

Adoption draft

# 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Appendices – Volumes I – VI

June 2020

## **MTIP Appendix I-V**

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### Relevant list of websites

#### Metro Annual Obligation Reports

<https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

#### Oregon Department of Transportation – House Bill 2017

<https://www.oregon.gov/ODOT/Pages/HB2017.aspx>

U.S. DEPARTMENT OF TRANSPORTATION



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of Transportation

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March 20, 2017

IN REPLY REFER TO:  
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HDA-WA/  
FTA-TRO-10

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RE: 2017 Transportation Planning Certification of the Portland-Vancouver urbanized area

Dear Ms. Gertler and Mr. Ransom:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a joint certification review of transportation planning processes in the Portland-Vancouver urbanized area by Portland Metro (Metro) and Southwest Washington Regional Transportation Council (RTC). An on-site review took place from January 30 through February 2, 2017. Certification of the transportation planning process is required at least every four years per 23 CFR 450.336 (b).

FHWA and FTA find the transportation planning processes conducted by Metro and RTC substantially meet the applicable program and regulatory requirements of 23 CFR 450. We jointly certify both transportation planning processes, subject to the findings and conclusions that will be detailed in the certification report, which will be transmitted separately and may include specific commendations, recommendations, and/or corrective actions.

Overall, the Federal review team's impression of the area's transportation planning process is positive. We congratulate you on your accomplishments of the past four years in continuing to build a robust and proactive planning process that will serve the Portland-Vancouver region well into the future. We appreciate the time and assistance your staff provided during the course of this review and discussions with your board members. Please convey our thanks.

If you have any questions regarding this review or your certification, please contact Sharleen Bakeman of the FHWA Washington Division Office at (360) 753-9418, Rachael Tupica of the FHWA Oregon Division Office at (503) 316-2549, Ned Conroy of FTA Region 10 at (206) 220-4318, or Jeremy Borrego of FTA Region 10 at (206) 220-7956.

Sincerely,

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Washington Division  
Federal Highway Administration

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Linda M. Gehrke, Regional Administrator  
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U.S. Department  
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Federal Highway  
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Washington Division  
Olympia, WA

Federal Transit  
Administration  
Region 10  
Seattle, WA

# Transportation Management Area Planning Certification Review

## Portland, OR – Vancouver, WA Transportation Management Area Portland Metro & Southwest Washington Regional Transportation Council



**Certification Issued: March 20, 2017**



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## ACRONYMS

<b>ADA:</b>	Americans with Disabilities Act
<b>AQCD:</b>	Air Quality Conformity Determination
<b>CFR:</b>	Code of Federal Regulations
<b>CMP:</b>	Congestion Management Process
<b>C-Tran:</b>	Vancouver Regional Transit Provider
<b>DBE:</b>	Disadvantaged Business Enterprise
<b>EJ:</b>	Environmental Justice
<b>FAST:</b>	Fixing America's Surface Transportation Act
<b>FHWA:</b>	Federal Highway Administration
<b>FTA:</b>	Federal Transit Administration
<b>FY:</b>	Fiscal Year
<b>ITS:</b>	Intelligent Transportation Systems
<b>JPACT:</b>	Joint Policy Advisory Committee on Transportation
<b>LEP:</b>	Limited-English-Proficiency
<b>MPA:</b>	Metropolitan Planning Area
<b>MPO:</b>	Metropolitan Planning Organization
<b>MTP:</b>	Metropolitan Transportation Plan
<b>NAAQS:</b>	National Ambient Air Quality Standard
<b>ODOT:</b>	Oregon Department of Transportation
<b>PBPP:</b>	Performance-based Planning and Programming
<b>PPP:</b>	Public Participation Plan
<b>RTC:</b>	Southwest Regional Transportation Council
<b>RTP:</b>	Regional Transportation Plan
<b>STIP:</b>	State Transportation Improvement Program
<b>TIP:</b>	Transportation Improvement Program
<b>TMA:</b>	Transportation Management Area
<b>TPM:</b>	Transportation Performance Management
<b>TSMO:</b>	Transportation System Management and Operations
<b>USC:</b>	United States Code
<b>UPWP:</b>	Unified Planning Work Program
<b>USDOT:</b>	United States Department of Transportation
<b>VAST:</b>	Vancouver Area Smart Trek
<b>WSDOT:</b>	Washington State Department of Transportation



## 1.0 EXECUTIVE SUMMARY

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

On January 30 – February 2, 2017, the FHWA and the FTA conducted the Portland-Vancouver urbanized area transportation planning certification review. This certification review collectively covers the two responsible Metropolitan Planning Organizations (MPO) for the urbanized area:

- Portland, Oregon – Metro
- Vancouver, Washington – Southwest Washington Regional Transportation Council (RTC).

The Federal review team conducted a desk review of planning process, Board Member listening sessions and public comment, and a formal onsite review of the transportation planning processes conducted by Metro and RTC. The nine corrective actions from the 2013 certification review (5 for Metro and 4 for RTC) were assessed and the Federal review team determined all had been addressed (see Appendix A for the disposition of 2013 certification findings).

### 2017 Certification Status & Findings

On March 20, 2017, FHWA and FTA certified the transportation planning process conducted by Metro and RTC, subject to the corrective actions of this certification report.

#### **Metro Findings Summary:**

6 Corrective Actions  
11 Recommendations  
3 Commendations

#### **RTC Findings Summary:**

2 Corrective Actions  
13 Recommendations  
4 Commendation

A detailed summary of Metro’s findings can be found in [Table 1](#). A detailed summary of RTC’s findings can be found in [Table 2](#). Additional details of the regulatory basis, current status, observations, and findings for each topics of this review are contained in the full report.

Table 1: Metro 2017 Certification Findings

Planning Topic	Metro Findings	Corrective Actions Due Date
	<b>Recommendation 1:</b> The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.	
Metropolitan Transportation Plan (MTP)	<b>Corrective Action 1:</b> By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.	12/31/2018
	<b>Recommendation 2:</b> To help the public understand Metro's long-range planning processes and outcomes, the Federal review team recommends Metro: <ul style="list-style-type: none"> <li>Consider the audience and purpose of the MTP when determining structure, format, and content,</li> <li>Use plain language and visualization techniques to present complex information in an easy to understand format,</li> <li>Document the MTP's purpose in the introduction of the MTP, and</li> <li>Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public.</li> </ul>	
Transportation Improvement Program (TIP)	<b>Corrective Action 2:</b> By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.	7/1/2020
	<b>Corrective Action 3:</b> By May 27, 2018, Metro must update amendment "Exceptions" in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full amendment per 23 CFR 450.328.	5/27/2018
	<b>Recommendation 3:</b> The Federal review team recommends Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro's TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.	

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	Metro Findings	Corrective Actions Due Date
	<b>Recommendation 4:</b> The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.	
	<b>Recommendation 5:</b> The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP's purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand format. This will help the reader understand the processes and outcomes as they read through the document.	
	<b>Commendation 1:</b> The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.	
Congestion Management Process (CMP)	<b>Recommendation 6:</b> The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond the basic requirements.	
	<b>Recommendation 7:</b> The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP and TIP to help the public and decision-makers understand how the CMP informs Metro's processes. This plan could be an effective tool to document a complex process.	
Public Participation	<b>Corrective Action 4:</b> By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including: <ul style="list-style-type: none"> <li>• Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones.</li> <li>• Specific outreach strategies to engage traditionally underserved populations.</li> <li>• Criteria or process to evaluate the effectiveness of outreach processes</li> <li>• In each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.</li> </ul>	1/30/2018

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	Metro Findings	Corrective Actions Due Date
	<b>Recommendation 8:</b> The Federal review team recommends Metro identify ways to make Metro's website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.	
	<b>Commendation 2:</b> The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.	
Consultation	<b>Corrective Action 5:</b> By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).	6/30/2018
Civil Rights and Environmental Justice	<b>Corrective Action 6:</b> By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must: <ul style="list-style-type: none"> <li>• Designate an employee who will serve as coordinator for Section 504 and ADA matters.</li> <li>• Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines.</li> <li>• Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information).</li> </ul>	10/1/2018
	<b>Recommendation 9:</b> The Federal review team recommends Metro ensure they are seeking out and considering the needs of underserved populations, particularly when the demographics of the region are changing, and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this benefits and burden analysis. Metro should also review the demographic composition of MPO committees and document efforts to address equity and inclusion in regards to opportunities for underrepresented/underserved populations to serve on these committees.	
	<b>Commendation 3:</b> The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.	

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	Metro Findings	Corrective Actions Due Date
	<b>Recommendation 10:</b> The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI Plan, Title VI Analysis Reports and other federally required documentation.	
Performance-Based Planning and Programming	<p><b>Recommendation 11:</b> The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for performance-based planning and programming, including:</p> <ul style="list-style-type: none"> <li>• Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.</li> <li>• Making necessary connections to other performance-based plans, including Statewide Plans.</li> <li>• Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process</li> <li>• Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and document specific roles and responsibilities each agency has in the performance of transportation planning for the region.</li> <li>• Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.</li> <li>• Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements.</li> <li>• Reviewing publications, tools, and resources available on FHWA and FTA's websites for good practices and assistance in implementing Transportation Performance Management and PBPP.</li> </ul>	

**Table 2: RTC 2017 Certification Findings**

<b>Planning Topic</b>	<b>RTC Findings</b>	<b>Corrective Actions Due Date</b>
Metropolitan Transportation Plan (MTP)  (NOTE: RTC refers to its MTP as the “Regional Transportation Plan,” or RTP).	<b>Corrective Action 1:</b> The 2018 update of the RTP must evaluate bicycle and pedestrian programs, policies and practices, and identify any barriers that may prevent individuals with disabilities from equal opportunity to reach the same level of achievement that is provided to others. Where barriers are found to exist, the public entities must develop strategies/actions to remedy them.	
	<b>Recommendation 1:</b> The Federal review team recommends the 2018 RTP update include additional information for all new revenues sources (local, state, federal) that are assumed to support long-term needs. For all new sources of funding the plan should identify the total funding that could be generated, future year implemented, and a clear rationale for why each source is reasonable to assume. A summary table demonstrating fiscal constraint, including constant year and year of expenditure (YOE) comparisons, should be developed to clearly demonstrate how long-term revenue forecasts support investment needs.	
	<b>Recommendation 2:</b> The Federal review team recommends RTC include in the 2018 RTP update a summary of procedures used by member agencies to evaluate transportation needs and how this approach leads to identifying projects, programs, and strategies in the RTP. The description could include graphics (see Transportation Programming Guidebook, page 3, for example) that defines the decision-making authority of member agencies and the screening criteria used by the MPO to evaluate regional consistency/ value of elements included as part of RTP.	
	<b>Recommendation 3:</b> The Federal review team recommends RTC expand the 2018 RTP EJ analysis to identify the relative accessibility of low-income and minority populations that is supported by planned transportation investments in the short-term (first 5 years) and long-term (plan horizon). The analysis should include a description of efforts made to reach out to the region’s underserved populations as part of the 2018 update.	
	<b>Recommendation 4:</b> The Federal review team recommends that RTC’s 2018 RTP update include a description of the existing bicycle and pedestrian system, identify long-term travel and facility needs, and integrate local bicycle-pedestrian plans and projects as part of a regional nonmotorized system.	

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	RTC Findings	Corrective Actions Due Date
	<b>Commendation 1:</b> The Federal review team commends RTC and Metro for coordination of the Travel Demand Model and Portal data collection system to archive data for both MPOs. The data integration effort will provide a multi-modal, one-stop shop for planners and operations.	
Transportation Improvement Program (TIP)	<b>Commendation 2:</b> The Federal review team commends RTC for the Transportation Programming Guidebook, which not only helps to inform member jurisdictions about the TIP process, but is also an excellent resource for the public in understanding the regional transportation programming process.	
	<b>Recommendation 5:</b> The Federal review team recommends that equitable distribution of projects include consideration of the transportation needs of the underserved populations as part of RTC's project prioritization process. To this end, RTC should consider including Accessibility/Equity as an evaluation criteria for all MPO discretionary funding programs and the screening criteria under TAP funds should be amended to show that TAP funds can be used to pay for the sidewalk portion on an existing road project.	
	<b>Recommendation 6:</b> The Federal review team recommends the TIP financial feasibility documentation include a final summary table that pulls together all sources and uses of funds to clearly demonstrate for all readers that programmed revenue totals (federal, state, and local) support project cost totals by year.	
Congestion Management Process (CMP)	<b>Commendation 3:</b> The Federal review team commends RTC for the Congestion Process Summary annual report, a best practice for summarizing CMP results for various audiences (e.g., elected officials, transportation planners, and the public).	
	<b>Recommendation 7:</b> The Federal review team recommends RTC provide cross-referencing among the data (tables and maps) provided for the public in its CMP document, and the modeling data used to create these tables and maps. Technical appendices should be created so that the public can understand the information.	
Public Participation	<b>Commendation 4:</b> The Federal review team commends RTC for working with community groups who provide special emphasis for low-income and other marginalized populations.	
Civil Rights	<b>Corrective Action 2:</b> By June 30, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, RTC must:	6/30/2018

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	RTC Findings	Corrective Actions Due Date
	<ul style="list-style-type: none"> <li>Designate an employee who will serve as RTC's coordinator for Section 504 and ADA matters.</li> <li>Conduct an ADA self-evaluation that identifies universal access barriers and that describes the methods to remove the barriers along with specified timelines.</li> <li>Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information).</li> </ul>	
	<b>Recommendation 8:</b> The Federal review team recommends RTC revise the Title VI complaint procedures and form so that they can be used to process any complaint, regardless of the law under which the complaint falls.	
	<b>Recommendation 9:</b> The Federal review team recommends RTC explore alternatives to the Google translate "Select Language" message (such as putting "En Español" on the page), and clarify in the LEP and Public Participation Plans that certified translation will be used when translation is requested. Google Translate may be acceptable for some situations, but is not recommended when translating documents more technical in nature (such as RTC's Public Participation Plan).	
	<b>Recommendation 10:</b> The Federal review team recommends RTC include an EJ analysis in the TIP that addresses equity in short-term transportation investments or expand the EJ analysis in the RTP to incorporate project phasing to consider impacts of short-term (TIP) investments as well as long-term RTP improvements.	
	<b>Recommendation 11:</b> The Federal review team recommends RTC work with WSDOT to ensure that its Title VI Plan reflects guidance from both FHWA and FTA appropriately.	
	<b>Recommendation 12:</b> The Federal review team recommends RTC place Title VI information on its webpage more prominently (to ensure that Title VI information is more readily available to the public).	
Performance-Based Planning and Programming	<b>Recommendation 13:</b> The Federal review team recommends RTC continue to work with WSDOT to implement new planning requirements for performance-based planning and programming, including:	



## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Planning Topic	RTC Findings	Corrective Actions Due Date
	<ul style="list-style-type: none"> <li>• Discuss the new requirements; identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.</li> <li>• Make necessary connections to other performance-based plans.</li> <li>• Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process.</li> <li>• Update planning agreements that describe how transportation planning efforts will be coordinated between the agencies, and document specific roles and responsibilities of each agency in the performance of transportation planning for the region.</li> <li>• Review MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.</li> <li>• Identify how to capture safety projects, or components of projects, in the MTP and TIP to assist the MPO in meeting the new performance-based planning and programming requirements.</li> </ul>	

## **2.0 CERTIFICATION PURPOSE AND PROCESS**

### **2.1 Purpose and Objective**

Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are required to jointly review, evaluate, and certify the transportation planning process in all Transportation Management Areas (TMAs), urbanized areas over 200,000 in population, to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in TMAs at least every four years. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to assist on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

### **2.2 Portland-Vancouver Urbanized Area Overview**

The Portland-Vancouver urbanized area is a bi-state TMA and therefore the FHWA and FTA are required to jointly certify the transportation planning process at least every four years. Because the TMA is located in both Oregon and Washington State, two metropolitan planning organizations (MPOs) are responsible for transportation planning for the urbanized area.

The Metro became the federally designated MPO for the urbanized area in 1979 and is responsible for the Oregon portion of the urbanized area. Metro covers three counties (Clackamas, Multnomah, and Washington) encompassing 463 square miles, including 25 cities, with the City of Portland as the largest population center. The Metro region has approximately 1.5 million residents. The Oregon Department of Transportation (ODOT) is the responsible State agency and TriMet and SMART are the responsible public transportation operators.

The Southwest Washington Regional Transportation Council (RTC) became the federally designated MPO area in 1992 and is responsible for the Washington portion of the urbanized area. RTC has approximately 461,000 residents. The City of Vancouver is the largest population center. The Washington State Department of Transportation (WSDOT) is the responsible State agency and C-Tran is the responsible public transportation operator. RTC is also the state-designated Regional Transportation Planning Organization for the region consisting of Clark County, Skamania County, and Klickitat County, Washington.

### **2.3 2017 Portland-Vancouver Certification Review Process**

The formal certification reviews consisted of four primary activities:

- A desk review of planning products (in advance of and during the site visit),
- A formal site review,
- Public comment, and
- Preparation of a Certification Review Report that summarizes the review and findings.

FHWA and FTA issued a formal letter to Metro and RTC notifying them of the dates of the formal site review (see Appendix B).

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

In addition to the formal review process, routine stewardship and oversight provide a major source of information upon which to base the certification findings.

### 2.3.1 Desk Review

Prior to the onsite review, the following MPO documents were evaluated as part of this certification review:

<b>Metro</b>	<ul style="list-style-type: none"><li>• 2040 Regional Transportation Systems Plan, adopted July 14, 2014</li><li>• FY 2015-2018 Metropolitan Transportation Improvement Program, adopted December, 2014</li><li>• Public Participation Plan, adopted November, 2013</li><li>• Congestion Management Process</li></ul>
<b>RTC</b>	<ul style="list-style-type: none"><li>• 2040 Regional Transportation Systems Plan, adopted July 14, 2014</li><li>• FY 2017-2020 Metropolitan Transportation Improvement Program, adopted October 4, 2016</li><li>• Public Participation Plan, adopted November 1, 2016</li><li>• Congestion Management Process</li></ul>

### 2.3.2 Onsite Review

On January 30 - February 2, 2017, the Federal review team conducted the onsite review. Participants in the onsite review included representatives of FHWA, FTA, Metro, RTC, ODOT, WSDOT, and TriMet. (See Appendix C for a full list of participants at the formal site review)

The following topics were selected for discussion at the onsite review for both Metro and RTC:

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Congestion Management Process (CMP)
- Title VI and Environmental Justice
- Performance-Based Planning and Programming (PBPP)

### 2.3.3 Public Comment

A key part of a certification reviews is public feedback on how the transportation planning process works in the region. The Federal team offered three opportunities for the public to provide feedback:

- Written comments could be submitted to Federal team members,
- RTC Board Member Listening Session on January 31, 2017,
- Metro Board Member Listening Session on February 1, 2017,

Metro and RTC used a public notice provided by USDOT and notified the public of the opportunity to provide comment on the transportation planning process conducted in the Portland-Vancouver urbanized area. FHWA and FTA appreciates all comments received. The Federal review team considered the themes of comments received when determining review findings. (See Appendix D for a summary of comments received)

#### 2.3.4 Certification Report

For each topic area covered during this certification review, this report documents:

**Regulatory Basis** – Defines where information regarding each planning topic can be found in the Code of Federal Regulations (CFR).

**Current Status** - Defines what the TMA is currently doing in regards to each planning topic.

**Observations** - Statements of fact that define the conditions found during FHWA and FTA’s routine stewardship and oversight as well as with information collected through public participation, the desk review, and the onsite review. Observations provide the primary basis for findings.

**Findings** – Categorized as either:

**Corrective action:** Indicates a compliance issue where the transportation planning process/product fails to meet one or more requirements of the transportation planning statute and regulations, thus seriously impacting the outcome of the overall process. The expected outcome is change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond by the identified date will likely result in a more restrictive certification.

**Recommendation:** Ideas for improvement to processes and practices. Although not a compliance issue, recommendations are made to improve the transportation planning process and the MPO is encouraged to consider implementing.

**Commendation:** A process or practice that demonstrates noteworthy procedures for implementing the planning requirements.

#### 2.3.5 Post-Certification

Metro and RTC are responsible for addressing all corrective actions by the due date identified in the certification report.

ODOT and WSDOT, as the oversight agencies for the Metro and RTC, respectively, are responsible for ensuring corrective actions are being sufficiently addressed by the identified deadline.

FHWA and FTA are committed to working closely with Metro and RTC, ODOT, WSDOT, and TriMet and C-Tran to ensure expectations are understood, provide stewardship and technical assistance, and to assist in establishing a framework for the resolution of corrective actions and/or recommendations resulting from certification reviews.

### 3.0 2017 CERTIFICATION DETERMINATION

On March 20, 2017, FHWA and FTA issued a letter to Metro and RTC certifying the planning processes for both agencies for the next four years, subject to the findings in this final report.

## 4.0 METRO CERTIFICATION FINDINGS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Portland urbanized area meets, with corrective actions, the Federal planning requirements as follows.

Detailed information about each planning topic reviewing as part of the 2017 Metro certification review can be found below. A summary table of Metro's findings can be found in [Table 1](#) the Executive Summary of this report.

**Recommendation 1** – The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.

### 4.1 Metropolitan Transportation Plan

#### 4.1.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive ("3C") multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A fiscally constrained financial plan

In addition, under 23 CFR 450.324(j), MPOs are required to provide an opportunity for the public to review and comment on the MTP, using the process described in their public participation plan developed under 23 CFR 450.316(a).

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

In accordance with Section 504/ADA, public entities must ensure that its services, programs or activities (e.g., planning processes including the RTP) do not exclude individuals with disabilities or deny benefits to individuals with disabilities. More specifically, Section 504 (49 CFR Part 27) and Title II of the ADA (28 CFR Part 35) require public entities to evaluate their programs, policies and practices, and identify any barriers that may prevent individuals with disabilities from equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as that provided to others. Where barriers are found to exist, the public entities must develop strategies/actions to remedy them. In addition, Section 504 requires assurances by all recipients and sub-recipients that all programs and activities of the recipients/sub-recipients will be conducted in compliance with Section 504 (and the ADA). That said, when the MPO extends Federal financial assistance to member jurisdictions, the MPO must ensure that those jurisdictions comply with Section 504 (and the ADA).

Note: 23 CFR 450 was updated May 27, 2016 to reflect changes to that occurred with the Fixing America's Surface Transportation (FAST) Act. 23 CFR 450.340 Phase-in of new requirements states:

(a) Prior to May 27, 2018, an MPO or MPOs may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018, an MPO or MPOs may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.”

(f) Prior to 2 years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the performance-based planning requirements of this part and in such a rule. Two years on or after the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may only adopt a metropolitan transportation plan that has been developed according to the performance-based provisions and requirements of this part and in such a rule.

### 4.1.2 Current Status

The current MTP at the time of the review was the 2014 Regional Transportation Plan (RTP) and was developed to meet both the Federal MTP requirements and State transportation planning requirements. The 2014 RTP consists of a policy plan, a technical appendix, and is informed by multiple modal/topical plans. The MPO board adopted the MTP on July 14, 2014 and the FHWA and FTA made an air quality conformity determination (AQCD) on May 20, 2015. Metro is an air quality maintenance area which means the MPO and FHWA and FTA are required to make an air quality conformity determination and the MTP must be updated every four years. Portland will reach the end of its 20-year maintenance period for carbon monoxide on October 2, 2017, at which time the area will be redesignated attainment for all National Ambient Air Quality Standard (NAAQS). When redesignated attainment, the MTP update cycle switches to five years from the date of MPO adoption, the MTP is effective the date of MPO adoption, and the MPO and FHWA and FTA are no longer required to make an AQCD.

At the time of the review, Metro's 2018 RTP was under development and is planned for MPO adoption December, 2018. The 2018 RTP will need to address the address performance-based planning requirements of May 27, 2016 Final Planning Rule.

### 4.1.3 Observations

- The MTP is linked to Metro's 2040 Growth Concept
- The MTP uses an outcome-based framework to inform planning and investment decisions which uses goals, objectives, and targets
- The MTP includes regional visions for transit, rail, bike, and pedestrians

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

- There are two investment levels identified in the MTP:
  - Federal Priorities, which is the fiscally constrained list of projects, and
  - State RTP Investment Strategy, which represents additional priorities that would be considered if additional funding became available.
- The Performance Evaluation chapter of the MTP is very data driven, but may be difficult for the public to understand
- The RTP project list is in the technical appendix and organized by RTP identification number. Fiscally constrained and non-fiscally constrained projects were in the same list, making it difficult to easily understand what projects have committed funding for implementation in the near, mid-, or long-term timeframe of the plan or to link it financial constraint.
- The MTP uses Regional Mobility Corridors, a concept that looks at the network of multimodal facilities and their connection to the adjacent land use. While mobility corridors are a great approach, it was difficult to ascertain how they were used for project prioritization.
- The Federal review team has concerns the public may find Metro's long-range planning process difficult to understand because:
  - The MTP is informed by a lengthy technical appendix and many modal/topical plans, making the overall long-range planning processes complex and documents very lengthy, and
  - The relationship between the modal/topical plans, the Technical Appendix, and the MTP is not well explained.
  - The plan is text and data heavy and the outcomes are difficult to understand.
- The MTP financial plan and financial constraint demonstration is included in the Technical Appendix, but lacks many required elements, including:
  - System-level estimates of operations and maintenance costs and revenue sources,
  - Documentation of the cooperative revenue estimation process,
  - Clear demonstration of financial constraint by comparing revenue to costs.

### 4.1.4 Findings

**Corrective Action 1:** By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.

**Recommendation 2:** To help the public understand Metro's long-range planning processes and outcomes, the Federal review team recommends Metro:

- Consider the audience and purpose of the MTP when determining structure, format, and content,
- Use plain language and visualization techniques to present complex information in an easy to understand format,
- Document the MTP's purpose in the introduction of the MTP, and
- Describe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP planning process is understandable to the public.

### Proposed FHWA/FTA Technical Assistance and/or Resources

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

MPO Guidebook for Using Safety as a Project Prioritization Factor

[https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/publications/mpo\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm)

Scenario Planning – Overview

[https://www.fhwa.dot.gov/planning/scenario\\_and\\_visualization/scenario\\_planning/scenabout.cfm](https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenabout.cfm)

USDOT Environmental Justice Order 5610.2(a)

[https://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/orders/order\\_56102a/](https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/)

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

Department of Justice (DOJ) ADA Technical Assistance Materials

<https://www.ada.gov/ta-pubs-pg2.htm>

## **4.2 Transportation Improvement Program**

### **4.2.1 Regulatory Basis**

23 U.S.C. 134(c),(h) & (j) and 23 CFR 450.326 set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP), including:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, total project cost, funding source(s), and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained by year.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP using the process described in their public participation plan developed under 23 CFR 450.316(a).



23 CFR 450.336 requires MPOs to certify that the transportation planning process is conducted in accordance with various Federal laws, including Title VI (and other nondiscrimination laws).

Note: 23 CFR 450 was updated May 27, 2016 to reflect changes to that occurred with the Fixing America's Surface Transportation (FAST) Act. 23 CFR 450.340 Phase-in of new requirements states:

(b) Prior to May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may determine the conformity of, or approve as part of a STIP, a TIP that has been developed using SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP.

(c) On and after May 27, 2018 (2 years after the issuance date of this rule), the FHWA and the FTA will take action (*i.e.*, conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.

(d) On or after May 27, 2018 (2 years after the publication date of this rule), an MPO may make an administrative modification to a TIP that conforms to either the SAFETEA-LU or to the provisions and requirements of this part.

(e) Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 FHWA/FTA will only determine the conformity of, or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance based planning requirements in this part and in such a rule.

### 4.2.2 Current Status

The current TIP at the time of the review was the 2015-2018 Metropolitan Transportation Improvement Program. The MPO board adopted the TIP on July 31, 2014 and the FHWA and FTA made a conformity determination on May 20, 2015. Metro is an air quality maintenance area, which means the MPO and FHWA and FTA are required to make an air quality conformity determination.

At the time of the review, Metro's 2018-2021 TIP was under development and is planned for FHWA and FTA approval prior to October 1, 2017. The 2018-2021 TIP will need to address the performance-based planning requirements of May 27, 2016 Final Planning Rule beginning May 27, 2018.

### 4.2.3 Observations

- The TIP links projects programmed with the long-range goals and objectives in the MTP.
- The TIP development processes for transit, the regional flex fund allocation for local priorities, and ODOT's Statewide Transportation Improvement Program (STIP) appear unrelated and appear to lack regional prioritization.

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

- Chapter 3 of the TIP incorrectly portrays the STIP as ODOT’s programming document, rather than the statewide program of projects for all agencies, and lacks the linkages to Metro’s TIP and how ODOT’s projects get programmed in the TIP.
- Financial planning and fiscal constraint demonstration did not meet the following requirements of 23 CFR 450.326(j):
  - A cooperative revenue estimation process for the TIP/STIP development.
  - Documentation of the historic numbers or how the historic trends were used to project future revenue.
  - The fiscal constraint demonstration only includes FHWA funding for Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternatives Program funding. The document lacked a fiscal constraint demonstration for FTA administered programs.
  - Metro’s TIP did not maintain financial constraint by year, as required in the regulations, as fiscal year 2018 was over-programmed by approximately \$17.7 million dollars.
- Metro’s Regional Flexible Fund Allocation process is not clearly documented. It is unclear if Metro is suballocating Surface Transportation Program funding to individual jurisdictions or modes by pre-determined percentages or formulas, which is inconsistent with the Federal regulations. Discussions at the onsite review indicate the process used for the FY 2018-2021 TIP development were changed from the FY 2015-2018 TIP.
- The TIP has a discussion of carry-forward projects, indicating local projects are automatically carried forward to the next fiscal year if they are not obligated in the year programmed. Metro is attempting to address the local project delivery issue with the FY 2018-2021 TIP development process by reviewing project readiness.
- Metro and ODOT Region 1 have been assisting local agencies by performing a desk scoping of TIP projects, including a review of cost estimates for some proposed projects.
- TIP Management criteria do not meet Federal requirements as some of the “Exceptions” listed in Table 6.1, which Metro can do through administrative modification, affect fiscal constraint and are required to take place by amendment which requires need Federal approval.
- The TIP includes an air quality conformity determination.
- Metro conducted effective public outreach to areas that could be impacted by proposed projects, specifically targeting affected communities, environmental justice groups, faith-based organizations, community media and provided language assistance where needed. Comments were accepted in many different media and all materials were translated into languages identified in their Limited English Proficiency (LEP) analysis.
- The TIP included the public comments received and a disposition of the comments.
- The TIP was text heavy and lacked visualization

### 4.2.4 Findings

**Corrective Action 2:** By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.

**Corrective Action 3:** By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full amendment per 23 CFR 450.328.

**Recommendation 3:** The Federal review team recommends Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.

**Recommendation 4:** The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.

**Recommendation 5:** The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP’s purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand format. This will help the reader understand the processes and outcomes as they read through the document.

