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2020	STBG-URBAN	$552,539	$63,241	$0	$615,780
			FY 18-21 Totals	$552,539	$63,241	$0	$615,780
			Estimated Project Cost (YOE$)	**$552,539**	**$63,241**	**$0**	**$615,780**

LEAD AGENCY		Metro					
PROJECT NAME		**Corridor and Systems Planning (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20889**	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.					System/corridor planning
MTIP ID	70871						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	STBG-URBAN	$571,070	$65,362	$0	$636,432
			FY 18-21 Totals	$571,070	$65,362	$0	$636,432
			Estimated Project Cost (YOE$)	**$571,070**	**$65,362**	**$0**	**$636,432**

LEAD AGENCY		Metro					
PROJECT NAME		**High-Capacity Transit Bond Commitment (New) 2019**					
Project IDs		Project Description					Project Type
ODOT KEY	**20890**	Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.					Transit
MTIP ID	70890						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	STBG-URBAN	$5,140,000	$588,296	$0	$5,728,296
			FY 18-21 Totals	$5,140,000	$588,296	$0	$5,728,296
			Estimated Project Cost (YOE$)	**$5,140,000**	**$588,296**	**$0**	**$5,728,296**

LEAD AGENCY		Metro					
PROJECT NAME		**High-Capacity Transit Bond Commitment (New) 2020**					
Project IDs		Project Description					Project Type
ODOT KEY	**20891**	Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.					Transit
MTIP ID	70890						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	STBG-URBAN	$5,140,000	$588,296	$0	$5,728,296
			FY 18-21 Totals	$5,140,000	$588,296	$0	$5,728,296
			Estimated Project Cost (YOE$)	**$5,140,000**	**$588,296**	**$0**	**$5,728,296**

LEAD AGENCY		Metro					
PROJECT NAME		**High-Capacity Transit Bond Commitment (New) 2021**					
Project IDs		Project Description					Project Type
ODOT KEY	**20892**	Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.					Transit
MTIP ID	70890						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	STBG-URBAN	$5,140,000	$588,296	$0	$5,728,296
			FY 18-21 Totals	$5,140,000	$588,296	$0	$5,728,296
			Estimated Project Cost (YOE$)	**$5,140,000**	**$588,296**	**$0**	**$5,728,296**

LEAD AGENCY		Metro					
PROJECT NAME		**PORTLAND METRO PLANNING SFY20**					
Project IDs		Project Description					Project Type
ODOT KEY	**20595**	Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process.					Other
MTIP ID	70984						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2019	Metro Planning (Z450)	$1,907,827	$218,359	$0	$2,126,186
Planning		2019	Metro PL (5303)	$618,917	$70,838	$0	$689,755
			FY 18-21 Totals	$2,526,744	$289,197	$0	$2,815,941
			Estimated Project Cost (YOE$)	**$2,526,744**	**$289,197**	**$0**	**$2,815,941**

LEAD AGENCY		Metro					
PROJECT NAME		**PORTLAND METRO PLANNING SFY21**					
Project IDs		Project Description					Project Type
ODOT KEY	**20596**	Portland Metro MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.					Other
MTIP ID	70985						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2020	Metro Planning (Z450)	$1,907,827	$218,359	$0	$2,126,186
Planning		2020	Metro PL (5303)	$618,917	$70,838	$0	$689,755
			FY 18-21 Totals	$2,526,744	$289,197	$0	$2,815,941
			Estimated Project Cost (YOE$)	**$2,526,744**	**$289,197**	**$0**	**$2,815,941**

LEAD AGENCY		Metro					
PROJECT NAME		**PORTLAND METRO PLANNING SFY22**					
Project IDs		Project Description					Project Type
ODOT KEY	**20597**	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.					Other
MTIP ID	70986						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	Metro PL (5303)	$618,917	$70,838	$0	$689,755
Planning		2021	Metro Planning (Z450)	$1,907,827	$218,359	$0	$2,126,186
			FY 18-21 Totals	$2,526,744	$289,197	$0	$2,815,941
			Estimated Project Cost (YOE$)	**$2,526,744**	**$289,197**	**$0**	**$2,815,941**

LEAD AGENCY		Metro					
PROJECT NAME		**Project Development Bond Commitment (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20893**	Funding for the regions arterial and other related improvement on bottlenecks.					Other
MTIP ID	70891						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2019	STBG-URBAN	$1,260,000	$144,213	$0	$1,404,213
			FY 18-21 Totals	$1,260,000	$144,213	$0	$1,404,213
			Estimated Project Cost (YOE$)	**$1,260,000**	**$144,213**	**$0**	**$1,404,213**

LEAD AGENCY		Metro					
PROJECT NAME		**Project Development Bond Commitment (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20894**	Funding for the regions arterial and other related improvement on bottlenecks.					Other
MTIP ID	70891						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2020	STBG-URBAN	$1,260,000	$144,213	$0	$1,404,213
			FY 18-21 Totals	$1,260,000	$144,213	$0	$1,404,213
			Estimated Project Cost (YOE$)	**$1,260,000**	**$144,213**	**$0**	**$1,404,213**

LEAD AGENCY		Metro					
PROJECT NAME		**Project Development Bond Commitment (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20895**	Funding for the regions arterial and other related improvement on bottlenecks.					Other
MTIP ID	70891						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	STBG-URBAN	$1,260,000	$144,213	$0	$1,404,213
			FY 18-21 Totals	$1,260,000	$144,213	$0	$1,404,213
			Estimated Project Cost (YOE$)	**$1,260,000**	**$144,213**	**$0**	**$1,404,213**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Freight Studies**					
Project IDs		Project Description					Project Type
ODOT KEY	**20897**	Regional freight and economic development planning projects and studies.					Roadway and bridge
MTIP ID	70889						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2020	STBG-URBAN	$210,000	$24,035	$0	$234,035
			FY 18-21 Totals	$210,000	$24,035	$0	$234,035
			Estimated Project Cost (YOE$)	**$210,000**	**$24,035**	**$0**	**$234,035**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional MPO Planning (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19283**	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support					System/corridor planning
MTIP ID	70669						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2018	STP - Urban	$1,244,481	$142,436	$0	$1,386,917
			FY 18-21 Totals	$1,244,481	$142,436	$0	$1,386,917
			Estimated Project Cost (YOE$)	**$1,244,481**	**$142,436**	**$0**	**$1,386,917**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional MPO Planning (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20875**	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.					Other
MTIP ID	70872						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2019	STBG-URBAN	$1,280,834	$146,597	$0	$1,427,431
			FY 18-21 Totals	$1,280,834	$146,597	$0	$1,427,431
			Estimated Project Cost (YOE$)	**$1,280,834**	**$146,597**	**$0**	**$1,427,431**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional MPO Planning (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20876**	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.					Other
MTIP ID	70872						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2020	STBG-URBAN	$1,319,289	$150,999	$0	$1,470,288
			FY 18-21 Totals	$1,319,289	$150,999	$0	$1,470,288
			Estimated Project Cost (YOE$)	**$1,319,289**	**$150,999**	**$0**	**$1,470,288**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional MPO Planning (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20877**	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.					Other
MTIP ID	70872						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	STBG-URBAN	$1,359,877	$155,644	$0	$1,515,521
			FY 18-21 Totals	$1,359,877	$155,644	$0	$1,515,521
			Estimated Project Cost (YOE$)	**$1,359,877**	**$155,644**	**$0**	**$1,515,521**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Safe Routes to Schools Program (RTO)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20896**	Grant funding program to support education and encouragement efforts aimed at helping children walk and bicycle to school.					Regional travel options
MTIP ID	70892						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	STBG-URBAN	$1,500,000	$171,682	$0	$1,671,682
			FY 18-21 Totals	$1,500,000	$171,682	$0	$1,671,682
			Estimated Project Cost (YOE$)	**$1,500,000**	**$171,682**	**$0**	**$1,671,682**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Travel Options (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19292**	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70672						
RTP ID	11054						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2018	STP - Urban	$2,370,740	$271,342	$0	$2,642,082
			FY 18-21 Totals	$2,370,740	$271,342	$0	$2,642,082
			Estimated Project Cost (YOE$)	**$2,370,740**	**$271,342**	**$0**	**$2,642,082**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Travel Options (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20878**	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70873						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	STBG-URBAN	$2,518,911	$288,301	$0	$2,807,212
			FY 18-21 Totals	$2,518,911	$288,301	$0	$2,807,212
			Estimated Project Cost (YOE$)	**$2,518,911**	**$288,301**	**$0**	**$2,807,212**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Travel Options (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20879**	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70873						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2020	STBG-URBAN	$2,594,667	$296,971	$0	$2,891,638
			FY 18-21 Totals	$2,594,667	$296,971	$0	$2,891,638
			Estimated Project Cost (YOE$)	**$2,594,667**	**$296,971**	**$0**	**$2,891,638**

LEAD AGENCY		Metro					
PROJECT NAME		**Regional Travel Options (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20880**	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.					Regional travel options
MTIP ID	70873						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2021	STBG-URBAN	$2,676,422	$306,328	$0	$2,982,750
			FY 18-21 Totals	$2,676,422	$306,328	$0	$2,982,750
			Estimated Project Cost (YOE$)	**$2,676,422**	**$306,328**	**$0**	**$2,982,750**

LEAD AGENCY		Metro					
PROJECT NAME		**Transit Oriented Development Program (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19286**	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.					Transit oriented development
MTIP ID	70670						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2018	STP - Urban	$3,105,713	$355,463	$0	$3,461,176
			FY 18-21 Totals	$3,105,713	$355,463	$0	$3,461,176
			Estimated Project Cost (YOE$)	**$3,105,713**	**$355,463**	**$0**	**$3,461,176**

LEAD AGENCY		Metro					
PROJECT NAME		**Transit Oriented Development Program (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20881**	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.					Transit oriented development
MTIP ID	70874						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	STBG-URBAN	$3,190,169	$365,129	$0	$3,555,298
			FY 18-21 Totals	$3,190,169	$365,129	$0	$3,555,298
			Estimated Project Cost (YOE$)	**$3,190,169**	**$365,129**	**$0**	**$3,555,298**

LEAD AGENCY		Metro					
PROJECT NAME		**Transit Oriented Development Program (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20882**	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.					Transit oriented development
MTIP ID	70874						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2020	STBG-URBAN	$3,286,135	$376,113	$0	$3,662,248
			FY 18-21 Totals	$3,286,135	$376,113	$0	$3,662,248
			Estimated Project Cost (YOE$)	**$3,286,135**	**$376,113**	**$0**	**$3,662,248**

LEAD AGENCY		Metro					
PROJECT NAME		**Transit Oriented Development Program (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20883**	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.					Transit oriented development
MTIP ID	70874						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2021	STBG-URBAN	$3,393,696	$388,424	$0	$3,782,120
			FY 18-21 Totals	$3,393,696	$388,424	$0	$3,782,120
			Estimated Project Cost (YOE$)	**$3,393,696**	**$388,424**	**$0**	**$3,782,120**

LEAD AGENCY		Metro					
PROJECT NAME		**Transportation System Management and Operations (TSMO) 2018**					
Project IDs		Project Description					Project Type
ODOT KEY	**19289**	The Transportation System Management and 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.					Transportation System Management Operations
MTIP ID	70671						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2018	STP - Urban	$720,363	$82,449	$0	$802,812
			FY 18-21 Totals	$720,363	$82,449	$0	$802,812
			Estimated Project Cost (YOE$)	**$720,363**	**$82,449**	**$0**	**$802,812**

LEAD AGENCY		Metro					
PROJECT NAME		**Transportation System Mgmt Operations/ITS (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20884**	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee;					Transportation System Management Operations
MTIP ID	70875						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	STBG-URBAN	$1,693,574	$193,837	$0	$1,887,411
			FY 18-21 Totals	$1,693,574	$193,837	$0	$1,887,411
			Estimated Project Cost (YOE$)	**$1,693,574**	**$193,837**	**$0**	**$1,887,411**

LEAD AGENCY		Metro					
PROJECT NAME		**Transportation System Mgmt Operations/ITS (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20885**	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee;					Transportation System Management Operations
MTIP ID	70875						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2020	STBG-URBAN	$1,744,598	$199,677	$0	$1,944,275
			FY 18-21 Totals	$1,744,598	$199,677	$0	$1,944,275
			Estimated Project Cost (YOE$)	**$1,744,598**	**$199,677**	**$0**	**$1,944,275**

LEAD AGENCY		Metro					
PROJECT NAME		**Transportation System Mgmt Operations/ITS (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20886**	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee;					Transportation System Management Operations
MTIP ID	70875						
RTP ID	11104						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2021	STBG-URBAN	$1,801,828	$206,227	$0	$2,008,055
			FY 18-21 Totals	$1,801,828	$206,227	$0	$2,008,055
			Estimated Project Cost (YOE$)	**$1,801,828**	**$206,227**	**$0**	**$2,008,055**

LEAD AGENCY		Metro					
PROJECT NAME		**Willamette Greenway Trail: Columbia Blvd Bridge**					
Project IDs		Project Description					Project Type
ODOT KEY	**18832**	Construct a bicycle and pedestrian bridge					Trail
MTIP ID	70774						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	OTHER	$0	$0	$20,000	$20,000
Construction		2018	State STP (M240)	$1,131,861	$129,547	$830,973	$2,092,381
			FY 18-21 Totals	$1,131,861	$129,547	$850,973	$2,112,381
			Prior Years' Totals	$448,650	$51,350	$0	$500,000
			Estimated Project Cost (YOE$)	**$1,580,511**	**$180,897**	**$850,973**	**$2,612,381**

LEAD AGENCY		Multnomah County					
PROJECT NAME		**NE 238th Dr: NE Halsey St - NE Glisan St**					
Project IDs		Project Description					Project Type
ODOT KEY	**18833**	Multimodal roadway improvements					Roadway and bridge
MTIP ID	70775						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$5,879,738	$672,962	$7,829	$6,560,529
			FY 18-21 Totals	$5,879,738	$672,962	$7,829	$6,560,529
			Prior Years' Totals	$1,669,449	$191,075	$891	$1,861,415
			Estimated Project Cost (YOE$)	**$7,549,187**	**$864,037**	**$8,720**	**$8,421,944**

LEAD AGENCY		ODOT					
PROJECT NAME		**2016 Region 1 Curve Warning Signs**					
Project IDs		Project Description					Project Type
ODOT KEY	**19812**	Install curve warning signs					Transportation System Management Operations
MTIP ID	70863						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	HSIP (100%)	$795,178	$0	$0	$795,178
			FY 18-21 Totals	$795,178	$0	$0	$795,178
			Prior Years' Totals	$119,277	$0	$0	$119,277
			Estimated Project Cost (YOE$)	**$914,455**	**$0**	**$0**	**$914,455**

LEAD AGENCY		ODOT					
PROJECT NAME		**CENTRAL SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20335**	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations.					Roadway and bridge
MTIP ID	70950						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$246,000	$0	$0	$246,000
Preliminary engineering		2018	HSIP (100%)	$645,300	$0	$0	$645,300
Construction		2020	HSIP (100%)	$2,549,500	$0	$0	$2,549,500
			FY 18-21 Totals	$3,440,800	$0	$0	$3,440,800
			Estimated Project Cost (YOE$)	**$3,440,800**	**$0**	**$0**	**$3,440,800**

LEAD AGENCY		ODOT					
PROJECT NAME		**CITY OF GRESHAM SAFETY PROJECT**					
Project IDs		Project Description					Project Type
ODOT KEY	**20303**	Intersection improvements; upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings; and other safety improvements.					Roadway and bridge
MTIP ID	70943						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	HSIP (100%)	$367,866	$0	$31,034	$398,900
Purchase right of way		2020	HSIP (100%)	$156,774	$0	$13,226	$170,000
Other		2020	HSIP (100%)	$9,222	$0	$778	$10,000
Construction		2021	HSIP (100%)	$1,096,404	$0	$92,496	$1,188,900
			FY 18-21 Totals	$1,630,266	$0	$137,534	$1,767,800
			Estimated Project Cost (YOE$)	**$1,630,266**	**$0**	**$137,534**	**$1,767,800**

LEAD AGENCY		ODOT					
PROJECT NAME		**CITY OF PORTLAND SAFETY PROJECT**					
Project IDs		Project Description					Project Type
ODOT KEY	**20304**	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic seperators; striping; signing; warnings and other safety improvements.					Roadway and bridge
MTIP ID	70944						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	NHPP (Z001)	$213,989	$24,492	$20,119	$258,600
Purchase right of way		2020	HSIP (100%)	$33,199	$0	$2,801	$36,000
Construction		2021	HSIP (100%)	$2,125,487	$0	$179,313	$2,304,800
			FY 18-21 Totals	$2,372,675	$24,492	$202,233	$2,599,400
			Estimated Project Cost (YOE$)	**$2,372,675**	**$24,492**	**$202,233**	**$2,599,400**

LEAD AGENCY		ODOT					
PROJECT NAME		**CLACKAMAS AND PORTLAND TRAFFIC SEPARATORS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20476**	Install traffic separators in various locations in Portland with associated striping; illumination; and signal coordination work.					Roadway and bridge
MTIP ID	71004						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$11,200	$0	$0	$11,200
Preliminary engineering		2018	HSIP (100%)	$286,726	$0	$15,374	$302,100
Construction		2020	HSIP (100%)	$557,013	$0	$26,187	$583,200
			FY 18-21 Totals	$854,939	$0	$41,561	$896,500
			Estimated Project Cost (YOE$)	**$854,939**	**$0**	**$41,561**	**$896,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**EAST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20339**	Projects at locations in east jurisdictions of Portland. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements					Roadway and bridge
MTIP ID	70953						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$66,900	$0	$0	$66,900
Preliminary engineering		2018	HSIP (100%)	$549,400	$0	$0	$549,400
Construction		2020	HSIP (100%)	$2,559,700	$0	$0	$2,559,700
			FY 18-21 Totals	$3,176,000	$0	$0	$3,176,000
			Estimated Project Cost (YOE$)	**$3,176,000**	**$0**	**$0**	**$3,176,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**FFO - I-5: Interstate Bridge - Hassalo St**					
Project IDs		Project Description					Project Type
ODOT KEY	**17516**	Pavement preservation project					Roadway and bridge
MTIP ID	70445						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP - Interstate (92.22)	$14,109,660	$1,190,340	$0	$15,300,000
Construction		2018	NHPP (92.22%)	$900,989	$76,011	$0	$977,000
			FY 18-21 Totals	$15,010,649	$1,266,351	$0	$16,277,000
			Prior Years' Totals	$1,429,410	$120,590	$0	$1,550,000
			Estimated Project Cost (YOE$)	**$16,440,059**	**$1,386,941**	**$0**	**$17,827,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**FULL SIGNAL UPGRADE (PORTLAND)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20389**	Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed.					Roadway and bridge
MTIP ID	70962						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2019	HSIP (100%)	$56,254	$0	$4,746	$61,000
Preliminary engineering		2019	HSIP (100%)	$853,404	$0	$71,996	$925,400
Other		2019	HSIP (100%)	$57,176	$0	$4,824	$62,000
Construction		2021	HSIP (100%)	$2,508,476	$0	$211,624	$2,720,100
			FY 18-21 Totals	$3,475,310	$0	$293,190	$3,768,500
			Estimated Project Cost (YOE$)	**$3,475,310**	**$0**	**$293,190**	**$3,768,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**GERMANTOWN ROAD: MP 2.5 - MP 3.5 (MULTNOMAH)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20338**	Install enhanced curve warning signs; includes 4 curves between mile points 2.5 and 3.5 on Germantown Road					Roadway and bridge
MTIP ID	70952						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$39,813	$0	$3,359	$43,172
Construction		2020	HSIP (100%)	$270,599	$0	$22,829	$293,428
			FY 18-21 Totals	$310,412	$0	$26,188	$336,600
			Estimated Project Cost (YOE$)	**$310,412**	**$0**	**$26,188**	**$336,600**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-205 EXIT RAMPS AT SE DIVISION ST**				
Project IDs		Project Description				Project Type
ODOT KEY	**20480**	Safety improvements on NB and SB I-205 exit ramps at SE Division street. Work includes lane adjustments; ramp widening; safety islands; signal work; illumination; signing; and ADA improvements as necessary.				Roadway and bridge
MTIP ID	71006					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2019	HSIP (100%)	$35,000	$0	$0	$35,000
Construction	2021	HSIP (100%)	$2,377,117	$0	$0	$2,377,117
		FY 18-21 Totals	$2,412,117	$0	$0	$2,412,117
		Prior Years' Totals	$950,847	$0	$0	$950,847
		Estimated Project Cost (YOE$)	**$3,362,964**	**$0**	**$0**	**$3,362,964**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-205 UNDERCROSSING (SULLIVANS GULCH)**				
Project IDs		Project Description				Project Type
ODOT KEY	**20332**	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian undercrossing.				Active Transportation
MTIP ID	70947					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2019	STATE-GEN	$0	$0	$107,900	$107,900
Preliminary engineering	2019	STATE-GEN	$0	$0	$962,209	$962,209
Construction	2020	STBG - STATE	$1,682,468	$192,566	$645,047	$2,520,081
		FY 18-21 Totals	$1,682,468	$192,566	$1,715,156	$3,590,190
		Estimated Project Cost (YOE$)	**$1,682,468**	**$192,566**	**$1,715,156**	**$3,590,190**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-205: ABERNETHY BRIDGE - SE 82ND DR**				
Project IDs		Project Description				Project Type
ODOT KEY	**20508**	Remove and replace asphalt surface to repair rutted pavement.				Roadway and bridge
MTIP ID	70982					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2018	NHPP (Z001)	$892	$102	$0	$994
Preliminary engineering	2018	NHPP (Z001)	$477,464	$54,648	$0	$532,112
Construction	2020	NHPP (Z001)	$4,608,797	$527,497	$0	$5,136,294
		FY 18-21 Totals	$5,087,153	$582,247	$0	$5,669,400
		Estimated Project Cost (YOE$)	**$5,087,153**	**$582,247**	**$0**	**$5,669,400**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-205: DIVISION ST - KILLINGSWORTH ST**					
Project IDs		Project Description					Project Type
ODOT KEY	**20483**	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St					Roadway and bridge
MTIP ID	70975						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	NHFP (Z460) 92.22%	$13,648,560	$1,151,440	$0	$14,800,000
			FY 18-21 Totals	$13,648,560	$1,151,440	$0	$14,800,000
			Estimated Project Cost (YOE$)	**$13,648,560**	**$1,151,440**	**$0**	**$14,800,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-405 NB TO US26 WB OVER I-405 CONNECTION BRIDGE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20482**	Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.					Roadway and bridge
MTIP ID	70974						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2019	NHPP (Z001)	$1,249,244	$142,982	$0	$1,392,226
			FY 18-21 Totals	$1,249,244	$142,982	$0	$1,392,226
			Prior Years' Totals	$139,979	$16,021	$0	$156,000
			Estimated Project Cost (YOE$)	**$1,389,223**	**$159,003**	**$0**	**$1,548,226**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-405: FREMONT BRIDGE APPROACH RAMPS**					
Project IDs		Project Description					Project Type
ODOT KEY	**19533**	Replace modular joints and repair decks					Roadway and bridge
MTIP ID	70836						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	NHPP (92.22%)	$17,660,130	$1,489,870	$0	$19,150,000
			FY 18-21 Totals	$17,660,130	$1,489,870	$0	$19,150,000
			Prior Years' Totals	$1,890,510	$159,490	$0	$2,050,000
			Estimated Project Cost (YOE$)	**$19,550,640**	**$1,649,360**	**$0**	**$21,200,000**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-405: WILLAMETTE RIVER (FREMONT) BRIDGE**				
Project IDs		Project Description				Project Type
ODOT KEY	**20481**	Paint bridge approaches; other section as funding allows.				Roadway and bridge
MTIP ID	70973					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	NHPP (Z001)	$843,783	$96,575	$0	$940,358
Construction	2021	NHPP (Z001)	$26,842,310	$3,072,222	$0	$29,914,532
		FY 18-21 Totals	$27,686,093	$3,168,797	$0	$30,854,890
		Estimated Project Cost (YOE$)	**$27,686,093**	**$3,168,797**	**$0**	**$30,854,890**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-5 & I-205 Shared Use Paths**				
Project IDs		Project Description				Project Type
ODOT KEY	**19265**	Repave ADA drainage and address tree roots with structure				Bike
MTIP ID	70804					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	State STP (M240)	$533,894	$61,107	$0	$595,001
		FY 18-21 Totals	$533,894	$61,107	$0	$595,001
		Prior Years' Totals	$134,595	$15,405	$0	$150,000
		Estimated Project Cost (YOE$)	**$668,489**	**$76,512**	**$0**	**$745,001**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-5 AT I-205 INTERCHANGE**				
Project IDs		Project Description				Project Type
ODOT KEY	**20450**	Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.				Roadway and bridge
MTIP ID	70995					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	NHPP (Z001)	$89,730	$10,270	$0	$100,000
Construction	2019	NHPP (Z001)	$358,920	$41,080	$0	$400,000
		FY 18-21 Totals	$448,650	$51,350	$0	$500,000
		Estimated Project Cost (YOE$)	**$448,650**	**$51,350**	**$0**	**$500,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5 OVER 26TH AVENUE BRIDGE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20486**	Replace bridge.					Roadway and bridge
MTIP ID	70977						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	NHPP (Z001)	$4,529,004	$518,365	$0	$5,047,369
Purchase right of way		2019	NHPP (Z001)	$224,325	$25,675	$0	$250,000
Construction		2020	NHPP (Z001)	$26,069,823	$2,983,808	$0	$29,053,631
			FY 18-21 Totals	$30,823,152	$3,527,848	$0	$34,351,000
			Estimated Project Cost (YOE$)	**$30,823,152**	**$3,527,848**	**$0**	**$34,351,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: BARBUR BLVD NB CONNECTION BRIDGE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20465**	Paint structure; remove pack rust. Replace rivets and bolts.					Roadway and bridge
MTIP ID	70998						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	NHPP (Z001)	$122,033	$13,967	$0	$136,000
Construction		2019	NHPP (Z001)	$1,376,436	$157,539	$0	$1,533,975
			FY 18-21 Totals	$1,498,469	$171,506	$0	$1,669,975
			Estimated Project Cost (YOE$)	**$1,498,469**	**$171,506**	**$0**	**$1,669,975**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: I-205 INTERCHANGE - WILLAMETTE RIVER**					
Project IDs		Project Description					Project Type
ODOT KEY	**20411**	Remove and replace asphalt surface to repair rutted pavement.					Roadway and bridge
MTIP ID	70968						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	NHPP (Z001)	$583,763	$66,814	$0	$650,577
Construction		2021	NHPP (Z001)	$5,837,631	$668,143	$0	$6,505,774
			FY 18-21 Totals	$6,421,394	$734,957	$0	$7,156,351
			Estimated Project Cost (YOE$)	**$6,421,394**	**$734,957**	**$0**	**$7,156,351**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: Interstate BR (NB) Trunnion Shaft Replacement**					
Project IDs		Project Description					Project Type
ODOT KEY	**19651**	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.					Roadway and bridge
MTIP ID	70832						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2019	NHPP (Z001)	$4,822,600	$551,968	$0	$5,374,568
Construction		2019	OTHER - WSDOT	$0	$0	$5,374,568	$5,374,568
			FY 18-21 Totals	$4,822,600	$551,968	$5,374,568	$10,749,136
			Prior Years' Totals	$1,152,133	$131,867	$1,284,000	$2,568,000
			Estimated Project Cost (YOE$)	**$5,974,733**	**$683,835**	**$6,658,568**	**$13,317,136**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: MARQUAM BR ELECTRIC AND LIGHTING SYSTEM REPLACE**					
Project IDs		Project Description					Project Type
ODOT KEY	**19652**	Replace electrical and lighting system; bridge #08328					Roadway and bridge
MTIP ID	70833						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	NHPP (Z001)	$1,439,741	$164,785	$0	$1,604,526
			FY 18-21 Totals	$1,439,741	$164,785	$0	$1,604,526
			Prior Years' Totals	$224,602	$18,948	$0	$243,550
			Estimated Project Cost (YOE$)	**$1,664,343**	**$183,733**	**$0**	**$1,848,076**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: MP 303.27 - MP 308.63**					
Project IDs		Project Description					Project Type
ODOT KEY	**20430**	Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive					Roadway and bridge
MTIP ID	70972						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2020	HSIP (100%)	$6,413,000	$0	$0	$6,413,000
			FY 18-21 Totals	$6,413,000	$0	$0	$6,413,000
			Prior Years' Totals	$1,386,500	$0	$0	$1,386,500
			Estimated Project Cost (YOE$)	**$7,799,500**	**$0**	**$0**	**$7,799,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: N Denver Ave NB Tunnel Illumination**					
Project IDs		Project Description					Project Type
ODOT KEY	**18760**	Ilumination upgrades					Roadway and bridge
MTIP ID	70759						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$226,861	$25,965	$0	$252,826
			FY 18-21 Totals	$226,861	$25,965	$0	$252,826
			Prior Years' Totals	$69,165	$7,916	$0	$77,081
			Estimated Project Cost (YOE$)	**$296,026**	**$33,881**	**$0**	**$329,907**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-5: TIGARD INTERCHANGE - I-205 INTERCHANGE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20498**	Remove and replace asphalt surface to repair rutted pavement.					Roadway and bridge
MTIP ID	70980						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	NHPP (Z001)	$29,676	$3,397	$0	$33,073
Preliminary engineering		2018	NHPP (Z001)	$649,893	$74,383	$0	$724,276
Construction		2018	NHPP (Z001)	$6,498,831	$743,820	$0	$7,242,651
			FY 18-21 Totals	$7,178,400	$821,600	$0	$8,000,000
			Estimated Project Cost (YOE$)	**$7,178,400**	**$821,600**	**$0**	**$8,000,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY AND BRIDGE RAIL RETROFIT**					
Project IDs		Project Description					Project Type
ODOT KEY	**19531**	Concrete deck overlay and bridge rail retrofit; Br #08588A and 08588C					Roadway and bridge
MTIP ID	70835						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	NHPP (92.22%)	$5,044,434	$425,566	$0	$5,470,000
			FY 18-21 Totals	$5,044,434	$425,566	$0	$5,470,000
			Prior Years' Totals	$1,014,420	$85,580	$0	$1,100,000
			Estimated Project Cost (YOE$)	**$6,058,854**	**$511,146**	**$0**	**$6,570,000**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-84: EAST PORTLAND FWY - NE 181ST AVE**				
Project IDs		Project Description				Project Type
ODOT KEY	**20410**	Design shelf ready plans to: Remove and replace asphalt surface to repair rutted pavement.				Roadway and bridge
MTIP ID	70967					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	NHPP (Z001)	$448,650	$51,350	$0	$500,000
		FY 18-21 Totals	$448,650	$51,350	$0	$500,000
		Estimated Project Cost (YOE$)	**$448,650**	**$51,350**	**$0**	**$500,000**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-84: FAIRVIEW - MARINE DRIVE AND TOOTH ROCK TUNNEL**				
Project IDs		Project Description				Project Type
ODOT KEY	**20298**	Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.				Roadway and bridge
MTIP ID	70939					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	STBG - STATE	$104,069	$11,911	$0	$115,980
Preliminary engineering	2019	NHPP (Z001)	$256,583	$29,367	$0	$285,950
Purchase right of way	2020	STBG - STATE	$2,232	$255	$0	$2,487
Construction	2021	STBG - STATE	$260,174	$29,778	$0	$289,952
Construction	2021	NHPP (Z001)	$3,676,936	$420,842	$0	$4,097,778
		FY 18-21 Totals	$4,299,994	$492,153	$0	$4,792,147
		Estimated Project Cost (YOE$)	**$4,299,994**	**$492,153**	**$0**	**$4,792,147**

LEAD AGENCY		ODOT				
PROJECT NAME		**I-84: Graham Road Bridge Replacements**				
Project IDs		Project Description				Project Type
ODOT KEY	**19763**	Replace bridges #07046 & 07046A				Roadway and bridge
MTIP ID	70858					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	JTA	$0	$0	$3,494,714	$3,494,714
Construction	2018	NHPP 92.22%	$7,838,700	$661,300	$0	$8,500,000
		FY 18-21 Totals	$7,838,700	$661,300	$3,494,714	$11,994,714
		Prior Years' Totals	$2,766,600	$233,400	$400,000	$3,400,000
		Estimated Project Cost (YOE$)	**$10,605,300**	**$894,700**	**$3,894,714**	**$15,394,714**

LEAD AGENCY		ODOT				
PROJECT NAME		**MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR**				
Project IDs		Project Description				Project Type
ODOT KEY	**20382**	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.				Roadway and bridge
MTIP ID	70959					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	NHPP (Z001)	$177,253	$20,287	$0	$197,540
Construction	2020	NHPP (Z001)	$17,369,424	$1,988,008	$0	$19,357,432
		FY 18-21 Totals	$17,546,677	$2,008,295	$0	$19,554,972
		Estimated Project Cost (YOE$)	**$17,546,677**	**$2,008,295**	**$0**	**$19,554,972**

LEAD AGENCY		ODOT				
PROJECT NAME		**NORTH DAKOTA STREET: FANNO CREEK BRIDGE**				
Project IDs		Project Description				Project Type
ODOT KEY	**20488**	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.				Roadway and bridge
MTIP ID	70979					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	NHPP (Z001)	$478,956	$54,819	$0	$533,775
Purchase right of way	2019	NHPP (Z001)	$50,505	$5,781	$0	$56,286
Construction	2020	NHPP (Z001)	$2,985,218	$341,672	$0	$3,326,890
		FY 18-21 Totals	$3,514,679	$402,272	$0	$3,916,951
		Estimated Project Cost (YOE$)	**$3,514,679**	**$402,272**	**$0**	**$3,916,951**

LEAD AGENCY		ODOT				
PROJECT NAME		**NW THURMAN ST OVER MACLEAY PARK**				
Project IDs		Project Description				Project Type
ODOT KEY	**20384**	Design shelf ready plans to paint the bridge trusses and bents.				Roadway and bridge
MTIP ID	70960					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	NHPP (Z001)	$476,421	$54,529	$0	$530,950
		FY 18-21 Totals	$476,421	$54,529	$0	$530,950
		Estimated Project Cost (YOE$)	**$476,421**	**$54,529**	**$0**	**$530,950**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR141 (SW Hall Blvd): Scholls Ferry Rd - Hemlock St**					
Project IDs		Project Description					Project Type
ODOT KEY	**19267**	ADA Ramps					Pedestrian
MTIP ID	70806						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$113,694	$13,013	$0	$126,707
			FY 18-21 Totals	$113,694	$13,013	$0	$126,707
			Prior Years' Totals	$412,758	$47,242	$0	$460,000
			Estimated Project Cost (YOE$)	**$526,452**	**$60,255**	**$0**	**$586,707**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR210 OVER OR217**					
Project IDs		Project Description					Project Type
ODOT KEY	**20473**	Deck overlay; replace joints; patch column spalls.					Roadway and bridge
MTIP ID	71001						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2020	NHPP (Z001)	$215,352	$24,648	$0	$240,000
Construction		2021	NHPP (Z001)	$1,456,644	$166,719	$0	$1,623,363
			FY 18-21 Totals	$1,671,996	$191,367	$0	$1,863,363
			Estimated Project Cost (YOE$)	**$1,671,996**	**$191,367**	**$0**	**$1,863,363**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR212: Rock Creek at Richey Rd**					
Project IDs		Project Description					Project Type
ODOT KEY	**19355**	Pavement Preservation					Roads and Bridges
MTIP ID	70807						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	NHPP (Z001)	$26,787	$3,066	$0	$29,853
Construction		2019	NHPP (Z001)	$3,926,859	$449,447	$0	$4,376,306
			FY 18-21 Totals	$3,953,646	$452,513	$0	$4,406,159
			Prior Years' Totals	$841,336	$96,295	$0	$937,631
			Estimated Project Cost (YOE$)	**$4,794,982**	**$548,808**	**$0**	**$5,343,790**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR212: SE Richey Rd - US26**					
Project IDs		Project Description					Project Type
ODOT KEY	**18772**	3R Pavement preservation					Roadway and bridge
MTIP ID	70761						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	NHPP (Z001)	$2,007,260	$229,740	$0	$2,237,000
			FY 18-21 Totals	$2,007,260	$229,740	$0	$2,237,000
			Prior Years' Totals	$384,942	$44,058	$0	$429,000
			Estimated Project Cost (YOE$)	**$2,392,202**	**$273,798**	**$0**	**$2,666,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR212: UPRR Structure - Rock Creek**					
Project IDs		Project Description					Project Type
ODOT KEY	**19356**	Pavement Preservation					Roadway and bridge
MTIP ID	70808						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	NHPP (Z001)	$62,502	$7,154	$0	$69,656
Construction		2019	NHPP (Z001)	$3,622,776	$414,643	$0	$4,037,419
			FY 18-21 Totals	$3,685,278	$421,797	$0	$4,107,075
			Prior Years' Totals	$1,035,253	$118,489	$0	$1,153,742
			Estimated Project Cost (YOE$)	**$4,720,531**	**$540,286**	**$0**	**$5,260,817**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR213 (82ND AVE) AT MADISON HIGH SCHOOL**					
Project IDs		Project Description					Project Type
ODOT KEY	**20507**	Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.					Pedestrian
MTIP ID	70981						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG - STATE	$192,920	$22,081	$0	$215,001
Purchase right of way		2020	STBG - STATE	$134,146	$15,354	$0	$149,500
Other		2020	STBG - STATE	$9,870	$1,130	$0	$11,000
Construction		2021	STBG - STATE	$668,489	$76,512	$0	$745,001
			FY 18-21 Totals	$1,005,425	$115,077	$0	$1,120,502
			Estimated Project Cost (YOE$)	**$1,005,425**	**$115,077**	**$0**	**$1,120,502**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR217/OR224: Bridge Rail Retrofit**					
Project IDs		Project Description					Project Type
ODOT KEY	**19918**	Bridge rail retrofit bridges 16134 16143 09623					Roadway and bridge
MTIP ID	70867						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$1,459,907	$167,093	$0	$1,627,000
			FY 18-21 Totals	$1,459,907	$167,093	$0	$1,627,000
			Prior Years' Totals	$291,623	$33,378	$0	$325,001
			Estimated Project Cost (YOE$)	**$1,751,530**	**$200,471**	**$0**	**$1,952,001**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR217: SW Allen Blvd & SW Denny Rd Intrchgs**					
Project IDs		Project Description					Project Type
ODOT KEY	**18761**	Ilumination upgrades					Roadway and bridge
MTIP ID	70760						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$140,876	$16,124	$0	$157,000
			FY 18-21 Totals	$140,876	$16,124	$0	$157,000
			Prior Years' Totals	$43,070	$4,930	$0	$48,000
			Estimated Project Cost (YOE$)	**$183,946**	**$21,054**	**$0**	**$205,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR224 AT LAKE/HARMONY**					
Project IDs		Project Description					Project Type
ODOT KEY	**20454**	Replace overhead flasher with ground mounted advance flashers.					Roadway and bridge
MTIP ID	70997						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2020	STBG - STATE	$49,466	$5,662	$0	$55,128
Construction		2021	STBG - STATE	$48,409	$5,541	$0	$53,950
			FY 18-21 Totals	$97,875	$11,203	$0	$109,078
			Estimated Project Cost (YOE$)	**$97,875**	**$11,203**	**$0**	**$109,078**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 at OR219 (Hillsboro)**					
Project IDs		Project Description					Project Type
ODOT KEY	**18791**	Systematic safety improvements					Roadway and bridge
MTIP ID	70764						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	HSIP	$322,770	$27,230	$0	$350,000
			FY 18-21 Totals	$322,770	$27,230	$0	$350,000
			Prior Years' Totals	$138,330	$11,670	$0	$150,000
			Estimated Project Cost (YOE$)	**$461,100**	**$38,900**	**$0**	**$500,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 AT RIVER ROAD**					
Project IDs		Project Description					Project Type
ODOT KEY	**20451**	Full signal upgrade with illumination and ADA improvements.					Roadway and bridge
MTIP ID	70996						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG - STATE	$253,826	$29,052	$0	$282,878
Purchase right of way		2020	STBG - STATE	$82,146	$9,402	$0	$91,548
Construction		2021	STBG - STATE	$725,213	$83,004	$0	$808,217
			FY 18-21 Totals	$1,061,185	$121,458	$0	$1,182,643
			Estimated Project Cost (YOE$)	**$1,061,185**	**$121,458**	**$0**	**$1,182,643**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 at SE 44th and SE 45th Ave**					
Project IDs		Project Description					Project Type
ODOT KEY	**18793**	Pedestrian Safety Enhancements					Roadway and bridge
MTIP ID	70765						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	HSIP	$345,825	$29,175	$0	$375,000
			FY 18-21 Totals	$345,825	$29,175	$0	$375,000
			Prior Years' Totals	$118,964	$10,037	$0	$129,001
			Estimated Project Cost (YOE$)	**$464,789**	**$39,212**	**$0**	**$504,001**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 Corridor Safety and Access to Transit**					
Project IDs		Project Description					Project Type
ODOT KEY	**18839**	Improve safety active transportation access and transit operations					Active Transportation
MTIP ID	70780						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$952,215	$108,985	$0	$1,061,200
Construction		2018	OTHER	$0	$0	$230,000	$230,000
			FY 18-21 Totals	$952,215	$108,985	$230,000	$1,291,200
			Prior Years' Totals	$496,027	$56,773	$0	$552,800
			Estimated Project Cost (YOE$)	**$1,448,242**	**$165,758**	**$230,000**	**$1,844,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 CORRIDOR SAFETY AND ACCESS TO TRANSIT II**					
Project IDs		Project Description					Project Type
ODOT KEY	**20328**	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 Transportation
MTIP ID	70945						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG - STATE	$555,264	$63,552	$0	$618,816
Purchase right of way		2020	STBG - STATE	$26,919	$3,081	$0	$30,000
Construction		2021	STBG - STATE	$2,776,322	$317,762	$0	$3,094,084
			FY 18-21 Totals	$3,358,505	$384,395	$0	$3,742,900
			Estimated Project Cost (YOE$)	**$3,358,505**	**$384,395**	**$0**	**$3,742,900**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR8 Operational Improvements**					
Project IDs		Project Description					Project Type
ODOT KEY	**18758**	Signal upgrades					Roadway and bridge
MTIP ID	70757						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$595,807	$68,193	$0	$664,000
			FY 18-21 Totals	$595,807	$68,193	$0	$664,000
			Prior Years' Totals	$269,191	$30,811	$0	$300,002
			Estimated Project Cost (YOE$)	**$864,998**	**$99,004**	**$0**	**$964,002**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR8: N 10th Ave (Cornelius) - SW 110th Ave (Beaverton)**				
Project IDs		Project Description				Project Type
ODOT KEY	**18794**	Systematic safety improvements				Roadway and bridge
MTIP ID	70766					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	HSIP	$1,325,663	$111,838	$0	$1,437,501
Construction	2018	State STP (M240)	$333,796	$38,204	$0	$372,000
		FY 18-21 Totals	$1,659,459	$150,042	$0	$1,809,501
		Prior Years' Totals	$403,463	$34,038	$0	$437,501
		Estimated Project Cost (YOE$)	**$2,062,922**	**$184,080**	**$0**	**$2,247,002**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR99E OVER UPRR AT BALDWIN STREET BRIDGE**				
Project IDs		Project Description				Project Type
ODOT KEY	**20487**	Address the structural and safety issues. Replace rail and expansion joints; patch and seal spalls and cracks; and other measures for seismic retrofitting.				Roadway and bridge
MTIP ID	70978					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	NHPP (Z001)	$501,435	$57,391	$0	$558,826
Purchase right of way	2019	NHPP (Z001)	$137,513	$15,739	$0	$153,252
Construction	2020	NHPP (Z001)	$2,396,894	$274,335	$0	$2,671,229
		FY 18-21 Totals	$3,035,842	$347,465	$0	$3,383,307
		Estimated Project Cost (YOE$)	**$3,035,842**	**$347,465**	**$0**	**$3,383,307**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR99E Railroad Tunnel Illumination and ITS**				
Project IDs		Project Description				Project Type
ODOT KEY	**18759**	Ilumination upgrades and queue warning ITS.				Roadway and bridge
MTIP ID	70758					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction	2018	State STP (M240)	$1,334,285	$152,715	$0	$1,487,000
		FY 18-21 Totals	$1,334,285	$152,715	$0	$1,487,000
		Prior Years' Totals	$406,477	$46,523	$0	$453,000
		Estimated Project Cost (YOE$)	**$1,740,762**	**$199,238**	**$0**	**$1,940,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99E: Rockfall Mitigation MP12.62 - MP14.06**					
Project IDs		Project Description					Project Type
ODOT KEY	**18769**	Rockfall Mitigation					Roadway and bridge
MTIP ID	70801						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$1,501,183	$171,817	$0	$1,673,000
			FY 18-21 Totals	$1,501,183	$171,817	$0	$1,673,000
			Prior Years' Totals	$193,817	$22,183	$0	$216,000
			Estimated Project Cost (YOE$)	**$1,695,000**	**$194,000**	**$0**	**$1,889,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W (BARBUR BLVD) AT SW CAPITOL HWY**					
Project IDs		Project Description					Project Type
ODOT KEY	**20438**	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates					Roadway and bridge
MTIP ID	70991						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$720,100	$0	$0	$720,100
Purchase right of way		2019	HSIP (100%)	$139,000	$0	$0	$139,000
Construction		2021	HSIP (100%)	$2,116,600	$0	$0	$2,116,600
			FY 18-21 Totals	$2,975,700	$0	$0	$2,975,700
			Estimated Project Cost (YOE$)	**$2,975,700**	**$0**	**$0**	**$2,975,700**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W (BARBUR BLVD): MP 4.08 TO MP 7.55**					
Project IDs		Project Description					Project Type
ODOT KEY	**20441**	Install illumination at 60th Ave; 64th Ave; and I-5 southbound ramp; Install reflectorized backplates and supplemental signal head at Terwilliger Blvd; Bertha Blvd; Capitol Hill Rd; 19th Ave; 24th Ave; I-5 southbound ramp; 60th Ave; and 64th Ave					Roadway and bridge
MTIP ID	70994						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$52,700	$0	$0	$52,700
Purchase right of way		2019	HSIP (100%)	$11,500	$0	$0	$11,500
Construction		2021	HSIP (100%)	$365,200	$0	$0	$365,200
			FY 18-21 Totals	$429,400	$0	$0	$429,400
			Estimated Project Cost (YOE$)	**$429,400**	**$0**	**$0**	**$429,400**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR99W (BARBUR BLVD): MP 7.58 TO MP 15.00**				
Project IDs		Project Description				Project Type
ODOT KEY	**20440**	Install illumination; reflectorized backplates; and supplemental signal heads at specific locations within the project limits and replace urban permissive or protected/permissive left turns to protected left only at 68th and 69th Avenues				Roadway and bridge
MTIP ID	70993					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	HSIP (100%)	$245,500	$0	$0	$245,500
Purchase right of way	2019	HSIP (100%)	$61,900	$0	$0	$61,900
Construction	2021	HSIP (100%)	$1,142,600	$0	$0	$1,142,600
		FY 18-21 Totals	$1,450,000	$0	$0	$1,450,000
		Estimated Project Cost (YOE$)	**$1,450,000**	**$0**	**$0**	**$1,450,000**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50**				
Project IDs		Project Description				Project Type
ODOT KEY	**20439**	Install Illumination at 72nd Ave; Main and Johnson; McKenzie; School; Walnut; Frewing; Garrett; Park; Royalty Parkway; and Durham Rd.				Roadway and bridge
MTIP ID	70992					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	HSIP (100%)	$208,694	$0	$17,606	$226,300
Purchase right of way	2019	HSIP (100%)	$126,803	$0	$10,698	$137,501
Other	2020	HSIP (100%)	$3,504	$0	$296	$3,800
Construction	2021	HSIP (100%)	$746,429	$0	$62,971	$809,400
		FY 18-21 Totals	$1,085,430	$0	$91,571	$1,177,001
		Estimated Project Cost (YOE$)	**$1,085,430**	**$0**	**$91,571**	**$1,177,001**

LEAD AGENCY		ODOT				
PROJECT NAME		**OR99W (PACIFIC HWY WEST) AT SW 72ND**				
Project IDs		Project Description				Project Type
ODOT KEY	**20432**	Design partial signal rebuild; channelize 72nd right turn lane; illumination; ADA; and new crosswalk on SW leg of intersection				Roadway and bridge
MTIP ID	70987					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	HSIP (100%)	$136,500	$0	$0	$136,500
		FY 18-21 Totals	$136,500	$0	$0	$136,500
		Estimated Project Cost (YOE$)	**$136,500**	**$0**	**$0**	**$136,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W AT DURHAM RD**					
Project IDs		Project Description					Project Type
ODOT KEY	**20436**	Signal Upgrade with ADA improvements					Roadway and bridge
MTIP ID	70989						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	STBG - STATE	$217,261	$24,866	$0	$242,127
Purchase right of way		2019	STBG - STATE	$31,251	$3,577	$0	$34,828
Construction		2021	STBG - STATE	$620,747	$71,047	$0	$691,794
			FY 18-21 Totals	$869,259	$99,490	$0	$968,749
			Estimated Project Cost (YOE$)	**$869,259**	**$99,490**	**$0**	**$968,749**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W: I-5 - MCDONALD BIKE PED INFILL**					
Project IDs		Project Description					Project Type
ODOT KEY	**20437**	Fill in sidewalk and bike lane gaps along OR99W in conjunction with the pavement preservation project planned in the area.					Active Transportation
MTIP ID	70990						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2020	STBG - STATE	$884,738	$101,262	$0	$986,000
			FY 18-21 Totals	$884,738	$101,262	$0	$986,000
			Estimated Project Cost (YOE$)	**$884,738**	**$101,262**	**$0**	**$986,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W: I-5 - MCDONALD ST**					
Project IDs		Project Description					Project Type
ODOT KEY	**20435**	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Includes full signal upgrade at Johnson/Main.					Roadway and bridge
MTIP ID	70988						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	NHPP (Z001)	$1,494,572	$171,060	$0	$1,665,632
Preliminary engineering		2018	STBG - STATE	$230,864	$26,423	$0	$257,287
Purchase right of way		2019	NHPP (Z001)	$937,539	$107,306	$0	$1,044,845
Purchase right of way		2019	STBG - STATE	$49,109	$5,621	$0	$54,730
Construction		2020	STBG - STATE	$659,613	$75,496	$0	$735,109
Construction		2020	NHPP (Z001)	$5,957,799	$681,897	$0	$6,639,696
			FY 18-21 Totals	$9,329,496	$1,067,803	$0	$10,397,299
			Estimated Project Cost (YOE$)	**$9,329,496**	**$1,067,803**	**$0**	**$10,397,299**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard)**					
Project IDs		Project Description					Project Type
ODOT KEY	**18838**	Improve safety active transportation access and transit operations					Active Transportation
MTIP ID	70779						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$2,482,036	$284,080	$0	$2,766,116
			FY 18-21 Totals	$2,482,036	$284,080	$0	$2,766,116
			Prior Years' Totals	$752,730	$86,153	$0	$838,883
			Estimated Project Cost (YOE$)	**$3,234,766**	**$370,233**	**$0**	**$3,604,999**

LEAD AGENCY		ODOT					
PROJECT NAME		**OR99W: TUALATIN RIVER BRIDGE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20471**	Design shelf ready plans to replace the current structural overlay.					Roadway and bridge
MTIP ID	70999						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	NHPP (Z001)	$169,141	$19,359	$0	$188,500
			FY 18-21 Totals	$169,141	$19,359	$0	$188,500
			Estimated Project Cost (YOE$)	**$169,141**	**$19,359**	**$0**	**$188,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**REGION 1 BIKE PED CROSSINGS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20479**	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) and on Powell (US-26). Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.					Active Transportation
MTIP ID	71005						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$74,000	$0	$0	$74,000
Construction		2020	HSIP (100%)	$1,643,400	$0	$0	$1,643,400
			FY 18-21 Totals	$1,717,400	$0	$0	$1,717,400
			Prior Years' Totals	$581,600	$0	$0	$581,600
			Estimated Project Cost (YOE$)	**$2,299,000**	**$0**	**$0**	**$2,299,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**Regional ITS Communications Infrastructure (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**18316**	Complete gaps and deficiencies identified in the region ITS communications Plan					Transportation System Management Operations
MTIP ID	70653						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$530,000	$60,661	$0	$590,661
			FY 18-21 Totals	$530,000	$60,661	$0	$590,661
			Estimated Project Cost (YOE$)	**$530,000**	**$60,661**	**$0**	**$590,661**

LEAD AGENCY		ODOT					
PROJECT NAME		**REGIONWIDE ITS IMPROVEMENTS AND UPGRADES**					
Project IDs		Project Description					Project Type
ODOT KEY	**20474**	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1					Transportation System Management Operations
MTIP ID	71002						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	STBG - STATE	$156,669	$17,931	$0	$174,600
Construction		2020	STBG - STATE	$1,410,017	$161,383	$0	$1,571,400
			FY 18-21 Totals	$1,566,686	$179,314	$0	$1,746,000
			Estimated Project Cost (YOE$)	**$1,566,686**	**$179,314**	**$0**	**$1,746,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**ROAD SAFETY AUDIT IMPLEMENTATION**					
Project IDs		Project Description					Project Type
ODOT KEY	**20414**	Address unanticipated safety improvements as identified					Roadway and bridge
MTIP ID	70970						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	HSIP (100%)	$3,034,244	$0	$0	$3,034,244
			FY 18-21 Totals	$3,034,244	$0	$0	$3,034,244
			Estimated Project Cost (YOE$)	**$3,034,244**	**$0**	**$0**	**$3,034,244**

LEAD AGENCY		ODOT					
PROJECT NAME		**RUMBLE STRIPS (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20341**	Install centerline rumble strips and install shoulder rumble strips on I-5; I-84; OR-43; US-26; OR-8; I-205; I-405; OR-99E; US-30; US-30BY; OR-217; OR-213; OR-211; OR-224; HWY-173 (Timberline); OR-212; OR-281; and OR-282.					Roadway and bridge
MTIP ID	70955						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$150,600	$0	$0	$150,600
Construction		2019	HSIP (100%)	$950,854	$0	$0	$950,854
			FY 18-21 Totals	$1,101,454	$0	$0	$1,101,454
			Estimated Project Cost (YOE$)	**$1,101,454**	**$0**	**$0**	**$1,101,454**

LEAD AGENCY		ODOT					
PROJECT NAME		**RUMBLE STRIPS AND CONFLICT MARKINGS (COP/WASH CO)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20340**	Install centerline rumble strips; green conflict markings and/or profile edge line pavement markings at various locations in Portland.					Roadway and bridge
MTIP ID	70954						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$52,658	$0	$4,442	$57,100
Construction		2019	HSIP (100%)	$587,903	$0	$49,598	$637,501
			FY 18-21 Totals	$640,561	$0	$54,040	$694,601
			Estimated Project Cost (YOE$)	**$640,561**	**$0**	**$54,040**	**$694,601**

LEAD AGENCY		ODOT					
PROJECT NAME		**RURAL INTERSECTION AND CURVE WARNING (CLACKAMAS)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20398**	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 Clackamas County.					Roadway and bridge
MTIP ID	70964						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$256,833	$0	$21,667	$278,500
Other		2018	HSIP (100%)	$2,674	$0	$226	$2,900
Construction		2019	HSIP (100%)	$1,372,943	$0	$115,826	$1,488,769
			FY 18-21 Totals	$1,632,450	$0	$137,719	$1,770,169
			Estimated Project Cost (YOE$)	**$1,632,450**	**$0**	**$137,719**	**$1,770,169**

LEAD AGENCY		ODOT					
PROJECT NAME		**RURAL INTERSECTION AND CURVE WARNING (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20400**	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.					Roadway and bridge
MTIP ID	70966						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$83,300	$0	$0	$83,300
Construction		2019	HSIP (100%)	$551,585	$0	$0	$551,585
			FY 18-21 Totals	$634,885	$0	$0	$634,885
			Estimated Project Cost (YOE$)	**$634,885**	**$0**	**$0**	**$634,885**

LEAD AGENCY		ODOT					
PROJECT NAME		**RURAL INTERSECTION AND CURVE WARNING (WASHINGTON)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20399**	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 Washington County.					Roadway and bridge
MTIP ID	70965						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	HSIP (100%)	$31,355	$0	$2,645	$34,000
Construction		2019	HSIP (100%)	$113,105	$0	$9,542	$122,647
			FY 18-21 Totals	$144,460	$0	$12,187	$156,647
			Estimated Project Cost (YOE$)	**$144,460**	**$0**	**$12,187**	**$156,647**

LEAD AGENCY		ODOT					
PROJECT NAME		**SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19120**	Operational improvements signal upgrades bicycle and pedestrian improvements					Roadway and bridge
MTIP ID	70799						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$1,025,001	$117,316	$1,407,683	$2,550,000
			FY 18-21 Totals	$1,025,001	$117,316	$1,407,683	$2,550,000
			Prior Years' Totals	$426,218	$48,783	$475,000	$950,001
			Estimated Project Cost (YOE$)	**$1,451,219**	**$166,099**	**$1,882,683**	**$3,500,001**

LEAD AGENCY		ODOT					
PROJECT NAME		**SEVENTIES NEIGHBORHOOD GREENWAY**					
Project IDs		Project Description					Project Type
ODOT KEY	**20333**	Traffic calming and way-finding elements on local streets; some paving; crossing improvements; and multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue.					Active Transportation
MTIP ID	70948						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2019	STBG - STATE	$39,915	$4,568	$55,517	$100,000
Preliminary engineering		2019	STBG - STATE	$393,907	$45,084	$547,884	$986,875
Construction		2020	STBG - STATE	$1,566,179	$179,256	$2,178,396	$3,923,831
			FY 18-21 Totals	$2,000,001	$228,908	$2,781,797	$5,010,706
			Estimated Project Cost (YOE$)	**$2,000,001**	**$228,908**	**$2,781,797**	**$5,010,706**

LEAD AGENCY		ODOT					
PROJECT NAME		**STARK STREET MULTIMODAL CONNECTIONS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20330**	Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.					Active Transportation
MTIP ID	70946						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2019	STBG - STATE	$306,669	$35,100	$58,232	$400,001
Preliminary engineering		2019	STBG - STATE	$328,582	$37,608	$62,393	$428,583
Construction		2020	STBG - STATE	$2,519,127	$288,325	$478,343	$3,285,795
			FY 18-21 Totals	$3,154,378	$361,033	$598,968	$4,114,379
			Estimated Project Cost (YOE$)	**$3,154,378**	**$361,033**	**$598,968**	**$4,114,379**

LEAD AGENCY		ODOT					
PROJECT NAME		**SW FARMINGTON RD AT 170TH AVE**					
Project IDs		Project Description					Project Type
ODOT KEY	**20388**	Full signal rebuild with reflective backplates and illumination. Other work includes dilemma zone protection for east-west approaches; raised corner islands in NE and SW corners; channelized right turn lanes; ADA upgrades; and restripe crosswalks.					Roadway and bridge
MTIP ID	70961						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2019	HSIP (100%)	$16,600	$0	$1,400	$18,000
Preliminary engineering		2019	HSIP (100%)	$353,387	$0	$29,813	$383,200
Construction		2021	HSIP (100%)	$1,038,674	$0	$87,626	$1,126,300
			FY 18-21 Totals	$1,408,661	$0	$118,839	$1,527,500
			Estimated Project Cost (YOE$)	**$1,408,661**	**$0**	**$118,839**	**$1,527,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**SW MULTNOMAH BLVD OVER I-5**					
Project IDs		Project Description					Project Type
ODOT KEY	**20484**	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.					Roadway and bridge
MTIP ID	70976						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2019	NHPP (Z001)	$1,218,533	$139,467	$0	$1,358,000
			FY 18-21 Totals	$1,218,533	$139,467	$0	$1,358,000
			Prior Years' Totals	$191,125	$21,875	$0	$213,000
			Estimated Project Cost (YOE$)	**$1,409,658**	**$161,342**	**$0**	**$1,571,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**SYSTEMIC SIGNAL AND ILLUMINATION (PORTLAND)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20334**	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.					Roadway and bridge
MTIP ID	70949						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$129,569	$0	$10,931	$140,500
Preliminary engineering		2018	HSIP (100%)	$563,649	$0	$47,551	$611,200
Other		2018	HSIP (100%)	$16,692	$0	$1,408	$18,100
Construction		2019	HSIP (100%)	$1,909,557	$0	$161,097	$2,070,654
			FY 18-21 Totals	$2,619,467	$0	$220,987	$2,840,454
			Estimated Project Cost (YOE$)	**$2,619,467**	**$0**	**$220,987**	**$2,840,454**

LEAD AGENCY		ODOT					
PROJECT NAME		**SYSTEMIC SIGNALS AND ILLUMINATION (BEAVERTON)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20374**	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.					Roadway and bridge
MTIP ID	70956						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$32,277	$0	$2,723	$35,000
Preliminary engineering		2018	HSIP (100%)	$263,657	$0	$22,243	$285,900
Construction		2020	HSIP (100%)	$1,614,496	$0	$136,204	$1,750,700
			FY 18-21 Totals	$1,910,430	$0	$161,170	$2,071,600
			Estimated Project Cost (YOE$)	**$1,910,430**	**$0**	**$161,170**	**$2,071,600**

LEAD AGENCY		ODOT				
PROJECT NAME		**SYSTEMIC SIGNALS AND ILLUMINATION (CLACKAMAS)**				
Project IDs		Project Description				Project Type
ODOT KEY	**20336**	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.				Roadway and bridge
MTIP ID	70951					
RTP ID						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$17,983	$0	$1,517	$19,500
Preliminary engineering		2018	HSIP (100%)	$161,938	$0	$13,662	$175,600
Other		2018	HSIP (100%)	$2,674	$0	$226	$2,900
Construction		2020	HSIP (100%)	$830,810	$0	$70,090	$900,900
			FY 18-21 Totals	$1,013,405	$0	$85,495	$1,098,900
			Estimated Project Cost (YOE$)	**$1,013,405**	**$0**	**$85,495**	**$1,098,900**

LEAD AGENCY		ODOT				
PROJECT NAME		**US26 (Powell Blvd) SE 20th - SE 34th**				
Project IDs		Project Description				Project Type
ODOT KEY	**18795**	Crosswalk signals RF Beacons striping signing ADA upgrades and Illumination				Active Transportation
MTIP ID	70713					
RTP ID						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$314,055	$35,945	$0	$350,000
Construction		2018	HSIP	$2,317,908	$195,547	$0	$2,513,455
			FY 18-21 Totals	$2,631,963	$231,492	$0	$2,863,455
			Prior Years' Totals	$824,631	$69,569	$0	$894,200
			Estimated Project Cost (YOE$)	**$3,456,594**	**$301,061**	**$0**	**$3,757,655**

LEAD AGENCY		ODOT				
PROJECT NAME		**US26 (Powell Blvd): SE 122nd Ave - 136th Ave**				
Project IDs		Project Description				Project Type
ODOT KEY	**19690**	Construct sidewalks storm water facility buffered or separated bike lane center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.				Active Transportation
MTIP ID	70847					
RTP ID						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2018	Gen Bond Funds - State	$200,000	$0	$0	$200,000
Construction		2018	Gen Bond Funds - State	$9,500,000	$0	$0	$9,500,000
Construction		2018	STP - Urban	$3,000,000	$343,363	$0	$3,343,363
			FY 18-21 Totals	$12,700,000	$343,363	$0	$13,043,363
			Prior Years' Totals	$6,732,060	$567,940	$0	$7,300,000
			Estimated Project Cost (YOE$)	**$19,432,060**	**$911,303**	**$0**	**$20,343,363**

LEAD AGENCY		ODOT					
PROJECT NAME		**US26 RAMP IMPROVEMENTS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20301**	Project provides funds for ramp paving and ADA improvements on US26 pavement preservation projects.					Roadway and bridge
MTIP ID	70942						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2019	NHPP (Z001)	$897,300	$102,700	$0	$1,000,000
			FY 18-21 Totals	$897,300	$102,700	$0	$1,000,000
			Estimated Project Cost (YOE$)	**$897,300**	**$102,700**	**$0**	**$1,000,000**

LEAD AGENCY		ODOT					
PROJECT NAME		**US26: Boring Road Bridge Overcrossing**					
Project IDs		Project Description					Project Type
ODOT KEY	**18583**	Increase Vertical Clearance; Deck Overlay B#09381					Roadway and bridge
MTIP ID	70817						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$4,170,650	$477,350	$0	$4,648,000
			FY 18-21 Totals	$4,170,650	$477,350	$0	$4,648,000
			Prior Years' Totals	$1,528,102	$174,899	$0	$1,703,001
			Estimated Project Cost (YOE$)	**$5,698,752**	**$652,249**	**$0**	**$6,351,001**

LEAD AGENCY		ODOT					
PROJECT NAME		**US26: OR217 - CORNELL RD**					
Project IDs		Project Description					Project Type
ODOT KEY	**20300**	Repave mainline of roadway to improve pavement condition and extend service life.					Roadway and bridge
MTIP ID	70941						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	NHPP (Z001)	$216,641	$24,796	$0	$241,437
Construction		2021	NHPP (Z001)	$4,332,804	$495,909	$0	$4,828,713
			FY 18-21 Totals	$4,549,445	$520,705	$0	$5,070,150
			Estimated Project Cost (YOE$)	**$4,549,445**	**$520,705**	**$0**	**$5,070,150**

LEAD AGENCY		ODOT					
PROJECT NAME		**US26: SYLVAN - OR217**					
Project IDs		Project Description					Project Type
ODOT KEY	**20299**	Repave mainline of roadway to improve pavement condition and extend service life.					Roadway and bridge
MTIP ID	70940						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	NHPP (Z001)	$135,108	$15,464	$0	$150,572
Construction		2020	NHPP (Z001)	$2,702,165	$309,275	$0	$3,011,440
			FY 18-21 Totals	$2,837,273	$324,739	$0	$3,162,012
			Estimated Project Cost (YOE$)	**$2,837,273**	**$324,739**	**$0**	**$3,162,012**

LEAD AGENCY		ODOT					
PROJECT NAME		**US30 AT BRIDGE AVE RAMPS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20522**	Design for tree hazard removal and pinned mesh installation.					Roadway and bridge
MTIP ID	70983						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	STBG - STATE	$589,978	$67,526	$0	$657,504
			FY 18-21 Totals	$589,978	$67,526	$0	$657,504
			Estimated Project Cost (YOE$)	**$589,978**	**$67,526**	**$0**	**$657,504**

LEAD AGENCY		ODOT					
PROJECT NAME		**US-30 AT NW NICOLAI ST**					
Project IDs		Project Description					Project Type
ODOT KEY	**20390**	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					Roadway and bridge
MTIP ID	70963						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	HSIP (100%)	$235,200	$0	$0	$235,200
Construction		2021	HSIP (100%)	$691,300	$0	$0	$691,300
			FY 18-21 Totals	$926,500	$0	$0	$926,500
			Estimated Project Cost (YOE$)	**$926,500**	**$0**	**$0**	**$926,500**

LEAD AGENCY		ODOT					
PROJECT NAME		**US30: KITTRIDGE - ST JOHNS**					
Project IDs		Project Description					Project Type
ODOT KEY	**20208**	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Pave Bridge Avenue.					Roadway and bridge
MTIP ID	70938						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	NHPP (Z001)	$160,721	$18,395	$0	$179,116
Other		2018	STBG - STATE	$62,811	$7,189	$0	$70,000
Construction		2019	NHPP (Z001)	$5,936,242	$679,429	$0	$6,615,671
			FY 18-21 Totals	$6,159,774	$705,013	$0	$6,864,787
			Prior Years' Totals	$1,484,060	$169,857	$0	$1,653,917
			Estimated Project Cost (YOE$)	**$7,643,834**	**$874,870**	**$0**	**$8,518,704**

LEAD AGENCY		ODOT					
PROJECT NAME		**US30BY (LOMBARD) AT FENWICK**					
Project IDs		Project Description					Project Type
ODOT KEY	**20415**	Full signal upgrade; ADA improvements; and access management.					Roadway and bridge
MTIP ID	70971						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	STBG - STATE	$264,804	$30,308	$0	$295,112
Purchase right of way		2019	STBG - STATE	$66,966	$7,665	$0	$74,631
Other		2019	STBG - STATE	$4,464	$511	$0	$4,975
Construction		2020	STBG - STATE	$756,584	$86,594	$0	$843,178
			FY 18-21 Totals	$1,092,818	$125,078	$0	$1,217,896
			Estimated Project Cost (YOE$)	**$1,092,818**	**$125,078**	**$0**	**$1,217,896**

LEAD AGENCY		ODOT					
PROJECT NAME		**US30BY (LOMBARD) SAFETY EXTENSION**					
Project IDs		Project Description					Project Type
ODOT KEY	**20413**	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed.					Roadway and bridge
MTIP ID	70969						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	STBG - STATE	$111,612	$12,774	$0	$124,386
Purchase right of way		2018	HSIP (100%)	$76,000	$0	$0	$76,000
Preliminary engineering		2018	HSIP (100%)	$441,400	$0	$0	$441,400
Preliminary engineering		2018	STBG - STATE	$1,023,905	$117,191	$0	$1,141,096
Other		2019	HSIP (100%)	$10,000	$0	$0	$10,000
Other		2019	STBG - STATE	$8,928	$1,022	$0	$9,950
Construction		2020	HSIP (100%)	$1,297,500	$0	$0	$1,297,500
Construction		2020	STBG - STATE	$2,989,540	$342,166	$0	$3,331,706
			FY 18-21 Totals	$5,958,885	$473,153	$0	$6,432,038
			Estimated Project Cost (YOE$)	**$5,958,885**	**$473,153**	**$0**	**$6,432,038**

LEAD AGENCY		ODOT					
PROJECT NAME		**WEST SYSTEMIC SIGNALS AND ILLUMINATION (ODOT)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20376**	Safety projects at various locations throughout Region 1. Work includes illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements					Roadway and bridge
MTIP ID	70958						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$198,400	$0	$0	$198,400
Preliminary engineering		2018	HSIP (100%)	$935,100	$0	$0	$935,100
Construction		2020	HSIP (100%)	$3,790,600	$0	$0	$3,790,600
			FY 18-21 Totals	$4,924,100	$0	$0	$4,924,100
			Estimated Project Cost (YOE$)	**$4,924,100**	**$0**	**$0**	**$4,924,100**

LEAD AGENCY		ODOT					
PROJECT NAME		**WEST SYSTEMIC SIGNALS AND ILLUMINATION (WASHINGTON)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20375**	Safety projects at various locations. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.					Roadway and bridge
MTIP ID	70957						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	HSIP (100%)	$22,225	$0	$1,875	$24,100
Preliminary engineering		2018	HSIP (100%)	$98,675	$0	$8,325	$107,000
Construction		2020	HSIP (100%)	$646,554	$0	$54,546	$701,100
			FY 18-21 Totals	$767,454	$0	$64,746	$832,200
			Estimated Project Cost (YOE$)	**$767,454**	**$0**	**$64,746**	**$832,200**

LEAD AGENCY		Oregon City					
PROJECT NAME		**Molalla Ave. Beavercreek Rd - Hwy 213**					
Project IDs		Project Description					Project Type
ODOT KEY	**20810**	Bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213. Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings					Roads and Bridges
MTIP ID	70885						
RTP ID	10125						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2018	Local (Oregon City)	$0	$0	$143,923	$143,923
Preliminary engineering		2018	TriMet - General Funds	$0	$0	$1,257,466	$1,257,466
Purchase right of way		2019	Local (Oregon City)	$0	$0	$53,509	$53,509
Purchase right of way		2019	TriMet - General Funds	$0	$0	$467,514	$467,514
Construction		2020	Local (Oregon City)	$0	$0	$3,987,315	$3,987,315
Construction		2020	TriMet - General Funds	$0	$0	$2,075,652	$2,075,652
			FY 18-21 Totals	$0	$0	$7,985,379	$7,985,379
			Estimated Project Cost (YOE$)	**$0**	**$0**	**$7,985,379**	**$7,985,379**

LEAD AGENCY		Port of Portland					
PROJECT NAME		**40 Mile Loop: Blue Lake Park - Sundial Rd**					
Project IDs		Project Description					Project Type
ODOT KEY	**17270**	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.					Trail
MTIP ID	70007						
RTP ID	10408						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$2,004,083	$229,376	$0	$2,233,459
			FY 18-21 Totals	$2,004,083	$229,376	$0	$2,233,459
			Prior Years' Totals	$1,068,338	$122,276	$0	$1,190,614
			Estimated Project Cost (YOE$)	**$3,072,421**	**$351,652**	**$0**	**$3,424,073**

LEAD AGENCY		Port of Portland				
PROJECT NAME		**NE Columbia Blvd: Cully Blvd and Alderwood Rd**				
Project IDs		Project Description				Project Type
ODOT KEY	**18837**	Intersection improvements				Roadway and bridge
MTIP ID	70778					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2018	State STP (M240)	$288,204	$32,986	$0	$321,190
Construction	2018	State STP (M240)	$2,848,203	$325,990	$0	$3,174,193
		FY 18-21 Totals	$3,136,407	$358,976	$0	$3,495,383
		Prior Years' Totals	$1,402,449	$160,517	$0	$1,562,966
		Estimated Project Cost (YOE$)	**$4,538,856**	**$519,493**	**$0**	**$5,058,349**

LEAD AGENCY		Portland				
PROJECT NAME		**Brentwood Darlington Bike/Ped Improvements**				
Project IDs		Project Description				Project Type
ODOT KEY	**20812**	Connect to parks community gardens and shopping. Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor				Active Transportation
MTIP ID	70877					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	TA - URBAN	$918,500	$105,126	$0	$1,023,626
Purchase right of way	2020	TA - URBAN	$153,025	$17,514	$0	$170,539
Other	2021	TA - URBAN	$40,000	$4,578	$0	$44,578
Construction	2021	TA - URBAN	$1,088,475	$124,581	$3,749,201	$4,962,257
		FY 18-21 Totals	$2,200,000	$251,799	$3,749,201	$6,201,000
		Estimated Project Cost (YOE$)	**$2,200,000**	**$251,799**	**$3,749,201**	**$6,201,000**

LEAD AGENCY		Portland				
PROJECT NAME		**Central Eastside Intersection Improvements**				
Project IDs		Project Description				Project Type
ODOT KEY	**20809**	Improve freight access and circulation at key choke points in Portlands Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.				Roadway and bridge
MTIP ID	70887					
RTP ID	10302					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	Local (COP)	$0	$0	$64,517	$64,517
Preliminary engineering	2018	TriMet - General Funds	$0	$0	$563,689	$563,689
Construction	2020	Local (COP)	$0	$0	$2,742,037	$2,742,037
Construction	2020	TriMet - General Funds	$0	$0	$2,032,190	$2,032,190
		FY 18-21 Totals	$0	$0	$5,402,433	$5,402,433
		Estimated Project Cost (YOE$)	**$0**	**$0**	**$5,402,433**	**$5,402,433**

LEAD AGENCY		Portland					
PROJECT NAME		**Connected Cully**					
Project IDs		Project Description					Project Type
ODOT KEY	**18814**	Bicycle and pedestrian improvements					Active Transportation
MTIP ID	70771						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$1,980,101	$226,631	$0	$2,206,732
			FY 18-21 Totals	$1,980,101	$226,631	$0	$2,206,732
			Prior Years' Totals	$1,014,523	$116,117	$0	$1,130,640
			Estimated Project Cost (YOE$)	**$2,994,624**	**$342,748**	**$0**	**$3,337,372**

LEAD AGENCY		Portland					
PROJECT NAME		**Downtown I-405 Ped Safety and Ops Imprvmts**					
Project IDs		Project Description					Project Type
ODOT KEY	**18818**	Bike/pedestrian and operational improvements.					Roadway and bridge
MTIP ID	70772						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$1,422,221	$162,780	$0	$1,585,001
			FY 18-21 Totals	$1,422,221	$162,780	$0	$1,585,001
			Prior Years' Totals	$587,732	$67,269	$0	$655,001
			Estimated Project Cost (YOE$)	**$2,009,953**	**$230,049**	**$0**	**$2,240,002**

LEAD AGENCY		Portland					
PROJECT NAME		**East Portland Access to Employment and Education**					
Project IDs		Project Description					Project Type
ODOT KEY	**19297**	The project will build and improve sidewalks crossings bus stops bike facilities and other safety facilities in East Portland from I205 east to 174th Avenue south of I84 to SE Foster Road.					Pedestrian
MTIP ID	70675						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$3,678,715	$421,045	$0	$4,099,760
			FY 18-21 Totals	$3,678,715	$421,045	$0	$4,099,760
			Prior Years' Totals	$1,588,285	$181,786	$0	$1,770,071
			Estimated Project Cost (YOE$)	**$5,267,000**	**$602,831**	**$0**	**$5,869,831**

LEAD AGENCY		Portland					
PROJECT NAME		**Jade and Montavilla Multi-modal Improvements**					
Project IDs		Project Description					Project Type
ODOT KEY	**20814**	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.					Active Transportation
MTIP ID	70884						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG-URBAN	$1,158,450	$132,590	$1,025,859	$2,316,899
Purchase right of way		2020	TA - URBAN	$193,075	$22,098	$170,977	$386,150
Other		2021	STBG-URBAN	$80,000	$9,156	$70,845	$160,001
Construction		2021	STBG-URBAN	$1,768,475	$202,410	$3,049,065	$5,019,950
			FY 18-21 Totals	$3,200,000	$366,254	$4,316,746	$7,883,000
			Estimated Project Cost (YOE$)	**$3,200,000**	**$366,254**	**$4,316,746**	**$7,883,000**

LEAD AGENCY		Portland					
PROJECT NAME		**NE 72nd Ave: NE Killingsworth - NE Sandy Blvd**					
Project IDs		Project Description					Project Type
ODOT KEY	**20817**	Develop a combined pedestrian and bike pathway including along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.					Active Transportation
MTIP ID	70879						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	TriMet - General Funds	$0	$0	$884,446	$884,446
Preliminary engineering		2019	Local (COP)	$0	$0	$884,446	$884,446
Purchase right of way		2020	TriMet - General Funds	$0	$0	$294,815	$294,815
Purchase right of way		2020	Local (COP)	$0	$0	$294,815	$294,815
Other		2021	Local (COP)	$0	$0	$50,000	$50,000
Other		2021	TriMet - General Funds	$0	$0	$50,000	$50,000
Construction		2021	Local (COP)	$0	$0	$2,567,045	$2,567,045
Construction		2021	TriMet - General Funds	$0	$0	$970,739	$970,739
			FY 18-21 Totals	$0	$0	$5,996,306	$5,996,306
			Estimated Project Cost (YOE$)	**$0**	**$0**	**$5,996,306**	**$5,996,306**

LEAD AGENCY		Portland					
PROJECT NAME		**NE Halsey Street Bike/Ped/Transit Improvements**					
Project IDs		Project Description					Project Type
ODOT KEY	**20813**	Signal improvements intersection redesigns bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station					Roads and Bridges
MTIP ID	70880						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG-URBAN	$883,920	$101,169	$0	$985,089
Purchase right of way		2020	TA - URBAN	$147,320	$16,861	$0	$164,181
Other		2021	STBG-URBAN	$46,400	$5,311	$0	$51,711
Construction		2021	STBG-URBAN	$1,071,762	$122,668	$2,485,309	$3,679,739
Construction		2021	TA - URBAN	$250,598	$28,682	$0	$279,280
			FY 18-21 Totals	$2,400,000	$274,691	$2,485,309	$5,160,000
			Estimated Project Cost (YOE$)	**$2,400,000**	**$274,691**	**$2,485,309**	**$5,160,000**

LEAD AGENCY		Portland					
PROJECT NAME		**OR 99W: SW 26th Ave-SW 19th (Portland)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19298**	This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections along SW Barbur Boulevard.					Active Transportation
MTIP ID	70676						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	STP - Urban	$1,294,000	$148,104	$0	$1,442,104
			FY 18-21 Totals	$1,294,000	$148,104	$0	$1,442,104
			Prior Years' Totals	$500,000	$57,227	$0	$557,227
			Estimated Project Cost (YOE$)	**$1,794,000**	**$205,331**	**$0**	**$1,999,331**

LEAD AGENCY		Portland					
PROJECT NAME		**Portland Central City Safety Project - Phase 2**					
Project IDs		Project Description					Project Type
ODOT KEY	**19299**	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.					Active Transportation
MTIP ID	70677						
RTP ID	10232						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	CMAQ	$3,900,000	$446,372	$0	$4,346,372
			FY 18-21 Totals	$3,900,000	$446,372	$0	$4,346,372
			Prior Years' Totals	$1,600,000	$183,126	$0	$1,783,126
			Estimated Project Cost (YOE$)	**$5,500,000**	**$629,498**	**$0**	**$6,129,498**

LEAD AGENCY		Portland					
PROJECT NAME		**SE 122nd Ave: Johnson Creek Bridge Replacement**					
Project IDs		Project Description					Project Type
ODOT KEY	**19794**	Emergency replacement of bridge #51C20					Roadway and bridge
MTIP ID	70851						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	ACP0 - Advance CN	$1,956,114	$223,886	$0	$2,180,000
			FY 18-21 Totals	$1,956,114	$223,886	$0	$2,180,000
			Prior Years' Totals	$556,326	$63,674	$0	$620,000
			Estimated Project Cost (YOE$)	**$2,512,440**	**$287,560**	**$0**	**$2,800,000**

LEAD AGENCY		Portland					
PROJECT NAME		**St Johns Truck Strategy Phase II**					
Project IDs		Project Description					Project Type
ODOT KEY	**18819**	Freight mobility - bicycle and pedestrian safety improvements					Roadway and bridge
MTIP ID	70773						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	State STP (M240)	$2,190,258	$250,685	$0	$2,440,943
			FY 18-21 Totals	$2,190,258	$250,685	$0	$2,440,943
			Prior Years' Totals	$812,098	$92,949	$0	$905,047
			Estimated Project Cost (YOE$)	**$3,002,356**	**$343,634**	**$0**	**$3,345,990**

LEAD AGENCY		Sherwood					
PROJECT NAME		**Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.**					
Project IDs		Project Description					Project Type
ODOT KEY	**18026**	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.					Trail
MTIP ID	70480						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Construction		2018	CMAQ	$3,243,478	$371,231	$0	$3,614,709
			FY 18-21 Totals	$3,243,478	$371,231	$0	$3,614,709
			Prior Years' Totals	$1,449,483	$165,900	$0	$1,615,383
			Estimated Project Cost (YOE$)	**$4,692,961**	**$537,131**	**$0**	**$5,230,092**

LEAD AGENCY		SMART					
PROJECT NAME		**5310 FY18 - Senior and Disabled**					
Project IDs		Project Description					Project Type
ODOT KEY	**19316**	Services and Facility Improvements for Elderly and Disabled Customers FY18					Transit
MTIP ID	70726						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5310 (80/20)	$41,000	$10,250	$0	$51,250
			FY 18-21 Totals	$41,000	$10,250	$0	$51,250
			Estimated Project Cost (YOE$)	**$41,000**	**$10,250**	**$0**	**$51,250**

LEAD AGENCY		SMART					
PROJECT NAME		**5339 FY18 - Bus and Bus Facilities (Capital)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19321**	Bus and Bus Facility Upgrades (FY18)					Transit
MTIP ID	70731						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5339 FTA Alt Analysis	$70,000	$17,500	$0	$87,500
			FY 18-21 Totals	$70,000	$17,500	$0	$87,500
			Estimated Project Cost (YOE$)	**$70,000**	**$17,500**	**$0**	**$87,500**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART ADA Stop Enhancements (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20865**	Bus stop enhancements					Transit
MTIP ID	70895						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5310 (80/20)	$45,636	$11,409	$0	$57,045
			FY 18-21 Totals	$45,636	$11,409	$0	$57,045
			Estimated Project Cost (YOE$)	**$45,636**	**$11,409**	**$0**	**$57,045**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT 2018**					
Project IDs		Project Description					Project Type
ODOT KEY	**19307**	5307 Funds for Preventative Maintenance Associated Improvements and Bus Fleet Replacement FY18					Transit
MTIP ID	70718						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5307	$500,000	$125,000	$0	$625,000
			FY 18-21 Totals	$500,000	$125,000	$0	$625,000
			Estimated Project Cost (YOE$)	**$500,000**	**$125,000**	**$0**	**$625,000**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus and Bus Facilities (Capital) 2019**					
Project IDs		Project Description					Project Type
ODOT KEY	**20869**	Bus and Bus Facility Upgrades					Transit
MTIP ID	70899						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5339 FTA Alt Analysis	$70,000	$17,500	$0	$87,500
			FY 18-21 Totals	$70,000	$17,500	$0	$87,500
			Estimated Project Cost (YOE$)	**$70,000**	**$17,500**	**$0**	**$87,500**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus and Bus Facilities (Capital) 2020**					
Project IDs		Project Description					Project Type
ODOT KEY	**20870**	Bus and Bus Facility Upgrades					Transit
MTIP ID	70900						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5339 FTA Alt Analysis	$75,000	$18,750	$0	$93,750
			FY 18-21 Totals	$75,000	$18,750	$0	$93,750
			Estimated Project Cost (YOE$)	**$75,000**	**$18,750**	**$0**	**$93,750**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus and Bus Facilities (Capital) 2021**					
Project IDs		Project Description					Project Type
ODOT KEY	**20871**	Bus and Bus Facility Upgrades					Transit
MTIP ID	70901						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5339 FTA Alt Analysis	$80,000	$20,000	$0	$100,000
			FY 18-21 Totals	$80,000	$20,000	$0	$100,000
			Estimated Project Cost (YOE$)	**$80,000**	**$20,000**	**$0**	**$100,000**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus Purchase/PM/Amenities and Technology 2019**					
Project IDs		Project Description					Project Type
ODOT KEY	**20872**	Maintenance and Bus Fleet Replacement and Software					Transit
MTIP ID	70902						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5307	$298,758	$74,690	$0	$373,448
			FY 18-21 Totals	$298,758	$74,690	$0	$373,448
			Estimated Project Cost (YOE$)	**$298,758**	**$74,690**	**$0**	**$373,448**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus Purchase/PM/Amenities and Technology 2020**					
Project IDs		Project Description					Project Type
ODOT KEY	**20873**	Maintenance and Bus Fleet Replacement and Software					Transit
MTIP ID	70903						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5307	$298,758	$74,690	$0	$373,448
			FY 18-21 Totals	$298,758	$74,690	$0	$373,448
			Estimated Project Cost (YOE$)	**$298,758**	**$74,690**	**$0**	**$373,448**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Bus Purchase/PM/Amenities and Technology 2021**					
Project IDs		Project Description					Project Type
ODOT KEY	**20874**	Maintenance and Bus Fleet Replacement and Software					Transit
MTIP ID	70904						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5307	$298,758	$74,690	$0	$373,448
			FY 18-21 Totals	$298,758	$74,690	$0	$373,448
			Estimated Project Cost (YOE$)	**$298,758**	**$74,690**	**$0**	**$373,448**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Mobility Management (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20863**	RideWise Travel Trainer					Transit
MTIP ID	70893						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5310 (80/20)	$31,686	$7,922	$0	$39,608
			FY 18-21 Totals	$31,686	$7,922	$0	$39,608
			Estimated Project Cost (YOE$)	**$31,686**	**$7,922**	**$0**	**$39,608**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Mobility Management (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20864**	RideWise Travel Trainer					Transit
MTIP ID	70894						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5310 (80/20)	$31,686	$7,922	$0	$39,608
			FY 18-21 Totals	$31,686	$7,922	$0	$39,608
			Estimated Project Cost (YOE$)	**$31,686**	**$7,922**	**$0**	**$39,608**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Senior and Disabled Program (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20866**	Services and Facility Improvements for Elderly and Disabled Customers					Transit
MTIP ID	70896						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5310 (80/20)	$41,000	$10,250	$0	$51,250
			FY 18-21 Totals	$41,000	$10,250	$0	$51,250
			Estimated Project Cost (YOE$)	**$41,000**	**$10,250**	**$0**	**$51,250**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Senior and Disabled Program (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20867**	Services and Facility Improvements for Elderly and Disabled Customers					Transit
MTIP ID	70897						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5310 (80/20)	$41,000	$10,250	$0	$51,250
			FY 18-21 Totals	$41,000	$10,250	$0	$51,250
			Estimated Project Cost (YOE$)	**$41,000**	**$10,250**	**$0**	**$51,250**

LEAD AGENCY		SMART					
PROJECT NAME		**SMART Senior and Disabled Program (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20868**	Services and Facility Improvements for Elderly and Disabled Customers					Transit
MTIP ID	70898						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5310 (80/20)	$41,000	$10,250	$0	$51,250
			FY 18-21 Totals	$41,000	$10,250	$0	$51,250
			Estimated Project Cost (YOE$)	**$41,000**	**$10,250**	**$0**	**$51,250**

LEAD AGENCY		Tigard					
PROJECT NAME		**Main St Ph2: Rail Corridor-Scoffins**					
Project IDs		Project Description					Project Type
ODOT KEY	**17757**	Green street retrofit pedestrian amenities street lights					Pedestrian
MTIP ID	70594						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way		2018	STP - Urban	$150,000	$17,168	$0	$167,168
Construction		2018	STP - Urban	$684,424	$78,335	$849,291	$1,612,050
			FY 18-21 Totals	$834,424	$95,503	$849,291	$1,779,218
			Prior Years' Totals	$400,000	$45,782	$0	$445,782
			Estimated Project Cost (YOE$)	**$1,234,424**	**$141,285**	**$849,291**	**$2,225,000**

LEAD AGENCY		Tigard					
PROJECT NAME		**SW Wall St Extension to SW Tech Center Dr (Hunziker)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20811**	This project will connect Tigards Tech Center Drive to SW Wall Street with more than 3500 feet of new public road.					Roads and Bridges
MTIP ID	70888						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	TriMet - General Funds	$0	$0	$244,506	$244,506
Preliminary engineering		2019	Local (Tigard)	$0	$0	$27,985	$27,985
Construction		2021	Local (Tigard)	$0	$0	$421,424	$421,424
Construction		2021	TriMet - General Funds	$0	$0	$1,486,010	$1,486,010
			FY 18-21 Totals	$0	$0	$2,179,925	$2,179,925
			Prior Years' Totals	$0	$0	$144,984	$144,984
			Estimated Project Cost (YOE$)	**$0**	**$0**	**$2,324,909**	**$2,324,909**

LEAD AGENCY		TriMet					
PROJECT NAME		**2018 Regional High Capacity Transit Bond Payment**					
Project IDs		Project Description					Project Type
ODOT KEY	**19353**	Funding for the regions long term commitment to pay for development of the high capacity transit (HCT) system.					Transit
MTIP ID	70797						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2018	CMAQ	$11,000,000	$1,258,999	$0	$12,258,999
Other		2018	STP - Urban	$5,000,000	$572,272	$0	$5,572,272
			FY 18-21 Totals	$16,000,000	$1,831,271	$0	$17,831,271
			Estimated Project Cost (YOE$)	**$16,000,000**	**$1,831,271**	**$0**	**$17,831,271**

LEAD AGENCY		TriMet					
PROJECT NAME		**2019 Regional High Capacity Transit Bond Payment**					
Project IDs		Project Description					Project Type
ODOT KEY	**20830**	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.					Transit
MTIP ID	70917						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	STBG-URBAN	$5,000,000	$572,272	$0	$5,572,272
Transit		2019	CMAQ - URBAN	$11,000,000	$1,258,999	$0	$12,258,999
			FY 18-21 Totals	$16,000,000	$1,831,271	$0	$17,831,271
			Estimated Project Cost (YOE$)	**$16,000,000**	**$1,831,271**	**$0**	**$17,831,271**

LEAD AGENCY		TriMet					
PROJECT NAME		**2020 Regional High Capacity Transit Bond Payment**					
Project IDs		Project Description					Project Type
ODOT KEY	**20832**	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.					Transit
MTIP ID	70919						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	STBG-URBAN	$5,000,000	$572,272	$0	$5,572,272
Transit		2020	CMAQ - URBAN	$11,000,000	$1,258,999	$0	$12,258,999
			FY 18-21 Totals	$16,000,000	$1,831,271	$0	$17,831,271
			Estimated Project Cost (YOE$)	**$16,000,000**	**$1,831,271**	**$0**	**$17,831,271**

LEAD AGENCY		TriMet					
PROJECT NAME		**2021 Regional High Capacity Transit Bond Payment**					
Project IDs		Project Description					Project Type
ODOT KEY	**20834**	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.					Transit
MTIP ID	70921						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	STBG-URBAN	$5,000,000	$572,272	$0	$5,572,272
Transit		2021	CMAQ - URBAN	$11,000,000	$1,258,999	$0	$12,258,999
			FY 18-21 Totals	$16,000,000	$1,831,271	$0	$17,831,271
			Estimated Project Cost (YOE$)	**$16,000,000**	**$1,831,271**	**$0**	**$17,831,271**

LEAD AGENCY		TriMet					
PROJECT NAME		**Bus and Rail Preventive Maintenance (RFFA-2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20839**	Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)					Transit
MTIP ID	70937						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	STBG-URBAN	$2,354,155	$269,444	$0	$2,623,599
			FY 18-21 Totals	$2,354,155	$269,444	$0	$2,623,599
			Estimated Project Cost (YOE$)	**$2,354,155**	**$269,444**	**$0**	**$2,623,599**

LEAD AGENCY		TriMet					
PROJECT NAME		**Bus and Rail Preventive Maintenance (RFFA-2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20840**	Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)					Transit
MTIP ID	70926						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	STBG-URBAN	$1,596,466	$182,723	$0	$1,779,189
			FY 18-21 Totals	$1,596,466	$182,723	$0	$1,779,189
			Estimated Project Cost (YOE$)	**$1,596,466**	**$182,723**	**$0**	**$1,779,189**

LEAD AGENCY		TriMet					
PROJECT NAME		**Bus and Rail Preventive Maintenance (RFFA-2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20841**	Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)					Transit
MTIP ID	70927						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	STBG-URBAN	$4,402,657	$503,904	$0	$4,906,561
			FY 18-21 Totals	$4,402,657	$503,904	$0	$4,906,561
			Estimated Project Cost (YOE$)	**$4,402,657**	**$503,904**	**$0**	**$4,906,561**

LEAD AGENCY		TriMet					
PROJECT NAME		**Bus and Rail Preventive Maintenance (RFFA-2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20842**	Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)					Transit
MTIP ID	70928						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	STBG-URBAN	$2,506,749	$286,909	$0	$2,793,658
			FY 18-21 Totals	$2,506,749	$286,909	$0	$2,793,658
			Estimated Project Cost (YOE$)	**$2,506,749**	**$286,909**	**$0**	**$2,793,658**

LEAD AGENCY		TriMet					
PROJECT NAME		**Community Job Connectors (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20824**	To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.					Transit
MTIP ID	70911						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5307 (50/50)	$887,400	$887,400	$0	$1,774,800
			FY 18-21 Totals	$887,400	$887,400	$0	$1,774,800
			Estimated Project Cost (YOE$)	**$887,400**	**$887,400**	**$0**	**$1,774,800**

LEAD AGENCY		TriMet					
PROJECT NAME		**Community Job Connectors (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20825**	To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.					Transit
MTIP ID	70912						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5307 (50/50)	$1,160,148	$1,160,148	$0	$2,320,296
			FY 18-21 Totals	$1,160,148	$1,160,148	$0	$2,320,296
			Estimated Project Cost (YOE$)	**$1,160,148**	**$1,160,148**	**$0**	**$2,320,296**

LEAD AGENCY		TriMet					
PROJECT NAME		**Community Job Connectors (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20826**	To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.					Transit
MTIP ID	70913						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5307 (50/50)	$1,438,351	$1,438,351	$0	$2,876,702
			FY 18-21 Totals	$1,438,351	$1,438,351	$0	$2,876,702
			Estimated Project Cost (YOE$)	**$1,438,351**	**$1,438,351**	**$0**	**$2,876,702**

LEAD AGENCY		TriMet					
PROJECT NAME		**Division Transit Project (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20844**	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.					Transit
MTIP ID	70930						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5309 Small Starts	$7,718,985	$5,145,990	$0	$12,864,975
			FY 18-21 Totals	$7,718,985	$5,145,990	$0	$12,864,975
			Estimated Project Cost (YOE$)	**$7,718,985**	**$5,145,990**	**$0**	**$12,864,975**

LEAD AGENCY		TriMet					
PROJECT NAME		**Division Transit Project (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20845**	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.					Transit
MTIP ID	70931						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5309 Small Starts	$56,005,914	$37,337,276	$0	$93,343,190
			FY 18-21 Totals	$56,005,914	$37,337,276	$0	$93,343,190
			Estimated Project Cost (YOE$)	**$56,005,914**	**$37,337,276**	**$0**	**$93,343,190**

LEAD AGENCY		TriMet					
PROJECT NAME		**Division Transit Project (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20846**	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.					Transit
MTIP ID	70932						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5309 Small Starts	$34,688,806	$23,125,871	$0	$57,814,677
			FY 18-21 Totals	$34,688,806	$23,125,871	$0	$57,814,677
			Estimated Project Cost (YOE$)	**$34,688,806**	**$23,125,871**	**$0**	**$57,814,677**

LEAD AGENCY		TriMet					
PROJECT NAME		**Low - No Zero Emission Bus Project (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20847**	Fund procurement and deployment of 5 battery electric buses and asociated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.					Transit
MTIP ID	70933						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5339 (Low No 53.12%)	$2,117,750	$2,399,635	$0	$4,517,385
			FY 18-21 Totals	$2,117,750	$2,399,635	$0	$4,517,385
			Estimated Project Cost (YOE$)	**$2,117,750**	**$2,399,635**	**$0**	**$4,517,385**

LEAD AGENCY		TriMet					
PROJECT NAME		**Low - No Zero Emission Bus Project (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20848**	Fund procurement and deployment of 5 battery electric buses and asociated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.					Transit
MTIP ID	70934						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5339 (Low No 53.12%)	$50,000	$56,655	$0	$106,655
			FY 18-21 Totals	$50,000	$56,655	$0	$106,655
			Estimated Project Cost (YOE$)	**$50,000**	**$56,655**	**$0**	**$106,655**

LEAD AGENCY		TriMet				
PROJECT NAME		**MAX Redline Extension to Gateway Double Track Project**				
Project IDs		Project Description				Project Type
ODOT KEY	**20849**	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport Max station, and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport Max station to improve system operations. Programmed funds for project development only.				Transit
MTIP ID	70935					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2021	5309 (50/50)	$5,000,000	$5,000,000	$0	$10,000,000
		FY 18-21 Totals	$5,000,000	$5,000,000	$0	$10,000,000
		Estimated Project Cost (YOE$)	**$5,000,000**	**$5,000,000**	**$0**	**$10,000,000**

LEAD AGENCY		TriMet				
PROJECT NAME		**North Hillsboro Job Connector Shuttle 2018**				
Project IDs		Project Description				Project Type
ODOT KEY	**19712**	Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District				Transit
MTIP ID	70857					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2018	5307 (50/50)	$175,000	$175,000	$0	$350,000
		FY 18-21 Totals	$175,000	$175,000	$0	$350,000
		Estimated Project Cost (YOE$)	**$175,000**	**$175,000**	**$0**	**$350,000**

LEAD AGENCY		TriMet				
PROJECT NAME		**Open Trip Planner**				
Project IDs		Project Description				Project Type
ODOT KEY	**20850**	Add to current Open Trip Planner (OTP) other transit planning functions to incorporate first/last mile connections by ridehailing and bike share. Already OTP supports connections to transit by bike.				Transit
MTIP ID	70936					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2019	5312 (80%)	$10,000	$2,500	$2,279	$14,779
		FY 18-21 Totals	$10,000	$2,500	$2,279	$14,779
		Estimated Project Cost (YOE$)	**$10,000**	**$2,500**	**$2,279**	**$14,779**

LEAD AGENCY		TriMet					
PROJECT NAME		**Portland to Milwaukie Light Rail (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19350**	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
MTIP ID	70752						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5309 (50/50)	$100,000,000	100,000,000	$0	$200,000,000
			FY 18-21 Totals	$100,000,000	100,000,000	$0	$200,000,000
			Estimated Project Cost (YOE$)	**$100,000,000**	**100,000,000**	**$0**	**$200,000,000**

LEAD AGENCY		TriMet					
PROJECT NAME		**Portland to Milwaukie Light Rail (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20843**	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
MTIP ID	70929						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5309 New Starts	$38,000,000	$25,333,333	$4,673,375	$68,006,708
			FY 18-21 Totals	$38,000,000	$25,333,333	$4,673,375	$68,006,708
			Estimated Project Cost (YOE$)	**$38,000,000**	**$25,333,333**	**$4,673,375**	**$68,006,708**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19334**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70737						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5307	$39,202,589	$9,800,647	$0	$49,003,236
			FY 18-21 Totals	$39,202,589	$9,800,647	$0	$49,003,236
			Estimated Project Cost (YOE$)	**$39,202,589**	**$9,800,647**	**$0**	**$49,003,236**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19341**	Capital Maintenance For Bus and Rail					Transit
MTIP ID	70743						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5337	$25,887,564	$6,471,891	$29,200,000	$61,559,455
			FY 18-21 Totals	$25,887,564	$6,471,891	$29,200,000	$61,559,455
			Estimated Project Cost (YOE$)	**$25,887,564**	**$6,471,891**	**$29,200,000**	**$61,559,455**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20821**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70908						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5307 (FF91 - 80/20)	$38,701,566	$9,675,392	$0	$48,376,958
			FY 18-21 Totals	$38,701,566	$9,675,392	$0	$48,376,958
			Estimated Project Cost (YOE$)	**$38,701,566**	**$9,675,392**	**$0**	**$48,376,958**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20827**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70914						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5337	$24,982,326	$6,245,582	$0	$31,227,908
			FY 18-21 Totals	$24,982,326	$6,245,582	$0	$31,227,908
			Estimated Project Cost (YOE$)	**$24,982,326**	**$6,245,582**	**$0**	**$31,227,908**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20822**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70909						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5307 (FF91 - 80/20)	$39,220,597	$9,805,149	$0	$49,025,746
			FY 18-21 Totals	$39,220,597	$9,805,149	$0	$49,025,746
			Estimated Project Cost (YOE$)	**$39,220,597**	**$9,805,149**	**$0**	**$49,025,746**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20828**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70915						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5337	$25,481,972	$6,370,493	$0	$31,852,465
			FY 18-21 Totals	$25,481,972	$6,370,493	$0	$31,852,465
			Estimated Project Cost (YOE$)	**$25,481,972**	**$6,370,493**	**$0**	**$31,852,465**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20823**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70910						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5307 (FF91 - 80/20)	$39,750,009	$9,937,502	$0	$49,687,511
			FY 18-21 Totals	$39,750,009	$9,937,502	$0	$49,687,511
			Estimated Project Cost (YOE$)	**$39,750,009**	**$9,937,502**	**$0**	**$49,687,511**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus and Rail Preventive Maintenance (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20829**	Capital Maintenance For Bus And Rail					Transit
MTIP ID	70916						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5337	$25,991,611	$6,497,903	$0	$32,489,514
			FY 18-21 Totals	$25,991,611	$6,497,903	$0	$32,489,514
			Estimated Project Cost (YOE$)	**$25,991,611**	**$6,497,903**	**$0**	**$32,489,514**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus Purchase (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19331**	Bus Purchase					Transit
MTIP ID	70734						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5339 FTA Alt Analysis	$3,361,895	$840,474	$25,000,000	$29,202,369
			FY 18-21 Totals	$3,361,895	$840,474	$25,000,000	$29,202,369
			Estimated Project Cost (YOE$)	**$3,361,895**	**$840,474**	**$25,000,000**	**$29,202,369**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus Purchase (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20818**	Bus Purchase					Transit
MTIP ID	70905						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5339 FTA Alt Analysis	$3,429,133	$857,283	$0	$4,286,416
			FY 18-21 Totals	$3,429,133	$857,283	$0	$4,286,416
			Estimated Project Cost (YOE$)	**$3,429,133**	**$857,283**	**$0**	**$4,286,416**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus Purchase (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20819**	Bus Purchase					Transit
MTIP ID	70906						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5339 FTA Alt Analysis	$3,497,716	$874,429	$0	$4,372,145
			FY 18-21 Totals	$3,497,716	$874,429	$0	$4,372,145
			Estimated Project Cost (YOE$)	**$3,497,716**	**$874,429**	**$0**	**$4,372,145**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Bus Purchase (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20820**	Bus Purchase					Transit
MTIP ID	70907						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5339 FTA Alt Analysis	$3,567,670	$891,918	$0	$4,459,588
			FY 18-21 Totals	$3,567,670	$891,918	$0	$4,459,588
			Estimated Project Cost (YOE$)	**$3,567,670**	**$891,918**	**$0**	**$4,459,588**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Elderly and Disabled Program (2018)**					
Project IDs		Project Description					Project Type
ODOT KEY	**19347**	Services and Facility Improvements In Excess Of ADA Require					Transit
MTIP ID	70749						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2018	5310 (80/20)	$1,881,494	$470,374	$0	$2,351,868
			FY 18-21 Totals	$1,881,494	$470,374	$0	$2,351,868
			Estimated Project Cost (YOE$)	**$1,881,494**	**$470,374**	**$0**	**$2,351,868**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Elderly and Disabled Program (2019)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20836**	Services And Facility Improvements In Excess Of ADA Requirements					Transit
MTIP ID	70923						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2019	5310 (80/20)	$1,919,124	$479,781	$0	$2,398,905
			FY 18-21 Totals	$1,919,124	$479,781	$0	$2,398,905
			Estimated Project Cost (YOE$)	**$1,919,124**	**$479,781**	**$0**	**$2,398,905**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Elderly and Disabled Program (2020)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20837**	Services And Facility Improvements In Excess Of ADA Requirements					Transit
MTIP ID	70924						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2020	5310 (80/20)	$1,957,506	$489,377	$0	$2,446,883
			FY 18-21 Totals	$1,957,506	$489,377	$0	$2,446,883
			Estimated Project Cost (YOE$)	**$1,957,506**	**$489,377**	**$0**	**$2,446,883**

LEAD AGENCY		TriMet					
PROJECT NAME		**TriMet Elderly and Disabled Program (2021)**					
Project IDs		Project Description					Project Type
ODOT KEY	**20838**	Services And Facility Improvements In Excess Of ADA Requirements					Transit
MTIP ID	70925						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit		2021	5310 (80/20)	$1,996,656	$499,164	$0	$2,495,820
			FY 18-21 Totals	$1,996,656	$499,164	$0	$2,495,820
			Estimated Project Cost (YOE$)	**$1,996,656**	**$499,164**	**$0**	**$2,495,820**

LEAD AGENCY		Tualatin					
PROJECT NAME		**SW Herman Rd: SW 124th Ave - SW Cheyenne Way**					
Project IDs		Project Description					Project Type
ODOT KEY	**20815**	The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.					Roads and Bridges
MTIP ID	70881						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG-URBAN	$625,000	$71,534	$28,466	$725,000
			FY 18-21 Totals	$625,000	$71,534	$28,466	$725,000
			Estimated Project Cost (YOE$)	**$625,000**	**$71,534**	**$28,466**	**$725,000**

LEAD AGENCY		Tualatin Hills PRD					
PROJECT NAME		**Beaverton Creek Trail: Westside Trail - SW Hocken Ave**					
Project IDs		Project Description					Project Type
ODOT KEY	**19357**	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.					Trail
MTIP ID	70689						
RTP ID	10811						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering		2019	STBG-URBAN	$589,309	$67,449	$0	$656,758
Construction		2021	STBG-URBAN	$3,103,903	$355,256	$827,115	$4,286,274
			FY 18-21 Totals	$3,693,212	$422,705	$827,115	$4,943,032
			Prior Years' Totals	$800,000	$91,564	$0	$891,564
			Estimated Project Cost (YOE$)	**$4,493,212**	**$514,269**	**$827,115**	**$5,834,596**

LEAD AGENCY		Washington County				
PROJECT NAME		**Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.**				
Project IDs		Project Description				Project Type
ODOT KEY	**19358**	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.				Roadway and bridge
MTIP ID	70789					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Purchase right of way	2020	STBG-URBAN	$2,803,605	$320,885	$875,510	$4,000,000
Construction	2021	Local (Wash Co)	$0	$0	$28,798,000	$28,798,000
		FY 18-21 Totals	$2,803,605	$320,885	$29,673,510	$32,798,000
		Prior Years' Totals	$2,132,000	$244,017	$0	$2,376,017
		Estimated Project Cost (YOE$)	**$4,935,605**	**$564,902**	**$29,673,510**	**$35,174,017**

LEAD AGENCY		West Linn				
PROJECT NAME		**OR43 Multi-modal Transportation Project**				
Project IDs		Project Description				Project Type
ODOT KEY	**20329**	This project will enhance bike pedestrian transit and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park.				Roads and Bridges
MTIP ID	70882					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2018	STBG - STATE	$722,362	$82,678	$36,208	$841,248
Purchase right of way	2019	STBG - STATE	$377,638	$43,222	$18,918	$439,778
Construction	2020	STBG-URBAN	$3,000,000	$343,363	$1,493,813	$4,837,176
		FY 18-21 Totals	$4,100,000	$469,263	$1,548,939	$6,118,202
		Estimated Project Cost (YOE$)	**$4,100,000**	**$469,263**	**$1,548,939**	**$6,118,202**

LEAD AGENCY		Wilsonville				
PROJECT NAME		**I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop**				
Project IDs		Project Description				Project Type
ODOT KEY	**20816**	14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West				Active Transportation
MTIP ID	70883					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Preliminary engineering	2019	TA - URBAN	$395,000	$45,210	$0	$440,210
Preliminary engineering	2019	STBG-URBAN	$1,155,000	$132,195	$0	$1,287,195
		FY 18-21 Totals	$1,550,000	$177,405	$0	$1,727,405
		Estimated Project Cost (YOE$)	**$1,550,000**	**$177,405**	**$0**	**$1,727,405**

Chapter 6: Staying Current in a Changing Environment - Formal Amendments, Administrative Modifications, and Technical Corrections

Background: The Need for MTIP Amendments

23 CFR 450.324 identifies MTIP requirements when the MTIP updated. In between MTIP Updates, US DOT authorizes modifications to the MTIP that do not result or contribute to increases mobile emissions and negatively regional air conformity, or negatively impact the fiscal constraint to the degree that the MTIP fiscal constraint finding would be invalidated. In a perfect world, one the MTIP is updated and approved, implementation of the programmed project would progress exactly as the programming reflects. However, the federal transportation project delivery process is elastic with projects evolving in cost, scope, design, alignment, etc. as it moves through the Preliminary Engineering phase. From initial federal award/allocation through programming and fund obligation to implementation and final project delivery, the federal transportation process could be described as living and ever changing. 23 CFR 450.326 acknowledges that periodic project modifications in scope, funding, work elements, etc. will need to occur and modifications to projects programmed in the MTIP via amendments will have to be completed.

Projects programmed in the MTIP are to be maintained as accurately as currently approved. Therefore, if a required change to a project emerges during project development, or other implementation phases, the project in the MTIP also needs to be amended to reflect the change. However, USDOT has placed limits on the degree and types of changes allowed through an MTIP amendment process. Generally, the MTIP amendment process is governed under the following basic rules for project changes:

- Any and all changes must result in the project still being consistent with the original approved project in the RTP.
- The changes result in a project that still support the goals and strategies of the RTP.
- The impact of the changes does not negatively result in higher emissions or negatively impact air conformity.
- The changes do not negatively impact the fiscal constraint finding for the RTP and/or MTIP.
- The changes will be made in a transparent and open process allowing necessary public review/and comment for major and significant project changes that are allowed through an MTIP amendment.
- The changes are necessary to ensure the MTIP and the draft environmental document match.

Objectives of the MTIP Amendment Process

Developing, implementing, and managing MTIP amendments must adhere to the above basic rules and meet seven key objectives. The objectives are:

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the RTP.

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.

3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.

4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.

5. Provide for dealing with emergency situations.

6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

7. The changes required through the amendment does not violate any of the five core amendment rules stated on the previous page.

Types of MTIP Amendments

As a result of the MTIP rules and objectives, USDOT and Metro have categorized required project changes legal MTIP amendments into four categories that allow specific project changes to occur. The four types include:

1. **Formal (or full amendments)**
    a. Formal amendments reflect significant changes to the project where additional technical analysis is required to demonstrate that the change(s) did not negatively impact the conformity finding and/or fiscal constraint finding.
    b. Additionally, the analysis must demonstrate that the proposed project changes are still consistent with the original scope and deliverables as initially programmed in the MTIP.
    c. Third, the proposed changes may impact RTP policies, goals, and strategies. Through a formal MTIP amendment, the review process demonstrates the project is still consistent with the RTP.
    d. However, because the changes are significant, approval of the requested changes require:
        i. Formal Metro approval before submission to ODOT-Salem and USDOT. This includes:
            1. Notification to the Metro Transportation Policy Alternatives Committee (TPAC).
            2. Approval from Metro Joint Policy Advisory Committee on Transportation (JPACT)
            3. Final approval from the Metro Council
        ii. Successful completion of a 30-day public notification/comment period.
        iii. Submission of all required support and back-up documentation required by USDOT as part of the approval process. Required support documentation may vary depending upon the project and associated change, but normally will need to include following items:
            1. Narrative explanation changes including reasons for the changes, and why the proposed changes as part of the amendment reflect the best course for efficient project delivery.
            2. Verification using 40 CFR 93.126, Tables 2 and 3, that the project changes do not negatively impact air conformity.
            3. Verification and proof of funding if new funds are being added to the MTIP as part of the amendment.
            4. Demonstration that the associated funding changes do not negatively impact the MTIP's fiscal constraint finding.
            5. Compliance in providing any other USDOT specifically requested documentation as part of the amendment (e.g. project schedule, phase milestones, contact information, etc.)
        iv. Approval by ODOT-Salem
        v. Final approval by USDOT
    e. Formal amendment reviews, questions/and or dispute resolution process:
        i. Once Metro approves the amendment, it will be submitted to the ODOT Region 1 STIP Coordinator and ODOT-Salem for review and approval.
        ii. If Questions may arise for clarification, this will be handled by Metro staff and ODOT. However, if the questions arise beyond staff's ability to adequately respond, the project manager will contacted for assistance. If during the

review, a question arises regarding the interpretation of what constitutes a legal modification within the project, ODOT, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

2. **<u>Administrative Modifications/Amendments:</u>**
    a. Project changes that clearly demonstrate that the change has no impact upon conformity or fiscal constraint fall into the category of "Administrative Amendments".
    b. The administrative project changes do not require a verification of no conformity impact or fiscal constraint.
    c. They do not require Metro policy committee or Council approval.
    d. The amendment does not require review or approval by USDOT.
    e. Administrative amendments are approved by ODOT-Salem per USDOT's delegation authority.
    f. Administrative amendments are classified into two subcategories: Major Administrative amendments and Minor Administrative amendments:

        i. **Major Administrative Amendments:**
            1. The changes are still considered acceptable within the administrative amendment category, but are close to the line for a Formal amendment.
            2. Major Administrative amendments are subject to a 14-day public notification/comment opportunity requirement.
            3. Examples of project changes that qualify as a major administrative amendment:
                1. Cost changes that are due to various external factors such as additional study costs to complete NEPA or other factors. Major Administrative amendments with cost changes include the following:
                - Cost changes above 10%, but under the 20% threshold for projects with total costs of $1 million or greater.
                - Cost changes above 15% but less than the 30% threshold for projects with total costs that range from $500,000 to $1 million.
                - Cost changes above 25% but less than the 50% threshold for projects with total costs that are under $500,000.
            4. Note: The MTIP Manager may decide that any cost change even if defined as a minor administrative amendment still requires a public notification period depending upon the reason for the cost increase.
            5. Changes in limits or length that are above 0.1 mile in length, but under the 0.25 mile threshold in the MTIP/STIP Amendment Matrix.
            6. A significant description change that does not change the original project scope, but modifies it beyond a simple clarification.
            7. The decision to include additional exempt scope elements required to complete the project that impacts the project cost or schedule that:
                - Are minor and do not violate Section 2, Adding or deleting work type" in the MTIP/STIP Amendment Matrix.
                - Are considered to be non-capacity enhancing scope elements.
                - Clearly show no impact to air quality conformity.
                - Do not impact the environmental footprint as complete by NEPA.

8. The emergence of an external and unforeseen environmental impact on the project that has no bearing on conformity, but adds costs to the project (e.g. an external ADA compliance requirement).
9. Changes to the project schedule resulting in a delay to complete a specific phase and delays completion of the project by six months or more.
10. Schedule delays to a project that prevents current year phase obligations, and requires one or more project phases to be slipped into the next federal fiscal year.
11. A change in proposed alignment that is still within the original award and intent of the project deliverables, but requires adjustments to the project description, scope elements, or costs as a result.
12. The emergence of minor right-of way and/or utility relocation requirements that impact the project costs and/or description.
13. Note: All above areas first must meet USDOT's definition and criteria for Administrative Modifications as defined in the Amendment Matrix.
14. **Due to the possible public sensitivity to changes proposed under Major Administrative amendments and in compliance with 23 CFR 450.326, Major Administrative amendments are required to complete a <u>14-day</u> public notification/comment opportunity process.**

ii. Minor Administrative Amendments

1. These are generally small changes to the project, such as small costs changes or to provide additional clarification, yet are necessary to complete a project phase prior to the obligation of the federal funds, or to receive federal approval for a specific aspect of the project.
2. Examples of minor administrative changes include the following:
    - Project cost changes less than 10% for projects with a total project cost of $1 million or more.
    - Project cost changes less than 15% for projects with a total project cost ranging from $500,000 up to $1 million dollars.
    - Project cost changes less than 25% for projects with a total project cost under $500,000.
    - Limit changes that are less than 0.1 mile in length.
    - Minor description changes for clarification purposes where no scope changes have occurred.
    - Minor schedule delays to the project completion date less than six months.
    - Minor tweaks or corrections to project post mile limits or logical termini where the change results for added clarification.
    - Minor corrections to phase funding elements prior to phase federal fund obligations.
    - Note: The above examples are for illustrative purposes and do not represent a comprehensive list between Major and Minor Administrative amendments. The line between a Major and Minor Administrative amendment is grey at best. Interpretations can change depending upon project current federal transportation delivery issues, and/or trends with the MTIP amendments as to why they need to occur and how often. The Metro MTIP manager will consider the public sensitivity to the required change as part of all MTIP amendments.

- Additionally, U.S. DOT can impose other restrictions of the definition of Minor amendments if they choose.
- **Normally, project changes that fall within the MTIP Minor amendment category <u>will not have to complete a public notification/comment opportunity period</u>. However, the Metro MTIP manager may determine a comment period is required for a project that qualifies as a Minor Administrative amendment based on the above note due to public sensitivity to the required change.**

3. **<u>Technical Corrections/Modifications</u>**
   a. Technical corrections are not amendments to the MTIP, but necessary minor adjustments to project data to ensure the MTIP and project entries match.
   b. Technical corrections do not require ODOT or USDOT approval.
   c. They may be accomplished between the MPO and ODOT Region 1 STIP Coordinator when required.
   d. When accomplished, the MPO and ODOT Region 1 STIP Coordinator will provide ODOT Salem and an acknowledgement that a technical correction was performed with the reason for it.
   e. Examples of required technical corrections occur to correct spelling and grammatical errors stated for project entries in the MTIP, correcting obvious funding entry mistakes (e.g. adding the fund code amount as $10,000,000 instead of the approved $1 million), or correcting other minor mistakes or data entry errors made as part of an earlier amendment.
   f. Another eligible technical correction may occur after the construction phase obligation to correct the final construction phase obligation amount when additional local funds were committed to cover the increased cost to the phase. Normally, cost increases like this will be within 10% of the approved programming level. Rather than hold up the construction phase obligation for another amendment, USDOT allows the construction phase to be obligated with the technical correction to the MTIP and STIP to occur after the obligation is completed.
   g. **Projects that need a technical correction <u>are not required to complete a public comment period.</u>**

4. **<u>Emergency Amendments:</u>**
   Emergency MTIP amendments normally are responses to environmental impacts. Their key objectives are to implement environmental mitigation to offset storm damage or other transportation impacts from natural disasters. Emergency MTIP amendments qualify as administrative amendments. Additionally, emergency MTIP amendments are not subject to a public notification requirement.

   When an emergency MTIP amendment is identified, it will be developed, processed and submitted to ODOT Salem individually. They are not bundled with any other monthly amendment. Emergency MTIP amendments take priority over all other amendments due to their focus.

   As stated previously, emergency MTIP amendments qualify as administrative amendments, but without the public notification process. However, if the emergency amendment proposes scope elements beyond the expected environmental mitigation scope elements, the amendment must be re-evaluated as a major administrative amendment or formal amendment as applicable.

   Example: A landslide produced by an extreme winter storm closes a portion of a key two-lane arterial. The region is declared a disaster area and authorized emergency STBG funds to clear the road and re-open it to traffic. However, upon review of the situation, the lead agency decides to also widen the two-lane arterial to four-lanes to relieve a bottleneck area. The

capacity enhancing scope element is outside the bounds of the purpose of the emergency amendment. The amendment now must progress as formal amendment as a capacity enhancing project as defined in the Amendment Matrix.

Key factors to remember in reviewing and processing emergency amendments:

a. The need for the amendment should be the result of and tied directly back to an environmental impact event or natural disaster.
b. Findings from an inspection report to a bridge, hillside, etc. that specifies urgent pro-active measure are needed immediately also may be used to justify the emergency nature for the amendment
c. Written proof of funding evidence should exist from USDOT, FEMA, or ODOT in support of the emergency amendment.
d. The project scope elements should be limited in support of environmental mitigation efforts. If they go beyond mitigation impacts of the environmental disaster (e.g. the project proposes capacity enhancing improvements, etc.), the MTIP manager should contact the lead agency and the funding agency to ensure the scope elements are eligible for the emergency funding.
e. The emergency amendment should be developed, processed, and submitted to ODOT Salem individually and not with any other standard amendment in progress.
f. Emergency amendments are exempt from the public notification requirement.
g. Emergency amendments take priority over all other amendments in development.

5. <u>Approved MTIP Amendment Matrix:</u>

a. From the above discussion of Forma/Full amendments, Administrative amendments, and Technical Corrections, USDOT has identified the parameters of project changes allowed for Formal and Administrative amendments.
b. The current approved MTIP amendment guidance is shown below in Figure6.1:

Figure 6.1 Project Changes Requiring a Formal MTIP Amendment

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: • FHWA project cost increase/decrease: • Projects under $500K – increase/decrease over 50% • Projects $500K to $1M – increase/decrease over 30% • Projects $1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.

Figure 6.2 Project Changes that Qualify as an MTIP Administrative Amendment

ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

MTIP Amendments and the Metro Public Notification Process

23 CFR 450.316(b)(i-xi) and Section 326 discuss the MPO's requirement to include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs

As part of Metro's Public Engagement Plan, the public has the opportunity to provide comments on MTIP Formal and Major Administrative Amendments. Metro's process to offer public comment opportunities include the following options:

1. **Via Metro's Advisory Committees or Council for Formal Amendments.**

Providing the opportunity in writing or in person to comment through Metro's Advisory Committees and Council for Formal MTIP Amendments:

a. Formal MTIP amendments require notification to Metro's Transportation Policy Alternatives Committee (TPAC), with formal approvals required from JPACT and Metro Council.
b. TPAC, JPACT, and Council all require formal staff reports concerning the MTIP amendment, and it amendment must be included as part of the official agenda.
c. Staff reports must include formal recommendations for approval and discuss any appropriate concerns or issues concerning the MTIP amendment.
d. Public comment may be submitted in written form to any of the advisory committees or Council.
e. Public comment via verbal testimony may be offered through the "public comments" section of the agenda for TPAC, JPACT, or Council.
f. Any and all comments will be documented with appropriate follow-up actions to occur as required. The lead agency for the proposed amended project normally will be notified of comments received for them to respond to as deemed necessary.

2. **Via Written Comments through the Metro MTIP Page.**
Providing the opportunity to submit written comments or concerns through Metro's online website via the MTIP Page through the "Pending Amendment" link:

a. A link to pending Formal or Major Administrative Amendments normally will be posted on Metro's website MTIP page. An example is shown in Figure 1.
b. The link will take the person to the applicable project amendment in progress or to the bundled amendment that includes multiple MTIP project amendments. Example shown below in Figure 2.
c. The posted pending amendment will reflect the "before and after" programming changes occurring as part of the amendment. A brief explanation will be included noting the changes occurring and the reason for the amendment.
d. The project amendment details will reflect financial programming adjustments also occurring.
e. The notice for the opportunity to provide written comments or concerns about the amendment will be stated on the pending amendment form. The comment period along with an email contact will be included as well.

Figure 6.3 Notice of Pending

Notice of pending amendment

Metro is in receipt of the 2015-2018 MTIP Amendment for a new project addition on behalf of TriMet: Low or No-Emission (Low-No) Bus Program.

The public review period for this starts on Dec. 19, 2016 and concludes on Tuesday, Dec. 30, at 5 p.m.

Requests to submit comments or concerns about this amendment should be submitted to Pamela Blackhorse, pamela.blackhorse@oregonmetro.gov.

Figure 6.4 Sample Project Amendment

2015-2018 Metropolitan Transportation Improvement Program (MTIP)
Public Notification of Submitted New Project Pending Amendments

Metro

Proposed MTIP Amendment
TriMet New Project - Name: Low or No-Emission (Low-No) Bus Program
MTIP Project Status: **New**

Metro is in receipt of the 2015-2018 MTIP Amendment for TriMet
This is a new project addition to the 2015-18 MTIP
The public review period for this starts on December 19, 2016 and conclude on Tuesday, December 30, at 5:00 pm.
Requests to submit comments or concerns about this amendment should be submitted to Pamela Blackhorse, pamela.blackhorse@oregonmetro.gov

Metro is relying on the Public Participation Process for the MTIP to satisfy FTA public participation requirements for the transit Program of Projects (POP). Subject to revisions to address comments received during the public comment period, the 2015-18 MTIP as revised by the proposed TriMet amendment will be the final program unless amended, and a final notice will not be published.

Project Amendment Details

Existing MTIP Programming
None – This is a new project

ODOT Key	**TBD**	MTIP ID	**TBD**	Lead Agency:	**TriMet**	Project Type:	Transit	Project Total:	$7,265,000
Name	Low or No-Emission (Low-No) Bus Program – FY16								
Description	Purchase zero emission battery electric buses.								
Fund Phase Programming Summary									
Fund Code	Type	Year		Planning	PE	ROW	CONs	Other	Total
FTA 5339c*	Federal	2017						$3,405,750	$3,405,750
Local (match)	Local	2017						$601,015	$601,015
Overmatch	Local	2017						$3,258,235	$
		Total:		$0	$0	$0	$0	$7,265,000	$7,265,000

* Federal 5339c FTA grant award from the Fiscal Year 2016 Low or No-Emission (Lo-No) Bus Program.
Phases: Planning = project development/pre- NEPA activities, PE = Preliminary Engineering, ROW = Right of Way Acquisition and utility relocation activities, CONs = Construction phase activities, Other = Special implementation phase similar to the Construction phase, primarily reserved for transit and ITS projects.

a. Upon receipt of submitted comments, they will be documented in a MTIP amendment comment log. Metro will follow-up to initially address the submitted comments. The comments will also be forwarded to the project lead agency for additional follow-up as deemed required.
b. Pending amendments to be posted. Normally, Metro will post the opportunity to submit comments for the following type of MTIP amendments:
    i. Formal amendments.
    ii. Major Administrative amendments.
c. Comment posting period:
    iii. Formal amendments: 30 days
    iv. Major administrative Amendments: 14 days.
d. Normally Minor Administrative amendments or required Technical Corrections will not be posted for comments. However, Metro staff or U.S. DOT may consider the minor change significant enough to require the opportunity to provide comments. This will be handled on a project-by-project basis. The sensitivity of the required changes occurring will determine if the minor administrative change warrants posting for public comment.
    i. Illustration #1: If inaccurate project cost methodology becomes a major issue for the region where the majority of amendments result in phase and total project cost increases, then minor cost changes less than 10% could also be included for comment posting.
    ii. Illustration #2: If the cost increase issue appears to impact one specific phase, (e.g. Preliminary Engineering), and appears to be a significant trend as part of the overall submitted MTIP amendments, then those projects with PE phase increases may be identified as required for public comment posting.
e. Completion of the Public Comment Period: Unless comments received raise a significant issue or concern about the nature of the amendment that warrants additional review or formal discussion within Metro's Committees, the comment period for the project will end and the project amendment will be completed and

submitted on for required approval by ODOT and/or U.S. DOT. The final approved project amendment will become the final notice. No additional postings or follow-up will occur.

f. However, if the submitted comments result in a significant follow-on issue to be resolved about the project, staff will consider pulling the amendment and holding it in abeyance until the issue is satisfactorily resolved. Issue resolution may range from added time to clarify and respond to submitted comments to returning the project back to Metro's advisory committees for additional discussion, or to determine the proper course of action for the issue raised as a result of the submitted comments. Formal actions determined by the Metro's advisory committees will dictate the appropriate follow-on actions for the proposed amendment that could range from amendment submission with clarification, reposting for a required follow-on comment period, or retraction of the proposed amendment.

3. **TPAC Notification of MTIP amendments:**
    a. Metro's TPAC is notified each quarter as an information item of submitted and approved MTIP amendments.
    b. In addition to this TPAC also will receive a listing of proposed pending MTIP amendments usually on a quarterly basis to be submitted for approval. The list will include:
        i. Amendment type: Formal, Major Administrative, Minor Administrative, or Technical Correction.
        ii. Lead agency and a short project description.
        iii. Summary of changes to occur as a result of the amendment.
        iv. If the amendment will be posted for public comment on Metro's website MTIP page.

Requesting an MTIP Project Amendment

Requests for MTIP amendments will be submitted to Metro one of five avenues:

1. The request may originate from the lead agency and specify the required changes and reasons for the changes.
2. Second, the request for Metro funded projects may start with the ODOT Region 1 Local Agency Liaison (LAL) who will submit the amendment request
3. The request may originate from the ODOT Region 1 STIP Coordinator.
4. The amendment request may be submitted from a ODOT project manager for ODOT funded projects with coordination through the Region 1 STIP Coordinator.
5. The request may emerge from a project delivery review meeting where the ODOT LAL, lead agency project manager, and Metro MTIP manager are present and agree for the need for the amendment. An email summarizing the amendment request normally will be submitted from Metro or the LAL to ensure the request is verified and clearly understood as to the required changes.

No matter what avenue is used to submit the MTIP amendment request, it must be in writing. Verbal requests via telephone calls will not be accepted. Regardless of the avenue chosen to request amendment, the all submitted amendment request will include the necessary support documentation as part of the submission request. The required support documentation for the amendment varies slightly between formal and administrative amendments, and whether or not the project amendment involves adding a new project tot eh MTIP or modifying an existing project. A summary of the normal required support documentation includes the following:

- **Requesting a new project to be added to the MTIP:**
    - Amendment type: Formal
    - Required documentation:

Table 6.1. Documentation Required for Requesting a New Project

Required Documentation	Notes or Examples
Project approval	Approved OTC agenda item, approved council staff report, copy of grant proposal and notification of grant award
Proof of approved funding	Same as above and/or verification from the grantor of the awarded funding and the specific type of funding plus required match if funds are federal.
Clear description of the project and deliverables	Location, limits, major scope of work, and objectives for the project. Many times the project scope is included in the grant application, OTC staff report, etc. that were used as the basis to award funding
Project start and end date milestones for the major project phases	Start and end dates for the following phases: Planning, Preliminary Engineering, Right of Way, Utility Relocation, Construction, and Other phases as applicable
Additional support items as identified for the specific project	Air quality emission reduction analysis report for CMAQ funded projects, a copy of the Program of Projects (POP) for certain transit projects, project location maps, or other items determined will be needed in support of the UDOT approval process for the formal amendment

Figure 6.5. Sample Discretionary Award Funding Verification

NY	Capital District Transportation Authority	The Capital District Transportation Authority will receive funding to purchase one battery electric bus and associated support equipment. The electric bus will replace a 17-year-old diesel bus and will be incorporated into the fleet, of which about 35 percent of vehicles use low-emission hybrid technology. The buses will serve the Albany capital area.	$767,500
OR	Lane Transit District	Lane Transit District (LTD) will receive funding to purchase zero-emission battery-electric buses that will operate on bus routes servicing the Eugene and Springfield metropolitan areas. LTD is committed to providing safe and reliable vehicles, services, and facilities and improving sustainability by reducing dependency on fossil fuels.	$3,479,675
OR	Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funding to purchase zero-emission battery electric buses with en-route fast-charging equipment and depot plug-in charging in the Portland area. TriMet will engage the Center for Transportation and the Environment (CTE) to determine the most efficient and cost effective routes on which to deploy the buses. TriMet has plans to procure future zero emission buses to create a cleaner, more energy-efficient fleet.	$3,405,750

- Requesting modification to an existing MTIP Project
  - The nature of the required changes against the Amendment Matrix will determine if the amendment can be processed as a formal or administrative amendment.
  - Normal support documentation needed when modifying an existing will include the following:

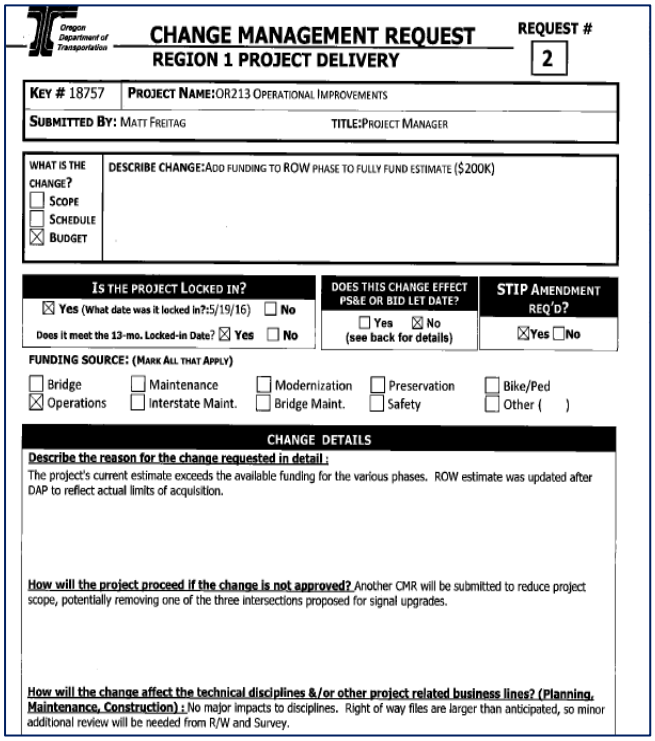
Table 6.2. Documentation Required for Modification to an Existing MTIP Project

Required Documentation	Notes or Examples
Written reason for the required change	Background on why an amendment is required
Copy of the Project Change Request (PCR) or Change Management Request (CMR)	Provides detailed discussion for the changes and approvals by ODOT staff in support of the needed changes
Evidence and concurrence from the ODOT LAL and/or Region 1 STIP Coordinator that they are aware of the requested changes and approve them.	Ensures required individuals are and involved with amendment if questions or concerns about the changes are raised
Specific list of he needed changes	A specific list of the changes such as: • Cost change to a phase • Needed changes to the description • Corrections to state post mile limits • Description clarification
Support documentation backing the required changed	Updated cost reports, consultant bid estimates, written guidance from federal approval agencies directing the changes , etc.
A summary from the lead agency project manager or engineer, or LAL explaining the background problem and the obstacle the problem creates for the project	Explains what happened, why it happened and how the amendment will then solve the problem

Note: All submitted amendments must include a sufficient narrative explaining the need for the amendment. If the narrative explaining the need for the MTIP amendment is deemed unsatisfactory by ODOT-Salem or USDOT, then the project amendment can be rejected and removed from the overall amendment bundle. The submitted support documentation provides the required clarity to the amendment narrative that will include:

- An explanation of the problem for the project
- How it emerged and why
- Why was it not caught earlier
- Why the needed changes will correct the problem and ensure no further occurrence will occur.

Figure 6.6 ODOT Change Management Request



Oregon Department of Transportation

CHANGE MANAGEMENT REQUEST
REGION 1 PROJECT DELIVERY

REQUEST # 2

KEY # 18757 | PROJECT NAME: OR213 OPERATIONAL IMPROVEMENTS
SUBMITTED BY: MATT FREITAG | TITLE: PROJECT MANAGER

WHAT IS THE CHANGE?
☐ SCOPE
☐ SCHEDULE
☒ BUDGET

DESCRIBE CHANGE: ADD FUNDING TO ROW PHASE TO FULLY FUND ESTIMATE ($200K)

IS THE PROJECT LOCKED IN?
☒ Yes (What date was it locked in?: 5/19/16) ☐ No
Does it meet the 13-mo. Locked-in Date? ☒ Yes ☐ No

DOES THIS CHANGE EFFECT PS&E OR BID LET DATE?
☐ Yes ☒ No (see back for details)

STIP AMENDMENT REQ'D?
☒ Yes ☐ No

FUNDING SOURCE: (MARK ALL THAT APPLY)
☐ Bridge ☐ Maintenance ☐ Modernization ☐ Preservation ☐ Bike/Ped
☒ Operations ☐ Interstate Maint. ☐ Bridge Maint. ☐ Safety ☐ Other ( )

CHANGE DETAILS

Describe the reason for the change requested in detail :
The project's current estimate exceeds the available funding for the various phases. ROW estimate was updated after DAP to reflect actual limits of acquisition.

How will the project proceed if the change is not approved? Another CMR will be submitted to reduce project scope, potentially removing one of the three intersections proposed for signal upgrades.

How will the change affect the technical disciplines &/or other project related business lines? (Planning, Maintenance, Construction) : No major impacts to disciplines. Right of way files are larger than anticipated, so minor additional review will be needed from R/W and Survey.

Development of the MTIP Worksheets

A key step in the development of the MTIP amendment is the creation and use of MTIP worksheets to visually convey the before and after changes as part of the amendment. The MTIP worksheet also provides a visual snapshot of the changes for lead agency project managers or the LALs to review. Normally, they will be submitted with the amendment narrative to help visually explain the required changes to the project.

Amendment Development Review Factors

Upon receipt of a request for an MTIP amendment, MTIP staff will review and evaluate the requested changes to determine if they legal and can be accomplished through an MTIP amendment. If the

request is to add a new project to the MTIP, the project will be evaluated to ensure it can be added to the MTIP through an amendment as well.

The review and evaluation of new projects to MTIP inclusion or modification of existing projects will involve seven initial factors to ensure the MPO properly fulfills its mandated MTIP management requirements as stated in 23 CFR 450.300-336.

Proposed amended projects must pass all seven review factors as part of the MTIP amendment. The seven review factors include the following:

1. Eligibility and proof of funding.
2. RTP review and verification against the fiscally constrained project list.
3. RTP review for consistency with goals and strategies identified in the RTP.
4. Determination of amendment type status (Formal, Administrative, Technical, or Emergency).
5. Air conformity review against 40 CFR 93.126, Tables 2 and 3 to ensure the project is exempt from air conformity analysis, and/or the proposed changes to not negatively impact the conformity status.
6. Fiscal constraint verification: A fiscal review to ensure the proposed changes do not result in MTIP financial programming that exceeds available capacity for the funds.
7. Complete MPO oversight responsibilities: This includes completion of the public notification/opportunity to comment requirement, required formal presentations to Metro committees, and development/submission of the final amendment bundle package in the approved format of USDOT.

While currently only seven review and evaluation factors are used, over the next two-three years, Metro acknowledges an 8th review factor will be added the above list. This is the "performance measurement evaluation" factor. It will address how well new projects added to the MTIP through an amendment, or projects modified through and amendment still support the identified and approved performance measurement criteria established in support of the RTP goals and strategies.