**Commendation 1:** The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.

**Proposed FHWA/FTA Technical Assistance and/or Resources:**

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fscfclntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

United States Department of Transportation Environmental Justice Order 5610.2(a)

[https://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/orders/order\\_56102a/](https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/)

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

#### 4.3 Congestion Management Process

##### 4.3.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone or carbon monoxide must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective management and operation strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

##### 4.3.2 Current Status

Metro, as a TMA, is required to develop and integrate a congestion management process in the long-range planning and short-range programming of projects. Metro discusses the CMP in both the MTP and the TIP. The *Mobility Atlas* is a companion document to the CMP, used for evaluation and monitoring report, last updated in 2014.

##### 4.3.3 Observations

- The MTP and the TIP both have discussion of the CMP processes, but the Federal team found it difficult to determine how the congestion management process was used in the MTP and TIP development processes.
- The Mobility Atlas is a good practice for a multi-modal approach to the CMP corridors
- Issues with sustainable data collection have limited the full implementation of the Mobility Atlas

##### 4.3.4 Findings

**Recommendation 6:** The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond the basic requirements.

**Recommendation 7:** The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP and TIP to help the public and decision-makers understand how the CMP informs Metro's processes. This plan could be an effective tool to document a complex process.

#### **Proposed FHWA/FTA Technical Assistance and/or Resources**

FHWA and FTA are organizing training for Oregon TMAs on congestion management, scheduled to take place in 2017 and encourage Metro members and staff to attend.

Good Practice: Wilmington, Delaware Congestion Management Process  
[http://www.wilmapco.org/Cms/2012\\_CMS\\_Final.pdf](http://www.wilmapco.org/Cms/2012_CMS_Final.pdf)

Applying Analysis Tools in Planning for Operations

[https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/analysis\\_p\\_measure/analysis\\_p\\_measure.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/analysis_p_measure/analysis_p_measure.htm)

Congestion Management Process Guidebook

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/)

Showcasing Visualization Tools in Congestion Management

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_visualization\\_tools/](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_visualization_tools/)

#### **4.4 Public Participation**

##### **4.4.1 Regulatory Basis**

Sections 134(i), 134(j) of Title 23 and Section 5303(i) and 5303(j) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, seeking out and considering the needs of underserved populations, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

##### **4.4.2 Current Status**

The Metro Public Participation Plan (PPP), the Public Engagement Guide, was adopted November, 2013, an update to the former PPP which was developed in 2006. Metro's website can be found at <http://www.oregonmetro.gov/>.

##### **4.4.3 Observations**

- Metro has many responsibilities, one of which is transportation planning, which can make it difficult to navigate and find transportation documents on Metro's website. Additionally, outdated draft versions of documents remain on the website. For example, the draft 2013 Public Engagement Plan was available after the final version had been adopted.
- Metro's website includes the Language Hub which aides people for whom English is not their first language in learning how to participate in Metro's processes.
- While there was general information in Metro's Public Engagement Guide, the primary audience appears to be Metro staff.
- The PPP lacks explicit detail for the public that is essential to easily understand engagement opportunities, including:
  - An identification of key decision points where Metro will ask for public comment,
  - Explicit procedures for outreach at key decision points,
  - Outreach strategies to engage traditionally underserved populations, and
  - Criteria or process to evaluate the effectiveness of outreach processes.

## 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

- Through discussion with Metro staff, it is apparent public outreach is an important activity.
- The PPP includes a vision, goals, objectives, and policies.

### 4.4.4 Findings

**Corrective Action 4:** By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316, including:

- Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones.
- Specific outreach strategies to engage traditionally underserved populations.
- Criteria or process to evaluate the effectiveness of outreach processes
- In each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced MTP and TIP development.

**Recommendation 8:** The Federal review team recommends Metro identify ways to make Metro's website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.

**Commendation 2:** The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.

### **Proposed FHWA/FTA Technical Assistance and/or Resources**

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

FTA Circular C 4703.1, Environmental Justice Policy Guidance for FTA Recipients

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_EJ\\_Circular\\_7.14-12\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf)

How to Engage Low-Literacy and Limited English Populations in Transportation Decision-Making

[https://www.fhwa.dot.gov/planning/publications/low\\_limited/index.cfm](https://www.fhwa.dot.gov/planning/publications/low_limited/index.cfm)

Public Engagement – Case Studies and Notable Practices

[https://planning.dot.gov/focus\\_caseStudies.aspx](https://planning.dot.gov/focus_caseStudies.aspx)

The Transportation Planning Process Briefing Book (see Public Involvement section)

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/part00.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/part00.cfm)

Guide to Transportation Decision-Making

<https://www.planning.dot.gov/documents/GuidetoTransportationDecisionmaking.pdf>

#### 4.5 Consultation

##### 4.5.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

##### 4.5.2 Current Status

Consultation was not identified as a separate topic on the onsite review agenda; however, it was reviewed as a part of the MTP and TIP processes. Metro has a Tribal consultation process, however no additional documentation of consultation processes were found.

##### 4.5.3 Observations

- The MPO stated there are no Tribal reservations within the MPA, though there are traditional/historical resources for which consultation is required.
- Metro does not have a documented consultation process which:
  - Identifies appropriate agencies to which the Consultation requirement applies for the Portland metropolitan area, including:
    - Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
    - Other providers of transportation services
    - Federal land management agencies
  - Ensures all agencies understand the intent of the consultation process,
  - Agreed upon key decision points of MTP and TIP development where consultation is appropriate,
  - Documented roles and responsibilities for MPO and consultation agencies.
- The review team did not find documentation that consultation was conducted for MTP or TIP development.

##### 4.5.4 Findings

**Corrective Action 5:** By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).

##### Proposed FHWA/FTA Technical Assistance and/or Resources

#### 4.6 Civil Rights (Title VI, EJ, LEP, ADA)

##### 4.5.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground 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.”

In addition to Title VI, other nondiscrimination statutes afford legal protection. These statutes include: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990.

Executive Order #12898 (Environmental Justice) directs Federal agencies to develop strategies to address disproportionately high and adverse human health or environmental impacts of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order #13166 (Limited-English-Proficiency (LEP)) requires Federal agencies to ensure, consistent with Title VI, that persons who are limited in English proficiency have meaningful access to the programs, services, and activities of Federal recipients and sub-recipients.

##### 4.6.2 Current Status

Metro Title VI Plan was developed March 18, 2010 and ODOT accepted Metro’s 2010 Plan. On January 24, 2017, ODOT approved an extension for Metro to update their next Title VI Plan via e-mail. At the time of the review, Metro planned to submit their updated Title VI Plan for review and approval in July, 2017. Metro’s LEP Plan was created in August 2015, however was not adopted by the Policy Board. Metro’s Diversity, Equity, and Inclusion website houses Title VI complaint procedures and form, public engagement reports, a link to the Language Hub, and more, and can be found at: <http://www.oregonmetro.gov/regional-leadership/access-metro/know-your-rights>.

##### 4.6.3 Observations

- Metro does not have a designated Section 504/ADA coordinator, has not conducted a self-evaluation of its policies, programs, services and activities to determine if barriers exist for persons with disabilities, nor has Metro developed strategies/methods for how and identified barriers will be addressed. Also, Metro does not have complaint procedures or Section 504/ADA nondiscrimination notice as required in 49 CFR Part 27 and Title 2. During the onsite review, Metro indicated the Self-Evaluation and ADA Transition Plan will be completed by October, 2018.
- Metro’s current Title VI Plan contains the basic elements required, but does not include stakeholders solicited.
- Metro demonstrates implementation of the LEP Plan by customizing public outreach translation needs based on the geography of projects.
- Metro recognizes the cost of living increases, among other issues, is causing gentrification, changing the demographics of the Portland area, and changing the transportation needs of the region.



#### 4.6.4 Findings

**Corrective Action 6:** By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:

- Designate an employee who will serve as coordinator for Section 504 and ADA matters.
- Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines.
- Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information).

**Recommendation 9:** The Federal review team recommends Metro ensure they are seeking out and considering the needs of underserved populations, particularly when the demographics of the region are changing, and to continue to identify how projects and programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this benefits and burden analysis. Metro should also review the demographic composition of MPO committees and document efforts to address equity and inclusion in regards to opportunities for underrepresented/underserved populations to serve on these committees.

**Recommendation 10:** The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI Plan, Title VI Analysis Reports and other federally required documentation.

**Commendation 3:** The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.

#### **Proposed FHWA/FTA Technical Assistance and/or Resources**

FHWA is arranging a training/technical session for MPOs on conducting an environmental justice analysis and outreach strategies to engage EJ populations.

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

Pursuing Equity in Pedestrian and Bicycle Planning

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/equity\\_paper/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper/)

Environmental Justice Emerging Trends and Best Practices Guidebook

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/guidebook\\_2011/](https://www.fhwa.dot.gov/environment/environmental_justice/publications/guidebook_2011/)

Developing and Advancing Effective Public Involvement and Environmental Justice Strategies for Rural and Small Communities

[https://www.fhwa.dot.gov/planning/public\\_involvement/publications/effective\\_strategies/index.cfm](https://www.fhwa.dot.gov/planning/public_involvement/publications/effective_strategies/index.cfm)

DOJ's website ADA Best Practices Tool Kit for State and Local Governments

<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>

FTA Title VI Guidance – Circular C 4702.1B

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Title\\_VI\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf)

#### **4.7 Performance-Based Planning and Programming**

##### **4.7.1 Regulatory Basis**

With the passage of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and continued in the FAST Act, 23 U.S.C. 134(h)(2)(A) and 23 CFR 450.306(d) sets forth requirements for metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

23 CFR 450 was updated May 27, 2016 to reflect this updated performance-based framework, which includes:

- The establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
- Establishment of performance targets by MPOs to address performance measures and coordinated, to the maximum extent possible, with the State and public transportation providers, not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.
- Integration in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:
  - The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;
  - Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;
  - The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);
  - Other safety and security planning and review processes, plans, and programs, as appropriate;
  - The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;
  - Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
  - The congestion management process, as defined in 23 CFR 450.322, if applicable; and
  - Other State transportation plans and transportation processes required as part of a performance-based program.

##### **4.7.2 Current Status**

Deadlines to phase-in the new PBPP requirements begin May 27, 2018.

##### **4.7.3 Observations**

- The 2014 RTP has an outcome-based framework, including goals, objectives, and targets, including similar themes to FHWA performance measures, for safety, travel time reliability, and truck travel time reliability.
- Metro seems well prepared for performance-based planning and programming
- Processes for cooperation with ODOT and transit agencies to meet performance-based requirements need to be documented as part of Planning Agreements or in another written format.

#### 4.7.4 Findings

**Recommendation 11:** The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for performance-based planning and programming, including:

- Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.
- Making necessary connections to other performance-based plans, including Statewide Plans.
- Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process
- Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and document specific roles and responsibilities each agency has in the performance of transportation planning for the region.
- Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.
- Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements.
- Reviewing publications, tools, and resources available on FHWA and FTA's websites for good practices and assistance in implementing Transportation Performance Management and PBPP.

#### **Proposed FHWA/FTA Technical Assistance and/or Resources**

Performance-Based Planning and Programming Guidebook

[https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/pbpp\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm)

Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning

[https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/mlrtp\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/index.cfm)

Supporting Performance-Based Planning and Programming through Scenario Planning

[https://www.fhwa.dot.gov/planning/scenario\\_and\\_visualization/scenario\\_planning/scenario\\_planning\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenario_planning_guidebook/index.cfm)

MPO Guidebook for Using Safety as a Project Prioritization Factor

[https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/publications/mpo\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm)

FHWA Transportation Performance Management (TPM) website

<https://www.fhwa.dot.gov/tpm/>

FTA Performance-Based Planning and Programming Website

<https://www.transit.dot.gov/performance-based-planning>

## 5.0 RTC CERTIFICATION FINDINGS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Vancouver, Washington-Portland, Oregon, urbanized area meets, with corrective actions, Federal planning requirements. Information about each planning topic reviewed as part of the 2017 certification review is below and a summary table is included on [Table 2](#) of the Executive Summary. The Federal review team will work with RTC staff and WSDOT to ensure the successful resolution of recommendations and corrective actions.

### 5.1 Metropolitan Transportation Plan

#### 5.1.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 convey requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

23 CFR 450.322 requires the MTP, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A fiscally constrained financial plan

23 CFR 450.322(i) and (j), requires MPOs to provide an opportunity for the public to review and comment on the MTP, using the process described in their public participation plan.

23 CFR 450.334 requires MPOs to certify that the transportation planning process is conducted in accordance with various Federal laws, including Section 504 of the Rehabilitation Act, and the Americans with Disabilities Act (ADA).

In accordance with Section 504/ADA, public entities (e.g., RTC) must ensure that its services, programs or activities (e.g., planning processes including the RTP) do not exclude individuals with disabilities or deny benefits to individuals with disabilities. More specifically, Section 504 (49 CFR Part 27) and Title II of the ADA (28 CFR Part 35) require public entities to evaluate their programs, policies and practices, and identify any barriers that may prevent individuals with disabilities from equal opportunity to obtain the same result, to gain the same benefit, or to reach the same level of achievement as that provided to others. Where barriers are found to exist, the public entities must develop strategies/actions to remedy them.

In addition, Section 504 requires assurances by all recipients and sub-recipients that all programs and activities of the recipients/sub-recipients will be conducted in compliance with Section 504 (and the ADA). That said, when the MPO extends Federal financial assistance to member jurisdictions, the MPO must ensure that those jurisdictions comply with Section 504 (and the ADA).

### 5.1.2 Status

RTC refers to its MTP as its Regional Transportation Plan (RTP). The RTP at the time of the certification review in early 2017 was the Clark County Regional Transportation Plan 2014 Update (available here: <http://www.rtc.wa.gov/programs/rtp/clark/>). The RTC board adopted the RTP in December 2014. RTC has met the requirements under the Clean Air Act and the U.S. Environmental Protection Agency has changed the RTC status to that of an air quality “attainment” area for the National Ambient Air Quality Standards (NAAQS). This means that RTC is no longer required to make an air quality conformity determination for the RTP or the TIP. The next RTP update is scheduled for 2018, and will need to address the performance-based planning requirements of May 27, 2016, Final Planning Rule.

### 5.1.3 Observations

- Though an air quality attainment area under the Federal Clean Air Act, RTC has opted to continue its 4-year cycle to synchronize with other deliverables, notably the update to the county’s comprehensive growth management plan (update adopted in 2016).
- The current RTP (December 2014) includes revenue sources and project cost estimates for local as well as regional transportation projects. Information from WSDOT’s finance division, cities, Clark County, and C-TRAN was used to provide a basis for determining federal, state and local revenues likely to be generated for future transportation needs. Current revenue sources are estimated over the plan horizon and costs are generally tied to planned projects.
- In addition to current law revenue, the financial plan references new revenue sources to support long-term funding needs, including sales tax (transit) and gas tax (roads) increases. The plan also states that a ‘new revenue equivalent could be manifested through several different funding strategies’ (page 79).
- The financial plan (Chapter 4) provides sources and uses of funds in constant year dollars (2014) and in year of expenditure (YOE) in Appendix E based on an annual inflation rate.
- Local transportation projects are derived from Capital Facilities Plans of local Growth Management Plans with requirements for addressing fiscal constraint for projects identified. The Washington Growth Management process requires an analysis of funding capability to judge needs against probable funding sources.
- Appendix D of the RTP discusses the TIB project ranking criteria and approach, the CRAB’s criteria, and Appendix J outlines the MTP Prioritization Process.
- Chapter 3 of the RTP (*The Regional Transportation System; Existing System and Future Performance*), does not include a discussion of existing or future needs of the pedestrian and bicycle system. RTC describes proposed bicycle-pedestrian facilities in Chapter 5 by referencing the Clark County Bicycle and Pedestrian

Master Plan but it is unclear how RTC integrates the Clark County Bicycle-Pedestrian Master Plan into the multi-modal Regional planning process and regional transportation system.

- Chapters 3 and 5 of the RTP mention accessibility for persons with disabilities in relation to transit services (including a summary from the Human Services Transportation Plan). However, there is no discussion in the RTP about accessibility for persons with disabilities in relation to non-motorized modes such as pedestrian facilities (e.g., sidewalks, other pedestrian access routes). Specifically missing is information on existing barriers in the region's pedestrian facilities that may prevent persons with disabilities from enjoying the same result, gaining the same benefit, or reaching the same level of achievement as that provided to others (and what efforts are proposed in the RTP to address these barriers).
- The 2014 RTP includes numerous references to regional and local transportation needs analysis – in Chapters 1 and 5, and in Appendix B – but does not describe how the analyses were conducted and how they influence the MPO process for incorporating projects, programs, and strategies as part of MTP/RTP.
- RTC works closely with partners such as C-TRAN, WSDOT, Portland Metro, ODOT, ports, and locals on all issues, including multi-modal planning. RTC has worked collaboratively with local community groups such as Clark Communities Bicycle and Pedestrian Advisory Committee.
- RTC works closely with C-TRAN on several of new regional public transit investments, including the BRT corridor study, potentially allowing buses on shoulders, and implementation of The Vine. The Vine includes 60-foot, low-floor hybrid buses, raised station platforms for level boarding, 10-minute frequency peak time travel, wheelchair self-parking areas, on-board bike racks, and traffic signal technology.
- The Environmental Justice (EJ) analysis is largely based on the relative proximity of EJ populations to proposed transportation system improvements. The overall conclusion of the analysis is the transportation needs of the region's underserved populations are being equitably considered in the distribution of transportation benefits/investments.
- The RTP demonstrates how the RTP relates to the CMP as well as additional modal plans. The Plan also describes how the CMP helps in identifying effective transportation strategies to address transportation congestion and mobility.
- All public comments and their disposition are documented in Appendix M of the current RTP (December 2014).
- The Vancouver Area Smart Trek (VAST) program is an ongoing core regional transportation program managed by RTC and is described on RTC's VAST website page. From the VAST website page links are provided to key program reports. Most recently, the 2016 Transportation Systems Management and Operations (TSMO) Plan Update and Implementation Plan (September 2016) was made available on the website.

### 5.1.4 Findings

**Corrective Action 1:** The 2018 update of the RTP must evaluate bicycle and pedestrian programs, policies and practices, and identify any barriers that may prevent individuals with disabilities from equal opportunity to reach the same level of achievement that is provided to others. Where barriers are found to exist, the public entities must develop strategies/actions to remedy them.

**Recommendation 1:** The Federal review team recommends the 2018 RTP update include additional information for all new revenues sources (local, state, federal) that are assumed to support long-term needs. For all new sources of funding the plan should identify the total funding that could be generated, future year implemented, and a clear rationale for why each source is reasonable to assume. A summary table demonstrating fiscal

constraint, including constant year and YOE comparisons, should be developed to clearly demonstrate how long-term revenue forecasts support investment needs.

**Recommendation 2:** The Federal review team recommends RTC include in the 2018 RTP update a summary of procedures used by member agencies to evaluate transportation needs and how this approach leads to identifying projects, programs, and strategies in the RTP. The description could include graphics (see Transportation Programming Guidebook, page 3, for example) that defines the decision-making authority of member agencies and the screening criteria used by the MPO to evaluate regional consistency/ value of elements included as part of MTP/RTP.

**Recommendation 3:** The Federal review team recommends RTC expand the 2018 RTP EJ analysis to identify the relative accessibility of low-income and minority populations that is supported by planned transportation investments in the short-term (first 5 years) and long-term (plan horizon). The analysis should include a description of efforts made to reach out to the region's underserved populations as part of the 2018 update.

**Recommendation 4:** The Federal review team recommends that RTC's 2018 RTP update include a description of the existing bicycle and pedestrian system, identify long-term travel and facility needs, and integrate local bicycle-pedestrian plans and projects as part of a regional nonmotorized system.

**Commendation 1:** The Federal review team commends RTC and Metro for their coordination of the Travel Demand Model and Portal data collection system to archive data for both MPOs. The data integration effort will provide a multi-modal, one-stop shop for planners and operations.

### **FHWA/FTA Technical Assistance and/or Resources**

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fsclntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

MPO Guidebook for Using Safety as a Project Prioritization Factor

[https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/publications/mpo\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm)

Scenario Planning – Overview

[https://www.fhwa.dot.gov/planning/scenario\\_and\\_visualization/scenario\\_planning/scenabout.cfm](https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenabout.cfm)

USDOT Environmental Justice Order 5610.2(a)

[https://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/orders/order\\_56102a/](https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/)

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

Department of Justice (DOJ) ADA Technical Assistance Materials  
<https://www.ada.gov/ta-pubs-pg2.htm>

DOJ ADA Update: A Primer for State and Local Governments  
[https://www.ada.gov/regs2010/titleII\\_2010/title\\_ii\\_primer.html](https://www.ada.gov/regs2010/titleII_2010/title_ii_primer.html)

## **5.2 Transportation Improvement Program**

### **5.2.1 Regulatory Basis**

23 U.S.C. 134(c),(h) & (j) and 23 CFR 450.326 set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP), including:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, total project cost, funding source(s), and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained by year.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP using the process described in their public participation plan developed under 23 CFR 450.316(a).

23 CFR 450.336 requires MPOs to certify that the transportation planning process is conducted in accordance with various Federal laws, including Title VI (and other nondiscrimination laws).

### **5.2.2 Status**

The MPO board adopted the 2017-2020 TIP on October 4, 2016.

### **5.2.3 Observations**

- Fiscal feasibility for the current 2017-2020 TIP is demonstrated on Table 1, Chapter 2 and Tables 2-5, Chapter 3. However, it is difficult for the reader to establish a connection between the program totals in Chapter 2 and project totals in Chapter 3.
- RTC has a collaborative, streamlined, efficient system, working well among many stakeholders, including the State Legislature, to coalesce needs from the RTP project list to a short-term action list.
- The 2017-2020 TIP provides discussion of the CMP, and the TIP Guidebook (May2016) provides detail on project review and makes connection to performance measures that are under development.
- The Transportation Programming Guidebook provides a good overview of how TIP projects are selected for inclusion in the TIP (pages 2-4). The summary defines the project selection authority of the MPO and member agencies as well as the project review role of the MPO. Equity is one of the evaluation criteria for project screening under the TAP program, but is not identified as evaluation criteria under the other programs. It is unclear how RTC considers equity (under Title VI/EJ) as part of the TIP project prioritization process.



- The TAP Program project screening criteria described in the Transportation Programming Guidebook (pg. 23) states erroneously that TAP funds cannot be used to pay for sidewalk portions on an existing road project.
- The process for project identification and selection, described in the TIP and the Programming Guidebook, aligns with the RTP's goals and project performance measures. The first screening criterion, as part of the project evaluation process, requires consistency with the RTP.

### 5.2.4 Findings

**Recommendation 5:** The Federal review team recommends that equitable distribution of projects include consideration of the transportation needs of the underserved populations as part of RTC's project prioritization process. To this end, RTC should consider including Accessibility/Equity as an evaluation criteria for all MPO discretionary funding programs and the screening criteria under TAP funds should be amended to show that TAP funds can be used to pay for the sidewalk portion on an existing road project.

**Recommendation 6:** The Federal review team recommends the TIP financial feasibility documentation include a final summary table that pulls together all sources and uses of funds to clearly demonstrate for all readers that programmed revenue totals (federal, state, and local) support project cost totals by year.

**Commendation 2:** The Federal review team commends RTC for the Transportation Programming Guidebook, which not only helps to inform member jurisdictions about the TIP process, but is also an excellent resource for the public in understanding the regional transportation programming process.

### **FHWA/FTA Technical Assistance and/or Resources**

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

USDOT Environmental Justice Order 5610.2(a)

[https://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/orders/order\\_56102a/](https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/)

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

### 5.3 Congestion Management Process

#### 5.3.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 convey requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone or carbon monoxide must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324 requires the MTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. The MTP will use an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

#### 5.3.2 Status

RTC was established in July 1992. In RTC's "Interlocal Agreement," it laid out duties of the organization, including to "develop a congestion management system that provides for effective management of new and existing transportation facilities..." The annual CMP Evaluation and Monitoring Report is a companion document to the CMP.

#### 5.3.3 Observations

- RTC works closely with Metro (Portland) and Portland State University to develop the Portal data resource system to archive data for both MPOs with interchangeable use as appropriate. The data integration will provide a multi-modal, one-stop shop for planners and operations. Metro and RTC may face challenges related to synchronizing the timing of data development and integration between ODOT and WSDOT in the areas of intelligent transportation systems (ITS) and TSMO.
- RTC continues to publish annual CMP Monitoring Reports. The 2015 Report as well as archived reports for previous years are available online. The full 2015 Report includes background description of the CMP process with an overall process graphic showing linkage to the RTP and the TIP.
- Congestion problems are summarized in a series of maps showing future and forecast conditions. Chapter 3 focuses on strategies to address the congestion problems and describes how RTC and local transportation agencies work together to use the CMP as a tool to identify strategies and implement them through the RTP and TIP. Monitoring of effectiveness is also addressed in Chapter 3.
- Data relating to transportation corridor performance is provided on the CMP website. Data includes traffic volume, truck percent, travel time and speed, average vehicle occupancy, transit ridership and seat capacity. Corridor data prior to 2012 was included within the monitoring report documents.

#### 5.3.4 Findings

**Recommendation 7:** The Federal review team recommends RTC provide cross-referencing among the data (tables and maps) provided for the public in its CMP document, and the modeling data used to create these tables and maps. Technical appendices should be created so that the public can understand the information.

**Commendation 3:** The Federal review team commends RTC for the Congestion Process Summary annual report, a best practice for summarizing CMP results for various audiences (e.g., elected officials, transportation planners, and the public).

**FHWA/FTA Technical Assistance and/or Resources**

Applying Analysis Tools in Planning for Operations

[https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/analysis\\_p\\_measure/analysis\\_p\\_measure.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/analysis_p_measure/analysis_p_measure.htm)

Congestion Management Process Guidebook

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/)

Showcasing Visualization Tools in Congestion Management

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_visualization\\_tools/](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_visualization_tools/)

**5.4 Public Participation**

**5.4.1 Regulatory Basis**

Sections 134(i), 134(j) of Title 23 and Section 5303(i) and 5303(j) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, seeking out and considering the needs of underserved populations, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

**5.4.2 Status**

The RTC Public Participation Plan (PPP) was adopted November 1, 2016.

**5.4.3 Observations**

- As part of its Human Services Transportation Plan, RTC works with C-TRAN and community advocates such as Sea-Mar clinics (who cater to a low-income clientele) to support the area's marginalized populations in downtown Vancouver with transportation services to medical facilities.
- RTC staff provides a summary public involvement report to its Technical Advisory Committee (TAC) and its policy board.
- An updated Public Participation Process, meets Federal planning requirements, and was adopted by the RTC Board in January 2014. The Public Participation Plan was last updated in November 2016.

- In 2016, at the same time as the Public Participation Plan was reviewed and updated, RTC staff worked to review and update demographic data that supports the Title VI and LEP Plans. The latest data was derived from the Census Bureau's American Community Survey (ACS). Minor updates to the Title VI and LEP Plans will soon be made available on RTC's website.

### 5.4.4 Findings

**Commendation 4:** The Federal review team commends RTC for working with community groups who provide special emphasis for low-income and other marginalized populations.

### **Proposed FHWA/FTA Technical Assistance and/or Resources**

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

FTA Circular C 4703.1, Environmental Justice Policy Guidance for FTA Recipients

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_EJ\\_Circular\\_7.14-12\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf)

How to Engage Low-Literacy and Limited English Populations in Transportation Decision-Making

[https://www.fhwa.dot.gov/planning/publications/low\\_limited/index.cfm](https://www.fhwa.dot.gov/planning/publications/low_limited/index.cfm)

Public Engagement – Case Studies and Notable Practices

[https://planning.dot.gov/focus\\_caseStudies.aspx](https://planning.dot.gov/focus_caseStudies.aspx)

The Transportation Planning Process Briefing Book (see Public Involvement section)

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/part00.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/part00.cfm)

Guide to Transportation Decision-Making

<https://www.planning.dot.gov/documents/GuidetoTransportationDecisionmaking.pdf>

## **5.5 Civil Rights (Title VI, EJ, LEP, ADA)**

### **5.5.1 Regulatory Basis**

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground 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.”

In addition to Title VI, other nondiscrimination statutes afford legal protection. These statutes include: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990.

Executive Order #12898 (Environmental Justice) directs Federal agencies to develop strategies to address disproportionately high and adverse human health or environmental impacts of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The

planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order #13166 (Limited-English-Proficiency) requires Federal agencies to ensure, consistent with Title VI, that persons who are limited in English proficiency have meaningful access to the programs, services, and activities of Federal recipients and sub-recipients.

### 5.5.2 Status

RTC’s programs related to Civil Rights, Title VI, Limited English Proficiency, and Americans with Disabilities Act (ADA) issues are located on RTC’s web page, under Public Participation. The Title VI Plan, LEP Plan, EJ Demographic Profile, Civil Rights Flyer, and Complaint Form are on the same site: <http://www.rtc.wa.gov/info/title6/>. RTC’s Title VI Plan is dated May 2014.