MTIP Amendment Development and Submission for Approval

As of January 2017, Metro adopted a "bundled" amendment approach to developing, processing, and submitting MTIP amendments for approval. Bundled amendments simply means that multiple projects are included in a single amendment submission. Metro now completes one formal and one major administrative per month. Metro adopted this approach after discussions with USDOT concerning their desire to eliminate the single amendment approach Oregon has used in the past. Each completed bundled amendment requires the following actions to be completed:

1. **Formal Amendments:**
    a. Metro Package and Approval Steps:
        i. Development and approval of an MTIP amendment resolution
        ii. Development and inclusion of Exhibit A to the MTIP resolution demonstrating the before and after changes in MTIP programming as a result of the amendment.
        iii. Development of a sufficient staff report explaining the amendment and the projects included in the amendment
        iv. Necessary support documentation for staff report clarification
        v. Completion of the 30 day public notification requirement.
        vi. Presentation to TPAC with an approval recommendation to JPACT
        vii. Approval by JPACT
        viii. Approval by Council

    b. Final Formal MTIP Amendment Submission Package:
        i. Cover letter to USDOT with approval request
        ii. Project narratives
        iii. Approved amendment resolution
        iv. MTIP worksheet cover pages
        v. Financial constraint demonstration tables
        vi. Proof of funding verification (for new grant awarded projects)

vii. Other support documentation deemed required by USDOT

c. Once all items are complete and approved, submitted the complete formal amendment bundle to ODOT Salem, FHWA, and FTA if the amendment includes transit projects. A pdf of the amendment package can be emailed to the following personnel to start the final review and approval process:
   i. ODOT State STIP Coordinator
   ii. ODOT Region 1 STIP Coordinator
   iii. FHWA Metro Liaison
   iv. FTA Metro Liaison (if the amendment includes transit projects)

d. Upon receipt of the amendment package, ODOT-Salem and USDOT will conduct their review of the amendment.
   i. Questions may arise about the nature of the changes or for added clarification. If a question emerges, Metro will respond to the question as quickly as possible to avoid possible delays with amendment approval.
   ii. Once Salem has completed their review, they will issue their approval and await final approval from USDOT.
   iii. The date USDOT approves the formal amendment is the official approval date for the amendment.
   iv. Because of the size of bundle amendments, Salem and USDOT may require 30 days or more to review and approve the amendment.
   v. From beginning to final approval, a formal amendment can require 5-6 months to complete as shown below:

Table 6.3. Process for a Formal MTIP Amendment

Formal MTIP Amendments Development and Approval Process				
Call for Projects Submission Open	Amendment Development	Metro Approval Process	Submission of Package	Final Review and Approval Steps
January	February	End of February to April	Mid April	Mid May
○ Identification of project changes ○ Discussion of why they are needed ○ LAL support & concurrence ○ STIP Coordinator verification ○ PCR or CMR submitted ○ Agreement reached of needed changes ○ Bundled amendment list of projects complete. ○ Amendment lock-down issued	○ Development of MTIP worksheet reflecting changes ○ Development of Resolution ○ Exhibit A to resolution developed ○ Public notification tables developed. ○ Project narratives initiated ○ All support documentation collected ○ Financial Constraint tables developed	○ TPAC staff report developed ○ Initiate 30 day required public notification/comment opportunity ○ Respond to comments as required ○ Presentation to TPAC ○ Staff report, resolution, Exhibit A, and support materials reconfigured for JPACT ○ JPACT review and approval ○ Council review and approval	○ Approval request letter ○ Amendment narratives ○ Approved and signed resolution ○ MTIP worksheet cover pages ○ Financial Constraint tables ○ Funding verification documentation ○ Additional support documentation as deemed required	Amendment review and clarification of any questions that arise Required approvals from: ○ ODOT-Salem ○ FHWA ○ FTA FHAW provides final approval to the amendment

2. **Administrative Amendments**
    a. Metro Package and Approval Steps:
        i. Development of individual project amendment narratives
        ii. Necessary support documentation for staff report clarification
        iii. Completion of the 14-day public notification requirement.
        iv. Notification to TPAC Approval by JPACT
        v. No further Metro approval required.
    b. Final MTIP Administrative Amendment Submission Package:
        i. Cover letter to ODOT-Salem with approval request
        ii. Project narratives
        iii. MTIP worksheet cover pages
        iv. Financial constraint demonstration tables if needed
        v. Proof of funding verification (if required
        vi. Other support documentation deemed required by ODOT
    c. Once all items are complete and Metro approved, the completed administrative amendment bundle is submitted to ODOT Salem through the ODOT Region 1 STIP Coordinator. A pdf of the amendment package can be emailed to the following personnel to start the final review and approval process:
    d. Upon receipt of the amendment package, ODOT-Salem will conduct their review of the amendment.
        i. Questions may arise about the nature of the changes or for added clarification. If a question emerges, Metro will respond to the question as quickly as possible to avoid possible delays with amendment approval.
        ii. Once Salem has completed their review, they will issue their approval for the amendment.

Table 6.4. Administrative Amendment Development and Submission Process

Administrative MTIP Amendments Development and Approval Process				
Call for Projects Submission Open	Amendment Development	Metro Approval Process	Submission of Package	Final Review and Approval Steps
January	February	End of February to mid March	Mid March to end of March	Mid April
○ Identification of project changes ○ Discussion of why they are needed ○ LAL support & concurrence ○ STIP Coordinator verification ○ PCR or CMR submitted ○ Agreement reached of needed changes ○ Bundled amendment list of projects complete. ○ Amendment lock-down issued ○ administratively	○ Development of MTIP worksheet reflecting changes ○ Development of Resolution ○ Public notification tables developed for 14-day public notification requirement. ○ Project narratives initiated ○ All support documentation collected ○ Financial Constraint tables if needed	○ TPAC staff report developed ○ Initiate 14 day required public notification/comment opportunity ○ Respond to comments as required	○ Approval request letter ○ Amendment narratives ○ MTIP worksheet cover pages ○ Financial constraint tables as needed ○ Funding verification documentation ○ Additional support documentation as deemed required ○ Submit administrative amendment bundle to ODOT-Salem	Amendment review and clarification of any questions that arise Required approvals from: ○ ODOT-Salem Approval of administrative amendments do not require USDOT approval

Project or Program Funding Authority Retraction

When a transportation investment is no longer a priority the local jurisdiction plans to pursue or circumstances change where the planned transportation expenditure can no longer occur, Metro in consultation with the sponsor agency and partners have the authority to retract transportation funding authority. Common circumstances of retraction of investments are:
Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. For regional flexible fund projects, these agencies will be notified by Metro of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to the instigation of a Metro resolution at TPAC to retract the funding authority for their project or program.
Unspent or un-obligated regional flexible fund authority following final voucher closing of a project reverts back for redistribution through the regional project prioritization process.

MTIP Appeals Process

At times, local partners may disagree with the interpretation pertaining to the expenditure schedule or the policies set forth in the MTIP. This section describes the process by which an agency may appeal the decision of the MTIP Manager or Metro Planning & Development Director with regard to the administration of this MTIP.

An agency that disagrees with Metro's interpretation of a MTIP administrative action may submit a written summary of their issue to the Planning & Development Director requesting a review of the issue and the administrative interpretation. Within 60 days of the receipt of such letter, Metro staff will schedule time on a Transportation Policy Alternatives Committee (TPAC) agenda for agency staff to present their issues to the committee. Metro staff will also explain their position on the issues.

TPAC has the opportunity to make a recommendation to JPACT on resolution of the issue. JPACT action will be forwarded to Metro Council for final resolution.

Appendices

Appendix I – 2018-2021 MTIP Charter

Appendix II – Benefits and Burdens Analysis – Results, Findings, and Rcommendations

- *Appendix 2.1 - 2018-2021 MTIP Projects - As of End of January 2017*
- *Appendix 2.2 - 2018-2021 MTIP Projects - Projects Not Assessed*
- *Appendix 2.3 - 2018-21 MTIP Project Differences*
- *Appendix 2.4 - 2018 RTP System Evaluation Measures Methodologies*

Appendix III – Metro's 2019-2021 Regional Flexible Funds

- *Appendix 3.1 - Relevant Web Links*
- *Appendix 3.2 - 2019-2021 RRFA Resolution – Approved*
- *Appendix 3.3 - Resolution No. 17-4791*

Appendix IV – ODOT Region 1's 2019-2021 STIP Enhance Non-Highway and Fix-It Allocations

- *Appendix 4.1 – Relevant ODOT Web links*

Appendix V – SMART's Capital Improvement Program and Supporting Materials

- *Appendix 5.1 - SMART Relevant Web Links*
- *Appendix 5.2 - 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes*
- *Appendix5. 3 - SMART Grant Funding and Expenditure Plans: FY 2016-17*
- *Appendix 5.4 - 2018-2021 MTIP Coordination – Transit Budget Processes*
- *Appendix 5.5 – SMART Program*
- *Appendix 5.6 - Title VI Plan*

Appendix VI – TriMet's Annual Budget and Capital Improvement Program

- *Appendix 6.1 – Relevant TriMet Web Links*
- *Appendix 6. 2 - 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes*
- *Appendix 6.3 - Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP), May 19, 2016*
- *Appendix 6.4 - 2018-2021 MTIP Coordination – Transit Budget Processes*
- *Appendix 6.5 - Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP), March 31, 2017*

Appendix VII – 2018-2021 MTIP Public Comment Report

- *Appendix 7.2 - Comment response log and adjustments*
- *Appendix 7.1 - Public Notification of Public Comment Period*

2018-2021 Metropolitan Transportation Improvement Program (MTIP) Charter

January 14, 2016

Table of Contents

A) Desired outcomes
B) Goal
C) Products
D) 2018-2021 MTIP development protocols
E) Timeline and milestones
F) Roles and responsibilities
G) 2018-2021 MTIP charter agreement (signature page)

This charter establishes the desired outcomes, goals, roles, and expectation for partners in developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP). The signatories to this charter will use a collaborative approach to develop the 2018-2021 MTIP which align local, regional, state, and federal investments and implement transportation projects and programs for incorporation into the 2018-2021 State Transportation Improvement Program (STIP). This work will benefit from partnerships and collaboration to make the most of simultaneous planning and funding allocation processes to help achieve local, regional, state and federal goals. Involved agencies will utilize the federal three C's of transportation planning: comprehensive, cooperative, and continuing and adopted regional policy to discuss individual work efforts and determine how local, regional, and state funding strategies fit together in a cohesive four-year transportation investment package that advances regional outcomes.

The purpose of this Charter is to set forth those undertakings expected of each 2018-2021 MTIP partner. By signing this Charter, the participants agree to work together in good faith toward achieving the desired outcomes and goals in developing the 2018-2021 MTIP and 2018-2021 STIP.[1]

A) Desired outcomes

Each agency to sign the charter is a key member in shaping the investment package represented in the 2018-2021 MTIP. The charter signatories acknowledge the most recently adopted Regional Transportation Plan, which is the region's long-range transportation policy blueprint and encompasses federal, state, and regional directives, guides the development of the 2018-2021 MTIP

B) Goal

The two main goals of the 2018-2021 MTIP are: 1) to determine and align the Portland metropolitan region's transportation investments for fiscal years 2018 through 2021; and 2) to demonstrate how these investments are making progress towards regional, state, and federal goals for the transportation system. In developing the 2018-2021 MTIP, the process should encompass the federal principles of transportation planning. The three C's framework ensures the transportation investment package for fiscal years 2018 through 2021 are thoughtfully developed and working towards the regional, state, and federal goals. As signatories to this Charter, the agencies which participate in developing the 2018-2021 MTIP agree the process and practice of selecting investment priorities for the upcoming four fiscal years incorporates a comprehensive view of the outcomes the region looks to achieve with the transportation system, a cooperative process of gathering feedback with internal and external stakeholders, and a continuing practice of aligning investments with achieving outcomes and engaging stakeholders.

By working together, the charter participants will develop the 2018-2021 MTIP by establishing and outlining a set of coordination activities to support the development of the 2018-2021 MTIP.

The 2018-2021 MTIP will identify coordination and collaboration activities that are intended to:

- Foster greater coordination between ODOT, Metro, TriMet, and SMART;
- Further progress towards implementing the most recently adopted Regional Transportation Plan (RTP) and in turn federal goals for the transportation system by:
    - Providing adequate opportunities for the MPO to provide input and feedback into partner's funding allocation processes[2];

[1] This Charter constitutes a project-specific agreement required by the ODOT/MPO/Transit Operator Agreement (ODOT Agreement # 24682; Metro Contract # 928512), Appendix A, Section 4.

- For the MPO to provide adequate opportunities for leadership of partner agencies to provide input and feedback into the MPO's funding allocation process;[3]

- Ensure federal requirements are met to remain eligible to receive federal transportation funding; and
- Continue to maintain and develop an aligned and coordinated transportation network for the Portland metropolitan region.
- Respond to evolving guidance of federal mandates and how they pertain to the development of the MTIP.

C) Products

The 2018-2021 MTIP development process is intended to result in the following products, which may be refined due to the iterative and continually evolving nature of the content.

1. *2018-2021 MTIP* (Metro); and
2. *2018-2021 STIP* (ODOT)

(1) 2018-2021 MTIP

The *2018-2021 MTIP* will identify the transportation investment programming and financial plans of four individual investment programs for federal fiscal years 2018 through 2021 for the Portland metropolitan region. The 2018-2021 MTIP summarizes the decision-making process for selecting transportation investments, measures the performance of the identified transportation investment package, and demonstrates how the overall investment package makes progress towards the region's desired outcomes for the transportation system as well as federal and state transportation goals.

(2) 2018-2021 State Transportation Improvement Program (STIP)

The *2018-2021 State Transportation Improvement Program (STIP)* is a complementary product, typically developed concurrently with the MTIP. Per federal regulations from the U.S. Department of Transportation, the MTIP is incorporated in the STIP without change. The STIP represents the full statewide package of transportation investments, including rural areas, but the metropolitan urban transportation investment packages are first adopted in the MPO's MTIP. The development of the STIP is led by the Oregon Department of Transportation (ODOT) regions. Metro, as the lead in developing the MTIP, works closely with ODOT to incorporate the MTIP into the STIP and receive federal approvals.

D) 2018-2021 MTIP development protocols

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council provide the oversight and regional policy direction for the 2018-2021 MTIP. As the decision-making bodies to approve the MTIP, JPACT and the Metro Council must ensure the entire package of transportation investments in the 2018-2021 MTIP represent the overarching transportation priorities for the region and is in compliance with federal regulations. The MTIP is comprised of transportation investments which come from the direction set forth by multiple

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[2] Adequate opportunities means providing information to staff and presenting to the governing entities (e.g. JPACT/Metro Council as MPO governing entity, TriMet board as governing entity, Region 1 ACT/OTC as ODOT advisory and governing entity) if requested, with sufficient lead time to allow for discussion and if electing to do so, providing agreed upon input by the governing entity.

[3] Ibid.

decision-making entities (i.e. the TriMet board for TriMet, the Wilsonville City Council for SMART, and the Oregon Transportation Commission with the advice of Region 1 Area Commission on Transportation for ODOT). Therefore, the responsibility of JPACT and the Metro Council are to participate and be engaged throughout each component (i.e. funding allocation) which makes up the MTIP in order to ensure and demonstrate the full four year package of transportation investments advance progress towards regional outcomes, comply with federal mandates, and was developed under the three C's planning process.

To provide the oversight and direction, JPACT and the Metro Council are charged with working collaboratively with partners ODOT, SMART, and TriMet toward the successful development and delivery of the 2018-2021 MTIP. Per U.S. Code of Federal Regulations Title 23 Part 450.300 – 450.338, Metro staff, as the support to JPACT and the Metro Council, is responsible for seeing through the investment decision processes and document how those processes are done by partners in collaborative manner. As a result, a set of tasks as identified through a series of participatory policy workshops throughout 2015 have set forth a set of activities for how the different entities will participate and be involved with each other's funding allocation process as well as the overall document development of the 2018-2021 MTIP. These activities are building from existing coordination activities and policies in practice from developing previous MTIPs, as outlined in Appendix A. The coordination activities proposed for the 2018-2021 MTIP, which identifies activities to participate in funding allocation processes are outlined in Appendix B.

E) Timeline and milestones

Table 1: 2018-2021 MTIP – Funding Allocation Processes Timeline by Partner Agencies

Month	Metro RFFA	ODOT Enhance	ODOT Fix-it Leverage	TriMet Budget Cycle	TriMet 5310 and Special Transportation Fund	SMART Budget Cycle
September 2015	Policy development and public input	Solicitation period Applications due Nov. 20		Revenue forecast		
October 2015						
November 2015						
December 2015		R1ACT reviews submitted proposals	R1ACT recommends 100% list	CIP solicitation period		Revenue forecast and program of projects
January 2016				CIP solicitation complete Draft CIP released		Budget coordination with City of Wilsonville
February 2016		R1ACT recommends 150% list OTC reviews regions 150% list		Committee recommendations Final CIP released		
March 2016	Policy adoption	R1ACT scopes 150% list		Proposed budget released Approved budget released Program of projects released		Draft budget release and committee recommendations
April 2016	Project Solicitation					Final draft budget
May 2016				Budget adopted		
June 2016						Budget adopted
July 2016		R1ACT recommends 100% list				
August 2016	Technical Evaluation					
September 2016		OTC receives 100% list		Revenue forecast		
October 2016	Sub-regional prioritization	OTC reviews full packages of Enhance and Fix-it Leverage				
November 2016	JPACT & Metro Council Action					

December 2016						
January 2017					5310 and STF solicitation period	
February 2017					STF advisory committee makes grant application recommendation TriMet Board takes action to endorse STF advisory committee recommendations	
March 2017					5310 and STF endorsed recommendations provided to ODOT and OTC for approval	
April 2017					OTC takes action Awards announced Funding agreements executed	
May 2017						
June 2017						

* Timeline subject to change.

Table 2. 2018-2021 MTIP and STIP Development Schedule

Month	2018-2021 MTIP	2018-2021 STIP
January 2017	Metro staff collects programming from partners; Conducts technical analysis (AQ & EJ/CRA); Drafts narrative of prioritization processes, performance, etc.; Prepared for public comment	OTC releases draft 2018-2021 STIP for public review 60-day public comment period
February 2017		
March 2017		OTC reviews public comments on draft 2018-2021 STIP
April 2017		
May 2017	Public comment period on draft 2018-2021 MTIP	Final 2018-2021 STIP available for review by ACTs, MPOs, and others
June 2017	TPAC action on draft 2018-2021 MTIP	OTC approves final 2018-2021 STIP
July 2017	JPACT and Metro Council action on draft 2018-2021 MTIP	Final 2018-2021 STIP to USDOT for approval
August 2017	Package 2018-2021 MTIP for 2018-2021 STIP and submission to USDOT	
September 2017	USDOT approval of final 2018-2021 STIP	

* Timeline subject to change.

Table 3. 2018-2021 MTIP Proposed Times for Coordination

Month	Regional Flexible Fund	Enhance, Fix-It Leverage, and Connect Oregon	TriMet 5310 and Special Transportation Fund	TriMet Capital Improvement Program and Budget Process	SMART Capital Improvement Program and Budget Process
December 2015		TPAC discussion about the Enhance 150% list and criteria for narrowing; consideration of input to the ACT			
January 2016		JPACT discussion about the Enhance 150% list and criteria for narrowing; consideration of input to the ACT	Brief comments at JPACT introducing STF supplemental allocation and future comment opportunities		
February 2016					
March 2016	TPAC discussion on draft RFFA policy direction			TPAC discussion of proposed transit budget and capital improvement program	
April 2016	JPACT adopts RFFA policy direction	TPAC discussion about the 100% Enhance list		JPACT discussion of proposed transit budget and capital improvement program	
May 2016		JPACT discussion about the 100% Enhance list			
June 2016				TPAC comments from the chair on TriMet and SMART budget adoption	
July 2016					
August 2016	TPAC discussion about the submitted candidate investments and technical evaluation results				
September 2016	JPACT discussion about the submitted candidate investments and technical evaluation results				
October 2016					
November 2016	TPAC discussion about the prioritized final candidate		Introduce 5310 and STF allocation process, policy		

	investments		direction to TPAC; request what comments the MPO region may want to provide to the process		
December 2016	JPACT discussion and action on the prioritized final candidate investments		Introduce 5310 and STF allocation process, policy direction to JPACT; request what comments the MPO region may want to provide to the process		

* Timeline subject to change.

F) Roles and responsibilities

In efforts to implement the activities identified in Appendix A and B and execute this project charter efficiently, the following partner roles, responsibilities, and definitions are provided to clarify partner expectations in the 2018-2021 MTIP development.

MTIP partner roles and responsibilities:

- Participate in a timely manner in the document development of the 2018-2021 MTIP. This includes providing relevant information, such as transportation funding programming, prioritization and decision process narrative, and public involvement description.
- Provide partners timely and adequate opportunities to provide input into funding allocation, prioritization, and decision-making processes, including Metro's Regional Flexible Fund Allocation, the ODOT Region 1 Enhance, and TriMet and SMART annual budget process. This includes proving enough lead time to have discussions and formulate a position.
- Provide partners timely and adequate opportunities to provide comments or input to the appropriate entity, either the Special Transportation Fund Advisory Committee (STFAC) or the TriMet Board for the distribution of both Special Transportation Funds (STF) which are state funds and for federally-sourced section 5310 funding. (Note: The TriMet Board approves and adopts funding allocations based on the STFAC recommendations, which is then finalized through formal Agreement with ODOT.)
- Follow the activities outlined in Appendix A and B.
- Work with and through staff to discuss agenda items or work plan development. For Metro, staff will work through TPAC to discuss JPACT and the Metro Council work items and work plan development.

Definitions

Owner: The agency that keeps and maintains the final product.

Lead Agency: Agency responsible for making sure the planning project is completed and communication protocols are followed.

Collaborate: To work together to achieve a common goal or objective. Collaboration is often employed where multiple parties have authority or control over the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc., to accomplish the goal or complete the project.

Coordinate: To develop, plan, program and schedule projects in consultation with other parties such that conflicts among projects are avoided. Coordinated projects are usually those over which not all parties, other than the convener, have control or authority.

Consult: Confer with other identified Parties in accordance with an established process; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. The communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.

Table 2: 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Charter Signatories Roles and Responsibilities*

	Plan	2018-2021 MTIP	2018 Convener -2021 STIP	Funding Allocation Activity				
				Metro Regional Flexible Fund	ODOT Region 1 Fix-it Leverage	ODOT Region 1 Enhance	TriMet CIP and Annual Budget Process	SMART CIP and Annual Budget Process
Charter signatory	Metro	**Owner Lead Agency**	Collaborate Coordinate	**Owner Lead Agency**	Consult	Collaborate	Consult	Consult
	ODOT	Collaborate Coordinate	**Owner Lead Agency**	Collaborate	**Owner Lead Agency**	**Owner Lead Agency**	Consult	Consult
	TriMet	Collaborate		Collaborate		Consult/Collaborate	**Owner Lead Agency**	Collaborate Consult
	SMART	Collaborate		Collaborate		Consult/Collaborate	Collaborate Consult	**Owner Lead Agency**

G) 2018-2021 MTIP charter agreement

1/21/16

SMART **Date**

Stephen Lashbrook, Transit Director

1/20/16

Metro **Date**

Elissa Gertler, Planning & Development Director

1/21/16

ODOT **Date**

Kelly Brooks, Policy & Development Manager

1/22/2016

TriMet **Date**

Alan Lehto, Director Planning & Policy

Appendix A: Existing MTIP Coordination Policies Activities

	Existing MTIP Coordination Activities
	Topics for coordination in development of the TIP: • **process used to prioritize and make investment decisions** • **public involvement process, identifying the opportunities for meaningful public involvement to underserved communities** • **how investments advance RTP implementation** • **and new or updated RTP policies like Active Transportation Plan, Shared Investment Strategies, and Climate Smart Strategy** • **how the Congestion Management Process is used in the prioritization criteria** • **how the needs of underserved communities were explicitly considered in the prioritization criteria** • **how the prioritized investments help achieve the region's transportation control measures**
Funding Allocation Entity and Process	**MTIP Coordination - Process & Prioritization Existing Practices**
All entities/ allocation processes	• Acknowledgement of financial forecasts and assumptions.
Metro Regional Flexible Fund Allocation	• Share data and resources including maps and other analysis to help grantees with candidate investment nominations. • ODOT, Transit Agencies participate on MPO Board in developing MTIP and RFFA policy and recommended projects.
ODOT Region 1 Enhance	• Make presentations during and about the allocation process in order to provide opportunities for discussion with the MPO.* • Provide an overview of the identified Region 1 competitive allocations priorities at the 150% phase. ODOT Region 1 allocation committee selected projects considered for funding within the MPO will be drawn from the financially constrained RTP.** • Recommended projects forwarded to Metro for inclusion in the MTIP. • MPO and Transit Agencies participate in ODOT Region 1 funding allocation process in developing recommended projects. ***Recognizes the ODOT Region 1 allocation committee can make formal requests to amend the financially constrained RTP to include candidate projects not in the current RTP for the MPO to consider. Funding prioritization should first strive to draw from the existing financially constrained RTP.*
TriMet Capital Asset Management & Budget Process	• Make presentations during and about the allocation process in order to provide opportunities for discussion with the MPO.* • Participate in the development and update of the Coordinated Transportation Plan (formerly the Coordinated Human Services Transportation Plan) which provides direction for the Special Transportation Fund and 5310 allocation. • The MPO leads the identification, development, and prioritization of high capacity transit investments.
SMART Capital Asset Management & Budget Process	

* Reference to the MPO or consulting with the MPO means the MPO governing body, which is represented by JPACT and the Metro Council.

Appendix B: 2018-2021 MTIP Proposed Coordination Policies Activities

	2018-2021 MTIP - Additional Coordination Activities
Funding Allocation Entity and Process	**Process and Prioritization**

Applicable to all entities/ allocation processes	• Share data and resources including maps and other analysis to help grantees with candidate investment nominations.
	• Establish mechanisms (priority, eligibility, formal statement in eligibility, evaluation, or prioritization criteria) and other opportunities which allow for projects to receive funding for different elements out of the different allocation processes. For example, enhanced bike and pedestrian aspects of a orphan highway safety project is funded from regional flexible funds, but the main project is funded through Fix-it. Mechanisms should be consistent between the processes.
	• Coordinate on a regional investment strategy and defining roles and responsibilities between MPO, ACT, and Transit Boards. Coordination activity may include joint meeting(s)/summit, ad hoc subcommittees, or other gatherings for discussion.
	• Federal funding allocations (pre and post funding allocation) to take into consideration the long-term implications of:
	  • Land use and market affordability changes on communities of concern contributed by transportation investment; and
	  • Transportation needs of historically underrepresented communities in the present and in the future.

Metro Regional Flexible Fund Allocation	• TriMet, SMART, Port of Portland and ODOT eligible to apply directly for regional flexible funds. • Consult with the ACT and Transit Boards on policy guidance for the Regional Flex Fund allocation. • Consult with the ACT on projects that should be considered for inclusion in the RTP. • Provide overarching context to Transit Boards and ACT on regional transportation policies, plans, and ultimately how these help shape programming and allocation process considerations. • Consult with ODOT local agency staff on application scope and budget prior to award. • Consult with the ACT on transportation issues that cross or are outside the MPO boundary, but of concern to members inside the MPO*. • Coordination of solicitation processes to ease participation by stakeholders, especially communities of concern with limited engagement capacities.
ODOT Region 1 Enhance Process	• The ACT has an MPO representative to consult with each other on transportation issues that cross the MPO boundary and represent the MPO's priorities. • Consult with the MPO* on transportation needs inside the MPO boundary, but of concern to members outside the MPO. • The ODOT Region 1 Enhance Process will provide the MPO* an opportunity to comment on criteria used to select projects. • Provide the MPO* opportunity to comment on narrowing to a 100% ODOT Region 1 competitive funding allocation project list constrained to available funds. • Provide an opportunity for MPO* to weigh-in and provide substantive feedback on narrowing to a 100% list for ODOT Region 1 Fix- It funding allocation projects. • Coordination of solicitation processes to ease participation by stakeholders, especially communities of concern with limited engagement capacities.
TriMet Capital Asset Management & SMART Capital Asset Management & Budget Process	• Provide an opportunity for MPO* to learn about and if of interest, provide comment to the TriMet Board on policy direction for the 5310 and Special Transportation Fund allocation; seek policy input in advance of follow the ODOT provided 5310 and Special Transportation Fund general timeline of project decision-making to enhance coordination.
	Other Coordination Activities

Process and Prioritization

Applicable to all entities/allocation processes	Other	• Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees for the "everybody's and nobody's" projects which effect multiple jurisdictions, but are challenging to coordinate implementation. • Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub committees, with other pertinent state and federal agency partners, to address how to effectively use federal funds to implement the projects which best achieve RTP policies. • Foster conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees, to strategize how the region can remove barriers to funding projects which achieve multiple objectives, but challenging to fund under the existing federal funding framework (including SRTS and Climate Smart) • Foster early regional conversations through Metro engagement committees (TPAC as well as JPACT and Metro Council) or ad hoc sub-committees about strategies and priorities for state and national discretionary funding opportunities (TIGER, SHRP2, Connect Oregon, etc.)

* Reference to the MPO or cons ulting the MPO means the MPO governing body, which is represented by JPACT and the Metro Council.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

To: Federal Partners and Interested Members of the Public
From: Grace Cho, Associate Transportation Planner
Subject: 2018-2021 MTIP Transportation Equity Assessment – Results and Findings

Introduction
As part of the 2018-2021 MTIP, a Transportation Equity Assessment is conducted to look at how well the region's planned federal transportation investments will perform relative to equity goals and demonstrate compliance with regional responsibilities toward federal civil rights laws as they relate to transportation planning. The assessment takes a programmatic look at the region's short-term (fiscal years 2018 – 2021) planned investments, to determine whether: 1) progress is being made towards desired equity outcomes expressed by historically marginalized communities; 2) to determine whether the short-term package, in totality, is disproportionately impacting historically marginalized communities and if refinement strategies (e.g. avoid, minimize, or mitigate) are necessary; and 3) learn from the assessment to propose technical refinements prior to utilizing the assessment methods for the 2018 RTP investment strategy.

In a literature review across the nation, equity assessments at a program scale are few and far between. Nonetheless, advocacy and think-tank organizations have put forward best practices to guide and formulate the methods for conducting a transportation equity assessment. The 2018-2021 MTIP Transportation Equity Assessment does its best to incorporate and reflect the best practices in the field in measuring equity within the context of the transportation system. Additionally, the 2018-2021 MTIP is also serving as a learning tool to help refine the assessment for the upcoming development of the 2018 Regional Transportation Plan (RTP).

The following memorandum discusses the results, findings, lessons learned and recommendations from the 2018-2021 MTIP Transportation Equity Assessment.

Transportation Equity Assessment Methods
The 2018-2021 MTIP Transportation Equity Assessment is an equity-focused scenario planning analysis looking at base-year conditions and comparing the base-year conditions to the anticipated conditions to be seen once a future package of transportation investments (i.e. the 2018-2021 MTIP investments) are put into place and open for service. In performing a scenario analysis, the core methodological components to the 2018-2021 MTIP Transportation Equity Assessment are:

1. Community definitions
2. System evaluation metrics
3. Evaluation tools identification
4. Evaluation inputs

The following section discusses the definitions, data, and assumptions for each of the core components of the 2018-2021 MTIP Transportation Equity Assessment. These definitions, data, and assumptions were guided by the input and direction from the Transportation Equity Work Group. The Transportation Equity Work Group comprised of community organizations, advocates, public health partners, and jurisdictions to give technical direction and help shape the findings and recommendations of the 2018-2021 MTIP Transportation Equity Assessment. Lastly, further details regarding the methodology of the Transportation Equity Assessment can be found appended to this memorandum.

<u>Community Definitions</u>

Communities included as part of the 2018-2021 MTIP Transportation Equity Assessment include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency
- Older Adults
- Young Persons

The identification of the five communities came from stakeholders desire to see communities which have historically experienced challenges with the transportation system. Additionally, certain communities were identified as demographic groups to address in transportation planning as part of federal civil rights and environmental justice regulations. Demographic data is supplied by the U.S. Census Bureau to help identify communities and general spatial distribution. The regional rate for the individual historically marginalized community (with the exception for age – older adults and young people) was used as the threshold for determining the locations of historically marginalized communities. For older adults and younger people, the regional rate must be realized for both communities as the spatial distribution, just based on regional rate, would illustrate patterns where every area in the region would be considered a historically marginalized community

Historically Marginalized Communities

Community	Definition	Geography Threshold	Date Source
People of Color	Persons who identify as non-white.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for household size	Census tracts above the regional rate (31.1%) for Household with Lower-Income	American Community Survey, 2011-2015
Limited English Proficiency	Persons who identify as unable "to speak English very well."	Census tracts above the regional rate (8.5%) for Limited English Proficiency (all languages combined).	Oregon Education Department School Enrollment Data (LEP only)
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		

By request of stakeholders, a more focused look at the transportation investments being made in areas in which there are high concentrations of historically marginalized communities, namely those communities identified through civil rights and environmental justice legislation. As a result a population density threshold was applied to define geographic areas with high concentrations of People of Color, Low-Income, and Limited English Proficiency. This request recognizes the wish of stakeholders that with limited amounts of investment, in what areas can the greatest concentration of historically marginalized communities be reached. Additionally, there were request to assess small pockets of concentrated language isolation. Therefore, identified areas of safe harbor communities were also included as part of the focused look.

Focused Historically Marginalized Communities

Community	Geographic 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).
Low-Income	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).
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) OR those census tracts which have been identified as "safe harbor" tracts for language isolation.[1]

The transportation equity analysis ran the assessment using two tiers to address the desire to capture where there are higher rates of historically marginalized communities and where there is a concentration and/or pockets of historically marginalized communities. The tiers are described below.

Tier I Analysis – Historically Marginalized Communities
The transportation equity analysis will use the regional rate as the first assessment to look at how well the 2018-2021 MTIP investments are performing on priority outcomes identified by historically marginalized communities.

Tier II Focused Analysis - Focused Historically Marginalized Communities
The transportation equity analysis will conduct a secondary assessment using a subset of historically marginalized communities, namely people of color, people with lower-incomes, and people with limited English proficiency, and look at how well the 2018-2021 MTIP investments are performing on priority outcomes identified by historically marginalized communities in areas with the greatest concentration.

<u>Transportation Equity System Evaluation Measures</u>
In following a best practice to have historically marginalized communities lead the assessment, the system evaluation measures for the Transportation Equity Assessment reflect the priorities historically marginalized communities identified as desires they wish to see from the region's transportation system. The common themes identified by historically marginalized communities include: increased access, affordability, safety, and environment.[2] These themes translated into the following system evaluation measures:

- Affordability(combined housing and transportation expenditure)[3]

[1] Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964 which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes; it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5% or 1,000 persons of the total population in the given area.
[2] More information about the process undertaken to gather input from historically marginalized communities to identify the system evaluation measures can be found at: http://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan/equity
[3] The affordability measure, which is looking at combined housing and transportation expenditure, is under development. A method is anticipated to be developed and ready for deployment for the 2018 RTP call for projects.

- Exposure to crash risk
- Access to travel options – system connectivity & completeness
- Access to jobs
- Access to community places
- Habitat impact
- Share of safety projects

These were identified as the priority transportation issues by historically marginalized communities.[4] As a result, the system evaluation took a closer look to see how well these transportation investments performed relative to these priority transportation issues in areas where there is a residential presence of historically marginalized communities. The results will be compared to the region and to the base-year conditions to see if there are disproportionate results. Individual methodology sheets, which outline criteria and other factors for each system evaluation measure can be found appended to this memorandum.

Summary of Tools

Scenario planning requires the use of tools which are able to anticipate what behaviors or effects may occur with investments or policy decisions in the future. As part of Metro's metropolitan planning organization (MPO) function, the Data and Research department has developed a suite of tools which will be used as part of the 2018-2021 MTIP Transportation Equity Assessment to analyze future conditions once a certain suite of transportation investments are put into place. The following are brief descriptions of the scenario planning tools.

Metroscope

Metroscope is a set of decision support tools used to model changes in measures of economic, demographic, land use and transportation activity within the Portland metropolitan area.

- The economic model predicts employment by type of industry and the number of households by demographic category.
- The residential real estate location model predicts the locations of households.
- The non-residential real estate location model predicts the locations of employment. Both real estate models measure the amount of land consumed by development, the amount of built space produced and prices of land and built space by zone in each time period.

The Metroscope tool is being used to look at changes in access to employment areas and
In 2016, an updated land use, population, and employment forecast was adopted for the region. The 2016 adopted forecast will be used as an input into the economic and real estate (residential and non-residential) models to inform the 2018-2021 MTIP Transportation Equity Assessment.

Travel Demand Model

The travel model predicts travel activity levels by mode (bus, rail, car, walk or bike) and road segment, and it estimates travel times between transportation analysis zones (TAZ) by time of day. The travel demand model also produces a measure of the cost perceived by travelers in getting from any one TAZ to any other. For the 2018-2021 MTIP Transportation Equity Analysis, the transportation investments outlined for federal fiscal years 2018 – 2021 will be included in the travel demand model (on top of 2015 base-year conditions) to assess future conditions.[5]

[4] Reflects the priority issues within the limits the 2018 RTP system evaluation can analyze. Other transportation priorities were raised which included displacement and racial profiling in enforcement, which cannot be addressed through the system evaluation, but acknowledged in the assessment findings.

[5] Due to the nature of how the travel demand model operates, certain types of transportation investments cannot be reflected in the travel demand model tool. Some examples include roadway maintenance investments (e.g. repaving) and operations and system management (e.g. variable message signs, variable speed control, signal timing). Transportation investments which have macro-level effects to travel behavior (i.e. widening a roadway, adding a

Geographic Information Systems (GIS)
Geographic Information Systems (GIS) uses spatial data to determine relationships between different data elements and map data. For the 2018-2021 MTIP Transportation Equity Analysis, the transportation investments are mapped to assess the spatial relationships between historically marginalized communities. In particular, access to a connected transportation system and safety considerations are being assessed through GIS.

Transportation Equity Assessment Inputs
The Transportation Equity Assessment includes those projects/investments slated for federal fund programming in the 2018-2021 MTIP. The projects/investments are those which were identified as of late January/early February 2017 in order to complete the assessment and publish as part of the public comment draft of the 2018-2021 MTIP. Some of the transportation project investments may have changed between January 2017 and the transportation investment programming illustrated in the public comment draft of the 2018-2021 MTIP. The list of 2018-2021 MTIP investments assessed in the Transportation Equity Assessment can be found appended as well as the list of projects which were not assessed due to updated programming information provided after February 2017.

As part of the assessment, each project/investment was reviewed to determine which transportation equity system evaluation measure would be applicable. For example, with the share of safety projects evaluation measure, each 2018-2021 MTIP investment looks at whether the project meets the criteria of a safety project to determine whether it'll be evaluated as part of this particular measure. The list of 2018-2021 MTIP investments, found appended, illustrates which investments were applied to the system evaluation measures.

Lastly, there were a suite of transportation investments identified within the 2018-2021 MTIP which were unable to be assessed as part of the Transportation Equity Assessment. For many of these projects, the programmatic nature prevented being able to capture the investment the travel demand model, which is more suited for capital transportation investments rather than maintenance investments, or not enough spatial detail was available. For example, listed within the 2018-2021 MTIP are bus purchase and replacement programs as well as region-wide raised pavement markings. These "maintenance-like" projects are not represented in the travel demand model and spatial detail is unavailable since the deployment of buses travel all over the transit system and pavement markings occur throughout the roadway network. Additionally, the travel demand model does not capture a number of tools used for system management and operations, including variable message signs, rapid flashing beacons, or communications architecture. These projects have been identified and appended.

Results
The 2018-2021 MTIP Transportation Equity Assessment illustrates how the near-term transportation investments are likely to affect outcomes which historically marginalized communities identified as priority issues to address in the transportation system.

Table 1. Contextual Population Information for the 2018-2021 MTIP Transportation Equity Assessment

separated or protected bicycling facility, or increasing transit service) are those which the travel demand model can assess. Other "off-model" methods, namely geographic information systems (GIS), are used to assess the transportation investments which are unable to be captured as part of the model assessment.

Geography	Population (within the Geography)[6]
Region-wide (Metropolitan Planning Area)[7]	1,559,517
Historically Marginalized Communities	1,058,220
Focused Historically Marginalized Communities	630,388

Table2. Summary of Transportation Equity System Evaluation Measures Results

Evaluation Measure	Region-wide	HMC	FHMC
Access to Community Places	Region-wide access to community places is high.	With the 2018-2021 MTIP investments, access relative to the region is projected to hold steady for auto, bicycling, and walking, and access increases for transit.	With the 2018-2021 MTIP investments access holds steady for auto, bicycling, and walking and access increases for transit. In general, access in base year conditions for focused historically marginalized communities starts lower than the region.
Access to Jobs	Region-wide access to low and middle wage jobs can vary between modes with the 2018-2021 MTIP investments.	With the 2018-2021 MTIP investments, access to low and middle wage jobs from historically marginalized communities is increasing slightly.	With the 2018-2021 MTIP investments, access to low and middle wage jobs from focused historically marginalized communities is increasing slightly.
Access to Travel Options	Completeness and density of the active transportation network appears to be increasing region-wide. Minimal change is observed with the street network. Access to transit is increasing.	. Completeness of the active transportation network appears to be increasing in historically marginalized communities at a level greater than the region. Density of the active transportation network increases. Minimal change is observed with the street network. Access to transit appears to increasing at a greater percentage than the region.	Completeness of the active transportation network appears to be increasing in focused historically marginalized communities at a level greater than the region. Density of the active transportation network increases. Minimal change is observed with the street network. Access to transit appears to increasing at a greater percentage than the region.
Evaluation Measure	**Region-wide**	**HMC**	**FHMC**

[6] Represents 2010 decennial census population counts in order for the analysis and the geographies to remain consistent and use consistent datasets. Population numbers represent total population within the census tracts.

[7] Region-wide is defined as the metropolitan planning area (MPA) boundary. An interactive map gallery which includes the MPA can be found at: http://drcmetro.maps.arcgis.com/apps/webappviewer/index.html?id=d83c2455ea10433bb2d6901dd1f4f564

Share of Safety Projects	About 38%, represented by 60 projects, 2018-2021 MTIP investments are transportation safety projects. Per capita spending is approximately $98.	The proportional number of transportation safety projects and per capita spending is higher than the region in areas with historically marginalized communities.	Half (50%) of the transportation safety projects are in areas with focused historically marginalized communities. Per capita spending is higher.
Exposure to VMT	Slight increase in VMT projected with 2018-2021 MTIP investments.	Slight decrease in VMT exposure projected with 2018-2021 MITP investments.	Slight decrease in VMT exposure projected with 2018-2021 MITP investments.
Habitat Impact	With 2018-2021 MTIP investments, about 31% of investments potentially impact high value habitat.	Of the 36% of the 2018-2021 MTIP investments with a potential high value habitat impact, 75% are in historically marginalized communities	Of the 36% of the 2018-2021 MTIP investments with a potential high value habitat impact, 55% are in focused historically marginalized communities
Affordability Housing + Transportation Expenditure	System evaluation measure still under development		

Access to Community Places

Summary of this Measure: The Access to Community Places performance measure looks to assess whether the package of future transportation investments will increase the ability of region's residents to get to existing community places that provide/serve daily or weekly needs, with a particular emphasis in areas where there are high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth relative to the region. The performance measure is calculated by:

1) Identify the existing community places which provide key services and/or daily needs (defined in system evaluation appendix).
2) Determine the weighted average of community places reached using existing transportation system and looking at the differences in places accessed by travel mode (automobile, transit, bicycle, and walking) in a given travel time window (see below) for the entire region and for areas with a high concentration of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth to determine base year conditions.[8] This will represent the base-year conditions.
3) Determine the weighted average of community places reach with the implementation of the 2018-2021 MTIP by travel mode for the entire region and in areas with high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth.
4) Look at the change in the accessibility to these existing community places between the base year and with added 2018-2021 MTIP investments, with an emphasis in looking at the change in communities of color, lower-income communities, limited English proficiency

[8] Weighted average is the average accessibility from each Transportation Analysis Zone (TAZ) weighted by the number of households in that TAZ. TAZs with many households will influence the weighted average more than TAZs with fewer households, which results in the average accessibility to community places for households in the region.

populations, older adults, and youth. The report out for this measure will show the percent change in access to community places by mode for each package.[9]

Travel Time Windows by Mode[10]:

- Automobile – 20 minutes*
- Transit – 30 minutes*
- Bicycle – 15 minutes
- Walk – 20 minutes

*Includes access and egress times.

Results: Access to Community Places

Overall, the 2018-2021 MTIP investments appears to hold steady the access to community places relative to the base year with the exception for transit, where an increase in access is seen in both historically marginalized communities and focused historically marginalized communities (i.e. areas with concentrated density of people of color, people with lower-income, and people with limited English proficiency). The increase in access to community places by transit is projected in both the peak and off-peak travel period and the increases seen range from 1% to 6%. The higher percentage (5 or 6%) increases by transit tend to be observed in focused historically marginalized communities. There was also one instance where access to food places by bicycle decreased slightly (1% in both peak and off-peak periods), which is in need of further investigation. While the results show the 2018-2021 MTIP investments are generally holding access to community places fairly steady or increasing access, there is a significant observed difference between historically marginalized communities and focused historically marginalized communities and their base (i.e. existing) conditions in accessing to community places. What is seen is that historically marginalized communities tend to have better access to community places than the region, but focused historically marginalized communities tend to start off with less access, relative to the region, by automobile, bicycling, or walking. The reason for the difference in base conditions is because certain areas of where there are concentrated density of certain communities (i.e. language isolated communities) are on the edges of the region where there is currently less development and residential in nature. Nonetheless, when looking at the base year conditions and the projected change with the 2018-2021 MTIP investments, access to community places in focused historically marginalized communities tend to hold steady.

The one exception is with access to food, where base conditions tend to show better access in either historically marginalized communities or focused historically marginalized communities, regardless of method of travel and time of travel. This may be because of the distributive pattern of grocery stores.

The projected increase in access to community places by transit with the 2018-2021 MTIP may be a reflection of the Division bus rapid transit project opening in 2021 and the projected transit service increases between now and 2021 being reflected.

Table 3. Access to Community Places – Peak Travel Period

[9] Due to the nature where community places are located and that each TAZ can access these community places (therefore the weighted average for community places for the region is 100%), the percent difference from the region is used to depict how the

[10] The travel time windows represents the average number of places which can be reached within a +/- 5 minutes of the stated travel time window. For example, for automobile, the number of daily needs accessed will be an average of places reached between 15 minutes – 25 minutes. This is to address in the travel demand model the potential for a "cliff effect" when a hard cut off time is used and a destination may not be reached because the travel time to reach the destination in the travel model is one (1) second beyond the cut off time.

Access to Community Places -- All Community Places (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA[11]	-- (1,717)	-- (308)	-- (360)	-- (60)	-- (1,728)	-- (335)	-- (359)	-- (66)
HMC	1% (1,733)	21% (373)	9% (393)	17% (78)	1% (1,744)	22% (407)	9% (392)	17% (78)
FHMC	-4% (1,648)	10% (337)	-9% (328)	-11% (59)	-4% (1,659)	15% (385)	-9% (327)	-11% (59)
Access to Community Places -- Food (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	-- (57)	-- (10)	-- (12)	-- (2)	-- (57)	-- (11)	-- (11)	-- (2)
HMC	4% (59)	25% (12)	13% (13)	19% (2)	4% (59)	25% (14)	12% (13)	19% (2)
FHMC	2% (58)	27% (12)	4% (12)	3% (2)	2% (58)	32% (14)	4% (12)	3% (2)
Access to Community Places -- Medical (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	-- (598)	-- (112)	-- (129)	-- (25)	-- (602)	-- (120)	-- (128)	-- (25)
HMC	-1% (594)	21% (136)	7% (138)	14% (29)	-1% (598)	22% (146)	7% (137)	14% (29)
FHMC	-8% (548)	6% (119)	-17% (107)	-23% (20)	-8% (552)	11% (133)	-17% (107)	-23% (20)
Access to Community Places -- All Others (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	-- (1,062)	-- (186)	-- (220)	-- (39)	-- (1,069)	-- (203)	-- (220)	-- (39)
HMC	2% (1,081)	21% (225)	10% (242)	19% (46)	2% (1,088)	22% (248)	10% (242)	19% (46)
FHMC	-2% (1,042)	11% (206)	-5% (209)	-4% (38)	-2% (1,048)	16% (237)	-5% (208)	-4% (38)

(indicates total number of community places)

Table 4. Access to Community Places – Off-Peak Travel Period

Access to Community Places -- All Community Places (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	-- (2,092)	-- (235)	-- (360)	-- (66)	-- (2,098)	-- (267)	-- (359)	-- (66)
HMC	1% (2,108)	24% (290)	9% (393)	17% (78)	1% (2,114)	24% (331)	9% (392)	17% (78)
FHMC	-4% (2,012)	8% (254)	-9% (328)	-11% (59)	-4% (2,018)	13% (301)	-9% (327)	-11% (59)
Access to Community Places -- Food (+/- % relative to MPA)								
	Base Year (2015) Conditions				2018-2021 MTIP Investments			

[11] The nature of how access to community places is calculated in the travel demand model results in the weighted average for the region being 100% access to community places regardless of mode. (Because when you add up the community accessed by each TAZ in the region, what is observed is that all community places are captured.) Therefore the MPA, or region-wide, access is not reported and for the historically marginalized and focused historically marginalized communities, the level of change relative to the MPA, or region, is reported.

	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	-- (68)	-- (7)	-- (12)	-- (2)	-- (68)	-- (8)	-- (11)	-- (2)
HMC	3% (70)	27% (9)	13% (13)	19% (2)	3% (70)	27% (11)	12% (13)	19% (2)
FHMC	1% (68)	25% (9)	4% (12)	3%(2)	1% (68)	30% (11)	4% (12)	3% (2)
Access to Community Places -- Medical (+/- % relative to MPA)								
	Base Year (2015) Conditions				**2018-2021 MTIP Investments**			
	Auto	**Transit**	**Bike**	**Walk**	**Auto**	**Transit**	**Bike**	**Walk**
All MPA	-- (741)	-- (85)	-- (129)	-- (25)	-- (744)	-- (98)	-- (128)	-- (25)
HMC	0% (738)	25% (106)	7% (138)	14% (29)	0% (740)	24% (122)	7% (137)	14% (29)
FHMC	-7% (688)	5% (90)	-17% (107)	-23% (20)	-7% (691)	8% (106)	-17% (107)	-23% (20)
Access to Community Places -- All Others (+/- % relative to MPA)								
	Base Year (2015) Conditions				**2018-2021 MTIP Investments**			
	Auto	**Transit**	**Bike**	**Walk**	**Auto**	**Transit**	**Bike**	**Walk**
All MPA	-- (1,283)	-- (142)	-- (220)	-- (39)	-- (1,287)	-- (161)	-- (220)	-- (39)
HMC	1% (1,300)	23% (175)	10% (242)	19% (46)	1% (1,304)	24% (198)	10% (242)	19% (46)
FHMC	-2% (1,255)	9% (154)	-5% (209)	-4% (38)	-2% (1,259)	15% (184)	-5% (208)	-4% (38)

(Indicates total number of community places)

Access to Jobs

Summary of this Measure: The Access to Jobs performance measure looks to assess whether the package of future transportation investments will increase the ability of region's residents to get to jobs (by wage profile) in the region, with particular emphasis on low and middle-wage jobs, particularly for those areas where there are high concentrations of communities of color, lower-income communities, and limited English proficiency populations relative to the region. The Access to Jobs performance measure is calculated by:

1) Identifying the geographical distribution jobs throughout the region, including categorized low-wage and middle-wage jobs (defined in assumptions).
2) Determining the weighted average of jobs, with emphasis on low and middle-wage jobs, reached using the existing transportation system. The analysis will look at the differences in jobs, including low and middle-wage jobs, accessed by travel mode (automobile, transit, bicycle, and walking) in a given travel time window (see below) for the entire region and in areas with above the regional rate of communities of color, lower-income communities, and limited English proficiency populations to determine base year (i.e. existing) conditions.
3) Determine the weighted average number of forecasted jobs, including more focused look at low and middle-wage jobs, by mode for the entire region and in areas with high concentrations of communities of color, lower-income communities, and limited English proficiency populations with the 2018-2021 MTIP investments.
4) Determine the change in the accessibility to jobs between the base year and with the added transportation investments, but with a particularly emphasis on the change in access to low and middle-wage jobs in areas with high concentrations of communities of color, lower-income communities, and limited English proficiency populations.

Travel Time Windows by Mode[12]:

[12] The travel time windows represents the average number of places which can be reached within a +/- 5 minutes of the stated travel time window. For example, for automobile, the number of daily needs accessed

- Automobile – 30 minutes*
- Transit – 45 minutes*
- Bicycle – 30 minutes
- Walk – 20 minutes

*Includes access and egress times.

Results: Access to Jobs

Overall, the 2018-2021 MTIP investments appear to be keeping steady or increasing access to low and middle-wage jobs in historically marginalized communities. The increases are being realized in transit access, albeit the increase tends to be small, around one percent. Additionally, what is projected with the 2018-2021 MTIP investments, access in historically marginalized communities and focused historically marginalized communities (i.e. areas with concentrated density of people of color, people with lower-income, and people with limited English proficiency) tends to be better than the region as well as in the areas below the regional rate of historically marginalized communities (i.e. Non- HMC), and in areas where there is not a high concentration of people of color, people with lower-income, and people with limited English proficiency. The steady or increases in jobs access is being realized across all travel modes. Additionally, in both the peak and off-peak travel period, transit is seeing the slight increase with the 2018-2021 MTIP investments, particularly in focused marginalized communities situated on the eastside of the region. The reason for the slight increase projected with the transit mode may be a result of the Division bus rapid transit project opening for service in 2021 and the subsequent incremental transit service increases expected between now and 2021.

*Table 5. Total Jobs**

Total Jobs Regionwide (MPA boundary)**	872,072
Total Low-Wage Jobs (MPA boundary)**	235,060
Total Middle-Wage Jobs (MPA boundary)**	213,849

**Because the assessment of the MTIP is looking at an upcoming four-year timeframe, the following table illustrates existing number of jobs (and is not using future forecasted number of jobs).*
***Only includes jobs within the MPA boundary*

Table 6. Access to Low and Middle Wage Jobs – Peak Travel Period

Job Access -- % of All Jobs in MPA								
	Base Year (2015) Conditions				MTIP Network			
	Auto	Transit	Bike	Walk	Auto	Transit	Bike	Walk
All MPA	18% (160,931)	2% (19,155)	3% (24,841)	0% (3,649)	19% (162,013)	2% (21,691)	3% (24,822)	0% (3,650)
Non-HMC	16% (141,279)	1% (9,433)	2% (19,102)	0% (2,873)	16% (141,881)	1% (10,494)	2% (19,108)	0% (2,874)
Non-FHMC	16% (142,430)	1% (12,356)	2% (20720)	0% (3,227)	16% (143,191)	2% (13,292)	2% (20,717)	0% (3,228)
HMC	19% (168,986)	3% (23,872)	3% (27,268)	0% (4,307)	20% (170,173)	3% (27,046)	3% (27,229)	0% (4,309)
FHMC	21% (183,237)	3% (25,426)	3% (28,234)	0% (4,302)	21% (184,384)	3% (30,224)	3% (28,189)	0% (4,302)
Job Access -- % of Low-Wage Jobs in MPA								

will be an average of places reached between 15 minutes – 25 minutes. This is to address in the travel demand model the potential for a "cliff effect" when a hard cut off time is used and a destination may not be reached because the travel time to reach the destination in the travel model is one (1) second beyond the cut off time.

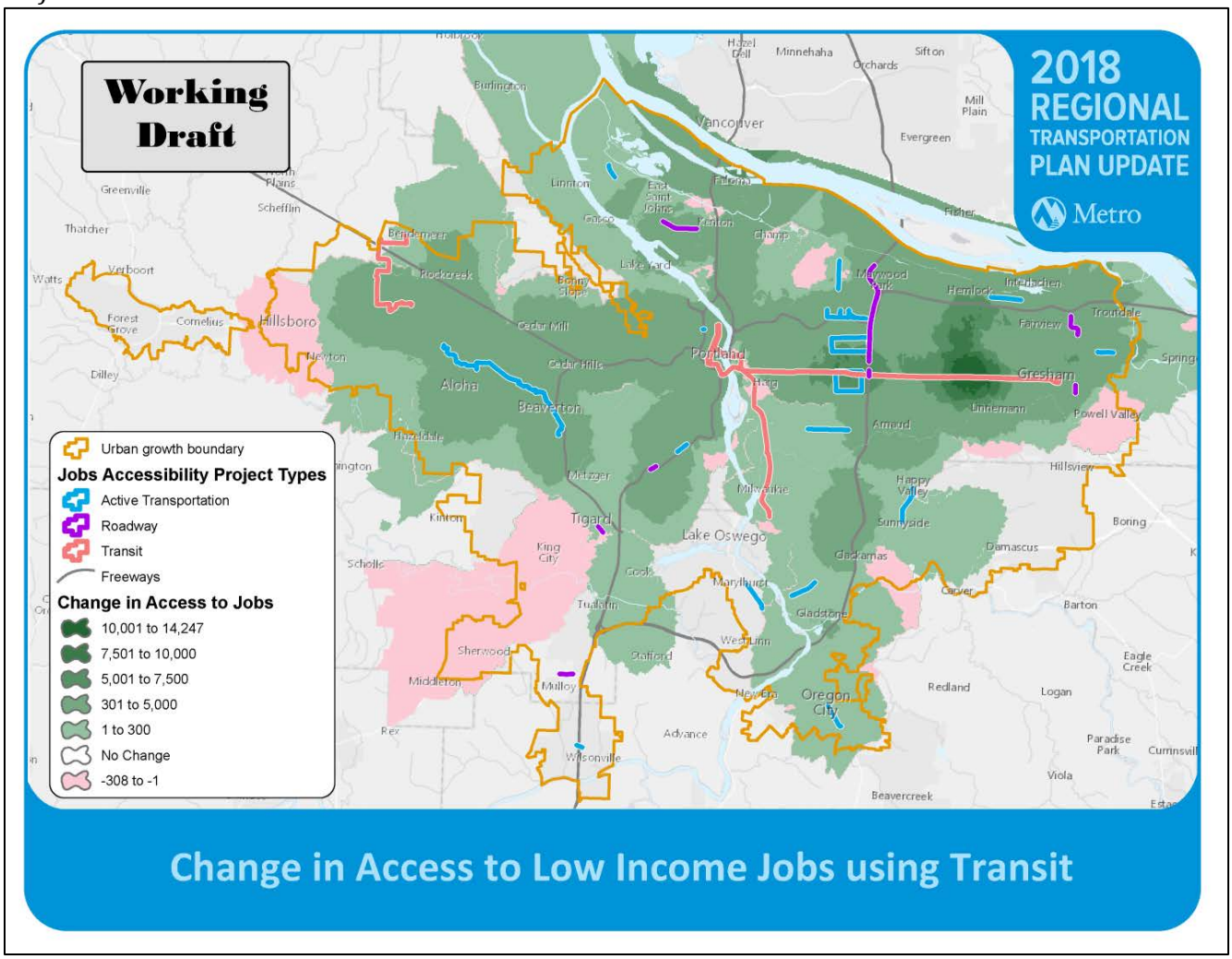
	Base Year (2015) Conditions				MTIP Network			
	Auto	**Transit**	**Bike**	**Walk**	**Auto**	**Transit**	**Bike**	**Walk**
All MPA	33% (78,381)	4% (9,388)	5% (12,169)	1% (1,812)	34% (78,911)	5% (10,621)	5% (12,157)	1% (1,813)
Non-HMC	29% (68,598)	2% (4,599)	4% (9,296)	1% (1,411)	29% (68,891)	2% (5,102)	4% (9,298)	1% (1,411)
Non-FHMC	29% (69,337)	3% (6,066)	4% (10,135)	1% (1,604)	30% (69,710)	3% (6,511)	4% (10,132)	1% (1,605)
HMC	35% (82,436)	5% (11,707)	6% (13,388)	1% (2,146)	35% (83,018)	6% (13,258)	6% (13,367)	1% (2,147)
FHMC	38% (89,141)	5% (12,401)	6% (13,801)	1% (2,113)	38% (89,697)	6% (14,748)	6% (13,777)	1% (2,113)
Job Access -- % of Medium-Wage Jobs in MPA								
	Base Year (2015) Conditions				**MTIP Network**			
	A	**T**	**B**	**W**	**A**	**T**	**B**	**W**
All MPA	20% (43,380)	2% (5,131)	3% (6,666)	0% (968)	20% (43,670)	3% (5,815)	3% (6,663)	0% (968)
Non-HMC	18% (38,174)	1% (2,536)	2% (5,146)	0% (767)	18% (38,338)	1% (2,828)	2% (5,148)	0% (767)
Non-FHMC	18% (38,416)	2% (3,311)	3% (5,569)	0% (853)	18% (38,620)	2% (3,571)	3% (5,569)	0% (853)
HMC	21% (45,496)	3% (6,396)	3% (7,312)	1% (1,143)	21% (45,815)	3% (7,249)	3% (7,303)	1% (1,142)
FHMC	23% (49,418)	3% (6,826)	4% (7,584)	1% (1,158)	23% (49,727)	4% (8,110)	4% (7,574)	1% (1,158)

Table 7. Access to Low and Middle Wage Jobs – Non-Peak Travel Period

Job Access -- % of All Jobs in MPA								
	Base Year (2015) Conditions				**MTIP Network**			
	A	**T**	**B**	**W**	**A**	**T**	**B**	**W**
All MPA	21% (183,414)	2% (14,080)	3% (24,841)	0% (3,649)	21% (184,083)	2% (16,570)	3% (24,822)	0% (3,650)
Non-HMC	19%(168, 138)	1% (7,129)	2% (19,102)	0% (2,873)	19% (168,577)	1% (8,033)	2% (19,108)	0% (2,874)
Non-FHMC	19% (168,379)	1% (9,551)	2% (20,720)	0% (3,227)	19% (168,853)	1% (10,536)	2% (20,717)	0% (3,228)
HMC	22% (189,182)	2% (17,953)	3% (27,268)	0% (4,307)	22% (189,808)	2% (21,131)	3% (27,229)	0% (4,309)
FHMC	23% (201,606)	2% (18,534)	3% (28,234)	0% (4,302)	23% (202,261)	3% (22,916)	3% (28,189)	0% (4,302)
Job Access -- % of Low-Wage Jobs in MPA								
	Base Year (2015) Conditions				**MTIP Network**			
	A	**T**	**B**	**W**	**A**	**T**	**B**	**W**
All MPA	38% (89,340)	3% (6,908)	5% (12,169)	1% (1,812)	38% (89,669)	3% (8,129)	5% (12,157)	1% (1,813)
Non-HMC	35% (81,688)	1% (3471)	4% (9,296)	1% (1,411)	35% (81,903)	2% (3,911)	4% (9,298)	1% (1,411)
Non-FHMC	35% (81,977)	2% (4,685)	4% (10,135)	1% (1,604)	35% (82,212)	2% (5,168)	4% (10,132)	1% (1,605)

HMC	39% (92,312)	4% (8,809)	6% (13,388)	1% (2,146)	39% (92,619)	4% (10,372)	6% (13,367)	1% (2,147)
FHMC	42% (98,162)	4% (9,047)	6% (13,801)	1% (2,113)	42% (98,477)	5% (11,195)	6% (13,777)	1% (2,113)
Job Access -- % of Medium-Wage Jobs in MPA								
	Base Year (2015) Conditions				**MTIP Network**			
	A	**T**	**B**	**W**	**A**	**T**	**B**	**W**
All MPA	23% (49,443)	2% (3,775)	3% (6,666)	0% (986)	23% (49,621)	2% (4,443)	3% (6,663)	0% (968)
Non-HMC	21% (45,421)	1% (1,918)	2% (5,146)	0% (767)	21% (45,537)	1% (2,163)	2% (5,148)	0% (767)
Non-FHMC	21% (45,424)	1% (2,563)	3% (5,569)	0% (853)	21% (45,548)	1% (2,830)	3% (5,569)	0% (853)
HMC	24% (50,931)	2% (4,818)	3% (7,312)	1% (1,142)	24% (51,098)	3% (5,669)	3% (7,303)	1% (1,142)
FHMC	25% (54,336)	2% (4,984)	4% (7,584)	1% (1,158)	25% (54,513)	3% (6,155)	4% (7,574)	1% (1,158)

Figure 1. Change in Access to Low and Middle Wage Jobs by Transit, Off-Peak & 2018-2021 MTIP Projects



Additionally, the Access to Jobs system evaluation measure assessed the ratio of jobs which are accessible by transit relative to automobile (i.e. driving). The assessment illustrates for the region, transit access to low and middle wage jobs does not rise above 13% during peak travel period and 9% during off-peak travel. This means about 13% or 9% of these wage jobs are accessible by transit relative to driving. However, in historically marginalized communities and focused historically marginalized communities (i.e. areas of concentration), the ratio of low and middle wage jobs accessible by transit is slightly higher at 16% during peak travel and 11% during off-peak travel. What this demonstrates is that transit investments are being directed in areas with historically marginalized communities and focused historically marginalized communities and providing slight jobs access benefit by transit.

Table 8. Access to Low and Middle Wage Jobs – Transit Access Relative to Automobile Access

Job Access -- Jobs Inaccessible By Transit (Transit Accessible Jobs / Auto Accessible Jobs)								
	Base Network		**MTIP Network**		**Base Network**		**MTIP Network**	
	Peak Travel Period				**Off-Peak Travel Period**			
	Low Wage	**Mid Wage**	**Low Wage**	**Mid Wage**	**Low Wage**	**Mid Wage**	**Low Wage**	**Mid Wage**
All MPA	12%	12%	13%	13%	8%	8%	9%	9%
Non-HMC	7%	7%	7%	7%	4%	4%	5%	5%
Non-FHMC	9%	9%	9%	9%	6%	6%	6%	6%
HMC	14%	14%	16%	16%	10%	9%	11%	11%
FHMC	14%	14%	16%	16%	9%	9%	11%	11%

<u>Access to Travel Options – System Connectivity and Completeness</u>

Summary of this Measure: The Access to Travel Options – System Completeness and Connectivity performance measures identifies how the package of future transportation investments will increase the connectivity and completeness of the pedestrian, bicycle, trail and roadway network and increase access to transit through the development of sidewalks, bikeways, trails and new street connections, region wide, and in areas where there are high concentrations of historically marginalized communities and focused historically marginalized communities.

1) Sidewalk, bikeway, trail and street completeness: Use a geospatial analysis to compare miles of existing facilities in 2015 and miles in the planned regional pedestrian, bike, trail and street networks from the projects in the 2018-2021 MTIP.
    a) Calculate the miles of existing sidewalks, bikeways, trails and streets for the base year (2015) within the MPA; and in historically marginalized communities and focused historically marginalized communities.
    b) Calculate miles of in the 2018-2021 MTIP within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.
    c) Calculate percent of the planned regional pedestrian, bicycle and streets completed in the base year and 2018-2021 MTIP within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.
2) Access to transit: Use geospatial analysis to calculate the linear miles and percentage of sidewalks and bikeways completed within ½ mile buffer of all transit stops and stations region-wide within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.

3) Network connectivity and density: Use a geospatial analysis to measure the spacing and intersection of sidewalks, bikeways, trails and streets and compare the existing networks and miles of proposed facilities in the investment packages to planned networks to produce connectivity ratios and density levels.

a) *Street connectivity:* calculate the ratio of three-way or more intersections per Census tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.
b) *Street density:* calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.
c) *Sidewalk connectivity:* first calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. Next, remove street segments with less than fifty percent of sidewalk complete. Re-calculate the linear miles of streets per Census Tract area. The ratio of the first two calculations is the sidewalk connectivity measure. A high ratio indicates better sidewalk connectivity.
d) *Sidewalk density:* calculate the miles of street segments with more than 50 percent of sidewalks completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.
e) *Bikeway connectivity:* first calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. Next, remove street segments with no bikeway. Re-calculate the linear miles of streets per Census Tract area. The ratio of the first two calculations is the sidewalk connectivity measure. A high ratio indicates better sidewalk connectivity.
f) *Bikeway density:* calculate the miles of street segments with bikeways completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.
g) *Trail density:* calculate the miles of trails completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.

4) Timing of investments: Calculate the percentage of sidewalk, bikeway, trail and new street connections proposed for the first ten-years of the RTP (from 2017-2027) within the MPA and in areas with historically underrepresented communities and focused historically marginalized communities.

Results: Access to Travel Options – System Completeness and Connectivity
The Access to Travel Options system performance measure is looking at four different elements of the transportation system: 1) completeness of the identified regional active transportation network; 2) completeness of sidewalks and bikeways to access transit stops; 3) the change in miles and density of streets, sidewalks, bikeways, and trails; and 4) the timing of the investments. For the assessment of the 2018-2021 MTIP, the assessment of the timing of investments is not an applicable analysis because the transportation investments are scheduled to occur (and have secured transportation funding) within federal fiscal years 2018-2021. Due to methodological and data issues which cannot be addressed within the timeframe of the 2018-2021 MTIP, the first component of the assessment, completeness of the regional active transportation network, was not assessed.

For the assessment of the 2018-2021 MTIP, parts 2 and 3 were completed to look at how the transportation investments in the MTIP would enhance the completeness and connectivity of the transportation network. Part 4 was deferred as it is specific to the 2018 RTP.

Table 9. Access to Transit – Sidewalk Completeness within ½ mile of Transit Stops

	Base Year (2015)			2018-2021 MTIP			Difference		
	Street Length	Sidewalk Length	% Sidewalk	Street Length	New Total Sidewalk Length	% Total	Street Length	Added Length	% Change
ALL	26,611,522	13,120,628	49%	26,611,522	13,300,745	50%	26,611,522	180,117	0.7%
HMC	22,288,464	11,739,357	53%	22,288,464	11,912,493	53%	22,288,464	173,136	0.8%
FHMC	14,129,484	7,646,763	54%	14,129,484	7,780,688	55%	14,129,484	133,925	0.9%

Table 10. Access to Transit – Bicycle Completeness within ½ mile of Transit Stops

	Base Year (2015)	2018-2021 MTIP	% increase
All Stops	669	39	5.9%
HMC	596	38	6.5%
FHMC	402	31	7.8%

The 2018-2021 MTIP investments appear to be increasing the miles of sidewalk and bicycle facilities within a ½ mile of transit stops region-wide as well as in historically marginalized and focused historically marginalized communities. For the sidewalks completeness within a ½ mile of transit, the focused historically marginalized appear to see a larger increase, albeit, the overall sidewalk feet within a ½ mile of transit is the least in the focused historically marginalized communities. Similar results are seen for bicycle facilities within ½ mile of transit.