### 5.5.3 Observations

- RTC’s Title VI Plan does not address FTA’s Title VI guidance per FTA Circular C 4702.1B.
- RTC’s Title VI Plan and associated information is not apparent on the website (could be difficult for the public to locate).
- RTC’s Title VI complaint procedures and complaint form contain bases of discrimination that are outside of the reach of Title VI (covered by other nondiscrimination laws).
- RTC’s efforts to provide the Title VI notice (and other information) in additional languages are noteworthy. However, the instructions on how to request information in other languages are in English which may create a barrier to participation for LEP populations in the region.
- RTC’s Limited English Proficiency Plan provides a good foundation for ensuring that persons who are limited in English proficiency are not excluded from participation in RTC’s transportation planning programs and activities. The LEP plan mentions that Google Translate can be accessed from RTC’s website for translating RTC documents/materials into other languages.
- RTC’s communications to the public includes a statement that materials can be provided in alternative formats by calling RTC. This statement is appropriate, but does not serve as the notice required by Section 504 and the ADA.
- Section 504 / ADA: RTC does not have a designated Section 504/ADA coordinator; RTC has not conducted a self-evaluation of its policies, programs, services and activities to determine if barriers exist for persons with disabilities, nor has RTC developed strategies/methods for how the Region will address barriers if found to exist.
- The May 2014 Title VI Plan contains a link to RTC’s 2014 Limited English Proficiency Plan, as well as a link to a separate 2012 EJ demographic profile report.

### 5.5.4 Findings

**Corrective Action 2:** By June 30, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, RTC must:

- Designate an employee who will serve as RTC’s coordinator for Section 504 and ADA matters.
- Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines.

- Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information).

**Recommendation 8:** The Federal review team recommends RTC revise the Title VI complaint procedures and form so that they can be used to process any complaint, regardless of the law under which the complaint falls.

**Recommendation 9:** The Federal review team recommends RTC explore alternatives to the Google translate "Select Language" message (such as putting "En Español" on the page), and clarify in the LEP and Public Participation Plans that certified translation will be used when translation is requested. Google Translate may be acceptable for some situations, but is not recommended when translating documents more technical in nature (such as RTC's Public Participation Plan).

**Recommendation 10:** The Federal review team recommends RTC include an EJ analysis in the TIP that addresses equity in short-term transportation investments or expand the EJ analysis in the RTP to incorporate project phasing to consider impacts of short-term (TIP) investments as well as long-term RTP improvements.

**Recommendation 11:** The Federal review team recommends RTC work with WSDOT to ensure that their Title VI Plan appropriately reflects guidance from both FHWA and FTA.

**Recommendation 12:** The Federal review team recommends RTC place Title VI information more prominently on its webpage (to ensure that Title VI information is more readily available to the public).

#### **FHWA/FTA Technical Assistance and/or Resources**

FHWA Environmental Justice Reference Guide

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035..pdf](https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf)

Pursuing Equity in Pedestrian and Bicycle Planning

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/equity\\_paper/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_paper/)

Environmental Justice Emerging Trends and Best Practices Guidebook

[https://www.fhwa.dot.gov/environment/environmental\\_justice/publications/guidebook\\_2011/](https://www.fhwa.dot.gov/environment/environmental_justice/publications/guidebook_2011/)

Developing and Advancing Effective Public Involvement and Environmental Justice Strategies for Rural and Small Communities

[https://www.fhwa.dot.gov/planning/public\\_involvement/publications/effective\\_strategies/index.cfm](https://www.fhwa.dot.gov/planning/public_involvement/publications/effective_strategies/index.cfm)

DOJ's website ADA Best Practices Tool Kit for State and Local Governments

<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>

FTA Title VI Guidance – Circular C 4702.1B

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Title\\_VI\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf)

## **5.6 Performance-Based Planning and Programming**

### **5.6.1 Regulatory Basis**

With the passage of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and continued in the FAST Act, 23 U.S.C. 134(h)(2)(A) and 23 CFR 450.306(d) convey requirements for metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the state.

23 CFR 450 was updated May 27, 2016, to reflect this updated performance-based framework, which includes:

- The establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
- Establishment of performance targets by MPOs to address performance measures and coordinated, to the maximum extent possible, with the State and public transportation providers, not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets
- Integration in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:
  - The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;
  - Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;
  - The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);
  - Other safety and security planning and review processes, plans, and programs, as appropriate;
  - The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;
  - Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
  - The congestion management process, as defined in 23 CFR 450.322, if applicable; and
  - Other State transportation plans and transportation processes required as part of a performance-based program.

### **5.6.2 Status**

National performance goals established in MAP-21 and carried into the FAST Act include: safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and a reduction in project delivery delays. The performance-based transportation planning (PBPP) process is designed to work toward achieving these national goals. Progress toward these national goals is measured through use of performance measures and targets, integrated into performance-based plans by RTC, WSDOT and C-TRAN with TIPs programming investments into transportation projects and programs that can help meet the national goals.

RTC coordinates closely with Washington State Department of Transportation and C-TRAN to decide on performance targets. As of October 1, 2018, Performance Based Planning and Programming will be integrated into RTC's Regional Transportation Plan and Transportation Improvement Program.

### 5.6.3 Observations

- RTC relies on a robust data set as part of the CMP, from which they expect to create the performance measures upcoming in the rules. WSDOT Planning Management noted during the TMA certification review that RTC is well prepared for upcoming performance measures.
- PORTAL (refer to Section 5.3.3 of this report) is a Metro/RTC collaborative multimodal data management system used by both planners and operations staff, being housed at Portland State University. Data use will include travel demand management, lane control, ITS, Transportation System Management and Operations, and may be very helpful for PBPP efforts.

### 5.6.4 Findings

**Recommendation 13:** The Federal review team recommends RTC continue to work with WSDOT to implement new planning requirements for performance-based planning and programming, including:

- Discuss the new requirements; identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP.
- Make necessary connections to other performance-based plans.
- Further develop data needs to ensure that future MTP and TIP updates implement an objective-driven, performance-based planning process.
- Update planning agreements that describe how transportation planning efforts will be coordinated between the agencies, and document specific roles and responsibilities of each agency in the performance of transportation planning for the region.
- Review MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.
- Identify how to capture safety projects, or components of projects, in the MTP and TIP to assist the MPO in meeting the new performance-based planning and programming requirements.

### **FHWA/FTA Technical Assistance and/or Resources**

Performance-Based Planning and Programming Guidebook

[https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/pbpp\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm)

Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning

[https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/mlrtp\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/index.cfm)

Supporting Performance-Based Planning and Programming through Scenario Planning

[https://www.fhwa.dot.gov/planning/scenario\\_and\\_visualization/scenario\\_planning/scenario\\_planning\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenario_planning_guidebook/index.cfm)

MPO Guidebook for Using Safety as a Project Prioritization Factor

[https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/publications/mpo\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm)

Supporting Performance-Based Planning and Programming through Scenario Planning

[https://www.fhwa.dot.gov/planning/scenario\\_and\\_visualization/scenario\\_planning/scenario\\_planning\\_guidebook/index.cfm](https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenario_planning_guidebook/index.cfm)



**APPENDIX A – 2013 Certification Findings Disposition**

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.



**Table 3: Metro 2013 Certification Findings Disposition**

<b>Topic</b>	<b>Metro 2013 Corrective Actions</b>	<b>Metro 2013 Recommendations</b>	<b>Metro Status Update</b>
Study Area Organizational Structure (23 CFR 450.310)	None	There are no significant changes in the area warranting organizational structure changes since the previous	N/A
Metropolitan Planning Area Boundaries (23 CFR 450.312)	None	Based on results from the 2010 U.S. Census, Metro will make boundary adjustments with its next RTP update,	Metro adjusted the MPA boundary as part of the 2014 RTP update.
Agreements and Contracts (23 CFR 450.314)	None	Metro, ODOT, TriMet, RTC, and SMART updated their intergovernmental agreements in 2008 and 2012; the agreements do not warrant any updates at this time.	The 2015-16 UPWP has one MOU update between RTC and Metro.

1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	Metro 2013 Corrective Actions	Metro 2013 Recommendations	Metro Status Update
Unified Planning Work Program (23 CFR 450.308)	None	The next UPWP should include tasks to address corrective actions and recommendations in this report.	The 2015-16 UPWP includes a corrective actions and recommendations table with corresponding comments and actions taken.
Transportation Planning Process (23 CFR 450.318)	None	Metro should continue to develop the mechanism for making safety objectives an operational part of the planning process.	The 2018 RTP will include updates to the plan's policies, performance targets, long-range financial assumptions, and project list. The update will address and integrate recommendations from the 2012 Regional Transportation Safety Plan.

**Table 4: RTC 2013 Certification Findings Disposition**

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
Study Area Organizational Structure (23 CFR 450.310)	None	None	N/A
Metropolitan Planning Area Boundaries (23 CFR 450.312)	None	None	N/A
Agreements and Contracts (23 CFR 450.314)	An updated MOA between RTC and WSDOT addressing the MPO's relationship to WSDOT including project funding and prioritization consistent with 23 CFR 450.314 is required within 1 year (March 2014).	RTC should determine a regular schedule to review the effectiveness of each their MOUs / Agreements and document the process and conclusions of these reviews.	<p><b>Corrective Action:</b> An updated MOA between WSDOT, RTC and C-TRAN was completed on November 6, 2014 following iterative reviews by Washington State Attorney General and agencies party to the MOA.</p> <p> 20141112MOA-WSDOT-CTRAN-RTC.pdf</p> <p><b>Recommendation:</b> As stated in the updated MOA, update will be at least every 5 years.</p> <p><b>Additional Info:</b> An MOU between Metro and RTC is in place and is reviewed at least every 3 years. The latest MOU was adopted in June 2015.</p> <p> MOU-Metro20150511.pdf</p>
Unified Planning Work Program (23 CFR 450.308)	None	None	N/A

# 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
Transportation Planning Process (23 CFR 450.318)	None	None	N/A
Congestion Management Process (CMP) (23 CFR 450.316)	None	<p>The CMP provides a good overview of the data collection efforts and the analysis necessary to define possible strategies necessary to address congestion issues.</p> <p>In order to clearly demonstrate what congestion problems were found and what solutions are identified, the CMP should link the final four steps listed above (Monitor system performance, Identify and evaluate strategies, Implement strategies, and Monitor strategy effectiveness) directly to project selection either in the CMP or the MTP or both.</p>	<p><b>Recommendation:</b> RTC's planning activities as part of the <a href="#">CMP</a> are documented on the RTC's website.</p> <p>RTC continues to publish annual CMP Monitoring Reports. The <a href="#">2015 Report</a> as well as archived reports for previous years are available online. The full 2015 Report includes background description of the CMP process with an overall process graphic showing linkage to the RTP, other plans and the TIP included on page 3. Using the data referenced in the paragraph below, congestion problems are summarized in a series of maps showing future and forecast conditions. Chapter 3 focuses on strategies to address the congestion problems and on page 51 describes how RTC and local transportation agencies work together to use the CMP as a tool to identify strategies and implement them through the RTP and TIP processes. Monitoring of effectiveness is also addressed in Chapter 3 (see pages 51-72)</p> <p>From the <a href="#">CMP</a> website, a link to data relating to transportation corridor performance is provided from the right "Downloads" sidebar. Data includes traffic volume, truck percent, travel time and speed, average vehicle occupancy, transit ridership and seat capacity.</p>

# 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
			<p>Corridor data prior to 2012 was included within the monitoring report documents.</p> <p>Each year, RTC also publishes a <a href="#">CMP Summary Report</a> which focuses on Key Findings and corridor challenges.</p>
Regional Transportation Plan (RTP) 23 CFR 450.322)	The next Metropolitan Transportation Plan update (January 2016) is required to: Satisfy Federal fiscal constraint requirements by identifying funds committed or reasonably expected to be available for local projects identified in the MTP. (23CFR450.322(f)(10)(iv))	Identify and emphasize the benefits possible from the implementation of modal and other plans as they relate to MTP goals and strategies outlined in the CMP.	<p><b>Corrective Action:</b> The current <a href="#">RTP</a> (December 2014) addresses revenue sources and project cost estimates for local as well as regional transportation projects. As noted on page 73 of the RTP, information from WSDOT’s finance division, sourced from WSDOT, cities and Clark County, was used to “to provide a basis for determining federal, state and local revenues likely to be generated for future transportation needs”. The methodology used to determine revenue available for regional versus local projects is discussed on page 75 and full system project costs are summarized on page 77. In addition, local transportation projects are derived from Capital Facilities Plans of local Growth Management Plans with requirements for addressing fiscal constraint for projects identified. The Washington Growth Management process requires an analysis of funding capability to judge needs against probable funding sources. The transportation financial analysis must include a multiyear financing plan based on the needs identified in the comprehensive plan.</p> <p><b>Recommendation:</b> The RTP (Dec. 2014) includes a graphic (page 121) showing</p>

# 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
			how the RTP relates to the CMP as well as additional modal plans. The Plan also describes how the CMP helps in identifying effective transportation strategies to address transportation congestion and mobility.
	Address the receipt, nature and disposition of all public comments.		<b>Corrective Action:</b> All public comments and their disposition are documented in Appendix M of the current <a href="#">Regional Transportation Plan for Clark County</a> (RTC, December 2014).
Metropolitan Transportation Improvement Plan (23 CFR 450.322)	None	The process for identification, prioritization and selection for all projects included in the MTIP should be documented and shown to be consistent with RTP system performance goals and measures.	<b>Recommendation:</b> The <a href="#">process</a> for project identification and selection is described on the <a href="#">TIP</a> website (under the TIP Development tab) and within the <a href="#">TIP Report</a> document (pages 2-3). The <a href="#">TIP project selection criteria</a> , also available online, aligns with the RTP's goals and project performance measures. The first screening criterion, as part of the project evaluation process, requires consistency with the RTP.
Financial Planning and Fiscal Constraint (23 CFR 450.322)	See corrective action above under MTP development.	None	<b>Corrective Action:</b> Covered under MTP/RTP above.
Public Outreach (23 CFR 450.316)	Update Public Participation Plan (dtd. 2007) to fully meet all Federal planning requirements by September 30, 2013.	None	<b>Corrective Action:</b> An updated Public Participation Process, reviewed by FHWA staff and meeting all Federal planning requirements, was adopted by the RTC Board in January 2014.  The <a href="#">Public Participation Plan</a> (last updated in November 2016) is available on RTC's website.
Air Quality and Conformity	None	None	N/A

# 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
(40 CFR 93)			
Self-Certification (23 CFR 450.334)	None	None	N/A
Title VI (23 CFR 200.9)	Update Title VI Plan (dtd. 2006) to fully meet FHWA & FTA requirements by September 30, 2013.	<p>While it is acknowledged that RTC is in the process of revising its 2006 Title VI Plan, the 2006 version was in place at the time of this review.</p> <p>RTC's revised Title VI Plan needs to be inclusive of how RTC will address Environmental Justice and Limited English Proficiency in its planning decisions.</p>	<p><b>Corrective Action:</b> <a href="#">Title VI</a> is addressed on RTC's website with a link provided to the <a href="#">Title VI Plan</a> (May 2014 update).</p> <p><b>Recommendation:</b> The May 2014 Plan addresses Environmental Justice and Limited English Proficiency with links provided from the Title VI Plan to a separate <a href="#">EJ demographic profile report</a> and <a href="#">LEP Plan</a>.</p> <p>In 2016, at the same time as the Public Participation Plan was reviewed and updated, RTC staff worked to review and update demographic data that supports the Title VI and LEP Plans. The latest data was derived from the Census Bureau's American Community Survey (ACS). Minor updates to the Title VI and LEP Plans will soon be made available on RTC's website.</p>
ITS and Management & Operations	None	In coordination with WSDOT and C-TRAN, RTC should report progress regularly and revise the regional ITS plan as needed.	<p><b>Recommendation:</b> The <a href="#">Vancouver Area Smart Trek</a> (VAST) program is an ongoing core regional transportation program managed by RTC and is described on RTC's VAST website page. From the VAST website page links are provided to key program reports. Most recently, the <a href="#">2016 TSMO Plan Update and Implementation Plan</a> (September 2016) was made available on the website.</p>

# 1.1 Metro Transportation Management Area (TMA) Quadrennial Certification Findings 2017

Topic	RTC 2013 Corrective Actions	RTC 2013 Recommendations	RTC Status Update
			<p>WSDOT and C-TRAN are partners in the region's program.</p> <p>A <a href="#">VAST program update</a> is provided to the RTC Board at least annually. The last Board update was provided on October 4, 2016. See materials: VAST Memo and VAST PowerPoint Presentation (Item 11) or click to watch the meeting's presentation from CVTV footage.</p> <p>An RTC website "In the News" feature in May 2014 titled "<a href="#">Smart Transportation Operations in the Region</a>" reported on the VAST program and the <a href="#">2016 TSMO Plan</a> update was featured on the RTC website's homepage.</p>



## APPENDIX B – January 18, 2017 Certification Notification Letter

### U.S. DEPARTMENT OF TRANSPORTATION



U.S. Department  
of Transportation

Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503.399.5749

Federal Highway Administration  
Washington Division  
711 S. Capital Way, Suite 501  
Olympia, WA 98501  
360.753.9480

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206.220.7954

January 18, 2017

IN REPLY REFER TO:  
HDA-OR/  
HDA-WA/  
FTA-TRO-10

Ms. Elissa Gertler  
Director, Planning and Development Department  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Mr. Matt Ransom  
Executive Director  
Southwest Washington Regional Transportation Council (RTC)  
P.O. Box 1366  
Vancouver, WA 98666-1366

RE: 2017 Portland-Vancouver Certification Review

Dear Ms. Gertler and Mr. Ransom:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will conduct a Certification Review of the transportation planning process for the Portland-Vancouver metropolitan area on January 30-February 2, 2017. The review will look at the joint planning process as conducted by Metro and RTC in cooperation with the State, transit operators, and local governments in the area.

The Fixing America's Surface Transportation Act (FAST-Act) requires certification of the transportation planning process in urbanized areas over 200,000 in population once every four years. FHWA and FTA conduct certification reviews to evaluate the transportation planning process in the spirit of highlighting good practices, exchanging information, and identifying opportunities for improvement. During the certification process, the federal review team will rely on information gained through participation in the area's planning process, a desk review of planning processes and products, and scheduled certification review meetings.

Please find enclosed a proposed agenda for the site visit. The times shown are flexible and adjustments can be made to maximize participation in this review. The agenda incorporates a listening session with board members, which is open to the public, for the afternoon of January 30 and February 1. The review team requests that you arrange a meeting space for these dates and extend an invitation to your boards, as we would like to hear their perspectives on the

transportation planning process in the greater Portland-Vancouver metropolitan area. The public is also invited to send comments to FHWA and FTA to express their perspectives on the transportation planning process. We would request that you send a public announcement for these meetings using your normal procedures for outreach to encourage public participation. We have included a sample Notice of Public Meeting for your use.

If you have any questions, please contact FHWA representatives Rachael Tupica at (503) 316-2549 or Sharleen Bakeman at (360) 753-9418, or FTA representatives Ned Conroy at (206) 220-4318 or Jeremy Borrego at (206) 220-7956.

Sincerely,

**PHILLIP A  
DITZLER**

Digitally signed by PHILLIP A DITZLER  
DN: c=US, o=U.S. Government,  
ou=DOT FHWA Salem OR, ou=FHWA  
FHWA Salem OR, cn=PHILLIP A DITZLER  
Date: 2017.01.18 11:05:01 -08'00'

Phillip A. Ditzler, Division Administrator  
Oregon Division  
Federal Highway Administration

**DANIEL M  
MATHIS**

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DN: c=US, o=U.S. Government, ou=DOT  
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Date: 2017.01.18 09:14:52 -08'00'

Daniel M. Mathis, Division Administrator  
Washington Division  
Federal Highway Administration

**LINDA M  
GEHRKE**

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FTA Seattle WA, cn=LINDA M GEHRKE  
Date: 2017.01.18 08:16:05 -08'00'

Linda M. Gehrke, Regional Administrator  
Region 10  
Federal Transit Administration

Enclosures

cc, w/o encl.:

Metro (Tom Kloster, Regional Planning Manager)  
(Ted Leybold, Transportation Planning Manager)  
(Chris Myers, Regional Transportation Planner)  
RTC (Lynda David, Senior Transportation Planner)  
ODOT (Rian Windsheimer, Region 1 Manager)  
(Kelly Brooks, Region 1 Policy & Development Manager)  
(Jon Makler, Region 1 Planning Manager)  
(Erik Havig, TDD Planning Manager)  
WSDOT (Matt Kunic, Tribal and Regional Coordination Manager)  
TriMet (Alan Lehto, Director of Policy & Planning)  
C-Tran (Scott Patterson, Director of Planning, Development, and Public Affairs)

**APPENDIX C – Onsite Review Participants**

The following individuals were involved in the Portland-Vancouver urbanized area on-site review:

**Federal Highway Administration**

Rachael Tupica, Senior Community Planner, Oregon Division

Jasmine Harris, Community Planner/Civil Rights Specialist, Oregon Division

Sharleen Bakeman, Senior Community Planner, Washington Division

Jodi Petersen, Civil Rights Specialist, Washington Division

Theresa Hutchins, Community Planner, Office of Planning

**Federal Transit Administration, Region 10**

Jeremy Borrego, Transportation Program Specialist

Metro		RTC
Grace Cho	Jodie Kotrilik	Matt Ransom
Tim Collins	Ted Leybold	Lynda David
Kim Ellis	Ken Lobeck	Bob Hart
Elissa Gertler	Lake McTighe	Dale Robins
Jeff Frkonja	John Mermin	Mark Harrington
Clifford Higgins	Chris Myers	
Lisa Hunrichs	Cindy Peterson	
Dan Kaempf	Jamie Snook	
Tom Kloster	Malu Wilkinson	

**Oregon Department of Transportation**

Jon Makler

**Washington State Department of Transportation**

Matt Kunic

**Tri-Met**

Eric Hesse

## APPENDIX D – Board Member Listening Session & Public Comment

Two Board Member Listening Sessions / public comment meetings were conducted during this certification review: January 31, 2017 for RTC Board Members and February 2, 2017 for Metro Board Members.

The notice advertising the public meetings also encouraged written comments to be submitted to FHWA/FTA. The review team presented a brief overview of the Federal certification process and encouraged comments and suggestions for improving the transportation planning process in the area.

Two members of the public attended the public meeting for RTC, held at the RTC office. One member of the public attended the public meeting at Metro.

Citizens attending the meetings mostly discussed their frustration with the I-5 Columbia River Crossing project, a multi-billion dollar bridge replacement and associated improvements project.

### Federal Review Team Participants:

Sharleen Bakeman, FHWA Washington Division  
 Jodi Petersen, FHWA Washington Division  
 Rachael Tupica, FHWA Oregon Division  
 Jasmine Harris, FHWA Oregon Division  
 Theresa Hutchins, FHWA Office of Planning  
 Jeremy Borrego, FTA Region 10

<b>RTC Board Members:</b> Jack Burkham Paul Greenlee Jeanne Stewart	<b>RTC Staff:</b> Lynda David, RTC Matt Ransom, RTC	<b>DOT:</b> Matt Kunic, WSDOT	<b>Citizen Participants:</b> Peter Thomson Ron Swaren
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### RTC Elected Officials' Meeting:

- 1) RTC and Metro employ a vigorous process for seeking public participation as part of their ongoing planning efforts.
- 2) Elected officials who attended the meetings with the review team indicated their appreciation of the MPOs' function and satisfaction with the transportation planning process. Elected officials commended the hard work and skill level of their staff. Additional comments are summarized below:
  - a. Most local funds are expended in maintaining and preserving the existing system.
  - b. MPO staff does a good job in communicating the MPO processes to the members.

<b>Metro Board Members:</b> Bob Stacey Craig Dirksen	<b>Metro Staff:</b> Tom Kloster Elissa Gertler Ted Leybold	<b>DOT:</b> Jon Makler, ODOT	<b>Citizen Participants:</b> Steve Schopp
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*E-Mail from Mr. Ronald Swaren*

*Received by FHWA and FTA on Friday, January 20, 2017, at 4:17 pm (PST)*

I had received notice of your listening sessions scheduled later this month for the SW Washington RTC and Oregon's METRO. I understand the main purpose of those is to review those agencies adherence to federal regulations.

However, I would also like to take this time to raise concerns many of us had had with the issue of planning on the I-5 system in the Portland Vancouver area. I am aware that former USDOT Secretary LaHood had met elected officials, the US House Transportation Committee had conducted a listening session in 2011<sup>11</sup> and that otherwise this area is considered a priority in the interstate system. We have had numerous citizens' forums, plus many opportunities to express concerns to local officials that the capacity on this part of the Interstate system is simply inadequate.

The underlying reason is that population and economic growth on the west side of the metropolitan region, in the Beaverton Hillsboro area of Washington County has been very rapid. We expect that Washington County will be the most populous Oregon county by 2030, and many job seekers travel even across state lines to access employment. Therefore I have been advocating for a west side interstate route. I believe that much of the path already exists, in local highways and newer industrial routes. In fact presently Washington County is examining a possible expansion of NW Cornelius Pass Rd, combined with a tunnel to US Hwy 30, as a "Northern Connector" parkway. Washington state should do something similar, and eventually connect these with a new interstate bridge.

I believe that most area residents feel that the present I-5 bridges are sufficient and should not be replaced. But obviously the growth points to adding more infrastructure due to the rapid growth and infill of Washington County, and also rapid growth in Clark County Washington. I have actually worked in seismic rehabilitation of structures, and believe the current I-5 bridges can be cost effectively upgraded. I know that the former Columbia River Crossing process took a lot of effort to organize and moving forward with a better alternative should normally originate with the local governments. But, as this turned into a lengthy discussion I have taken the opportunity to communicate with federal partners whenever possible. I have also let the elected US Representatives know what my opinions are and have asked their transportation aides for more specifics on various federal funding options.

In short, this area badly needs a west side interstate connection. I don't know that it needs to be a full controlled access, Interstate System highway. I think there are probably less costly solutions, that would still be in the guidelines of FHWA collector highways. Thank you for listening.

Ron Swaren

*E-Mail from Mr. Steve Schopp*

*Received by FHWA and FTA on Tuesday, January 31, 2017, at 8:39pm (PST)*

RE:

Public Involvement Notice The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are requesting comments on the transportation planning process conducted in the Portland-Vancouver urbanized area by Metro and Southwest Washington Regional Transportation Council (RTC). This request for public comment is part of a transportation planning certification review that will assess compliance with Federal regulations pertaining to the transportation planning process conducted by Metro and RTC, the Oregon and Washington Departments of Transportation, transit agencies, and local units of government in the Portland-Vancouver metropolitan area.

Folks,

I can make an iron clad case that Metro should NOT be recertified and that regional flex funds should go to counties for their officials to direct to their needs.

With the new Trump administration being highly interested in being through and productive it is imperative that you fully grasp what has been going on in the Portland region.

As you will be able to discover in the 4 independent audits below our regional planning agency has for many years, been reckless, dishonest, derelict in their duties and agenda driven as they have misappropriated \$100s of millions toward planning strategies and capital projects that do not produce the intended objectives.

They have purposefully avoided basic responsible accounting of both expenditures and effectiveness while using the bulk of their public involvement budget to inappropriately advocate their policies and distribute propaganda which misrepresents their track record.

Attached is an Inter Governmental Agreement between ODOT and Metro that ODOT signed to provide funding for the SW Corridor light rail project.

A recent audit by the independently elected Metro auditor reports that Metro does not keep track of capital projects spending while often spending without proper authorization.

The central point in all of this is that Metro and TriMet are failing to produce their vision, intentions and objectives.

They are covering up the failure and advancing more of it through perpetual propaganda.

Metro has been asked numerous times over years to reveal the cost to date of the current planning for a \$3 Billion SW Corridor Light Rail expansion.

We now know why they have refused. Much like the Columbia River Crossing that burned through \$200+ million without anything being built, Metro has what has been spent and have no intention of accounting and reporting the amount.

This latest audit (below) by the independently elected Metro auditor addresses the gross mismanagement by Metro. Yet says not a single word about the most costly current capital project expenditure, Light Rail planning. Planning that is devouring many millions with \$176 million in future federal flex recently committed to spend planning transit capital projects. No cost to date has been or is available.

[http://www.oregonmetro.gov/sites/default/files/Capital%20Project%20Planning%20Audit\\_0.pdf](http://www.oregonmetro.gov/sites/default/files/Capital%20Project%20Planning%20Audit_0.pdf)

**There was inconsistent information reported about the status and cost-to-date of capital projects during the year.**

**This made it difficult to monitor projects.**

**Information about capital projects was supposed to be provided in the second and fourth-quarter financial reports to Metro Council.**

**No information was reported in some quarterly reports for some of the projects we reviewed.**

It takes just a little bit of reading to grasp how severely Metro is out of control.  
As someone else says, it's "huge".

The punch line first.

The cumulative detriment of such comprehensive government recklessness is responsible for much of the region's waste and worsening gridlock and housing crisis.

I have been hammering Metro to reveal the cost of planning the SW Corridor Light rail for at least two years.

In the middle of that span ODOT's region 1 manager Jason Tell warned the SW Corridor Steering committee that the projects could turn out to be as costly as the CRC and end up with the same result. That concern was omitted from Metro's reports on the project and never reported in the media. Jason Tell (soon after his warning) left ODOT to work for Parson's Brinkerhoff (light rail engineering firm) and is now an advocate for the same project.

These chaotic Metro capital projects spending practices (below) exacerbate the impact of their planning practices.

Former Metro Auditor reported that Metro does nothing to measure the effectiveness of neither their transportation or land use planning .

Consider how derelict this is. There is no reliable tracking of spending or merit in what they are doing with the money.

Not surprising, the former Metro auditor also reported that Metro excessively spends the bulk of their public involvement & communication budget on feeding the public advocacy for their agenda vs gathering what the public wants etc.

In short, while failing to track what they spend and do, they are propagandizing on how important it is what they do.

Here are the 3 previous audits

1. Metro does NOT track or want to face the effectiveness of their transportation planning strategies.

Case studies show failure.

<http://rim.oregonmetro.gov/webdrawer/rec/212993/view>;;

2. Metro does not track the effectiveness of their costly Transit Oriented Development program. Case studies show failure.

<http://rim.oregonmetro.gov/webdrawer/rec/212992/view>

3. Metro's public involvement/communication is lopsided advocacy with staff free to choose what suits their advocacy.

<http://rim.oregonmetro.gov/webdrawer/rec/212480/view>

This audit evaluated the effectiveness of Metro's efforts to engage and learn from the public about regional policy choices.