The 2018-2021 MTIP investments appear to be increasing the miles of completeness and density of the active transportation and street network region-wide as well as in areas with historically marginalized and focused historically marginalized communities. For the historically marginalized and focused historically marginalized communities, the increase in additional miles and density appears to be at a higher rate than the region. The minor exception to this may be the street network density, where there was not a change seen. This result may be in part due to a continuation of Metro's regional flexible fund allocation and to emphasize travel options and social equity as criteria for transportation investments.[13] Additionally, in the previous ODOT Region 1 Enhance cycle, the limited amount of funding available for the Enhance program statewide shifted the emphasis to non-highway and active transportation investments. The result of the increased miles of sidewalks, bikeways, and trails demonstrates progress in completing the active transportation network in areas with historically marginalized and focused historically marginalized communities, which are typically areas of higher use of the active transportation network. The increase in density illustrates more sidewalks, bikeways, and trails available, furthering the completeness, in the areas with historically marginalized and focused historically marginalized communities. However, the increased miles and density does not speak to connectivity of the active transportation network.

Table 11. 2018-2021 MTIP Investments – Additional Miles and Density of System

Streets – Additional Miles and Density of the System

[13] The 2019-2021 Regional Flexible Fund and the 2019-2021 Region 1 Enhance Non-Highway allocations incorporated criteria pertaining to travel options, transportation safety, and equity.

	# of projects	Existing miles	Additional miles	% difference	Existing density	Density difference	% density difference
Total Projects	3	46342	2.8	0.0%	34.45	0.00	0.0%
HMC	2	30027	2.3	0.0%	43.13	0.00	0.0%
FHMC	2	15985	0.5	0.0%	53.44	0.00	0.0%
Sidewalks – Additional Miles and Density of the System							
	# of projects	**Existing miles**	**Additional miles**	**% difference**	**Existing density**	**Density difference**	**% density difference**
Total Projects	24	2878	37.5	1.3%	2.14	0.03	1.3%
HMC	23	1967	29.2	1.5%	2.83	0.04	1.5%
FHMC	16	1070	19.8	1.8%	3.58	0.07	1.8%
Bikeways – Additional Miles and Density of the System							
	# of projects	**Existing miles**	**Additional miles**	**% difference**	**Existing density**	**Density difference**	**% density difference**
Total Projects	28	1700	44.5	2.6%	1.26	0.03	2.6%
HMC	25	1144	36.7	3.2%	1.64	0.05	3.2%
FHMC	18	640	24.7	3.9%	2.14	0.08	3.9%
Trails – Additional Miles and Density of the System							
	# of projects	**Existing miles**	**Additional miles**	**% difference**	**Existing density**	**Density difference**	**% density difference**
Total Projects	11	937	15.1	1.6%	0.70	0.01	1.6%
HMC	8	464	11.3	2.4%	0.67	0.02	2.4%
FHMC	7	244	8.0	3.3%	0.82	0.03	3.3%

Share of Transportation Safety Projects and Per Capita Spending in Transportation Safety

Summary of this Measure: The share of safety projects performance measure assesses where and at what level of investment the 2018-2021 MTIP projects addresses transportation safety and fatal and severe crashes through the development of transportation infrastructure projects with proven safety countermeasures, region-wide, in areas with above the regional rate of historically marginalized communities, and in areas with high concentrations of focused historically marginalized communities. The method for calculating the share of safety projects performance measure entails:

1. Identifying safety projects in the 2018-2021 MTIP.
2. Calculating the number of safety projects in the 2018-2021 MTIP region-wide, in historically marginalized communities and in focused historically marginalized communities;
3. Calculating the cost of safety projects in the 2018-2021 MTIP region-wide, in historically marginalized communities and in focused historically marginalized communities;
4. Calculating the per-person expenditure of transportation safety projects for the number of people region-wide and for the number of people identified within in historically marginalized communities and focused historically marginalized communities.
5. Identify which safety projects are on Regional High Injury Corridors.[14]

Results: Share of Transportation Safety Projects and Per Capita Spending in Transportation Safety

[14] The analysis work of the safety projects on the high injury corridor work is underway and will be reported as part of the adoption draft of the 2018-2021 MTIP.

Within the 2018-2021 MTIP, approximately 38% of the transportation projects and 13% of the investment program are identified as transportation safety-related.[15] The number of projects in transportation safety in the 2018-2021 MTIP is not a surprising recognizing for many years safety has been a U.S. DOT priority and there is federal highway administration funding program dedicated towards implementing transportation safety measures. Additionally, transportation safety has also been criteria for the MPO regional flexible funds. However, the investment level is transportation safety only makes up a small component of the overall 2018-2021 MTIP.

Table 12. 2018-2021 MTIP – Summary of Identified Transportation Safety Projects

	Total	Estimated 2018-2021 MTIP cost	Safety projects	Estimated 2018-2021 MTIP safety cost	% Projects	% Investment
Total 2018-2021 MTIP projects[16]	163	--	64	--	39%	--
Total 2018-2021 MTIP cost	157	$ 1,174,264,122	60	$ 152,407,484	38%	13%

While only 13% of the 2018-2021 MTIP represent transportation safety investments, when looking more closely at where the transportation safety investments are being made, between half (50%) to two-thirds (66%) of safety investments are located in historically marginalized communities and focused historically marginalized communities.[17] Furthermore, the transportation safety investments being made in historically marginalized communities and focused historically marginalized communities represent a total of 76% and 60% of the transportation safety investments respectively. At a per capita basis, region-wide, transportation safety level is at $98 per person, where investment level within historically marginalized and focused historically marginalized communities is at $177 and $156 per person respectively. These results appear to indicate a level of transportation safety investment is being targeted in historically marginalized communities at a per capita level greater than the region. The results show transportation safety investments levels moving in the direction desired by historically marginalized communities and the assumed outcome would be of these investments would be safer streets for all users.

Table 13. Transportation Safety Investment Levels in Communities and Per Capita Expenditure

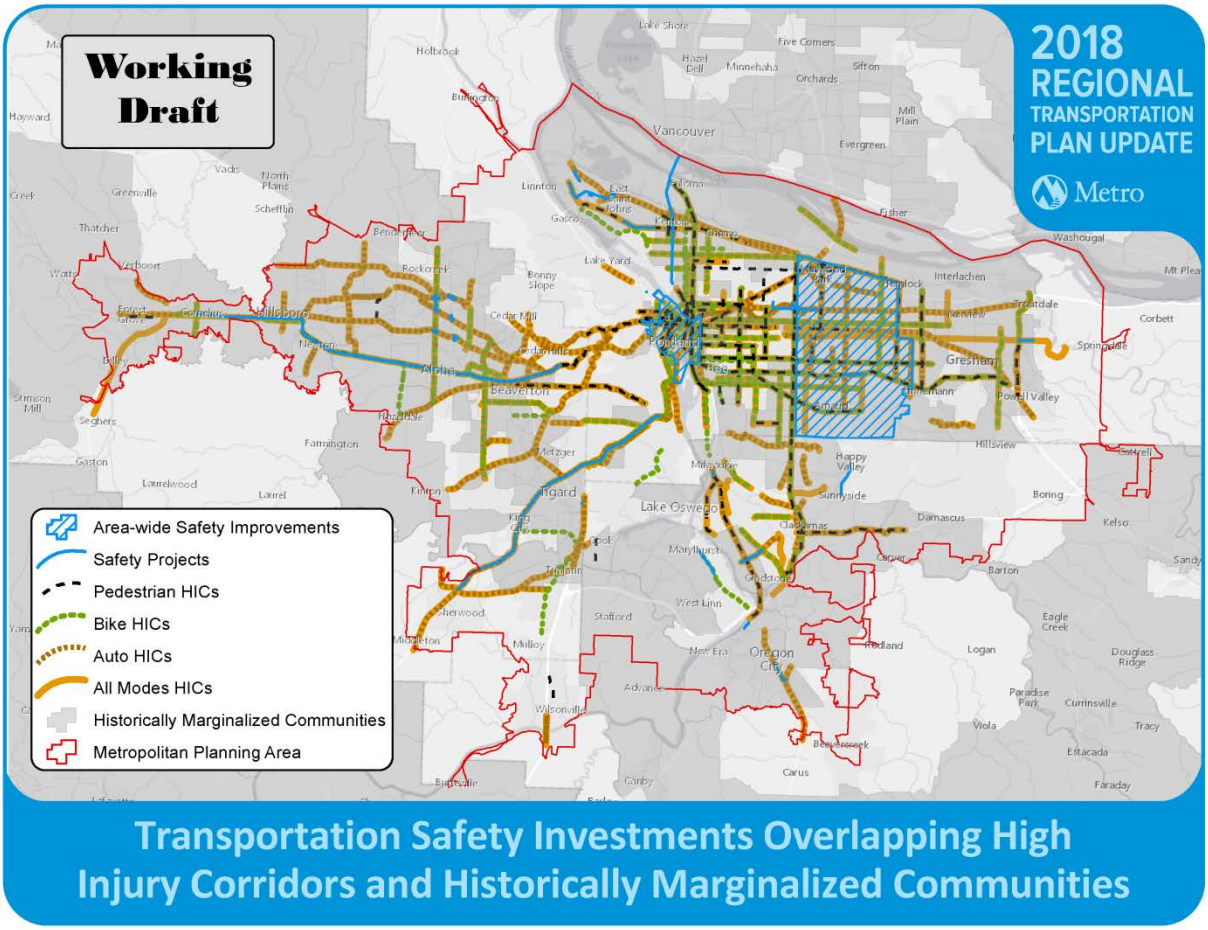
	Total projects	% of project total	Estimated 2018-2021 MTIP safety cost	% of investment total	Population	Cost per person
Total 2018-2021 MTIP Projects	157 (163)	100%	$ 1,174,264,122	100%	1,559,517	$ 753
Total 2018-2021 MTIP transportation safety projects	60 (64)	38%	$ 152,407,484	13%	1,559,517	$ 98

[15] Note, the total number of 2018-2021 MTIP projects are from January 2017. The total number of projects are subject to change based on project implementation delay and carrying over from the 2015-2018 MTIP to the 2018-2021 MTIP. Additionally, at the time of request project cost information had not been finalized for all projects therefore cost information was unavailable for four identified transportation safety projects.
[16] See footnote 10.
[17] At the time of the 2018-2021 MTIP data request, some transportation safety projects were unable to provide exact locations of where the investments would be made. These investments provided programmatic areas (e.g. City of Gresham or City of Portland), but due to the lack of defined spatial information, they were therefore excluded from the geographic assessment looking at transportation safety investments in historically marginalized and focused historically marginalized communities. The number of projects affected in this way includes 16 projects representing approximately $32 million of investments. These 16 projects were included as part of the region-wide per capita spending on transportation safety investments.

Within HMC (transportation safety only)	40	66% (of 38%)	$ 115,072,066	76% (of 13%)	650,849	$ 177
Within FHMC (transportation safety only)	30	50% (of 38%)	$ 91,000,398	60% (of 13%)	583,087	$ 156

Lastly, what is being observed is that a number of the identified transportation safety investments being made within the 2018-2021 MTIP are on the region's high injury corridors. These transportation safety investments will look to counteract the history of observed crashes. Of the identified transportation investments in the 2018-2021 MTIP, a total of 37 transportation projects, representing $102 million in investments are on the region's high injury corridors. Additionally of the transportation safety investments being applied to the high injury corridors, 88% by project and 87% by costs are within historically marginalized communities and 90% by project and costs are in focused historically marginalized communities. Only 16% investments are on parts of the transportation system which are not identified on the high injury corridors.

Figure 2. 2018-2021 MTIP Transportation Safety Investments on the High Injury Corridors and Overlapping Historically Marginalized Communities



Exposure to Vehicle Miles Traveled (VMT) and Crash Risk

Summary of this Measure: The Exposure to Crash Risk performance measure will approximate risk of exposure to crashes for all modes by identifying whether the package of future transportation investments increases or decreases non-freeway vehicle miles traveled (VMT) within each transportation area zone (TAZ) above a certain threshold, region-wide (within the Metropolitan

Planning Area boundary), and in historically marginalized communities and focused historically marginalized communities. To calculate the Exposure to Crash Risk system evaluation performance measure:

1. Aggregate non-freeway average weekday VMT vehicle miles traveled (VMT) within each transportation analysis zone (TAZ) wholly or partially within the MPA boundary. Normalize by dividing the VMT by the area of the TAZ (VMT/square mile).[18]
2. Conduct the above analysis for the 2015 base year and for the 2018-2021 MTIP. Identify TAZs where VMT increases above a certain threshold in the 2018-2021 MTIP. Illustrate results in a series of maps that also identify historically marginalized communities and focused historically marginalized communities.[19]

Results: Exposure to Vehicle Miles Traveled and Crash Risk

Overall, the 2018-2021 MTIP investments appear to be slightly increasing vehicle miles traveled (VMT) region-wide, but a minor reduction of VMT is projected in historically marginalized communities and focused historically marginalized communities.[20] Table 11. illustrates the change in VMT with the 2018-2021 MITP investments.

Table 14. Aggregate Vehicle Miles Traveled (VMT)

Base Year Regionwide VMT (2015)	2018-2021 MTIP Regionwide VMT	Difference in VMT (MTIP – Base Year)	Percent Difference
17,607,229	17,617,629	10,401	0.1%
Base Year HMC VMT (2015)	**2018-2021 MTIP HMC VMT**	**Difference in VMT (MTIP – HMC Base Year)**	**Percent Difference**
9,697,260	9,667,200	-30,060	-0.3%
Base Year FHMC VMT (2015)	**2018-2021 MTIP FHMC VMT**	**Difference in VMT (MTIP –FHMC Base Year)**	**Percent Difference**
7,072,110	7,062,050	-10,059	-0.1%

Because VMT is correlated with and one of many factors contributing to crashes on the transportation system, the slight increase in VMT projected means the region must be diligent in implementing countermeasures and the other principles of transportation safety (the six E's – engineering, education, encouragement, enforcement, equity, and evaluation), to reduce the overall exposure and risk of crashes.

However, a positive result seen from the assessment is a minor decrease in VMT is projected in area with historically marginalized communities and focused historically marginalized communities. The decrease is minor at .3% and .1% respectively. Nonetheless, the projected results illustrate the 2018-2021 MTIP investments are performing in the desired direction in that exposure to VMT in these communities is going down, even if it is slightly increasing overall. The decrease in VMT in these communities may be a result of recent funding allocation programs to emphasize travel options, transportation safety considerations, and social equity as criteria for transportation investments.[21] Additionally, ODOT's reorganization of the Highway Safety Improvement Program (HSIP) which was limited to certain facilities, to the All Roads Transportation Safety (ARTS) may have also influenced the minor VMT changed projected. However, the assessment should note,

[18] Metro staff is still reviewing the VMT per square mile data in order to interpret the results. While this information has not been provided for the public comment draft, it is anticipated the information will be part of the final adoption package of the 2018-2021 MTIP.
[19] See footnote 17. The threshold analysis has yet to be determined.
[20] See footnote 7.
[21] The 2019-2021 Regional Flexible Fund and the 2019-2021 Region 1 Enhance Non-Highway allocations incorporated criteria pertaining to travel options, transportation safety, and equity.

absolute exposure to VMT (i.e. # of VMT) experienced in different parts of the region, including in areas with historically marginalized and focused historically marginalized communities, can vary.

Overall, the 2018-2021 MTIP investments projected only minor changes in VMT for the region and in areas with historically marginalized communities and focused historically marginalized communities. While the projected VMT in historically marginalized communities and focused historically marginalized communities saw a projected decrease, the exposure to VMT will likely be experienced as incremental or unchanged by these communities.

Habitat Impact

Summary of this Measure: The Habitat Impact system evaluation measure assesses and flags 2018-2021 MTIP investments which are in proximity to (i.e. potentially intersect) with the region's identified high value habitat areas and notes additional environmental consideration and potential mitigation may be needed in implementing the investment. The Habitat Impact measure is calculated by:

1) Determining the percentage of resource habitats which are in proximity to (e.g. overlap) areas with high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth.
2) Identify whether these resource habitats seeing a greater percentage of proposed roadway transportation investments which may have a potential conflict with the region's resource habitats.
3) Determines if the percentage of roadway investments in proximity to high value habitat in historically underrepresented communities is greater than the region.

Results: Habitat Impact
Overall, the 2018-2021 MTIP investments potentially have a disproportionate impact on high value habitats in areas where there are historically marginalized and focused historically marginalized communities. The habitat analysis illustrates that more than half of the transportation investments identified within the 2018-2021 MTIP which may have a potential environmental impact in historically marginalized and focused historically marginalized communities.

Table 15. 2018-2021 MTIP Investments Intersecting High Value Habitats and Historically Marginalized Communities & Focused Historically Marginalized Communities

	Projects	Percentage
Total Projects 2018-2021 MTIP	163*	--
Total Projects with Potential Impact to High Value Habitat	51*	31%
Projects with Potential Impact to High Value Habitat and Intersect with Historically Marginalized Communities	38	75%
Projects with Potential Impact to High Value Habitat and Intersect with Focused Historically Marginalized Communities	28	55%

** Indicates 2018-2021 MTIP which detailed spatial information was provided.*

As indicated by stakeholders and technical advisory committees (TPAC and MTAC), there are a number of assessments a transportation project must undergo during project development. This includes an analysis of the environmental impacts and proposed mitigation. Additionally, as some transportation practitioners indicated, during project development, the mitigation strategies carried out as part of the requirements of the project have the potential to improve the environmental conditions.

Nonetheless, the disproportional percentage of 2018-2021 MTIP transportation investments with a potential impact to high value habitat in areas with historically marginalized and focused

historically marginalized communities indicates the information of the potential impact be brought forward so appropriate consideration be incorporated. The following course of action is recommended to address the potential disproportionate impact:

- Metro staff will further look through the list of projects which overlap high value habitats and historically marginalized and focused historically marginalized communities to better understand the scope and scales of the individual projects and group them into tiers. The tiers will help to prioritize which projects which are more likely higher risk for environmental impacts.
- The tier information and the identified list of transportation investments which have a potential environmental impacts in historically marginalized and focused historically marginalized communities will be provided to sponsoring jurisdictions and the ODOT local liaison program to monitor and track outcomes of the environmental assessment, mitigation strategies, and how historically marginalized communities were part of the development of the environmental considerations.
- Follow up will be requested by Metro to the sponsoring jurisdictions on the higher risk projects to report as part of the next MTIP cycle.

The course of action for the potential disproportionate impact of habitat impact in historically marginalized and focused historically marginalized communities is expected to take place between now and the adopted version of the 2018-2021 MTIP with an update provided as part of the adopted 2018-2021 MTIP. However, activities within the course of action may extend past the 2018-2021 MTIP adoption and will be reported in future MTIPs.

Findings and Recommendations

The results of the 2018-2021 MTIP Transportation Equity Assessment demonstrates the region's transportation investments slated for federal fiscal years 2018-2021 tend to perform in the desired direction on the identified transportation evaluation measures historically marginalized communities expressed as priorities. With the exception of habitat impact, accessibility as represented to getting to jobs, places, and connecting the system, and transportation safety, as represented by exposure to VMT and safety project investments, tend to be making progress and moving in a positive direction in areas where there are historically marginalized communities with the upcoming planned transportation investments. The 2018-2021 MTIP, while only an incremental level of investment in the transportation system, seeks to achieve multiple outcomes, including having benefits be realized in and for historically marginalized communities, albeit gradually which may not satisfy communities.

Key findings from the 2018-2021 MTIP Transportation Equity Assessment

Overall Findings

- The 2018-2021 transportation investments being made to the transportation system by MTIP partners (Metro, ODOT, SMART, and TriMet), at an aggregate scale, tend to perform in the desired direction on transportation metrics in which historically marginalized communities have identified as priorities. This rings true for the access and safety measures, and yet to be determined for the affordability measure. As a result, the general positive direction will have realized benefits for historically marginalized communities, albeit the benefits may be incremental or hard to notice in a day-by-day interaction. For the specific system evaluation measures addressing accessibility and transportation safety, a disproportionate impact is not observed.
- A potential disproportionate impact of high value habitats in historically marginalized and focused historically marginalized communities may be present. In recognizing this potential disproportionate impact, a set of recommendations to monitor the potential habitat impacts are being recommended as the 2018-2021 MTIP investments move forward from project development to construction.

- Further discussion and direction is needed from historically marginalized communities as to whether to evaluate transportation maintenance and operations programs (e.g. paving, signage, illumination, traffic signals, bus replacements and track work) differently and in a more simplified manner compared to capital projects (e.g. new bicycle lanes, high capacity transit lines, auxiliary lanes on freeways).
- There is significant recognition the aggregate scale of the analysis is not illustrating the differences in different parts of the region around safety, accessibility and impact to habitat by historically marginalized communities. Additionally, there is recognition that the aggregate scale analysis is not capturing experienced differences with the transportation system.

Based on the results of the 2018-2021 MTIP Transportation Equity Assessment, Metro staff has developed a suite of recommendations and refinements to help improve and calibrate the assessment for the 2018 RTP.

Table 16. Recommendations and Refinements

Recommendations and Refinements Directed Towards the 2018-2021 MTIP Assessment Results
Continue to monitor the 2018-2021 MTIP investments to ensure the positive progress being made in transportation safety, accessibility, and environment becomes realized.
Follow through with the course of actions regarding the potential disproportionate impact of high value habitats in historically marginalized communities.
Incorporate visualizations (maps, charts, graphs) of the data, if time allows, for the public comment and/or adoption draft of the 2018-2021 MTIP, which the transportation equity assessment will be one component.
Recommendations and Refinements Directed Towards the Assessment (for current and future cycles)
Despite the number of limitations of the transportation equity assessment, continue to conduct the analysis to gather a general sense of how a package of investments perform relative to priorities identified by historically marginalized communities. Additionally, take further time to look into the results and see if there are opportunities for looking at differences for historically marginalized communities in different parts of the region.
Provide additional existing analysis (for example, the population of each of the historical marginalized communities) are needed to help contextualize the results. This includes that all system evaluations provide details for the non-historically marginalized communities (non-HMC) and non-focused historically marginalized communities (non-FHMC) to help provide other comparisons and context for the assessment results.
Potentially develop a streamlined and simplified analysis method for transportation maintenance and operations programs which allow the current method of the transportation equity assessment better focus and assess transportation capital investments.
Finalize and test an affordability system evaluation measure to capture how the package of transportation investments performs.
Visualization of the data and results should be included for the next run the transportation equity assessment, which will take place as part of the 2018 RTP.

2018-2021 MTIP Projects - As of End of January 2017

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Access to Jobs	Access to Places	Exposure to VMT	Transportation Safety Investments	Access to Travel Options	Resource Habitats	Estimated Project Cost
1	CLACKAMAS COUNTY REGIONAL FREIGHT ITS PROJECT	Clackamas	---	System enhancements to reduce freight delays in congested areas. This project will implement projects identified in the County Freight ITS Plan. Components will be selected from or consistent with the Portland Metro ITS/Transportation System Management and Operations (TSMO) Plan.	STIP	N	N	N	N	N	Y	$ 880,419
2	SE 129TH AVENUE - BIKE LANE AND SIDEWALK PROJECT	Clackamas	Happy Valley	Sidewalk and add bike lanes	STIP	Y	Y	Y	Y	Y	N	$ 3,105,644
3	Kronberg Park Multi-Use Trail	Clackamas	Milwaukie	This project would construct the Multi-Use trail element of the Robert Kronberg Nature Park Master Plan and would connect downtown Milwaukie and the new Main Street Max station with the regional Trolley Trail. This is the final portion of the trail and would connect the crossing at River Road across Highway 99E to improvements already constructed at the new bridge across Kellogg Lake	Connect Oregon	Y	Y	Y	Y	Y	N	$ 1,185,735
4	Molalla Avenue Walking and Biking Improvements	Clackamas	Oregon City	Connect downtown Oregon City to Clackamas Community College by constructing bike lanes, street trees and lighting, wide sidewalks, better bus stops and safer street crossings.	RFFA	Y	Y	Y	Y	Y	N	$ 3,985,379
5	OR43 Multimodal Transportation Project	Clackamas	West Linn	Design and right-of way to be funded by enhance program in support of constructing cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and construct about 7,500 sq ft. of new road extending Hidden Springs Rd to Old River Rd.	STIP	Y	Y	Y	Y	Y	N	$ 1,281,000
6	Highway 43 Walking and Biking Improvements	Clackamas	West Linn	Along Highway 43 construct sidewalks, separated bike lanes, marked crosswalks, improved transit stops and lighting.	RFFA	Y	Y	Y	Y	Y	N	$ 3,400,000
7	I-5 Walking and Biking Bridge	Clackamas	Wilsonville	Construct a walking and biking bridge over Southeast Boones Ferry Road and Southwest Town Center Loop West.	RFFA				N	Y	N	$ 2,976,423
8	Seventies Neighborhood Greenway	Multnomah	Portland	Project includes: traffic calming and way-finding elements on local streets, some paving, crossing improvements, and multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue.	STIP	Y	Y	Y	N	Y	N	$ 5,010,706
9	ST JOHNS TRUCK STRATEGY PHASE II	Multnomah	Portland	Freight mobility, bicycle and pedestrian safety improvements to N Lombard, N Fessenden/St Louis and N Portland Rd/Columbia corridors.	STIP	N	N	N	Y	Y	Y	$ 3,345,990
10	Flanders Crossing Active Transportation Bridge	Multnomah	Portland	The project will construct a new pedestrian/bicycle overcrossing of I-405 at NW Flanders St. NW Flanders is a neighborhood greenway bicycle and pedestrian route that connects NW Portland with the Pearl District, Old Town and Downtown Portland. This project will reconnect Flanders for bicycles and pedestrians with a 24' wide bridge that will also serve as a seismic lifeline route.	Connect Oregon	Y	Y	Y	N	Y	N	$ 2,877,000
11	NE COLUMBIA BLVD: CULLY BLVD & ALDERWOOD RD	Multnomah	Portland	Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully.	STIP	Y	Y	Y	N	Y	Y	$ 5,058,349
12	Stark Street Multimodal Connections	Multnomah	Gresham / Troutdale	Project will close an existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.	STIP	Y	Y	Y	Y	Y	N	$ 4,114,377
13	40 MILE LOOP: BLUE LAKE PARK - SUNDIAL RD	Multnomah	Fairview / Troutdale	Reconstruct 1.7 miles of mixed use trail	STIP	N	N	N	N	Y	N	$ 3,424,073
14	SANDY BLVD: NE 181ST AVE - EAST GRESHAM CITY LIMIT	Multnomah	Gresham	Widen the lane configuation from three to five lanes. Add second left turn lane from Sandy Boulevvard from 181st Avenue for southbound traffic. Rewire existing signal, rewire pedestrian pole, add new westbound turn-head and realign heads on other approaches. Construct 3000 foot extension of multiuse path on north side of Sandy between 185th and 201st Avenues. Construct 1,350 foot of new multiuse path on south side of Sandy boulevard between 181st Avenue and Boeing entrance.	STIP	Y	Y	Y	N	TBD	Y	$ 3,993,202
15	SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	Multnomah	Gresham	Widen SE Hogan Road to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.	STIP	Y	Y	Y	N	Y	Y	$ 3,500,002
16	CEDAR CREEK/TONQUIN TRAIL: OR99W - MURDOCK RD	Washington	---	Construct a trail to better accommodate pedestrian access.	STIP	N	N	N	N	Y	N	$ 5,230,092
17	Herman Road Walking and Biking Improvements	Washington	Tualatin	Complete project engineering to create separated bike lanes, sidewalks and transit stops along Herman Road.	RFFA	N	N	N	N	Y	N	$ 4,848,952
18	MAIN ST PH 2: RAIL CORRIDOR - SCOFFINS (TIGARD)	Washington	Tigard	Green Street retrofit, pedestrian amenities and street lights.	STIP	N	N	N	N	Y	N	$ 2,225,000
19	Beaverton Creek Trail	Washington	THPRD	Construct 1.5 miles of the Beaverton Creek Trail and provide an off-street link from Hocken Avenue to the Westside Trail.	RFFA	Y	Y	Y	N	Y	N	$ 5,758,078
20	TRANSIT ORIENTED DEVELOPMENT PROGRAM	Various	---	Work directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	RFFA	N	N	N	N	N	N	$ 10,999,666
21	I-5 & I-205 SHARED USE PATHS	Multnomah	Maywood Park	Repave sections, install ADA ramps, drainage and address tree roots with structure. Repave transition to existing structure near I-84WB to I-205 to correct settlement.	STIP	N	N	N	N	N	N	$ 745,001
22	PORTLAND TO MILWAUKIE LIGHT RAIL	Various	TriMet	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	Y	Y	Y	N	Y	N	$ 68,006,708
23	Division Bus Rapid Transit project	Multnomah	TriMet	Hight capacity transit on Division from Portland CBD to Gresham TC.	Transit	Y	Y	Y	N	N	N	$ 164,022,842
24	REGIONAL TRAVEL OPTIONS PROGRAM	Various	---	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility. The RTO program includes the local grant program, marketing and outreach campaigns, the TriMet and SMART employter programs, program evaluation, and newly added Safe Routes to School.	RFFA	N	N	N	N	N	N	$ 10,353,282
25	REGIONAL PLANNING	Various	---	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support	RFFA	N	N	N	N	N	N	$ 4,413,240

2018-2021 MTIP Projects - As of End of January 2017

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Access to Jobs	Access to Places	Exposure to VMT	Transportation Safety Investments	Access to Travel Options	Resource Habitats	Estimated Project Cost
26	TRANS SYSTEM MGMT & OPERATIONS PROGRAM	Various	---	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.	RFFA	N	N	N	N	N	N	$ 5,839,741
27	Brentwood-Darlington Safe Routes to School	Multnomah	Portland	Construct sidewalks to fill critical gaps in the walking network in the Brentwood-Darlington neighborhood.	RFFA	Y	Y	Y	N	Y	N	$ 5,350,000
28	I-205 Undercrossing (Sullivan's Gulch)	Multnomah	Portland	Project will provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian undercrossing.	STIP	N	N	N	Y	Y	N	$ 3,377,000
29	Waterhouse Trail Segment 4	Washington	Tualatin Hills Park & Recreation District	Construct approximately 700 feet and replace 275 feet of boardwalk of the Waterhouse Trail, completing the final gap in the 5.5-mile long off-street multi-use trail. The result will provide improved access and connection to transit, commercial and employment centers, residential neighborhoods, regional and community trails, schools, civic places, parks and recreation facilities, and natural areas	Connect Oregon	N	N	N	N	Y	Y	$ 400,000
30	Portland Passenger-Freight Rail Speed Improvement Project	Multnomah	Union Pacific Corporation & Subsidiaries	Complete track, signal, and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.	Connect Oregon	N	N	N	N	N	Y	$ 8,294,124
31	NE 238TH DR: NE HALSEY ST - NE GLISAN ST	Multnomah	Wood Village / Troutdale	Widen travel lanes and add bicycle and pedestrian facilities.	STIP	Y	Y	Y	N	Y	Y	$ 8,421,943
32	OR8: SW HOCKEN AVE - SW SHORT ST	Washington	Beaverton	Design and construct streetscape, safety, and operational improvements on Canyon Rd in Beaverton between SW Hocken Ave and SW Short St. Upgrade or replace signals, improve access for pedestrians, and provide streetscape enhancements.	STIP	N	N	N	Y	Y	Y	$ 964,500
33	OR8 Corridor Safety & Access to Transit II	Washington	Beaverton / Hillsboro	Project will 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.	STIP	N	N	N	Y	Y	N	$ 1,614,000
34	Basalt Creek Parkway Extension	Washington	Washington County	Connect SW Grahams Ferry Road and SW Boones Ferry Road by extending SW Basalt Creek Parkway. The new road will be a 5 lane facility, 2 east bound lanes, 2 west bound lanes, center turn lanes at the signals, 6-foot standard bicycle lanes, sidewalks and illumination. The signal at Grahams Ferry Rd will be adjusted and a new signal at Boones Ferry Rd will be installed.	RFFA	Y	Y	Y	N	Y	Y	$ 35,174,017
35	JENNINGS AVE: OR99E TO OATFIELD RD	Clackamas	---	Bike and pedestrian improvements along Jennings Ave from OR 99E (McLoughlin Blvd) to Oatfield Rd. The improvements include constructing a curb tight sidewalk on the north side of the road and constructing bike lanes on both sides of the road.	STIP	Y	Y	Y	Y	Y	N	$ 3,806,673
36	Cully Walking and Biking Parkway	Multnomah	Portland	Create a high-quality walking and biking parkway along Northeast 72nd Avenue through the heart of the Cully neighborhood. Includes lighting and street trees.	RFFA	Y	Y	Y	N	Y	N	$ 5,996,306
37	PORTLAND CENTRAL CITY SAFETY PROJECT - PHASE 2	Multnomah	Portland	Develop a strategy that identifies multimodal safety projects and prioritizes investments	STIP	N	N	N	Y	N	N	$ 6,686,727
38	OR99W: SW 26TH WAY-SW 19TH AVE (PORTLAND)	Multnomah	Portland	This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections	STIP	Y	Y	Y	Y	Y	N	$ 2,111,445
39	EAST PORTLAND ACCESS TO EMPLOYMENT AND EDUCATION	Multnomah	Portland	Sidewalks crossings bus stops bike facilities and other safety facilities	STIP	N	N	N	Y	Y	N	$ 9,213,195
40	CONNECTED CULLY	Multnomah	Portland	Construct sidewalks and bike connections in the Cully Neighborhood	STIP	N	N	N	N	Y	N	$ 3,337,372
41	WILLAMETTE GREENWAY TRAIL: COLUMBIA BLVD BRIDGE	Multnomah	Portland	Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough	STIP	Y	Y	Y	Y	Y	N	$ 2,612,381
42	CORRIDOR & SYSTEMS PLANNING	Various	---	Corridors and Systems Planning Program for the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures and investment strategies.	RFFA	N	N	N	N	N	N	$ 1,849,994
43	OR99W: SW BEEF BEND RD - SW DURHAM RD (KING CITY)	Washington	King City	Install sidewalk on the west side of OR99W	STIP	N	N	N	Y	Y	N	$ 1,036,427
44	Terminal 6 Auto Staging Facility	Multnomah	Port of Portland	The project will construct a 19-acre auto staging facility across the street from the Terminal 6 entrance in the Port of Portland's Rivergate Industrial District. The new staging facility will improve logistical efficiency and increase the capacity to export vehicles from the Port's Berth 601 auto import/export facility. The Port expects to lease the facility to Auto Warehousing Co. (AWC)	Connect Oregon	N	N	N	N	N	Y	$ 2,628,700
45	I-205: Division St - Killingsworth St	Multnomah	Portland / Maywood Park	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St	STIP	Y	Y	Y	N	N	Y	$ 15,000,000
46	OR8: CORRIDOR SAFETY & ACCESS TO TRANSIT	Washington	Beaverton	Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, ADA improvements and enhanced pedestrian crossing.	STIP	N	N	N	Y	Y	N	$ 3,743,000
47	Halsey Street Safety and Access to Transit	Multnomah	Portland	Provide improvements on Halsey Street around the 82nd Avenue MAX station. Includes intersection redesigns, better bus stops and crosswalks, bike lanes and a biking and walking path.	RFFA	Y	Y	Y	Y	Y	N	$ 2,992,800
48	OR99W: CORRIDOR SAFETY & ACCESS TO TRANSIT	Multnomah / Washington	Portland / Tigard / King City	Sidewalk infill, enhanced pedestrian crossings, bus shelters and pads, bike and pedestrian facilities, retaining walls and drainage improvements, transit priority signals	STIP	N	N	N	Y	Y	N	$ 3,605,000
49	I-5: INTERSTATE BRIDGE - HASSALO ST	Multnomah	Portland	Pavement rehabilitation 2 - 4 inch grind/inlay, guardrail & sign installation/replacement. Reinforced concrete pavement repair as necessary. Replace asphaltic plug joints on the Eliot School Viaduct. ADA ramps, inlet and manhole adjustments. Traffic loops	STIP	N	N	N	N	N	Y	$ 17,827,000

2018-2021 MTIP Projects - As of End of January 2017

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Access to Jobs	Access to Places	Exposure to VMT	Transportation Safety Investments	Access to Travel Options	Resource Habitats	Estimated Project Cost
50	REGIONAL ITS COMMUNICATIONS INFRASTRUCTURE (ODOT)	Various	---	Complete gaps and deficiencies identified in the Regional ITS Communications Plan	STIP	N	N	N	N	N	N	$ 590,661
51	US26: SE 282ND AVE (BORING RD) OXING	Clackamas	---	Increase the clearance on US26 under the SE 282nd Ave (Boring Rd) Structure (Bridge no. 09381) and perform joint and deck work on the structure.	STIP	N	N	N	N	N	Y	$ 6,351,000
52	OR99E RAILROAD TUNNEL ILLUMINATION AND ITS	Clackamas	Oregon City	Upgrade the illumination systems of the roadway and pedestrian tunnels that pass under the railroad. Install a Variable Message Sign (VMS) south of the tunnel.	STIP	N	N	N	Y	N	Y	$ 1,940,000
53	I-5: N DENVER AVE NB TUNNEL ILLUMINATION	Multnomah	Portland	Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	STIP	N	N	N	N	N	Y	$ 329,907
54	OR99E: ROCKFALL MITIGATION MP12.62 - MP14.06	Clackamas	Oregon City	Inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch	STIP	N	N	N	N	N	Y	$ 1,889,000
55	OR8 AT OR219 AND SE 44TH – SE 45TH AVE (HILLSBORO)	Washington	Hillsboro	Signal replacement at OR219, add a striped island and candlesticks to the south leg of the intersection. Replace pedestrian flashing beacon with RRFB or pedestrian hybrid beacon at 44th - 45th Ave. Add illumination, signing and ADA ramps.	STIP	N	N	N	Y	N	N	$ 504,000
56	OR8: SW10TH - SW 110TH	Washington	Beaverton / Hillsboro / Cornelius	Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible	STIP	N	N	N	Y	N	N	$ 1,875,000
57	US26 (POWELL BLVD): SE 20TH - SE 34TH	Multnomah	Portland	Signal upgrades with left turn phasing, countdown pedestrian signals. Remove trees to improve sight distance. Improve signing and illumination. Install rapid flash beacons and median pedestrian refuges. Improve existing islands and improve ADA access.	STIP	N	N	N	Y	N	N	$ 3,407,655
58	DOWNTOWN I-405 PED SAFETY & OPERATIONAL IMPROVEMTS	Multnomah	Portland	BIKE, PEDESTRIAN AND OPERATIONAL IMPROVEMENTS	STIP	N	N	N	Y	N	N	$ 2,240,000
59	OR141(SW HALL BLVD): SCHOLLS FERRY RD - HEMLOCK ST	Washington	Beaverton / Tigard	Construct ADA ramps	STIP	N	N	N	N	N	N	$ 586,707
60	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT	Clackamas	SMART	5307 Funds for Preventative Maintenance, Associated Improvements and Bus Fleet Replacement FY18	Transit	N	N	N	N	N	N	$ 1,344,414
62	5310 - SENIOR & DISABLED	Clackamas	SMART	Services & Facility Improvements for Elderly & Disabled Customers	Transit				N	N	N	$ 153,750
63	BUS AND BUS FACILITIES (CAPITAL)	Clackamas	SMART	Bus and Bus Facility Upgrades (FY18)	Transit	N	N	N	N	N	N	$ 288,700
64	BUS PURCHASE	Various	TriMet	Bus Purchase	Transit	N	N	N	N	N	N	$ 13,118,147
65	BUS & RAIL PREVENTIVE MAINT (5307)	Various	TriMet	Capital Maintenance For Bus And Rail, such as track and switch rehabilitation and replacement, Blue Line Station redesign and rehabilitation, vahicle and facility matainance.	Transit	N	N	N	N	N	N	$ 147,090,216
66	BUS & RAIL PREVENTIVE MAINT (STP)	Various	TriMet	Capital Maintenance For Bus and Rail	Transit	N	N	N	N	N	N	
67	STATE OF GOOD REPAIR PROGRAM	Various	TriMet	Capital Maintenance For Bus and Rail	Transit	N	N	N	N	N	N	$ 95,569,886
68	TRIMET ENHANCE MOBILITY PROGRAM	Various	TriMet	Paratransit services provided by TriMet LIFT, Wilsonville SMART, and small city transit agencies. Ride Connection-operated services, including door-to-door rides, community and senior center shuttles, and travel training.	Transit	N	N	N	N	N	N	$ 7,341,608
69	HIGH CAPACITY TRANSIT BOND	Various	---	Funding for development and construction of the region's high capacity transit system.	RFFA	N	N	N	N	N	N	$ 15,430,000
70	SUNRISE SYSTEM: INDUSTRIAL AREA FREIGHT ACCESS	Clackamas	Happy Valley	Funding for a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path	STIP	N	N	N	N	Y	Y	$ 9,213,195
71	OR212: Rock Creek - Richey Rd	Clackamas	Milwaukie / Happy Valley/ Johnson City	Repave roadway and upgrade ADA to current standards. Project adds necessary funds to design and construction of existing design-only project in 2015-2018 STIP.	STIP	N	N	N	N	N	Y	$ 500,000
72	OR212: UPRR Structure - Rock Creek	Clackamas	Happy Valley	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). Project adds necessary funds to design and construction.	STIP	N	N	N	N	N	Y	$ 750,000
73	I-84/I-5: BANFIELD INTERCHANGE	Multnomah	Portland	Concrete deck overlay & bridge rail retrofit; bridges #08588A & 08588C	STIP	N	N	N	N	N	Y	$ 6,570,000
74	I-405: FREMONT BRIDGE	Multnomah	Portland	Replace modular joints; bridges 09268B,09268N,09268S,08958B,08958D,08958I	STIP	N	N	N	N	N	Y	$ 5,750,000
75	I-5: INTERSTATE BR (NB) TRUNNION SHAFT REPLACEMENT	Multnomah	Portland	Replace trunnion shaft; bridge #01377A. ODOT is lead on project with WSDOT paying 50% of total.	STIP	N	N	N	N	N	Y	$ 1,368,000
76	I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE	Multnomah	Portland	Replace electrical & lighting system; bridge #08328	STIP	N	N	N	N	N	Y	$ 1,848,076
77	US26 (POWELL BLVD): SE 122ND AVE - SE 136TH AVE	Multnomah	Portland	Construct sidewalks, storm water facility, buffered or separated bike lane, center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.	STIP	N	N	N	Y	Y	Y	$ 20,000,000
78	NORTH HILLSBORO JOB CONNECTOR SHUTTLE	Washington	TriMet	Implement a new job connector shuttle service north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District	Transit	Y	Y	Y	N	N	N	$ 6,971,798
79	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS	Multnomah	Troutdale	Replace bridges #07046 & 07046A at existing capacity	STIP	N	N	N	N	N	Y	$ 15,394,714
80	NE KANE DRIVE AT KELLY CREEK CULVERT	Multnomah	Gresham	Remove existing temporary culvert. Install new culvert storm water system and repair roadway. Work includes upstream restoration and downstream pond mitigation.	STIP	N	N	N	N	N	Y	$ 5,775,001
81	SE 122ND AVE: JOHNSON CREEK BRIDGE REPLACEMENT	Multnomah	Portland	Emergency replacement of bridge #51C20 at existing capacity	STIP	N	N	N	N	N	Y	$ 2,800,000

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82	OR217/OR224: BRIDGE RAIL RETROFIT	Washington / Clackamas	Beaverton / Milwaukie	Bridge rail retrofit bridges 16134, 16143, 09623	STIP	N	N	N	N	N	Y	$ 1,952,001
83	OR212: N DEEP CREEK CULVERT	Clackamas	---	Culvert replacement	STIP	N	N	N	N	N	Y	
84	US30: Kittridge - St. Johns	Multnomah	Portland	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Pave Bridge Avenue.	STIP	N	N	N	N	N	Y	$ 8,449,000
85	Region 1 Misc Hardware and Software	Various	VAR	Miscellaneous hardware and software improvements region-wide. This project will provide minor upgrades to ITS software and add minor hardware. Example projects are upgrades to Ramp Meter and ATM software, add CCTV cameras indentified by TMOC, and connect signalized intersections to existing fiber communication backbone.	STIP	N	N	N	N	N	N	$ 497,545
86	Interstate Operations Improvements	Various	VAR	Bucket for regionwide Interstate Operations improvements	STIP	N	N	N	N	N	Y	$ 1,990,000
87	Region 1 LEDs	Various	VAR	Bucket for region-wide Light Emitting Diodes (LEDs) upgrades	STIP	N	N	N	N	N	N	$ 99,509
88	Region 1 Raised Pavement Markings	Various	VAR	Bucket for regionwide Raised Pavement Markings	STIP	N	N	N	Y	N	N	$ 99,509
89	I-84: Fairview - Marine Dr & Tooth Rock Tunnel	Multnomah	Wood Village / Unincorporated	This project repaves a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	STIP	N	N	N	N	N	Y	$ 4,275,000
90	US26: Sylvan - OR217	Washington	Beaverton / Portland	Repave mainline (1R).	STIP	N	N	N	N	N	Y	$ 3,162,000
91	US26: OR217 - Cornell Rd	Washington	Beaverton	Repave mainline (1R).	STIP	N	N	N	N	N	Y	$ 5,070,000
92	US26 Ramp Improvements	Washington	Beaverton / Portland	Leverage 2018-2021 STIP projects on US-26, including paving and ADA upgrades.	STIP	N	N	N	N	N	Y	$ 1,000,000
93	City of Gresham Safety Project	Multnomah	Gresham	Projects to be delivered by the City of Gresham to improve safety. Work may include illumination, intersection improvements, bike and pedestrian improvements, upgrade to ADA, utility relocation, signal work, medians, traffic separators, striping, signing, and warnings.	STIP	N	N	N	Y	N	Y	$ 1,846,200
94	City of Portland Safety Project	Multnomah	Portland	Projects to be delivered by the City of Portland to improve safety. Work may include intersection improvements, utility relocation, signal work (including coordination or adaptive signal timing), medians, traffic separators, striping, signing, and warnings. Install new signal at Burnside/NW 20th	STIP	N	N	N	Y	N	Y	$ 2,599,400
95	Systemic Signal and Illumination (Portland)	Multnomah	Portland	Projects at various locations in the City of Portland. Work may include illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 2,840,454
96	Central Systemic Signal and Illumination (ODOT)	Multnomah	Portland	Projects at various locations in the City of Portland. Work may include illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 3,440,800
97	East Systemic Signals & Illumination (Clackamas)	Clackamas	VAR	Safety projects at various locations in Clackamas Co. Work may include illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 1,098,900
98	East Systemic Signals and Illumination (Multnomah)	Multnomah / Washington	Portland	Install illumination, advance intersection warning signs with street names, transverse rumble strips on approaches, and increase triangle sight distances at the intersections of OR-213 at Toliver and OR-211 at Ona Way.	STIP	N	N	N	Y	N	Y	$ 336,000
99	East Systemic Signals and Illumination (ODOT)	Clackamas	VAR	Projects at locations in east jurisdictions of Portland. Work may include illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 3,176,000
100	Rumble Strips and Conflict Markings (COP/WASH CO)	Multnomah / Washington	VAR	Install centerline rumble strips, green conflict markings and/or profile edge line pavement markings at various locations in Portland.	STIP	N	N	N	Y	N	Y	$ 694,600
101	Rumble Strips (ODOT)	Clackamas / Hood / Multnomah / Washington	VAR	Install centerline rumble strips and install shoulder rumble strips on I-5, I-84, OR-43, US-26, OR-8, I-205, I-405, OR-99E, US-30, US-30BY, OR-217, OR-213, OR-211, OR-224, HWY-173 (Timberline), OR-212, OR-281, and OR-282.	STIP	N	N	N	Y	N	Y	$ 1,101,454
102	US26: Middle Fork Salmon River Culvert	Clackamas	NA	Culvert replacement. This project will fund additional design and construction.	STIP	N	N	N	N	N	Y	$ 300,000
104	Systemic Signals and Illumination (Beaverton)	Washington	Beaverton	Safety projects at various locations in Beaverton. Work may include illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 2,071,600
105	West Systemic Signals & Illumination (Washington)	Washington	Beaverton / Hillsboro	Safety projects at various locations. Work includes illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 631,500
106	West Systemic Signals and Illumination (ODOT)	Washington	VAR	Safety projects at various locations throughout Region 1. Work includes illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, warnings, striping, medians, and utility relocation.	STIP	N	N	N	Y	N	Y	$ 3,643,200
107	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR	Multnomah	Portland	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings, paint. Add a maintenance access catwalk for the fixed river spans.	STIP	N	N	N	N	N	Y	
108	LATOURELL ROAD: LATOURELL CREEK BRIDGE	Multnomah	---	Replace existing timber bridge at existing capacity	STIP	N	N	N	N	N	Y	
109	NW THURMAN ST OVER MACLEAY PARK	Multnomah	Portland	Design shelf ready plans to paint the bridge trusses and bents	STIP	N	N	N	N	N	Y	
110	SW Farmington Rd at 170th Ave	Washington	Aloha	Full signal rebuild with reflective backplates and illumination. Other work includes dilemma zone protection for east-west approaches, raised corner islands in NE and SW corners, channelized right turn lanes, ADA upgrades, and restripe crosswalks.	STIP	N	N	N	Y	N	N	$ 1,527,500

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111	Full Signal Upgrade (Portland)	Multnomah	Portland	Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals, warning systems, striping, lane adjustments, ADA upgrades, traffic separators, and other safety improvements as needed.	STIP	N	N	N	Y	N	N	$ 3,768,500
112	US30 at NW Nicolai St	Multnomah	Portland	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	STIP	N	N	N	Y	N	N	$ 926,500
113	Rural Intersection and Curve Warning (Clackamas)	Clackamas	VAR	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 Clackamas County.	STIP	N	N	N	Y	N	N	$ 1,770,169
114	Rural Intersection & Curve Warning (Washington)	Washington	VAR	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 Washington County.	STIP	N	N	N	Y	N	N	$ 156,647
115	Rural Intersection and Curve Warning (ODOT)	Clackamas / Multnomah / Washington	Various	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.	STIP	N	N	N	Y	N	N	$ 634,885
116	I-84: East Portland Fwy - NE 181st Ave	Multnomah	Gresham / Portland / Maywood Park	Remove and replace asphalt surface to repair rutted pavement.	STIP	N	N	N	N	N	Y	$ 500,000
117	I-5: I-205 Interchange - Willamette River	Various	Tualatin / Wilsonville	Remove and replace asphalt surface to repair rutted pavement.	STIP	N	N	N	N	N	Y	$ 7,193,000
118	Lombard Safety Extension	Multnomah	Portland	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. Address ADA improvements and access management as needed.	STIP	Y	Y	Y	Y	N	Y	$ 2,000,000
119	Road Safety Audit Implementation	Clackamas / Hood / Multnomah / Washington	VAR	Project to provide additional support to ARTS projects for further investigation (will not result in physical modifications) and evaluation of safety improvements as needed.	STIP	N	N	N	Y	N	Y	$ 596,100
120	US30BY (Lombard) at Fenwick	Multnomah	Portland	Full signal upgrade, ADA improvements, and triggered access management.	STIP	N	N	N	Y	N	N	$ 1,217,896
121	I-5: MP 303.27 - MP 308.63	Multnomah	Portland	Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive	STIP	N	N	N	Y	N	N	$ 7,799,500
122	NE Halsey St at NE 47th Ave	Multnomah	Portland	Design partial signal rebuild to add left turn phasing, lenses, signal heads, reflectorized backplates, and ADA ramp upgrades	STIP	N	N	N	Y	N	N	$ 117,000
123	OR99W (Pacific Hwy West) at SW 72nd	Washington	Tigard	Design partial signal rebuild, channelize 72nd right turn lane, illumination, ADA, and new crosswalk on SW leg of intersection	STIP	N	N	N	Y	N	N	$ 136,500
124	SE Washington St at 10th AVE (Hillsboro)	Washington	Hillsboro	Design partial signal rebuild, striping, signing, ADA, and pedestrian improvements	STIP	N	N	N	Y	N	N	$ 97,500
125	OR99W: I-5 - McDonald St	Multnomah / Washington	Portland / Tigard	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	STIP	N	N	N	N	N	Y	$ 9,419,000
126	OR99W at Durham Rd	Washington	King City / Tigard	Signal Upgrade with ADA improvements	STIP	N	N	N	N	N	N	$ 968,750
127	OR99W: I-5 - McDonald Bike Ped Infill	Multnomah / Washington	Portland / Tigard	Fill in sidewalk and bike lane gaps along OR99W in conjunction with the pavement preservation project planned in the area.	STIP	N	N	N	Y	Y	N	$ 986,000
128	OR99W (Barbur Blvd) at SW Capitol Hwy	Multnomah	Portland	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates	STIP	Y	Y	Y	Y	N	Y	$ 2,975,700
129	OR99W (Barbur Blvd): MP 8.01 to MP 11.50	Washington	Tigard / King City	Install Illumination at 72nd Ave, Main & Johnson, McKenzie, School, Walnut, Frewing, Garrett, Park, Royalty Parkway, and Durham Rd.	STIP	N	N	N	Y	N	N	$ 1,177,000
130	OR99W (Barbur Blvd): MP 7.58 to MP 15.00	Multnomah / Washington	Portland / Sherwood / Tigard / Tualatin	Install illumination, reflectorized backplates, and supplemental signal heads at specific locations within the project limits and replace urban permissive or protected/permissive left turns to protected left only at 68th and 69th Avenues	STIP	N	N	N	Y	N	N	$ 1,450,000
131	OR99W (Barbur Blvd): MP 4.08 to MP 7.55	Multnomah	Portland	Install illumination at 60th Ave, 64th Ave, and I-5 southbound ramp; Install reflectorized backplates and supplemental signal head at Terwilliger Blvd, Bertha Blvd, Capitol Hill Rd, 19th Ave, 24th Ave, I-5 southbound ramp, 60th Ave, and 64th Ave	STIP	N	N	N	Y	N	N	$ 429,400
132	I-5 at I-205 Interchange	Washington	Tualatin	Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.	STIP	N	N	N	N	N	N	$ 500,000
133	OR8 at River Road	Washington	Hillsboro	Full signal upgrade with illumination and ADA improvements.	STIP	N	N	N	Y	N	N	$ 1,182,642
134	OR224 at Lake/Harmony	Clackamas	Unincorporated	Replace overhead flasher with ground mounted advance flashers.	STIP	N	N	N	N	N	N	$ 109,078
135	I-5: Barbur Blvd NB Connection Bridge	Washington	Portland	Paint structure; remove pack rust. Replace rivets and bolts.	STIP	N	N	N	N	N	Y	$ 1,662,000
136	OR99W: Tualatin River Bridge	Washington	Tualatin	Design shelf ready plans to replace the current structural overlay	STIP	N	N	N	N	N	N	$ 188,500
137	OR99E: Clackamas River (McLoughlin) Bridge	Clackamas	Gladstone	Design shelf ready plans to paint the structure	STIP	N	N	N	N	N	Y	$ 249,000
138	OR210 over OR217	Washington	Beaverton	Deck overlay; replace joints; patch column spalls	STIP	N	N	N	N	N	Y	$ 1,884,000
139	Regionwide ITS Improvements and Upgrades	Clackamas / Multnomah / Washington	VAR	Project provides for new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1	STIP	N	N	N	N	N	N	$ 1,746,000
140	I-205 at OR43	Clackamas	West Linn	Full Illumination Rebuild	STIP	N	N	N	N	N	N	$ 143,044

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141	Clackamas and Portland Traffic Separators	Multnomah / Clackamas	Portland / Unincorporated	Install traffic separators in various locations in Portland with associated striping, illumination, and signal coordination work	STIP	N	N	N	Y	N	N	$ 869,500
142	OR217 (Beaverton-Tigard Hwy) at Kruse Way	Washington	Tigard	Advance actuated beacons, partial signal rebuild to add needed additional heads at 217 off ramp and I-5 SB on ramp, ped island improvements	STIP	N	N	N	Y	N	N	$ 136,500
143	Region 1 Bike Ped Crossings	Clackamas / Multnomah / Washington	Portland	Bike and pedestrian crossing improvements at 82nd Ave (OR-213) at Mitchell, McLoughlin (OR-99E) at Boardman, and on Powell (US-26) at 125th. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, and ADA upgrades.	STIP	N	N	N	Y	N	Y	$ 1,149,000
144	I-205 Exit Ramp at SE Division St	Multnomah	Portland	Safety improvements on NB and SB I-205 exit ramps at SE Division street. Work includes lane adjustments, ramp widening, safety islands, signal work, illumination, signing, and ADA improvements as necessary.	STIP	Y	Y	Y	Y	N	Y	$ 3,305,000
145	I-405: Willamette River (Fremont) Bridge	Multnomah	Portland	Paint bridge approaches; other section as funding allows	STIP	N	N	N	N	N	Y	$ 34,657,000
146	I-405 NB to US26 WB over I-405 Connection Bridge	Multnomah	Portland	Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.	STIP	N	N	N	N	N	Y	$ 1,540,000
147	SW Multnomah Blvd over I-5	Multnomah	Portland	Place a structural overlay on the deck, replace or repair the leaking joints, and retrofit the bridge rails to meet safety standards	STIP	N	N	N	N	N	Y	$ 1,563,000
148	I-5 over 26th Avenue Bridge	Multnomah	Portland	Replace bridge	STIP	N	N	N	N	N	Y	$ 34,183,000
149	OR99E over UPRR at Baldwin Strreet Bridge	Multnomah	Portland	Address the structural and safety issues. Replace rail and expansion joints, patch and seal spalls and cracks, and other measures for seismic retrofitting	STIP	N	N	N	N	N	Y	$ 3,383,000
150	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	Washington	Tigard	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.	STIP	N	N	N	N	Y	Y	
151	I-5: Tigard Interchange - I-205 Interchange	Multnomah / Washington	Tigard / Tualatin / Lake Oswego / Portland	Remove and replace asphalt surface to repair rutted pavement.	STIP	N	N	N	N	N	Y	$ 8,000,000
152	OR213 (82nd Ave) at Madison High School	Multnomah	Portland	Replace signal, rebuild and restripe existing crosswalk, add crosswalks and close a driveway.	STIP	N	N	N	Y	N	N	$ 1,120,500
153	I-205: Abernathy Bridge - SE 82nd Dr	Clackamas	Gladstone / Oregon City	Remove and replace asphalt surface to repair rutted pavement.	STIP	N	N	N	N	N	Y	$ 5,698,000
154	OR99E: Park Ave to Clackamas River Bridge	Clackamas	Gladstone	Enhance pedestrian crossing at OR-99E at Hull. Other work includes grinding and striping of buffered bike lanes north of Roethe Rd and filling sidewalk gaps along the corridor as feasible	STIP	N	N	N	Y	Y	N	$ 1,000,000
155	Cornelius Rapid Flashing Beacon (RRFB) Project	Washington	Cornelius	This project will investigate two possible locations for one RRFB intersecting 12th Ave at either Adair or Baseline Streets in Cornelius. Work includes an engineering study and funds toward the construction of the RRFB at the determined location.	STIP	N	N	N	Y	N	N	$ 150,000
156	US30 at Bridge Ave Ramps	Multnomah	Portland	Remove hazard trees, install pinned mesh.	STIP	N	N	N	N	N	Y	$ 660,000
157	Jade and Montavilla Connected Centers	Multnomah	Portland	Construct improvements for biking and walking. Includes street and sidewalk lighting, new sidewalks, bike lanes and paths, and crosswalks.	RFFA	Y	Y	Y	N	Y	N	$ 7,883,000
158	Complete Cleveland Street	Multnomah	Gresham	Reconstruct Cleveland Avenue between Stark and Burnside by adding sidewalks, curbs and bike lanes.	RFFA	N	N	N	N	Y	N	$ 4,188,181
159	Hunziker Road Industrial Area	Washington	Tigard	Add a road connection for freight and commercial vehicles to avoid congestion near Hwy 217 and I-5 interchange. Improves access to undeveloped industrial and commercial property in the Hunziker Industrial Core.	RFFA	Y	Y	Y	N	Y	Y	$ 2,324,909
160	Central Eastside Access & Circulation Improvements	Multnomah	Portland	Reconstruct freight access and movement through key intersections around the Central Eastside Industrial District. The project: 1) adds four new traffic signals along the MLK/Grand corridor and at the NE 16th Avenue and Irving Street intersection, 2) modifies three existing traffic signals to include protected left turns at SE Stark, Clay and Mill Streets, and 3) improves two key east-west bike routes by adding new signals	RFFA	N	N	N	N	Y	Y	$ 5,402,433
161	Regional Freight Studies	N/A	Metro	Conduct planning studies to identify transportation investments to support greater freight movement	RFFA	N	N	N	N	N	N	$ 621,004
162	Tigard Street Trail: A Path to Employment	Washington	Tigard	The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit	Connect Oregon	N	N	N	N	Y	N	$ 700,000
163	Clackamas Community College Transit Center	Washington	Clackamas Community College	The updated Clackamas Community College Transit Center will increase transit access to high school and college education; career and veterans counseling; and to future employment opportunities at adjacent industrial lands. Additionally, a shared use path will provide a "last mile" connection to the Oregon City High School and future industrial properties on Beavercreek and Meyers Roads	Connect Oregon	N	N	N	N	Y	N	$ 1,762,950
167	Low - No Zero Emission Bus Project	Various	TriMet	Fund procurement and deployment of 5 battery electric buses and asociated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.	Transit	N	N	N	N	N	N	$ 4,624,152
168	Max Redline Extension & Gateway Double Track Project	Multnomah / Washington	TriMet	Constructing pocket track at Fair Complex MAX station to enable extended Red Line service to Fair Complex and turnaround, combined with new track work and a new station at Gateway and new track work at PDX to imporve system operations.	Transit	N	N	N	N	N	N	$ 91,841,570
											TOTAL	$ 1,174,264,122

2018-2021 MTIP Projects – Projects Not Assessed

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Access to Jobs	Access to Places	Exposure to VMT	Transportation Safety Investments	Access to Travel Options	Resource Habitats	Estimated Project Cost
20	TRANSIT ORIENTED DEVELOPMENT PROGRAM	Various	---	Work directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	RFFA	N	N	N	N	N	N	$ 10,999,666
21	I-5 & I-205 SHARED USE PATHS	Multnomah	Maywood Park	Repave sections, install ADA ramps, drainage and address tree roots with structure. Repave transition to existing structure near I-84WB to I-205 to correct settlement.	STIP	N	N	N	N	N	N	$ 745,001
24	REGIONAL TRAVEL OPTIONS PROGRAM	Various	---	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility. The RTO program includes the local grant program, marketing and outreach campaigns, the TriMet and SMART employter programs, program evaluation, and newly added Safe Routes to School.	RFFA	N	N	N	N	N	N	$ 10,353,282
25	REGIONAL PLANNING	Various	---	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support	RFFA	N	N	N	N	N	N	$ 4,413,240
26	TRANS SYSTEM MGMT & OPERATIONS PROGRAM	Various	---	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.	RFFA	N	N	N	N	N	N	$ 5,839,741
42	CORRIDOR & SYSTEMS PLANNING	Various	---	Corridors and Systems Planning Program for the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures and investment strategies.	RFFA	N	N	N	N	N	N	$ 1,849,994
50	REGIONAL ITS COMMUNICATIONS INFRASTRUCTURE (ODOT)	Various	---	Complete gaps and deficiencies identified in the Regional ITS Communications Plan	STIP	N	N	N	N	N	N	$ 590,661
59	OR141(SW HALL BLVD): SCHOLLS FERRY RD - HEMLOCK ST	Washington	Beaverton / Tigard	Construct ADA ramps	STIP	N	N	N	N	N	N	$ 586,707
60	SMART ASSOCIATED IMPROVEMENTS & PREVENTATIVE MAINT	Clackamas	SMART	5307 Funds for Preventative Maintenance, Associated Improvements and Bus Fleet Replacement FY18	Transit	N	N	N	N	N	N	$ 1,344,414
62	5310 - SENIOR & DISABLED	Clackamas	SMART	Services & Facility Improvements for Elderly & Disabled Customers	Transit	N	N	N	N	N	N	$ 153,750
63	BUS AND BUS FACILITIES (CAPITAL)	Clackamas	SMART	Bus and Bus Facility Upgrades (FY18)	Transit	N	N	N	N	N	N	$ 288,700
64	BUS PURCHASE	Various	TriMet	Bus Purchase	Transit	N	N	N	N	N	N	$ 13,118,147
65	BUS & RAIL PREVENTIVE MAINT (5307)	Various	TriMet	Capital Maintenance For Bus And Rail, such as track and switch rehabilitation and replacement, Blue Line Station redesign and rehabilitation, vahicle and facility matainance.	Transit	N	N	N	N	N	N	$ 147,090,216
66	BUS & RAIL PREVENTIVE MAINT (STP)	Various	TriMet	Capital Maintenance For Bus and Rail	Transit	N	N	N	N	N	N	
67	STATE OF GOOD REPAIR PROGRAM	Various	TriMet	Capital Maintenance For Bus and Rail	Transit	N	N	N	N	N	N	$ 95,569,886
68	TRIMET ENHANCE MOBILITY PROGRAM	Various	TriMet	Paratransit services provided by TriMet LIFT, Wilsonville SMART, and small city transit agencies. Ride Connection-operated services, including door-to-door rides, community and senior center shuttles, and travel training.	Transit	N	N	N	N	N	N	$ 7,341,608
69	HIGH CAPACITY TRANSIT BOND	Various	---	Funding for development and construction of the region's high capacity transit system.	RFFA	N	N	N	N	N	N	$ 15,430,000
85	Region 1 Misc Hardware and Software	Various	VAR	Miscellaneous hardware and software improvements region-wide. This project will provide minor upgrades to ITS software and add minor hardware. Example projects are upgrades to Ramp Meter and ATM software, add CCTV cameras indentified by TMOC, and connect signalized intersections to existing fiber communication backbone.	STIP	N	N	N	N	N	N	$ 497,545
87	Region 1 LEDs	Various	VAR	Bucket for region-wide Light Emitting Diodes (LEDs) upgrades	STIP	N	N	N	N	N	N	$ 99,509
126	OR99W at Durham Rd	Washington	King City / Tigard	Signal Upgrade with ADA improvements	STIP	N	N	N	N	N	N	$ 968,750
132	I-5 at I-205 Interchange	Washington	Tualatin	Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.	STIP	N	N	N	N	N	N	$ 500,000
134	OR224 at Lake/Harmony	Clackamas	Unincorporated	Replace overhead flasher with ground mounted advance flashers.	STIP	N	N	N	N	N	N	$ 109,078
136	OR99W: Tualatin River Bridge	Washington	Tualatin	Design shelf ready plans to replace the current structural overlay	STIP	N	N	N	N	N	N	$ 188,500
139	Regionwide ITS Improvements and Upgrades	Clackamas / Multnomah / Washington	VAR	Project provides for new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1	STIP	N	N	N	N	N	N	$ 1,746,000
140	I-205 at OR43	Clackamas	West Linn	Full Illumination Rebuild	STIP	N	N	N	N	N	N	$ 143,044
161	Regional Freight Studies	N/A	Metro	Conduct planning studies to identify transportation investments to support greater freight movement	RFFA	N	N	N	N	N	N	$ 621,004
167	Low - No Zero Emission Bus Project	Various	TriMet	Fund procurement and deployment of 5 battery electric buses and asociated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.	Transit	N	N	N	N	N	N	$ 4,624,152
168	Max Redline Extension & Gateway Double Track Project	Multnomah / Washington	TriMet	Constructing pocket track at Fair Complex MAX station to enable extended Red Line service to Fair Complex and turnaround, combined with new track work and a new station at Gateway and new track work at PDX to imporve system operations.	Transit	N	N	N	N	N	N	$ 91,841,570
											TOTAL	$ 417,054,165

2018-2021 MTIP Projects Differences

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Access to Jobs	Access to Places	Exposure to VMT	Transportation Safety Investments	Access to Travel Options	Resource Habitats	Estimated Project Cost
3	Kronberg Park Multi-Use Trail	Clackamas	Milwaukie	This project would construct the Multi-Use trail element of the Robert Kronberg Nature Park Master Plan and would connect downtown Milwaukie and the new Main Street Max station with the regional Trolley Trail. This is the final portion of the trail and would connect the crossing at River Road across Highway 99E to improvements already constructed at the new bridge across Kellogg Lake	Connect Oregon	Y	Y	Y	Y	Y	N	$ 1,185,735
6	Highway 43 Walking and Biking Improvements	Clackamas	West Linn	Along Highway 43 construct sidewalks, separated bike lanes, marked crosswalks, improved transit stops and lighting.	RFFA	Y	Y	Y	Y	Y	N	$ 3,400,000
10	Flanders Crossing Active Transportation Bridge	Multnomah	Portland	The project will construct a new pedestrian/bicycle overcrossing of I-405 at NW Flanders St. NW Flanders is a neighborhood greenway bicycle and pedestrian route that connects NW Portland with the Pearl District, Old Town and Downtown Portland. This project will reconnect Flanders for bicycles and pedestrians with a 24' wide bridge that will also serve as a seismic lifeline route.	Connect Oregon	Y	Y	Y	N	Y	N	$ 2,877,000
29	Waterhouse Trail Segment 4	Washington	Tualatin Hills Park & Recreation District	Construct approximately 700 feet and replace 275 feet of boardwalk of the Waterhouse Trail, completing the final gap in the 5.5-mile long off-street multi-use trail. The result will provide improved access and connection to transit, commercial and employment centers, residential neighborhoods, regional and community trails, schools, civic places, parks and recreation facilities, and natural areas	Connect Oregon	N	N	N	N	Y	Y	$ 400,000
30	Portland Passenger-Freight Rail Speed Improvement Project	Multnomah	Union Pacific Corporation & Subsidiaries	Complete track, signal, and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.	Connect Oregon	N	N	N	N	N	Y	$ 8,294,124
44	Terminal 6 Auto Staging Facility	Multnomah	Port of Portland	The project will construct a 19-acre auto staging facility across the street from the Terminal 6 entrance in the Port of Portland's Rivergate Industrial District. The new staging facility will improve logistical efficiency and increase the capacity to export vehicles from the Port's Berth 601 auto import/export facility. The Port expects to lease the facility to Auto Warehousing Co. (AWC)	Connect Oregon	N	N	N	N	N	Y	$ 2,628,700
72	OR212: UPRR Structure - Rock Creek	Clackamas	Happy Valley	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond). Project adds necessary funds to design and construction.	STIP	N	N	N	N	N	Y	$ 750,000
83	OR212: N DEEP CREEK CULVERT	Clackamas	---	Culvert replacement	STIP	N	N	N	N	N	Y	
85	Region 1 Misc Hardware and Software	Various	VAR	Miscellaneous hardware and software improvements region-wide. This project will provide minor upgrades to ITS software and add minor hardware. Example projects are upgrades to Ramp Meter and ATM software, add CCTV cameras indentified by TMOC, and connect signalized intersections to existing fiber communication backbone.	STIP	N	N	N	N	N	N	$ 497,545
86	Interstate Operations Improvements	Various	VAR	Bucket for regionwide Interstate Operations improvements	STIP	N	N	N	N	N	Y	$ 1,990,000
87	Region 1 LEDs	Various	VAR	Bucket for region-wide Light Emitting Diodes (LEDs) upgrades	STIP	N	N	N	N	N	N	$ 99,509
88	Region 1 Raised Pavement Markings	Various	VAR	Bucket for regionwide Raised Pavement Markings	STIP	N	N	N	Y	N	N	$ 99,509
98	East Systemic Signals and Illumination (Multnomah)	Multnomah / Washington	Portland	Install illumination, advance intersection warning signs with street names, transverse rumble strips on approaches, and increase triangle sight distances at the intersections of OR-213 at Toliver and OR-211 at Ona Way.	STIP	N	N	N	Y	N	Y	$ 336,000
102	US26: Middle Fork Salmon River Culvert	Clackamas	NA	Culvert replacement. This project will fund additional design and construction.	STIP	N	N	N	N	N	Y	$ 300,000
108	LATOURELL ROAD: LATOURELL CREEK BRIDGE	Multnomah	---	Replace existing timber bridge at existing capacity	STIP	N	N	N	N	N	Y	
122	NE Halsey St at NE 47th Ave	Multnomah	Portland	Design partial signal rebuild to add left turn phasing, lenses, signal heads, reflectorized backplates, and ADA ramp upgrades	STIP	N	N	N	Y	N	N	$ 117,000
124	SE Washington St at 10th AVE (Hillsboro)	Washington	Hillsboro	Design partial signal rebuild, striping, signing, ADA, and pedestrian improvements	STIP	N	N	N	Y	N	N	$ 97,500
142	OR217 (Beaverton-Tigard Hwy) at Kruse Way	Washington	Tigard	Advance actuated beacons, partial signal rebuild to add needed additional heads at 217 off ramp and I-5 SB on ramp, ped island improvements	STIP	N	N	N	Y	N	N	$ 136,500
154	OR99E: Park Ave to Clackamas River Bridge	Clackamas	Gladstone	Enhance pedestrian crossing at OR-99E at Hull. Other work includes grinding and striping of buffered bike lanes north of Roethe Rd and filling sidewalk gaps along the corridor as feasible	STIP	N	N	N	Y	Y	N	$ 1,000,000
155	Cornelius Rapid Flashing Beacon (RRFB) Project	Washington	Cornelius	This project will investigate two possible locations for one RRFB intersecting 12th Ave at either Adair or Baseline Streets in Cornelius. Work includes an engineering study and funds toward the construction of the RRFB at the determined location.	STIP	N	N	N	Y	N	N	$ 150,000
162	Tigard Street Trail: A Path to Employment	Washington	Tigard	The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit	Connect Oregon	N	N	N	N	Y	N	$ 700,000
163	Clackamas Community College Transit Center	Washington	Clackamas Community College	The updated Clackamas Community College Transit Center will increase transit access to high school and college education; career and veterans counseling; and to future employment opportunities at adjacent industrial lands. Additionally, a shared use path will provide a "last mile" connection to the Oregon City High School and future industrial properties on Beavercreek and Meyers Roads	Connect Oregon	N	N	N	N	Y	N	$ 1,762,950
											TOTAL	$ 26,822,072

2018-2021 MTIP Projects Differences

ID No.	PROJECT NAME	COUNTY	CITY	PROJECT DESCRIPTION	SOURCE	Estimated Programming
169	Project Development Bond Commitment	Various	Various	New funding committement of regional flexible funds to extend bonding	RFFA	$ 17,184,888
170	Regional Safe Routes to School Program	Various	Various	Grant funding program to support education and encouragement efforts aimed at helping children walk and bicycle to school.	RFFA	$ 1,671,682
171	OR8 Operational Improvements	Washington		Signal upgrades.	STIP	$ 664,000
172	OR217: SW Allen Boulevard and SW Denny Road Interchanges	Washington		Illumination upgrades.	STIP	$ 157,000
173	Region 1 Curve Warning Signs	Various	Various	Install curve warning signs.	STIP	$ 795,178
174	Germantown Road: MP 2.5 - 3.5	Multnomah	Portland	Install enhanced curve warning signs; includes four curves between mile points 2.5 and 2.5 on Germantown road.	STIP	$ 336,000
175	Community Job Connectors	Various	Various	Improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.	Transit	$ 6,971,798
176	Open Trip Planner	---	---	Add to current Open Trip Planner (OTP) other transit planning functions to incorporate first/last mile connections by ridehailing and bike share. Already, OTP supports connections to transit by bike.	Transit	$ 14,779
177	Bus and Rail Preventative Maintenance	Various	Various	This project is fund exchanging Metro Regional Flexible Funds allocated for the 2019-2021 cycle to de-federalize four projects per policy direction. Projects include: — Cully Walking and Biking Parkway — Molalla Avenue Walking and Biking Improvements — Central Eastside Access & Circulation Improvements — Hunziker Road Industrial Area	Transit	$ 12,103,007
178	SMART Mobility Management	Clackamas	Wilsonville	Ridewise Travel Trainer	Transit	$ 102,980
179	ADA Stop Enhancements	Clackamas	Wilsonville	Bus stop enhancements.	Transit	$ 57,045
180	Bus Purchase/Preventative Maintenance/Amenities and Technology	Clackamas	Wilsonville	Maintenance and bus fleet replacement and software.	Transit	$ 1,120,344
181	NE 72nd Avenue: NE Killingsworth - NE Sandy Boulevard	Multnomah	Portland	Develop a combined pedestrian and bicycle route, along NE 72nd avenue and project safe routes for neighborhoods and schools with concentrations of equity communities.	Transit	$ 5,996,306
					TOTAL	$ 47,175,007

Appendix 2.4 - 2018 RTP System Evaluation Measures Methodologies

2018 RTP System Evaluation Measures Methodologies

Background information for the equity measures
The Transportation Equity Assessment is an equity-focused scenario planning analysis looking at base-year conditions and comparing the base-year conditions to the anticipated conditions to be seen once a future package of transportation investments are put into place and open for service. In performing a scenario analysis, the core methodological components to the 2018 RTP Transportation Equity Assessment are:

1. Community definitions
2. System evaluation metrics
3. Key assessment assumptions

Transportation Equity System Evaluation Metrics
As part of assessing the 2018 RTP, a system evaluation will take place to look at how the proposed package of transportation investments will perform relative to adopted goals and targets adopted by the region. As part of the 2018 RTP system evaluation, a subset of evaluation measures will take a focused look at how the transportation investment package performs in areas where there are historically marginalized communities. The subset of evaluation measures to take this approach reflects the transportation priorities identified by historically marginalized communities. The analysis also serves as the basis for the federally-required Title VI Benefits and Burdens analysis. The following are the system evaluation measures which will apply an in-depth look at how well the proposed transportation investment package performs in historically marginalized communities:

- #3 Affordability
- #4 Share of Safety projects
- #5 Exposure to crash risk
- #6 Access to travel options – system connectivity & completeness
- #7 Access to jobs
- #8 Access to community places
- #17 Habitat impact

Community Definitions and Geography
Communities included as part of the 2018 RTP Transportation Equity Assessment include:

- People of Color
- People with Lower-Incomes
- People with Limited English Proficiency
- Older Adults
- Young Persons

The following are the definitions of these five communities.