4.Capital Project Planning: Strengthen management environment  
November 2016  
A Report by the Office of the Auditor

[http://www.oregonmetro.gov/sites/default/files/Capital%20Project%20Planning%20Audit\\_0.pdf](http://www.oregonmetro.gov/sites/default/files/Capital%20Project%20Planning%20Audit_0.pdf)

The purpose of this audit was to determine if capital planning controls provided reliable (complete and accurate) and transparent information about projects.

Metro needs to improve its project management capability to better manage the scope, schedule and budget of capital projects.

Spending on some projects did not go as planned.

Some projects exceeded approved budgets and others moved forward without required planning and approval.

We found that policies and procedures were inconsistently applied among departments, funding sources, and project types.

This reduced the accuracy, completeness, and transparency of project planning and reporting.

We were unable to determine the approved budgets for some projects.

.., annual budget amounts had not been established in either document for some projects.

... budget amounts differed between the two documents.

That meant that two budgets had been approved for the same project in some cases.

Without a baseline budget, it would be very difficult to determine if projects were on track.

Planning documents for some projects were not complete, which may have contributed to the uncertainty about budget amounts.

Some project plans had been completed but not signed by the appropriate authority, which should have prevented spending on them. We were told some projects did not require these forms because they were routine or ongoing projects. It was not clear who had the authority to make those decisions. Even when planning documents were signed they did not appear to be used as intended.

Please do get this into the hands of the proper people to facilitate a truncating of Metro's certification.

Steve Schopp





Report prepared by:

Federal Highway Administration Oregon Division  
Salem, Oregon

Federal Highway Administration Washington Division  
Olympia, Washington

Federal Transit Administration Region 10  
Seattle, Washington



U.S. DEPARTMENT OF TRANSPORTATION

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September 29, 2017

HAD-OR/ FTA-TRO-10

File Code:  
105.000

Mr. Matthew L. Garrett, Director  
Oregon Department of Transportation (ODOT)  
355 Capitol Street N.E.  
Salem, Oregon 97301

RE: 2018-2021 Statewide Transportation Improvement Program (STIP) Approval and Statewide Planning Finding (SPF)

Dear Mr. Garrett:

Thank you for submitting the Federal fiscal year (FY) 2018-2021 STIP for the State of Oregon, as transmitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on August 7, 2017 and supported by the Governor's certification of the metropolitan transportation improvement programs (MTIPs) on September 7, 2017.

FHWA and FTA are required to make a joint finding on the extent to which the STIP is based on a statewide transportation planning process that meets or substantially meets the planning requirements of 23 U.S.C 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450 subparts A, B and C. We find the FY 2018-2021 STIP substantially meets the planning requirements, and approve the FY 2018-2021 STIP effective October 1, 2017 for a period of four years. FHWA and FTA also find the MTIPs for the Oregon Metropolitan Planning Organizations (MPOs) were developed in accordance with air quality conformity regulations of 40 CFR 93. This approval does not constitute an eligibility determination for the Federal funds proposed for obligation on the listed projects. The eligibility of individual projects for funding is **subject to the applicant's** satisfaction of all additional administrative and Federal requirements.

Enclosed is the final status report on the Oregon 2015 Statewide Planning Finding (SPF) (Attachment A). FHWA and FTA recognize the significant progress made by the state over the last two years to address the 2015 SPF. ODOT staff worked to enhance many aspects of the state planning program while continuing to improve ODOT oversight responsibilities and the implementation of Federal transportation planning requirements.

Also enclosed is the 2018 SPF (Attachment B). FHWA and FTA have issued five findings in total, with four findings that are carried over from the previous STIP in the following areas: MPO oversight, Tribal consultation, STIP development and content, and metropolitan planning agreements. An additional finding for performance-based planning and programming was included in anticipation of upcoming deadlines for meeting this Federal requirement.

FHWA and FTA look forward to continued coordination with ODOT, MPOs, public transportation providers, and other planning partners to implement the Federal transportation planning provisions. In an effort to facilitate this process, we request ODOT provide an action plan to Ms. Tupica and Mr. Borrego that addresses the SPF by December 1, 2017.

If you have any questions, please do not hesitate to contact Ms. Rachael Tupica of FHWA Oregon Division at (503) 316-2549 and [Rachael.Tupica@dot.gov](mailto:Rachael.Tupica@dot.gov) or Mr. Jeremy Borrego of FTA Region 10 at (206) 220-7956 and [Jeremy.Borrego@dot.gov](mailto:Jeremy.Borrego@dot.gov).

Sincerely,

**PHILLIP A  
DITZLER**

Digitally signed by PHILLIP A DITZLER  
DN: cn=US, o=U.S. Government, ou=DOT  
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Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration

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Date: 2017.09.29 11:01:53 -0700

Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

Enclosures

cc w/encl.:

ODOT Jerri Bohard  
Jeff Flowers  
Erik Havig  
Paul Mather  
AAMPO Tarah Campi  
BMPO Tyler Deke  
CAMPO Ali Bonakdar  
CLMPO Paul Thompson  
Metro Elissa Gertler  
MRMPO Karl Welzenbach  
RVMPO Karl Welzenbach  
SKATS Mike Jaffe

**Attachment A: Status Report on Oregon 2015 Statewide Planning Finding (SPF)**

Attachment A documents the status of each 2015 SPF, at the time of the ODOT submittal of the 2018-2021 STIP. The 2018 SPF incorporates some elements of the 2015 SPFs as referenced. Table 1 provides details about each 2015 SPF action item, the status of the item, ODOT responses and accomplishments, and the Federal review team's assessment of the status of the item.

<b>Table 1: 2015 Oregon Statewide Planning Finding Summary</b>			
<b>2015 SPF Action Item</b>	<b>Status</b>	<b>ODOT Response and Accomplishments</b>	<b>FHWA / FTA Assessment</b>
<b>1 – State and MPO Self-Certifications</b> Self-certification statements by the State and the MPOs are important components of the STIP development process and are necessary to support the planning finding and STIP approval. These statements certify that the statewide and metropolitan planning processes are being carried out in accordance with all applicable requirements. For the statewide planning process, ODOT completed this certification as part of their STIP submittal; and for metropolitan planning areas each MPO completed their own certifications. Both State and MPO certifications were reviewed to support this planning finding. All certifications reference appropriate citations; however, the self-certification process does not reference supporting documents and analysis. ODOT should provide the documentation that supports the self-certification process for ODOT and work with the MPOs to ensure a similar documentation process is in place for MPO certification.	Complete	ODOT finalized the MPO Self-Certification form, which compiles documentation to support metropolitan planning self-certification statements.  ODOT finalized an ODOT State Self-Certification form in a similar format to the MPO form, to provide documentation to support statewide planning self-certification statements.	FHWA and FTA endorsed the finalization of the MPO Self-Certification form on April 20, 2017, and the State Self-Certification form on August 14, 2017. FHWA and FTA's expectation is for ODOT is to maintain the MPO and State self-certifications with applicable requirements and make updates when needed. As required by 23 CFR 450.220 and 23 CFR 450.336, ODOT and the MPOs are expected to submit self-certifications with each STIP/TIP update. This should begin with the FY 2018-2021 STIP/TIP submittal.  FHWA and FTA also recommend ODOT post the MPO Self-Certification form on the ODOT website for all partners to easily access the most current version. We also recommend ODOT provide guidance to MPOs on the submittal of the self-certification form.

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>2 – Agreements between MPOs, Transit Providers, and ODOT</b></p> <p>MPOs, the State, and publicly-owned operators of the mass transit are required to mutually determine their respective roles in the metropolitan transportation planning process. Samples of agreements were reviewed to determine if sufficient detail is present to indicate responsibilities for actions and products. In the agreements reviewed, tasks and responsibilities among the various agencies were generally well defined. However, the level of detail on responsibility for project identification, prioritization, and implementation was not consistent in all agreements. ODOT should establish a schedule to review each MPO's planning agreement to determine if updates are needed.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #4.</p>	<p>FHWA and FTA reviewed the MPO-ODOT-Transit Provider Planning agreements and provided feedback on areas where the agreements could be strengthened. ODOT staff worked with the MPOs to review the existing agreements and identify areas that require modification. A few MPOs identified minor updates needed to the agreements; no substantial changes were identified.</p> <p>ODOT proposed a major review and update to the MPO-ODOT-Transit Provider Planning Agreements to incorporate the May 27, 2016, Federal Planning regulations. ODOT plans to send the updated draft template to the Department of Justice, Oregon Procurement Office, FHWA, FTA, and the MPOs for concurrent review in early Fall 2017. ODOT plans to execute all MPO-ODOT-Transit Provider planning agreements prior to May 27, 2018.</p> <p>In addition, ODOT also drafted written specific provisions for meeting the new performance-based provision of 23 CFR 450.314(h). ODOT discussed the draft provisions at the April 14, 2017, ODOT-MPO-Transit coordination meeting and asked for comments. ODOT and the MPOs plan to maintain these provisions separate from of the formal MPO-ODOT-Transit Provider planning agreements.</p>	<p>FHWA and FTA applaud ODOT's plan to update all MPO-ODOT-Transit Provider planning agreements to address the May 27, 2016, Federal Planning regulations contained in 23 CFR 450.314 by May 27, 2018, and the progress made on the specific written provisions of 23 CFR 450.314(h) which are required to be in place by May 27, 2018.</p>

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<b>3 – Oregon MPO Consortium</b> MPO coordination through the Oregon MPO Consortium (OMPOC) offers an opportunity to encourage cooperative planning. The Consortium serves as an informal cooperative among Oregon's MPOs; in the past few months Oregon's MPOs have agreed to allocate a portion of their Federal planning funds to support a shared staffing position. ODOT should clarify the role of the MPO Consortium and provide a general assurance that Federal funds do not support lobbying activities through a letter to FHWA Oregon Division and FTA Region 10. ODOT should develop or redistribute lobbying guidance to ODOT MPO liaisons and the MPOs.	Complete	ODOT, FHWA, and FTA cooperatively developed language regarding the use of Federal funds for lobbying activities which was included in: <ul style="list-style-type: none"> <li>FY 2017 MPO PL Intergovernmental agreements (IGAs)</li> <li>FY 2017-2019 OMPOC IGA executed September, 2016</li> </ul>	FHWA's and FTA's expectation is for ODOT to include this lobbying language in all future IGAs for MPOs and OMPOC and to ensure MPOs are not using Federal funding for lobbying activities.

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>4 – Transportation Management Area Certification Reviews Action Tracking</b></p> <p>Under 23 CFR 450.334(b), FHWA and FTA are required to jointly review Transportation Management Areas every four years and certify whether the planning process in those areas meets the applicable provisions of Federal law. In conducting this review, FHWA and FTA review elements of the planning process including: metropolitan planning area boundaries, 3-C planning agreements, Unified Planning Work Program development, TIP development, long range transportation plan development, public outreach, air quality, and Title VI compliance.</p> <p>The corrective actions from the previous TMA certification reviews (Portland Metro March 2013; Salem-Keizer November 2012; and Central Lane October 2011) have either been resolved or are in the process of being resolved. During the review of the 2015-2018 STIP submission, FHWA and FTA requested and received written summaries from the TMAs that identify each corrective action and the actions taken toward resolution. ODOT, in coordination with the TMAs, should develop a formal process that tracks the status of corrective actions and recommendations from the TMA certifications.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #1.</p>	<p>ODOT drafted the “Metropolitan Planning Organization Facilitation &amp; Coordination Checklist” and have proposed including:</p> <ul style="list-style-type: none"> <li>• A tracking list of all corrective action requirements for each TMA developed from the formal in-person quadrennial reviews and from any MPO Self-Certification documentation.</li> <li>• ODOT requested that all TMAs include a status update of all certification findings in their Unified Planning Work Programs (UPWPs) and ODOT will verify that any MPO with corrective actions, include those elements as part of their annual UPWPs.</li> <li>• ODOT will verify corrective action progress through the review and approval process for MPO PL funding invoices.</li> </ul> <p>ODOT headquarters will develop a template for Regions to use to track status of corrective actions. Regions can also develop their own tracking tool or may use a corrective action plan developed by the TMA.</p>	<p>FHWA and FTA support ODOT’s proposed process to track the status of TMA corrective actions to help ensure timely and appropriate action, as required by 23 CFR 200.331(d)(2), and would like to work with ODOT to finalize the process.</p> <p>FTA and FHWA would also like to work with ODOT to set a framework for participation in the resolution of TMA certification findings, including activities like the review of proposed documents and providing technical assistance. One example is to participate on a certification review action team, created by the TMA, which could be assembled following each certification review. The team, led by the TMA, would work collaboratively to implement the steps of the TMA’s corrective action plan.</p> <p>We will continue to coordinate with ODOT on this process to ensure the process is finalized and successfully implementation.</p>

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>5 – Metropolitan Planning Organization Support and Oversight by ODOT</b></p> <p>A continuing and cooperative relationship among the MPO, State, and transit operators assure the effective development of the long-range plan and short-range program of projects (TIP). The metropolitan planning program generally meets Federal requirements based on our continuing involvement with the metropolitan planning organizations, attendance at technical advisory and policy committee meetings, attendance at UPWP meetings, and review of MPO planning products. As the direct recipient of Federal MPO planning funds (PL, 5303), ODOT should better define expectations for ODOT MPO liaisons' proactive roles in managing MPO progress toward meeting Federal planning requirements. ODOT support and oversight for MPOs should include early and active involvement in UPWP development and review, TMA planning certification reviews, and STIP/TIP coordination.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #1.</p>	<p>ODOT previously committed to modifying the MPO Liaison Roles and Responsibilities as part of the FY 2018 SPR application. ODOT is still exploring the possibility of a MPO liaison roles and responsibilities handbook, but has since created a Metropolitan Planning Organization Facilitation &amp; Coordination Checklist. The checklist defines ODOT Region and Headquarters division of responsibilities and the involvement in the MPO processes, but lacks definition of oversight roles.</p>	<p>FHWA and FTA recognize and appreciate ODOT's ongoing stewardship in MPO processes and activities and believe it is clearly defined in the checklist. In conjunction with this partnership, we expect ODOT to also provide clearly defined MPO oversight to all Oregon MPOs. ODOT has made some positive steps in the oversight role; however, there is more that needs to be done to develop, finalize, and institutionalize a proper level of subrecipient monitoring and MPO oversight.</p>



Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>6 – Statewide Planning and Research Program (SPR)</b></p> <p>23 CFR 450.206 (d) outlines expectations for documenting statewide planning work program activities supported by Federal planning funds. We look forward to our discussions with ODOT to better understand the process for project solicitation, selection and prioritization utilizing state planning and research funds. FHWA and FTA expect that our continued meetings to focus on the SPR program will clarify how projects and programs are solicited, selected, and prioritized for the Federal planning program. FHWA and FTA expect that these conversations will lead to more efficient and effective program management and oversight.</p>	Complete	FHWA, FTA, and ODOT have agreed the work related to this task was documented through the FY 2017 SPR-I conditional approval letter dated July 1, 2016; and subsequent June 30, 2017 SPR approval letter.	

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<b>7 – Safety Planning</b> FTA and FHWA support ongoing safety planning efforts conducted by ODOT and MPOs. Additional work is needed to extend the link between metropolitan efforts and statewide efforts. Given ODOT's development of an All Roads Transportation Safety (ARTS) Program, coupled with the new strategic highway safety plan, the MPOs and ODOT should use this opportunity to ensure a strong link between the ARTS safety identification and prioritization process and MPO safety plans. We continue to encourage safety plan development for identification and prioritization of hot spot and systemic safety needs. In the near term, we recommend ODOT update the Transportation System Planning (TSP) guidelines to provide more direction in the area of safety planning.	Complete	ODOT updated the Transportation Safety Action Plan (TSAP) in 2016. ODOT is updating the TSP Guidelines of which safety is a prominent part of the work plan.	FHWA appreciated the opportunity to be involved in the update of the TSAP. FHWA also appreciates the opportunity to participate on the TSP Guidelines Stakeholder Advisory Committee and will provide comments for increased inclusion of safety planning into the TSP guidelines.

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>8 – Intelligent Transportation Systems (ITS)</b></p> <p>The development of operations plans and updates to ITS architecture plans have become more prominent in discussions at the MPOs, reflecting a renewed focus on investing in improved management of the existing system. In collaboration with the MPOs and regional stakeholders, ODOT should develop a model approach based on Federal guidance that allows updates of Regional ITS Architectures and Strategic Plans that are commensurate with the transportation system management and operation investments in the region. These efforts should be coordinated with the management and operations direction from the regional transportation plans.</p>	Complete	<p>The original plan was to incorporate ITS into the Central Lane MPO's metropolitan transportation plan (MTP), adoption date May, 2017. This incorporation was delayed and is now planned for the MTP update to be adopted in 2021.</p>	<p>This action item is a recommended process improvement and is not a regulatory compliance issue. This process improvement is recommended to ensure continued compliance with 23 CFR 450.306(g) and 23 CFR 450.208(g). FHWA and FTA supports the inclusion of the ITS plan into Central Lane MPO's MTP and recommend this effort to continue as planned.</p> <p>However, with this delay, FHWA and FTA encourage ODOT to implement other potential methods to support ITS for MPOs that would have more immediate results, including:</p> <ul style="list-style-type: none"> <li>• Identifying when it is appropriate to provide a targeted update to the list of projects.</li> <li>• Exploring potential ODOT funding opportunities for priority MPO ITS efforts.</li> <li>• Creating a fact sheet (or other document) of information collected from the tasks above for the Oregon MPOs.</li> </ul>

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<b>9 – Title VI Plans</b> Both the MPOs and the State have devoted considerable efforts to developing or updating Title VI plans; several MPOs were contemplating new work designed to identify transportation impacts on community sectors. While recognizing impacts are specific to a geographic area, the development of a broadly applicable approach among MPOs would reduce duplication of effort. FHWA and FTA recommend that the MPOs and ODOT work cooperatively to develop a model framework for a Title VI analysis methodology making effective use of the data available to assess impacts to affected populations of local communities.	Complete	<p>ODOT drafted a Title VI template for subrecipients and presented the plan to develop this template at the April 14, 2017, quarterly MPO-ODOT-Transit provider coordination meeting. ODOT shared the draft template with MPOs, ODOT, FHWA, and FTA for review and requested feedback. At the July 14, 2017, MPO-ODOT-Transit provider coordination meeting, ODOT presented a final template that incorporated all feedback received to date. ODOT's <a href="#">Title VI Implementation Plan Template</a> was posted on the ODOT website. This template is applicable to FHWA only.</p> <p>ODOT is considering developing a schedule of sub recipient Title VI plans.</p>	<p>FHWA and FTA support ODOT's approach of a Title VI template for MPO/subrecipient use. We provided feedback on ODOT's draft template and shared an example of a good practice for ODOT's consideration. We encourage ODOT to continue to work towards having one Title VI template that would simultaneously meet both FHWA and FTA requirements.</p> <p>As part of ODOT's oversight role to subrecipients, we support ODOT developing a schedule for subrecipients to update their Title VI Plans.</p>
<b>10 – Unified Planning Work Programs</b> The MPOs generally completed UPWP that are comprehensive in coverage with funding sources effectively displayed. FHWA and FTA encourage the MPOs and ODOT to strive for consistency in identifying tasks included in the State Planning and Research (SPR) Work Programs and Unified Planning Work Programs. Key products, funding sources (including match), and timelines should be clearly and consistently presented in both UPWPs and the SPR. UPWP reporting should indicate when proposed actions have had major changes in scope, schedule, or budget.	Complete	<p>ODOT, MPOs, FHWA, and FTA, collaborated on UPWP protocols, which identify tasks, schedule, responsible parties during UPWP development. As agreed, ODOT led a phone conference August 1, 2017, with MPOs, FHWA, and FTA to assess the success of the protocols and identify any potential updates to improve the process. ODOT will lead the effort to update the protocols so they can be used for the upcoming UPWP development cycle.</p>	<p>FHWA and FTA appreciates ODOT work to develop the UPWP protocols, facilitate the UPWP meetings, and to facilitate the phone conference to identify areas for improving the UPWP process. We look forward to the completion of the updated UPWP protocols which will incorporate the August 1<sup>st</sup> feedback received from FHWA, FTA, ODOT, and MPOs.</p> <p>FHWA and FTA also recommend ODOT post the UPWP Protocols on the ODOT website for all partners to easily access the most current version.</p>

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>11 – Statewide Multimodal Transportation Plan</b></p> <p>The <a href="#"><i>Oregon Transportation Plan</i></a> was adopted in 2006 and serves as the statewide multimodal transportation plan which is supported by a number of individual modal plans. Oregon’s statewide transportation planning program provides an analytical and public participatory process that leads to the effective identification of needed investments and prioritization of action. ODOT’s recognition of the importance of system management in a time of constrained resources and the re-crafting of the project prioritization (i.e., Fix It and Enhance) is a strong example of leadership. ODOT should assess the need to update the statewide plan, and associated modal and topic plans to ensure those plans remain consistent with current state policy and maintains a 20-year forecast period as required by Federal planning regulations.</p>	Complete	As agreed, ODOT included a table of Oregon transportation plans, the date of publication, and the planned update dates in FY 2018-2021 STIP submittal.	FHWA and FTA verified ODOT included the statewide multimodal transportation plan table in the FY 2018-2021 STIP submittal.

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>12 – Financial Constraint</b></p> <p>FHWA and FTA review the STIP to determine if it is financially constrained and that funds are available to carry out the program based upon information provided by ODOT. The STIP is required to be financially constrained by year and funding category and include sufficient financial information to demonstrate which projects are to be implemented using proposed revenue sources. Likewise, each project in the STIP, or identified phase, must include an estimated cost along with the amount of Federal funds proposed to be obligated in each program year. ODOT maintains a program funding spreadsheet that tracks spending targets by region and program. This information should be used to support the fiscal constraint analysis in the STIP documentation to establish a more transparent accounting of expected costs and reasonably available funding. Fiscal constraint must be demonstrated over the full period of the STIP. Fiscal constraint and reasonably available funding needs to be transparent in the publicly available STIP.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #3.</p>	<p>ODOT, FHWA, and FTA have agreed on a format for demonstrating statewide financial constraint with STIP submittal, which ODOT included in the FY 2018-2021 STIP submittal. ODOT, FHWA, and FTA have also agreed upon a quarterly statewide financial constraint demonstration, though a protocol for this process needs to be finalized.</p> <p>ODOT is leading a 2021-2024 STIP workgroup with MPO partners to implement some STIP improvements, including the cooperative revenue forecasts and financial constraint process. Initial discussions started in July 2017, and have focused on the revenue estimation process.</p>	<p>FHWA and FTA are pleased the new format was utilized in the FY 2018-2021 STIP submittal.</p> <p>FHWA and FTA had hoped to reach agreement prior to FY 2018-2021 STIP approval on a process to demonstrate statewide financial constraint quarterly throughout the delivery of the STIP. The first quarterly financial constraint demonstration should be submitted in January, 2018, and covering quarter one of Federal fiscal year 2018.</p>

## 1.2 2018-2021 State Transportation Improvement Program (STIP) Approval for Oregon

<p><b>13 – STIP Content and Protocols for Development and Submission</b></p> <p>Oregon’s statewide transportation planning program provides an analytical and public participatory process that supports a structured planning program and leads to the comprehensive identification of needed investments. In accordance with 23 CFR 450.216(i), the project-level information in the STIP should be more detailed and include sufficient descriptive information to identify the project purpose, scope, and phase; this information should also include an estimated total cost, the amount of Federal funds to be obligated by year and funding category, and the identification of the agencies responsible for delivering the project. Discrete individual projects should be fully-identified under a single project listing to include multiple years of funding and multiple Federal funding sources. Category fund type programs (such as Surface Transportation Program transfers, pooled fund projects, and Congestion Mitigation and Air Quality Improvement Program projects) should be listed for each project.</p> <p>The MPOs reviewed the STIP for consistency with their respective metropolitan transportation improvement programs (MTIPs) and identified several discrepancies that should be corrected by ODOT as identified in Attachment 2 <i>[of the 2015 STIP approval and SPF letter]</i>.</p> <p>The transmittal of the STIP to FHWA and FTA should include the required Governor’s approval of the MPO TIPs and complete highway and transit financial information. FHWA and FTA will work with ODOT to develop a STIP</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #3.</p>	<p>ODOT is drafting a STIP content and protocols document. The STIP protocols are being coordinated with the MPOs to align 2021-2024 STIP/TIP development timeframes to reduce process errors and increase the cooperative nature of the STIP/TIP development. The STIP protocol documents steps in the STIP development and submission process, including points of interagency coordination, and the associated timeframes.</p> <p>Another effort undertaken as part of this action item was the update of the STIP amendment matrix, which defines amendments requiring Federal approval and administrative modifications which do not require Federal approval for all of the non-metropolitan areas of Oregon. ODOT led the effort to update the amendment matrix, in coordination with FHWA and FTA, and have been following the updated criteria since February 2017.</p>	<p>FHWA and FTA will continue to work with ODOT to develop the STIP content and protocols, which are critical to ensure FHWA, FTA, ODOT, and MPOs understand expectations, interagency coordination points, and timeframes during STIP/MTIP development.</p> <p>The STIP protocols and STIP content checklist are in varying phases of development. The STIP protocols will be in a fluid document while ODOT and the MPOs finalize the currently evolving processes. The STIP content checklist has not been fully drafted and ODOT should continue to work on this document so it can be utilized for 2021-2024 STIP development.</p>
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**Table 1: 2015 Oregon Statewide Planning Finding Summary**

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p>submittal protocol. We expect that development and adherence to the protocol will facilitate future FHWA and FTA STIP review. In addition, ODOT should review the existing STIP amendment process to identify potential streamlined approaches. STIP amendments should provide improved projects descriptions, consistent descriptions of work categories, and clarity and consistency on the funding source.</p>			



Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>14 - Metropolitan/Non-Metropolitan Planning</b></p> <p>The Area Commissions on Transportation (ACTs) provide a means to evaluate needs and recommend to the Oregon Transportation Commission project priorities in non-MPO areas of the State. The ACTs are components of the planning and prioritization process. The ACTs have developed over time and have differing compositions and operating procedures. Every ACT should formally recognize the role of the MPOs in developing, selecting and prioritizing projects in the metropolitan plans and TIPs. These roles should also be included in the MPO planning agreement. Effective coordination and comprehensive planning would be aided by assuring representation of MPOs within ACTs and assuring that planning agreements clarify project selection.</p> <p>With the option under MAP-21 (23 USC 135(m)) to create Regional Transportation Planning Organizations, ODOT may want to review the future function and options for broadening the capabilities of ACTs. We recommend ODOT perform an assessment of ACT operating protocols, including interaction with MPOs and reflection of MPO plans and TIPs to ensure a coordinated planning process with the metropolitan areas.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #4.</p>	<p>ODOT has provided all ACT charters and/or by-laws to FHWA and FTA for review for project prioritization and selection processes.</p>	<p>FHWA and FTA reviewed the ACT Charters and/or by-laws for the coordination with the MPO during project selection and prioritization processes. Documentation was inconsistent and the use of certain keys terms, for example STIP, were not defined, leaving them open to different interpretations. Some of the charters and/or by-laws had not been updated since the creation of the ACTs. TIP project prioritization and selection is a key function of the MPO for ensuring the goals and objectives of the multi-modal metropolitan transportation plan are met and, with the phase-in of performance-based planning and programming, that progress is being made towards meeting Federal performance targets. Therefore, documentation of the ACT/MPO coordination and roles and responsibilities during project prioritization and selection should be documented in either the MPO's consultation process, in the metropolitan planning agreements, or in another format the MPO finds acceptable.</p>

Table 1: 2015 Oregon Statewide Planning Finding Summary

2015 SPF Action Item	Status	ODOT Response and Accomplishments	FHWA / FTA Assessment
<p><b>15 – Consultation Process</b>  ODOT should perform an assessment of the consultation process for non-metropolitan officials as specified by 23 CFR 450.210(b)(1). The procedures for involvement of Tribal governments and Federal lands management agencies in STIP development and review are not clear. ODOT should document the procedure for Tribal and Federal land management agency involvement in STIP development. The STIP documentation should include a summary of consultation that has occurred with Tribes and Federal land management agencies.</p>	<p>Completion of this planning finding is still in progress.</p> <p>Ongoing activities to complete this finding are reflected in the 2018 Planning Finding, #2.</p>	<p>ODOT conducted a survey of the non-metropolitan local-elected officials in 2015.</p> <p>The STIP Content Checklist, discussed in SPF 13, will include consultation elements required in 23 CFR 450.210.</p> <p>ODOT will submit a public involvement report, which documents how the STIP submittal meets ODOT's public involvement policy (2009). ODOT updated public involvement procedures specific to STIP Development and STIP Amendment.</p>	<p>FHWA and FTA expected ODOT's FY 2018-2021 STIP to include documentation of consultation processes conducted for STIP development and how the input collected during consultation was considered in STIP development, as required in 23 CFR 450.210. FHWA and FTA expected the ODOT self-certification submitted with the FY 2018-2021 STIP submittal to document how the State meets all planning requirements of 23 USC 135, including the consultation requirements required in 23 CFR 450.220. If ODOT cannot certify its consultation procedures meet the requirements, ODOT will need to document a plan for resolving the deficiency. The public involvement report documented just one Tribal representative involved in the 2018-2021 STIP process.</p> <p>While consultation is separate and discrete from public involvement, FHWA and FTA support ODOT's efforts to update explicit procedures for public outreach for STIP development and amendment. FHWA and FTA expect the STIP to include documentation of the public outreach processes used during STIP development, the disposition of comments, and how comments were considered in the STIP development process. The state should allow 45 calendar days for public review and written comment before the procedures and any major revisions to public involvement procedures are adopted (23 CFR 450.210(a)(2)).</p>

### **Attachment B: 2018 Oregon Statewide Planning Finding**

To approve the Statewide Transportation Improvement Program (STIP), including metropolitan planning organizations (MPOs) Transportation Improvement Programs (TIPs) contained directly or by reference in the STIP, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must make a determination that each metropolitan TIP is based on a continuing, cooperative, and comprehensive planning process. In addition, this Statewide Planning Finding (SPF) is based upon the extent that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304. This is the SPF for Oregon's 2018 – 2021 STIP, and all the incorporated TIPs for: Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Medford, Portland, and Salem-Keizer.

Accordingly, the FHWA and the FTA, based on: the Oregon Department Of Transportation (ODOT) and MPO(s) self-certifications of their statewide and metropolitan transportation planning processes; review of self-certification supporting documentation; Federal certification of Transportation Management Areas (TMAs) within the State; and, involvement in the State and MPO transportation planning processes, hereby find that the 2018-2021 STIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C. Sections 134 and 135 and 49 U.S.C. Sections 5303-5305.

Table 1 summarizes the topic areas for Oregon's 2018-2021 statewide planning finding. The table also includes FHWA and FTA observations about ODOT's work over the past two years and required or recommended process improvements. Required improvements are compliance actions, while suggested improvements to enhance ODOT's planning process are recommendations. Each compliance action includes a date by which the state should work to resolve the required improvement.

Table 1: 2018 Oregon Statewide Planning Finding Summary

Topic Area	Observations	Compliance Action or Recommendation
<p><b>1. ODOT's Oversight of MPOs</b></p> <p>As required by 23 CFR 420.117 and FTA Circular 8100.1.C, the State DOT is responsible for monitoring all activities performed by MPOs with FHWA planning funds (PL) and FTA Metropolitan Planning Program funds (MPP) to ensure compliance with Federal requirements, monitor the MPO's project activity, assure that the work is being managed and performed satisfactorily and that time schedules are being met.</p> <p>Portions of SPF 2015 #4 and 2015 #5, have been incorporated into this SPF 2018 #1.</p>	<p>ODOT has taken many positive steps in response to the 2015 planning finding, making some oversight responsibilities more consistent and transparent, including:</p> <ul style="list-style-type: none"> <li>• Drafting a MPO Self-Certification form</li> <li>• Drafting and utilizing Unified Planning Work Program (UPWP) Protocols</li> <li>• Assuming the lead role in facilitating UPWP meetings and a post-process improvement discussion</li> <li>• Conceptually agreeing to track TMA certification findings</li> <li>• Including some verbiage of MPO Oversight in each Region's State Planning and Research project</li> <li>• Drafting a MPO Facilitation &amp; Coordination Checklist to document ODOT Region and Headquarters MPO roles and responsibilities.</li> </ul> <p>FHWA and FTA believe the responsibilities identified in the MPO Facilitation &amp; Coordination Checklist, or in a MPO Liaison Handbook, could set the foundation for an appropriate level of MPO oversight. However, the current checklist only identifies stewardship roles and lacks oversight responsibilities.</p>	<p>Compliance Action:</p> <p>By May 31, 2018, to ensure sufficient sub-recipient oversight as required by 23 CFR 420.117 and FTA Circular 8100.1.C, ODOT, as the direct recipient of Federal MPO planning funds (PL, MPP), must define expectations for ODOT MPO Liaisons to ensure proactive roles in managing MPO progress toward meeting Federal planning and administrative requirements. ODOT MPO Liaisons roles and responsibilities should specifically address how liaisons assure that Federal funds are not used for lobbying purposes. ODOT support and oversight for MPOs should include early and active involvement in UPWP, MTP, and TIP development processes and document reviews, ensuring compliance of processes and documents with applicable Federal requirements, monitoring the achievement of performance goals, and confirming that Federal funding is expended for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the sub-award.</p>

**Table 1: 2018 Oregon Statewide Planning Finding Summary**

Topic Area	Observations	Compliance Action or Recommendation
<p><b>2. Tribal Consultation Process</b></p> <p>As specified in 23 CFR 450.210(c), for each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.</p> <p>Portions of SPF 2015 #15 have been incorporated into this SPF 2018 #2.</p>	<p>ODOT does not have a documented formal process for consulting with Tribal governments.</p> <p>ODOT's public involvement report for the 2018-2021 STIP indicates one Tribal representative attended a STIP public involvement meeting. Documentation of a formal Tribal government consultation was not included in the 2018-2021 STIP.</p>	<p>Compliance Action:</p> <p>By October 1, 2018, ODOT must work cooperatively with Oregon Tribal governments to develop, to the maximum extent practicable, a documented process that outline roles and responsibilities, and key decision points for ODOT to consult with Tribal governments during long-range plan and STIP development.</p>

Table 1: 2018 Oregon Statewide Planning Finding Summary

Topic Area	Observations	Compliance Action or Recommendation
<p><b>3. STIP Development and Content</b></p> <p>23 CFR 450.218 outlines the requirements for STIP content and development. 23 CFR 450.218 (h) outlines that the STIP is a complete list and description of all Federally-funded and regionally significant transportation projects that are to be undertaken over a four-year period. Demonstrating financial constraint in the STIP, including MPO TIP financial constraint, by year is a key component to planning and programming and for ensuring project delivery is financially feasible in the proposed project delivery schedules, and therefore, a required key element to gain STIP approval. As part of ODOT's oversight role to the MPOs, ODOT needs to ensure financial constraint for each metropolitan TIP and MTP meets Federal requirements outlined in 23 CFR 450.218. The planning regulations also require a cooperative revenue estimation process.</p> <p>Portions of SPF 2015 #12 and 2015 #13, have been incorporated into this SPF 2018 #3.</p>	<p>ODOT has made many positive STIP improvements in response to the 2015 SPF and has increased the cooperative nature of STIP/TIP processes with the MPOs, including:</p> <ul style="list-style-type: none"> <li>• STIP amendment public involvement procedures defined and used,</li> <li>• STIP amendment matrix updated and followed,</li> <li>• Financial constraint format finalized and utilized in 2018-2021 STIP, and</li> <li>• STIP document significantly revamped to be more reader friendly.</li> <li>• Work has begun to coordinate development timeframes for 2021-2024 STIP and TIPs, and</li> <li>• The quarterly STIP coordination meetings for ODOT, MPOs, FHWA, and FTA have become quality work group sessions.</li> </ul> <p>ODOT received recommendations to work with all Oregon MPOs to create a statewide financial planning process and a consistent format to demonstrate financial constraint by year.</p>	<p>Compliance Action:</p> <p>No later than six months prior to the ODOT submittal of the next draft STIP to FHWA and FTA, ODOT will work cooperatively with MPOs, transit agencies, FHWA, and FTA to:</p> <ul style="list-style-type: none"> <li>• Define parameters for project-level information included in the STIP, that meets 23 CFR 450.218(i)(1), and includes sufficient descriptive information to identify the type of work, the project termini and length, and project phase or phases.</li> <li>• Ensure the STIP development process documents compliance with 23 CFR 450.218(i)(3) to identify the amount of Federal funds proposed to be obligated during each program year. For the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds Category fund type programs (such as Surface Transportation Program transfers, pooled fund projects, and Congestion Mitigation and Air Quality Improvement Program projects) should be listed for each project.</li> <li>• Document a cooperative financial planning process consistent with 23 CFR 450.218(l) that ensures ODOT and MPOs financial assumptions are consistent.</li> <li>• Document the financial constraint process consistent with 23 CFR 450.218 (m), identifying a standard format, and protocols.</li> <li>• Document how ODOT meets 23 CFR 450.328, ensuring that MPO TIPs are incorporated directly into the STIP without modification.</li> <li>• Development of a documented process that defines how STIP amendments provide project descriptions, consistent descriptions of work categories, and clarity and consistency on the funding source consistent with 23 CFR 450.220 and 218(i).</li> </ul>

**Table 1: 2018 Oregon Statewide Planning Finding Summary**

Topic Area	Observations	Compliance Action or Recommendation
		<p>Recommendations:</p> <p>To continue to improve STIP transparency, efficiencies, and accountability and to reduce staff time in processing STIP amendments. FHWA and FTA recommend ODOT develop a work plan for STIP/TIP improvements. FHWA and FTA also recommend the following process improvements:</p> <ul style="list-style-type: none"> <li>• Finalization of the STIP protocols and STIP content checklist.</li> <li>• Finalization of the quarterly financial constraint demonstration protocols.</li> <li>• Development of a TIP Content Checklist.</li> <li>• Development of STIP/TIP amendment guidance.</li> <li>• STIP/TIP Amendment coordination with Oregon Transportation Commission (OTC) amendments.</li> <li>• Consider STIP/TIP software that could streamline coordination between the STIP and TIPs.</li> <li>• Continuation of quarterly ODOT-MPO-Transit Agency coordination meetings to identify and implement STIP/TIP improvements.</li> </ul>

**Table 1: 2018 Oregon Statewide Planning Finding Summary**

Topic Area	Observations	Compliance Action or Recommendation
<p><b>4. Metropolitan Planning Agreements</b></p> <p>The MPO, State, and the providers of public transportation are required in 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process. The May 27, 2016, Federal Planning regulations reflect performance-based planning requirements, including 23 CFR 450.314(h) requiring metropolitan planning agreements to document the cooperative process for implementing a performance-based planning and programming framework. The performance-based provisions can either be documented directly in the metropolitan planning agreements or in separate written provisions. The phase-in date of this requirement is May 27, 2018.</p> <p>Portions of SPF 2015 #2 and 2015 #14, have been incorporated into this SPF 2018 #4.</p>	<p>Since the issuance of the 2015 SPF, ODOT has developed a plan to update all MPO-ODOT-Transit Provider planning agreements to ensure compliance with 23 CFR 450.314, including the performance-based provisions of 23 CFR 450.314(h), by the phase-in date of May 27, 2018.</p> <p>FHWA and FTA reviewed metropolitan planning agreements for compliance and met with ODOT on April 21, 2016, to discuss our findings. On August 18, 2017, FHWA resubmitted those findings to ODOT along with guidance on meeting the performance-based requirement of 23 CFR 450.314(h) to use in the development of a metropolitan planning agreement template. The level of detail on responsibility for project identification, prioritization, and implementation was not consistent in all agreements. ODOT started the process to update the metropolitan planning agreements template and plans to execute the updated agreements for all Oregon MPOs by May 27, 2018.</p> <p>FHWA and FTA also reviewed by-laws and charters for the Area Commissions on Transportation (ACTs) to evaluate ACT/MPO coordination during project selection and prioritization in the urbanized area. There were inconsistencies in the documentation on the process and roles and responsibilities. We recommend metropolitan planning agreements include language on ACT/MPO coordination during project selection and prioritization to ensure the role of the MPO is maintained and the relationship between the MPOs and ACTs is transparent and, to the extent possible, consistent across the state.</p>	<p>Recommendation:</p> <p>To ensure ODOT, MPO, and providers of public transportation agree upon their roles and responsibilities for successfully implementing performance-based planning and programming processes, we recommend ODOT lead the collaborative effort to update and execute metropolitan planning agreements to meet the requirement of 23 CFR 450.314 for all Oregon MPOs by the phase-in date of May 27, 2018. The specific performance-based provisions must include safety performance measure process by May 27, 2018, and system performance, bridge, and pavement performance measures by May 20, 2019. These agreements should clearly define: key terms; the roles and responsibilities of the MPOs; and, their coordination with ACTs during project prioritization and selection processes.</p>



**Table 1: 2018 Oregon Statewide Planning Finding Summary**

Topic Area	Observations	Compliance Action or Recommendation
<p><b>5. Performance-Based Planning and Programming Implementation</b></p> <p>As outlined in 23 CFR 490 and 924, performance-based planning and programming (PBPP) refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals. Furthermore, PBPP involves measuring progress toward meeting goals, and using information on past and anticipated future performance trends to inform investment decisions.</p>	<p>The May 27, 2016, final planning rule was published, including the new Federal planning requirements for performance-based planning and programming process.</p> <p>On or after May 27, 2018, States/MPOs may only adopt or amend a STIP/TIP, statewide long-range transportation plan (SLRP)/metropolitan transportation plan (MTP) that has developed in accordance with the new performance-based provisions and requirements.</p> <p>Two years from the effective date of each rule establishing performance measures FHWA and FTA will only approve an updated or amended STIP or TIP document that is based on a transportation planning process that meets the performance-based planning requirements.</p>	<p>Recommendation:</p> <p>To ensure a successful transition to performance-based planning and programming requirements and ensure project delivery continues without interruption, FHWA and FTA recommend ODOT develop a work plan for PBPP implementation, including items such as:</p> <ul style="list-style-type: none"> <li>• Assess the SLRP for PBPP requirements</li> <li>• Assess the STIP for PBPP requirements</li> <li>• Assess the MTPs for PBPP requirements,</li> <li>• Assess TIPs for PBPP requirements,</li> <li>• Assess Metropolitan Planning Agreements PBPP requirements</li> <li>• Track implementation requirements by MPO,</li> <li>• Host coordination meetings and training in areas ODOT or MPOs need additional assistance, and</li> <li>• Other ideas ODOT or MPOs have to implement PBPP.</li> </ul>

## Appendix II

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### Relevant list of websites

Metro 2018 State of Safety Report and 2020 Fatalities and Serious Injuries Performance Report – <https://www.oregonmetro.gov/regional-transportation-safety-plan>


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: July 12, 2019  
 To: Transportation Policy Alternatives Committee and Interested Parties  
 From: Grace Cho, Senior Transportation Planner  
 Ted Leybold, Project and Resource Development Manager  
 Subject: 2021-2024 MTIP – Proposed Performance Assessment Approach and Methods

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## Purpose

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

## Request to TPAC

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

## Background

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

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

- 2018 RTP priorities
- MAP-21 performance targets

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

## 2018 Regional Transportation Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

Key Assumptions, Inputs, and Evaluation ToolsEvaluation Tools

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

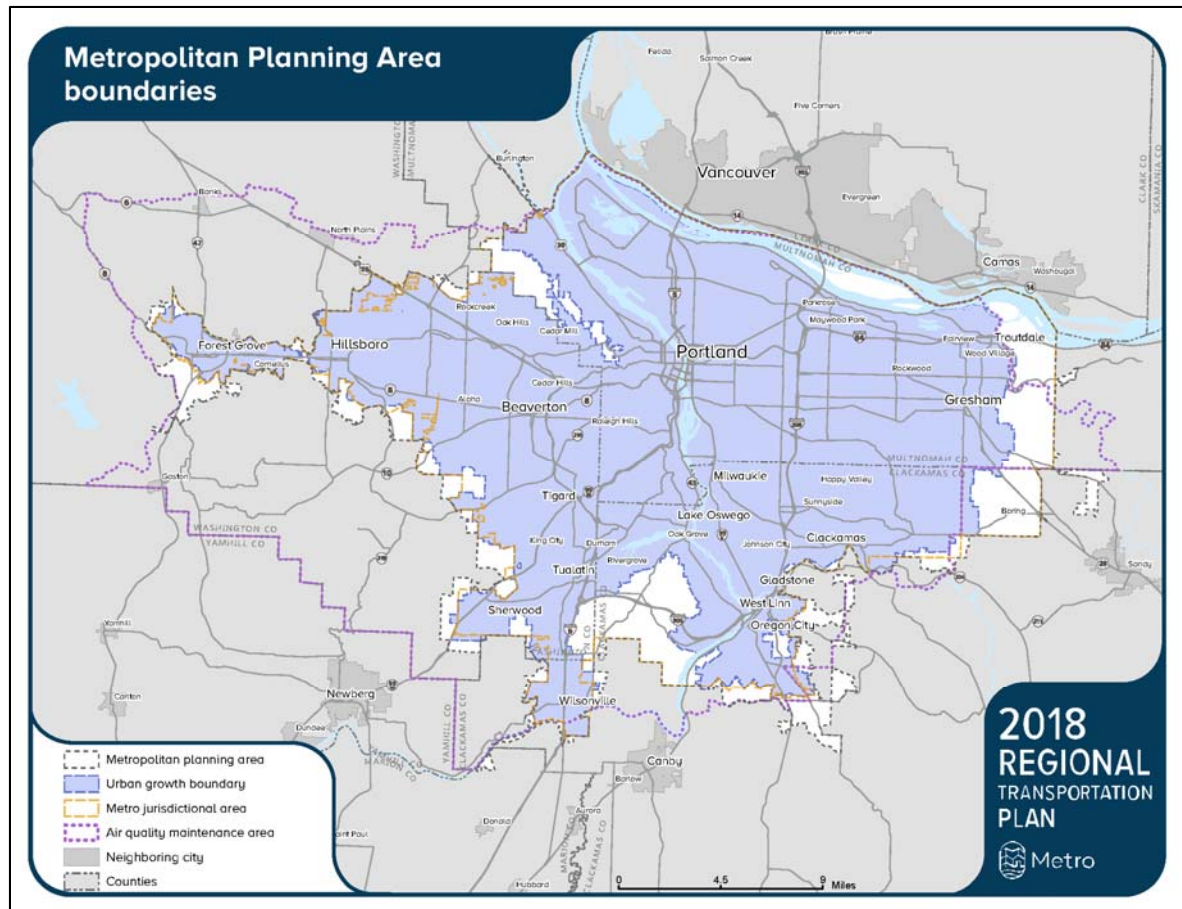
- Travel Demand Model
- Motor Vehicle Emissions Simulator (MOVES) Model
- Geographic Information Systems (GIS)

Attachment 1 provides a description of each tool.

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

Figure 1. Metropolitan Planning Area Boundaries

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Investment Inputs to Be Evaluated

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

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

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

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Key Assumptions

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

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

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

Table 2 provides further details and assumptions for each network.

Table 2. Scenario and Network Assumptions

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

<sup>8</sup> See comment 6

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Scenario	Investment Profile	Land Use	Transit Service
Base Year (2015)	The base year includes the transportation investments built and open for service as of 2015. This is the same base year used as part of the 2018 RTP.	Land use assumptions pertaining to population growth, employment, and development will follow according to what was assumed in the 2018 RTP. <sup>9</sup>	The base year includes transit service which were in effect as of 2015. This is the same base year used as part of the 2018 RTP.
No Build (2024)	The 2024 no build assumes no additional transportation investments aside from those projects” 1) completed since 2015 and open for service; 2) funded projects expected to be completed by end of calendar year 2020; and 3) future roadway and bicycle facility projects with committed funding and projected to be complete by 2024. <sup>10</sup>	The land use forecast will follow according to what was assumed in the 2018 RTP. For year 2024, population and employment are interpolated in a straight line to 2024. <sup>11</sup>	The 2024 no build includes transit service which are in effect as of Spring or Fall 2019. (Spring or Fall dates are based on availability of information)
Build (2024)	The 2024 build scenario reflects all the investments identified in the 2021-2024 MTIP. These investments include capital investments and as modeling capabilities allow, maintenance and operations investments. Those investments which are unable to be quantitatively assessed because of a lack of spatial detail will be identified as part of analysis documentation. <sup>12</sup>		The 2024 build assumes transit service levels to be in effect as of the end of calendar year 2024. (Based on assumptions discussed with transit providers)

Equity Focus Areas

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

- People of Color
- People with Lower-Incomes

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

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

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

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



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- People with Limited English Proficiency

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

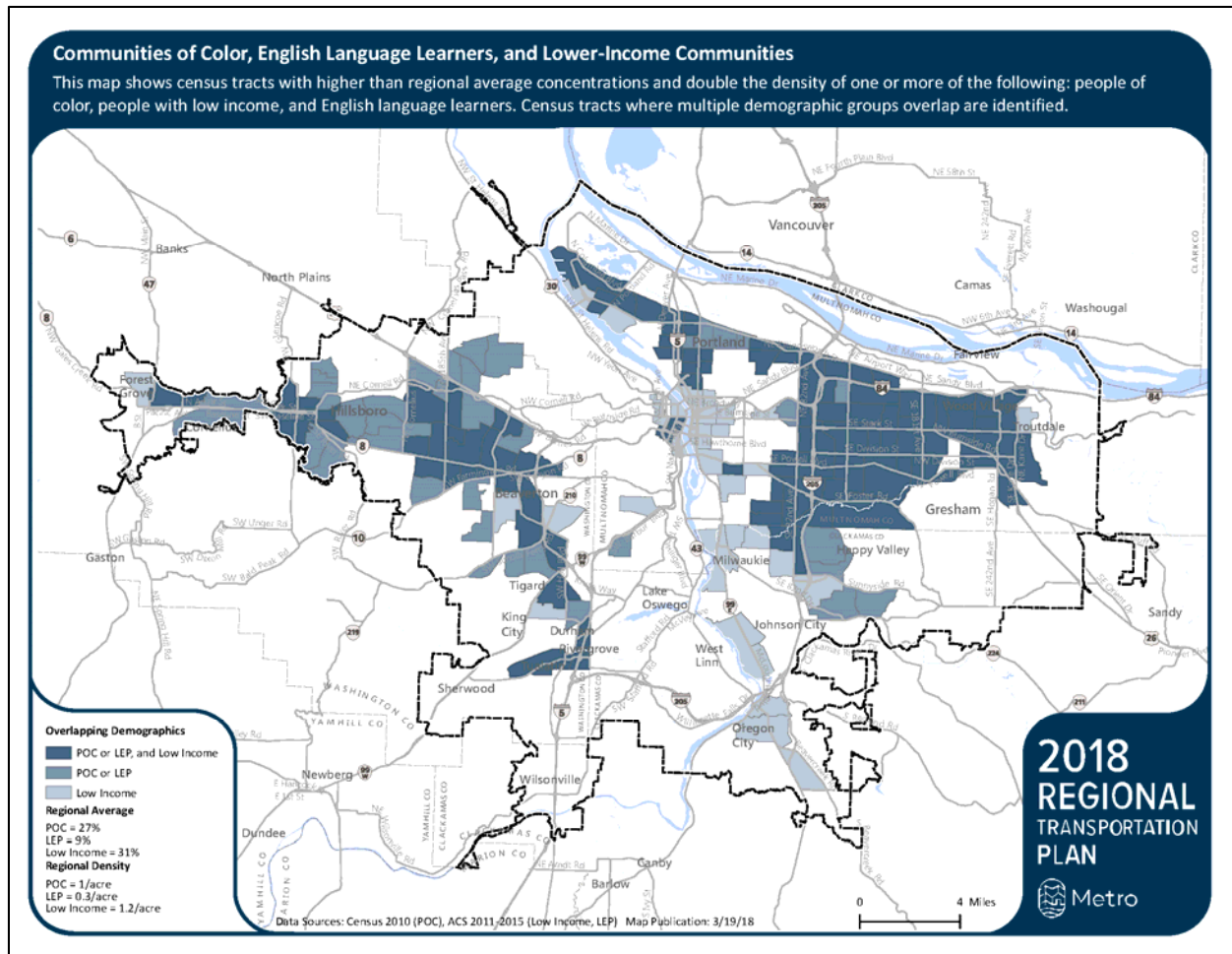
Table 3. Equity Focus Areas

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

*Source: Metro, 2018 RTP transportation equity work group*

Figure 2. Equity Focus Areas

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Sub-Regional Geographies

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

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

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

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In recognition the new MAP-21 performance-based requirements and in demonstrating the 2021-2024 MTIP is making progress towards implementing the 2018 RTP, these new pieces to the 2021-2024 MTIP will necessitate several additional analyses of the investment package. To help streamline the work, Metro staff proposes to integrate the Civil Right Assessment into the 2021-2024 MTIP performance assessment. This is also to recognize the 2018 RTP adoption placed emphasis on making near-term progress on four priority areas, of which equity is one.

### MAP-21 Performance Based Programming

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

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

The MAP-21 federal performance measures and target setting primarily uses a monitoring and data observation approach towards measuring performance of the system and transportation investments. In addition, the federal performance-based planning program outlined a prescriptive

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

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methodology for each performance measure. As a result of the prescriptive method and monitoring approach to performance, the region is expected to draw from existing observed data to measure progress rather than look at projections of future impacts. Therefore, the MAP-21 performance assessment will be different from the performance assessment used to assess progress towards the 2018 RTP priorities.

The area in which the federal performance measure program provides flexibility is in the performance target setting for each measure. Per federal regulations, MPOs, like Metro, may elect to develop region-specific performance targets or may elect to adopt the state targets for the different performance measures. Through the development of the 2018 RTP, the region developed region-specific targets for the upcoming 2 and/or 4-years as well as establishing the baseline metrics for each of the 11 MAP-21 performance measures to compare and assess progress.<sup>14</sup> Attachment 2 illustrates the region's federal performance targets and baseline conditions.

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

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

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

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

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

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

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

As a result of this direction, Metro staff will provide relevant findings from the 2021-2024 MTIP evaluation to help describe linkages and progress towards the region's MAP-21 performance targets. This will be conducted in a narrative format per federal guidance and direction. In addition, Metro will provide any necessary data assessments towards the 2-year and 4-year targets according to the prescribed methodology.<sup>17</sup> The baseline metrics provided as part of MAP-21 reporting in the 2018 RTP will help to understanding how much progress and advancement has been made towards 2 and 4-year performance targets and will be further made through the profile of investments programmed in the MTIP for federal fiscal years 2021 through 2024.

### Timeline

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

Table 4. Timeline of 2021-2024 MTIP Performance Assessment

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

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Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit agencies completed w/proposed program of projects for fiscal years 2021 through 2024	End of 2019-Early 2020
Develop preliminary 2021-2024 MTIP performance assessment methodology	April – June 2019
Present and gather input on the 2021-2024 MTIP performance assessment methodology at TPAC <ul style="list-style-type: none"> <li>Request assistance gathering information on completed projects for the no-build network</li> </ul>	July 2019
Finalize the 2021-2024 MTIP performance assessment methodology	Fall 2019
2021-2024 MTIP project data collection	Fall 2019 – January 2020
Data request from ODOT and transit agencies on MAP-21 performance target reporting and datasets (to adjust to region) <ul style="list-style-type: none"> <li>Includes any 2-year performance target reporting</li> <li>Includes any annual reporting and updates to targets</li> </ul>	Fall 2019 OR Spring 2020
Perform 2021-2024 MTIP performance assessment <ul style="list-style-type: none"> <li>Quantitative analysis of 2021-2024 MTIP relative to 2018 RTP priorities</li> <li>Quantitative and qualitative discussion of 2021-2024 MTIP performance towards MAP-21 performance targets</li> </ul>	January – Mid-March 2020
Results packaged for the 2021-2024 MTIP public review draft	March 2020
Discussion of results at TPAC <ul style="list-style-type: none"> <li>In conjunction with public comment period</li> </ul>	April 2020
Finalize findings and provide performance recommendations related to the 2021-2024 MTIP <ul style="list-style-type: none"> <li>Findings and recommendations to be informed by public comment and TPAC discussion</li> </ul>	May 2020

**TPAC Discussion Questions**

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

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**Attachment 1 – Short Description of Analytical Tools Pertaining to 2021-2024 MTIP Performance Assessment***Travel Demand Model*

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

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

*Motor Vehicle Emissions Simulator (MOVES)*

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

*Geographic Information Systems (GIS)*

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

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

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**Attachment 2 – Portland Metropolitan Region MAP-21 Performance Targets and Baselines**Portland Metropolitan Region – MAP-21 Performance Targets and Baselines<sup>19</sup>**Table 1. Safety Targets – Fatalities and Serious Injuries**

<b>Safety – Fatalities and Serious Injuries (Regional Targets only)</b>					
<b>Reporting Year (based on a 5- year rolling average)</b>	<b>Fatalities (People)</b>	<b>Fatality Rate (People per 100 Million VMT)</b>	<b>Serious Injuries (People)</b>	<b>Serious Injury Rate (People per 100 Million VMT)</b>	<b>Non-motorized Fatalities and Serious Injuries (People)</b>
2011-2015 (Base)	62	0.6	458	4.5	113
2014-2018**	58	0.5	426	4.0	105
2015-2019	55	0.5	407	3.8	101
2016-2020	52	0.5	384	3.6	95
2017-2021	49	0.4	357	3.3	88
**2014-2018 is the first period that targets must be established for the region. The 2018 Regional Transportation Plan and 2018 Regional Transportation Safety Strategy set a target of zero traffic deaths and serious injuries by 2035. Metro developed annual targets to reach the 2035 target using the same methodology used by the Oregon Department of Transportation in the Oregon Transportation Safety Action Plan. These measures reflect people killed or seriously injured rather than fatal or serious injury crashes. Serious injuries do not include fatalities.					

\* Source: Oregon Department of Transportation.

**Table 2. Asset Management – Pavement Condition Targets**

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

\* Source: Oregon Department of Transportation.

**Table 3. Asset Management – Bridge Condition Targets**

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

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



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Percent of NHS bridges classified in poor condition	1%	None	1%	3%
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\* Source: Oregon Department of Transportation.

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

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

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

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

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

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

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

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

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

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

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

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

<b>Congestion Mitigation and Air Quality – On-Road Mobile Source Emissions Targets</b>				
<b>Performance measure</b>	<b>Regional 2014- 2017 Baseline</b>	<b>Regional 2020 Target</b>	<b>Regional 2022 Target</b>	<b>ODOT Statewide 2020/2022 Targets</b>
Annual average reduction emissions reduction per day (by pollutant) for all CMAQ-funded projects (Kg/day)				
Particulate matter less than 2.5 microns (PM <sub>2.5</sub> )	N/A	N/A	N/A	.12/.23
Particulate matter less than 10 microns (PM <sub>10</sub> )	N/A	N/A	N/A	363/726.4
Carbon monoxide (CO)	2476.73*	2000*	1840*	584/1168
Volatile organic compounds (VOC)	N/A	N/A	N/A	29.49/58.97
Nitrogen oxides(NO <sub>x</sub> )	N/A	N/A	N/A	71.45/142.9
This measure is required for metropolitan areas designated as nonattainment or maintenance as of Oct. 1, 2017. While the region completed its second 10-year Maintenance Plan for Carbon Monoxide on Oct. 2, 2017, the RTP must include this target given the region's status on Oct. 1, 2017. Monitoring and reporting of Portland area regional measures and targets will occur through the Metropolitan Transportation Improvement Program.				