Table 1. Definition of Historically Marginalized Communities & Geography Thresholds

Community	Definition	Geography Threshold*	Date Source
People of Color	Persons who identify as non-white.	Census tracts above the regional rate (26.5%) for people of color.	2010 Decennial Census
Low-Income	Households with incomes equal to or less than 200% of the Federal Poverty Level (2016); adjusted for	Census tracts above the regional rate (31.8%) for Household with Lower-Income	American Community Survey, 2011-2015

	household size		
Limited English Proficiency	Persons who identify as unable "to speak English very well."	Census tracts above the regional rate (8.5%) for Limited English Proficiency (all languages combined).	
Older Adults	Persons 65 years of age and older	Census tracts above the regional rate for Older Adults (11%) AND Young People (22.8%)	2010 Decennial Census
Young People	Persons 17 years of age and younger		

*See attached map of communities.

Secondary/Focused Screening Analysis
By request of the work group, the transportation equity analysis will conduct a secondary assessment of the transportation equity system evaluation measures, but primarily focus on a subset of historically marginalized communities. The subset is defined as:

Table 2. Secondary Assessment of Focused Historically Underrepresented Communities

Historically Marginalized Community	Geographic 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 (.48 person per acre).
Low-Income	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 (.58 person per acre).
Limited English Proficiency	The census tracts which are above the regional rate for low-income households AND those census tracts which have been identified as "safe harbor" tracts for language isolation AND the census tract has twice (2x) the population density of the regional average (.15 person per acre).[1]

This secondary assessment is to take a more focused look at the transportation investments being made in areas in which there are highly concentrated populations of the communities required for evaluation by federal law. As a result a population density threshold was applied to define geographic areas with high concentrations of the following three populations. Additionally, there were request to assess small pockets of concentrated language isolation. Therefore, identified areas of safe harbor communities were also included as part of the focused look. Ultimately, the secondary assessment will be able to address how well the 2018 RTP investments are performing and moving towards the priority outcomes identified by historically marginalized communities in areas with the greatest concentration.

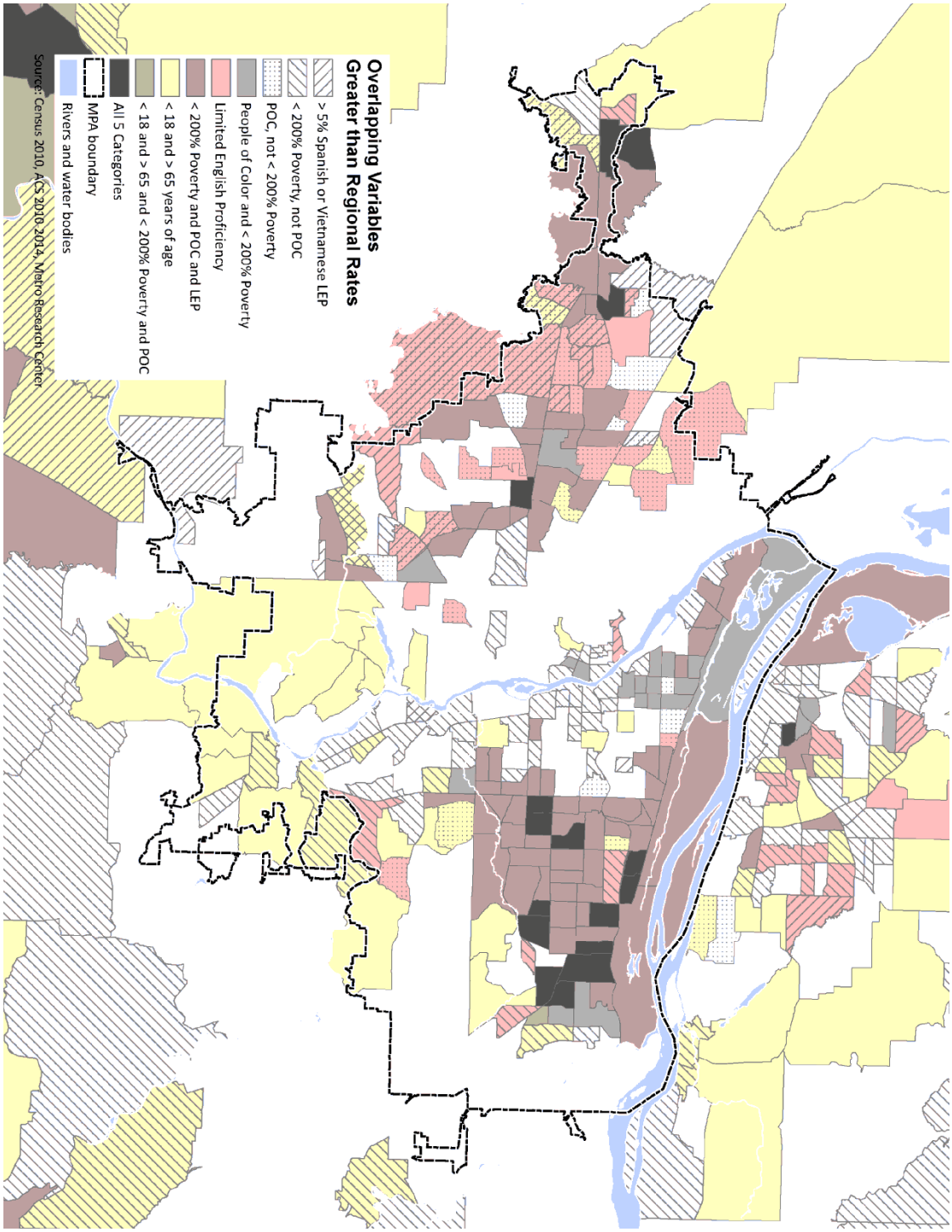
[1] Safe Harbor is a provision within Title VI of the Civil Rights Act of 1964 which addresses for when and how agencies are to provide language assistance to limited English proficiency persons to ensure access to all public resources. The safe harbor provision mainly addresses translation of documents and language assistance, however for analysis purposes, it may help to identify areas where additional attention is warranted because of a concentration of language isolation. Safe harbor applies when a language isolated group constitutes 5% or 1,000 persons of the total population in the given area.

The transportation equity analysis will run the assessment using two tiers to address the desire to capture where there are higher rates of historically marginalized communities and where there is a concentration and/or pockets of historically marginalized communities. The tiers are described below.

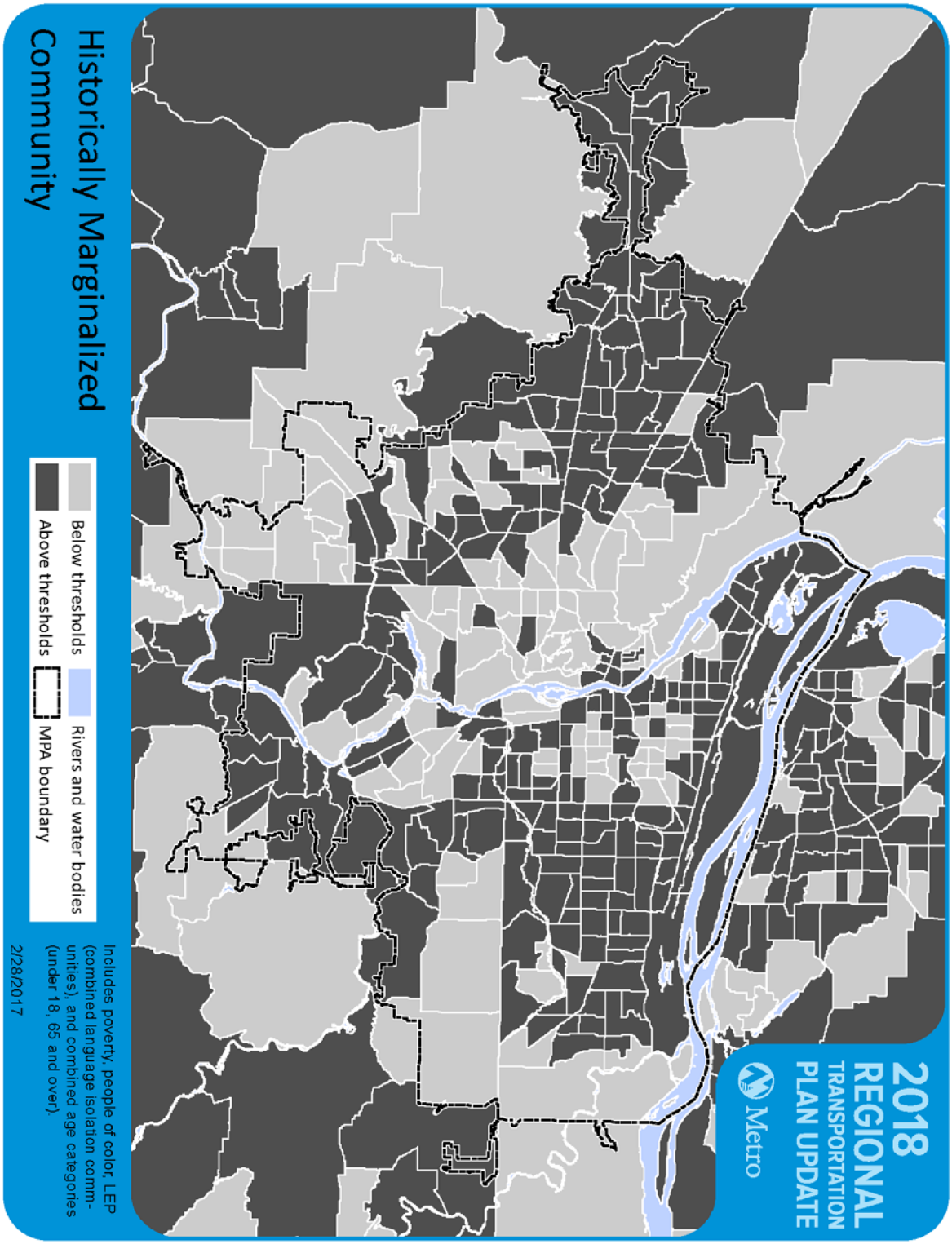
Tier I Analysis – Historically Marginalized Communities
The transportation equity analysis will use the regional rate as the first assessment to look at how well the 2018-2021 MTIP investments are performing on priority outcomes identified by historically marginalized communities.

Tier II Focused Analysis - Focused Historically Marginalized Communities
The transportation equity analysis will conduct a secondary assessment using a subset of historically marginalized communities, namely people of color, people with lower-incomes, and people with limited English proficiency, and look at how well the 2018-2021 MTIP investments are performing on priority outcomes identified by historically marginalized communities in areas with the greatest concentration.

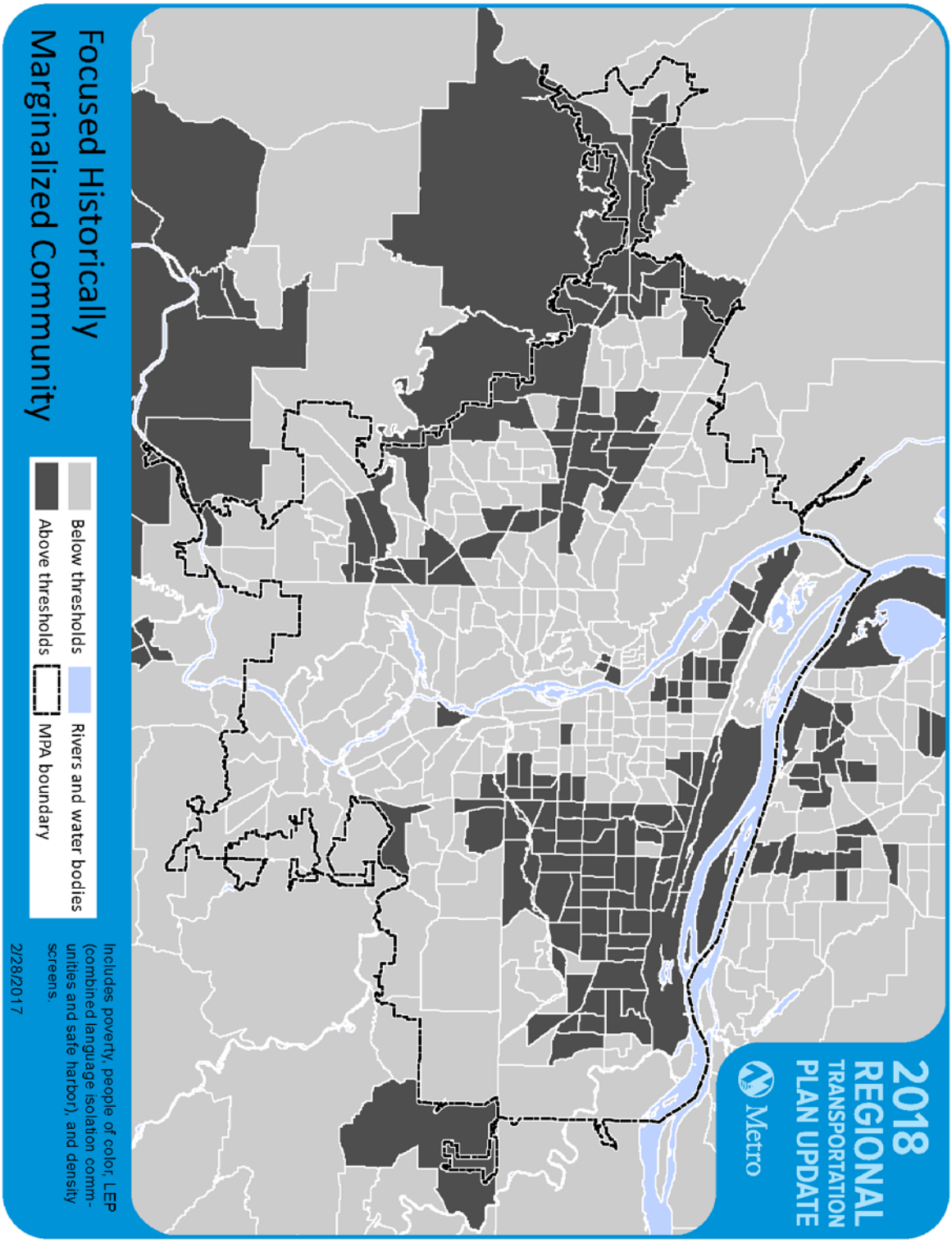
Historically Marginalized Communities – Census Tracts Above the Regional Rate and Limited English Proficiency Safe Harbor Tracts



Historically Marginalized Communities – Binary Map (YES/NO) for Transportation Equity Analysis Purpose



Focused Historically Marginalized Communities – Binary Map (YES/NO) – People of Color, Limited English Proficiency Populations, and People with Lower-Incomes with Population Density



Key Assessment Assumptions and Inputs
The following identifies a number of the key assessment assumptions, inputs, and analysis approach.

Table 3. Analysis Years and Transportation Inputs

Analysis Year	Transportation Inputs	Land use Inputs
Base Year (2015)	All transportation projects completed by 2015	Adopted growth distribution (2016) from MetroScope[2][3]
Interim Year (2027)	Proposed transportation projects to be completed by 2027 (financially constrained only)	
Future Year (2040)	All proposed transportation to be completed by 2040 (financially constrained and strategic project lists)	

Table 4. Forecasted Methods Approach for Communities

Community	Interim Year (2027)	Horizon Year (2040)
People of Color	Assuming base-year demographic conditions for the interim year. These areas are identifying the correlating transportation analysis zones (TAZ) to census tracts which have greater than the regional rate of people of color and areas with 2x the population density of people of color.	Will not produce results for the horizon year.
Low-Income	Forecasted spatial distribution of (households or persons) with incomes under 200% of the Federal Poverty Level (2016) and nearest 5-year increment of the forecast (2025). Identifying the correlating transportation analysis zones (TAZ) to census tracts which have greater than the regional rate for lower-income households.	Forecasted spatial distribution of (households or persons) with incomes under 200% of the Federal Poverty Level (2016).
Limited English Proficiency	Assuming base-year demographic conditions for the interim year. Identifying the correlating transportation analysis zones (TAZ) to census tracts which have greater than the regional rate of limited English proficiency, areas with 2x the population density of people of color, and safe harbor communities.	Will not produce results for the horizon year.
Older Adults[4]	Assuming base-year demographic conditions for the interim year. Identifying the correlating transportation analysis zones (TAZ) to census	Will not produce results for the horizon year.

[2] Adopted Growth and Distribution Forecast, Metro Ordinance No. 16-1371. More information regarding the 2016 forecast can be found at: oregonmetro.gov
[3] Metroscope geographically allocates population and employment projections in five year increments. Therefore, the nearest land use forecast input to be used for the interim analysis year analysis will be 2025. This is out of respect for the decision that certain communities are not being forecasted and spatially distributed and therefore assumed static for the interim analysis.
[4] The Metroscope forecasts projects the age grouping of the head-of-household, but does not spatially distribute aging populations.

Community	Interim Year (2027)	Horizon Year (2040)
	tracts which have greater than the regional rate for older adults.	
Young People[5]	Assuming base-year demographic conditions for the interim year. Identifying the correlating transportation analysis zones (TAZ) to census tracts which have greater than the regional rate for young people.	Will not produce results for the horizon year.

Note: As a result of the limitations of the growth forecast, only the lower-income population will be assessed for the scenarios pertaining to 2040 horizon year. Scenarios include the financially constrained RTP and the additional priorities.

[5] The Metroscope forecasts projects the age grouping of the head-of-household, but does not spatially distribute populations by age groups.

Evaluation Measure Title: **Affordability (Combined Housing + Transportation Expenditure and Cost Burden)**

This methodology for this measure is under development.

Evaluation Measure Title: **Share of safety projects**
(New System Evaluation Measure)

Purpose:
To identify where and at what level of investment the package of future transportation projects addresses transportation safety and fatal and severe crashes through the development of transportation infrastructure projects with proven safety countermeasures, region-wide, in areas with high concentrations of historically marginalized communities, and in areas with high concentrations of focused historically marginalized communities.[1]

The **share of safety projects** performance measure will assess the following questions for the region's transportation system region-wide and in historically marginalized communities:

1) How many and what percentage of the region's proposed transportation projects are identified as safety projects?
2) What percentage of the total transportation investment package (cost) is attributed to safety projects?
3) What percentage of the total number of transportation safety investments are located in historically marginalized communities/ focused historically marginalized communities?
4) Is there a difference of transportation safety investment levels (cost) in areas with historically marginalized communities/ focused historically marginalized communities?
5) What is the per-person expenditure of transportation safety investments region-wide and for historically marginalized communities/ focused historically marginalized communities?

2014 RTP Goals:

	Foster vibrant communities and compact urban form		Promote environmental stewardship
●	Sustain economic competitiveness and prosperity	●	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
●	Enhance safety and security		

Associated 2014 RTP Performance Target:
By 2035, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists and motor vehicle occupants each by 50% compared to 2007-2011 average. (*Target proposed to be updated in 2018 to: By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.*)

Methodology Description:
The method for calculating the **share of safety projects** performance measure will entail:

1. Identifying safety projects in the RTP investment packages.

[1] Historically marginalized communities are areas with a (compared to the regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people. Focused historically marginalized communities are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, and people with limited English proficiency.

2. Calculating the number of safety projects in the regional transportation investment packages region-wide, in historically marginalized communities and in focused historically marginalized communities;
3. Calculating the cost of safety projects in the regional transportation investment packages region-wide, in historically marginalized communities and in focused historically marginalized communities;
4. Calculating the per-person expenditure of transportation safety projects for the number of people region-wide and for the number of people identified within in historically marginalized communities and focused historically marginalized communities.
5. Identify which safety projects are on Regional High Injury Corridors.

Output Units: Number and percentage (%) of transportation safety projects compared to total RTP investment packages; percentage of total cost of RTP investment packages; percentage of transportation safety investments per capita region-wide, in historically marginalized communities, in focused historically marginalized communities.

Percentage of safety projects on regional high injury corridors. Map of transportation investments.

Potential Output of Assessment:

Within Area	Base Year (2015)	Interim Year (2018-2027)	2018-2040 Constrained Priorities	2018-2040 Additional Priorities
Region (Metropolitan Planning Area)	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		
Historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		
Focused historically marginalized communities	N/A	Number and % Safety Projects, % cost allocated to Safety Projects, % Per person		

<u>Key Assumptions to Method</u>

Dataset Used:

Dataset	Type of Data
Geospatial and cost information for transportation safety projects proposed for the RTP investment packages	Project information provided by jurisdictions

Tools Used for Analysis: ArcGIS

Definitions:

Safety Projects in the RTP are capital infrastructure projects with the primary purpose of reducing the occurrence of traffic related fatalities and serious injuries, allocating a majority of the project cost to a documented safety countermeasure(s) to address a specific documented safety problem (as indicated by location-specific data on fatalities and serious injuries, and/or where it is determined that the specific project can, with confidence, produce a measurable and significant reduction in such fatalities or serious injuries), or addresses systemic safety for vulnerable users, including people walking and bicycling, people with disabilities, older adults and youth.

Safety countermeasures are actions taken to decrease the number of traffic injuries and fatalities, either through systemic or hot spot safety projects. Safety countermeasures may include geometric design, engineering solutions, systemic safety projects, signalization, signs, markings and operational upgrades and intelligent transportation systems. Countermeasures should be selected based on analytical techniques that prove effectiveness. Examples of proven safety countermeasures include, but are not limited to, FHWA's nine proven safety countermeasures: road diets, medians and pedestrian crossing islands, pedestrian hybrid beacons, roundabouts, access management, retroreflective backplates, safety edge, enhanced curve delineation, and rumble strips. Systemic safety projects are applied over an entire road/corridor to reduce crashes and risks along the entire roadway/corridor.

Criteria to identify specific documented safety problem

- On high risk bike/ped corridor identified in ODOT Pedestrian and Bicycle Safety Implementation Plan[2]
- On Metro High Injury Corridor
- High crash corridor identified in state, city or county safety plan
- Area with one fatal or severe crash in the last five years
- High injury intersection

Identifying safety countermeasure projects

- Countermeasures identified in ODOT's HSIP Countermeasures and Crash Reduction Factors[3]
- Bike/ped projects identified by the FHWA as eligible for HSIP funding, if correcting or improving a hazardous road location or feature and consistent with Oregon Transportation Safety Action Plan[4]
- Paths/trails and bridges/undercrossing if directly adjacent to the high injury location (e.g. path alongside high injury corridor

Projects not identified as safety projects

- Pavement/preservation/replacement projects
- Trail/multi-use path/ bike-ped bridge projects – unless directly adjacent to a roadway/bridge with a safety issue
- ADA transition plans, stand alone ADA projects
- Transit project, e.g. bus replacement, (not including bike/ped access to transit projects)
- Majority of project cost going to capacity/mobility

[2] https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/13452_report_final_partsA+B.pdf
[3] https://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/CRF_Appendix.pdf
[4] Types of bike/ped projects eligible for HSIP funding: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

Evaluation Measure Title: **Exposure to Crash Risk**
(New System Evaluation Measure)

Purpose: To approximate risk of exposure to crashes for all modes by identifying whether the package of future transportation investments increases or decreases non-freeway vehicle miles traveled (VMT) within each transportation area zone (TAZ) above a certain threshold[1], region-wide (within the Metropolitan Planning Area boundary), and in historically marginalized communities and focused historically marginalized communities.[2]

The **Exposure to Crash Risk** performance measure will assess the following questions for the region's transportation system region-wide and in areas with high concentrations of historically marginalized communities:

1) What is the region's vehicle miles traveled in each TAZ and how does it change above a certain threshold with the proposed package of transportation investments?
2) Is there a difference in exposure to vehicle miles traveled in TAZ's with high concentrations of historically marginalized communities?

2014 RTP Goals

	Foster vibrant communities and compact urban form		Promote environmental stewardship
●	Sustain economic competitiveness and prosperity	●	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
●	Enhance safety and security		

Associated 2014 RTP Performance Target:
By 2035, reduce the number of fatal and severe injury crashes for pedestrians, bicyclists and motor vehicle occupants each by 50% compared to 2007-2011 average. (*Target proposed to be updated in 2018 to: By 2035 eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average), and a 50% reduction by 2025.*)

Methodology Description:
Research has found a correlation between VMT and traffic crashes; the more auto traffic a person is exposed to (inside or outside of the vehicle) the higher the risk of a crash. This analysis does not forecast actual crashes. The measure relies on the correlation between vehicular travel to the occurrence of crashes and relies on the travel-demand model to output the amount of VMT. VMT on freeways are excluded from the analysis; the crash characteristics of limited access freeways are different enough to be excluded. Freeways have the lowest serious crashes per VMT by roadway

[1] The threshold will be determined through an assessment of model dry runs conducted in May 2017.
[2] Historically marginalized communities are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people. Focused historically marginalized communities are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, and people with limited English proficiency.

class. Non-freeway VMT includes 2015 auto and truck vehicle miles traveled on all non-freeway roadway links as defined in Metro's travel demand model.

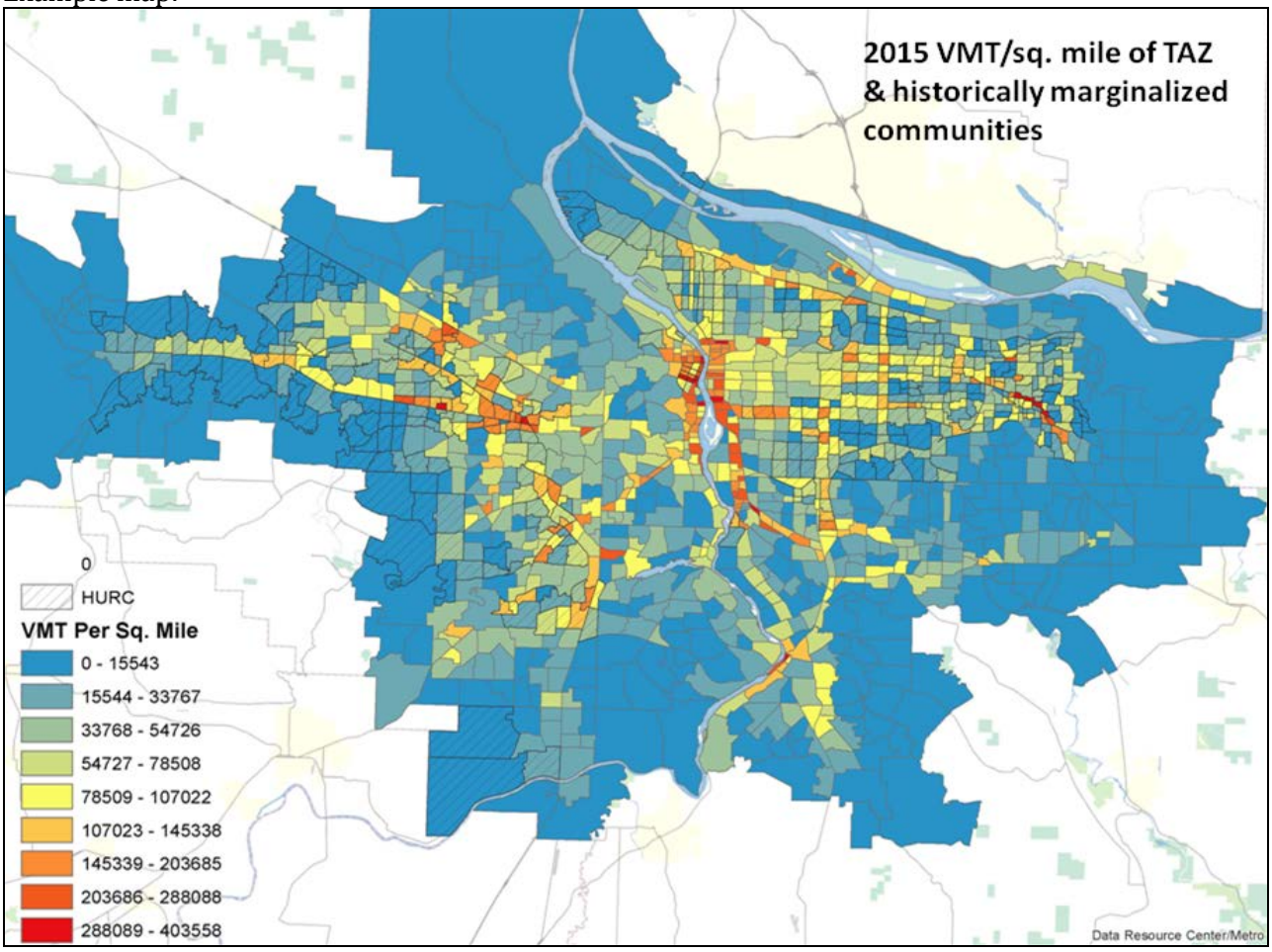
To calculate the **Exposure to Crash Risk** system evaluation performance measure:

1. Aggregate non-freeway average weekday VMT vehicle miles traveled (VMT) within each transportation analysis zone (TAZ) wholly or partially within the MPA boundary. Normalize by dividing the VMT by the area of the TAZ.

2. Conduct the above analysis for the 2015 base year, and each of the investment packages in the 2018 RTP (Interim, future Constrained and future Additional Priorities). Identify TAZs where VMT increases above a certain threshold in the 2018 RTP investment packages. Illustrate results in a series of Maps that also identify historically marginalized communities and focused historically marginalized communities.

Output Units: Map of vehicle miles traveled per TAZ area (VMT/sq. foot TAZ); identify TAZs with VMT above a certain threshold.

Example map:



Potential Output of Assessment:

	2018 RTP Investment Packages			
	Base Year (2015)	**Interim Year (2018-2027)**	**2018-2040 Constrained Priorities**	**2018-2040 Additional Priorities**
Map of region showing MPA boundary & Historically Marginalized Communities	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold
Map of region showing MPA boundary & Focused Historically Marginalized Communities	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold	VMT/TAZ area TAZs with VMT above threshold

<u>Key Assumptions to Method</u>

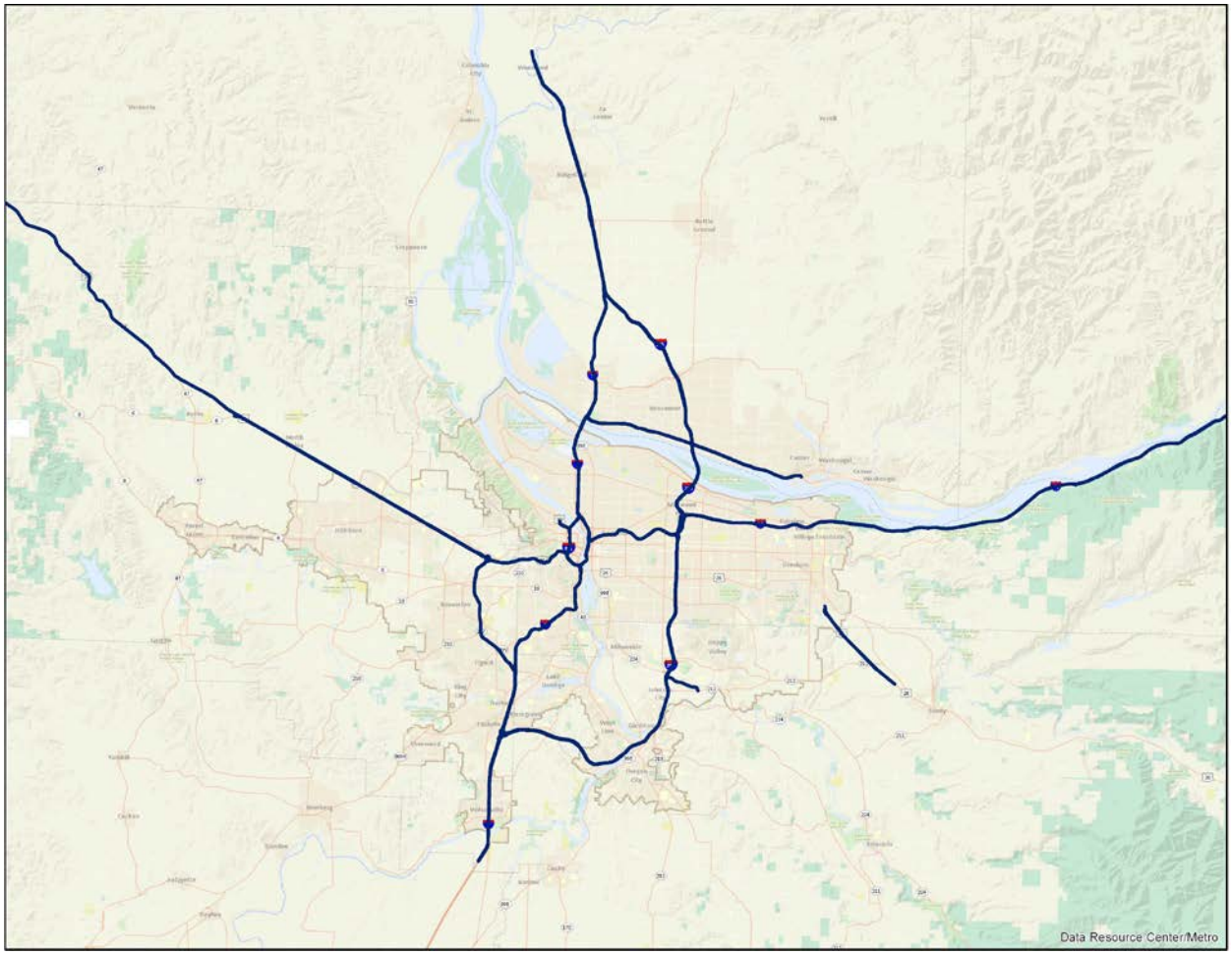
Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	Observed
Vehicle miles traveled by TAZ	Forecasted

Tools Used for Analysis:
Metro's travel demand model and ArcGIS

Considerations:
Analysis conducted showed correlation between VMT and crashes in the region; the R2 was just over 0.25, so ¼ of the crash relationship can be explained by exposed VMT at the TAZ level.
Limited access freeways excluded from analysis (see map):

- Hwy 26 W
- Hwy 217
- Hwy 224 the sunrise corridor
- Hwy 26 E from Burnside intersection in Gresham
- I-5
- I-205
- I-84
- I-405


Data Resource Center/Metro

Evaluation Measure Title: **Access to Travel Options – System Connectivity and Completeness**
(Replacing the 2014 RTP System Evaluation Measure– Miles of sidewalk, bikeways, and trails)

Purpose: To identify how the package of future transportation investments will increase the connectivity and completeness of the pedestrian, bicycle, trail and roadway network and increase access to transit through the development of sidewalks, bikeways, trails and new street connections, region wide, and in areas where there are high concentrations of historically marginalized communities and focused historically marginalized communities.[1]

The **Access to Travel Options – System Completeness and Connectivity** performance measures will assess the following questions for the region's transportation system, region-wide and in areas with historically marginalized communities and focused historically marginalized communities:

1) How many miles of the regional pedestrian, bicycle, trail and street networks are completed? How many miles are left to complete?
2) What percentage of bicycle and pedestrian gaps within ½ mile of transit stops and stations are completed?
3) Has connectivity and density of the regional walking, bicycling and roadway networks increased?
4) What time-frame are the pedestrian, bicycle, trail and new street investments being proposed for, compared to other investments in the RTP?

2014 RTP Goals

●	Foster vibrant communities and compact urban form	●	Promote environmental stewardship
	Sustain economic competitiveness and prosperity	●	Enhance human health
●	Expand transportation choices	●	Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
	Enhance safety and security		

Associated 2014 RTP Performance Target:
Basic Infrastructure: Increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional network in 2010. *(This target will be updated in the 2018 RTP.)*

Methodology Description:

1) Sidewalk, bikeway, trail and street completeness: Use a geospatial analysis to compare miles of existing facilities in 2015 and miles of projects proposed for the 2018 RTP to miles in the planned regional pedestrian, bike, trail and street networks.

    a) Calculate the **miles** of existing sidewalks, bikeways, trails and streets for the base year (2015) within the MPA; and in historically marginalized communities and focused historically marginalized communities.

[1] Historically marginalized communities are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, people with limited English proficiency, older adults and/or young people. Focused historically marginalized communities are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, and people with limited English proficiency.

b) Calculate **miles** of proposed projects for the 2018 RTP investment packages (Interim 10 year, Future Year Constrained and Additional) within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.
c) Calculate **percent** of the planned regional pedestrian, bicycle and streets **completed** in the base year and 2018 RTP investment packages (Interim 10 year, Future Year Constrained and Additional), within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.

2) Access to transit: Use geospatial analysis to calculate the linear **miles and percentage** of sidewalks and bikeways completed within ½ mile buffer of all transit stops and stations region-wide within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.

3) Network connectivity and density: Use a geospatial analysis to measure the **spacing and intersection** of sidewalks, bikeways, trails and streets and compare the existing networks and miles of proposed facilities in the investment packages to planned networks to produce connectivity ratios and density levels.

a) *Street connectivity*: calculate the ratio of three-way or more intersections per Census tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.

b) *Street density*: calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities.

c) *Sidewalk connectivity*: first calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. Next, remove street segments with less than fifty percent of sidewalk complete. Re-calculate the linear miles of streets per Census Tract area. The ratio of the first two calculations is the sidewalk connectivity measure. A high ratio indicates better sidewalk connectivity.

d) *Sidewalk density*: calculate the miles of street segments with more than 50 percent of sidewalks completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.

e) *Bikeway connectivity*: first calculate the linear miles of streets per Census Tract for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. Next, remove street segments with no bikeway. Re-calculate the

linear miles of streets per Census Tract area. The ratio of the first two calculations is the sidewalk connectivity measure. A high ratio indicates better sidewalk connectivity.

f) *Bikeway density*: calculate the miles of street segments with bikeways completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.

g) *Trail density*: calculate the miles of trails completed per Census Tract area for the base year and future year investment packages, within the MPA boundary and in historically marginalized communities and focused historically marginalized communities. A higher number would indicate higher density.

4) Timing of investments: Calculate the percentage of sidewalk, bikeway, trail and new street connections proposed for the first ten-years of the RTP (from 2017-2027) within the MPA and in areas with historically underrepresented communities and focused historically marginalized communities.

Output Units: Miles and percentage (%) of bikeways, sidewalks, trails and new street connections, region-wide within MPA and in historically underrepresented communities and focused historically underrepresented communities.

Potential Output of Assessment: Maps and tables

Within areas:	**Base Year (2015)**				**Interim Year (2027)**				**Future Year – Constrained**				**Future Year – Additional**			
	B	S	T	NS	B	S	T	NS	B	S	T	NS	B	S	T	NS
Region-wide (MPA boundary)	Number of miles, % planned regional network complete, connectivity ratio, density level															
Historically Underrepresented Communities	Number of miles, % planned regional network complete, connectivity ratio, density level															
Focused Historically Underrepresented Communities	Number of miles, % planned regional network complete, connectivity ratio, density level															

B – Bikeways; P –Sidewalks; T –Trails; NS – New Street Connections

Key Assumptions to Method

Dataset Used:

Dataset	Type of Data
Line features in a GIS for projects proposed for the 2018 RTP - sidewalk, bikeway, trail and new street connection projects	GIS data provided by jurisdictions and agencies
Line features in a GIS for existing (constructed) sidewalks, bikeways, trails, and streets	RLIS GIS data
Line features in a GIS for planned regional bicycle, pedestrian and roadway networks	GIS RTP

Tools Used for Analysis: ArcGIS

Definitions

Connectivity is defined as the directness of links and the density of connections in path or road network. A well connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system.[2]

Completeness is defined as the percentage of miles of the planned pedestrian, bicycle or roadway network that has been completed.

New Street Connection Project is a project that creates a new street where none existed before; street widening projects are not new street connections.

Bikeway Project is a project that fills a gap in the regional bikeway network. Bikeways included in larger street projects will be included in this analysis.

Sidewalk Project is a project that fills a gap in the regional pedestrian network. Sidewalks included in larger street projects will be included in this analysis.

Trail Project is a project that fills a gap in the regional trail network.

[2] Victoria Transport Policy Institute

Evaluation Measure Title: **Access to Jobs**
(New System Evaluation measure)

Purpose and Goals
Overall Purpose: To identify whether the package of future transportation investments will increase the ability of region's residents to get to jobs (by wage profile) in the region.

Transportation Equity Purpose: Furthermore, to look at how the region's future transportation investments increase access jobs, but more specifically to low and middle-wage jobs, particularly for those areas where there are high concentrations of communities of color, lower-income communities, and limited English proficiency populations relative to the region.

The **Access to Jobs** performance measure looks to assess the following questions for the region's transportation system:

1) How many jobs can be reached in a given time window by different travel modes?
2) How many more jobs can be reached with the future package of transportation investments? Is the increase in jobs accessible in proportion or providing greater access to jobs in light of anticipated future employment and population growth?
3) Are different transportation modes outpacing its ability to get the region's residents to jobs?

More specifically, from the transportation equity perspective, the **Access to Jobs** performance measure looks to assess the following questions:

1) How many low and middle-wage jobs can be reached in a given time window by different travel modes?
2) What are differences in low and middle-wage job access for the region and specifically for communities of color, lower-income communities, limited English proficiency populations, older adults, and youth?
3) Is the difference in low and middle-wage job access between automobile and transit? Is there a difference which extends beyond a reasonable threshold and creating a "transit access disadvantage" to low and middle-wage jobs in certain areas? If so, do those "transit access disadvantage" areas overlap with areas with high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth?
4) Is the access to low and middle-wage jobs also in proportion or providing greater access to jobs in light of anticipated future population and employment growth?

2014 RTP Goals

●	Foster vibrant communities and compact urban form	●	Promote environmental stewardship
●	Sustain economic competitiveness and prosperity	●	Enhance human health
●	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
	Enhance safety and security		

Function of Performance Measure

●	System Evaluation		Project Evaluation		System Monitoring		Performance Target

Associated 2014 RTP Performance Target: None to date

<u>Methodology Description</u>:

The **Access to Jobs** performance measure is calculated by using forecasted data from Metroscope to identify and geographically distribute jobs throughout the region, including categorized low-wage and middle-wage jobs (defined in assumptions). The analysis will determine the weighted average number of jobs, with emphasis on low and middle-wage jobs, reached using the existing transportation system. The analysis will look at the differences in jobs, including low and middle-wage jobs, accessed by travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region and in areas with above the regional rate of communities of color, lower-income communities, and limited English proficiency populations to determine base year conditions. The next step is to conduct the same assessment, but use the proposed package of transportation investments in the long-range regional transportation plan as the input to determine the future year accessibility to forecasted jobs, including more focused look at low and middle-wage jobs, by mode for the entire region and in areas with high concentrations of communities of color, lower-income communities, and limited English proficiency populations. Lastly, the measure will look at the change in the accessibility to jobs between the base year and future year with the added transportation investments, but with a particularly emphasis on the change in access to low and middle-wage jobs in areas with high concentrations of communities of color, lower-income communities, and limited English proficiency populations. In considering transportation equity further, the **Access to Jobs** measure will also look at the number of low and middle-wage jobs accessible by transit and by automobile and compared the access. A threshold will be applied to determine whether there is a "transit access disadvantage" to low and middle-wage jobs. (Meaning there is significantly less access to low and middle-wage jobs by transit compared to automobile access.) These areas which are identified as "transit access disadvantaged" will be compared to areas where there are higher concentrations of historically underrepresented communities.

Output Units: Weighted average of jobs, by wage profile, accessed by mode (Auto; Transit; Bike; Walk)

Potential Output of Assessment: Percentage jobs reached within different travel time sheds by different modes.[1]

[1] Weighted average is the average accessibility from each Transportation Analysis Zone (TAZ) weighted by the number of households in that TAZ. TAZs with many households will influence the weighted average more than TAZs with fewer households, which results in the average accessibility to jobs for households in the region.

Job Access – All Jobs:

	Base Year				Interim Year				Future Year – Financially Constrained				Future Year – Strategic			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Marginalized Communities																
Focused Historically Marginalized Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Job Access – Low-Wage Jobs:

	Base Year				Interim Year				Future Year – Financially Constrained				Future Year – Strategic			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Marginalized Communities																
Focused Historically Marginalized Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Job Access – Middle-Wage Jobs:

	Base Year				Interim Year				Future Year – Financially Constrained				Future Year – Strategic			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Marginalized Communities																
Focused Historically																

Marginalized Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Job Access – Transit Access Disadvantage

	Base Year		**Interim Year**		**Future Year – Financially Constrained**		**Future Year – Strategic**	
	Jobs Inaccessible By Transit		Jobs Inaccessible By Transit		Jobs Inaccessible By Transit		Jobs Inaccessible By Transit	
	LW	MW	LW	MW	LW	MW	LW	MW
Region-wide								
Historically Marginalized Communities								
Focused Historically Marginalized Communities								

LW – Lower-wage; MW – Middle-wage

<u>Key Assumptions to Method</u>:
Dataset Used:

Dataset	**Type of Data**
Geospatial project information for proposed transportation projects	GIS
Employment/jobs outputs from Metroscope[2]	Forecasted

Tools Used for Analysis: Metro's Travel Demand Model, Metro's Metroscope Model

Specifically for the transportation equity assessment, populations to apply in this measure include:

- People of Color
- Persons with Limited English Proficiency
- Low-Income Households

Young people and older adults are not being proposed for assessment in this system evaluation as it considered that traveling to and from employment is less likely a priority. See attached map for specific areas assessed for the Access to Jobs measure in light of abbreviated communities.

Definition of Low-Wage Jobs: Jobs which pay an annual salary between $0 - $39,999.[3]

Definitions of Middle-Wage Jobs: Jobs which pay an annual salary between $40,000 – $65,000. [4]

[2] Forecasted estimates are based on MetroScope assumptions on employment industries and based off U.S. Bureau of Labor Statistics data. Documentation can be found at: http://www.oregonmetro.gov/forecasting-models-and-model-documentation
[3] Wages are set as static for the purposes of the analysis and are not indexed to inflation. Therefore, the wage bands for low-wage and middle wage will not adjust between the based-year and future year.
[4] See Footnote 4.

Methods for Defining and Identifying All Jobs:
The projections (total jobs) and geographic distribution of employment is based on underlying U.S. Bureau of Labor Statistics data and assumptions regarding growth for the employment industries in MetroScope. (See MetroScope documentation regarding employment forecast.)

Methods for Defining and Identifying Low and Middle-Wage Jobs:
The annual salary band was based on the average household size of three (3) and a combination of different income, program eligibility, and self-sufficiency definitions (HUD median income, UW self-sufficiency index, federal poverty level, and uniform relocation assistance and real property acquisition act) The definition of low and middle-wage jobs is not taking into consideration employer benefits provided as part of the identification of wages.

Distribution of Low and Middle-Wage Jobs Assumptions:
The distribution of low and middle-wage jobs is based on underlying U.S. Bureau of Labor Statistics data and assumptions regarding growth for the employment industries in MetroScope. (See MetroScope documentation regarding employment industry forecast assumptions.) The low and middle-wage band will not change according to inflation. Low and middle-wage jobs were determined by the wage profile of each MetroScope industry, looking at the percentage of jobs, which paid within the annual salary range. This range was applied to the employment forecast for the future year to determine the distribution.

Definition of Transit Access Disadvantage: TBD through initial baseline and beta testing work to take place prior to the conducting the transportation equity system evaluation.

Travel Time Windows by Mode[5]:

- Automobile – 30 minutes*
- Transit – 45 minutes*
- Bicycle – 30 minutes
- Walk – 20 minutes

*Includes access and egress times.

Travel Time Assumptions:
Travel time windows by mode were developed with information from the Oregon Household Activity Survey (OHAS) and research from around the country on travel time by different modes for different types of trips. Additionally, internal Metro staff consultation was conducted and work groups were provided the opportunity to give input.

Transit Service Networks Used:[6]

[5] The travel time windows represents the average number of places which can be reached within a +/- 5 minutes of the stated travel time window. For example, for automobile, the number of jobs accessed will be an average of places reached between 25 minutes – 35 minutes. This is to address in the travel demand model the potential for a "cliff effect" when a hard cut off time is used and a number of jobs may not be reached because the travel time to reach the jobs in the travel model is one (1) second beyond the cut off time.
[6] Metro is currently transitioning how it will be developing its transit service networks in the demand model to better reflect transit service within the model. This transition is looking at service typology. If this method

- Peak – Represented as transit service running from 4pm – 6pm
- Off-Peak – Represented as transit service running from 12pm – 1pm

is used for the system evaluation, information will be updated in the assumptions and available to the work group.

Evaluation Measure Title: **Access to Community Places**
(Replacing the 2014 RTP System Evaluation Measure– Access to daily needs - # of essential destinations accessible within 30 minutes by bicycling and public transit for low-income minority, senior and disabled populations)

Purpose and Goals
Overall Purpose: To identify whether the package of future transportation investments will increase the ability of region's residents to get to existing community places that provide/serve daily or weekly needs.

Transportation Equity Purpose: Furthermore, to look at how the region's future transportation investments increase access to existing community places that provide/serve daily or weekly needs, but with a particular emphasis in areas where there are high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth relative to the region.

Questions to Be Addressed:
The **Access to Community Places** performance measure looks to assess the following questions for the region's transportation system:

1) What are the number of existing community places (i.e. places which provide services or items) that can be reached on the existing transportation system by travel mode (e.g. driving, transit, biking, and walking) in a given travel time?
2) How does accessibility, measured by the number of existing community places reached, change (across travel modes) with the proposed set of transportation investments?

More specifically from a transportation equity perspective, the **Access to Community Places** performance measures looks to further assess the additional question:

1) What are the differences between the number of community places accessible by communities of color, lower-income communities, limited English proficiency populations, older adults, and youth relative to the entire region? Are there large differences in access seen between travel modes?
2) Are there significant differences (or lack of differences) seen between communities of color, lower-income communities, limited English proficiency populations, older adults, and youth and the region once the proposed transportation investments are added?

2014 RTP Goals

●	Foster vibrant communities and compact urban form	●	Promote environmental stewardship
●	Sustain economic competitiveness and prosperity	●	Enhance human health
●	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
	Enhance safety and security		

Function of Performance Measure

●	System Evaluation		Project Evaluation		System Monitoring	●	Performance Target

Associated 2014 RTP Performance Target – By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycling & public transit for low-income, minority, senior and disabled populations compared to 2010.

Methodology Description:

The **Access to Community Places** performance measure is calculated by using existing data from the U.S. Bureau of Labor Statistics to identify the existing community places which provide key services and/or daily needs (defined in assumptions) for people in the region. The analysis will determine the weighted average of community places reached using existing transportation system and looking at the differences in places accessed by travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region and for areas with a high concentration of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth to determine base year conditions.[1] The same assessment will be conducted, but use the proposed package of transportation investments in the long-range regional transportation plan as the input to determine the future year accessibility to community places by mode for the entire region and in areas with high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth. Lastly, the measure will look at the change in the accessibility to these existing community places between the base year and future year with added transportation investments, with an emphasis in looking at the change in communities of color, lower-income communities, limited English proficiency populations, older adults, and youth. The report out for this measure will show the percent change in access to community places by mode for each package.[2]

Output Units: Number of community places accessed by mode (# - Auto; # - Transit; # - Bike; # - Walk)

Potential Output of Assessment:

	Base Year				**Interim Year**				**Future Year – Financially Constrained**				**Future Year – Strategic**			
	A	T	B	W	A	T	B	W	A	T	B	W	A	T	B	W
Region-wide																
Historically Marginalized																

[1] Weighted average is the average accessibility from each Transportation Analysis Zone (TAZ) weighted by the number of households in that TAZ. TAZs with many households will influence the weighted average more than TAZs with fewer households, which results in the average accessibility to community places for households in the region.

[2] Due to the nature where community places are located and that each TAZ can access these community places (therefore the weighted average for community places for the region is 100%), the percent difference from the region is used to depict how the

Communities																
Focused Historically Marginalized Communities																

A – Automobile; T – Transit; B – Bicycle; W - Walk

Key Assumptions to Method:
Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	GIS
U.S. Bureau of Labor Statistics – Quarterly Census of Employment and Wages (2013)	Observed

Tools Used for Analysis: Metro Travel Demand Model and ArcGIS

Definitions of Places:
Select North American Industry Classification System (NAICS) codes. Codes include those used as part of TriMet's Transit Equity Index with select additions based on consultation with 2018 RTP work groups, TPAC, and Metro Planning and Development Department and Diversity, Equity, and Inclusion staff.

Category	NAICS	Description
Civic/Health	491110	Postal Service
	519120	Libraries and Archives
	611110	Elementary and Secondary Schools
	611210	Junior/Community Colleges
	611310	Colleges, Universities, and Professional Schools
	624110	Child and Youth Services
	624120	Services for the Elderly and Persons with Disabilities
	624190	Other Individual and Family Services
	624210	Community Food Services
	624229	Other Community Housing Services
	624230	Emergency and Other Relief Services
	624310	Vocational Rehabilitation Services
	624410	Child Day Care Services
	624221	Temporary Shelters
	813110	Religious Organizations
Essential Retail	444130	Hardware Stores
	446110	Pharmacies and Drug Stores
	452111	Department Stores
	452990	All Other General Merchandise Stores
	812111	Barber Shops
	812112	Beauty Salons
	812310	Coin-Op Laundry
	812320	Dry Cleaning and Laundry Service

Category	NAICS	Description
Financial/Retail	522110	Commercial Banking
	522120	Savings Institutions
	522130	Credit Unions
Food	445110	Supermarkets and Other Grocery (except convenience) Stores
Medical	621111	Offices of Physicians (except Mental Health Specialists)
	621112	Office of Physicians, Mental Health Specialists
	621210	Offices of Dentists
	621310	Offices of Chiropractors
	621320	Offices of Optometrists
	621330	Offices of Mental Health Practitioners (except Physicians)
	621340	Offices of Physical, Occupational, and Speech Therapists and
	621391	Audiologists
	621399	Offices of Podiatrists
	621410	Offices of All Other Miscellaneous Health Practitioners
	621420	Family Planning Centers
	621491	Outpatient Mental Health and Substance Abuse Centers
	621492	HMO Medical Centers
	621498	Kidney Dialysis Centers
	621512	All Other Outpatient Care Centers
	622110	Diagnostic Imaging Centers
	622210	General Medical and Surgical Hospitals
	622310	Psychiatric and Substance Abuse Hospitals
		Specialty (except Psychiatric and Substance Abuse) Hospitals

For the purpose of the analysis, the existing places which currently provide/serve daily needs are being used to determine access to community places in both the base year conditions and the future year. This approach is being taken because Metro's land use forecast model, Metroscope, currently does not project to the level of detail the locations of these types of businesses (i.e. food, commercial, retail, civic, and health-related services). In assessing the access to existing places which provide/serve daily needs, the rational is that greater access to existing community places will further increase as new places to provide services open as a result of population and employment growth.

Travel Time Windows by Mode[3]:

- Automobile – 20 minutes*
- Transit – 30 minutes*
- Bicycle – 15 minutes

[3] The travel time windows represents the average number of places which can be reached within a +/- 5 minutes of the stated travel time window. For example, for automobile, the number of daily needs accessed will be an average of places reached between 15 minutes – 25 minutes. This is to address in the travel demand model the potential for a "cliff effect" when a hard cut off time is used and a destination may not be reached because the travel time to reach the destination in the travel model is one (1) second beyond the cut off time.

- Walk – 20 minutes

*Includes access and egress times.

Travel Time Assumptions:
Travel time windows by mode were developed with information from the Oregon Household Activity Survey (OHAS) and research from around the country on travel time by different modes for different types of trips. Additionally, work groups provided input and suggested manual adjustments to travel time windows as reflected in the final.

Transit Service Networks Used:[4]

- Peak – Represented as transit service running from 4pm – 6pm
- Off-Peak – Represented as transit service running from 12pm – 1pm

[4] Metro is currently transitioning how it will be developing its transit service networks in the travel demand model to better reflect transit service within the model. This transition is looking at a transit service typology. If this method is used for the system evaluation, information will be updated in the assumptions and available to the work group.

Evaluation Measure Title: **Habitat impact**

Purpose and Goals

Overall Purpose: To identify and flag those proposed future transportation investments within the 2018 RTP investment package which are in proximity to (e.g. intersect or overlap with) the region's identified high value habitat areas and note additional environmental consideration and potential mitigation may be needed in implementing the investment.

Transportation Equity Purpose: Furthermore, to look at those proposed future transportation investments within the 2018 RTP investment package which are in proximity to (e.g. intersect or overlap with) high value habitat and in areas of high concentrations with communities of color, lower-income communities, limited English proficiency populations, older adults, and youth relative to the region. These projects would be flagged and noted that in addition to further environmental considerations, other environmental justice considerations mitigation and/or strategies may be needed in implementing the investment.

Questions to Be Addressed:

The **Habitat impact** performance measure looks to assess the following questions for the region's transportation system:

1) What percentage of the region's proposed roadway transportation investments are in proximity to (e.g. intersect or overlap with) and have may have a potential conflict with the region's resource habitats and needs further assessment of environmental considerations through project development?

More specifically, from the transportation equity perspective, the **Habitat impact** performance measure looks to assess the following questions:

1) What percentage of resource habitats are in proximity to (e.g. intersect or overlap with) areas with high concentrations of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth? Are these resource habitats seeing a greater percentage of proposed roadway transportation investments which may have a potential conflict with the region's resource habitats? Is the percentage in historically underrepresented communities greater than the region?

2014 RTP Goals

●	Foster vibrant communities and compact urban form	●	Promote environmental stewardship
	Sustain economic competitiveness and prosperity	●	Enhance human health
	Expand transportation choices		Demonstrate leadership at reducing greenhouse gas emissions
	Effective and efficient management of system	●	Ensure equity
	Enhance safety and security		

Function of Performance Measure

•	System Evaluation		Project Evaluation		System Monitoring		Performance Target

Associated 2014 RTP Performance Measure: Percent of projects which intersect high value habitats

<u>Methodology Description</u>:

The method for calculating the **Habitat impact** performance measure will entail a geospatial analysis the region's proposed transportation investments which are in proximity to (e.g. intersect or overlap with) the region's resource habitats. The percentage of projects which intersect resource habitats will be looked at region-wide and in areas where there is a concentration of communities of color, lower-income communities, limited English proficiency populations, older adults, and youth.

Output Units: Percentage (%) of transportation projects intersecting identified resource habitats

Potential Output of Assessment:

	Base Year	**Interim Year**	**Future Year – Financially Constrained**	**Future Year – Strategic**
Region-wide				
Historically Marginalized Communities				
Focused Historically Marginalized Communities				

<u>Key Assumptions to Method</u>:
Dataset Used:

Dataset	**Type of Data**
Geospatial project information for proposed transportation projects	GIS
Geospatial resource conservation information from Metro identified resource and conservation habitat areas	Assessed GIS data

Tools Used for Analysis: ArcGIS

Definition of Resource Habitats:
Resource habitats are those areas with the top 25% modeled score of high value habitat or riparian quality. Habitat quality took into account factors such as habitat interior, influence of roads, total patch area, relative patch area, habitat friction, wetlands, and hydric soils. The riparian areas took into account criteria of floodplains, distance from streams, and distance from wetlands. The analysis and modeled scoring was conducted for the entire Portland-Vancouver region and conducted through a collaborative effort with partners across the region and topic area experts through the development in the Resource Conservation Strategy process. More detail about the high value habitats can be found at www.regionalconservationstrategy.org.

Appendix III – Metro's 2019-2021 Regional Flex Funds

Appendix 3.1 Relevant Web Links

2018-2021 MTIP and 2019-2021RFFA Policy Document
http://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects

2019-2021 RFFA Application Packet and Supporting Materials
http://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/applicants

2019-2021 RFFA Applications and Supporting Materials
http://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects/proposed-projects

2019-2021 MTIP Public Engagement Report, plus appendices
http://www.oregonmetro.gov/public-projects/regional-flexible-funding-transportation-projects

2019-2021 RFFA Council packet, resolution, staff report, appendices including full engagement report (830 pgs) – http://www.oregonmetro.gov/event/metro-council-meeting-63/2017-02-02

Cleveland – http://www.oregonmetro.gov/news/compromise-resolves-debate-over-3-million-gresham-sidewalk-projects

Appendix 3.2 - Metro RFFA Resolution - Approved

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING $130.38 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2019-21, PENDING AIR QUALITY CONFORMITY DETERMINATION	)))))	RESOLUTION NO. 16-4756 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, approximately $130.38 million is forecast to be appropriated to the metropolitan region through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff to conduct a two-step allocation process, establish the project focus areas of Bond Commitments for Regional High Capacity Transit, Project Development Bond Commitments, Region-wide Program Investments, Increases to Regional Travel Options Program for Safe Routes to School and Climate Smart Strategies Investments, Increases to Transportation System Management and Operations Program for Climate Smart Strategies Investments, Active Transportation & Complete Streets and Regional Freight Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 16-4702, For the Purpose of Adopting the 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement for the Portland Metropolitan Area, adopted June 16, 2016; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between October 7th through November 7th, 2016 and is summarized in Exhibit B, attached to this resolution; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, consistency with Regional Flexible Fund Policy criteria, local prioritization processes, and public comments; and

WHEREAS, JPACT determined that further discussion was required relative to the selection of one of two City of Gresham projects, Complete Cleveland Street or Complete Division Street, and will take action on that matter at a date-to-be-determined; and

WHEREAS, JPACT approved this legislation to submit to the Metro Council for adoption; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit D to this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby authorizes the funding of the project and programs through the 2019-21 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 2nd day of February, 2017.

Tom Hughes, Council President

Approved as to Form:

Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF ALLOCATING $130.38 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2019-2021, PENDING AIR QUALITY CONFORMITY DETERMINATION

Date: January 20, 2017 Prepared by: Dan Kaempff

BACKGROUND

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro receives and distributes different sources of federal transportation funds. Two sources of federal transportation funds, the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality (CMAQ), are allocated at the discretion of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The process of distributing these funds is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is conducted in funding cycles of 2-3 years. The metropolitan region is forecasted to receive $130.38 million from these sources in the federal fiscal years of 2019-21. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2016-18.

POLICY DIRECTION FOR THE 2019-21 REGIONAL FLEXIBLE FUND ALLOCATION

In June 2016, JPACT and the Metro Council adopted Resolution No. 16-4702, which established the policy direction for the 2019-21 Regional Flexible Fund Allocation. In adopting the 2019-21 policy framework, the following project funding categories were established: 1) New and Continued Bond Commitments for Regional High Capacity Transit; 2) New Bond Commitments for Regional Project Development; 3) Region-Wide Program Investments; and 4) Community Investment Fund Project Focus Areas (Active Transportation and Complete Streets, and Regional Freight Initiatives). These funding categories support the implementation of the long-range regional transportation plan. The first three funding categories are collectively referred to as Step 1 of the RFFA funding process. JPACT and Metro Council, through their adoption of Resolution No. 16-4702, affirmed funding targets for the three categories comprising Step 1. JPACT and the Metro Council also affirmed the policy direction and funding targets established in the 2014-15 RFFA cycle for allocating funds to Step 2, the Community Investment Fund, though the two existing focus areas, Active Transportation and Complete Streets, and Regional Freight Initiatives. The 2014-15 RFFA policy direction sub-divided the Community Investment Fund project category into a 75/25 funding target where Active Transportation and Complete Streets represents 75 percent of the category funds and Regional Freight Initiatives represent the remaining 25 percent of the category funds.