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

**Table 8. Transit Asset Management Targets**

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

Transit Asset Management Targets		
Performance measure	2018 Baseline	2018 Target
<b>SMART Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	33%	33%
<b>SMART Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	20%	20%
<b>SMART Facilities</b> – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	0%	0%
<b>C-TRAN Rolling Stock</b> – Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	14.5%	20%
<b>C-TRAN Equipment</b> – Percent of service vehicles that have met or exceeded their useful life benchmark (ULB)	17.1%	30%
<b>C-TRAN Facilities</b> – Percent of facilities rated below 2.5 on the condition scale (1=Poor to 5=Excellent)	0%	30%
Each transit provider must update State of Good Repair targets annually and the agency's Transit Asset Management (TAM) Plan must be updated at least every 4 years covering a horizon period of at least 4 years. TriMet's performance measures and targets are monitored and reported in TriMet's TAM Plan. SMART's performance measures and targets are monitored and reported in ODOT's Group TAM Plan. C-TRAN's performance measures and targets are monitored and reported in C-TRAN's TAM Plan.		

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



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Friday, July 12, 2019  
To: Transportation Policy Alternatives Committee and Interested Parties  
From: Grace Cho, Senior Transportation Planner  
Subject: Request for Agency Review of 2015 Base Year Network for 2021-2024 MTIP Performance Assessment

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## PURPOSE

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

## ACTION REQUESTED

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

### By October 31<sup>st</sup>, 2019

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

## INSTRUCTIONS FOR RTP ROADWAY NETWORK REVIEW AND SUBMITTING UPDATES

Each jurisdiction should contact Thaya Patton at (503) 797-1767 or by e-mail at [thaya.patton@oregonmetro.gov](mailto:thaya.patton@oregonmetro.gov) to determine the ideal format for receiving the roadway network for review.

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

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

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

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

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

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

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

#### INSTRUCTIONS FOR SUBMITTING MTIP BICYCLE NETWORK UPDATES

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

#### OTHER MTIP NETWORK UPDATES

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

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

Date: January 10, 2020  
 To: Transportation Policy Alternatives Committee and Interested Parties  
 From: Grace Cho, Senior Transportation Planner  
 Ted Leybold, Project and Resource Development Manager  
 Subject: 2021-2024 MTIP – General Updates and Evaluation Approach Check In

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### Purpose

Provide an update on the approach to evaluating the 2021-2024 Metropolitan Transportation Improvement Program (MTIP).

### Request to TPAC

Those TPAC members awarded 2022-2024 Regional Flexible Funds will be asked to provide a project schedule by phase to help inform the analysis.

### Background

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

### Summary of 2021-2024 MTIP Evaluation Approach

In July 2019, Metro staff presented a draft evaluation approach for the 2021-2024 MTIP for feedback and discussion. As discussed, the performance evaluation approach for the 2021-2024 MTIP will use two evaluation lenses for the assessment:

- 2018 RTP priorities
- MAP-21 performance targets

Each lens has a different approach as they each serve different purposes for the development and demonstration of federal compliance for the 2021-2024 MTIP. The 2021-2024 MTIP evaluation will take a system-wide analysis approach to assess the performance of the package of investments. This means transportation projects programmed in the 2021-2024 MTIP will not be evaluated independently.<sup>2</sup>

To determine the analysis methodology for the 2021-2024 MTIP, a set of measures must be determined for the four 2018 RTP priorities. These measures will assess the performance of the package of investments in the 2021-2024 MTIP as a means of understanding investment progress in implementing the 2018 RTP and possibly inform future areas of focus for investments in the 2024-2027 MTIP. In efforts to remain consistent the 2021-2024 MTIP evaluation will use the same performance measures associated with the 2018 RTP priorities: safety, equity, climate change, and congestion management. Table 1 provides a crosswalk of the 2018 RTP evaluation measures.

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

2018 RTP Priority	Outcome Being Measured	Performance Measure Proposed for 2021-2024 MTIP
Equity	Accessibility & Affordability (as a pilot, if possible)	<ul style="list-style-type: none"> <li>• Access to jobs (emphasis on middle-wage)</li> <li>• Access to community places</li> </ul>

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

<sup>2</sup> Transportation investments can also be referred to as transportation projects.

		<ul style="list-style-type: none"> <li>System completeness of active transportation network in equity focus areas</li> <li>Housing and transportation cost expenditure and cost burden</li> </ul>
Safety <sup>3</sup>	Safety investment & Investment on high injury corridors	<ul style="list-style-type: none"> <li>Level of investment to address fatalities and serious injuries</li> <li>Level of safety investment on high injury corridors</li> </ul>
Address Climate Change	Emissions reduction & Active transportation system completion	<ul style="list-style-type: none"> <li>Percent reduction of greenhouse gases per capita</li> <li>System completeness of active transportation network</li> </ul>
Traffic Congestion	Multimodal travel times	<ul style="list-style-type: none"> <li>Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle, auto)</li> </ul>

For the MAP-21 performance measures and targets approach, Metro will work closely with ODOT and transit agency staff to collect the necessary relevant data to report on the following federal performance measures and the regionally identified performance targets:

- Safety
- Asset Management – Pavement
- Asset Management – Bridge
- Asset Management – Transit
- National Highway System Performance
- Freight Movement on the Interstate System
- Congestion Mitigation and Air Quality<sup>4</sup>

Because of the prescriptive nature of the MAP-21 performance measures, the assessment and reporting of performance of the 2021-2024 MTIP will be qualitative in nature and will attempt to report on the latest observed data collected by partners.

Further detail on the 2021-2024 MTIP evaluation approach can be found appended to this memorandum. (TPAC memorandum from July 2019)

### Updates to the Evaluation Approach for the 2021-2024 MTIP

Since July 2019, Metro staff has collected project data from jurisdictions, coordinated with key MTIP partner agencies (e.g. ODOT, TriMet, and SMART) and worked on refining the scope and schedule for developing the overall 2021-2024 MTIP. During the autumn and early winter 2019, several key decisions related to the development of the overall 2021-2024 MTIP will influence the approach and evaluation of the 2021-2024 MTIP. To accommodate these decisions, Metro staff will use the following approaches to the analysis.

### Six-Year Programming

Due to the Portland metropolitan region being subject to obligation targets Metro will employ a six-year MTIP for the purposes of programming projects and developing a realistic timeframe for project

<sup>3</sup> Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

<sup>4</sup> Per the Portland Region State Implementation Plan (SIP), Metro, as the MPO, completed its transportation conformity obligations on October 2, 2017. Based on this date and not receiving another non-attainment designation, the region is no longer subject sections of this MAP-21 performance measure. Namely, the region is no longer subject reporting on the Peak-Hour Excessive Delay and Non-Single Occupancy Vehicle Mode Split.



delivery.<sup>5</sup> The decision to move to a six-year MTIP is to help encourage partners to develop realistic project delivery schedules as well as better manage the financial constraint of the 2021-2024 MTIP.

A six-year MTIP will include the programming for the upcoming six federal fiscal years. This means, the 2021-2024 MTIP will include federal fiscal years 2021 through 2026, but will only have the financial capacity for the first four federal fiscal years, 2021 through 2024. Ultimately, this change in the MTIP programming will not impact the amount of funding available to allocate towards projects, but will provide a more realistic schedule for when projects will get implemented and the tracking of federal spending.

However, from the perspective of the 2021-2024 MTIP evaluation, the programming of projects and its individual phases will influence and impact how the analysis is performed. The 2021-2024 MTIP analysis assumes projects to be completed and open for service by the last year of the MTIP – in this case 2024. Recognizing the six-year MTIP provides more options for projects to identify when it will enter into the project engineering, right-of-way, or construction phases, the assumption that projects will be open for service in federal fiscal year 2024 is no longer valid. Based on when the right-of-way and construction phase is programmed within the six-year timeframe (2021-2026), the programming will dictate whether the project will be assessed as part of the 2021-2024 MTIP evaluation. Projects which program right-of-way or construction starting in fiscal years 2025 and 2026 will not be included as part of the 2021-2024 MTIP evaluation. These projects will be carried over and assessed as part of the 2024-2027 MTIP. The projects not evaluated, but included in the 2021-2024 MTIP will be appended as part of the analysis to provide transparency as to what was evaluated and what was not.

### Locally Funded Projects

As part of Metro's request to local jurisdictions for developing the 2021-2024 MTIP modeling networks, many local jurisdictions submitted roadway and bicycle network projects which are fully funded locally, but completing gaps, creative connectivity, or upgrading the regional roadway or bicycle network. While these locally funded projects do not need to be programmed formally in the MTIP, the projects help provide a comprehensive picture of the upcoming capital investments to be made. Recognizing the role of these locally funded projects, as appropriate and based on the date of when the project is open for service, the project will be included in the no-build and/or build networks for the modeling analysis of the 2021-2024 MTIP. These projects will be identified as locally-funded projects and a total dollar amount of all locally-funded projects will be provided in order to express the magnitude of fully local investment relative to federal funds. The analysis of the 2021-2024 MTIP evaluation results will qualitatively discuss the effects of these locally funded investments relative to the federal capital investments identified in the 2021-2024 MTIP.

### Sub-regional Analysis Geographies and Equity Focus Areas

In the July 2019 presentation outlining the 2021-2024 MTIP evaluation approach, Metro proposed conducting sub-regional analysis as part of the analysis. The sub-regional analysis is in response for region-wide system analyses to report on performance at a more localized scale. While individual projects will not be evaluate, the package of investments in the 2021-2024 MTIP will look at how projects perform in the following sub-regions in addition to the entire region.

- City of Portland
- Clackamas County
- Multnomah County
- Washington County

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<sup>5</sup> The six-year MTIP is only applicable to Metro funded projects (i.e. Regional Flexible Funds). ODOT and transit projects will only program through federal fiscal year 2024.

In addition, the equity focus areas within each sub-region will be aggregated and evaluated within sub-region to see how the package of investments in the 2021-2024 MTIP performs at a regional aggregate scale and at a sub-regional scale.

Finally, a slight update and modified version of the Equity Focus Areas will be used as a sub-regional geography for the 2021-2024 MTIP evaluation. The modification is based on updated demographic data coming from the U.S. Census Bureau's American Community Survey (ACS) most recent rolling 5-year data release. A total of 15 census tracts changed status from either being an equity focus area to not or not being an equity focus area and becoming one, based on the density of certain demographic populations.

### Timeline

Table 2 provides a general timeline of activities pertaining to the 2021-2024 MTIP performance assessment.

Table 4. Timeline of 2021-2024 MTIP Performance Assessment

Activity	Timeframe
Allocation processes administered by ODOT, Metro, and transit agencies completed w/proposed program of projects for fiscal years 2021 through 2024	End of 2019-Early 2020
Finalize the 2021-2024 MTIP performance assessment methodology	Fall 2019
2021-2024 MTIP project data collection	Fall 2019 – January 2020
Data request from ODOT and transit agencies on MAP-21 performance target reporting and datasets (to adjust to region) <ul style="list-style-type: none"> <li>Includes any 2-year performance target reporting</li> <li>Includes any annual reporting and updates to targets</li> </ul>	Winter 2019/2020
Perform 2021-2024 MTIP performance assessment <ul style="list-style-type: none"> <li>Quantitative analysis of 2021-2024 MTIP relative to 2018 RTP priorities</li> <li>Quantitative and qualitative discussion of 2021-2024 MTIP performance towards MAP-21 performance targets</li> <li>Develop draft findings of the results</li> <li>Package analysis results and submit as part of the 2021-2024 MTIP public review draft</li> </ul>	January – Mid-March 2020
Discussion of results and draft findings at TPAC <ul style="list-style-type: none"> <li>Release the public review draft of the 2021-2024 MTIP</li> <li>Open the public comment period</li> </ul>	April 3, 2020
Close the public comment period	May 4, 2020
Finalize findings and provide performance recommendations related to the 2021-2024 MTIP <ul style="list-style-type: none"> <li>Findings and recommendations to be informed by public comment and TPAC discussion</li> </ul>	May 2020
Present adoption draft of 2021-2024 MTIP with included performance assessment results to TPAC	June 5, 2020

### **Short Description of Analytical Tools Pertaining to 2021-2024 MTIP Performance Assessment**

#### Travel Demand Model

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

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

#### Motor Vehicle Emissions Simulator (MOVES)

The Motor Vehicle Emissions Simulator model is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. The most recent version of the model is MOVES 2014b, <sup>1</sup> Metro's current implementation of MOVES was developed for air quality conformity purposes in accordance with all pertinent EPA guidance included in the document, "Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b" (April 2012).

#### Geographic Information Systems (GIS)

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

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<sup>1</sup> The emissions reported are for vehicle travel occurring within the federally-designated metropolitan planning area boundary (MPA) regardless of where trips begin or end. The on-road vehicle emissions estimates published in association with the 2021 - 2024 MTIP update were produced within a software framework that combines the regional transportation model with EPA's MOVES model, version MOVES2014a. A newer version of MOVES (MOVES2014b) has since been released, but it should be noted that the improvements incorporated into this update pertain almost exclusively to estimates of non-road emissions and are, therefore, not relevant to this analysis.

2.3 List of Transportation Projects Evaluated in the 2021-2024 MTIP Performance Assessment  
2021-2024 MTIP Performance Assessment - Projects Evaluated by Performance Measure

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
Systemic signals and illumination (Beaverton)	Improvements at various intersections in the City of Beaverton including signals, lighting, signing and curb ramp upgrades to improve safety.	Transportation System Management	\$ 2,071,600	PE, RW, CN, OT	No	No	Yes	Yes	No	No	No	No
OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	Implement Adaptive Signal Control Technologies (ASCT) to adjust traffic signal to actual conditions. ASCT continuously distributes green light time equitably to all traffic movements and therefore helps to reduce congestion.	Transportation System Management	\$ 2,507,523	PE, CN, OT	No	No	No	No	No	No	No	No
Pedestrian & Bike improvements (Beaverton)	Install lighting, pedestrian signal modifications, green conflict markings, and advance warning signs to improve safety for pedestrians and bicycle riders.	Active Transportation	\$ 750,158	PE, CN	No	No	Yes	Yes	No	No	No	No
Council Creek Trail	Refine the type, size location, and construction cost estimate of the Council Creek Trail. The trail is envisioned as a multiuse pathway for pedestrians, bicyclists, and other nonmotorized travelers and a critical link connecting the cities of Banks, Forest Grove, Cornelius and Hillsboro to a larger western Washington County regional trail network	Active Transportation	\$ 1,345,950	PLAN, PD	No	No	No	No	No	Yes	No	No
Trolly Trail Bridge	Complete final design, engineering, and permitting for the Trolley Bridge. The bridge would be located where the original trolley bridge was situated and the design of the new bridge would attempt to recapture the character of the historic bridge.	Trail	\$ 1,228,800	PLAN, PD	No	No	No	No	No	Yes	No	No
City of Gresham safety project	Intersection improvements, upgrade to curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.	Roads and Bridges	\$ 1,596,000	PE, RW, UR, CN	No	No	Yes	Yes	No	No	No	No
NE Cleveland Ave: SE Stark ST - NE Burnside	Complete phase two of the project by improving substandard section of Cleveland Ave between Stark and Burnside. Project will fill gap in by providing bike lanes, sidewalks, curbs and gutters to improve safety and accessibility.	Active Transportation	\$ 4,188,203	PE, RW, CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Lighting and rectangular rapid flash beacons (Gresham)	Install lighting and rectangular rapid flash beacons (RRFBs) with warning signs to increase visibility and improve safety for pedestrians.	Active Transportation	\$ 627,832	PE, RW, CN	No	No	Yes	Yes	No	No	No	No
Division Street Complete Street	Construct and complete a gap in the regional active transportation network by constructing new bicycle and pedestrian facilities, relocating utility poles, and making intersections ADA compliant on Division between Birdsdale and Wallula Avenues.	Active Transportation	\$ 5,240,760	PE, RW, UR, CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
SE 129th Avenue - bike lane and sidewalk project	Add sidewalks and bike lanes to improve bicycle and pedestrian safety.	Active Transportation	\$ 4,476,761	PE, RW, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Monroe Street Greenway	Create a nearly 4-mile, continuous, low-stress bikeway from downtown Milwaukie to the I-205 Multi-Use Path	Active Transportation	\$ 3,860,788	CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Improvements including signals, signs, flashing lights and signal connectivity improvements to increase safety on this road.	Transportation System Management	\$ 1,215,378	PE, CN	No	No	Yes	Yes	No	Yes	No	No
Highway 99E Bicycle and Pedestrian Improvements	1. Close the gap and provide safe pedestrian and bicycle access. 2. Provide a complete street design for McLoughlin Boulevard from 10th Street to the 99E tunnel.	Active Transportation	\$ 673,000	PLAN, PD	No	No	Yes	Yes	No	Yes	No	No
SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Install two closed-circuit television (CCTV) cameras, move one CCTV camera to a different location, and install 288 count fiber optic cable along project limits in order to solve a data "bottleneck" where multiple agencies that share fiber optics are hitting capacity limits.	Transportation System Management	\$ 590,661	PE, CN	No	No	No	No	No	Yes	No	No
Central City in Motion	Develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland central city.		\$ 6,129,499	PL, PE, RW, CN	No	No	No	No	No	Yes	No	No

2.3 List of Transportation Projects Evaluated in the 2021-2024 MTIP Performance Assessment  
2021-2024 MTIP Performance Assessment - Projects Evaluated by Performance Measure

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
City of Portland safety project	Intersection improvements, upgrade to curb ramps, utility relocation, signal work, medians, traffic separators, striping and signing to improve safety.	Roads and Bridges	\$ 7,286,750	PE, RW, UR, CN	No	No	Yes	Yes	No	No	No	No
I-205 undercrossing (Sullivan's Gulch)	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	\$ 3,590,190	PE, RW, CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Seventies neighborhood greenway	Traffic calming and way-finding elements on local streets, paving, crossing improvements, and a multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue.	Active Transportation	\$ 5,010,706	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Central Systemic Signals and Illumination (Portland)	Improvements at various intersections in the City of Portland including signals, lighting, signing and traffic median upgrades to improve safety.	Transportation System Management	\$ 1,859,554	PE, RW, UR, CN	No	No	Yes	Yes	No	No	No	No
NW Thurman Street bridge over Macleay Park (Portland)	Paint the bridge to extend the life of the structure.	Roads and Bridges	\$ 4,885,290	PE, CN	No	No	No	No	No	No	No	No
Brentwood-Darlington bike/ped improvements	Construct sidewalk infill on SE Flavel St and SE Duke St, the main east-west collector streets in the neighborhood, to improve pedestrian accessibility and safety.	Active Transportation	\$ 6,206,422	PR, RW, UR, CN, OT	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
NE Halsey Street bike/ped/transit improvements	Signal and bus stop improvements, intersection redesigns, and high-priority crossings on NE Halsey between 65th and 92nd. Install a bikeway on Halsey from 65th to 92nd, and a multi-use path connection from 82nd to improve access.	Active Transportation	\$ 5,108,289	PE, RW, UR, CN, OT	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jade and Montavilla multimodal improvements	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers to improve access.	Active Transportation	\$ 7,793,842	PE, RW, UR, CN, OT	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
NE 12th Ave over I-84 & Union Pacific RR bridge (Portland)	Install protective screening on the bridge to meet current safety standards.	Other	\$ 2,181,244	PE, CN	No	No	No	No	No	No	No	No
OR99W/SW Barbur Blvd area: Sidewalk Infill (Portland)	Complete sidewalk projects at multiple locations near and around OR99W (SW Barbur Blvd) in Portland and install flashing lights at the intersection of SW 40th Ave and SW Huber St to create a safer environment for pedestrians along this section of transportation corridor.	Active Transportation	\$ 1,938,487	PE, CN	No	No	Yes	Yes	No	Yes	No	No
NE Airport Way Arterial Corridor management	Installation of electronic message signs, update traffic signal controllers, CCTV cameras, fiber communication and other infrastructure along Airport Way from 82nd Ave to Riverside Parkway which will be integrated into the City's, ODOT's and TriMet's Transportation Operation Centers.	Transportation System Management	\$ 1,200,000	PE, CN, OT	No	No	No	No	No	Yes	No	No
City of Portland Transportation Demand Management	Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.	TSMO/TDM	\$ 185,445	OT	No	No	No	No	No	No	No	No
SE Mt Scott Blvd:101st Ave - 104th Ave (Portland)	Install guardrail and reflective delineators. Improve curve signage to increase safety on this section.	Roads and Bridges	\$ 97,941	PE, CN	No	No	Yes	No	No	Yes	No	No
SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Install rumble strips on this section of road to improve safety on this section.	Roads and Bridges	\$ 170,443	PE, CN	No	No	Yes	No	No	Yes	No	No
W Burnside at SW St Clair Ave (Portland)	Install a pedestrian hybrid beacon to increase pedestrian crossing safety.	Active Transportation	\$ 616,881	PE, CN	No	No	Yes	No	No	No	No	No
NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Install pedestrian crossing islands to allow pedestrians to cross one direction of traffic flow at a time. Install advance pedestrian signals to allow pedestrians to advance into the intersection prior to vehicle movements to increase visibility and safety.	Active Transportation	\$ 411,872	PE, CN	No	No	Yes	Yes	No	Yes	No	No

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SE Belmont St: 7th Ave - 34th Ave (Portland)	Install lighting at 21 intersections to improve visibility and safety.	Transportation System Management	\$ 285,588	PE, CN	No	No	Yes	Yes	No	Yes	No	No
SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	Roads and Bridges	\$ 2,595,887	PE, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SE Stark St: 148th Ave - 162nd Ave (Portland)	Convert existing two-way left turn lane to a raised median to improve safety on this section.	Roads and Bridges	\$ 1,408,655	PE, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Install speed bumps to reduce vehicle speeds to 30 MPH to improve safety on this section.	Roads and Bridges	\$ 180,421	PE, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SW Shattuck Rd at OR10 (Portland)	Rebuild traffic signal to increase visibility and accommodate left turn signal heads and phases on Shattuck Road to improve safety at this intersection.	Roads and Bridges	\$ 1,136,751	PE, RW, CN	No	No	Yes	No	No	No	No	No
SE Gladstone St at Cesar Chavez Blvd (Portland)	Install left turn lanes and upgrade the signal with larger heads and backplates to improve safety at this intersection.	Roads and Bridges	\$ 977,932	PE, CN	No	No	Yes	No	No	No	No	No
SE Flavel St at 72nd Ave (Portland)	Rebuild the traffic signal adding left turn capability and add lighting to improve safety at this intersection.	Roads and Bridges	\$ 1,020,365	PE, CN	No	No	Yes	Yes	No	No	No	No
Stark Washington Corridor Improvements	1. Reconfigure travel lanes on SE Washington St/SE Stark St couplet from SE 92nd Ave to SE 106th Ave to improve corridor safety. 2. Reallocate one travel lane in each direction to add striped, designated on street parking, designated turn pockets and protected bike lanes. 3. Construct pedestrian refuge islands between bike lane and travel lanes. 4. Stripe pedestrian crossing locations and bike crossing locations along the couplet. 5. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave and SE 103rd Dr on SE Stark St. 6. Construct traffic signal modifications at SE 94th Ave, SE 96th Ave, SE 99th Ave, SE 102nd Ave, SE 103rd Dr and SE 106th Ave on SE Washington St. 7. Install bike signals at SE 96th Ave and SE 103rd Dr on SE Stark St. 8. Install bike signals at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St. 9. Install pedestrian signal improvements at SE 96th Ave, SE 99th Ave and SE 103rd Dr on SE Stark St. 10. Install pedestrian signal improvements at SE 94th Ave, SE 99th Ave, SE 102nd Ave and SE 106th Ave on SE Washington St.	Active Transportation	\$ 5,332,000	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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122nd Avenue Corridor Improvements	<p>Add enhanced pedestrian crossing(s) at: NE 122nd Ave/Beech St intersection; NE 122nd Ave/ Brazee S/Sacramento St intersection; NE 122nd Ave/Hancock St intersection; NE 122nd Ave between Wasco St and Multnomah St.</p> <p>At each crossing location, elements will include: Supplemental lighting to meet current PBOT lighting standards, ADA-compliant curb ramps, marked crosswalk and crossing treatments, potentially active or enhanced treatment such as a Rectangular Rapid Flashing Beacons (RRFB) with medians, Pedestrian Hybrid Beacons or half signals.</p> <p>Add crosswalk at transit stop with narrowed travel lanes, reduced corner radii (e.g. truck apron), rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal, lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk, bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals, transit priority treatments (e.g. queue jumps, transit signal priority), move transit stop to far side of signal</p> <p>Include storm water mitigation improvements as required and include Intelligent Transportation System (ITS) elements (I.e. signal timing and speed detection</p>	Active Transportation	\$ 4,543,700	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
Willamette Boulevard Active Transportation Corridor	The signature element of this project is a proposed world class cycle track on N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include improved transit amenities and enhanced pedestrian crossings. From the University of Portland campus, an enhanced bikeway is envisioned connecting to the St Johns Town Center.	Active Transportation	\$ 4,456,000	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Martin Luther King Boulevard Safety and Access to Transit	This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit. Includes streetscape improvements such as pedestrian scale lighting	Active Transportation	\$ 2,623,000	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
Cully-Columbia Freight Improvements	Reconstruct the intersection of Alderwood Rd at NE Columbia Blvd, install a permanent traffic signal at this intersection, construct sidewalks along the south side of NE Columbia Blvd from Alderwood Rd to Cully Blvd and a multi-use path on the north side of Columbia Blvd between Cully and Alderwood that continues north on Alderwood. Operations will be improved with an exclusive right turn lane from Alderwood to westbound Columbia and dual side by side left turn pockets on Columbia Blvd between Alderwood and Cully.	Roads and Bridges	\$ 3,434,193	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
OR99W (Barbur Blvd): MP 8.01 to MP 11.50	Install lighting at 72nd Ave, Main & Johnson, McKenzie, School, Walnut, Frewing, Garrett, Park, Royalty Parkway, and Durham Rd to increase safety at these locations.	Transportation System Management	\$ 1,000,000	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.	Roads and Bridges	\$ 4,824,890	PE, RW, CN	No	No	No	No	No	No	No	No

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Red Rock Creek Trail	Plan for a two-mile trail improvement extends from the Fanno Creek Regional Trail (FCRT) on the southwest to SW 64th Street at Pacific Hwy on the northeast and is comprised of four distinct trail segments including the Rail Road Crossing Multi-Use Path (MUP) Bridge, Hunziker Core industrial area, the Hwy 217 MUP Bridge, and the Tigard Triangle Plan District.	Trail	\$314,055	PLAN, PD	No	No	No	No	No	Yes	No	No
OR43: Arbor Dr - Hidden Springs Rd	Construct a new cycle track and sidewalk along OR-43 from Arbor Dr to Hidden Springs Rd and extend the roadway from Hidden Springs Rd to Old River Rd to provide a safe and critical link for bicycle riders and pedestrians along this section of roadway.	Active Transportation	\$6,118,203	PE, RW, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Jennings Ave: OR99E to Oatfield Rd	Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools, businesses and transportation options.	Active Transportation	\$4,040,213	PE, RW, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Systemic signals and illumination (Clackamas)	Improvements at various intersections in Clackamas County including signals, lighting, signing and traffic median upgrades to improve safety.	Transportation System Management	\$1,098,900	PE, RW, UR, CN	No	No	Yes	Yes	No	No	No	No
232nd Drive at MP 0.3	Emergency relief response to stabilize, reconstruct, and reinforce roadway damaged in March 2017 disaster event.	Roads and Bridges	\$575,000	PE, RW, CN	No	No	No	No	No	No	No	No
S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signs and edgeline/fog line markings on curves to improve driver control in this area.	Roads and Bridges	\$334,358	PE, CN	No	No	Yes	No	No	Yes	No	No
SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	Roads and Bridges	\$1,583,644	PE, RW, CN	Yes	Yes	Yes	No	Yes	No	Yes	Yes
Courtney Avenue Bicycle and Pedestrian Improvements	Sidewalks - Install 6,100 lineal feet of 6 foot wide sidewalks Landscape Buffer – Install minimum 5 foot wide landscape buffer on both sides Narrow Travel Lanes – Reduce existing 12 foot wide travel lanes to 10 foot width Raised Crosswalks – Add a speed table with raised crosswalks at the intersection of Linden Lane and Courtney Avenue Buffered Bikeway – Add 6 foot wide bike lanes with 2 foot wide marked buffer for entire length on both sides Bike Safety Features – Construct bike box with ingress lanes on both sides of the intersection of Courtney Avenue and McLoughlin Blvd. Bicycle Detection –At intersection with McLoughlin Blvd Stormwater Improvements – addition of rain gardens in landscape strip on both sides of road	Active Transportation	\$5,079,992	CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Clackamas County Industrial Area ITS	1. TRUCK SIGNAL PRIORITY & ADVANCED TRAFFIC SIGNAL CONTROLLERS (ATC) - 31 Radar Detection Units (14 intersections), 52 ATC Units with signal optimization 2. UPS BATTERY BACKUP – 25 units (one per intersection) 3. TRAFFIC SURVEILLANCE CAMERAS – 3 units (one per intersection) 4. VEHICLE COUNT STATIONS – 4 locations 5. TRAVEL TIME PERFORMANCE MEASUREMENT – 6 units (one per intersection)	Transportation System Management	\$1,219,815	CN	No	No	No	No	No	Yes	No	No
Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge over Columbia Boulevard and an extension of the Willamette Greenway Trail to provide a connection from the existing termini in Chimney Park to the south end of the landfill bridge over the south Columbia Slough.	Active Transportation	\$2,612,381	PE, RW, CN	Yes	Yes	Yes	No	Yes	No	Yes	Yes
Portland Metro planning	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.	Other	\$2,815,941	PL	No	No	No	No	No	No	No	No



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Regional MPO planning	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	Other	\$1,515,521	PL	No	No	No	No	No	No	No	No
Regional Travel Options Program	Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people’s trip choices, reduce pollution and improve mobility.	Regional Travel Options	\$2,982,732	OT	No	No	No	No	No	No	No	No
Transit Oriented Development 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	\$3,393,696	OT	No	No	No	No	No	No	No	No
Transportation system Mgmt & operations/ITS	Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.	Transportation System Management	\$2,008,055	OT	No	No	No	No	No	No	No	No
Corridor and systems planning	Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	Corridor and System Planning	\$636,432	PL	No	No	No	No	No	No	No	No
Stark Street multimodal connections	Close the existing east-west gap in bicycle and pedestrian travel and improve safety 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	\$4,114,377	PE, RW, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Install green painted "bike boxes" at the approaches of SW Sturges Drive and SW Cherry Park Road to the intersection of SW 257th Drive to increase safety and visibility for vulnerable road users.	Active Transportation	\$47,869	PE, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hawthorne Bridge Ramp to OR99E (Portland)	Replace the bridge driving surface and repair the joints on the east and west approaches to repair vehicle damage.	Roads and Bridges	\$9,553,990	PE, CN	No	No	No	No	No	No	No	No
Morrison St.: Morrison (Willamette River) Bridge (Portland)	Strengthen the Morrison and Belmont Viaducts on the east side of the Willamette River to avoid posting the bridge for less than legal loads.	Roads and Bridges	\$9,007,529	PE, CN	No	No	No	No	No	Yes	No	No
Morrison Street: Willamette River (Morrison) Bridge	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.	Roads and Bridges	\$5,000,000	CN	No	No	No	No	No	Yes	No	No
Sandy Boulevard from Gresham to 230th Avenue	Conduct and complete design engineering, including all studies such as hydrology/hydraulics, geotech, environmental and traffic. It also includes survey and preliminary roadway design (15%) that includes road layouts and pipes/culvert sizes enough to show any right-of-way acquisition especially at culvert crossings. Project does not include right-of-way acquisition, environmental permitting, and wetland mitigations	Roads and Bridges	\$1,275,985	PLAN, PD	No	No	No	No	No	Yes	No	No
OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	Repave/rehabilitate roadway, upgrade curb ramps, and add surface protection to Johnson Creek Bridge to remove ruts from vehicle wear and provide a safer travel surface. Enhance pedestrian crossings at SE Thompson, SE Glencoe, SE Clatsop, and SE Cooper. Sidewalk infill from SE Clatsop - SE Lindy to enable safer pedestrian travel.	Roads and Bridges	\$79,470,752	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
I-5 Rose Quarter Improvement Project	Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant , which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities	Throughways	\$129,391,997	PE, RW	Yes	Yes	No	No	Yes	Yes	Yes	Yes

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OR8: SW Hocken Ave - SW Short St	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. Upgrade City of Beaverton water line near the intersection of SW Hocken Ave and Canyon Rd.	Roads and Bridges	\$30,304,185	PE, RW, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
US26 (Powell Blvd): SE 99th Ave - East City Limits	Widen street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility and to add enhanced pedestrian and bike crossings. This project is intended to provide a safer continuous travel facility for multiple modes of travel and allow for a more connected neighborhood.	Roads and Bridges	\$105,000,000	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
OR213 at NE Glisan St and NE Davis St	Upgrade the signal at the Glisan St intersection and modify the Davis St intersection to increase safety.	Transportation System Management	\$9,646,569	PE, RW, UR, CN, OT	No	No	Yes	Yes	No	No	No	No
OR99W: Tualatin River northbound bridge	Replace the bridge travel surface and joints to maintain the bridge condition and ensure continued safety of this structure.	Roads and Bridges	\$2,302,900	PE, CN	No	No	No	No	No	Yes	No	No
OR99E: Clackamas River (Mcloughlin) Bridge	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	Roads and Bridges	\$250,000	PE	No	No	No	No	No	Yes	No	No
OR210 over OR217	Pave the bridge surface, replace the bridge expansion joints, and patch the bridge columns.	Roads and Bridges	\$2,863,363	PE, CN	No	No	No	No	No	No	No	No
I-5 over 26th Avenue Bridge	Replace the bridge to ensure connectivity. Complete a Value Engineering study, which will evaluate the functions of the project with the objective of enhancing the total project value.	Roads and Bridges	\$34,351,000	PE, RW, CN	No	No	No	No	No	No	No	No
OR99E Over UPRR at Baldwin Street Bridge	Perform bridge rail retrofit; replace expansion joints; patch and seal cracks, and add protective screening to improve structural issues and safety.	Roads and Bridges	\$5,413,543	PE, RW, CN	No	No	No	No	No	Yes	No	No
I-5 over NE Hassalo Street and NE Holladay Street (Portland)	Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.	Roads and Bridges	\$5,000,000	PE, CN	No	No	No	No	No	Yes	No	No
US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing and bridge work to repair rutting and wear in order to keep this section of roadway safe for travel.	Roads and Bridges	\$23,784,430	PE, CN	No	No	No	No	No	Yes	No	No
US30B: Bridge over private driveway (Portland)	Repairs to prevent concrete fragments breaking off and falling from the structure. Repair bridge driving surface to restore the travel surface and extend the life of the structure.	Roads and Bridges	\$1,944,036	PE, RW, CN	No	No	No	No	No	Yes	No	No
US30B: St Johns (Willamette River) Bridge	Repairs of the columns and arched concrete connection between the columns to prevent concrete fragments breaking off and falling from the structure. This project will increase safety and extend the life of the structure.	Roads and Bridges	\$13,284,662	PE, RW, CN	No	No	No	No	No	Yes	No	No
OR120: Columbia Slough Bridge (Portland)	Study to determine the alignment and construction method for a future bridge replacement of the existing timber structure that is obsolete, costly to continuously repair, and can no longer support heavier loads.	Roads and Bridges	\$500,000	PL	No	No	No	No	No	Yes	No	No
US30: Troutdale (Sandy River) Bridge	Repair bridge footing erosion to protect the structure from further damage.	Roads and Bridges	\$4,969,054	PE, RW, CN, OT	No	No	No	No	No	Yes	No	No
OR99W: Rock Creek Bridge	Install new bridge rail to meet current safety standards.	Roads and Bridges	\$763,184	PE, CN	No	No	No	No	No	Yes	No	No
US30: Watson Rd - NW Hoge Ave	Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse.	Culvert	\$1,524,000	PE, CN	No	No	No	No	No	Yes	No	No
US30: NW Saltzman Rd - NW Bridge Ave	Repave roadway, upgrade curb ramps to current standards, improve access management, and address drainage as needed to restore the pavement surface and improve safety and accessibility.	Roads and Bridges	\$8,518,704	PE, RW, UR, CN	No	No	No	No	No	Yes	No	No

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I-84: Fairview - Marine Drive	Repave a section of I-84 between Fairview and Marine Dr to repair vehicle rutting damage and keep the roadway safe for travel. Install a full signal upgrade at NE 238th Ave to increase safety at this location.	Roads and Bridges	\$10,928,497	PE, RW, CN	No	No	No	No	No	Yes	No	No
I-84: I-205 - NE 181st Avenue	Remove and replace asphalt surface to repair rutted pavement. Seal the driving surface of four bridges.	Roads and Bridges	\$17,646,066	PE, CN	No	No	No	No	No	Yes	No	No
I-5: I-205 Interchange - Willamette River	Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of 6 bridges.	Roads and Bridges	\$18,996,983	PE, CN	No	No	No	No	No	Yes	No	No
OR99W: I-5 - McDonald St	Repave roadway, fill in sidewalk and bike lane gaps, upgrade curb ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main. This project will repair rutting and surface damage from vehicles and allow safer travel for motor vehicle operators, bicycle riders and pedestrians.	Roads and Bridges	\$57,958,910	PE, RW, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
OR224: SE 17th Ave - OR213	Design for a future construction project to repair cracking, rutting and wear to keep this section safe for travel.	Roads and Bridges	\$2,617,734	PE	No	No	No	No	No	Yes	No	No
I-5: E Burnside St - Marquam Bridge	Study to determine the construction method for a future pavement resurfacing project to eliminate ruts and prevent future failures.	Roads and Bridges	\$700,000	PL	No	No	No	No	No	Yes	No	No
I-84: NE Martin Luther King Jr Blvd - I-205	Design for a future pavement resurfacing project to repair ruts and surface wear.	Roads and Bridges	\$1,000,000	PE	No	No	No	No	No	Yes	No	No
OR8: SW Watson Ave - SW 110th Ave (Beaverton)	Install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible to increase safety on this section of roadway.	Roads and Bridges	\$5,243,315	PE, RW, CN	No	No	Yes	Yes	No	Yes	No	No
US26: OR217 - Cornell Rd	Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration.	Roads and Bridges	\$30,453,075	PE, RW, CN	No	No	No	No	No	Yes	No	No
Central Systemic Signals and Illumination (ODOT)	Improvements at various intersections in the City of Portland including signals, lighting, signing and traffic median upgrades to improve safety.	Transodotation System Management	\$4,370,300	PE, RW, CN	No	No	Yes	Yes	No	No	No	No
East Systemic Signals and Illumination (ODOT)	Improvements at various intersections in Clackamas County including signals, lighting, signing and traffic median upgrades to improve safety.	Transportation System Management	\$3,209,075	PE, RW, CN	No	No	Yes	Yes	No	Yes	No	No
West Systemic Signals and Illumination (ODOT)	Improvements at various intersections in Washington County including signals, lighting, signing and traffic median upgrades to improve safety.	Transportation System Management	\$6,980,500	PE, RW, CN	No	No	Yes	Yes	No	No	No	No
Road safety audit implementation	Address unanticipated safety improvements as identified	Other	\$1,689,244	OT	No	No	Yes	Yes	No	No	No	No
OR99W (Barbur Blvd) at SW Capitol Hwy	Prohibit northbound left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install eastbound right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates. This project is expected to improve system and intermodal connectivity, public safety, and accessibility.	Roads and Bridges	\$2,975,700	PE, RW, CN	Yes	Yes	Yes	No	Yes	No	Yes	Yes
OR8 at River Rd	Full signal upgrade with lighting and curb ramp upgrades at the intersection of OR8 and River Rd in the City of Hillsboro to improve pedestrian safety.	Transportation System Management	\$3,805,215	PE, RW, CN, OT	No	No	Yes	Yes	No	Yes	No	No

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Regionwide ITS improvements and upgrades	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 Multnomah, Washington, Clackamas, and Hood River counties. This project will provide drivers and ODOT staff with information on road conditions and enable the appropriate response.	Transportation System Management	\$ 1,746,000	PE, CN	No	No	No	No	No	No	No	No
Region 1 Bike Ped Crossings	Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26), and OR8 at Baseline. Includes flashing lights, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, curb ramps and other improvements to increase safety at these locations.	Active Transportation	\$ 6,671,704	PE, RW, CN	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
I-205 Exit Ramps at SE Division St	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, resurfacing and ADA improvements as necessary to increase safety at this location.	Throughways	\$ 3,712,964	PE, RW, UR, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
US30 at Bridge Ave ramps	Tree hazard removal and pinned mesh installation to prevent rockfalls.	Other	\$ 3,463,704	PE, CN	No	No	No	No	No	Yes	No	No
Portland Metro/surrounding area traffic monitoring & control	Purchase traffic monitoring and control systems equipment such as cameras and communication infrastructure to improve incident response within the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties	Transportation System Management	\$ 700,000	OT	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas variable message signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 1,642,522	PE, CN	No	No	No	No	No	No	No	No
I-5: Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs to improve safety by informing drivers of expected downstream conditions.	Transportation System Management	\$ 7,902,178	PE, RW, UR, CN	No	No	No	No	No	Yes	No	No
Portland Metro and surrounding areas traffic signal upgrades	Replace signal heads with Light Emitting Diode (LED) fittings to increase safety by enhancing visibility throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas pavement marking	Restriping and replacement of raised pavement markers to update road markings and ensure continued visibility throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas signal detection	Signal detection upgrades and replacements to respond to the identified need throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. A signal detector notifies the signal controller of the presence of a vehicle or multiple vehicles stopped and waiting to enter an intersection or freeway onramp.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
OR224 at SE Monroe St	Full signal upgrade to replace the signal that is outdated and intersection modifications to increase safety for pedestrians and cyclists.	Transportation System Management	\$ 11,101,649	PE, RW, UR, CN	No	No	Yes	No	No	No	No	No
OR8 at 174th Ave, Armco Ave, Main St and A&B Row	Full signal rebuild and sidewalk installations at the Main St intersection. Install flashing lights at the other intersections to increase safety at these locations.	TSMO/TDM	\$ 15,487,410	PE, RW, UR, CN	No	No	Yes	No	No	No	No	No

2.3 List of Transportation Projects Evaluated in the 2021-2024 MTIP Performance Assessment  
2021-2024 MTIP Performance Assessment - Projects Evaluated by Performance Measure

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
Portland Metro and surrounding areas traffic monitoring	Install and replace damaged and obsolete traffic monitoring cameras so that highway conditions are continually monitored and there is an appropriate response to incidents throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 645,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas rockfall mitigation	This study will identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Other	\$ 250,000	PL	No	No	No	No	No	No	No	No
OR224: SE 17th Ave - Rainbow Campground	Improvements including signs, stop bars, rumble strips, signals, reflectorized back plates and lighting to increase safety on this section of highway.	Roads and Bridges	\$ 1,865,202	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
US30: Sandy River - OR35	Signage and signal improvements to increase the visibility of intersections and improve safety along this highway.	Transportation System Management	\$ 577,497	PE, RW, CN, OT	No	No	Yes	No	No	Yes	No	No
US26: SE 8th Ave - SE 87th Ave	Update signals and improve intersection warning signage to improve safety on this section of highway.	Transportation System Management	\$ 103,897	PE, RW, CN	No	No	Yes	Yes	No	Yes	No	No
OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	TSMO/TDM	\$ 2,495,797	PE, RW, UR, CN	No	No	Yes	Yes	No	Yes	No	No
Portland Metro & surrounding area audible crosswalk signals	Install audible crosswalk signal replacements to improve accessibility for pedestrians crossing at various locations throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	TSMO/TDM	\$ 200,000	CN	No	No	No	No	No	No	No	No
OR213: I-205 - OR211	Improvements including signals, reflectorized back plates, advance intersection warning signs, flashing lights, radar detection units and stop bars to increase safety on this section of highway.	Roads and Bridges	\$ 536,748	PE, RW, UR, CN	No	No	Yes	No	No	No	No	No
US30B (Lombard): N Newman Ave – N Boston Ave	Pavement resurfacing and extend transition from a 3-lane to a 4-lane corridor up to Boston Ave. Install an enhanced pedestrian crossing with a median island at N Delaware Ave	Roads and Bridges	\$ 6,012,784	PE, RW, UR, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Portland Metro and surrounding area operations	Install traffic controllers, and operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 867,155	PE, CN, OT	No	No	No	No	No	No	No	No
OR212/224 Arterial management	Implement a variety of treatments including upgrading traffic signal controllers and enhanced radar detection to improve safety, mobility and reliability along the congested industrial OR212/224 corridor.	Transportation System Management	\$ 2,800,000	PE, CN, OT	No	No	No	No	No	No	No	No
I-5: Boone (Willamette River) Bridge	Pave the surface of the bridge to remove ruts and repair the bridge expansion joints to provide a safe and even travel surface. Upgrade the bridge to reduce seismic risks.	Roads and Bridges	\$ 3,450,000	PE, CN	No	No	No	No	No	Yes	No	No
OR8: SE Brookwood Ave - OR217	Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.	Transportation System Management	\$ 3,927,163	PE, RW, CN	No	No	No	No	No	Yes	No	No
Washington County safety, bike and pedestrian improvements	Upgrade street lighting, signals, signs, striping, and install stop approach activated warning system on sections of the Hillsboro - Silverton Highway (OR219), Farmington Road (OR10) and Tualatin Valley Highway (OR8). Install buffered bike lanes on sections of OR8 and OR10. Install flashing lights at OR10 at 195th Ave. This project aims to to increase safety at these locations.	TSMO/TDM	\$ 3,672,931	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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2021-2024 MTIP Performance Assessment - Projects Evaluated by Performance Measure

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
US26/OR213 curb ramps	Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards to improve access for people with disabilities.	Active Transportation	\$ 1,605,000	PE, RW, UR, CN	No	No	No	No	No	No	No	No
Oregon Transportation Network - TriMet FFY22	Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Transit	\$ 12,488,853	OT	No	No	No	No	No	No	No	No
NE Columbia Blvd: Cully Blvd & Alderwood Rd	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. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.	Roads and Bridges	\$ 5,058,349	PE, RW, UR, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Smart Senior & Disabled Program	Services & Facility Improvements for Elderly & Disabled Customers	Transit	\$ 51,250	OT	No	No	No	No	No	No	No	No
Smart bus and bus facilities (capital)	Bus and bus facility upgrades to ensure continued service.	Transit	\$ 105,200	OT	No	No	No	No	No	No	No	No
SMART bus replacement and technology	Maintenance and bus fleet replacement & software to ensure continued service.	Transit	\$ 373,448	OT	No	No	No	No	No	No	No	No
TriMet bus purchase	Bus purchase to enhance the existing fleet.	Transit	\$ 4,459,587	OT	No	No	No	No	No	No	No	No
TriMet bus & rail preventive maintenance	Capital maintenance for bus and rail to ensure continued service.	Transit	\$ 83,974,964	OT	No	No	No	No	No	No	No	No
Regional High Capacity Transit Bond Payment	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	\$ 23,838,180	OT	No	No	No	No	No	No	No	No
TriMet Elderly & Disabled Program	Services and facility improvements in excess of Americans with Disabilities Act (ADA) requirements.	Transit	\$ 2,495,821	OT	No	No	No	No	No	No	No	No
Bus & rail preventive maintenance (RFFA-2021)	Capital maintenance for bus & rail (Regional Flexible Fund Allocation Fund Exchange) to ensure continued service.	Transit	\$ 2,793,658	OT	No	No	No	No	No	No	No	No
Max redline extension to gateway double track	Design pocket track at Fair Complex/Hillsboro Airport MAX station, enabling extended Red Line service, turnaround combined with new track work, a new station at Gateway, and new track work at Portland Airport MAX station to improve system operations.	Transit	\$ 10,000,000	PE, RW, UR, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
TriMet Preventive Maintenance (TOD)	Funding to support TriMet's Preventive Maintenance 2021 program	Transit	\$ 3,782,120	OT	No	No	No	No	No	No	No	No
Beaverton Creek Trail:Westside Trail-SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.	Active Transportation	\$ 5,834,596	PL, PE, CN	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
OR217: OR10 - OR99W	On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity.	Throughways	\$ 395,002,517	PE, RW, CN, OT	Yes	Yes	No	No	Yes	Yes	Yes	Yes

2.3 List of Transportation Projects Evaluated in the 2021-2024 MTIP Performance Assessment  
2021-2024 MTIP Performance Assessment - Projects Evaluated by Performance Measure

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
Basalt Creek Ext: Grahams Ferry Rd-Boones Ferry Rd	Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.	Roads and Bridges	\$35,245,551	PE, RW, CN	Yes	Yes	No	No	Yes	Yes	Yes	Yes
OR8 corridor safety & access to transit II	Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr., pedestrian crossings, and separated walkway and bike lane across Rock Creek Bridge.	Active Transportation	\$3,742,902	PE, RW, CN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cornelius Pass Road Arterial Corridor Management	Implement a variety of Intelligent Transportation System (ITS) treatments including variable message signs, rural curve warning systems and rural weather stations to enhance safety and mobility in rural and suburban Washington and Multnomah Counties.	Transportation System Management	\$2,800,000	PE, CN, OT	No	No	No	No	No	No	No	No
NW West Union Rd at Neahkahnie Ave (Washington County)	Widen West Union at Neahkahnie and install a left turn lane to allow through traffic to keep moving and give turning vehicle drivers more time to evaluate turns, thereby improving safety at his location.	Roads and Bridges	\$1,083,270	PE, RW, CN	Yes	Yes	Yes	No	Yes	No	Yes	Yes
Aloha Safe Access to Transit	Construct critical walking facilities along 174th, 182nd, 187th, and 192nd avenues through the Aloha Town Center and crossing improvements along 185th Avenue.	Active Transportation	\$3,827,559	CN	No	No	Yes	Yes	No	Yes	No	No
Cornelius Pass Bicycle and Pedestrian Bridge over US 26	Identify the type, size and location of a grade-separated crossing to the east of the Cornelius Pass –US26 interchange, along the alignment of the Oregon Electric Railway Trail. Complete sufficient design (20-30% drawings) to estimate construction cost with sufficient confidence to pursue additional required funding to complete design and construct.	Active Transportation	\$628,110	PLAN, PD	No	No	No	No	No	Yes	No	No
Division Transit Project	Construct a 15 mile bus rapid transit line which includes expanded bus stations, transit signal priority, and longer buses.	Transit			No	No	No	No	No	Yes	No	No
Columbia Bus base	Build a new bus garage in at 4421 NE Columbia Boulevard to to store and maintain vehicles, and send buses into service on new and existing routes.	Transit			No	No	No	No	No	No	No	No
Note: PL = Planning, PE = Preliminary Engineering, RW = Right of Way, CN = Construction, OT = Other; UR = Utility Relocation												

2.4 List of Transportation Projects Not Evaluated in the 2021-2024 MTIP Performance Assessment  
2021-2024 MTIP Performance Assessment - Projects Not Included in the Evaluation

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
OR210: SW Scholls Ferry Rd - SW Hall Blvd ITS	Implement Adaptive Signal Control Technologies (ASCT) to adjust traffic signal to actual conditions. ASCT continuously distributes green light time equitably to all traffic movements and therefore helps to reduce congestion.	Transportation System Management	\$ 2,507,523	PE, CN, OT	No	No	No	No	No	No	No	No
NW Thurman Street bridge over Macleay Park (Portland)	Paint the bridge to extend the life of the structure.	Roads and Bridges	\$ 4,885,290	PE, CN	No	No	No	No	No	No	No	No
NE 12th Ave over I-84 & Union Pacific RR bridge (Portland)	Install protective screening on the bridge to meet current safety standards.	Other	\$ 2,181,244	PE, CN	No	No	No	No	No	No	No	No
City of Portland Transportation Demand Management	Through the Metro Regional Transportation Options program, Portland will conduct outreach and education to connect residents on available bike/pedestrian/transit transportation alternatives and options.	TSMO/TDM	\$ 185,445	OT	No	No	No	No	No	No	No	No
North Dakota Street: Fanno Creek Bridge	Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.	Roads and Bridges	\$ 4,824,890	PE, RW, CN	No	No	No	No	No	No	No	No
232nd Drive at MP 0.3	Emergency relief response to stabilize, reconstruct, and reinforce roadway damaged in March 2017 disaster event.	Roads and Bridges	\$ 575,000	PE, RW, CN	No	No	No	No	No	No	No	No
Portland Metro planning	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.	Other	\$ 2,815,941	PL	No	No	No	No	No	No	No	No
Regional MPO planning	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	Other	\$ 1,515,521	PL	No	No	No	No	No	No	No	No
Regional Travel Options Program	Funding for the Regional Travel Options (RTO) program that implements strategies to help diversify people’s trip choices, reduce pollution and improve mobility.	Regional Travel Options	\$ 2,982,732	OT	No	No	No	No	No	No	No	No
Transit Oriented Development 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	\$ 3,393,696	OT	No	No	No	No	No	No	No	No
Transportation system Mgmt & operations/ITS	Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.	Transportation System Management	\$ 2,008,055	OT	No	No	No	No	No	No	No	No
Corridor and systems planning	Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.	Corridor and System Planning	\$ 636,432	PL	No	No	No	No	No	No	No	No
Hawthorne Bridge Ramp to OR99E (Portland)	Replace the bridge driving surface and repair the joints on the east and west approaches to repair vehicle damage.	Roads and Bridges	\$ 9,553,990	PE, CN	No	No	No	No	No	No	No	No
OR210 over OR217	Pave the bridge surface, replace the bridge expansion joints, and patch the bridge columns.	Roads and Bridges	\$ 2,863,363	PE, CN	No	No	No	No	No	No	No	No
I-5 over 26th Avenue Bridge	Replace the bridge to ensure connectivity. Complete a Value Engineering study, which will evaluate the functions of the project with the objective of enhancing the total project value.	Roads and Bridges	\$ 34,351,000	PE, RW, CN	No	No	No	No	No	No	No	No
Regionwide ITS improvements and upgrades	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 Multnomah, Washington, Clackamas, and Hood River counties. This project will provide drivers and ODOT staff with information on road conditions and enable the appropriate response.	Transportation System Management	\$ 1,746,000	PE, CN	No	No	No	No	No	No	No	No
Portland Metro/surrounding area traffic monitoring & control	Purchase traffic monitoring and control systems equipment such as cameras and communication infrastructure to improve incident response within the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties	Transportation System Management	\$ 700,000	OT	No	No	No	No	No	No	No	No



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Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
Portland Metro and surrounding areas variable message signs	Replacement and installation of Variable Message Signs (VMS) signs to improve operations and provide real time travel information throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 1,642,522	PE, CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas traffic signal upgrades	Replace signal heads with Light Emitting Diode (LED) fittings to increase safety by enhancing visibility throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas pavement marking	Restriping and replacement of raised pavement markers to update road markings and ensure continued visibility throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas signal detection	Signal detection upgrades and replacements to respond to the identified need throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties. A signal detector notifies the signal controller of the presence of a vehicle or multiple vehicles stopped and waiting to enter an intersection or freeway onramp.	Transportation System Management	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas traffic monitoring	Install and replace damaged and obsolete traffic monitoring cameras so that highway conditions are continually monitored and there is an appropriate response to incidents throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 645,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding areas rockfall mitigation	This study will identify rockfall risks and tree hazards to develop a mitigation strategy and help ensure the roadway remains safe from this type of threat throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Other	\$ 250,000	PL	No	No	No	No	No	No	No	No
Portland Metro & surrounding area audible crosswalk signals	Install audible crosswalk signal replacements to improve accessibility for pedestrians crossing at various locations throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	TSMO/TDM	\$ 200,000	CN	No	No	No	No	No	No	No	No
Portland Metro and surrounding area operations	Install traffic controllers, and operational improvements as needed at various locations to improve traffic flow throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington Counties.	Transportation System Management	\$ 867,155	PE, CN, OT	No	No	No	No	No	No	No	No
OR212/224 Arterial management	Implement a variety of treatments including upgrading traffic signal controllers and enhanced radar detection to improve safety, mobility and reliability along the congested industrial OR212/224 corridor.	Transportation System Management	\$ 2,800,000	PE, CN, OT	No	No	No	No	No	No	No	No
US26/OR213 curb ramps	Design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards to improve access for people with disabilities.	Active Transportation	\$ 1,605,000	PE, RW, UR, CN	No	No	No	No	No	No	No	No
Oregon Transportation Network - TriMet FFY22	Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	Transit	\$ 12,488,853	OT	No	No	No	No	No	No	No	No
Smart Senior & Disabled Program	Services & Facility Improvements for Elderly & Disabled Customers	Transit	\$ 51,250	OT	No	No	No	No	No	No	No	No
Smart bus and bus facilities (capital)	Bus and bus facility upgrades to ensure continued service.	Transit	\$ 105,200	OT	No	No	No	No	No	No	No	No
SMART bus replacement and technology	Maintenance and bus fleet replacement & software to ensure continued service.	Transit	\$ 373,448	OT	No	No	No	No	No	No	No	No
TriMet bus purchase	Bus purchase to enhance the existing fleet.	Transit	\$ 4,459,587	OT	No	No	No	No	No	No	No	No

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2021-2024 MTIP Performance Assessment - Projects Not Included in the Evaluation

Project Name	Project Description	Project Type	Total Programming	Applicable Phases	Access to Jobs	Access to Community Places	Level of Investment to address Fatalities and Serious Injuries	Level of Safety Investment on High Injury Corridors	Greenhouse Gas Emissions Reduction	Active Transportation Network System Completeness	Multi-Modal Travel Times	Mode Split and Miles Traveled
TriMet bus & rail preventive maintenance	Capital maintenance for bus and rail to ensure continued service.	Transit	\$ 83,974,964	OT	No	No	No	No	No	No	No	No
Regional High Capacity Transit Bond Payment	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	\$ 23,838,180	OT	No	No	No	No	No	No	No	No
TriMet Elderly & Disabled Program	Services and facility improvements in excess of Americans with Disabilities Act (ADA) requirements.	Transit	\$ 2,495,821	OT	No	No	No	No	No	No	No	No
Bus & rail preventive maintenance (RFFA-2021)	Capital maintenance for bus & rail (Regional Flexible Fund Allocation Fund Exchange) to ensure continued service.	Transit	\$ 2,793,658	OT	No	No	No	No	No	No	No	No
TriMet Preventive Maintenance (TOD)	Funding to support TriMet's Preventive Maintenance 2021 program	Transit	\$ 3,782,120	OT	No	No	No	No	No	No	No	No
Cornelius Pass Road Arterial Corridor Management	Implement a variety of Intelligent Transportation System (ITS) treatments including variable message signs, rural curve warning systems and rural weather stations to enhance safety and mobility in rural and suburban Washington and Multnomah Counties.	Transportation System Management	\$ 2,800,000	PE, CN, OT	No	No	No	No	No	No	No	No
Columbia Bus base	Build a new bus garage in at 4421 NE Columbia Boulevard to to store and maintain vehicles, and send buses into service on new and existing routes.	Transit			No	No	No	No	No	No	No	No
Note: PL = Planning, PE = Preliminary Engineering, RW = Right of Way, CN = Construction, OT = Other; UR = Utility Relocation												

### **Clarification of Programming and Analysis of Particular Capital Projects Not in the 2021-2024 MTIP**

The analysis, programming and adoption of investments in the 2021-24 MTIP is a 12 month process. While the analysis and programming take place, capital investments continue to progress through the project engineering, design, and right-of-way acquisition phases. Capital investments seek inclusion in the MTIP when looking to access federal funding, reaching certain milestones in their project development progress, and/or when securing funding commitments that provide financial certainty. The financial certainty allows projects to be programmed in the MTIP.

To analyze the performance and anticipated effects of the 2021-2024 MTIP, Metro staff must anticipate which projects are likely to be included in the final list of projects to allow for the analysis to be completed within the 12 month schedule. This is why the list of investments assessed as part of the 2021-2024 MTIP performance analysis is different from the list of investments presented as part of the public comment draft. Part of the assessment Metro staff undertakes is identifying the capital investments in the region likely to be constructed during the 2021 through 2024 timeframe. This identification includes looking at what project development milestones have already been programmed, what project development milestones are being programmed for the 2021-2024 MTIP, and/or looking at project schedules for the anticipated opening dates in 2021 through 2024.