PROJECT NOMINATION PROCESS

Based on the updated policy direction from JPACT, Metro staff developed a collaborative project nomination process for generating project ideas and led a multi-step process to recommend final projects for funding consideration. All project and program candidates nominated for funding submitted applications to Metro by August 26, 2016.

Step 1 investment areas and associated funding commitments were considered and adopted through the process of adopting Resolution No. 16-4702. These investments include increasing the region's multi-year bonding commitment of flexible funds to regional high capacity transit, funding to be bonded for freeway and active transportation project development, and continuing funding for five existing region-wide program investments (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning).

JPACT was briefed prior to adoption of Resolution 16-4702 on how each program advances the goals of the 2014 Regional Transportation Plan (RTP).

For Step 2, projects for the two investment categories (Active Transportation and Complete Streets, and Regional Freight Initiatives) were nominated by local jurisdictions and had to demonstrate the project met the individual category's nomination criteria set forth by the 2019-21 RFFA policy direction. The nomination criteria included improving access to prioritized locations, increasing safety, and serving environmental justice populations. A total of 32 projects were nominated between the two competition areas.

PROJECT TECHNICAL EVALUATION PROCESS

The nominated Step 2 projects were reviewed by a five-member panel, comprised of staff from ODOT, Metro and TriMet, and two TPAC citizen representatives. The review panel awarded points to each project, based on how well each project reflected the project selection criteria, as defined in Resolution 16-4702.

PUBLIC COMMENT PROCESS

For the regional public comment, Metro took a broad approach to contacting stakeholders to provide input, aimed at best reflecting the needs and wishes of the region in the final selection of RFFA investments. First, Metro held a series of public workshops prior to development of the RFFA policy direction, to hear from stakeholders on what they felt were the region's top priorities for investment of transportation funding. This input led to the policy adopted through Resolution 16-4702.

Secondly, once the Step 2 project technical evaluation process was complete, the results were released to the public and a 30-day regional public comment period was held from October 7, 2016 to November 7, 2016. Through this public comment opportunity, the public was asked to provide input on the 32 projects nominated through the two project funding categories. The outreach strategy focused on notifying and informing communities most impacted by the proposed projects. Staff reached out to local community groups – including equity and EJ-focused groups, faith-based organizations, agencies and community media. Comments were accepted by web-based map comment tool, phone, email, petitions and letters. All supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese, Korean and Vietnamese. Five comments were received in Spanish via the map comment tool, none from any of the other four translated languages.

The public comment report (attached to this staff report as Exhibit B) documents all of the projects received via the online comment tool, email, and mail. 3,673 comments were received, in which the majority came through the use of the online web comment form. In addition, Metro held a Metro Council public hearing on October 26, 2016 where total of 18 people provided testimony.

SUBREGIONAL PRIORITIZATION PROCESS

The project technical scores and a summary public comment report was shared with the three county coordinating committees and the City of Portland for their use in identifying which of the projects in their subregions they wished to indicate as priority projects, for consideration by JPACT in adopting a final package of Step 2 project investments. The subregional priorities are attached to this staff report as Exhibit C.

DEVELOPMENT OF TPAC RECOMMENDATION

TPAC was tasked with development of a package of projects that conformed to guidance set forth in Resolution 16-4702, in particular Section 6, Regional Flexible Funds Allocation Objectives, and utilized

the three sources of input gathered to date through the project nomination process: technical scoring, public comment and subregional prioritization. TPAC followed a method of using the technical scoring as a foundation, but substituted several projects that had received high levels of public support and were indicated as subregional priorities in development of their recommendation. This resulted in a recommended package of projects that reflected not only overall technical merit, but also utilized the information gathered through the public comment period and subregional prioritization process. During their January 6 meeting, TPAC noted that while the Complete Cleveland Street project had ranked sufficiently using these sources of input so as to be included in their recommendation, there were additional regional issues relative to the Complete Division Street project, noted below, that warrant JPACT's consideration and deliberation prior to adoption of a final package of projects.

The projects in TPAC's recommendation to JPACT totaled more funding requests than funding forecasted to be available. Metro staff, TPAC and project applicants worked together to develop a recommendation based on the following project cost adjustments.

Active Transportation/Complete Streets
TPAC's recommendation includes funding for the City of Gresham's Complete Cleveland Street project. TPAC indicated that JPACT, as a part of their deliberations on the RFFA Recommendation, should discuss the option of funding the Complete Division Street project in place of the Cleveland Street project, at an identical funding level of $3,141,156. Elements of the Division Street project are included in the Division Bus Project funding assumptions, and the relationship of the proposed RFFA project to this larger regional effort should be considered by JPACT. TPAC did not recommend changing any other projects' recommended amount to cover all or part of the cost differential between Cleveland and Division. TriMet pledged to work with the City and stakeholders to find potential cost savings within the Division Bus Project to help close the funding gap, should JPACT recommend this option.

The City of Oregon City agreed to pursue a federal fund exchange for the Molalla Avenue project, and accepted a funding amount of $3,800,632.

Tualatin Hills Parks and Recreation District increased the amount of local matching funds to the Beaverton Creek Trail project, and accepted a funding amount of $3,693,212.

Prior to the TPAC discussion on January 6, the City of Portland had indicated funding reductions totaling $2,933,303 to the four projects included in the recommendation. These reductions were achieved through a combination of design element changes and additional local funding. During the TPAC discussion, they indicated they are also willing to pursue a federal fund exchange and thus could reduce their requested funding level to the Cully project to $2,200,000.

Regional Freight Initiatives
The three project applicants included in the TPAC recommendation all agreed to accept a funding reduction of 6.55% to their requested amounts in order to make the funding package balance to the available amount of freight funding. Project cost reductions will be achieved through a combination of federal fund exchange for the Hunziker and Central Eastside projects, modifications to the project's scope, and additional local funds.

The City of Portland offered to look for ways to reduce RFFA funding for the Central Eastside project, beyond the TPAC-recommended reduced funding level of $2,805,879, and return any cost savings up to $210,000 to the region so that it can be used to continue funding Regional Freight Studies. The specific studies and activities to be funded through these means will be developed by freight staff in the region, brought to TPAC for input and recommendation, and amended into the UPWP or MTIP by JPACT and the Metro Council prior to any expenditure of these funds.

TPAC indicated that in future RFFA cycles, continued funding for Regional Freight Studies at existing funding levels should be considered through the Step 1 process.

JPACT ACTION ON TPAC RECOMMENDATION

At their January 19, 2017 meeting, JPACT considered the TPAC-recommended package of projects. Per TPAC's recommendation, there was discussion regarding whether the City of Gresham's Complete Division Street project was a more appropriate use of regional funds than Gresham's Complete Cleveland Street project. JPACT could not reach a conclusion on the question and requested further discussion at an upcoming JPACT meeting. JPACT passed a motion to adopt the TPAC recommendation, less the Cleveland Street project, so as to maintain the MTIP adoption schedule. JPACT determined they will deliberate and reach a conclusion on the question at an upcoming meeting. Subsequently, their decision will be brought back to Council for action.

ANALYSIS/INFORMATION

1. **Known Opposition:** Some projects received negative comments during the regional public comment period. See public comment report for full record and text of comments received.

2. **Legal Antecedents:** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Moving Ahead for Progress in the 21st century or MAP-21). The allocation process is intended to implement the Regional Flexible Fund 2019-21 program policies as defined by Metro Resolution No. 16-4702, For The Purpose Of Adopting The 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement For The Portland Metropolitan Area, adopted June 16, 2016 and Metro Resolution No. 10-4185 For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds.

3. **Anticipated Effects:** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.

4. **Budget Impacts**: Adoption of the resolution would commit federal grant funding for Metro Transportation Planning activities. These grants are administered on a cost reimbursement basis, requiring Metro to incur costs associated with the planning activities prior to receiving reimbursement thereby incurring carrying costs. Furthermore, the grants require a minimum match from Metro of 10.27% of total costs incurred. Funding for this allocation of grants will occur in Federal Fiscal Years 2019, 2020, and 2021. Federal Fiscal Year 2019 grant funds would typically be utilized by Metro in Metro Fiscal Year 2019-20. Federal Fiscal Year 2020 grant funds would typically be utilized by Metro in Metro Fiscal Year 2020-21. Federal Fiscal Year 2021 grant funds would typically be utilized by Metro in Metro Fiscal Year 2021-22. The Planning and Development Department is able to request advancing the allocation of these funds to an earlier year, however, if there is funding program capacity and budget for local match available.

   The proposed allocation would require Metro match of $146,710 in Metro fiscal year 2019-20, $151,111 in Metro fiscal year 2020-21 and $155,644 in Metro fiscal year 2021-22 for transportation planning activities. Additionally, match would be required for the portion of the Regional Travel Options (RTO) program funding utilized for Metro-led expenditures. Approximately 30% of the RTO program funding is currently utilized for this purpose. At this rate of utilization, there is a Metro

match of approximately $83,000 in each of Metro fiscal years 2019-20, 2020-21 and 2011-22 for the RTO program.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 16-4756.

2019-21 Regional Flexible Funds Allocation - Adopted by JPACT

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Existing transit bond payments	$48,000,000
New transit bond commitment	$15,430,000
New project development bond commitment	$3,780,000
Corridor and Systems Planning	$1,660,000
Regional MPO Planning (In-lieu of dues)	$3,960,000
Regional Travel Options (Incl. $1.5M for Safe Routes to School, $.25M for Climate Smart Strategies)	$9,290,000
Transit Oriented Development	$9,870,000
Transportation System Management and Operations/ITS (Incl. $.25M for Climate Smart Strategies)	$5,240,000
Total:	**$97,230,000**

Step 2: Community Investment Fund

Active Transportation/Complete Streets

Project name	Applicant	Sub-region	Amount
Beaverton Creek Trail	THPRD	Washington	$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	$2,200,000
To be determined[1]	City of Gresham	Multnomah	$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	$3,800,632
		Total:	**$25,810,000**

Regional Freight Initiatives

Project name	Applicant	Sub-region	Amount
Basalt Creek Parkway Extension	Washington County	Washington	$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	$1,730,516
Regional Freight Studies	Metro	Regional	To be determined[2]
		Total:	**$7,340,000**

Total 2019-21 RFFA:	**$130,380,000**

1.) JPACT will hold further discussion and take action later relative to whether Gresham's Cleveland St project, or their Division St. project should receive this funding.

2.) Final amount, up to $210,000, will be generated from further cost savings, if any, from the City of Portland (Central Eastside Project.)

See web links page at the top of appendix for access to full public engagement report

oregonmetro.gov

Engagement report

Public comments on proposed projects for 2019-21 regional flexible funds

November 2016

2019-21 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

The conditions of approval emerged from two avenues: 1) comments provided by Metro and ODOT staff; and 2) public comment received from the regional public comment period. Both public and staff comments were provided to the project applicants and Metro requested all project applicants respond to comments. Based on the responses, conditions of approval were developed.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for which projects the funds are to be used, acknowledgments, and guidelines for design. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the JPACT-recommended projects for the 2019-21 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2022-24), to be distributed among the region, per MTIP/RFFA policy. Or, the project sponsor/local jurisdiction receiving the flexible funds may request that JPACT reallocate the funds per the MTIP amendment process.

2. The award amount is the total amount being provided to deliver the JPACT-recommended project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.

3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.

4. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition in effect at the time a funding intergovernmental agreement is signed), as determined by the Metro Planning Director or designee.

5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally all projects will implement sufficient wayfinding

signage consistent with Metro sign guidelines. (Ex. Metro's Intertwine Design Guidelines: http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf) The Intertwine Design Guidelines will be updated to be consistent with federal guidelines.

6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf

7. All project public notifications and materials created or printed for the purposes of the project, including both printed and web-based information, shall acknowledge Metro as a partner. Acknowledgement can be in the form of: include the Metro logo on print or online materials, spoken attribution, and/or Metro staff at events. Metro will provide partners with Metro logos and usage guidelines upon request.

8. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. (http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)

9. Per new federal requirements all projects will implement monitoring measures and performance evaluation to be reviewed by Metro. Performance evaluation measures are to be responsive to MAP-21 and FAST Act requirements and relevant to the type of project and project phase. (http://www.fhwa.dot.gov/tpm/about/nhpp.cfm) Additionally, all projects will share monitoring data and information upon request by Metro.

10. For federally funded projects, lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project re-submission requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.) as deemed required and in the proper format as part of the federal delivery process to complete required MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), plus obligate and expend awarded federal funds for the project.

11. Locally funded projects – projects to be funded via an exchange of federal funds for local funding – will be subject to concurrence with ODOT that the project does not contain any conflicts with ODOT right-of-way or facilities, and must comply with Metro's requirements for funding as defined through an intergovernmental agreement.

Active Transportation and Complete Streets projects:

City of Portland – Brentwood-Darlington Safe Routes to School

a. Project scope will be reduced by eliminating the segment from 32nd to 52nd, and the connection from 87th and Flavel to the Springwater Corridor.
b. The segment from 32nd to 52nd will be constructed at a later time using local funds.
c. PBOT and Portland Parks and Recreation are discussing using local funds to construct the connection to the Springwater Corridor.
d. PBOT will increase amount of local matching funds from $3,100,000 to $3,150,000.

City of Portland – Cully Walking and Biking Parkway

a. The project will utilize a neighborhood greenway design between Sandy and Prescott.
b. The project is a candidate for funding via a federal funding exchange, as it does not impact any ODOT facilities or any NHS roadways.
c. PBOT has requested a project start date in 2017 or 2018.

City of Portland – Halsey Street Safety and Access to Transit

a. Project scope will be reduced by removing elements redundant with the Seventies Neighborhood Greenway project. That project includes re-striping of NE Halsey St west of 80th Ave, and the crossing in the vicinity of 65th and Halsey.
b. PBOT will increase amount of local matching funds from $2,167,200 to $2,580,000.

City of Portland – Jade and Montavilla Connected Centers

a. Project scope will be reduced by removing the element improving SE Alder St from 82nd to 84th. If anticipated circulation changes around 82nd/Stark/Washington are approved by ODOT and implemented, the need to address cut-through traffic on Alder is removed.
b. PBOT will increase amount of local matching funds from $3,941,500 to $3,994,000.

City of Oregon City – Molalla Avenue Walking and Biking Improvements

a. Project is a candidate for funding via a federal funds exchange. Scope will be adjusted so as not to impact OR 213 if doing so would create an issue with using local funding on the project.
b. TriMet has committed $21,000 in transit stop amenities in the project area, based on a RFFA funding award.
c. The City has requested a project start date in 2018.

City of Tualatin – Herman Road Walking and Biking Improvements

a. No additional conditions.

City of West Linn – Highway 43 Walking and Biking Improvements

a. ODOT has committed $1,100,000 in funding to this project.
b. The City will increase amount of local matching funds from $1,310,000 to $1,710,000.

City of Wilsonville – I-5 Walking and Biking Bridge

a. No additional conditions.

Tualatin Hills Parks and Recreation District – Beaverton Creek Trail

a. THPRD will increase amount of local matching funds by $199,187.

Regional Freight Initiatives:

City of Portland – Central Eastside Access & Circulation Improvements

a. PBOT will increase amount of local matching funds from $2,400,000 to $2,596,554.
b. PBOT will seek additional potential cost savings through various means, including federal funds exchange and project scope adjustments. These further cost savings, up to $210,000, will be added to 2019-21 RFFA funding for Regional Freight Studies.

City of Tigard – Hunziker Road Industrial Area

a. Project is a candidate for federal funds exchange. The City has indicated a potential cost savings of $30,000 by using local funding on the project.
b. The City will seek additional cost savings through scope reductions or using development funding to pay for certain project elements (i.e. sidewalks fronting developed parcels) to accommodate a total reduction in RFFA funding from $1,851,740 to $1,730,516. Any change in implementation or scope reduction must be approved by the Metro Planning & Development Director as consistent with the overall objectives and expected outcomes of the original application.

Washington County – Basalt Creek Parkway Extension

a. The County will seek additional cost savings or increase local funding to reduce their RFFA award to $2,803,605.

Metro – Regional Freight Studies

a. As noted above, RFFA cost savings achieved by PBOT on the Central Eastside project, up to $210,000, will be repurposed to conduct freight studies on behalf of the region.
b. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.

Planning and Region-wide Programs:

The high capacity transit bond payment will be completed consistent with Metro Resolution 10-4185 regarding the multi-year commitment of regional flexible funds and the subsequent Metro and TriMet intergovernmental agreement to implement Resolution 10-4185.

Planning activities and region-wide programs funded with regional flexible funds must be implemented consistent with the Unified Planning Work Program (UPWP). Additionally, the following programs and planning activities are guided by and must be consistent with the following plans and legislation or as updated by any subsequent legislation (including most current UPWP) adopted by JPACT and the Metro Council directing program or plan activities:

- Transit Oriented Development: TOD Strategic Plan
- Regional Travel Options: RTO Strategic Plan (to be updated in 2017-18 to include guidance for additional investments for Safe Routes to School and 2014 Climate Smart Strategy implementation.)
- Corridor and Systems Planning, Regional Freight Studies: Unified Planning Work Program, 2014 Regional Transportation Plan and its components, including 2010 Regional Transportation System Management and Operations Plan, 2010 Regional Freight Plan, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy

- Transportation System Management and Operations: 2014 RTP – TSMO vision and plan components; 2010-2020 Regional TSMO Plan (to be updated in 2017-2018 to include guidance for Climate Smart Strategy implementation.)
- High Capacity Transit development

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

Appendix 3.3 - Metro RFFA Resolution 17-4791

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 17-4791
RESOLUTION NO. 16-4756, TO ADD THE	)	
COMPLETE CLEVELAND STREET PROJECT	)	
TO REGIONAL FLEXIBLE FUNDING	)	
ALLOCATION FOR THE YEARS 2019-21, WITH	)	
CONDITIONS, AND AMENDING EXHIBITS A	)	Introduced by Chief Operating Officer Martha
AND D THERETO, PENDING AIR QUALITY	)	Bennett in concurrence with Council
CONFORMITY DETERMINATION	)	President Tom Hughes

WHEREAS, on February 2, 2017, the Metro Council adopted Resolution 16-4756 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), which identified regional investments and project to receive approximately $130.38 million in federal transportation funding forecast to be appropriated to the metropolitan region for the fiscal years 2019 through 2021 through the federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation – Air Quality (CMAQ) transportation funding programs; and

WHEREAS, the Metro Council and JPACT are authorized per federal regulation 23 CFR 450.324 to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, Resolution 16-4756 contained a provision stating that discussion was still ongoing regarding a funding decision for either the Cleveland Street project or the Division Street project, both located in the City of Gresham, Oregon (City), and the Resolution stated that JPACT's recommendation would be brought back to Metro Council at a later date; and

WHEREAS, on March 16, 2017, JPACT recommended that the Cleveland Street project be funded with RFFA funds so long as certain conditions are met by the City to fund the Division Street project with $2,000,000 of City system development charges that the City agreed to assess for that project; and

WHEREAS, Metro and the City have agreed to enter into an intergovernmental agreement (IGA) by January 1, 2018 that will more fully describe the conditions for RFFA funding of Cleveland Street contingent on new City funding of $2 million for the Division Street project, which conditions have been agreed to by the City and JPACT as set forth in Amendment 1 to Exhibit D attached hereto, and the IGA will provide for termination of RFFA funding for the Complete Cleveland Street project if the agreed-upon conditions are not fulfilled;

WHEREAS, Exhibit A to Resolution 16-4756 must also be amended to reflect the conditional funding agreement for the Cleveland Street and Division Street projects, as set forth in the amended Exhibits A attached hereto; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to fund the Cleveland Street project subject to a fully-executed IGA with the City containing the funding conditions for Division Street as set forth in the amended Exhibit D to Resolution 16-4756 attached hereto; and the Metro Council hereby also amends Exhibit A to Resolution 16-4756 to reflect these changes.

ADOPTED by the Metro Council this 13th day of April, 2017.

_____

Tom Hughes, Council President

Approved as to Form:

_____

Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF AMENDING RESOLUTION NO. 16-4756, TO ADD THE COMPLETE CLEVELAND STREET PROJECT TO REGIONAL FLEXIBLE FUNDING ALLOCATION FOR THE YEARS 2019-21, WITH CONDITIONS, AND AMENDING EXHIBITS A AND D THERETO, PENDING AIR QUALITY CONFORMITY DETERMINATION

Date: March 29, 2017 Prepared by: Dan Kaempff

BACKGROUND

On February 2, 2017, Metro Council adopted Resolution No. 16-4756, which determined 13 projects to receive funding through the 2019-21 Regional Flexible Fund Allocation. These 13 projects were recommended to Metro Council for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) at their January 19, 2017 meeting.

JPACT was not able to reach consensus on funding for a 14th project during their January 19 meeting. Two projects, both in the City of Gresham, were being considered. The projects were the Complete Cleveland Street project, and the Complete Division Street project. Their action indicated that they would continue to study the two projects and arrive at a decision at a later meeting. Subsequent to that, Metro Council's action on Resolution No. 16-4756 could be amended to include the JPACT-recommended project. This was done to enable the Metropolitan Transportation Improvement Program (MTIP) process to move forward and stay on schedule.

JPACT DELIBERATION AND DECISION

JPACT's discussion regarding the Cleveland and Division projects centered on the question of which project was of greater regional significance, and should thereby be included in the RFFA funding package. Some JPACT members viewed the Division project and its relation to the Division Transit Project as the most appropriate project for regional funding. Other members were of the opinion that the Cleveland project should be funded, given it was identified as a priority project by the East Multnomah County Transportation Committee.

After discussion at the February JPACT meeting did not result in a decision on the matter, City of Gresham and Metro staff worked out an agreement that was agreeable to all parties. In exchange for the Cleveland Street project receiving RFFA funds, the City pledged to dedicate $2 million of City system development charges (SDCs) to the Division Street project, and to work with regional partners to identify the remainder of the funding needed to complete the project. An intergovernmental agreement, detailing the terms and conditions related to the RFFA funding, must be in place prior to January 1, 2018. Exhibit D to Resolution No. 16-4756, 2019-21 Recommended Regional Flexible Fund Grantees Conditions of Approval, lists the specific conditions under which funding will be allocated to the Cleveland Street project.

ANALYSIS/INFORMATION

1. **Known Opposition:** No known opposition.

2. **Legal Antecedents:** This resolution adds the Cleveland Street project to the list of projects funded through Resolution 16-4756, which allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Moving Ahead for Progress in the 21st century or MAP-21). The allocation process is intended to implement the Regional Flexible Fund 2019-21 program policies as defined by Metro Resolution No. 16-4702, For The Purpose Of

Adopting The 2018-2021 Metropolitan Transportation Improvement Program and 2019-2021 Regional Flexible Funds Allocation Policy Statement For The Portland Metropolitan Area, adopted June 16, 2016 and Metro Resolution No. 10-4185 For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-Year Commitment of Regional Flexible Funds.

3. **Anticipated Effects:** Adoption of this resolution would add the Cleveland project to the existing 2019-21 RFFA projects undergoing air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.

4. **Budget Impacts**: No budget impacts would result from adoption of this resolution.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 17-4791.

2019-21 Regional Flexible Funds Allocation - Adopted by Metro Council April 13, 2017

Step 1: Regional Bond Commitments and Region-wide Program Investments	
Existing transit bond payments	$48,000,000
New transit bond commitment	$15,430,000
New project development bond commitment	$3,780,000
Corridor and Systems Planning	$1,660,000
Regional MPO Planning (In-lieu of dues)	$3,960,000
Regional Travel Options (Incl. $1.5M for Safe Routes to School, $.25M for Climate Smart Strategies)	$9,290,000
Transit Oriented Development	$9,870,000
Transportation System Management and Operations/ITS (Incl. $.25M for Climate Smart Strategies)	$5,240,000
Total:	**$97,230,000**

Step 2: Community Investment Fund

Active Transportation/Complete Streets

Project name	Applicant	Sub-region	Amount
Beaverton Creek Trail	THPRD	Washington	$3,693,212
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	$2,200,000
Complete Cleveland Street	City of Gresham	Multnomah	$3,141,156
Cully Walking and Biking Parkway	City of Portland	Portland	$2,200,000
Halsey Street Safety and Access to Transit	City of Portland	Portland	$2,400,000
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	$625,000
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	$3,000,000
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	$1,550,000
Jade and Montavilla Connected Centers	City of Portland	Portland	$3,200,000
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	$3,800,632
		Total:	**$25,810,000**

Regional Freight Initiatives

Project name	Applicant	Sub-region	Amount
Basalt Creek Parkway Extension	Washington County	Washington	$2,803,605
Central Eastside Access & Circulation Improvements	City of Portland	Portland	$2,805,879
Hunziker Road Industrial Area	City of Tigard	Washington	$1,730,516
Regional Freight Studies	Metro	Regional	To be determined[1]
		Total:	**$7,340,000**

Total 2019-21 RFFA:	**$130,380,000**

1.) Final amount, up to $210,000, will be generated from further cost savings, if any, from the City of Portland (Central Eastside Project.)

Shaded projects are candidates for defederalization.

2019-21 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL

Conditions of approval are mechanisms to ensure the intent of the decision making body approving the projects is followed post allocation and into project design and construction. These conditions are intended to make sure that projects are built according to the elements proposed in the applications and approved by JPACT and Metro Council. Projects can be reviewed at any point in the process for consistency with the conditions of approval and action taken if they are not adhered to.

The conditions of approval emerged from two avenues: 1) comments provided by Metro and ODOT staff; and 2) public comment received from the regional public comment period. Both public and staff comments were provided to the project applicants and Metro requested all project applicants respond to comments. Based on the responses, conditions of approval were developed.

There are two sets of conditions which apply to projects: 1) conditions which address all projects; and 2) project specific conditions. The conditions for all projects outline expectations for which projects the funds are to be used, acknowledgments, and guidelines for design. The project-specific conditions outline expectations to create the best project possible. Many of the proposed projects are at different stages of development (e.g. some are in planning phases while others are ready for construction), so some of the same conditions were applied to projects based on the project's stage in development.

Conditions applied to all projects and programs:

1. Funding is awarded to the JPACT-recommended projects for the 2019-21 Regional Flexible Fund Allocation. If any project is determined to be infeasible, or is completed without expending all of the flexible funds awarded, any remaining flexible funds for that project shall revert to the regional pool for the next flexible fund allocation (i.e. 2022-24), to be distributed among the region, per MTIP/RFFA policy. Or, the project sponsor/local jurisdiction receiving the flexible funds may request that JPACT reallocate the funds per the MTIP amendment process.

2. The award amount is the total amount being provided to deliver the JPACT-recommended project. The project sponsor/local jurisdiction is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the project sponsor/local jurisdiction that Metro does not have any further financial commitment/responsibility beyond providing the amount awarded.

3. Project scopes will include what is written in their project application narrative and project refinements in response to comments. Requests for adjustments to project scopes shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP (2018-21 MTIP amendment procedures are currently defined in chapter 6). Changes in project scopes must be approved by Metro to ensure the original intent of the project is still being delivered.

4. All projects will be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition in effect at the time a funding intergovernmental agreement is signed), as determined by the Metro Planning Director or designee.

5. All projects with bicycle and pedestrian components will update local network maps and provide relevant bike and pedestrian network data to Metro. Metro will provide guidelines on network data submissions upon request. Additionally all projects will implement sufficient wayfinding

signage consistent with Metro sign guidelines. (Ex. Metro's Intertwine Design Guidelines: http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf) The Intertwine Design Guidelines will be updated to be consistent with federal guidelines.

6. All projects with ITS elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture. This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist at: https://www.oregon.gov/ODOT/HWY/ITS/Documents/ITS%20Systems%20Engineering%20Checklist.pdf

7. All project public notifications and materials created or printed for the purposes of the project, including both printed and web-based information, shall acknowledge Metro as a partner. Acknowledgement can be in the form of: include the Metro logo on print or online materials, spoken attribution, and/or Metro staff at events. Metro will provide partners with Metro logos and usage guidelines upon request.

8. All projects will meet federal Title VI and Environmental Justice requirements and Metro guidelines for public involvement (as applicable to the project phase, including planning and project development) as self-certified in each application. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement. Metro guidelines for public involvement can be found in the Public Engagement Guide Appendix G: Local Engagement and Non-Discrimination Checklist. (http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf)

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10. For federally funded projects, lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project re-submission requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.) as deemed required and in the proper format as part of the federal delivery process to complete required MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), plus obligate and expend awarded federal funds for the project.

11. Locally funded projects – projects to be funded via an exchange of federal funds for local funding – will be subject to concurrence with ODOT that the project does not contain any conflicts with ODOT right-of-way or facilities, and must comply with Metro's requirements for funding as defined through an intergovernmental agreement.

Active Transportation and Complete Streets projects:

City of Gresham – Complete Cleveland Street

a. Project funding award is contingent upon the City's commitment of $2,000,000 of local transportation system development charge (SDC) funding to contribute towards the Complete Division Street project, as defined in the City's Regional Flexible Fund Allocation (RFFA) submitted application.
b. The City has indicated a commitment to investing these system development funds in the Complete Division Street project, to be paid for with a planned-for increase in the City's SDC rates.
c. The City agrees to enter an Intergovernmental Agreement (IGA) with Metro prior to the funding obligation for the Complete Cleveland Street project. This IGA will be agreed upon by Jan. 1, 2018, or the parties will pursue mediation. The IGA will specifically memorialize the following key elements of agreement:
    1. The $2,000,000 of local system development charge funds will be used in a timeframe as agreed upon by the City and Metro, up to and including potential debt vehicles provided by partner agencies in order to accomplish key project elements as quickly as possible.
    2. The City agrees to construction of the Complete Division Street Project as described in the RFFA submitted application on a schedule agreed upon by the City and Metro, understanding that external funding is required to complete financing for the full project scope.
    3. The City agrees to work with partner agencies to complete key project elements within the 2019-2021 timeframe and on a schedule agreed upon by the City and Metro.
    4. The City agrees to work with Metro, TriMet, and other external partners to prioritize the Complete Division Street Project for external funding.
    5. If the City is unable to secure full funding for the Division Street project to complete construction within the 2019-2021 timeframe, Metro and the City can amend the IGA to extend the construction schedule.
d. The project agreement between ODOT and the City for the Complete Cleveland Street project will include language indicating the above contingencies regarding the Complete Division Street project. If the above contingencies are not fulfilled, JPACT and the Metro Council have the option to take action to remove funding for the Complete Cleveland Street project.

City of Portland – Brentwood-Darlington Safe Routes to School

a. Project scope will be reduced by eliminating the segment from 32nd to 52nd, and the connection from 87th and Flavel to the Springwater Corridor.
b. The segment from 32nd to 52nd will be constructed at a later time using local funds.
c. PBOT and Portland Parks and Recreation are discussing using local funds to construct the connection to the Springwater Corridor.
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a. No additional conditions.

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a. The County will seek additional cost savings or increase local funding to reduce their RFFA award to $2,803,605.

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b. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.

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- Regional Travel Options: RTO Strategic Plan (to be updated in 2017-18 to include guidance for additional investments for Safe Routes to School and 2014 Climate Smart Strategy implementation.)
- Corridor and Systems Planning, Regional Freight Studies: Unified Planning Work Program, 2014 Regional Transportation Plan and its components, including 2010 Regional Transportation System Management and Operations Plan, 2010 Regional Freight Plan, 2014 Regional Active Transportation Plan, and 2014 Climate Smart Strategy
- Transportation System Management and Operations: 2014 RTP – TSMO vision and plan components; 2010-2020 Regional TSMO Plan (to be updated in 2017-2018 to include guidance for Climate Smart Strategy implementation.)
- High Capacity Transit development

Requests for adjustments to program activities shall be made in writing to the UPWP Project Manager utilizing the amendment procedures adopted in the UPWP. Requests for changes in regional flexible fund allocations to region-wide programs or planning shall be made in writing to the MTIP Project Manager utilizing the amendment procedures adopted in the MTIP.

Appendix IV – ODOT Region 1, 2019-2021 STIP Enhance Non-highway and Fix-It

Appendix 4.1 – Relevant ODOT Web Links

Information about the 2018-2021 STIP Enhance program
http://www.odotr1stip.org/explore-by-program/enhance/

Oregon Transportation Commission meeting minutes from December 2016, including approval of the Draft 2018-21 STIP for public review and comment
http://www.oregon.gov/ODOT/COMM/docs/OTCminutes2016dec.pdf

Information about STIP Fix-It and Enhance
https://www.oregon.gov/ODOT/TD/STIP/Pages/WhatsChanged.aspx

Information about the 2018-21 STIP funding allocation
https://www.oregon.gov/ODOT/TD/STIP/Apply/OTCStaffReport.pdf

Appendix V – SMART's Capital Improvement Program and Supporting Materials

Appendix 5.1 – SMART Relevant Web Links

City of Wilsonville Budget Information –

http://www.ci.wilsonville.or.us/167/Budget

City of Wilsonville On-Going Capital Projects –

http://www.ci.wilsonville.or.us/150/Capital-Projects

SMART Title VI Program and Notice to Public -

http://ridesmart.com/274/Title-VI

SMART Public Comment –

http://ridesmart.com/128/Let-us-Know

City of Wilsonville Transit Master Plan –

http://ridesmart.com/126/About-SMART

City of Wilsonville Capital Projects FY 16/17 -

http://www.ci.wilsonville.or.us/DocumentCenter/View/8420

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

Metro | Memo

Appendix 5.2 - 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes

Date: May 12, 2016

To: Joint Policy Advisory Committee on Transportation and Interested Parties

From: Grace Cho, Associate Transportation Planner
Eric Hesse, Strategic Planning Coordinator, TriMet
Stephan Lashbrook, Transit Director, SMART

Subject: 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes

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Purpose and Request
To provide JPACT members information about SMART and TriMet's proposed capital transit investments and provide an update of the annual transit agency budget processes which prioritizes and determines the transit capital investments for the near term.

Introduction and Background
Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) policy, the MPO has the opportunity to provide input and considerations into the allocation processes which are encompassed within the Regional Transportation Plan (RTP) and the MTIP.

SMART and TriMet are undergoing their annual transit budget processes where each agency reviews projected revenue and prioritizes and proposes the transit capital projects on which they expect to expend federal dollars in the coming fiscal year. Because these proposed capital expenditures are utilizing surface transportation funding from the Federal Transit Administration and/or Federal Highway Administration, these projects are programmed in the MTIP. JPACT and Metro Council will be expected to approve the programmed expenditures as part of their approval and adoption of the 2018-2021 MTIP.

Transit Budget Processes
Attached to this memorandum are materials from recent presentation in which SMART and TriMet staff provided to TPAC. The materials outline the different transit capital investments proposed for the near term.

MPO Input and Comment Option
JPACT members interested in providing comment or inquiring about the proposed capital transit investments expected to go before the transit operation leadership in late spring 2016 are encouraged to discuss with SMART and TriMet staff.

Next steps
JPACT will be presented with the final transit capital investment proposed for federal fiscal years 2018 through 2021 in summer 2017 when the draft 2018-2021 MTIP comes before JPACT for adoption.

Appendix 5.3 - SMART Grant Revenue FY 2016-2017

GRANT FUNDING AND EXPENDITURE PLANS: FYE 2016-17

SMART
SOUTH METRO AREA REGIONAL TRANSIT

		FUNDING			EXPENDITURES						
					Personnel Srvcs	Materials & Services (MS)			Capital Outlay		Total Expenses
		Grant Funds	Transit Tax	Total Funding	Wages & Benefits	Prentative Maintenance	Transit Master Plan	Miscellaneous	BUS	Equipment	
1	ODOT #30820 (Cutaway)	80% $ 64,156	20% $ 16,039	$ 80,195	$ -	$ -	$ -	$ -	$ 80,195	$ -	$ 80,195
2	ODOT #30107 (Transit Master Plan)	$ 70,000	$ 17,500	$ 87,500	$ -	$ -	$ 87,500	$ -	$ -	$ -	$ 87,500
3	STF (Out of town Dial-a-Ride)	$ 107,000	$ -	$ 107,000	$ 107,000	$ -	$ -	$ -		$ -	$ 107,000
4	Clackamas County (Dial-a-Ride)	$ 56,000	$ -	$ 56,000	$ 56,000	$ -	$ -	$ -	$ -	$ -	$ 56,000
5	FTA 5310 X044 (Travel Training)	$ 20,000	$ 5,000	$ 25,000	$ -	$ -	$ -	$ 25,000	$ -	$ -	$ 25,000
6	FTA STP X031 (TDM RTO)	89.73% $ 76,719	10.27% $ 8,781	$ 85,500	$ 62,250	$ -	$ -	$ 23,250	$ -	$ -	$ 85,500
7	FTA STP X042 (Integration Project)	80% $ 40,000	20% $ 10,000	$ 50,000	$ -	$ -	$ -	$ 50,000	$ -	$ -	$ 50,000
8	FTA X061 (2-35' Diesel Buses)	80% $ 604,000	20% $ 151,000	$ 755,000	$ -	$ -	$ -	$ -	$ 755,000	$ -	$ 755,000
9	FTA 5307 X178 (Cutaway)	80% $ 68,000	20% $ 17,000	$ 85,000	$ -	$ -	$ -	$ -	$ 85,000	$ -	$ 85,000
10	FTA 5307 X178 (Passenger Amenities)	80% $ 40,000	20% $ 10,000	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ 50,000
11	*FFY15 FTA 5339 (Passenger Amenities)*	80% *$ 40,000*	20% *$ 10,000*	*$ 50,000*	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ 50,000
	TOTAL MTIP Adoption Draft	**$ 1,185,875**	**$ 245,320**	**$ 1,431,195**	**$ 225,250**	**$ -**	**$ 87,500**	**$ 98,250**	**$ 920,195**	**$ 100,000**	**$ 1,431,195**

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

Metro | *Memo*

Appendix 5.4 - 2018-2021 MTIP Coordination – Transit Budget Processes

Date: March 31, 2017

To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties

From: Grace Cho, Associate Transportation Planner
Eric Hesse, Strategic Planning Coordinator, TriMet
Dwight Brashear, Transit Director, SMART

Subject: 2018-2021 MTIP Coordination – Transit Budget Processes

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Purpose
To provide TPAC members information about SMART and TriMet's proposed annual budget process which prioritizes and determines the transit capital investments for the near term. For those investments using federal transportation funds, these will be programmed as part of the 2018-2021 MTIP.

Introduction and Background
Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) policy, the MPO is afforded the opportunity to learn more about the the allocation processes which are encompassed within the MTIP.

SMART and TriMet are undergoing their annual transit budget processes where each agency reviews projected revenue and prioritizes and proposes the transit capital projects on which they expect to expend federal dollars in the coming fiscal year. Because these proposed capital expenditures are utilizing funding from the Federal Transit Administration and/or Federal Highway Administration, these projects are programmed in the MTIP. JPACT and Metro Council will be expected to approve the programmed expenditures as part of their approval and adoption of the 2018-2021 MTIP in late summer 2017.

Transit Budget Processes
Attached to this memorandum are recent presentations and materials from SMART and TriMet annual budget process update. The materials outline the different transit capital investments proposed for the near term. Partners are welcomes to provide comments directly to transit agency staff or at the scheduled public hearings.

Next steps
JPACT will be presented with the final transit capital investment proposed for federal fiscal years 2018 through 2021 in summer 2017 when the draft 2018-2021 MTIP comes before JPACT for adoption.

Appendix 5.5 - SMART Program

ODOT KEY	PROJECT NAME	DESCRIPTION	LEAD AGENCY	RTP ID# (if	FISCAL CATEGORY	MODE	PHASE	FUND TYPE	LOCAL MATCH %	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TBD	SMART Mobility Management (2019)	RideWise Travel Trainer	SMART		Other	Transit	Transit	5310	25.00%	2019	$31,686	$7,921	$0	$39,607
TBD	SMART Mobility Management (2020)	RideWise Travel Trainer	SMART		Other	Transit	Transit	5310	25.00%	2020	$31,686	$7,921	$0	$39,607
TBD	SMART ADA Stop Enhancements (2019)	Bus stop enhancements	SMART		Capital improvement	Transit	Transit	5310	20.00%	2019	$45,636	$11,409	$0	$57,045
TBD	SMART Senior & Disabled Program (2019)	Services & Facility Improvements for Elderly & Disabled Customers	SMART		System management and operations	Transit	Transit	5310 (80/20)	20.00%	2019	$41,000	$10,250	$0	$51,250
TBD	SMART Senior & Disabled Program (2020)	Services & Facility Improvements for Elderly & Disabled Customers	SMART		System management and operations	Transit	Transit	5310 (80/20)	20.00%	2020	$41,000	$10,250	$0	$51,250
TBD	SMART Senior & Disabled Program (2021)	Services & Facility Improvements for Elderly & Disabled Customers	SMART		System management and operations	Transit	Transit	5310 (80/20)	20.00%	2021	$41,000	$10,250	$0	$51,250
TBD	SMART Bus and Bus Facilities (Capital) 2019	Bus and Bus Facility Upgrades	SMART		Capital improvement	Transit	Transit	5339 FTA Alt Analysis	20.00%	2019	$70,000	$17,500	$0	$87,500
TBD	SMART Bus and Bus Facilities (Capital) 2020	Bus and Bus Facility Upgrades	SMART		Capital improvement	Transit	Transit	5339 FTA Alt Analysis	20.00%	2020	$75,000	$21,000	$0	$96,000
TBD	SMART Bus and Bus Facilities (Capital) 2021	Bus and Bus Facility Upgrades	SMART		Capital improvement	Transit	Transit	5339 FTA Alt Analysis	20.00%	2021	$80,000	$25,200	$0	$105,200
TBD	SMART Bus Purchase, PM, Amenities & Technology 2019	Maintenance and Bus Fleet Replacement & Software	SMART		Capital improvement	Transit	Transit	5307	20.00%	2019	$373,448	$74,689.60	$0	$448,138
TBD	SMART Bus Purchase, PM, Amenities & Technology 2020	Maintenance and Bus Fleet Replacement & Software	SMART		Capital improvement	Transit	Transit	5307	20.00%	2020	$373,448	$74,689.60	$0	$448,138
TBD	SMART Bus Purchase, PM, Amenities & Technology 2021	Maintenance and Bus Fleet Replacement & Software	SMART		Capital improvement	Transit	Transit	5307	20.00%	2021	$373,448	$74,689.60	$0	$448,138

SMART
SOUTH METRO AREA REGIONAL TRANSIT

City of Wilsonville
South Metro Area Regional Transit (SMART)
Title VI Program

November 29, 2016

Stephan Lashbrook
Transit Director
29799 SW Town Center Loop E
Wilsonville, Oregon
lashbrook@ridesmart.com
(503) 570-1576

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Introduction

This program reflects the City of Wilsonville's commitment to ensuring that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The City of Wilsonville is committed to complying with the requirements of Title VI in all of its programs and activities including the provision of transit services.

Signed Policy Statement

A policy statement signed by Bryan Cosgrove, Wilsonville City Manager, assuring SMART's compliance with Title VI of the Civil Rights Act of 1964, can be found as Attachment A.

Title VI Complaint Procedures

The City of Wilsonville has a standard process for investigating all complaints filed with SMART. Members of the public may file a signed, written complaint up to one hundred and eighty (180) days from the date of the alleged discrimination. Full procedures for filing a complaint and the City procedures for investigating complaints can be found as Attachment B. At a minimum, the complaint should include the following information:

- Name, mailing address, and how to contact complainant (i.e., telephone number, email address, etc.)
- How, when, where and why complainant alleges s/he was discriminated against. Include the location, names and contact information of any witnesses.
- Other significant information.

The complaint may be filed in writing with the City of Wilsonville at the following address:

Stephan Lashbrook
Transit Director
29799 SW Town Center Loop E
Wilsonville, Oregon
lashbrook@ridesmart.com
(503) 570-1576

Record of Title VI investigations, complaints, or lawsuits

SMART has had no Title VI complaints, investigations, or lawsuits filed against it in the past three years.

SMART Limited English Proficiency Outreach Plan

A full copy of SMART's outreach plan for individuals with limited English proficiency can be found in Attachment C. Key elements of the plan include:

- Spanish speaking translators available upon request;
- Route and Schedule brochures available in both English and Spanish;
- Transit surveys conducted by SMART available in Spanish;
- Public meetings with translators available upon request;
- Multiple-language translators available to anyone contacting SMART by phone;
- Rider alerts and other notifications printed in both Spanish and English; and
- Information on SMART's website automatically translated into multiple languages.

Notification of SMART's Title VI obligations

Wilsonville SMART publicizes its Title VI program by posting its commitment to providing services without regard to race, color, or national origin in all buses and in the City of Wilsonville Library, City Hall, the driver break room, and the SMART administration and maintenance facilities. Furthermore, SMART provides information regarding Title VI obligations on the website (http://www.ridesmart.com/274/Title-VI) and in customer brochures.
The posters, website, and brochures provide information in English and Spanish:

- A statement that the City operates programs without regard to race, color, and national origin; and
- A statement encouraging anyone to contact the City of Wilsonville with questions or comments about SMART's non- discrimination policies or to file a complaint.

Transit Director:
Stephan Lashbrook
29799 SW Town Center Loop E
Wilsonville, Oregon
lashbrook@ridesmart.com
(503) 570-1576

General Information/Comments/Complaints: smart@ridesmart.com
(503) 682-7790
www.ridesmart.com

Title VI – Compliance Officer & Limited English Proficiency Plan (LEP) Coordinator

SMART's Transit Director, who reports to the Wilsonville City Manager, will serve as the overall Title VI Compliance Officer. The Compliance Officer is responsible for ensuring that SMART is meeting its obligations under Title VI of the Civil Rights Act of 1964.

SMART's Program Manager, will serve as SMART's Title VI Limited English Proficiency (LEP) Plan Coordinator. The LEP Plan Coordinator will ensure that SMART satisfies the intent of the LEP Plan by making information available to LEP individuals, offering ways for them to participate in SMART's public participation efforts and ensuring the process is in place for direct input and feedback.

Subrecipients

SMART does not pass any FTA funds through to subrecipients.

Summary of Public Participation Efforts

Over the last three-year period, SMART conducted the following public outreach and involvement activities:

- Public Open House meetings for the Transit Master Plan (Fall 2015, Spring 2016, Summer 2016, Winter 2016).
- Onboard and community surveys for proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- Information booth set up at SMART Central for community surveys of proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- Online community surveys for proposed service changes related to the Transit Master Plan available in English and Spanish (Spring 2016, Fall 2016).
- FACEBOOK posts about community surveys for proposed service changes related to the Transit Master Plan, with cross posts from other departments.
- Boones Ferry Messenger articles for proposed service changes related to the Transit Master Plan.
- Separate surveys for the DEQ Employee Commute Options Rule Survey materials in English and Spanish (ongoing with Wilsonville employers)
- Had Spanish translator available at two public outreach events Summer and Fall 2016.
- Created and installed Spanish "channel cards" on the inside of SMART buses. These cards promote transit and community programs (ongoing).
- Senior and Community Center outreach workshops (ongoing)
- Wilsonville school outreach and workshops (ongoing)
- Wood Middle School Bike Safety Class materials provided in English and Spanish (Spring 2014, 2015, 2016)
- "Bike Roadeo" materials provided in English and Spanish (Sumer, 2016)
- SMART website includes the Google Translator tool. This tool instantly translates all pages on the website into more than 80 languages.
  Phone callers are now available to connect with a third party translator as of fall

2015 (now ongoing).
- Farmer's Market tabling – (Summer 2014, 2015, 2016).
- Employer outreach workshops (ongoing).
- Community outreach workshops (ongoing)

Overview of SMART Service Standards and Policies

The Wilsonville City Manager adopted the updated SMART Service Standards and Policies document on November 29, 2016 - Attachment F.

Attachment A

City of
WILSONVILLE
in OREGON

29799 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax Administration
(503) 682-7025 Fax Community Development

City of Wilsonville
SMART Transit
Non-Discrimination Policy Statement

November 29, 2016

Title VI of the Civil Rights Act of 1964 states:

"No person in the United States shall, on the grounds of race color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance."

The City of Wilsonville is committed to complying with the requirements of Title VI in all of its programs and activities including the provision of transit services.

Bryan Cosgrove
City Manager
City of Wilsonville & SMART Transit

"Serving The Community With Pride"

Attachment B

Discrimination Complaint Procedure

1. Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Any person who believes that he or she, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, may file a complaint with the City of Wilsonville South Metro Area Regional Transit (SMART). A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the City of Wilsonville Transit Director for review and action.

2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:

   a) The date of alleged act of discrimination; or

   b) Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

   In either case, SMART may extend the time for filing or waive the time limit in the interest of justice, as long SMART specifies in writing the reason for so doing.

3. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the alleged discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of SMART, the person shall be interviewed by the City of Wilsonville Transit Director. If necessary, the City's Transit Director will assist the person in reducing the complaint to writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled according to the City of Wilsonville's investigative procedures.

4. Within 10 days, the City's Transit Director will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation, an advise the complainant of other avenues of redress available, such as ODOT and USDOT.

5. The recipient will advise ODOT and/or USDOT within 10 days of receipt of the allegations. Generally, the following information will be included in every notification to ODOT and/or USDOT:

   a) Name, address, and phone number of the complainant.

   b) Name(s) and address(es) of alleged discriminating official(s).

   c) Basis of complaint (i.e., race, color, or national origin)

   d) Date of alleged discriminatory act(s).

   e) Date of complaint received by the recipient.

   f) A statement of the complaint.

   g) Other agencies (state, local or Federal) where the complaint has been filed.

   h) An explanation of the actions the City of Wilsonville has taken or proposed to resolve the issue in the complaint.

6. Within 60 days, the City's Transit Director will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Wilsonville City Manager. The complaint will be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
7. Within 90 days of receipt of the complaint, the City's Transit Director will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with ODOT, or USDOT, if they are dissatisfied with the final decision rendered by SMART. The City's Transit Director will also provide ODOT and/or USDOT with a copy of this decision and summary of findings upon completion of the investigation.
8. Contacts for the different Title VI administrative jurisdictions are as follows:

   Federal Transit Administration Office of Civil Rights
   Attention: Title VI Program Coordinator
   East Building, 5th Floor – TCR
   1200 New Jersey Ave., SE
   Washington, DC 20590

Attachment C

CITY OF WILSONVILLE/ SMART SERVICES
LIMITED ENGLISH PROFICIENT (LEP) PLAN
November 28, 2016

SMART is required to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of our programs and activities of individuals who have Limited English Proficiency (LEP). SMART consulted the USDOT's LEP Guidance and performed a four factor analysis of contact with the public to determine the appropriate mix of LEP services to offer.

Four Factor Analysis:

1) The nature and importance of service provided by SMART.
SMART provides important transit services to the City of Wilsonville through its fixed route, paratransit, rideshare, and bicycle/pedestrian programs. SMART serves the transit needs of the City of Wilsonville and provides critical regional links to three other providers (Salem Cherriots, Portland's TriMet and Canby's CAT) through the City's Transit Center: SMART Central at Wilsonville Station.

2) The number or proportion of LEP persons in the service area.

Data was gathered from the following sources to identify information on persons who speak languages other than English at home, who speak English less than very well and are therefore classified as limited English proficient or "LEP":

a. 2010 Census Data – See attachment E;
b. Census Bureau's 2010-2014 American Community Survey 5-Year Estimates; *
c. Department of Labor LEP Special Tabulation website.

A review of the census data and 2010-14 American Community Survey Estimates on the numbers of LEP persons revealed that in Wilsonville, Oregon, the highest percentage of total population 5 years of age and over that spoke a language other than English at home is Spanish speakers. The number of Spanish speaking individuals is estimated to have risen from 9.1% to about 10.0% since the 20010 Census, while the number of identified people in the LEP population that speaks English less than "very well" is estimated to have gone down from 41.4% to 33.1% of the that group.

The second largest LEP populations in Wilsonville are Indo-European and Asian which makes up less than 5% of the total population. The most recent Census Tract (2010) information on minority populations can be found in Appendix D.

3) The frequency with which LEP individuals come into contact with SMART service.
SMART serves LEP persons daily via our buses, paratransit, demand response services, and community programs. SMART has a translator system in place for the customer service phone line. SMART receives an average of approximately one call per month that requires translation and has received no call requests for languages other than Spanish.

Subject	Wilsonville city, Oregon					
	Total		Percent of specified language speakers			
			Speak English "very well"		Speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	19,133	+/-370	95.3%	+/-1.7	4.7%	+/-1.7
Speak only English	85.4%	+/-2.4	(X)	(X)	(X)	(X)
Speak a language other than English	14.6%	+/-2.4	67.9%	+/-9.5	32.1%	+/-9.5
Spanish or Spanish Creole	10.0%	+/-2.3	66.9%	+/-12.5	33.1%	+/-12.5
Other Indo-European languages	2.7%	+/-1.2	82.1%	+/-12.6	17.9%	+/-12.6
Asian and Pacific Island languages	1.6%	+/-0.6	47.3%	+/-15.8	52.7%	+/-15.8
Other languages	0.2%	+/-0.2	100.0%	+/-48.1	0.0%	+/-48.1
SPEAK A LANGUAGE OTHER THAN ENGLISH						
Spanish or Spanish Creole	1,919	+/-437	66.9%	+/-12.5	33.1%	+/-12.5
5-17 years	431	+/-135	81.9%	+/-12.5	18.1%	+/-12.5
18-64 years	1,436	+/-387	61.1%	+/-16.0	38.9%	+/-16.0
65 years and over	52	+/-53	100.0%	+/-41.1	0.0%	+/-41.1
Other Indo-European languages	514	+/-223	82.1%	+/-12.6	17.9%	+/-12.6
5-17 years	87	+/-81	79.3%	+/-33.3	20.7%	+/-33.3
18-64 years	324	+/-132	92.9%	+/-11.0	7.1%	+/-11.0
65 years and over	103	+/-84	50.5%	+/-39.3	49.5%	+/-39.3
Asian and Pacific Island languages	313	+/-108	47.3%	+/-15.8	52.7%	+/-15.8
5-17 years	0	+/-22	-	**	-	**
18-64 years	311	+/-108	46.9%	+/-15.9	53.1%	+/-15.9
65 years and over	2	+/-3	100.0%	+/-100.0	0.0%	+/-100.0
Other languages	38	+/-34	100.0%	+/-48.1	0.0%	+/-48.1
5-17 years	0	+/-22	-	**	-	**
18-64 years	15	+/-21	100.0%	+/-76.6	0.0%	+/-76.6
65 years and over	23	+/-27	100.0%	+/-61.8	0.0%	+/-61.8
CITIZENS 18 YEARS AND OVER						
All citizens 18 years and over	14,474	+/-527	99.2%	+/-0.6	0.8%	+/-0.6
Speak only English	91.3%	+/-2.1	(X)	(X)	(X)	(X)
Speak a language other than English	8.7%	+/-2.1	90.3%	+/-6.2	9.7%	+/-6.2
Spanish or Spanish Creole	5.0%	+/-1.7	94.9%	+/-5.4	5.1%	+/-5.4
Other languages	3.7%	+/-1.2	84.1%	+/-11.5	15.9%	+/-11.5
PERCENT IMPUTED						
Language status	5.8%	(X)	(X)	(X)	(X)	(X)
Language status (speak a language other than English)	9.9%	(X)	(X)	(X)	(X)	(X)
Ability to speak English	13.0%	(X)	(X)	(X)	(X)	(X)

Figure 1: American Community Survey 2010-2014

All SMART buses are stocked with "SMART Comment" cards in both Spanish and English. Passengers may submit a comment, question, or complaint and request that someone contact them in Spanish or English so they may have full and effective access to SMART services and programs. A copy of the "SMART Comment" card can be found as Attachment F.

4) The resources available to the recipient of the federal funds to assure meaningful access to the service by LEP persons.

SMART has been providing information in Spanish such as surveys, bus routes, schedules and fares, public service announcements and general information on the buses and website. In addition, the City has provided interpreters at public meetings and has a translator system in place for the customer service information phone line. SMART estimates that over the past three years, more than 300 Spanish speaking LEP individuals have been assisted at SMART related outreach events in the City of Wilsonville.

5) Construction, Site or Location of Facilities
SMART has not sited, located or constructed any facility requiring an equity analysis since the last Title VI program was approved. Minor sidewalk improvements were made at a number of locations to improve ADA access, but the locations were selected solely on the basis of the physical characteristics of the existing sidewalks.

6) Minority Representation on Planning or Advisory Boards
SMART does not currently have any standing or advisory boards. However, as part of the Transit Master Plan process SMART has established a Transit Master Plan Task Force. Staff has reached out to our community partners (detailed below) to identify and encourage the participation of minorities on the Task Force. In fact, anyone who attended the early meetings of the group was automatically invited to serve on the Task Force.

Implementation Plan:

Based on the four factor analysis, SMART recognizes the need to continue providing language services in the area. A review of SMART's relevant programs, activities and services that are being offered or will be offered by the City as of November 2016 include:

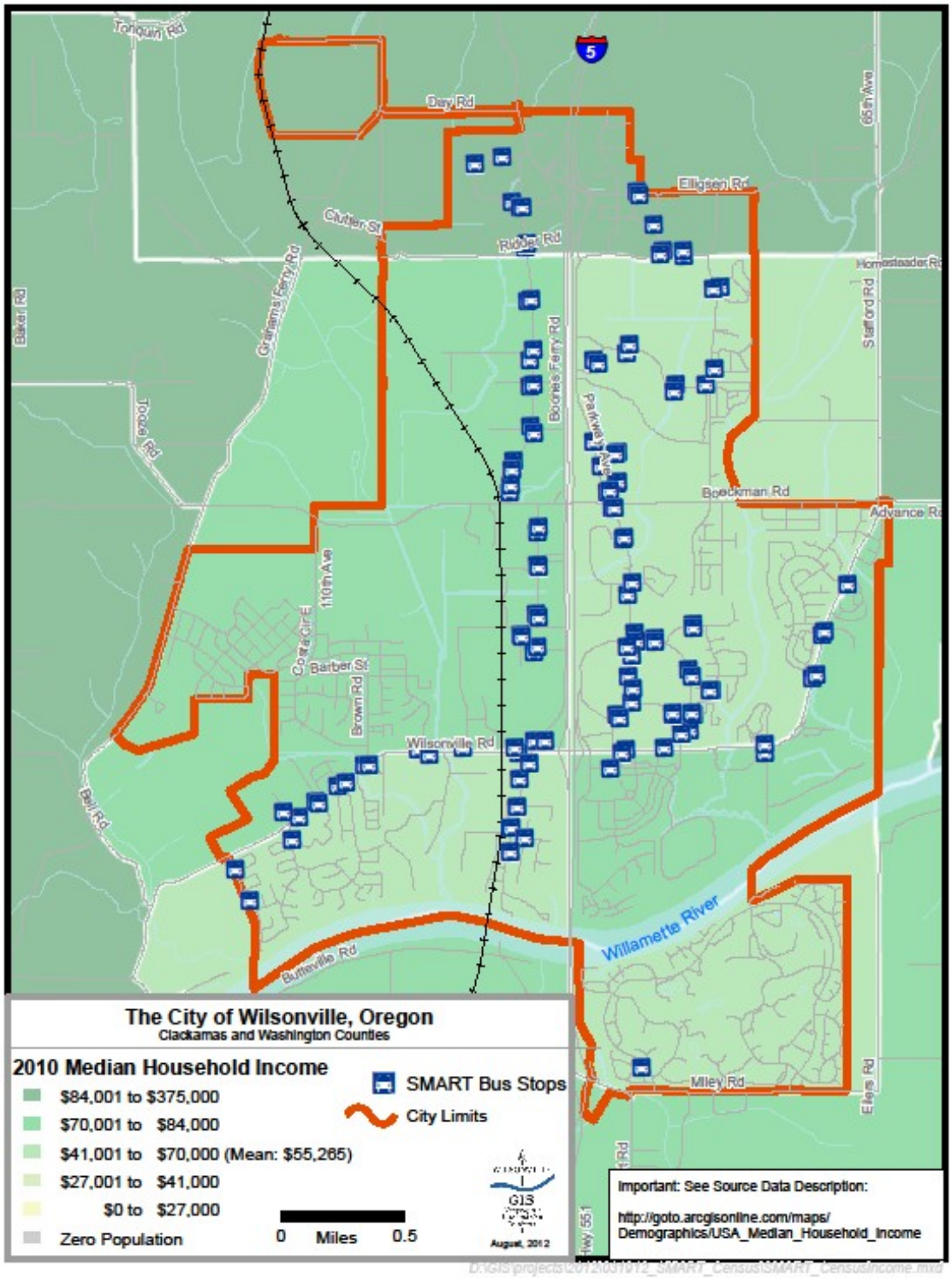
- Spanish speaking representatives are available upon request.
- Route and Schedule brochures are available in English and Spanish.
- Route and schedule information are available for Google translation into Spanish or a variety of other languages on the SMART website.
- SMART Options brochures are available in Spanish with information for bicycling and pedestrian safety.
- Transit survey conducted by SMART was made available in Spanish.
- Specific public meetings related to the Transit Master Plan, other planning efforts or major fare or service changes have been held with the Spanish speaking community in Wilsonville. Information was provided in Spanish and translators were available on-site to help with questions or concerns.

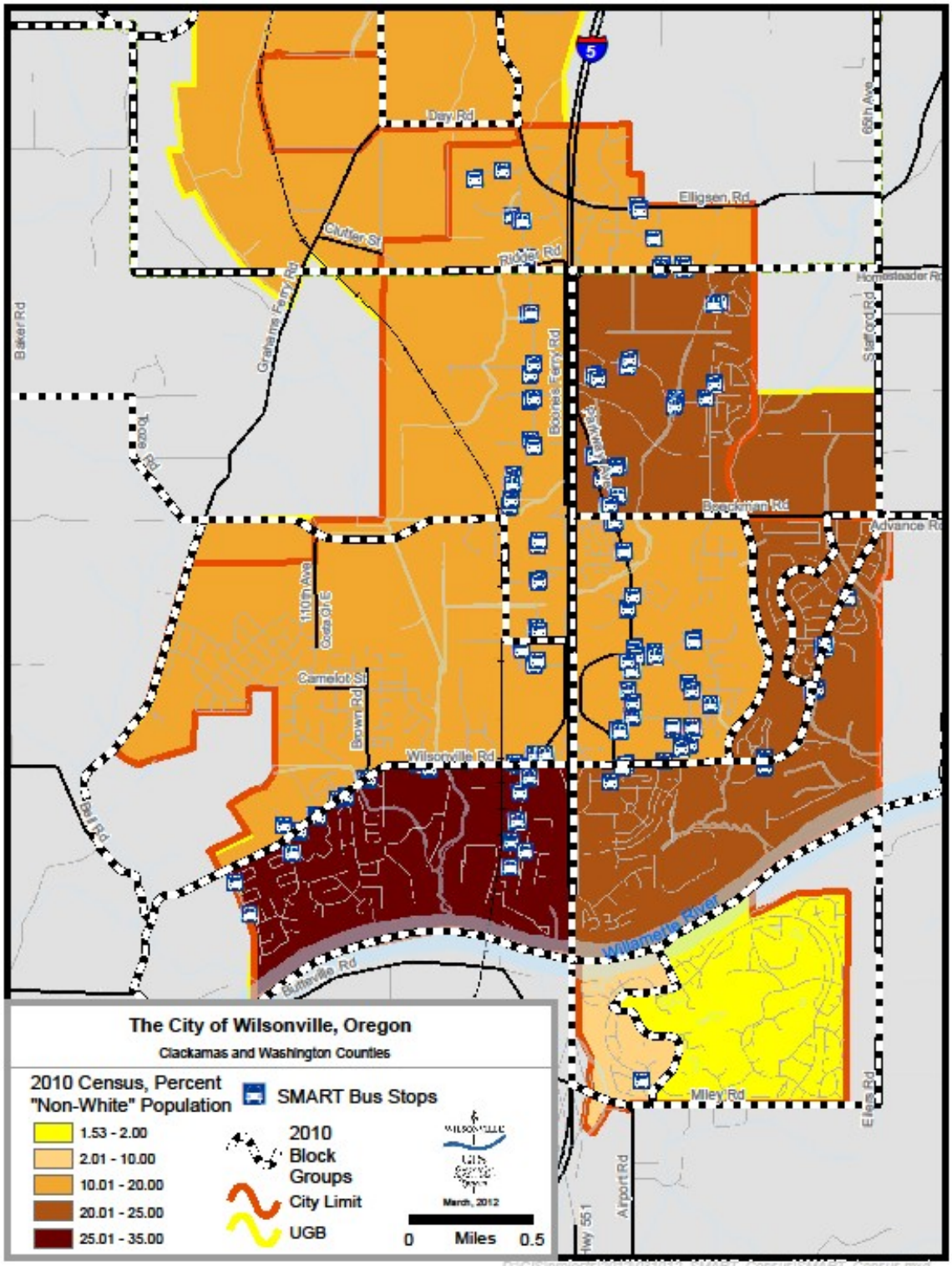
SMART's outreach and marketing initiatives have yielded a list of community organizations that provide service to populations with limited English proficiency. The following list of community organizations and schools in the area have been contacted to assist in gathering information and see what services are most frequently sought by the LEP population:

Wilsonville High School
Wilsonville Art Tech High School
Wood Middle School
Boeckman Creek Primary School
Boones Ferry Primary School
Wilsonville Community Center
Wilsonville Public Library
Wilsonville businesses over 100 employees
Lowrie Primary School
Wilsonville City Hall

SMART will continue to contact the community organizations that serve LEP persons, as well LEP persons themselves, and perform a four factor analysis every three years to identify what, if any, additional information or activities might better improve SMART services to assure non-discriminatory service to LEP persons. SMART will then evaluate the projected financial and personnel needed to provide the requested services and assess which of these can be provided cost-effectively.

Attachment D




The City of Wilsonville, Oregon
Clackamas and Washington Counties
2010 Census, Percent "Non-White" Population
1.53 - 2.00
2.01 - 10.00
10.01 - 20.00
20.01 - 25.00
25.01 - 35.00
SMART Bus Stops
2010 Block Groups
City Limit
UGB
March, 2012
0 Miles 0.5
Day Rd
Elligsen Rd
Clutter St
Ridder Rd
Boones Ferry Rd
Graham Ferry Rd
Baker Rd
Boone Rd
Boeckman Rd
Advance Rd
Stafford Rd
Homesteader Rd
65th Ave
110th Ave
Costa Circle
Camelot St
Brown Rd
Wilsonville Rd
Tonquin Rd
Willamette River
Boones Ferry Rd
Miley Rd
Airport Rd
Hwy 551
Elligsen Rd

Attachment E

TITLE VI STANDARDS AND POLICIES

Pursuant to requirements set forth in the Federal Transit Administration's (FTA) Circular 4702.1B, SMART must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. The service standards contained herein are used to develop and maintain efficient and effective fixed-route transit service.

This Title VI 2016 Service Standards and Policies document is the second formal service standard document for SMART. While it was initially created to meet FTA Title VI requirements, SMART will be looking to make transit service standards and policies part of the Transit Master Plan through the update of that document.

FTA Title VI Standards & Policies

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards and qualitative policies for the indicators below:

A. Vehicle Load Standard;
B. Vehicle Headway Standard;
C. On-time Performance Standard;
D. Service Availability Standard;
E. Vehicle Assignment Policy; and
F. Transit Amenities Policy.

(VEHICLE) PASSENGER LOAD FACTOR - Standards for passenger capacity are used to determine if a bus is overcrowded. The chart below shows the Maximum Safe Capacity of each type of bus in revenue service, both seated and standing. The Maximum Load Factor is the ratio between seated and standing capacity.

Standard: SMART's standard for all routes for Maximum Load Factor is 1.5, except in the case of freeway express buses traveling more than 55 mph, which then is 1.0.

Vehicle Type	Seated	Standing	Maximum Safe Capacity	Maximum Load Factor
26 ft. Bus	21	7	28	1.3
30 ft. Bus	33	10	43	1.3
35 ft. Bus	35	11	46	1.3
40 ft. Bus	37	12	49	1.3
40 ft. freeway Bus	45	0	45	1.0

Measure: Vehicle load issues will be measured through customer complaints, driver feedback and supervisor on-board reviews.

VEHICLE HEADWAY - Vehicle headway is the measurement of the frequency of service and is the scheduled time between two trips traveling in the same direction on the same route at a given location. SMART provides both residential and commuter service.

Standard: The chart below shows the targeted headways for each route.

Route	Commute Period	Base Period	Type of Service
1X – Salem	60 min. (30 min. in conjunction with Salem	----	Commuter express
2X – Barbur Blvd.	30 min.	60 min.	Local in Wilsonvile, then express to Barbur
3 – Canby	60 min.	----	Out of town commuter
4 – Crosstown	30 min.	60 min.	Local
5 – 95th Ave.	30 min.	----	Local Commuter
6 – Argyle Sq.	30 min.	----	Local commuter
7 – Villebois	2 trips a.m./2 trips p.m.	----	Local Commuter shuttle

Measure: Ensure that schedule changes of 25% or more will go through a Title VI review process.

This will ensure that SMART meets the expectation of Title VI that the minority/disadvantaged population will be provided no less service than the non-minority/non-disadvantaged populations.

ON-TIME PERFORMANCE – On-time performance is a measure of trips completed as scheduled.

Standard: SMART has set a standard that at least 92% of all trips will run on time. SMART measures on-time performance through bus schedule adherence. A bus is considered " on time" if it is within 0-5 minutes of the schedule at any time point, "late" is defined as more than 5 minutes after the scheduled departure time, and "early" is defined as anything before the scheduled departure time.

Measure: Schedule adherence will be measured through computer software that is connected to an AVL on each vehicle. The software provides highly accurate on-time performance data regularly throughout each day. Ride checks, field checks, and trip checks will be performed periodically to ensure the computer program maintains accuracy.

SERVICE AVAILABILITY - Service availability (a.k.a. service access) is a general measure of the distribution of routes within the SMART service area.

Standard: SMART's goal is to ensure that 85 percent of City residents live within walking distance (i.e., no more than 1/3 mile) of a bus stop. SMART service continues to be particularly strong in neighborhoods with significant minority and low-income populations.

Measure: Transit access is determined by mapping all active bus stops within the system and then calculating the population (based on 2010 Census data) within 1/3 mile radii of those stops. This information is then compared to the City's total population.

VEHICLE ASSIGNMENT POLICY - Vehicle assignment refers to the process by which transit vehicles are placed into service in on routes throughout the SMART's system

Standard: Vehicles are rotated throughout the SMART system, with newer vehicles serving all areas of the system. Specific vehicles are assigned to routes only when required by operating conditions (e.g., in cases where a smaller bus is required to provide service on narrower streets).

Measure: Daily assignments are reviewed to ensure that the most equitable distribution is made. Generally, within the small city of Wilsonville, the same buses serve both the minority/disadvantaged neighborhoods and the non-minority/non-disadvantaged neighborhoods. As such, there is no pattern of providing poorer quality vehicles in minority or disadvantaged neighborhoods.

DISTRIBUTION OF TRANSIT AMENITIES - Distribution of Transit Amenities is a general measure of the distribution of transit amenities (items of comfort, convenience and safety) available to the general riding public

Standard: Bus stop signs: SMART ensures that bus stops are easily identifiable, safe, and accessible places to wait for the bus. Seats can be applied to signs as needed.

Shelters: Although some shelters are provided by developers in new growth areas, SMART uses ridership as the primary criterion for determining shelter placement when public funds are used. Minimum threshold for shelter consideration is an average of 10 or more boardings per weekday. A seat bench is included with all shelters.

Trash can placements: Trash cans are provided at all shelters. They are mounted on either the shelter or bus stop sign pole so as to not block ADA pads or pedestrian walkways. At other stops, trash cans are provided on an as needed basis.

Measure: The distribution of transit amenities is determined by demand. Annually, SMART reviews ridership levels to make decisions on how limited federal resources should be spent. Currently, passenger amenities are spread equitably throughout the SMART service area.

Attachment F

SMART
SOUTH METRO AREA REGIONAL TRANSIT

COMMENT CARD

Please complete this card and return it to the Operator, drop off at City Hall, or mail to 29799 SW Town Center Loop E. Wilsonville, OR 97070

NAME: _____
DATE: _____
PHONE: _____
EMAIL: _____
ADDRESS: _____
_____

WOULD YOU LIKE SOMEONE TO CONTACT YOU? _____YES____NO

COMMENTS:
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

The City of Wilsonville operates services and programs without regard to race, color, and national origin. Please contact the City of Wilsonville with questions, comments, or complaints about SMART's non-discrimination policies.

Smart@ridesmart.com 503-682-7790

SMART
SOUTH METRO AREA REGIONAL TRANSIT

Tarjeta de Commentario

Por favor complete esta tarjeta y devuélvela al conductor del autobus, o dejéla en o enviéla a 29799 SW Town Center Loop, E, Wilsonville, OR 97070

NOMBRE Y APELLIDO: _____
_____
FECHA: _____
TELÉPHONO: _____
CORREO ELECTRÓNICO: _____
_____
DIRECCIÓN: _____

¿Le gustaría hablar con alguien en español sobre este comentario ____ SÍ_____NO

COMMENTARIO:
_____
_____
_____
_____
_____
_____
_____
_____
_____

SMART está dedicado a proveer servicios y programas sin respeto a raza, color de piel, y nacionalidad. Por favor comuníquese con el Director de Tránsito de la Ciudad de Wilsonville si tiene preguntas o comentarios sobre la política de no discriminación o para presentar una queja.

Smart@ridesmart.com 503-682-7790

Appendix VI - TriMet's Annual Budget and Capital Improvement Program

Appendix 6.1 - Relevant TriMet Web Links

TriMet Budget Process:
www.trimet.org/budget

FY18 Program of Projects:
https://trimet.org/global/pdf/fy18-proposed-pop-meeting.pdf

Service Enhancement Plans (SEP):
www.trimet.org/future

TriMet Equity Advisory Committee (TEAC):
https://trimet.org/meetings/teac/index.htm

TriMet Committee on Accessible Transportation (CAT):
https://trimet.org/meetings/cat/index.htm

TriMet Special Transportation Fund Advisory Committee (STFAC):
https://trimet.org/meetings/stfac/index.htm

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

Metro | Memo

Appendix 6.2 - 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes

Date: May 12, 2016

To: Joint Policy Advisory Committee on Transportation and Interested Parties

From: Grace Cho, Associate Transportation Planner
Eric Hesse, Strategic Planning Coordinator, TriMet
Stephan Lashbrook, Transit Director, SMART

Subject: 2018-2021 MTIP Coordination – MPO Input to Transit Budget Processes

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Purpose and Request
To provide JPACT members information about SMART and TriMet's proposed capital transit investments and provide an update of the annual transit agency budget processes which prioritizes and determines the transit capital investments for the near term.

Introduction and Background
Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) policy, the MPO has the opportunity to provide input and considerations into the allocation processes which are encompassed within the Regional Transportation Plan (RTP) and the MTIP.

SMART and TriMet are undergoing their annual transit budget processes where each agency reviews projected revenue and prioritizes and proposes the transit capital projects on which they expect to expend federal dollars in the coming fiscal year. Because these proposed capital expenditures are utilizing surface transportation funding from the Federal Transit Administration and/or Federal Highway Administration, these projects are programmed in the MTIP. JPACT and Metro Council will be expected to approve the programmed expenditures as part of their approval and adoption of the 2018-2021 MTIP.

Transit Budget Processes
Attached to this memorandum are materials from recent presentation in which SMART and TriMet staff provided to TPAC. The materials outline the different transit capital investments proposed for the near term.

MPO Input and Comment Option
JPACT members interested in providing comment or inquiring about the proposed capital transit investments expected to go before the transit operation leadership in late spring 2016 are encouraged to discuss with SMART and TriMet staff.

Next steps
JPACT will be presented with the final transit capital investment proposed for federal fiscal years 2018 through 2021 in summer 2017 when the draft 2018-2021 MTIP comes before JPACT for adoption.

Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)

JPACT

May 19, 2016

TRIMET

The MTIP and Transit

- MTIP Purpose
  - Ensure financial capacity for projects
  - Coordinates project implementation to planning activities and between agencies
  - Provides public transparency of funding process
  - Required to maintain federal funding
- MPOs lead MTIP development
- Transit funding is one of three funding components of the MTIP

TRIMET

Briefing Purpose

- TriMet coordination with JPACT
- Progress update on prior regional flexible funding allocations
- Understand transit funding decision processes
- Prepare to adopt transit funding into the 2019-21 MTIP

TRIMET

Outline

1. Budget Overview
2. Program of Projects and MTIP Coordination
3. Service Enhancements

TRIMET

FY2017 Budget Background

- Region growing: 400k more people in next 20 years
- Congestion to triple
- TriMet continues to grow and improve service
- TriMet's mission to "*provide valued transit service that is safe, dependable and easy to use*" remains the underlying focus of our work

TRIMET

FY2017 Budget Themes

1. Safety & Security
2. Implementing Service Enhancement Plans
3. Maintaining and Preserving the System
4. Improving System Reliability
5. Advancing Regional Corridor Projects

TRIMET

FY2017 Financial Forecast – Resources

- Payroll Tax: Overall increase of ~$25M
  - Total: $332.9M
  - Increase= $5.7M – all to new service
- Passenger Revenue: Overall increase of ~$1.1M
  - Primarily due to opening of Orange Line
  - No Fare increase
  - Expected to increase 3.5% in FY2018

TRIMET

FY2017 Financial Forecast

- Federal Funding: Overall 2% increase year/year
  - FAST Act passed – Years ahead more secure
  - Large increases in FY2020 & FY2024 due to LRT lines being in service 8 years
- Federal Formula grants constitute 13% of continuing resources for operations (~$73M)

TRIMET

FY2017 Service Enhancements

Bus Service

- 4.3% increase in bus service (1,264 hrs/week)
- 37% in reliability (i.e., congestion relief/crowding)
- 63% to expanded service (@ annualized cost of $6.1m)

TRIMET

FY2017 Federal Funding

- MTIP Regional Flexible Funds
- Portland-Milwaukie LRT
- Program of Projects with other Federal Funding
  - State of Good Repair
  - Job Access
  - Enhanced Mobility

TRIMET

MTIP Regional Flexible Funds

Historically, TriMet has received funds for:

- Regional Rail debt service (~$16M)
- Bus Stop Development Program (~$500K) – *Funding has ended*
- Employer Outreach Program (~$450K via RTO)

TRIMET

MTIP Regional Flexible Funds

For FY2017, TriMet is receiving funds for:

- Regional Rail debt service ($16M)
- Employer Outreach Program ($488K via RTO)
- East Portland Access to Employment & Education ($1.55M from REOF)

TRIMET

STIP Enhance Funds

For FY2017, TriMet is also receiving funds for:

- Powell-Division Corridor Safety & Access to Transit ($1.23M)

5309 Capital Investment Grants

Portland-Milwaukie LRT Project

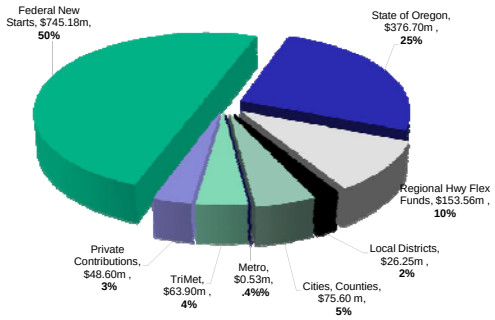
- Opened on schedule and under budget
- FFGA signed May 2012
  - $85M in FY2012 of 5309 New Starts funds
  - $94.5M in FY2013
  - $100M in FY2014, FY2015, FY2016
  - $125M in FY2017 (Anticipated)
  - $100M in FY2018 (Anticipated)
  - $40.7M in FY2019 (Anticipated)

Portland-Milwaukie LRT funded with local partners

- State of Oregon
- Metro/Regional Flex Funds
- City of Portland
- PDC
- Clackamas County
- City of Milwaukie
- TriMet

Local property donations:

- Portland
- OHSU
- Willamette Shore Line
- ZRZ
- PCC
- PSU



FY2017 Program of Proposed Projects using other Federal Funding

- Bus and Rail Preventive Maintenance
  - 5307 Urban Formula: $38.4M
  - 5337 State of Good Repair Formula: $18.7M
  - STP: $3.1M
- Bus Replacement
  - 5339 Bus and Bus Facilities: $2.8M
- PMLR Funding
  - 5309 Capital Investment Grants: $125M
- Special Needs Transportation
  - 5310 Enhanced Mobility of Seniors & Individuals with Disabilities: $1.6M

5337/5307 Funds: State of Good Repair

- $59M in 5337 and 5307 formula funds used for Preventive Maintenance on bus and rail
  - Blue Line Station Rehabilitation
  - Elevator Refurbishment/Replacement
  - MAX System Enhancements (signals)
  - MAX track & structures
    - 11th Ave Terminus
    - Rose Quarter
  - WES Track Maintenance
- ATI (formerly TE) 1% 5307 sub-allocation
  - FY2014/2015 funds remaining to be programmed
  - Ended in FY2016

TRIMET

5339 Funds: Bus & Bus Facilities

- To replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
- FY2017: $2.8M contributing to purchase of 33 40' replacement buses (out of $16.5M total)
- Will have replaced 60% of fleet in last 5 years
- Fleet will be all low-floor, low emission buses
- 8 year average fleet age (industry standard)

TRIMET

5316/5307 Funds: Job Access

- Transportation to jobs for low-income individuals
- Final disbursement of $.4M in remaining 5316 funds for FY2015-2017 for operating shuttles in Tualatin, Forest Grove, Swan Island, Clackamas
- Using 5307 eligibility to pass through federal funding to other providers and considering new long-term funding mechanisms for Community & Jobs Connectors envisioned in SEPs
  - $243K to N. Hillsboro Job Link shuttle

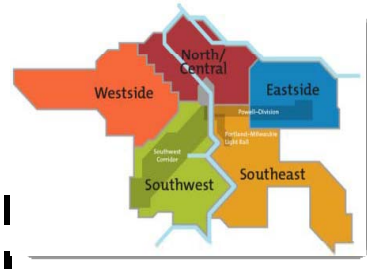
TRIMET

5310 Funds: Enhanced Mobility

- Assist private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities
- FY2017: $1.6M for Ride Connection contracted services (50% match)
- Coordinated by Special Transportation Fund Advisory Committee (STFAC) and guided by Coordinated Transportation Plan
  - CTP being updated this year

TRIMET

Service Enhancement Plans



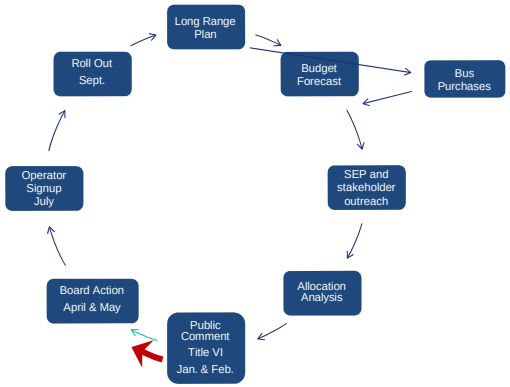
- Westside - Completed
- Southwest - Completed
- North/Central – Refined Draft Vision
- Eastside – Refined Draft Vision
- Southeast – Draft Vision

TRIMET

TriMet Annual Service Plan Considerations & SEP Measures

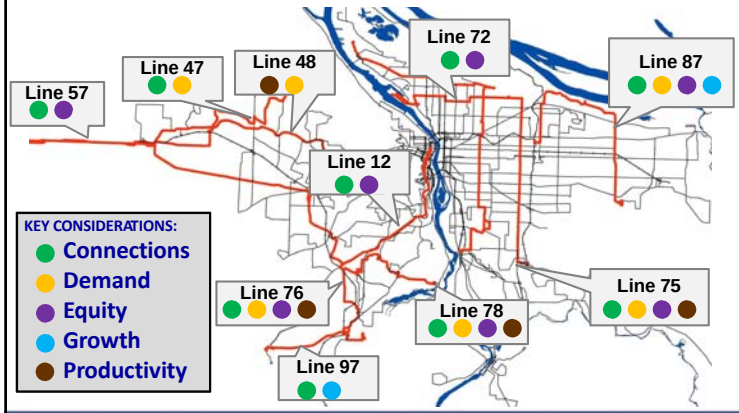
TRIMET

Annual Planning Cycle



TRIMET

SEP Improvements Implemented to Date



TRIMET

SEP Improvements Implemented to Date: Fixed-Route Ridership Performance

Line	SEP Improvement	Average Weekday Ridership Increase	Improved Efficiency
47-Baseline/ Evergreen	Route change; increased peak frequency	62%	
48-Cornell	Increased peak frequency	106%	

TRIMET

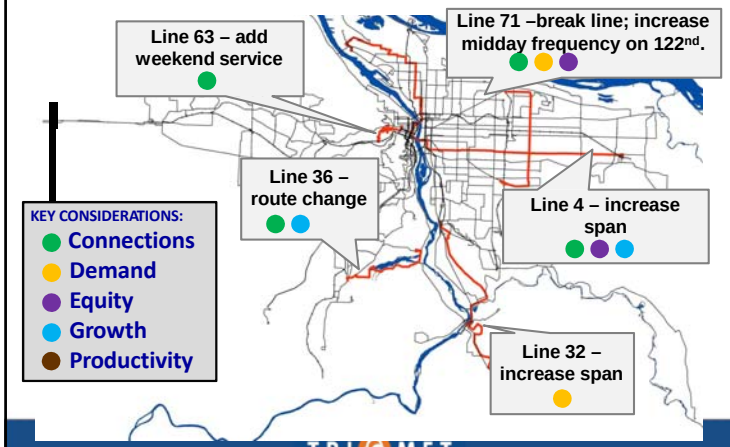
SEP Improvements Implemented to Date: Community Connectors

Community/Job Connector Services	Avg. Weekday Rides
GroveLink*	190
North Hillsboro Link**	91

*Fall 2015
**Since Nov. 2015 startup

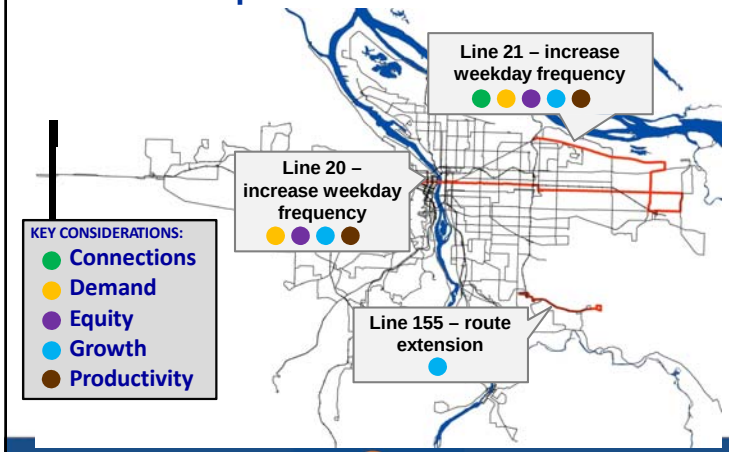
TRIMET

Proposed for September 2016



TRIMET

Proposed for March 2017



TRIMET

Next Steps

- Implement Service Improvements pending public and rider input and Board approval along with budget
- Work with stakeholders to prioritize SEP Improvements for future Annual Service Plans

TRIMET

Summary

- Federal transit funding continues to support focus on capital maintenance
- Investments guided by TIP policies, asset management, planning activities and budget process
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2019-21 MTIP

TRIMET

Questions and Discussion

- Comfortable with programming of federal funds and processes to allocate them to specific projects?
- Any future follow up on specific items desired?
- Questions on progress of current regional flex fund transit projects?

TRIMET

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

Metro | *Memo*

Appendix 6.4 - 2018-2021 MTIP Coordination – Transit Budget Processes

Date: March 31, 2017

To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties

From: Grace Cho, Associate Transportation Planner
Eric Hesse, Strategic Planning Coordinator, TriMet
Dwight Brashear, Transit Director, SMART

Subject: 2018-2021 MTIP Coordination – Transit Budget Processes

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Purpose
To provide TPAC members information about SMART and TriMet's proposed annual budget process which prioritizes and determines the transit capital investments for the near term. For those investments using federal transportation funds, these will be programmed as part of the 2018-2021 MTIP.

Introduction and Background
Over the course of 2015, Metro staff has engaged with stakeholders and worked closely with ODOT, SMART, and TriMet to define a set of coordination activities for the region to undertake as part of the development of the 2018-2021 MTIP. As part of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) policy, the MPO is afforded the opportunity to learn more about the the allocation processes which are encompassed within the MTIP.

SMART and TriMet are undergoing their annual transit budget processes where each agency reviews projected revenue and prioritizes and proposes the transit capital projects on which they expect to expend federal dollars in the coming fiscal year. Because these proposed capital expenditures are utilizing funding from the Federal Transit Administration and/or Federal Highway Administration, these projects are programmed in the MTIP. JPACT and Metro Council will be expected to approve the programmed expenditures as part of their approval and adoption of the 2018-2021 MTIP in late summer 2017.

Transit Budget Processes
Attached to this memorandum are recent presentations and materials from SMART and TriMet annual budget process update. The materials outline the different transit capital investments proposed for the near term. Partners are welcomes to provide comments directly to transit agency staff or at the scheduled public hearings.

Next steps
JPACT will be presented with the final transit capital investment proposed for federal fiscal years 2018 through 2021 in summer 2017 when the draft 2018-2021 MTIP comes before JPACT for adoption.

Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)

TPAC

March 31, 2017

TRIMET

The MTIP and Transit

- MTIP Purpose
  - Ensure financial capacity for projects
  - Coordinates projects ↔ planning
    agencies
  - More transparency of funding process
  - Required to maintain federal funding
- MPOs lead MTIP development
- Transit funding is one of three funding components of the MTIP

TRIMET

Briefing Purpose

- TriMet coordination with TPAC
- Progress update on prior regional flexible funding allocations
- Understand transit funding decision processes
- Prepare to adopt transit funding into the FY2018-21 MTIP

TRIMET

Outline

1. FY2018 Budget Overview
2. Program of Projects and MTIP Coordination
3. Service Enhancements

TRIMET

Fiscal Year 2018 Budget

*Our Vision: **To do our part in making our community the best place to live in the country.***
*Our Mission: **To provide valued transit service that is safe, dependable and easy to use.***

TRIMET

We Make a Difference

- **101.5 million** rides in 2016 (323,000 avg. weekday trips)
- **24th** largest metro but transit ridership is **8th** per capita
- **73%** of adults in the region ride at least once a year*
- **77%** of our riders are "choice riders"*
- **85%** of riders satisfied with overall TriMet experience

*2016 Attitude & Awareness Survey

TRIMET

FY2017 Accomplishments

- Major MAX Improvements at Rose Quarter & SW 11th Ave/Morrison-Yamhill
- Rail Reliability increased from 83.7% to 87.2% *(Feb. 2017)*
- Expanded service on several bus lines
- Persevered through multiple snow and ice events
- Hop Fastpass has entered beta testing, launches in July

TRIMET

FY2018 Financial Forecast – Resources

- Payroll Tax
  - Total: $366.1M
  - 2016 Tax Increment Increase = $5.2M – all to new service
- Passenger Revenue
  - No fare increase
  - Revenues increasing 2.5% in FY2018

TRIMET

FY2018 Financial Forecast

- Federal Funding: Overall 7% increase yr/yr
  - Projected increases in FY2018 (Green Line & WES), FY2020 (Streetcar East) & FY2024 (Orange Line) due to lines being in service 8 years, triggering additional funding under formula
  - FAST Act Passed – Years ahead more clear

TRIMET

Budget Overview—Requirements

- Total Budget of $1,150.4 million
- Day-to-Day Operating Budget: $532.4 million
- MAX Orange Line FFGA: $100 million
- Capital and Operating Projects: $177.4 million
- Pass Through: $ 6.7 million
- Fund Balances & Contingency: $333.9 million

TRIMET

FY2018 Budget Background

- Region growing: 400k more people in next 20 years
- Hours of congestion will triple without more transit
- TriMet continues to grow and improve service
- TriMet's mission to "*provide valued transit service that is safe, dependable and easy to use*" remains the underlying focus of our work

TRIMET

FY2018 Budget Themes

1. Safety
2. Implement Service Enhancement Plans
3. Maintain and Preserve the System
4. Improve System Reliability
5. Build Ridership through Quality Service and Innovation
6. Advance Regional Corridor Projects

TRIMET

12

1. Safety

Rail Pedestrian Safety Enhancement Program

- 97th/Burnside
- N. Kelly Ave (Gresham)
- N. Main St (Gresham)
- NE 28th Ave (Hillsboro)
- SW 158th Ave

TRIMET

1. Safety (Cont.)

- Rail Operator Rules Compliance
- Continued SMS Training/Recertification Training
- CCTV upgrade from analog to IP – networked
- Other investments
  - Continuous Improvement Teams
  - MAX intrusion detection
  - Roadway worker protection
  - Environmental & Sustainability Management System (ESMS)
  - Ergonomic Improvements to Bus Operator Cabs

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2. Service Enhancement Plans

Bus Service

- ~4%↑ in bus service hours overall
- Of that increase:
  - ~18% in reliability (i.e. congestion relief)
  - ~82% to expanded service

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2. Service Enhancement Plans

September 2017

- 6 – ML King Jr Blvd
- 33 – McLoughlin/King Rd
- 44 – Capitol Hwy/Mocks Crest
- 52 – SW Farmington/185th
- 77 – Broadway/Halsey

March 2018

- New 74 – 162nd in East Mult. County
- New 42 – Denney/Hall
- 81 – Kane/257th
- New 82 – South Gresham
- 87 – Airport Way/181st
- 152 – Milwaukie

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3. Maintain & Preserve the System

- Blue Line Station Rehabilitation
- Bus Replacement – 42 replacement; 15 expansion
- Facility Improvements
- Rail Reliability
- WES Track Maintenance
- IT Servers / Equipment

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4. Improve System Reliability

- Improvements in Control Center staffing
- Added 6 FTE for Maintenance Training and Quality Assurance
- Added 34 FTE to Maintenance workforce
- Studies with “long” view

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5. Build Ridership through Quality Service & Innovation

- Additional bus service
- Hop Fastpass
- Rail Reliability
- Rail Operations Optimization Technology (ROOT)

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6. Advance Regional Projects

- Division Transit Project – submitting for Small Starts rating in FY2018
- SW Corridor – Preliminary Engineering and Federal environmental impact work will continue in FY2018

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Hop Fastpass™

Budget

- Capital $4.5 million to finish the infrastructure
- On-going operating $3.4 million (call center, staffing, cards, banking, software maintenance, etc.)
- Support in marketing & customer communications

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Budget Timeline

Key Dates

- ✓ Public Rollout of Budget – March 8
- ✓ Board approved budget for TSCC – March 22
- TSCC Hearing – April 26
- Adopt FY2018 Budget – May 24
- FY2018 Budget Begins – July 1, 2017

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FY2018 Federal Funding

- MTIP Regional Flexible Funds
- Portland-Milwaukie LRT continued payments
- Program of Projects with other Federal Funding
  - Urbanized Area Formula [5307]
  - State of Good Repair [5337]
  - Enhanced Mobility for Seniors and Individuals with Disabilities [5310]
  - Low-No Electric Bus Pilot [5339(a)]
  - Bus & Bus Facilities [5339(c)]

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MTIP Regional Flexible Funds

Historically, TriMet has received funds for:

- Regional Rail debt service (~$16M)
- Bus Stop Development Program (~$500K) – *Funding ended several cycles ago*
- Employer Outreach Program (~$450K via RTO)

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MTIP Regional Flexible Funds

For FY2018, TriMet is receiving funds for:

- Regional Rail debt service ($16M, from STBG and CMAQ via Regional Flexible Funds)
- Employer Outreach Program ($503K via RTO)
- Powell-Division Corridor Safety & Access to Transit ($1.005M from STBG)

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5309 Capital Investment Grants

Portland-Milwaukie LRT Project

- Opened on schedule and under budget
- FFGA signed May 2012
  - $85M in FY2012 of 5309 New Starts funds
  - $94.5M in FY2013
  - $100M in FY2014, FY2015, FY2016
  - $125M in FY2017
  - $100M in FY2018 (Anticipated – funded in President's budget)
  - $40.7M in FY2019 (Anticipated)

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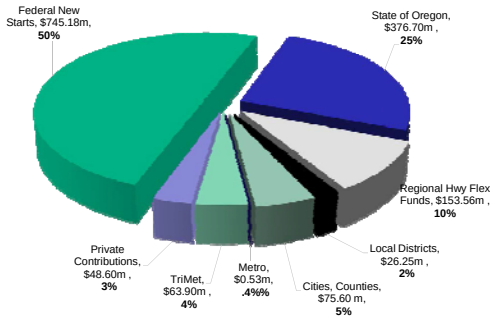
Portland-Milwaukie LRT funded with local partners

- State of Oregon
- Metro/Regional Flex Funds
- City of Portland
- PDC
- Clackamas County
- City of Milwaukie
- TriMet

Local property donations:

- Portland
- OHSU
- Willamette Shore Line
- ZRZ
- PCC
- PSU



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FY2018 Program of Proposed Projects using other Federal Funding

- Bus and Rail Preventive Maintenance
  - 5307 Urban Formula: $38.8M
  - 5337 State of Good Repair Formula: $24.5M
  - Surface Transportation Block Grant Program: $5.5M
- Bus Replacement and Expansion
  - 5339(a) Bus and Bus Facilities Formula: $2.9M
  - 5339(c) Low and No Emission Vehicle Competitive: $1.2M
- Transportation for Seniors and Individuals with Disabilities
  - 5310 Enhanced Mobility: $1.2M
- Community & Job Connector Shuttle Services
  - 5307 Urban Formula: $600k (pass through)

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5337/5307 Funds: State of Good Repair

- $63.3M in 5337 and 5307 formula funds used for Preventive Maintenance on bus and rail
  - System maintenance for safety and reliability

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5339 Funds: Bus & Bus Facilities

- To replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
- FY2018: $2.9M contributing to purchase of 42 40-foot replacement buses (approx. $500 thousand each)
- Will have replaced 2/3 of fleet in last 6 years
- Fleet will be all low-floor, low emission buses
- 8 year average fleet age (industry standard)

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5339 Funds: Electric Bus Pilot

- In FY2017, TriMet was awarded competitive Low and No Emissions Vehicle Deployment ("Low-No") grant by FTA to help purchase 5 New Flyer 40' battery electric buses and related charging equipment and facilities
  - PGE is proposing to partner to purchase own and maintain charging infrastructure under SB1547.
- FY2018: $1.2M of 5339(c) funding programmed to fund project management, design and construction

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5307 Funds: Job Access

- 5307 pass through federal funding for Community & Jobs Connectors that improve access to jobs for the low-income workforce and transport residents in urban and non-urban areas to suburban employment opportunities (formerly came from JARC funding)
  - N. Hillsboro Link
  - Swan Island Shuttle
  - Tualatin Shuttle
  - GroveLink
- Considering new long-term funding mechanisms for Community & Jobs Connectors envisioned in Service Enhancement Plans

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5310 Funds: Enhanced Mobility

- Assist private nonprofit community transportation providers in meeting the transportation needs of the elderly and persons with disabilities
- FY2018: $1.2M for contracted services for seniors & persons with disabilities
- Investments guided by Coordinated Transportation Plan
- Special Transportation Fund Advisory Committee (STFAC)
- Also receive 5310 distributed via state and Special Transportation Funds (state source) through STFAC

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Service Enhancement Plans

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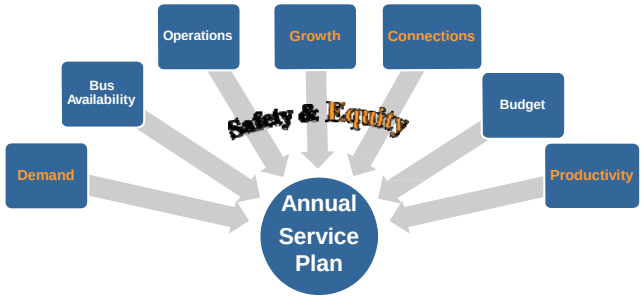
Service Planning Considerations



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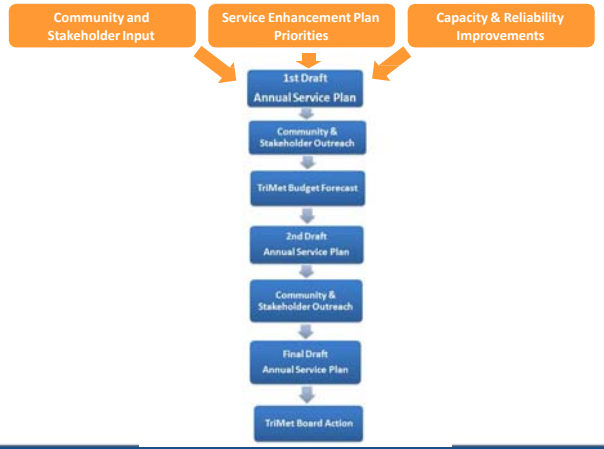
Annual Service Planning Process



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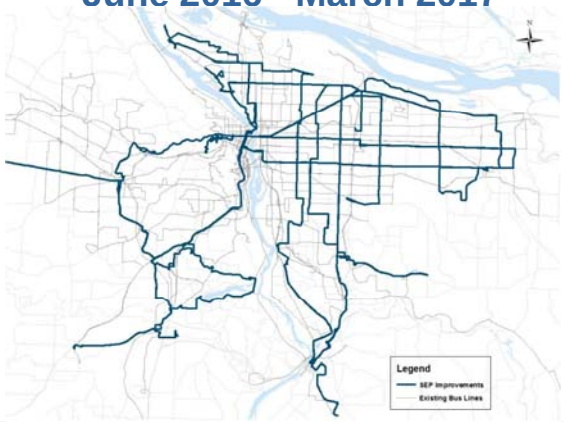
Recent Service Improvements June 2016 - March 2017



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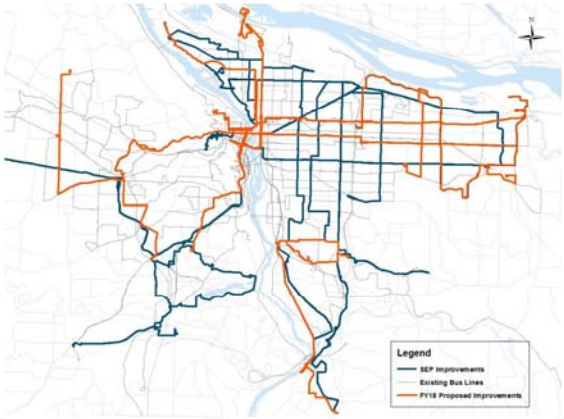
FY18 Annual Service Plan Proposals



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Next Steps

- Implement Service Improvements pending public and rider input and Board approval along with budget
- Work with stakeholders to prioritize SEP Improvements for future Annual Service Plans

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Summary

- Federal transit funding continues to support focus on capital maintenance
- Investments guided by TIP policies, asset management, planning activities and budget process
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2019-21 MTIP

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Fiscal Year 2018 Budget

Questions?

Our Vision: ***To do our part in making our community the best place to live in the country.***

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TriMet Public Engagement and Outreach Framework

Purpose

TriMet recognizes that diverse values and opinions held both individually and as a group contribute to the quality of community life throughout the region. TriMet is committed to engaging the community it serves to ensure diverse public input and equity are part of its transparent policy and decision-making processes.

The general TriMet approach is to engage in a pro-active manner with diverse stakeholders via early, ongoing and meaningful communications. The public engagement process strives to include *all* interested and affected stakeholders – riders, members of vulnerable populations, members of diverse communities, elected officials, civic and business organizations, residents, and property owners to ensure they are provided opportunities for meaningful input.

In proposing any service changes, particularly changes that may result in diminished service, TriMet uses a variety of methods to communicate proposed changes and solicit feedback from the community. TriMet also engages in extensive community outreach in conjunction with large-scale projects to ensure that affected residences and businesses are fully informed of the impacts and benefits and are provided an opportunity for input in planning and implementation. On routes where there are a significant number of limited English proficient riders, TriMet staff will translate materials to ensure those riders can participate. After receiving public input, TriMet will determine whether to continue a service in its current form, change the service, or eliminate the service. Special attention is paid to the identification of any transit-dependent persons potentially affected by a route or service change.

Consistent with the requirements of Title VI, TriMet staff use GIS mapping software.

- Maps are created to identify affected low income, minority, and limited English proficient communities.
- Analysis is shared with TriMet staff working with affected communities to develop strategies to engage minority, low income and LEP populations, and to ensure proposed service changes are in compliance with the requirements of Title VI.

TriMet Demographic Profile

Low-income: TriMet defines low-income persons as someone whose household income is at or below 150% of the federal poverty level. Based on 2010-2014 US Census American Community Survey five-year estimates, 23.6 percent of the population within TriMet's service district are low-income under this definition.

According to the 2010-2014 ACS 28 percent of the population within TriMet's service district is considered minority. This includes Hispanic or Latino (12.1 percent), Asian (6.9 percent), Black (3.4 percent), American Indian/Alaskan Native (.6 percent) and Native Hawaiian/Pacific Islander (.5 percent).

TriMet defines LEP by respondent's indication on the Census that they speak English "less than very well."

The US Census Bureau collects data about the ability to speak English as well as the language spoken at home via the American Community Survey (ACS) and allows for the identification of LEP languages falling within the "Safe Harbor" thresholds. The thresholds are 5 percent of total population or 1,000 individuals, whichever is less.

This data below was retrieved for the three-county region (Clackamas, Multnomah, and Washington counties) in which TriMet provides service.

Languages Spoken by LEP Persons Age 5 and Older in TriMet Transit District

Languages Spoken at Home	LEP Population Estimate	Percentage of Total Population	Percentage of LEP Population
Spanish	59,846	4.18%	47.94%
Vietnamese	14,132	0.99%	11.32%
Chinese (Cantonese, Mandarin)	10,152	0.71%	8.13%
Russian	6,834	0.48%	5.47%
Korean	3,850	0.27%	3.08%
Ukrainian*	2,091	0.15%	1.67%
Japanese	2,074	0.14%	1.66%
Tagalog	1,950	0.14%	1.56%
Romanian*	1,862	0.13%	1.49%
Arabic	1,715	0.12%	1.37%
Mon-Khmer, Cambodian	1,407	0.10%	1.13%
Persian	1,097	0.08%	0.88%
Other languages	17,837	1.25%	14.29%
Total	**124,848**	**8.73%**	100%

Sources: TriMet GIS, Metro Regional Land Information System, and US Census American Community Survey Tables: 2010 - 2014 (5-Year Estimates)
**Ukrainian and Romanian figures were only available for Multnomah and Washington counties*

Public Engagement Process

TriMet's public engagement process is based on nationally-established public participation core values:

1. Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.

2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.

4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.

5. Public participation seeks input from participants in designing how they participate.

6. Public participation provides participants with the information they need to participate in a meaningful way.

7. Public participation communicates to participants how their input affected the decision.

A TriMet public engagement plan must include 11 critical elements:

A public engagement plan is required for any significant agency change as well as future planning objectives. Changes include those relating to fares, fare policy, service and capital projects.

A TriMet public engagement plan must include 11 critical elements:

1. Clearly defined purpose and objectives for initiating public dialogue. Shared understanding of the level and type of participation the plan is designed to generate.

2. Clear messages.

3. Specific identification of the potentially-affected public and other stakeholder groups.

    a. Special effort placed on reaching underserved populations. These may be hard-to-reach groups such as low-income individuals, transit-dependent riders or members of minority communities. Strategies to reach will include going to where people live, work, go to school, practice faith, or shop; and providing culturally-competent materials.

4. Identification of possible barriers to participation among targeted populations and strategies to reduce these barriers.

5. Language needs identified to ensure participation of Limited English Proficiency (LEP) persons.

6. Use four-factor analysis to ensure access for LEP persons:
    i. number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service;
    ii. frequency with which LEP individuals come in contact with the program or service;
    iii. nature and importance of the proposed changes to people's lives; and
    iv. resources available to the recipient and costs.

7. Identification of engagement strategies and tactics.

8. Education/ information that results in accurate and full public understanding of options (as appropriate) and related issues.

9. Reflection of brand.

10. Info-gathering process outline.

11. Timeline and staff accountabilities.

12. Documentation process.

Before each plan is developed, the following levels of participation are reviewed to ensure clarity on what the agency is seeking. These levels and actions are based on best practices adapted from the International Association for Public Participation.

Possible Level of Participation from Stakeholders			
Inform Provide the stakeholder with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	**Consult** Obtain stakeholder feedback on analysis, alternatives and/or decisions	**Involve** Work directly with the stakeholder throughout the process to ensure that stakeholder concerns and aspirations are consistently understood and considered.	**Collaborate** . Partner with the stakeholder in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
Corresponding Commitment			
Inform We will keep you informed	**Consult** We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how stakeholder input influenced the decision.	**Involve** We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how stakeholder input influenced the decision.	**Collaborate** We will look to you for advice in formulating solutions and include your advice and recommendations in the decisions to the maximum extent possible.

Public Participation Implementation

Strategies

This section will lay the framework for the public participation strategies to be used in fulfilling the project goals. This will include strategies for:

- Communication and raising awareness about the project.
- Education and discussion about the code and key community issues impacted by the code.
- Gathering input about what people like and value about specific places, as well as what concerns them.
- Gathering input on broader topics of concern related to the code and the process of working with the code.
- Gathering input on the analysis of existing community character.

- Deliberate possible approaches to preserve and enhance changes envisioned in Imagine Austin, and exploring possible approaches and, ultimately, rules that are appropriate for achieving desired community character and accommodating change.

Methods

Methods used to implement the engagement strategies will be designed to integrate the guiding principles of engagement. Potential methods include:

- Interviews to understand perceptions and attitudes for effective messaging and communication
- Stakeholder interviews to understand detailed issues, concerns with, and possible approaches to reflect in the service changes.
- Listening sessions with the general public to understand likes and concerns about specific places and gather feedback on the public engagement plan.
- Small-group meetings with existing and new stakeholder groups to gather input on what they value and are concerned about on both specific places and related to the code itself
- Educational open houses to foster more in-depth learning and discussion about hot topics related to service changes.
- Booths and presentations at neighborhood and community events and presentations at existing meetings of community organizations

Tools and Platforms

Specific tools and platforms will be necessary to offer several ways to submit stakeholder feedback. These tools will be used to inform and engage the community about the project, which include:

- Website, including online engagement platform, surveys, etc.
- Social media (Facebook, Twitter, YouTube, Instagram)
- Traditional media, including news releases, press conferences, media interviews and public service announcements
- Email and service alerts
- Traditional advertising in digital and print publications

Documenting Input and Improving the Process

The final section of the Plan will include the approaches that will be used to gather and document input provided by the public and the methods to help foster a two-way conversation in which questions are answered in a timely, transparent and informed fashion. Also included in this section will be the mechanisms for continually learning from what's working and what needs improvement in the public engagement process. It will include documentation methods for gathering quantitative and qualitative data about participation and strategies for process improvement. This information will be gathered by outreach staff and compiled in CiviCRM.

L.Parker
revised: 6.8.2016

Public comment report

2018-21 Metropolitan Transportation Improvement Program

May 2017

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: oregonmetro.gov/mtip

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration

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Attachments

1. Print ad copy
2. City of Gresham comments
3. Survey results

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PURPOSE AND BACKGROUND

This report summarizes the comments received during the comment opportunity from April 24 through May 23, 2017, on the 2018-21 Metropolitan Transportation Improvement Program.

2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects that may significantly affect the region's air quality.

Find out more about the 2018-21 MTIP at **oregonmetro.gov/mtip**.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year construction period, and is updated every three years.

NOTICE

Notice was provided through Metro News and distributed to members of the land use and transportation news digest email. Notifications were also posted on Metro's Twitter and Facebook feeds and sent to Metro advisory committee interested persons lists.[1] Print ads were placed in several local newspapers:

- Beaverton Valley Times
- Gresham Outlook
- Clackamas Review
- Portland Tribune
- Tigard Times.

A copy of the print ad is attached.

[1] Committees: Joint Policy Advisory Committee on Transportation, Metropolitan Policy Advisory Committee, Transportation Policy Alternatives Committee, Metro Technical Advisory Committee.

COMMENT OPPORTUNITY

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination. Residents were encouraged to review the draft document and comment:

- in writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- by phone at 503-797-1750 or TDD 503-797-1804
- in person at the hearing held by Metro Council on Thursday, May 18, 2017, at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro received one comment in writing from the City of Gresham, pointing to a few adminstrative changes in 2018-21 MTIP programming and project list. Metro received no comments by phone or at the hearing.

In order to make the information in the 2018-21 MTIP and this comment period as accessible as possible, Metro also launched an online comment survey.

Online comment survey

Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information on the 2018-21 MTIP to allow for residents to comment without the need to read the full document. The contextual information provided in the survey is included below, followed by the questions and response summaries for each section.

Overview

The draft 2018-21 Metropolitan Transportation Improvement Program documents $1.6 billion in investments planned over the next four years. This total includes all federal transportation money already awarded to the greater Portland area as well as the required "local share" – city, county and state money put into projects to demonstrate local interest and share the cost.

The MTIP does not include locally-raised dollars that cities and counties spend on other things like fixing local roads, or money transit agencies spend operating buses and rail in the region.

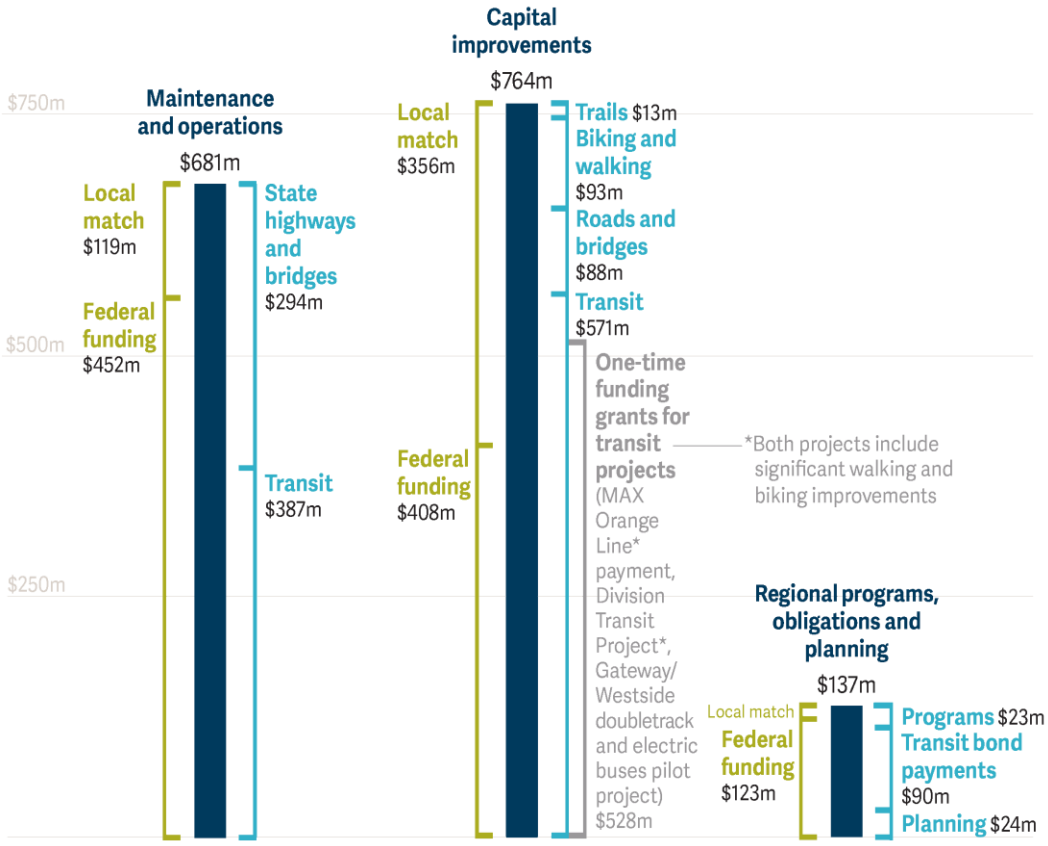
Federal transportation dollars are used for a variety of things in the Portland region, including:

- fixing and operating roads, bridges and transit
- building new streets, sidewalks, transit lines and other transportation infrastructure

- programs to help the region's transportation system work better and connect people to travel options
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

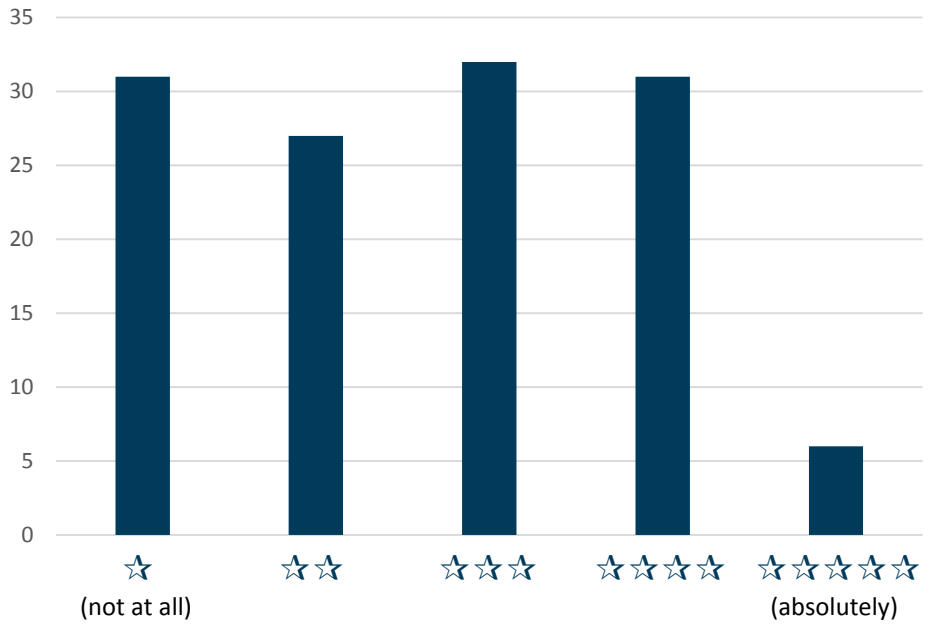
Some federal funding comes to Oregon or the Portland region based on a federal distribution formula and for specific purposes, such as maintenance of the interstate freeway system. Greater Portland also competes with other metropolitan areas for other federal grants and funds. Federal funding for major transit projects is the most significant example of these competitive funds.

The chart below provides an overview of how federal transportation dollars and local matches are planned to be invested between 2018 through 2021.



Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

This question asked participants to offer a rating response, with 1 being "not at all" and 5 being "absolutely"; 127 participants offered a rating, and 75 offered comments.



Most of the comments addressed the balance of the use of federal funds. Several respondents wanted more focus on certain investments (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks), often citing other investments to cut back on (road capacity, light rail or transit generally, bike facilities, sidewalks). A few of those calling for more investment in roadways and less in other areas cited the number of users/number of trips per mode and said that the investments should match current demand. A few comments highlighted the rate of population growth and the need for infrastructure to keep up. A couple commenters made the case that regional funds should go to regional connections, stating that bike paths and sidewalks are inherently local priorities due to the short distance that people would travel on them.

Several commenters cited the need for good maintenance of current infrastructure. Bridge maintenance and earthquake preparedness were also specifically raised.

Several specific projects or improvements were highlighted as needed:

- a new Interstate 5 Columbia River bridge
- additional Columbia River bridges (west of I5 and east of Interstate 205)
- I5 capacity through the Rose Quarter
- a westside freeway
- an additional (farther east) eastside freeway

- a northwest connection from U.S. Route 26 to U.S. Route 30
- bus and light rail service to areas with highly populated but lower income areas of Portland, especially outer Northeast and Southeast
- tourism travel to Eastern Oregon from the Portland Airport
- a light rail "loop" line for connections outside of the downtown Portland.

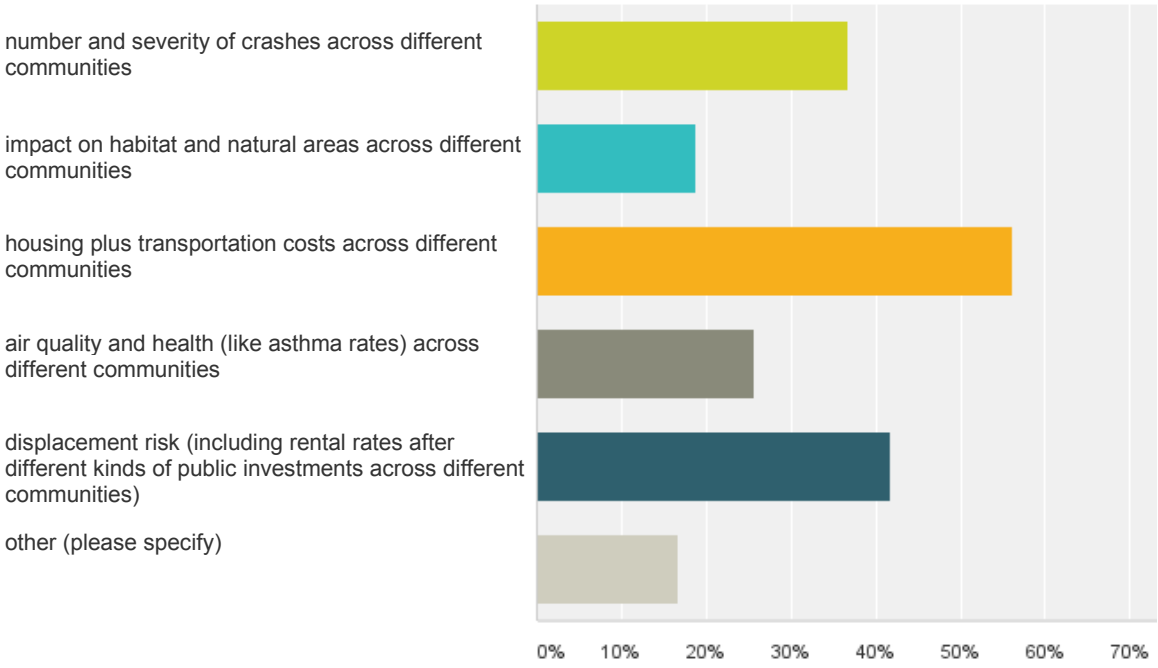
Advancing social equity

Social equity is a priority for the greater Portland region – for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP will improve access and safety for historically marginalized communities across the Portland region. Though this overall progress is only incremental, individual projects may provide significant benefit to the communities they serve.

We are making progress on social equity, but four years of investment can only do so much to balance the 100-plus prior years of investment that have resulted in an inequitable distribution of benefits and burdens for people across the region.

Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given the following list of potential measures for equity performance and encouraged to choose two, including a free-form "other" category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.



Other suggestions were:

- transit and auto commute times
- auto commute reliability
- transit wait times
- sidewalk completion
- access to active transportation
- quality of service and infrastructure
- reduced transit fare cost
- health disparities that are either worsened or improved by transit access

A few respondents used the "other" category as an opportunity for investment requests such as additional parking at Sunset Transit Center or new transportation corridors. A couple also expressed that the question itself was socialist or that the focus needed to be ease of travel for all users. One suggested requiring bicycle and transit infrastructure to become more financially self-sustainable and paid for by the users.

Many of the comments in relation to this question cited the need for affordable housing and the tension that investments (specifically light rail or improved streets) could trigger market-based displacement or pricing out new owners. One respondents expressed concern that this could lead to a lack of investment in these areas, stating that investments should be made in for these communities that improve quality of life and provide wealth-building opportunities in a way that minimizes the risk of displacement. One respondent stated that streetcars and light rail are serving redeveloped areas when the focus should be on rerouting bus service where it is needed.

Additional suggestions for assessing or adressing equity were:

- creating jobs and providing services where people live and can easily take transit, bike or walk to access
- affordable bike rental stations
- more frequent transit service (less wait time)
- mapped air quality risk
- transportation options ("at least two choices of transportation to use for commuting too and from work")
- transit and roadway capacity in areas where people have moved after displacement
- road maintenance and capacity in areas with less historic investment
- safety and security in historically marginalized communities (though one comment questioned the use of crash data, since crashes can occur away from one's residential area)
- sidewalks, crosswalks and streetlights in areas with affordable housing

- removing barriers for development for profit housing
- planning for self-driving cars.

Several comments disagreed with the premise of the question, stating that all groups need to benefit, that there shouldn't be a focus on "social engineering," that "Mast transportation and environmental concerns should be the LAST priority for transportation departments," and that "everyone has an equal shot at making decisions that will make them successful [; b]ecause they choose the alternate path, they shouldn't then be given extra handouts."

Reducing air pollution

Federal regulations require us to assess how our transportation investments will affect levels of certain air pollutants. The greater Portland region has been in compliance for these pollutants for nearly 20 years.

But we know that other air quality issues are on the rise, and transportation is a major factor. We have more people living here and the economy is improving, which means driving is increasing. For instance, averaging the amount of driving in Portland increased 1.3 miles per person per day from 2012 to 2015. That's a 7 percent increase.

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Participants were given the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficientvehicles

other (please specify)

Other suggestions were:

- enforcement of regulations
- adding road capacity to reduce congestion; reduced commute times
- business clusters to encourage trip chaining
- autonomous vehicles
- incentives for electric cars and bikes
- lower speed limits
- programs to help with "last mile"
- an app that identifies best combination of transportation options for a trip
- subsidies for Uber and Lyft
- reviewed and improved bus access based on current population centers
- new Columbia River bridges, east of I5 and west of I205.

Transit Many of the comments in relation to this question called for expanded transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas. Many also stated that the region needs a zero-emissions bus fleet and safe, comfortable, well-maintained and walkable transit stops. A few also requested less expensive transit. A few comments called for more dedicated right of way for transit. A couple of comments asked for expanded park and ride facilities to allow for more people to use the MAX.

Auto capacity Several comments stated that expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution. A few comments called for not making driving easier as it encourages single occupancy vehicle commuting. One suggested that the region's air is cleaner than 30 years ago, so the main concern should be about improving congestion and freight movement. One stated that they love their car.

Biking and walking Many comments cited the need for easier, safer and more connected biking and walking access, particularly along arterials. Regarding safety, one specifically called for physically separated facilities ("I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me"), and one stated the need for more streetlights and sidewalks in neighborhoods ("When I originally moved [to my neighborhood] I planned to walk often, but found it to be unsafe"). One highlighted that biking may be a "seasonal solution but still a worthy effort," and another questioned the practicability in suburban and rural areas.

One comment pointed to the low gas prices as incentivizing more driving and bigger, less fuel efficient vehicles.

Other suggestions for reducing transportation-related air pollution were:

- computerized, real-time signal timing

- electric vehicle use that will increase over time
- charging stations for electric cars and bikes
- electric autonomous vehicles, particularly linked autonomous microbuses
- more compact, better connected development in suburban areas.

Additional comments about these topics or this survey

In addition to the comments above, 36 participants also offered additional comments about transportation issues, stating:

- the need for:
  - additional bridges across the Columbia River
  - a replacement for the I5 Columbia River bridge
  - express MAX lines
  - more frequent MAX service
  - more light rail lines
  - more frequent bus service for the "last mile" for MAX commuters
  - completion of the 40-mile loop and the Interstate 84 Sullivan's Gulch bikeway
  - a fully integrated transit network
  - a westside freeway
  - wider roads
  - the removal of freeway ramp signals
  - transit where unserved or underserved populations live
  - more research in congestion pricing
  - reducing single occupancy vehicle trips
  - maintenance of roads and bridges
  - expanded bike share
- the region's infrastructure needs to catch up to rapid population growth
- the focus should be investments in seismic upgrades
- the focus should be on the ease of tax paying workers to travel in their chosen method
- the support for projects to enhance the quality of life in low-income areas and for historically marginalized communities
- the region should work together to raise funds for transportation options
- mass transit programs should be eliminated
- no more light rail
- parking at Washington Park should be maintained
- Raleigh Hills by the Parr Lubmer is a crash corner and should be fixed
- the goals are flawed.

WHO PARTICIPATED

Participants were asked to provide demographic information to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region. In the table below, groups that were underrepresented compared to regional demographic information by 4 percentage points or more are indicated. The demographic questions were optional.

	Count	Percent	Regional population
Ethnicity Respondents were asked to pick all that apply and choose "other" or offer more specificity. [2] [3] [4] Respondents (136) minus "prefer not to answer" or similar comment expressing dissatisfaction with the inclusion of the question (14) [5]	**122**		
White alone[6]	109	89%	73%
Black or African American	3	2%	5%
American Indian/Native American or Alaska Native	1	1%	2%
Asian or Asian American	2	**2%**	9%
Pacific Islander	1	1%	1%
Hispanic, Latino or Spanish origin	6	**5%**	12%
other (please describe) or offer more specificity	3	**2%**	6%
Income (household) Respondents (141) minus "don't know/prefer not to answer" (16)	**125**		
less than $10,000	1	**1%**	7%
$10,000 to $19,999	4	**3%**	9%
$20,000 to $29,999	5	**4%**	9%
$30,000 to $49,999	17	**6%**	18%
$50,000 to $74,999	22	18%	18%
$75,000 to $99,999	26	21%	13%
$100,000 to $149,999	33	26%	15%
$150,000 or more	17	14%	11%

[2] Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

[3] Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

[4] "Other" responses were reviewed to provide consistent tallies in the other categories. For instance, if someone stated "White/Latina" in the other/more specificity space, staff verified that tallies would be entered in the "White" and "Hispanic, Latino or Spanish origin."

[5] Four comments questioning, objecting to or protesting the inclusion of this question were removed from the "other" category, including "human" or the like, and were added as tallies to "prefer not to answer," as appropriate. Response of "American" (one response) was left as self-identified ethnicities in the "other" tally.

[6] Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who indicated white and no other ethnicity.

	Count	Percent	Regional population
Gender Respondents (143) minus "prefer not to answer," "not relevant" or similar comment expressing dissatisfaction with the inclusion of the question or the inclusion of non-cisgender male/female options with no other selection (5) [7]	**138**		
female	66	48%	51%
male	70	51%	49%
transgender female	0	0%	not available
transgender male	0	0%	not available
other identification	2	1%	not available
Age Respondents (145) minus "prefer not to answer" (4)	**141**		
younger than 18	0	**0%**	23%
18 to 24	4	**3%**	9%
25 to 34	26	18%	16%
35 to 44	38	27%	15%
45 to 54	25	18%	14%
55 to 64	25	18%	12%
65 to 74	21	15%	6%
75 and older	2	**1%**	5%
Disability Respondents were asked to pick all that apply. [8] Respondents	**126**		
ambulatory difficulty (serious difficulty walking or climbing stairs)	4	3%	not available
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	3	2%	not available
hearing difficulty (deaf or serious difficulty hearing)	1	1%	not available
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	2	2%	not available
self-care difficulty (difficulty bathing or dressing)	1	1%	not available
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	1	1%	not available
no or not applicable/prefer not to answer	118	94%	not available

[7] Though no U.S. Census correlation for additional gender categories, these categories were expanded to be inclusive of more gender identifications.
[8] Since respondents could choose more than one disability, totals add to more than 100 percent.

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

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

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

Stay in touch with news, stories and things to do.
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Bob Stacey, District 6

Auditor
Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

May 24, 2017

Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

April 24 through May 23, 2017
oregonmetro.gov/mtip

Metro

Submit comments April 24 through May 23, 2017: online at oregonmetro.gov/mtip | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to transportation@oregonmetro.gov | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1888。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.

From: Dreyfus, Kate [mailto:Kate.Dreyfus@greshamoregon.gov]
Sent: Tuesday, May 23, 2017 3:42 PM
To: Ken Lobeck; Trans System Accounts; Caleb Winter
Cc: KHAKI Reem D; RADEMEYER Vaughan (Vaughan.RADEMEYER@odot.state.or.us); Strong, Chris; Shelley, Jeff
Subject: Gresham comments on draft 2018-21 MTIP

Hello,

Thanks for the opportunity to comment on the draft MTIP. Some of the comments in the attached spreadsheet already have been shared with Ken, but we wanted to provide them in one comprehensive spreadsheet (attached).

We've also included some related comments on the STIP programming for the projects, and changes that perhaps could be incorporated to the STIP after October of this year.

Please note that we are working from the online versions of the MTIP and STIP drafts, which appear to not be as up-to-date as the internal versions of these documents—so some of the requested "slips" may already be in place.

Thanks,
-Kate

GRESHAM MTIP/STIP comments (all yrs federal FY)

Project	MTIP ID	in '18-21 MTIP?	changes req'd to MTIP	ODOT Key	in '18-21 STIP?	changes requested to STIP
SE 242nd/Hogan: NE Burnside -Powell Gresham	70799	Yes per KL	constr. 2019	19120	Yes	ROW 2018, constr. 2019
NE Cleveland Avenue (Stark to Burnside)	70878	Yes	add project description	20808	No: pls. add	PE 2019, ROW 2020, constr. 2021
Sandy Blvd: NE 181st Avenue to East Gr. City Lt	70684	yes	ROW to 2018, constr. 2019	19279	Yes	ROW to 2018, constr. 2019
NE Kane Drive at Kelly Creek Culvert	70850	yes	no changes	19787	Yes	no changes
East Metro Connections ITS	70609	No	constr. 2018	18306	No	constr. 2018
East Multnomah County Road Connections ITS	Not yet assigned	No	Other 2018, PE 2018, constr. 2019	not assgnd	No	Other 2018, PE 2018, constr. 2019
City of Gresham Safety Project	NA	NA	NA	20303	Yes	no changes

Kate Dreyfus
Transportation Planner
City of Gresham
Department of Environmental Services
1333 N.W. Eastman Parkway
Gresham, Oregon 97030

Kate.Dreyfus@greshamoregon.gov
(503) 618-2294 (phone)

Q1 Please provide your zip code. (required)

Answered: 147 Skipped: 0

#	Responses	Date
1	97233	5/23/2017 5:09 PM
2	97220	5/23/2017 11:18 AM
3	97216	5/23/2017 9:06 AM
4	97030	5/23/2017 8:57 AM
5	97230	5/23/2017 8:54 AM
6	97216	5/23/2017 7:51 AM
7	97080	5/23/2017 7:50 AM
8	97214	5/23/2017 7:24 AM
9	97089	5/23/2017 6:51 AM
10	97216	5/23/2017 6:47 AM
11	97215	5/23/2017 6:44 AM
12	97080	5/23/2017 6:41 AM
13	97213	5/23/2017 6:40 AM
14	97202	5/23/2017 5:57 AM
15	97229	5/22/2017 7:56 AM
16	97266	5/22/2017 12:42 AM
17	97007	5/17/2017 1:25 AM
18	97080	5/16/2017 12:36 AM
19	97045	5/15/2017 12:19 PM
20	97220	5/15/2017 6:48 AM
21	97219	5/15/2017 2:43 AM
22	97221	5/13/2017 2:33 AM
23	97211	5/12/2017 10:59 AM
24	97229	5/11/2017 8:27 AM
25	97003	5/9/2017 1:23 AM
26	97202	5/8/2017 4:14 PM
27	97223	5/8/2017 11:34 AM
28	97062	5/8/2017 10:39 AM
29	97210	5/8/2017 8:36 AM
30	97089	5/8/2017 4:18 AM
31	97223	5/8/2017 3:58 AM
32	07211	5/8/2017 3:09 AM
33	97223	5/8/2017 1:49 AM
34	97229	5/8/2017 12:58 AM
35	98664	5/7/2017 3:08 AM

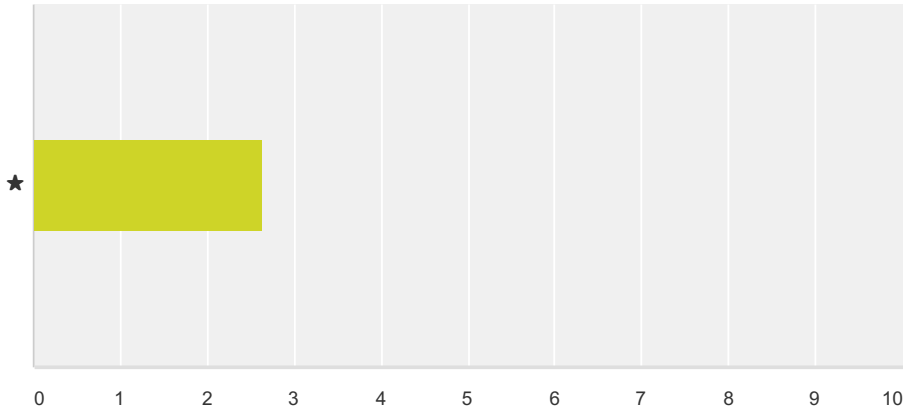
36	97217	5/7/2017 12:32 AM
37	97123	5/6/2017 2:17 PM
38	97229	5/6/2017 4:35 AM
39	97202	5/5/2017 2:04 PM
40	98682	5/5/2017 12:40 PM
41	98682	5/5/2017 10:40 AM
42	97223	5/5/2017 10:02 AM
43	98607	5/5/2017 8:36 AM
44	97202	5/5/2017 8:28 AM
45	98663	5/5/2017 4:15 AM
46	98683	5/5/2017 2:32 AM
47	97218	5/5/2017 2:22 AM
48	98642	5/4/2017 11:48 PM
49	98685	5/4/2017 11:33 PM
50	98675	5/4/2017 11:29 PM
51	98665	5/4/2017 10:55 PM
52	97607	5/4/2017 8:54 PM
53	98683	5/4/2017 3:50 PM
54	97224	5/4/2017 3:38 PM
55	97217	5/4/2017 1:45 PM
56	97267	5/4/2017 6:24 AM
57	97224	5/3/2017 8:09 PM
58	97070	5/3/2017 11:36 AM
59	97225	5/3/2017 10:00 AM
60	97133	5/3/2017 8:16 AM
61	97202	5/3/2017 7:05 AM
62	97232	5/3/2017 12:54 AM
63	97068	5/3/2017 12:38 AM
64	97216	5/2/2017 7:07 AM
65	97007	5/2/2017 6:56 AM
66	97215	5/2/2017 4:26 AM
67	97045	5/2/2017 2:49 AM
68	97225	5/2/2017 2:45 AM
69	97221	5/1/2017 2:31 PM
70	97068	5/1/2017 12:35 PM
71	97229	5/1/2017 11:05 AM
72	98683	5/1/2017 10:58 AM
73	97218	5/1/2017 10:38 AM
74	97230	5/1/2017 7:39 AM
75	97232	5/1/2017 7:05 AM
76	97214	5/1/2017 6:18 AM

77	97229	5/1/2017 6:09 AM
78	97229	5/1/2017 5:57 AM
79	97224	5/1/2017 5:03 AM
80	97215	5/1/2017 5:02 AM
81	97212	5/1/2017 2:58 AM
82	97218	5/1/2017 2:49 AM
83	97202	5/1/2017 2:43 AM
84	97232	5/1/2017 1:29 AM
85	97214	5/1/2017 1:17 AM
86	97267	5/1/2017 12:17 AM
87	97062	5/1/2017 12:14 AM
88	97219	4/30/2017 10:31 PM
89	97218	4/30/2017 2:27 PM
90	97214	4/30/2017 1:28 PM
91	97124	4/30/2017 12:26 PM
92	97206	4/30/2017 10:52 AM
93	97224	4/30/2017 10:21 AM
94	97230	4/29/2017 4:29 PM
95	97080	4/28/2017 11:57 AM
96	97211	4/28/2017 4:51 AM
97	97219	4/28/2017 2:19 AM
98	97218	4/28/2017 12:33 AM
99	97218	4/27/2017 11:50 PM
100	97213	4/27/2017 11:48 PM
101	97213	4/27/2017 7:49 AM
102	97218	4/27/2017 7:26 AM
103	97239	4/26/2017 3:57 PM
104	97213	4/26/2017 1:55 PM
105	97223	4/26/2017 8:51 AM
106	97214	4/26/2017 8:43 AM
107	97215	4/26/2017 7:35 AM
108	97078	4/26/2017 4:43 AM
109	97202	4/26/2017 4:29 AM
110	97212	4/26/2017 4:27 AM
111	97224	4/26/2017 4:21 AM
112	97224	4/26/2017 4:10 AM
113	97038	4/26/2017 4:02 AM
114	97211	4/26/2017 3:49 AM
115	97215	4/26/2017 3:43 AM
116	97213	4/26/2017 12:32 AM
117	97202	4/25/2017 2:46 PM

118	97019	4/25/2017 10:19 AM
119	97266	4/25/2017 9:15 AM
120	97217	4/25/2017 8:39 AM
121	97212	4/25/2017 7:48 AM
122	97024	4/25/2017 7:36 AM
123	97211	4/25/2017 6:08 AM
124	97201	4/25/2017 6:04 AM
125	97140	4/25/2017 5:18 AM
126	97229	4/25/2017 4:52 AM
127	97202	4/25/2017 4:50 AM
128	97218	4/25/2017 4:08 AM
129	97045	4/25/2017 3:51 AM
130	98660	4/25/2017 3:27 AM
131	97006	4/25/2017 3:19 AM
132	97217	4/25/2017 2:53 AM
133	97006	4/25/2017 2:18 AM
134	97213	4/25/2017 1:52 AM
135	97266	4/25/2017 12:47 AM
136	97045	4/24/2017 10:58 PM
137	97003	4/24/2017 2:03 PM
138	97217	4/24/2017 2:03 PM
139	97211	4/24/2017 1:01 PM
140	97123	4/24/2017 12:04 PM
141	97209	4/24/2017 10:20 AM
142	97206	4/24/2017 10:15 AM
143	97223	4/24/2017 9:44 AM
144	97223	4/24/2017 9:23 AM
145	97230	4/24/2017 9:17 AM
146	97217	4/24/2017 9:12 AM
147	97212	4/24/2017 9:07 AM

Q2 1. Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Answered: 127 Skipped: 20



	(not at all)	(no label)	(no label)	(no label)	(absolutely)	Total	Weighted Average
★	**24.41%** 31	**21.26%** 27	**25.20%** 32	**24.41%** 31	**4.72%** 6	127	2.64

Q3 Comment

Answered: 75 Skipped: 72

#	Responses	Date
1	Bus/MAX routes fail to serve highly populated but poor areas of Portland, especially in outer NE and SE.	5/23/2017 9:06 AM
2	More money needs to be spent on motor vehicle infrastructure and freight mobility.	5/23/2017 8:57 AM
3	It's hard for me to say as I live on a block that has no sidewalks or curbs and the nearest side street is "unimproved." I've never seen road work done on my street. I doubt my street is a good representation of how the money has been used.	5/23/2017 7:51 AM
4	The Metro area is catastrophically behind in keeping up with growth. And so much of the funds available are going to such a tiny tiny fraction of commuters. Even if 10% of commuters took transit, and the other 90% took electric cars, we would still need massive road development. Time to shift the focus back to the 95%.	5/23/2017 7:50 AM
5	Our growing population demands reducing car use,and increasing opportunity to walk, bike, and use public transit.	5/23/2017 7:24 AM
6	Generally it does OK but seems a bit weak as we go East. A lot has been done around the Airport but seems to be focused toward Portland and the West when the Tourist mostly are interested in the East of Oregon from the Airport	5/23/2017 6:51 AM
7	No, too much on transit, not enough on highways, bridges and road maintenance. I have no idea what the biking/walking money was spent on. Nothing in East Portland.	5/23/2017 6:40 AM
8	Maintenance and Operations should be about half and half	5/23/2017 5:57 AM
9	Need to concentrate more on M and O.	5/22/2017 7:56 AM
10	I'm pretty aggressive in learning about Metro Transportation Planning but I didn't really know how the federal funding is being used - until the above very general chart. I do think that the High Growth Areas and existing infrastructure need attention - not focusing on the paths to the major shopping malls (Bridgeport and Wilsonville). We've got suburban sprawl but not enough roads from those homes to jobs - and you can't bike to and from work for an hour+ during winter in Oregon.	5/17/2017 1:25 AM
11	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland.	5/15/2017 2:43 AM
12	Cycling and walking facility improvements have proven to be among the most cost-effective for accommodating increasing travel demand. We say we want 25% bike mode split, but don't support it financially. Too much on roads and transit.	5/13/2017 2:33 AM
13	I truly believe that a new crossing of the Columbia is an absolute necessity. While a new I-5 Bridge would be good, a better solution would be to build a new bridge to the east to ease both the 1-5 and Vista Ridge Tunnel nightmares. Its time for Oregon State Senator Peter Courtney to get over his feelings about the last attempt and put full effort into creating the crossing.	5/11/2017 8:27 AM
14	Walking/biking and transit should be high priorities, Infrastructure maintenance and repair has become highest priority.	5/9/2017 1:23 AM
15	https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186	5/8/2017 4:14 PM
16	I would like to see the suburbs provide safer streets for cyclists and pedestrians, including continuous sidewalks (i.e. Tigard/Hall Boulevard), lower speed limits, and enhanced bike lanes.	5/8/2017 11:34 AM
17	Vastly more people use the roads than use MAX, but MAX has been allocated the most dollars by far. But most people do not live near a MAX line and the parking spaces near the MAX lines are always full. Spend more money on the roads.	5/8/2017 4:18 AM
18	The stretch from the I-5 bridge south through the Rose Quarter is a mess. It needs to be redesigned to support modern traffic flow patterns, especially 18 wheelers.	5/7/2017 12:32 AM
19	We need a NW Corridor from US 26 to US 30. Known as the Northern Connector in recent Washington County study.	5/5/2017 2:04 PM
20	We need more bridges and roads to washington	5/5/2017 12:40 PM
21	Federal funds should not be used on local transportation projects at all.	5/5/2017 10:40 AM

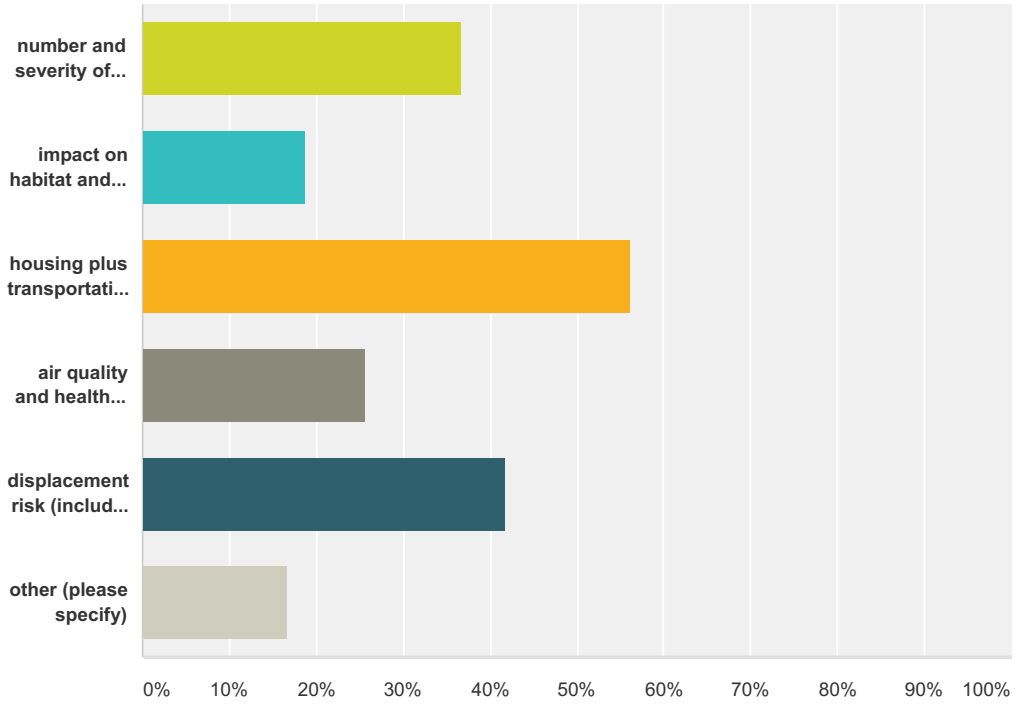
22	Too much money is going to the fewest users - MAX, WES and Streetcar get a huge share of the transit funding; while bus riders make up 2/3rds of the transit ridership and get little to nothing. Cycling infrastructure gets far more money than they are users (or payers). Too much "street" money doesn't actually go towards maintenance or expansion, but rather accommodating cyclists. Many roads remain in poor condition. Regional routes are not getting priority for regional money; rather City of Portland gets the lion's share of regional money meaning the suburbs are forced to subsidize a city that refuses to be financially responsible, and uses Metro as an engager of its own poor policy decisions.	5/5/2017 10:02 AM
23	No. Too much money is spent on social engineering and not near enough on transportation engineering. Social Equity is NOT a proper focus.	5/5/2017 4:15 AM
24	#1 .40 years ago, there was a "plan" to build a "ring road" around the Portland metropolitan region, to reduce traffic congestion, and improved freight mobility. We built the I-205 corridor, and sadly abandoned building the western half. FINISH THE JOB! Sending all Washington County bound traffic thru the Vista Ridge Tunnel makes absolutely no sense. #2 -- The Rose Quarter has the highest accident rate of any section of road in Oregon. FIX IT! We need more through lanes on I-5, thru the Rose Quarter. #3 -- we've spent 40 years spending a disproportional share of federal transportation dollars on light rail expansion. We need to build new roads, and repair existing roads and bridges. It's common sense to maintain what you have!	5/5/2017 2:22 AM
25	No You built a bridge that doesn't carry cars.... You funnel all traffic to the tightest spot on I5 Broadway cooridoor	5/4/2017 11:48 PM
26	Quit forcing the public onto slow and expensive trains, they don't want them. Buses are faster, cheaper and much more versatile. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
27	No light rail! We need additional bridges north/south bridges to provide access across state lines so we can do business.	5/4/2017 11:29 PM
28	As much as its a good thing to promote alternative transportation line bicycles and walking we can no longer ignore that autos are primary. Public transportation isn't the solution to everything.	5/4/2017 8:54 PM
29	How long has it been since Oregon/Metro area built a new highway or roadway for vehicular traffic? Get off the ineffective mass transit crusade-and that's what it is-a crusade against the automobile.	5/4/2017 3:38 PM
30	The Orange Line has improved my quality of life and saved me money. However, it needs a far larger park and ride garage. Frequently I drive around the two lots, find no parking, and need to drive rather than ride.	5/4/2017 6:24 AM
31	Lack of protected bike lanes, not enough bus service, speed limits too high, lack of street trees	5/3/2017 10:00 AM
32	Your graph, while a good effort, is hard to read or make sense of. Generally, I think we make too little efforts to ensure bike corridors are safe (buffers for instance are non existent overall). So I would like to see some additional money to start 2-3 trial projects.	5/3/2017 7:05 AM
33	Traffic is horrible and the roads are not maintained well.	5/2/2017 6:56 AM
34	More funding for bicycle and pedestrian facilities	5/2/2017 4:26 AM
35	More roads less max tracks	5/2/2017 2:45 AM
36	Capitol improvements cost us a local match of $163m leaving $194m for all the rest. Get off the Light Rail and NEW TECH kick and fix the trails, roads and bridges infrastructure! Likewise for maintenance: are we buying the latest and greatest transit toys while ignoring our failing highways and bridges? It seems like Metro is so dedicated to being a trend setter that they care nothing about existing lower-tech solutions.	5/1/2017 2:31 PM
37	Proportion of funding toward transit is too high compared to number of users	5/1/2017 12:35 PM
38	Need better commuting frequency, sw corridor to wilsonville & vancouver rail. Yes on bike lanes but don't take away much needed car lanes on powell. Families who can't bike or take the bus will suffer on traffic.	5/1/2017 11:05 AM
39	Generally, yes.	5/1/2017 10:58 AM
40	More should be allocated to mass transit, bicycling and walking path improvements since our freeways cannot be widened -- nor should they be.	5/1/2017 6:09 AM
41	I understand some of the basics why so much federal dollars are allocated for transit - both maintenance and capital investments - it is likely much FTA funds. My personal opinion is that much, much more needs to be focused on maintenance of existing infrastructure. The state has tremendous backlog of deteriorating bridges and roadways - it is hard to not prioritize those investments first.	5/1/2017 5:03 AM
42	Sure, but you should be clearer about when "maintenance" is really expanding capacity, not just maintaining what we have.	5/1/2017 2:58 AM
43	More money for walking and biking. Less money for new roadways, please.	5/1/2017 1:17 AM

44	investment should be focused on two areas, maintenance of existing infrastructure, and adding to our network for safe biking and walking	5/1/2017 12:17 AM
45	Although walking, biking, and mass transit are important components of the overall plan, the % of dollars going to these projects is too high. The overwhelming majority of people in the Portland area drive from place to place, and our roads are too few, too narrow, and in too bad a shape. More money should be spent on upgrading & adding to our road network.	4/30/2017 10:31 PM
46	You have just seen the beginning of people's sense of the uneven allotment of funds. When you are spending more on bicycle and pedestrian than on roads there is something very wrong.	4/30/2017 12:26 PM
47	The focus on multi-modal needs to shift back to basics of how to reach residents where they live. As we age, the measure of 1st and last mile needs to shorten to the 1st and last few blocks.	4/30/2017 10:52 AM
48	Light Rail has many problems associated with it. Costs for WES to be subsidized show poor planning. Don't add that sort of poor planning to the Tigard area.	4/30/2017 10:21 AM
49	Our roadways are choking on congestion, but we are making almost no investment in relieving congestion. Transit only works if one works downtown. Transit to work for me = 2.5 hours. Driving = 0.5 hours outside of rush hour or 1.25 hours in rush hour	4/29/2017 4:29 PM
50	Something needs to be done about our freeway system. Regardless of how many bike lanes and Max lines are built, people will continue to drive cars. It is next to impossible to get from East Multnomah County to downtown or the west side efficiently and in a timely fashion.	4/28/2017 11:57 AM
51	We need to stop building new roads. Maintaining the existing road network is the only use of funding that we should be directing towards roads. We should drastically increase funding for public transit - new light-rail lines (for instance we have a developed "spoke" network but don't have a "loop" to connect them outside the city center. We shoud have a light rail that runs down Killingsworth to 82nd, south on 82nd to Foster or so, and that loops back and connects to the Orange line.	4/28/2017 4:51 AM
52	Ignored are needed motor vehicle capacity increases!!!	4/27/2017 7:49 AM
53	It's a shame how many neighborhoods still lack good connectivity and continuous sidewalks, even where school-bus stops are.	4/27/2017 7:26 AM
54	I do not know enough about budgetary spending to comment.	4/26/2017 1:55 PM
55	Generally, I think it's important for the city to continue making progress toward reducing car congestion by taking more cars off the streets. The region's priority should be helping people connect without cars whether that be through enhancing bike/ped/transit infrastructure, changing zoning to prevent lots of outer-edge development with high-speed streets far from employment and services, and focusing on urban design principles generally that promote physical, mental, and community health.	4/26/2017 8:51 AM
56	grid lock will not be helped by walking and biking trails.	4/26/2017 4:29 AM
57	Tillicum Crossing is a waste. We need more roads so that we don't have to rely on the already overcrowded roads.	4/26/2017 4:21 AM
58	I think we are spending way too much on transit, biking, and walking and not enough of maintaining our roads and streets. They are falling apart and way over capacity. I understand the desire to improve multimodal options to try and offset some use, but it doesn't make sense to spend equal funding on the two when bike and walking are like 10% of the total usage.	4/26/2017 4:10 AM
59	Spending 80% of dollars on things that only 20% of the population uses (max, trimet, bikes) should be how it works. 80% should be spent on the majority of the population, not the smaller interest groups and fringe people.	4/26/2017 4:02 AM
60	Public transit and alternative modes of transportation (including biking and walking) should absolutely be prioritized above freeway/highway expansion or investment in private vehicle-oriented transit that will only further damage the environment, cause congestion, impinge upon Portland's historic character, and displace lower income neighborhoods and communities of color.	4/25/2017 2:46 PM
61	The highest cost benefit is in building walking and bicycling infrastructure. The facilities enhance safety and are quite a bit less expensive than almost all auto related infrastructure.	4/25/2017 10:19 AM
62	More could be set aside for busses, specifically north to south/non-downtown routes	4/25/2017 9:15 AM
63	I am disappointed by the level of commitment to outstanding debt, and the lack of emphasis on roadway capacity for freight and congestion mitigation	4/25/2017 7:36 AM
64	The region has done a decent job of getting federal funding for building the Max.	4/25/2017 6:04 AM
65	prioritizing transit and biking is important, but we do have extensive congestion and road repair issues	4/25/2017 4:52 AM

66	Too many studies and public input.	4/25/2017 4:50 AM
67	More funding needs to be available for regionally significant road projects that address complete streets.	4/25/2017 3:51 AM
68	Too much spent on transit and I don't see the return on investment.	4/25/2017 1:52 AM
69	I feel that too much money is being invested in new roads (car infrastructure) when there is significant doubt about the long term need for it. As autonomous vehicle use grows the need for new roads declines dramatically. Separately maintenance on existing infrastructure I feel is a higher priority than expanding infrastructure.	4/25/2017 12:47 AM
70	We are OK with what we have transit and it is time invest in our roads which have been short changed.	4/24/2017 10:58 PM
71	Maintenance of infrastructure is lacking. Investigation by independent authorities is required. The current governor, as secretary of state, ran an audit on the transit agency where her former business partners were and currently are employed. Maintenance continues to lack, and regular wage earner type employees continue to receive less and less. I will determine your seriousness by your actions in this matter.	4/24/2017 2:03 PM
72	More $ for bike- and ped-related capital improvements than for roads and bridges? When we know the Big One is coming? This seems off balance. Aren't there things we can do to prevent loss of life for bikes and peds without spending so much? I understand federal funds come with strings attached, but these numbers shocked me.	4/24/2017 2:03 PM
73	There needs to be a better focus on mass transit, as in buses that can change routes in the future as needs change.	4/24/2017 12:04 PM
74	Transit is not reducing traffic. Need more capacity for cars. It's unrealistic to think that great numbers of people will stop driving.	4/24/2017 9:44 AM
75	Too much emphasis is put on transporting the fewest number of people. 80% of trips taken are by car; but roadway gets the least amount of funding. Metro should be focused on REGIONAL priorities, getting people around the region - bike paths and sidewalks are inherently local (short distance) and yet take up a bunch of the funding. Meanwhile, we have massive congestion problems unaddressed for decades. We have roads not being maintained. We have safety issues not being addressed. Metro needs to identify regional priorities, and serve the most people with the limited resources available - not cater to the loudest 5% of people who bike, walk or ride MAX/Streetcar/WES and get the most money, but make no positive impact on the region.	4/24/2017 9:23 AM

Q4 2. In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to? (pick two)

Answered: 144 Skipped: 3



Answer Choices	Responses	
number and severity of crashes across different communities	**36.81%**	53
impact on habitat and natural areas across different communities	**18.75%**	27
housing plus transportation costs across different communities	**56.25%**	81
air quality and health (like asthma rates) across different communities	**25.69%**	37
displacement risk (including rental rates after different kinds of public investments across different communities)	**41.67%**	60
other (please specify)	**16.67%**	24
Total Respondents: 144		

#	other (please specify)	Date
1	Drive time and traffic jams	5/23/2017 5:09 PM
2	Removing barriers in development so for profit housing can be developed. Allow supply and demand to lower rental rates	5/23/2017 8:57 AM
3	Focus on the Tourism direction to the East..... Roads seem to be limited	5/23/2017 6:51 AM
4	Need Additional Parking at Sunset Transit Center	5/8/2017 12:58 AM
5	Commute times	5/7/2017 12:32 AM

6	Ability of passenger vehicles (excluding mass transit) to get to their destination on time	5/5/2017 10:40 AM
7	The ability to traverse the city limits during high traffic loads in normal conditions and contingencies.	5/5/2017 4:15 AM
8	Get off the Socialist bandwagon	5/5/2017 2:32 AM
9	We need new transportation corridors, making it easier for ALL, including those on the lower end of the economic scale, to move around our region. Being stuck in traffic harms families and takes time away from more important family obligations.	5/5/2017 2:22 AM
10	Putting in more roads that get you out to Beaverton Hilsboro....	5/4/2017 11:48 PM
11	Quit the wasteful studies and build more bridges	5/4/2017 11:29 PM
12	This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures.	5/4/2017 3:38 PM
13	time of commute and impact to life/home even using mass transit	5/3/2017 12:38 AM
14	Access to transit with shorter wait times in immigrant and low income neighborhoods. But also more routes to suburbs where many often commute to where dimestic jobs are.	5/1/2017 11:05 AM
15	Quality of service and infrastructure across different communities	5/1/2017 6:18 AM
16	number of destinations and distance reachable by safe active transportation options	5/1/2017 12:17 AM
17	People don't want to drive 3 miles to park then ride on buses or light rail.	4/30/2017 10:21 AM
18	Reducing fares - or reintroducing the fare free zones.	4/28/2017 4:51 AM
19	These all can and should be tracked.	4/27/2017 11:48 PM
20	Requiring bicyclist and transit infrastructure to become more financially self-sustainable paid for by the users	4/27/2017 7:49 AM
21	continuous sidewalks where lacking esp along thoroughfare streets well used by kids and pedestrians, i.e., NE 47th Ave.	4/27/2017 7:26 AM
22	other	4/26/2017 4:43 AM
23	lack of active transportation options in areas	4/25/2017 6:04 AM
24	Health disparities expernenced by communities of color that are either worsened by or improved by access to transit.	4/25/2017 4:08 AM

Q5 Comment

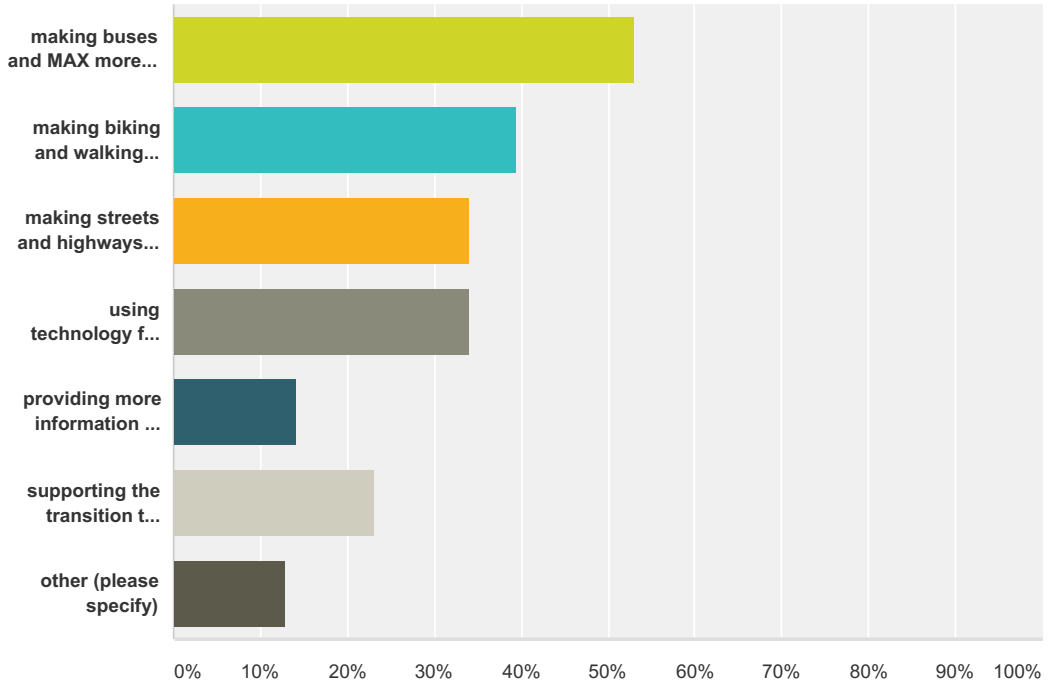
Answered: 35 Skipped: 112

#	Responses	Date
1	I really don't feel I am educated enough to adequately answer this question. I am concerned about all of the items listed. I'm a homeowner, but I hear a lot about rent rates and people who need affordable housing. I don't believe "gentrification" has to be a dirty word -- I wonder if there is an affordable way to balance quality-of-life improvements with affordable living. I selected the two items that I most hear my neighbors discuss.	5/23/2017 7:51 AM
2	Segments of the city that were historically marginalized, are now massively redeveloped. The Pearl, now SE Grand, those shiney new condo towers don't need street cars and buses. Focus on equity of commute times, fix the pinch points, widen the roads. Stop spending Billions on street cars and trains. Buses, can be rerouted to areas that are needed and are EXTREMELY more cost effective. That's equity.	5/23/2017 7:50 AM
3	Again as Tourism is a huge part of the Economic impact, better transportation to the trails, waterfalls, and focus will help this industry reach those that are coming.	5/23/2017 6:51 AM
4	Many accidents go unreported, so though these are extremely important, we can't rely on the reported numbers. Too many high-profit homes being built (best for developers), but my daughter who has a wonderful federal job and a Masters from Yale, can't afford to buy a home in the new developments in Washington County!	5/17/2017 1:25 AM
5	Pay attention to the fact that when MAX moves in, property values go up to the point where low income folks are priced out of the neighborhood MAX serves. Like what is happening now in Milwaukie	5/8/2017 4:18 AM
6	There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me $2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.	5/8/2017 12:58 AM
7	Move public transit closer to profitability. Help the disabled, but I don't think the overall social equity paradigm is justified.	5/5/2017 2:04 PM
8	If we have more roads and clean air cars and busses, all group identities will benefit.	5/5/2017 12:40 PM
9	Mass transportation and environmental concerns should be the LAST priority for transportation departments.	5/5/2017 10:40 AM
10	Bottom line - Metro policies favoring MAX, Streetcar have caused our housing crisis. Those two modes need to start picking up their share of costs; and Metro needs to specifically disallow funding for those modes until equity is reached.	5/5/2017 10:02 AM
11	The #1 responsibility is to provide the public with a means to get from one place to the other quickly, reliably, and safely. The public will make their own decisions individually for a collective effect based on the quality of those three elements.	5/5/2017 4:15 AM
12	This is total bullshit.	5/5/2017 2:32 AM
13	"Social equity" has nothing to do with "safety". Fix the roads! The poorest among us can least afford to fix their cars, when they hit pot holes and have an expensive repair. We need to spend more money improving on traffic congestion!	5/5/2017 2:22 AM
14	You need to make a commplete freeway loop from 30 over to 26 through forest park.... Self driving cars are cominng and this is a bottleneck eliminator	5/4/2017 11:48 PM
15	This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors not social engineering. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures.	5/4/2017 3:38 PM
16	Build more trails	5/3/2017 10:00 AM
17	These are all wonk words. Can you communicate in lay person's language in the future? I think a choice should be, each resident, regardless of race, age, ethnicity, or income status has at least two choices of transportation to use for commuting too and from work. Generally lower-income residents live in areas without choices, and they have to spend the highest amount of time in transit and on transportation if they only have a SOV choice (gas+time to travel far distances).	5/3/2017 7:05 AM
18	Little is discussed about the time spent on mass traffic for folks forced to use it. this is time not available for family and degrades the society as a whole	5/3/2017 12:38 AM

19	Affordable bike rental stations. Bike lanes. Sidewalks. Shorter wait times so commuting with public transit doesnt pose addtional burden on low income community.	5/1/2017 11:05 AM
20	Absolutely more affordable housing, more close in should be prioritized. And to make it livable, don't cut down all the trees. Leave green spaces to sequester carbon.	5/1/2017 6:09 AM
21	The statement that four years can only do so much is true - the challenge however is not just "paying attention" but developing a realistic and achievable action plan - and one that includes stakeholders from historically under represented groups. Yes this is a national (and beyond) conversation with no easy answers, but more than just watching is paramount.	5/1/2017 5:03 AM
22	Basic transportation infrastructure like sidewalks, street lighting, and well lit crosswalks are still missing in neighborhoods with low cost, affordable housing.	4/30/2017 10:52 AM
23	Wilsonville has a local plan that seems to work well. Look into more such plans before spending major funds.	4/30/2017 10:21 AM
24	The bulk of the regions transportation investment has been in the downtown, Pearl and inner NE / SE areas where above income, non-vulnerable people live. The vulnerable are left to struggle with poor roads and congestion resulting in increased emissions from cares stuck in stop-and-go traffic.	4/29/2017 4:29 PM
25	The transportation system is only equitable if it is affordable for all users. Tickets should be much cheaper and/or free where possible.	4/28/2017 4:51 AM
26	Air quality risk on this map (http://projects.oregonlive.com/pollution/) correlate strongly with those areas of East Portland which are historically less affluent neighborhoods. Also, please find ways within your means to encourage inclusionary housing zoning for low-income households near transit lines!	4/26/2017 1:55 PM
27	This one is hard to say. They can all be important to know depending on your goals. Ultimately, providing a way for people to utilize non-personal-car methods of transportation in order to get their needs met within a certain distance/time from any given point in the city would be important. These other measures can inform that.	4/26/2017 8:51 AM
28	how to create jobs and provide services near where people already live and can easily take public transit, walk or bike to access	4/26/2017 4:43 AM
29	I would not recommend looking at crashes. People travel all over the region and crashes don't happen just where they live.	4/26/2017 4:10 AM
30	everyone is equal, if you work, you make money, if you work harder you make more money. Stop treating people that want to sit on the couch eating bon bons and smoking pot as the pillars of society. Society is equal, everyone has an equal shot at making decisions that will make them successful. Because they choose the alternate path, they shouldn't then be given extra handouts in any way shape or form.	4/26/2017 4:02 AM
31	These are ALL important but safety and security of marginalized communities relative to housing and sense of place is critical.	4/25/2017 2:46 PM
32	providing appropriate transit and roadway capacity to serve areas where populations have been resettled (east county)	4/25/2017 7:36 AM
33	"Displacement risk" in this survey reads like if there is a risk that an infrastructure investment will increase risk for displacement, then it would be deprioritized. I believe that as a region we need to make investments that improve quality of life and wealth-building opportunities for low income communities and communities of color, AND do it in a way that minimizes risk that those investments will lead to gentrification and displacement. Look at Living Cully or Our 42nd Avenue as neighborhood-scale examples of this model in NE Portland.	4/25/2017 4:08 AM
34	Improvement of non auto-centric infrastructure is an investment in equity. Sidewalks, bikeways, and even transit are investments that everyone can appreciate.	4/25/2017 12:47 AM
35	Simple: Metro's policy is to gentrify, and push poor people out of the region. That's a fact. Time to end Development-Oriented Transit projects. FULL STOP on rail projects - MAX, Streetcar and WES. Highway projects are truly the one mode that supports everybody (since buses also get a benefit from highway projects) while rail projects are inherently discriminatory against low income and persons of color.	4/24/2017 9:23 AM

Q6 3. The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Answered: 147 Skipped: 0



Answer Choices	Responses	
making buses and MAX more convenient, frequent, accessible and affordable	**53.06%**	78
making biking and walking more safe and convenient	**39.46%**	58
making streets and highways safer, more reliable and better connected	**34.01%**	50
using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system	**34.01%**	50
providing more information and incentives to help people walk, bike and use transit	**14.29%**	21
supporting the transition to cleaner, low carbon fuels and more fuel efficientvehicles	**23.13%**	34
other (please specify)	**12.93%**	19
Total Respondents: 147		

#	other (please specify)	Date
1	I love my car far superior than any other transportation	5/23/2017 5:09 PM
2	Actually enforce existing regulations, this should be obvious.	5/8/2017 4:18 AM
3	see response to #2 above.	5/8/2017 12:58 AM
4	Encouraging autonomous linked vehicles incl microbuses	5/7/2017 12:32 AM
5	Don't.	5/5/2017 10:40 AM

6	The #1 way to impact air quality is to reduce the time vehicles are in transit. Reductions in commute time are real time direct correlation to reduction in air pollution.	5/5/2017 4:15 AM
7	Promote/subsidize free market alternatives like Uber/Lyft for individuals.	5/5/2017 2:32 AM
8	More highways are needed. Increasing the amount of optinos for commuters will reduce the amount of time cars are stuck idolling in traffic and reduce air pollution. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
9	Quit the wasteful studies	5/4/2017 11:29 PM
10	This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation.	5/4/2017 3:38 PM
11	Expand and incentivize.	5/3/2017 8:09 PM
12	Lower speed limits	5/3/2017 10:00 AM
13	Incentives for electric cars and bikes, and regionally sponsored charging stations	5/1/2017 11:05 AM
14	See Comment Below.	4/30/2017 10:31 PM
15	Reviewing where increased population density has occurred and matching bus routes for better contiguity within the transit system and improved coverage of urban area.	4/30/2017 10:52 AM
16	Programs to help with "last mile"; promote app or "concierge" that helps identify best combination of transportation options	4/27/2017 11:48 PM
17	Adding motor vehicle capacity to reduce congestion	4/27/2017 7:49 AM
18	Business clusters that reduce the need for multiple trips	4/25/2017 3:27 AM
19	Serious re-thinking of transportation as it affects different areas and income levels, if you're taking this seriously.	4/24/2017 2:03 PM

Q7 Comment

Answered: 39 Skipped: 108

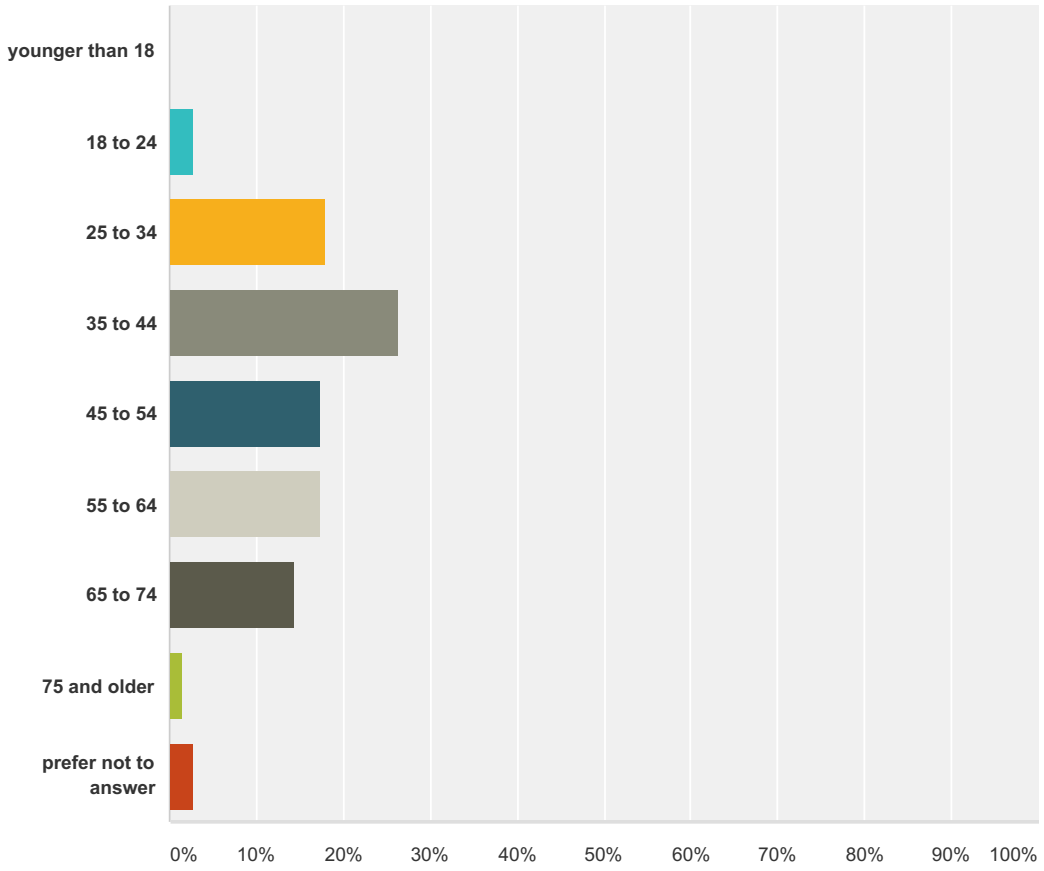
#	Responses	Date
1	Reduce traffic jams by widening roads and adding lanes. That will reduce pollution.	5/23/2017 5:09 PM
2	We have one car and one 49cc scooter. I work at home and scooter, walk, or take Tri-Met most places. I do this because I can. I don't know what the answer is for, say a family of 3 or more with two workers.	5/23/2017 7:51 AM
3	Widen the roads. Fix the pinch points. Cars will spend less hours on the road burning fuels. AND the less time spent, will be done at a much more efficient use of fuel, so EXPONENTIALLY better results.	5/23/2017 7:50 AM
4	Biking and walking are essential ingredients for the compact urban areas, but not practical in the open spaces of suburban and rural areas.	5/17/2017 1:25 AM
5	Good walking/cycling facilities represent the cheapest and most basic ways to get around. Without them transit access is also compromised, leaving driving (the most expensive mode) as the only practical transportation alternative.	5/13/2017 2:33 AM
6	Mass transit affordability is an important issue. It costs $10 for 2 people to ride Max/bus round trip. My husband and I can get where we're going faster, cheaper and with less hassle in my car. If Max/bus was cheaper, there would be more incentive to use it.	5/9/2017 1:23 AM
7	Lots of drivers, including Washington County, sit in their cars while it is idle and running. I realize we cannot change everyone, but encouragement in media to turn off engines may be a start.	5/8/2017 11:34 AM
8	Public transportation in the future will use linked autonomous microbuses to personalize transportation needs. This should be encouraged instead of obsolete light rail	5/7/2017 12:32 AM
9	as long as gasoline is at historic lows, people will buy bigger, less fuel efficient vehicles - notice all the huge pickups now on the road and adding to noise pollution making walking unpleasant	5/6/2017 2:17 PM
10	I would take the max more from Sunset Station, but there is no available parking after 6:30 or 7 in the morning. There needs to be more parking for daily commuters.	5/6/2017 4:35 AM
11	Air pollution will significantly reduce as greater numbers of electric vehicles are introduced. Ten years from now there will be some progress.	5/5/2017 2:04 PM
12	Less congestion so more cars and trucks can get to there destinations quicker and have the freedom to drive	5/5/2017 12:40 PM
13	Again, emissions is NOT a concern of a transportation department. Leave that to the environmental department.	5/5/2017 10:40 AM
14	Metro has long had an anti-bus policy, resulting in Portland having one of the dirtiest, least reliable bus fleets. We are a laughingstock in the nation; while cities like Seattle, Vancouver and San Francisco are proud to have high-capacity electric (zero-emission) and hybrid (low-emission) bus fleets. Our MAX light rail system gets its power from dirty coal. A single WES train requires THREE non-EPA compliant engines, two of which are twice as power as a bus engine plus a third just to run the HVAC system; to do the work of less than two buses. It's long past time for Metro to stop its "Rail-First" policy on transit, and start dumping money into the bus system. We need safe, walkable bus stops - as a priority. We need clean, reliable, comfortable buses. To provide transit to everyone, not just well-connected out-of-state developers along MAX. And that needs to be a Metro policy - "BUS First", and require Metro planners and managers to ride the bus.	5/5/2017 10:02 AM
15	Bicycling is a seasonal solution, but still a worthy effort. Buses running near full mesh routes to major hubs will help.	5/5/2017 4:15 AM
16	Compared to 30 years ago, we have unbelievably "clean" air. We need to focus on fixing our roads, and improving traffic congestion and freight mobility. If you reduce traffic jams, and cars idling and emitting exhaust in the traffic jam, you'll improve air quality!	5/5/2017 2:22 AM
17	Self drivng cars are hear bus and trains are dinosaurs. Public trans will be UBER ing an electric self drive car.	5/4/2017 11:48 PM
18	CRC project a must. I've lived and both sides of the river. It needs to happen I, we're already 10 years late in getting started.	5/4/2017 8:54 PM
19	This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation.	5/4/2017 3:38 PM
20	My neighborhood has few streetlights and few sidewalks. When I originally moved there I planned to walk often, but found it to be unsafe.	5/4/2017 6:24 AM

21	Make MAX more accessible/convenient to areas outside of Portland and less expensive. There's no incentive for me to commute via MAX when it costs more than the gas I'll spend driving and take significantly longer than driving my car. Currently, I would have to take multiple buses to reach a MAX station, ride MAX, take another bus and then walk the rest of the way to work; which equates to roughly two hours each way. If I drive, it's 30 minutes in the morning and 40-50 minutes in the evening.	5/3/2017 8:09 PM
22	Idling time on freeways and highways is too high in rush hour traffic. Total commute time on mass transit makes it not a reasonable alternative to many suburban areas.	5/1/2017 12:35 PM
23	Please, more conveniently located charging stations (for bikes and cars) at high traffic shopping, work, education centers. Incentive to drive electric car with discounted charging rates.	5/1/2017 11:05 AM
24	WAY more people need to not use cars. All current efforts are woefully insufficient. We need big thinking and courageous action.	5/1/2017 10:38 AM
25	Yes, transportation is one of the leading contributors to pollution. Looking at the Portland Air Toxicity Study from several years ago, major intersections (like I-5/I-84) results in air toxicity that is lethal to surrounding neighborhoods. And yet those are some of the most underserved for transportation alternatives surrounding them.	5/1/2017 5:03 AM
26	Driving is increasing because we haven't invested more in making buses and MAX more convenient, frequent, accessible and affordable. Stop widening highways and give people transportation options!	5/1/2017 2:43 AM
27	In an era of Smart phones, Smart grids, Smart meters, etc, etc., why are we still using 1950's technology for traffic signals? This goes way beyond timing issues, which never seem to have any effect. We need computerized, real-time traffic signals to increase the efficiency of movement through our city.	4/30/2017 10:31 PM
28	Huge swaths of the urban area are unconnected by bus or Max.	4/30/2017 10:52 AM
29	Stop-and-go congested traffic results in low gas mileage and increased air pollution. Electric and natural gas powered buses would reduce diesel particulate pollution. We do not work downtown, so Max and transit are not viable options.	4/29/2017 4:29 PM
30	We should not invest any resources in making driving more convenient, easy, or affordable. We need less single occupancy vehicles on the road to reduce air pollution. We should take away lanes from SOV and dedicate them to bus routes.	4/28/2017 4:51 AM
31	Road diets only add more congestion, and increase both fuel consumption and emissions.	4/27/2017 7:49 AM
32	We are a household of 2 in our mid-30s with one car, which we use only occasionally. We are both dedicated to biking and taking transit (usually MAX, we are within walking distance of the 60th street MAX stop) as often as possible. We would strongly like to see more bike lanes along arterials (like Sandy/Halsey/Glisan/60th Street) to make it more convenient.	4/26/2017 1:55 PM
33	It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.	4/26/2017 8:51 AM
34	Portland metro and the surrounds communities can't move away from driving, and the majority do drive, so make the streets and highways better and faster to get around and you will cut emmissions as people won't be sitting in stop and go traffic for an hour.	4/26/2017 4:02 AM
35	Don't make driving easier or more appealing if you are trying to steer people toward alternative transportation modes!	4/25/2017 2:46 PM
36	Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays.	4/25/2017 4:52 AM
37	Really need to improve neighborhood bus service and frequency, especially for outer Portland neighborhoods.	4/25/2017 4:08 AM

38	Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family.	4/24/2017 2:03 PM
39	Why is Metro not buying clean buses? We have, still, the dirtiest bus fleet - TriMet refuses to buy CNG buses, hybrid electric buses, hydrogen fuel cell buses, trolley buses...Vancouver, Seattle and San Francisco are literally leaving Portland in the dust as they have 100% clean, renewable powered bus fleets, and Portland depends on dirty diesel. We refuse to buy high capacity buses (articulated or double-deck buses), leaving would-be riders kicked to the curb, and force them back into their cars due to TriMet's bus service unreliability, a policy that Metro 100% supports to discourage bus ridership.	4/24/2017 9:23 AM

Q8 Which of the following ranges includes your age?

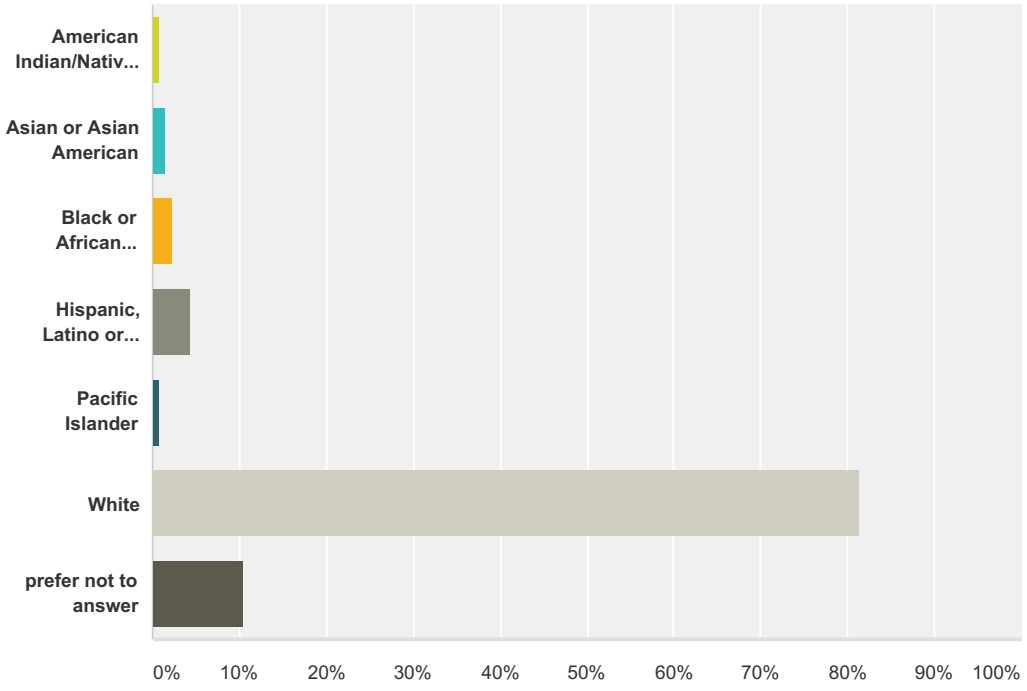
Answered: 145 Skipped: 2



Answer Choices	Responses	
younger than 18	**0.00%**	0
18 to 24	**2.76%**	4
25 to 34	**17.93%**	26
35 to 44	**26.21%**	38
45 to 54	**17.24%**	25
55 to 64	**17.24%**	25
65 to 74	**14.48%**	21
75 and older	**1.38%**	2
prefer not to answer	**2.76%**	4
Total		**145**

Q9 When asked to identify your racial or ethnic identity, how do you identify? (pick all that apply)

Answered: 135 Skipped: 12



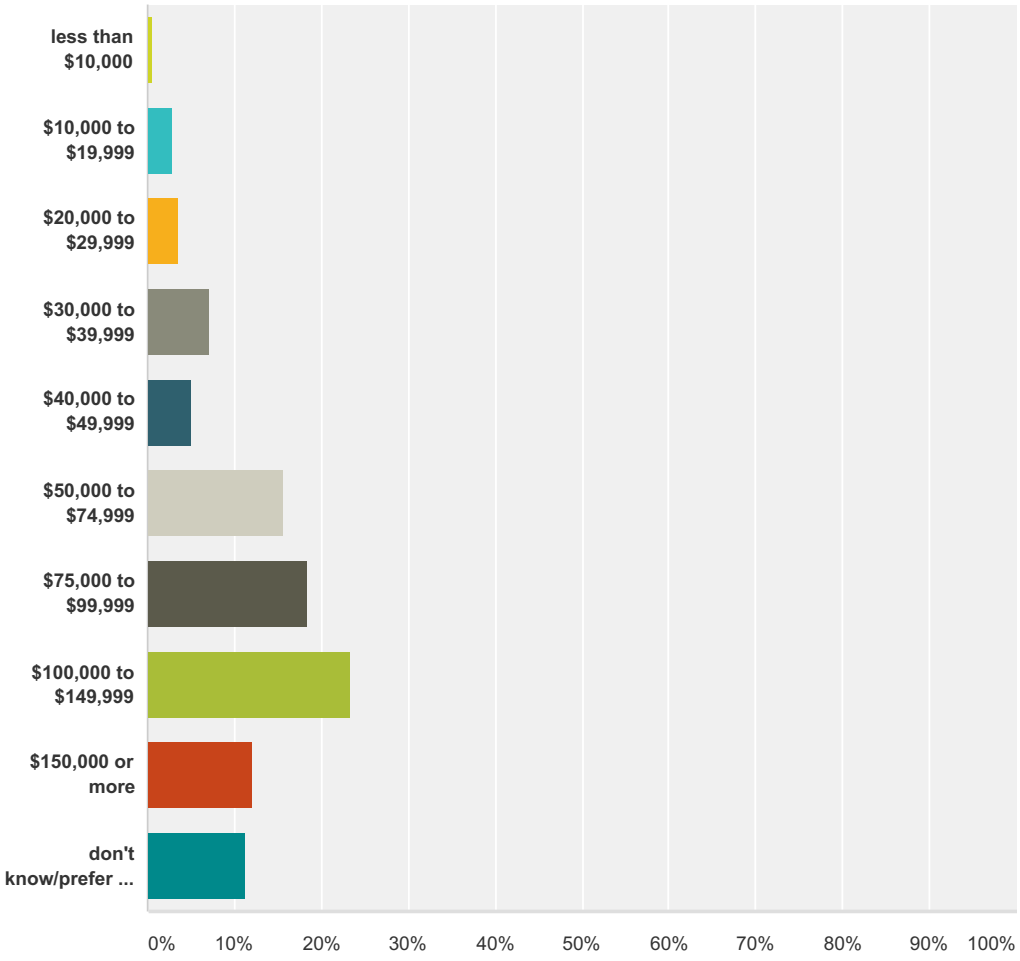
Answer Choices	Responses	
American Indian/Native American or Alaskan Native	**0.74%**	1
Asian or Asian American	**1.48%**	2
Black or African American	**2.22%**	3
Hispanic, Latino or Spanish origin	**4.44%**	6
Pacific Islander	**0.74%**	1
White	**81.48%**	110
prefer not to answer	**10.37%**	14
Total Respondents: 135		

#	Other (please describe)	Date
1	Northern-Euro American	5/23/2017 5:09 PM
2	People are people not race or color of their skin	5/7/2017 3:08 AM
3	human	5/6/2017 2:17 PM
4	My race has no bearing on my answers and this question is racist.	5/5/2017 12:40 PM
5	Not your business.	5/5/2017 4:15 AM
6	I am an american	5/4/2017 11:48 PM
7	Middle eastern	4/30/2017 2:27 PM

8	Human	4/28/2017 12:33 AM
9	Middle Eastern	4/25/2017 2:46 PM
10	Eldar	4/24/2017 2:03 PM

Q10 Which of the following best represents the annual income of your household before taxes?

Answered: 141 Skipped: 6

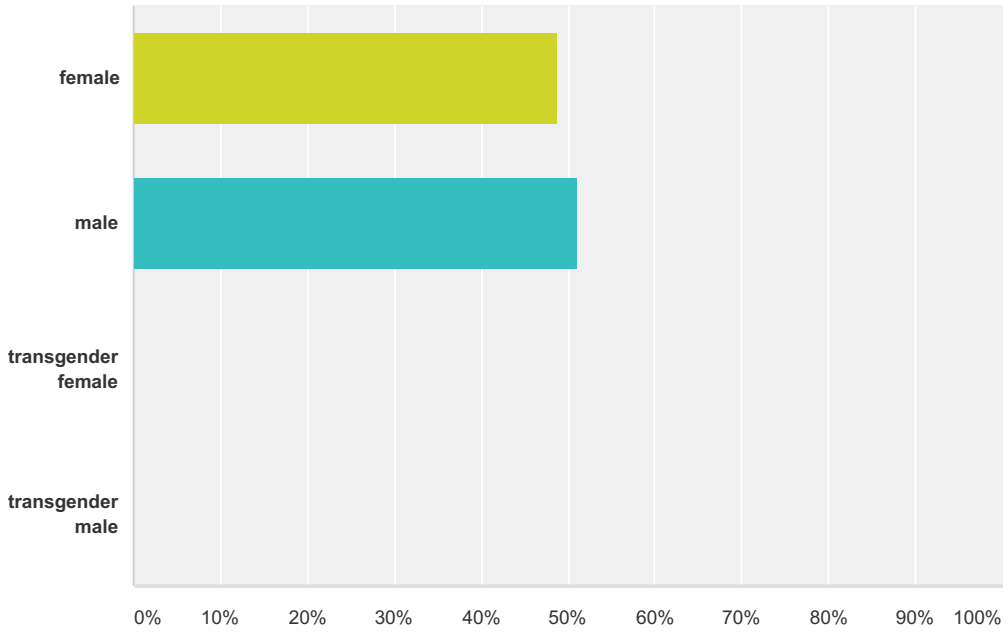


Answer Choices	Responses	
less than $10,000	**0.71%**	1
$10,000 to $19,999	**2.84%**	4
$20,000 to $29,999	**3.55%**	5
$30,000 to $39,999	**7.09%**	10
$40,000 to $49,999	**4.96%**	7
$50,000 to $74,999	**15.60%**	22
$75,000 to $99,999	**18.44%**	26
$100,000 to $149,999	**23.40%**	33
$150,000 or more	**12.06%**	17
don't know/prefer not to answer	**11.35%**	16

Total	**141**

Q11 How do you identify your gender?

Answered: 135 Skipped: 12

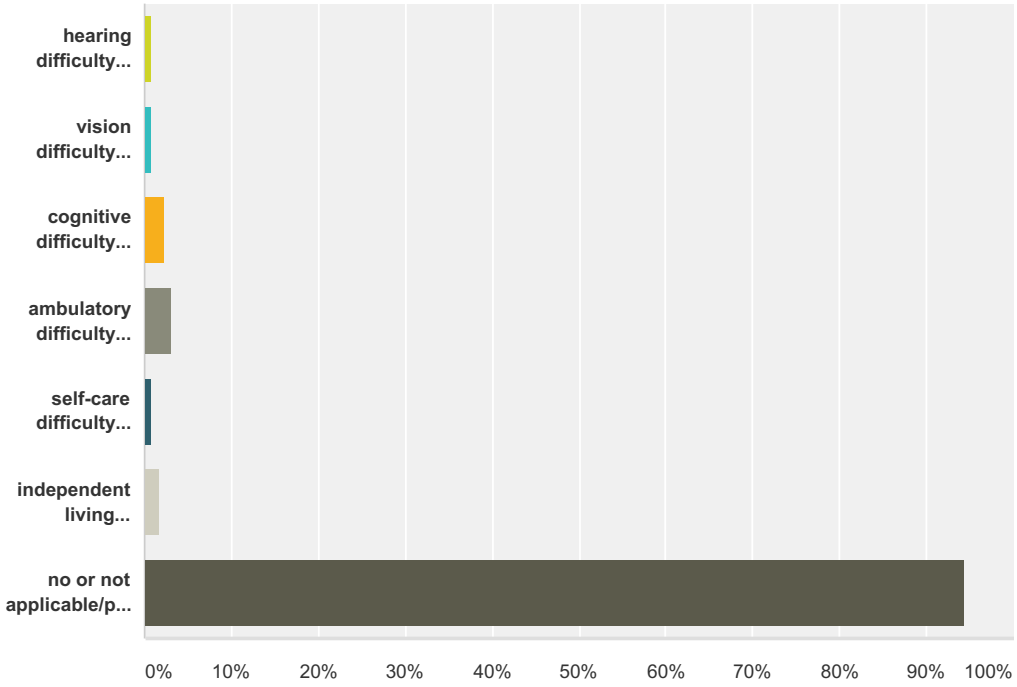


Answer Choices	Responses	
female	**48.89%**	66
male	**51.11%**	69
transgender female	**0.00%**	0
transgender male	**0.00%**	0
Total		**135**

#	other identification (please describe)	Date
1	I have a penis	5/23/2017 5:09 PM
2	There are only 2 REAL choices	5/23/2017 8:54 AM
3	prefer not to answer	5/22/2017 7:56 AM
4	You're born male or female	5/7/2017 3:08 AM
5	Not relevent	5/5/2017 4:15 AM
6	Trisexual hermaphrodite	5/5/2017 2:32 AM
7	I am a Man	5/4/2017 11:48 PM
8	Noyb	5/4/2017 11:29 PM
9	non applicable	4/25/2017 5:18 AM
10	Fluid/nonbinary	4/24/2017 2:03 PM
11	Non-binary	4/24/2017 9:17 AM

Q12 Do you live with a disability? (pick all that apply)

Answered: 126 Skipped: 21



Answer Choices	Responses	
hearing difficulty (deaf or serious difficulty hearing)	**0.79%**	1
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	**0.79%**	1
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	**2.38%**	3
ambulatory difficulty (serious difficulty walking or climbing stairs)	**3.17%**	4
self-care difficulty (difficulty bathing or dressing)	**0.79%**	1
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	**1.59%**	2
no or not applicable/prefer not to answer	**94.44%**	119
Total Respondents: 126		

Q13 Additional comments about these topics or this survey

Answered: 36 Skipped: 111

#	Responses	Date
1	Your goals are flawed so your conclusions will be terrible. Quit now.	5/23/2017 5:09 PM
2	Stop with all the keeping shit weird. Portland is a mecca for the mentally ill & lazy. Use taxpayer funds wisely! History repeats itself.	5/23/2017 8:54 AM
3	I answered the last group of questions with this caviat....my husband has late stage Parkinson's (he is 60 years old) and we have become so aware of services that we need but aren't out there. For example TriMet's routes for disabled persons. My husband's balance is so bad that he can't ride these buses for fear of being thrown out of his seat. The drivers are not necessarily in tune with the disabilities of those who ride. My husband rode a bus about a year ago with a severely handicapped individual that had some type of voice control. She kept saying she was going to vomit and the driver totally didn't hear it or tuned it out. My husband told him as he was getting off the bus and his response was huh! and he drove on with the person still on the bus. Perhaps not possible, but a bit of medical training if you are going to transport disabled folks seems appropriate.	5/23/2017 6:41 AM
4	Our entire region is experiencing unexpected rapid growth and our infrastructure needs to catch up. We need additional sate and federal funding to bridge this gap until the new homes and jobs begin to put in their fair share of taxes to cover this development. I haven't really seen Metro make this case strongly enough to those who can help. I don't believe we can handle all these new residents and the new jobs with the transportation they need all on our own. If we don't provide better transportation, we will lose both.	5/17/2017 1:25 AM
5	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland. The MAX system needs to have express lines that do not stop at every stop (as they do in larger metro areas and Europe) this slows down the commute with every train stopping at every station. Complete the 40-mile loop as well as the I-84 Sullivans Gultch bikeway.!!	5/15/2017 2:43 AM
6	Please leave existing parking at Washington Park so we can see nature in a warm dry comfortable car.	5/12/2017 10:59 AM
7	I support more efforts into researching and implementing congestion pricing in the Portland metro area.	5/8/2017 3:09 AM
8	We currently have and excellent transit system that all whom are not bed confined can use. The plans for Expansion of mobile opportunities should take all peoples into consideration as it has for a long time. The plan should focus on the ability of tax paying workers who support many nonpaying people's ,to move about in their own chosen mobility easily for work and play	5/5/2017 12:40 PM
9	Mass transit programs are not cost effective and should be eliminated. If you must do something other than maintain the existing roads, expand them to reduce congestion.	5/5/2017 10:40 AM
10	We need more crossing points for the Columbia river. Build bridges east of 205 and west of I-5.	5/5/2017 4:15 AM
11	Fix the roads! Add new transportation corridors to improve congestion and freight mobility!	5/5/2017 2:22 AM
12	We need more bridges across the columbia. I5 is the wrong location. Leave it alone. We need a bridge that crosses farther north and gets people to hisboro area. than loops back down to I5. I5 portland is to crowded already You need to plan for more cares that self drive not less Public trans will be UBER and electric vehicles for short hops. Self driving trucks need to be able to get to Hilsboro area as well. Trains are silly and expensive toys from the past. Self driving Buses may also use these roads.	5/4/2017 11:48 PM
13	A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
14	No light rail. Quit the wasteful studies and build more bridges across the Columbia River to allow access so we can do our business	5/4/2017 11:29 PM
15	We need new vehicular transportation corridors across the columbia river (east and west of I-5). Not rehashed failures and forced mass transit.	5/4/2017 3:38 PM
16	While my comments are self-oriented, I want to voice my support for projects that enhance the quality of life in low-income areas and for historically marginalized communities	5/4/2017 6:24 AM

17	Please fix crash corner in Raleigh Hills by the Parr Lumber, make it bikeable and walkable. Stop allowing the construction of new drive-thrus and car dealers on roads and highways around the metro area.	5/3/2017 10:00 AM
18	I think only wonks will do this. I hope you can reach non-wonks. Thanks, Metro.	5/3/2017 7:05 AM
19	Wider roads and remove the on ramp signals. They slow people down using more gas to speed up to access highways	5/2/2017 2:45 AM
20	Priority is to shorten wait times, more light rail along i5 to wilsonville and vanvouver, incentivize biking, carpooling, expand nike's bike share locations to SE PDX.	5/1/2017 11:05 AM
21	Metro should do everything it can to get people out of cars/trucks to cut down on pollution, global warming. Where possible, telecommuting should be done. Many local companies could allow and/or encourage that.	5/1/2017 6:09 AM
22	Consider how this request for community input is being provided to historically under represented groups - I don't see language options nor much request to understand (other than zip code) what geographic responses are being contributed and more importantly which areas aren't.	5/1/2017 5:03 AM
23	Let's all work together as a region to raise the money we need for real transportation options (read: transit and walk/bike access) that will help offset population growth and housing un-affordability.	5/1/2017 2:43 AM
24	Shifting the focus away from the center of the urban area to the outlying portions is way overdue.	4/30/2017 10:52 AM
25	Keep the roads , bridges and such in good condition as well as update poor intersections.	4/30/2017 10:21 AM
26	We should be looking to international cities as examples on how to build an integrated transit network. Singapore is light years beyond Portland and any other American city. We should not be using other US cities as precedents of what to do.	4/28/2017 4:51 AM
27	Gas taxes should pay for roads and bridges for the drivers paying the tax. While driving is subsidized at less than a dime per mile, transit fares cover oly 25% of the operating costs with transit as a whole subsidized at over 60 cents a passenger mile. Bicyclists simply freeload!! Transit riders and bicyclists need start paying more of their own way - including financially contributing to the Federal Highway Trust Fund	4/27/2017 7:49 AM
28	A recent presentation at Central NE Neighbors by the Portland Streetcar rep focused on transit as a land-use tool for improving property values, and that alignments are meant to enhance the latter. Instead, let's put transit where underserved, or unserved, populations live. So... no streetcar on NE Broadway but yes to one on Killingsworth.	4/27/2017 7:26 AM
29	We are excited by the changes the city has in store with the 2035 comp plan. We hope Portland officials can continue to make the city more pedestrian/bike/transit/diversity friendly. Thank you for the good work that you do.	4/26/2017 1:55 PM
30	Transportation should be exactly about that...transportation. We are getting as bad as LA or Seattle. When was the last road added or widened?	4/26/2017 4:29 AM
31	Appreciate the solicitation of public opinion as welll as emphasis on social equity and hope it is seriously considered!	4/25/2017 2:46 PM
32	what does this have to do with where we should invest in new roads? I'd like to see a westside bypass like I-205. The west side has been at a disadvantage for 30 years and deserves some equal funds/investments for connectivity, job growth and equity	4/25/2017 5:18 AM
33	Westside N/S bypass is needed in Washington County!	4/25/2017 4:52 AM
34	The city has done a very poor job in planning and executing projects.	4/25/2017 4:50 AM
35	This survey is confusing. It starts out with the premise that it is asking for opinions about federal funding for transportation generally. The survey then reads like it is trying to promote walking, biking, and transit, with the goal of providing greater social equity. I support these goals, and work in a related field, yet still don't understand the connections that the survey seems to be trying to make. It also doesn't even address the very real and major concern of why we aren't spending considerable local, state, and federal dollars to address seismic upgrades. Considering we KNOW that the Big One is a real event sometime in our future.	4/24/2017 2:03 PM
36	Please create more frequent bus trip to Max, and allow people to finish trips on Max. Max has good coverage now (other than SW), so the goal should be to get more people on the trains.	4/24/2017 10:20 AM

May 2017

Public comment summary

2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money is spent in the Portland metropolitan region. It also documents state- and locally-funded projects that may significantly affect the region's air quality.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination.

Online comment summary

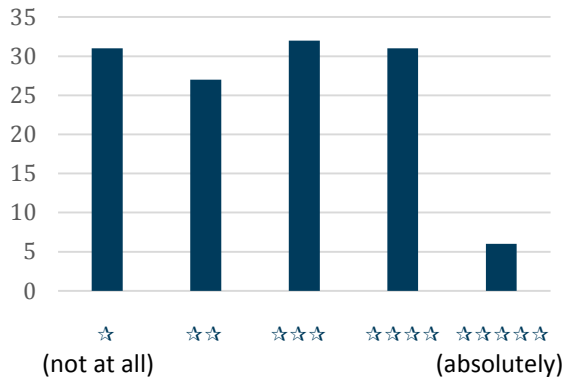
Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information and content on the 2018-21 MTIP to allow for residents to comment without the need to read and understand the details of the full document. Consisting of four questions, a summary of the questions and responses are provided below.

Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Participants were given a chart showing how federal dollars and local matching funds are planned to be invested between 2018 through 2021. The chart distinguished the balance of local and federal as well as the mode types for three categories: maintenance and operations; capital improvements; and regional programs, obligations and planning.

This question asked participants to offer a rating response, with 1 being "not at all" and 5 being "absolutely"; 127 participants offered a rating, and 75 offered additional comments.

Generally, do you think the greater Portland region is making the best use of available federal transportation funding?



Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given a brief summary of an assessment of how this MTIP performs for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP showed improved access and safety for these communities across the Portland region.

Participants were offered the following list of potential measures for equity performance and encouraged to choose two, including a free-form "other" category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.

In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

number and severity of crashes across different communities

impact on habitat and natural areas across different communities

housing plus transportation costs across different communities

air quality and health (like asthma rates) across different communities

displacement risk (including rental rates after different kinds of public investments across different communities)

other (please specify)

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Participants were given a brief assessment of how this MTIP performs in addressing the region's transportation sector contributions to air pollution and overall air quality. With this MTIP, the greater Portland region continues to be incompliance with the federally regulated transportation-related air pollutants.

Participants were offered the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

Thinking about how you and your family might reduce pollution from driving, what would help the most?

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficientvehicles

other (please specify)

Appendix 7.1 - 2018-2021 Comment Response Log and Adjustments

2018-2021 MTIP Public Comment Themes

Major Themes by Survey Question

Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Main Themes:

- More investment is needed; respondents often focused on their preferred mode (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks).
- Other types of investments could be reduced (road capacity, light rail or transit generally, bike facilities, sidewalks).
- Investment levels should match current demand (higher number of users or number of trips per mode should have higher level of investment) and/or be self-funding.

Metro Response:

The Portland metropolitan region's long-range vision for the transportation system calls for maintaining, operating, and building out a balanced multimodal transportation system which supports all forms of travel. The region's policy makers actively support and continue to seek increased investment at the federal, state and local levels to address needs. This is demonstrated by federal and state funding policy positions adopted during consideration of funding at the federal and state levels, and by several local funding initiatives.

Current traffic patterns and mode choices are shaped by existing land use and prior transportation system investments. Long-range planning analysis demonstrates that that investments in all modes of transportation, along with demand and system management, better meets the region's goals and desired outcomes, not simply investing proportional to today's modal use patterns. It should be acknowledged that a number of survey respondents on the 2018-2021 MTIP did not feel like the region's federal investments are moving in the "right direction," the follow up freeform comments indicated desired to see less or more investment in different modes or types of investments. The differing comments on the direction of the region's current federal transportation investments serves testament that the region is making investments across all modes and project types.

No one mode is entirely self-paying when considering all costs to build and operate the system, considering costs such as traffic enforcement or capital costs contributed by development fees. External costs, such as capacity to maintain a healthy air shed which allows industry to continue to operate and expand, are also not accounted for in existing transportation cost structures. Nor does any single mode operate to the exclusion of others for travel needs (or for many trips) of people and freight. Therefore, the existing direct costs of operating any one mode is not a recommended method for determining level of investment in each mode.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Main Themes:

- Investments should be made to improve the quality of life for underserved populations but done in a way that doesn't trigger market-based displacement.
- Affordable housing is needed throughout the region, especially in well-connected areas.

Metro Response:

As part of the development of the long-range transportation plan, issues of affordable housing and market-based involuntary displacement are being looked at to incorporate as part of the performance management program of the region's transportation investments. By potentially including affordability and displacement risk as part of the performance management program, the region's transportation investments can be better monitored and sufficiently assessed (whether quantitatively or qualitatively) to see whether a program of transportation investments are addressing affordability issues and the precursors to market-based displacement and housing affordability.

Additionally, Metro staff is working in partnership with other divisions of the Planning and Development department working more directly on land use and housing to find areas of coordination and advance complimentary work to address the balance of housing affordability and letting communities remain where they live while making continual investments on the transportation system in the region's diverse communities.

Recommendation: Metro will continue to advance the evaluation tools available to analyze displacement and affordability impacts of transportation investments and consider upcoming policy and allocation decisions for their ability to advance affordability and address displacement impacts.

Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?

Main Themes:

- The region should expand transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas.
- Expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution.
- The region needs easier, safer and more connected biking and walking access, particularly along arterials.

Metro Response:

In 2014 the Portland metropolitan region adopted the Climate Smart Strategy, which includes six different multimodal and programmatic strategies to address transportation-related emissions. The Climate Smart Strategy relies on a significant investment in the region's transit system (both to increase service and expand for greater coverage across the region) in order to meet state mandated transportation-related emissions reductions targets. Additionally, biking and walking infrastructures as well as select roadway expansion for operations were included as priority investments of the Climate Smart Strategy.

The diverse set of transportation investments represented in the 2018-2021 MTIP demonstrates the region is making progress and commitment towards implementing the different elements of the Climate Smart Strategy. Therefore, the region's investment program is in line with the public comment input in which strategies to emphasize to address air pollution from transportation.

As the region updates the long-range transportation plan, the process continues to incorporate and provide further direction on the implementation of the Climate Smart Strategy recommendations. The long-range plan update is also evaluating possible investments in large motor vehicle capacity projects such as the Columbia River crossing projects.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

Appendix 7.2 - 2018-2021 MTIP Public Comment Notification

Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

April 24 through May 23, 2017
oregonmetro.gov/mtip

Metro

Submit comments April 24 through May 23, 2017: online at oregonmetro.gov/mtip | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to transportation@oregonmetro.gov | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1888。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.

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

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

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

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