In parallel to the Metro staff process for identifying which capital investments get included in the 2021-2024 MTIP performance assessment, the capital investments are also undergoing review to ensure funding commitments have been met. For these large-scale projects, these funding commitments are often done by phase and therefore phases of the project only get programmed when full funding commitments have been secured.

In light of these parallel processes occurring with the compilation and assessment of the 2021-2024 MTIP, the following are clarifications regarding the status of capital projects that were included in the analysis of the 2021-2024 MTIP investments on transportation system performance, but are not included as part of the 2021-2024 MTIP public comment draft for funding commitment reasons.

#### **Division Transit Project.**

At the time Metro staff developed the list of investments to include in the 2021-2024 MTIP performance assessment, the project schedule for the Division Transit Project identified the region's first bus rapid transit (BRT) project to open for service in 2022. This schedule remains in place and understanding the project would be in construction from 2019 through 2022, Metro staff assumed the project to be included in the 2021-2024 MTIP and therefore included the project in the 2021-2024 MTIP performance assessment.

As the MTIP analysis proceeded, the Division Transit Project aligned its local match funding commitments for a federal Small Starts funding application. It was not known at the time exactly when FTA would commit funding to the project or over how many federal fiscal years the FTA funding would be provided to the project. Subsequently, FTA awarded the project its entire federal funding amount in federal fiscal Year 2020. The project was then amended into the current 2018-2021 MTIP. As all of the funding needed to fully fund the projects was then obligated in federal fiscal year 2020, it was determined the project does not need to be included in the 2021-2024 MTIP. As the project impacts are new to the upcoming MTIP cycle and the project is scheduled to open for service during in federal fiscal year 2023, it is appropriate to include the project as a part of the system performance analysis for the 2021-2024 MTIP.

### Interstate 5 Rose Quarter Project

As part of the initial draft list of programming of projects ODOT proposed to include in the 2021-2024 MTIP, the Interstate 5 Rose Quarter project included funding for preliminary engineering and right-of-way phases for 2021. Typically the programming of a right-of-way phase is a sign of commitment the project will move into construction as land and properties are being acquired for project delivery purposes. In anticipation of this project entering the right-of-way and construction phases as a part of the 2021-2024 MTIP, the project was included in the analysis of the 2021-2024 MTIP.

After going through the project prioritization process, two developments arose with the project. First, the project wanted to advance funding to begin the right-of-way phase up to federal fiscal year 2020 to prevent delays to the project schedule. Second, the cost estimates for the project increased and the funding already committed to the project does not fully cover the cost of the construction phase. Therefore, the construction phase is currently not ready to be programmed in the TIP until the funding gap is addressed. At this time, there is currently not proposed programming for this project in the public comment draft of the 2021-2024 MTIP, even though the amendment to advance the right-of-way phase to FFY 2020 has not been approved by the Federal Highway Administration at this time. As the 2018-21 MTIP amendment process has its own public comment process, Metro staff felt it would be confusing to have proposed programming of the project right-of-way phase for federal fiscal year 2021 in the 2021-2024 MTIP while also having a proposed programming amendment to include the project in the current 2018-21 MTIP for FFY 2020. Staff also anticipates that ODOT may identify additional funds to cover the construction phase cost in the near future and the project is anticipated to proceed during the 2021-24 MTIP timeframe. Therefore, it is still appropriate to include the project as a part of the system performance analysis for the 2021-24 MTIP.

### MAX Red Line Extension

The MAX Red Line Extension project has been in project development for several years. With an opening date scheduled in 2023-2024, it was anticipated that TriMet would have secured a funding commitment for the construction phase of this project by the time the draft 2021-24

MTIP would be ready for its public comment period. In further consultation with FTA staff, the project has not progressed enough in securing FTA funding to propose FTA funds as reasonably available or committed to the project just yet. The commitment of those funds is expected in the near future and may still be proposed as a part of the Adoption Draft of the 2021-24 MTIP or as a “transition amendment” immediately upon federal approval of the 2021-24 MTIP. To ensure consistency between the project’s request for FTA funding in this timeframe and understanding the project’s role in its contribution to the effects on the region’s transportation system performance, it is appropriate that it remains as a part of the MTIP performance analysis.

**Evaluation Measure Title: Access to Jobs****Purpose and Goals**

**Overall Purpose:** The evaluation measure assesses the following for the region's transportation system, region-wide and select sub-regions, in equity focus areas

- 1) Number and percentage of jobs (by wage profile: low, middle, high, and all jobs) reached in a given time window by different travel modes (auto, transit, bike, walk), region-wide and select sub-regions, for equity focus areas and non-equity focus areas. .
- 2) The change in the number and percentage of jobs reached with the 2024 No Build and 2040 Build investment strategies by wage profile and mode for the region and select sub-regions, in equity focus areas, and in non-equity focus areas.
- 3) Comparison of differences in the number and percentage of low and middle-wage jobs reached in a given time window and by different travel modes for the region and select sub-regions for equity focus areas and non-equity focus areas.

**Methodology Description:**

The evaluation 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 determines the weighted average number of jobs, with emphasis on low and middle-wage jobs, reached using the existing transportation system by travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region and select sub-regions, equity focus areas, and non-equity focus areas to determine 2024 No Build conditions. The next step is to conduct the same assessment under the 2024 Build investments, with a particular emphasis on the change in access to low and middle-wage jobs in equity focus areas and non-equity focus areas between the No Build and Build scenarios.

Output Units: Weighted average of jobs and change in jobs, by wage profile, accessed by mode (Auto; Transit; Bike; Walk)

Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	GIS
Employment/jobs	Forecasted
U.S. Bureau of Labor Statistics – Quarterly Census of Employment and Wages (2018)	Observed

Tools Used for Analysis: Metro's Travel Demand Model, Metro's MetroScope Model

Key Assumptions to Method:

- Definition of Low-Wage Jobs: Jobs which pay an annual salary between \$0 - \$44,999.
- Definitions of Middle-Wage Jobs: Jobs which pay an annual salary between \$45,000 – \$70,000.

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, University of Washington 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 on Metro's website regarding employment industry forecast assumptions.) 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.

Travel Time Windows by Mode:

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

\*Includes access and egress times. In order to avoid cliff-effects of having strict travel time thresholds, results are the averages of travel times +/- 5 minutes of the above/below travel time windows by mode listed above.

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:

- Peak – Represented as transit service running from 4pm – 6pm

- Off-Peak – Represented as transit service running from 12pm – 1pm



**Evaluation Measure Title: Access to Community Places****Purpose and Goals**

**Overall Purpose:** The evaluation measure looks to assess the following for the region's transportation system, region-wide, in equity focus areas, and in non-equity focus areas.

- 1) Number and percentage of existing community places (i.e. places which provide services or items) reached on the existing transportation system by travel mode (e.g. driving, transit, biking, and walking) in a given travel time, region-wide, in equity focus areas, and in non-equity focus areas .
- 2) The change in the number and percentage of existing community places reached across travel modes with the 2024 No Build and 2024 Build investment strategies region-wide and select sub-regions, in equity focus areas, and in non-equity focus areas.
- 3) Compare the differences between the number and percentage of community places accessible in equity focus areas to the entire region by travel mode with the 2024 No Build and 2024 Build investment strategies.

**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 determines the weighted average of community places reached using existing transportation system by different travel mode (automobile, transit, bicycle, and walking) in a given travel time window for the entire region and select sub-regions, equity focus areas, and non-equity focus areas to determine base year conditions. The same assessment is to conduct for no-build and build conditions to determine the weighted average number of community places accessible without investment. Then a comparison between the No Build and Build investment strategies determines the investments impact on accessibility to community places by mode for the entire region and select sub-regions, equity focus areas, and non-equity focus areas. The report out for this measure will show the percent change in access to community places by mode for each package.

Output Units: Number and percent change of community places accessed by mode (# - Auto; # - Transit; # - Bike; # - 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 – North American Industry Classification System (NAICS) codes (2018)	Observed
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Tools Used for Analysis: Metro Travel Demand Model and ArcGIS

Definitions of Places: Selection of places in the 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. Table E.10 provides the full list of NAICS codes.

**Table E.10. NAICS Codes for Community Places**

Category	NAICS Code	Geography
Civic	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
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 Audiologists
	621391	Offices of Podiatrists
	621399	Offices of All Other Miscellaneous Health Practitioners
	621410	Family Planning Centers
	621420	Outpatient Mental Health and Substance Abuse Centers
	621491	HMO Medical Centers
	621492	Kidney Dialysis Centers
	621498	All Other Outpatient Care Centers
	621512	Diagnostic Imaging Centers
	622110	

	622210	General Medical and Surgical Hospitals
	622310	Psychiatric and Substance Abuse Hospitals
		Specialty (except Psychiatric and Substance Abuse) Hospitals

*Source: U.S. Census Bureau, North American Industry Classification System*

#### Travel Time Windows by Mode:

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

\*Includes access and egress times. In order to avoid cliff-effects of having strict travel time thresholds, results are the averages of travel times +/- 5 minutes of the above travel time windows by mode listed above.

#### Transferring Equity Data from Tract to Transportation Analysis Zone

Three equity variables<sup>1</sup> that constitute the identification of tracts as having a significant percentage of historically marginalized communities were converted to transportation analysis zones based on a simple majority-area rule, such that transportation analysis zones were flagged if greater than 50% of their area overlapped with tracts that exceeded HMC thresholds.

Each equity variable was evaluated independently, in order to enable the evaluation of combinations of equity variables across transportation analysis zones. The two combinations of interest were the overlap of People of Color with limited English proficiency and the overlap of all three variables (including low income).

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<sup>1</sup> People of Color, limited English proficiency, and low income

**Evaluation Measure Title: Access to Travel Options – System Connectivity and Completeness****Purpose and Goals**

**Overall 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 within the metropolitan planning area, and in equity focus areas.<sup>1</sup>

The **Access to Travel Options – System Completeness and Connectivity** performance measure assess the following questions for the region’s transportation system within the metropolitan planning area (MPA), in equity focus areas, and non-equity focus areas:

- 1) How many miles of the planned regional pedestrian, bicycle, trail and street networks are completed? How many miles are left to complete?
- 2) What percentage of existing arterials have pedestrian and bicycle facilities?
- 3) What percentage of streets with bikeways and sidewalks within ½ mile of transit stops and stations are completed?

**Methodology Description:**

- 1) **Regional system completeness:** Use a geospatial analysis to determine how much of the planned regional pedestrian, bike, trail and street networks are completed in the 2021-2024 MTIP. Determine results for the following three geographies at the transportation analysis zone (TAZ) level: within the MPA and in equity focus areas. Determine results for the base year (2019) and each of the 2021-2024 MTIP.
  - a) Calculate the **miles** of existing facilities on the regional system for the base year (2019).
  - b) Calculate **miles** of proposed 2021-2024 MTIP.
  - c) Calculate the **percent** completeness for regional networks, both in the base year of 2015 and the 2021-2024 MTIP.
- 2) **Arterial streets:** Use a geospatial analysis to determine completeness of sidewalk and on-street bike networks on arterial streets. This follows the same methodology of (1) Regional system completeness, subset to only arterial streets.
- 3) **2040 Centers and station communities:** Use a geospatial analysis to determine how much of the planned regional sidewalk, on-street bike and street networks are completed within 2040 analysis centers and station communities. This follows the same methodology of (1) Regional system completeness, subset to 2040 analysis centers and station communities.
- 4) **Transit stops (access to transit):** Use a geospatial analysis to determine how much of the planned regional pedestrian, bike, trail and street networks are completed within a walking

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<sup>1</sup> Equity focus areas are areas with high concentrations (compared to the regional average) of people of color, people with low-incomes, and people with limited English proficiency.

distance to transit. This follows the same methodology of (1) Regional system completeness, subset to the area within  $\frac{1}{2}$  mile from light rail stops,  $\frac{1}{3}$  mile from street car stops, and  $\frac{1}{4}$  mile from bus stops; existing and planned stops.

**Output Units:** Miles and percentage (%) of bikeways, sidewalks, trails and new street connections, region-wide within MPA and in equity focus areas.

### **Key Assumptions to Method**

#### **Dataset Used:**

<b>Dataset</b>	<b>Type of Data</b>
Line features in a GIS for projects proposed for the 2021-2024 MTIP - 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 (August 2019) <sup>2</sup>
Line features in a GIS for planned regional bicycle, pedestrian and roadway networks	GIS MTIP

**Tools Used for Analysis:** Python/ GIS Pro

#### **Definitions:**

*Connectivity* is defined as the density of street intersections in the regional system.

*Completeness* is defined as the percentage of the regional system that has been completed, and the percentage of regional streets that have completed bikeways and sidewalks.

*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.

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<sup>2</sup> For the system completeness measures, specifically sidewalks, other datasets were explored as RLIS sidewalks have not been updated recently. The most likely candidate was Open Street Map (OSM) and Metro staff did a verification analysis using OSM sidewalks data to confirm the sidewalk completeness measure. From the verification analysis, the amount of gaps filled (i.e. the increase in system completeness) was similar using both RLIS and OSM sidewalk data. Despite OSM having significantly higher baseline completeness, due to its more recent vintage, Metro staff decided to use the RLIS data in order to keep consistent with datasets used as part of the 2018 RTP analysis in addition to having a clear understanding of the data nuances and limitations.

*Trail Project* is a project that fills a gap in the regional trail network.

## Evaluation Measure: Level of Investment in Safety Projects

### **Purpose**

Overall purpose: To identify the level of investment in projects that have the primary purpose of reducing crashes and to identify where those projects are located.

Transportation Equity Purpose: To look at how the region's future transportation investments addresses transportation safety Equity Focus Areas.

The **Share of Safety Projects** performance measure will assess the following questions:

- 1) How many and what percentage of the region's proposed transportation projects are identified as safety projects (projects with the primary purpose of reducing crashes), region-wide, on high injury corridors and in Equity Focus Areas?
- 2) What percentage of the total transportation investment package (cost) is attributed to safety projects region-wide, on high injury corridors and in Equity Focus Areas?
- 3) Is there a difference of transportation safety investment levels (cost) in Equity Focus Areas?

### **Methodology**

The method for calculating the **Level of Investment in Safety Projects** performance measure will entail:

1. Projects in the 2021-2024 MTIP are identified as Safety Projects (see Definition below). Only capital projects are identified. The analysis does not include programmatic projects or projects without a specific geographic location.
2. Using GIS, identify which Safety Projects intersect with an Equity Focus Area. Results are added as attributes to the 2021-2024 MTIP project list.
3. Using GIS, identify which Safety Projects intersect with a High Injury Corridor. Results are added as attributes to the 2021-2024 MTIP project list. At least 10% of the project length needs to be along a High Injury Corridor in order to be considered in this category.
4. In the Excel 2021-2024 MTIP project list, calculate the number of Safety Projects region-wide, in Equity Focus Areas and on High Injury Corridors.
5. In the Excel 2021-2024 MTIP project list, calculate the cost of Safety Projects region-wide, in Equity Focus Areas and on High Injury Corridors.

### **Output Units**

- Map of safety projects overlaid with High Injury Corridors and Equity Focus Areas.
- Information as shown in the following table.

	2021-2024 MTIP
Number and percent of <b>safety projects</b> with the primary purpose of reducing crashes	# and %
Number and percent of <b>safety projects</b> on a High Injury Corridor	# and %



Number and percent of <b>safety projects</b> in Equity Focus Areas	# and %
Total estimated investment in <b>safety projects</b>	\$
Total estimated investment in <b>safety projects</b> in Equity Focus Areas	\$

### Dataset Used

Dataset	Type of Data
2021-2024 MTIP project list in Excel – sorted by primary purpose, safety benefit, time period, financially constrained, equity focus area, high injury corridor	Project information provided by jurisdictions and reviewed by Metro staff
Geospatial information for projects identified as Safety Projects	

### Tools Used for Analysis: ArcGIS, Excel

### Definitions

#### Safety Projects

A project in the 2021-2024 MTIP which has the primary purpose reducing fatal and severe injury crashes or reducing minor/non-injury crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety counter measures. Local agencies identified the primary purposes of projects using criteria provided by Metro. Metro staff reviewed the attributes to ensure that project descriptions and elements were consistent with those that would reduce crashes. Projects without a specific geographic location, including programs, are excluded.

#### Safety countermeasures

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.

#### Safety Benefit Projects

Metro staff determined which projects were Safety Benefit Projects. Projects without a specific geographic location, including programs, are excluded. A Safety Benefit Project is a project that includes design features that increase safety for one or more roadway user, but may not necessarily address an identified safety issue at an identified high injury or high risk location, including:

- Any project with the primary purpose reducing fatal and severe injury crashes or reducing minor/non-injury crashes (Safety Projects)
- All regional trail projects
- All projects with the primary purpose “Build a Complete Street”
- All projects with the primary purpose “Increase Travel Options”
- Projects with the primary purpose of “Improve Freight Access” that include project elements of rail crossing improvements and separating freight from other modes of travel
- Projects with the primary purpose of “Increase System Efficiency” that include treatments that have a safety benefit
- Projects that identify reduce fatal and severe injury crashes or reduce crashes as secondary objective

Note: All MTIP projects are “Safety Benefit” projects so further sub-analysis was not performed for this category.

#### Equity Focus Areas

Areas with high concentrations (compared to the regional average) of people of color, people with low-incomes and people with limited English proficiency.

#### High Injury Corridors

Roadway segments identified by Metro where the highest concentrations of fatal and severe injury crashes involving people in cars, biking and walking occur on the Regional Transportation Network. Corridors and intersections were analyzed to determine aggregate crash scores based on the frequency and severity of crashes.

Evaluation Measure Title: Climate Change

**Purpose and Goals**

Overall Purpose: To identify how the package of future transportation investments will affect the greenhouse gas emissions per capita from transportation sources and determine whether the region is making progress towards its state and regional targets.

Questions to Be Addressed:

The **Climate Change** performance measure looks to address the following questions for the region's transportation system:

- 1) How many tons of greenhouse gasses are estimated to be emitted under the 2021-2024 MTIP investment package? Are there notable differences between this estimate and those for a baseline (2015) and no-build scenario?
- 2) What is the estimated per capita greenhouse gas emissions rate associated with the 2021-2024 MTIP investment package? Are the per capita of greenhouse gas emissions increasing, decreasing, or holding steady with the investments package? What is the per capita greenhouse gas emissions change in proportion to population growth?
- 3) How does the proposed set of transportation investments move the region towards its regional greenhouse gas target?

**Methodology Description:**

The **Climate Change** performance measure is calculated using Metro's established mobile source emissions estimation methodology, which combines vehicle activity data from the regional transportation model with emission rates from EPA's MOVES model. Multi-modal network alternatives are developed within the regional transportation model based on existing networks and proposed projects and policies, and the model estimates average weekday regional travel activity for each alternative. The proposed projects represent the 2021-2024 MTIP investment package. For the purposes of this performance measure, the key output from the regional transportation model is daily vehicle miles traveled (VMT) occurring within the federally-designated metropolitan planning area (MPA) boundary regardless of where trips begin or end. These VMT are broken out by road type, average speed, and vehicle type.

The emission rates used in the 2021-2024 MTIP analysis were produced by MOVES2014a. A newer version of MOVES (MOVES2014b) has since been released, but the improvements incorporated into that update pertain almost exclusively to estimates of non-road emissions and are therefore not relevant to the calculation of this performance measure. MOVES is configured in accordance with EPA conformity guidance, which requires detailed inputs characterizing local fleet composition, fuels, vehicle ages, and inspection/maintenance programs. In addition, Oregon's adoption of the California low-emission vehicle (LEV) standards and zero-emission vehicle (ZEV) program is accounted for in Metro's MOVES implementation.

In combining the VMT from the regional transportation model with the emission rates from MOVES, the analysis determines the amount of daily combined passenger and freight vehicle emissions for each air pollutant of interest for the 2021-2024 MTIP investment package.

The analysis determines the tons of transportation-related greenhouse gas emissions for the entire region for base year conditions (2015), no-build conditions (2024), and build conditions (2024). The no-build conditions includes only those transportation investments that are completed since 2015 and open for service or fully funded projects expected to be completed by end of calendar

year 2020. The build conditions includes the package of transportation investments in the 2021-2024 MTIP.

In addition to an estimate of total daily greenhouse gas (GHG) emissions, the Climate Change performance measure includes estimated annual per capita GHG emissions as well. In the absence of a known factor that accounts for travel differences between weekdays and weekends, the conversion of average weekday to annual emissions uses a factor of 365. Annual per capita emissions estimates are included in an effort to be consistent with the units and calculations used in setting targets associated with the Climate Smart Strategy (CSS). For these purposes, the absolute and relative change from 2015 base year annual per capita GHG emissions is reported for each of the 2021-2024 MTIP.

A separate appendix in the 2018 RTP is devoted to monitoring implementation of the CSS, which relied on a different emissions estimation toolkit than the one described here in establishing GHG reduction targets. Since the primary tool used in that effort accounts for emission from light-duty vehicles only, a separate set of GHG emissions estimates associated with passenger vehicles only is included. These estimates reflect the removal of freight vehicle VMT from the regional transportation model output via post-processing as well as a separate set of MOVES emission rates for passenger vehicles only. While the light-duty vehicle emissions behind the CSS targets include local service and delivery vehicles, this type of vehicle activity is not accounted for in Metro's current transportation model and this is an acknowledged source of inconsistency.

Output Units: per capita greenhouse gas emissions and percent (%) reduction from 2015 levels.

Key Assumptions to Method:

Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	GIS
Greenhouse gas emissions	Forecasted

Tools Used for Analysis: Metro Travel Demand Model, ArcGIS, EPA Emissions Model – MOVES2014a

**Evaluation Measure Title: Active Transportation and Transit Mode Share**

**Purpose and Goals**

**Overall Purpose:** To identify whether the package of future transportation investments will increase

- A) Walking, Bicycling and Transit usage (total and share):
  - Systemwide
- B) Non-driving travel (total and share):
  - Central City
  - Regional Centers
  - Mobility Corridors
  - Sub-regions (Portland, urban Washington County, urban Clackamas County, East Multnomah County)
- C) Non-Single Occupancy Vehicle (total and share) including trips to, from and within specified geography (*per Transportation Planning Rule requirements*)
  - Regionwide
  - Sub-regions (Portland, urban Washington County, urban Clackamas County, East Multnomah County)
  - 2040 design types

**Questions to Be Addressed:**

The **Active Transportation and Transit Mode Share** performance measures look to assess the following questions for the region's transportation system:

- 1) What is the share of travel utilizing non-driving modes across the region and within various sub-geographies?

**Methodology Description:**

Mode Share is a direct output of the regional travel model. Modal accessibility functions were estimated as an input to the mode choice models. For each trip purpose, they measure the utility of choosing one of seven discrete modes. Drive alone, Drive with passenger, Transit by walk access – Transit by park-and-ride access, bike, and walk. Probabilities are applied to distributed trips to determine the number of trips by each mode.

Output Units:

% share of travel by a given mode.

**Key Assumptions to Method:**

Dataset Used:

<b>Dataset</b>	<b>Type of Data</b>
Geospatial project information for proposed transportation projects	observed
Share of travel by mode	forecasted

Tools Used for Analysis: Metro Travel Demand Model,

Other assumptions:

For analysis by sub-regional geography, staff included all transportation analysis zones (TAZs) within the sub-region. Any TAZ crossing sub-regional boundaries has been assigned to the sub-region for which the majority of the area of the TAZ is located.

**Evaluation Measure Title: Multi-modal Travel Times****Purpose and Goals**

**Overall Purpose:** To identify whether the package of future transportation investments will change the travel times between key origin-destinations for the mid-day and 2-hr PM peak

**Questions to Be Addressed:**

The **Multi-modal travel times** performance measure looks to assess the following questions for the region's transportation system:

- 1) How long does it take to travel between key regional origin and destinations by auto, bicycle, transit and truck.

**Methodology Description:**

Evaluates the time it takes to travel between key regional origin and destinations by auto, bicycle, transit and truck.

Output Units: Minutes of travel time.

**Key Assumptions to Method:** Auto, bicycle, and transit travel times are for the one hour mid-day and one hour PM peak travel times and are based on a zone-to-zone analysis. Truck travel times are not zone-to-zone based. Truck travel times add a mid-day hour for trucks (2-3 PM), use the regional freight network, and start and/or end at a major industrial site (rail yard, intermodal facility, industrial site, etc.).

Dataset Used:

Dataset	Type of Data
Geospatial project information for proposed transportation projects	GIS
Travel times by mode	Forecasted

Tools Used for Analysis: Metro Travel Demand Model

Other assumptions:

Includes "in vehicle" travel times, not the amount of time to get to and from the automobile, bicycle or transit vehicle. When a tour-based model is available in the future, this measure will include the full travel time for each mode.

2.7 Access to Jobs and Access to Community Places Totals

Region Weighted Average Accessibility

2021-2024 MTIP Performance Assessment - Access to Jobs - Results Totals

All values are averaged by total # of Transportation Analysis Zones (TAZ) meeting criteria AND weighted by # of households in those TAZs

Job Access -- All Jobs							Job Access -- All Jobs							Job Access -- All Jobs							Job Access -- All Jobs							Job Access -- All Jobs						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	8290	5196	8450	8796	-215	0	City of Portland (All)	13	8	19	20	0	0	Washington County (All)	15	9	5	7	0	0	Clackamas County (All)	14	9	9	8	-1	0	East Multnomah County	12	8	24	28	0	0
Non-Equity Focus Areas	9243	5715	7144	7443	-199	0	City of Portland Non-Equity Focus Areas	15	9	14	16	0	0	Washington County Non-Equity Focus Areas	15	9	4	7	0	0	Clackamas County Non-Equity Focus Areas	14	8	8	6	0	0	East Multnomah County Non-Equity Focus Areas	8	6	2	5	0	0
Equity Focus Areas	6739	4352	10574	10996	-241	0	City of Portland Equity Focus Areas	10	7	27	26	0	0	Washington County Equity Focus Areas	15	12	11	8	0	0	Clackamas County Equity Focus Areas	14	11	10	12	-1	0	East Multnomah County Equity Focus Areas	14	9	35	39	0	0

Job Access -- Low-Wage Jobs							Job Access -- Low-Wage Jobs							Job Access -- Low-Wage Jobs							Job Access -- Low-Wage Jobs							Job Access -- Low-Wage Jobs						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	4169	2626	4228	4416	-105	0	City of Portland (All)	6	4	10	10	0	0	Washington County (All)	8	5	2	4	0	0	Clackamas County (All)	7	5	4	4	0	0	East Multnomah County	6	4	12	14	0	0
Non-Equity Focus Areas	4653	2882	3597	3759	-98	0	City of Portland Non-Equity Focus Areas	7	5	7	8	0	0	Washington County Non-Equity Focus Areas	8	5	2	4	0	0	Clackamas County Non-Equity Focus Areas	7	4	4	3	0	0	East Multnomah County Non-Equity Focus Areas	4	3	1	2	0	0
Equity Focus Areas	3382	2210	2641	5485	-116	0	City of Portland Equity Focus Areas	5	3	14	13	0	0	Washington County Equity Focus Areas	8	6	5	4	0	0	Clackamas County Equity Focus Areas	7	5	5	6	-1	0	East Multnomah County Equity Focus Areas	7	4	18	20	0	0

Job Access -- Medium-Wage Jobs							Job Access -- Medium-Wage Jobs							Job Access -- Medium-Wage Jobs							Job Access -- Medium-Wage Jobs							Job Access -- Medium-Wage Jobs						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	2040	1282	2098	2171	-53	0	City of Portland (All)	3	2	5	5	0	0	Washington County (All)	4	2	1	2	0	0	Clackamas County (All)	3	2	2	2	0	0	East Multnomah County	3	2	6	7	0	0
Non-Equity Focus Areas	2275	1415	1764	1829	-49	0	City of Portland Non-Equity Focus Areas	4	2	3	4	0	0	Washington County Non-Equity Focus Areas	4	2	1	2	0	0	Clackamas County Non-Equity Focus Areas	3	2	2	1	0	0	East Multnomah County Non-Equity Focus Areas	2	1	1	1	0	0
Equity Focus Areas	1659	1067	2641	2726	-60	0	City of Portland Equity Focus Areas	2	2	7	7	0	0	Washington County Equity Focus Areas	4	3	3	2	0	0	Clackamas County Equity Focus Areas	4	3	2	3	0	0	East Multnomah County Equity Focus Areas	4	2	8	10	0	0

Job Access -- High-Wage Jobs							Job Access -- High-Wage Jobs							Job Access -- High-Wage Jobs							Job Access -- High-Wage Jobs							Job Access -- High-Wage Jobs						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	2,080	1,287	2,124	2,209	-57	0	City of Portland (All)	3	2	5	5	0	0	Washington County (All)	4	2	1	2	0	0	Clackamas County (All)	4	2	2	2	0	0	East Multnomah County	3	2	6	7	0	0
Non-Equity Focus Areas	2,316	1,418	1,784	1,856	-52	0	City of Portland Non-Equity Focus Areas	4	2	4	4	0	0	Washington County Non-Equity Focus Areas	4	2	1	2	0	0	Clackamas County Non-Equity Focus Areas	3	2	2	1	0	0	East Multnomah County Non-Equity Focus Areas	2	1	1	1	0	0
Equity Focus Areas	1,698	1,076	2,677	2,785	-66	0	City of Portland Equity Focus Areas	2	2	7	7	0	0	Washington County Equity Focus Areas	4	3	3	2	0	0	Clackamas County Equity Focus Areas	4	3	3	3	0	0	East Multnomah County Equity Focus Areas	4	2	9	10	0	0

Note: AP = Automobile Peak Period, AOP = Automobile Off-Peak Period, TP = Transit Peak Period, TOP = Transit Off-Peak Period, B = Bicycle, W = Walk



2.7 Access to Jobs and Access to Community Places Totals

Region Weighted Average Accessibility

All values are averaged by total # of Transportation Analysis Zones (TAZs) meeting criteria AND weighted by # of households in those TAZs

2021-2024 MTIP Performance Assessment - Access to Community Places - Result Totals

Community Places - - All Community							Places -- All Community Places							Access to Community Places - - All Community Places							Places -- All Community Places							Access to Community Places -- All Community Places						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	39	27	38	37	-1	0	City of Portland (All)	39	0	38	0	-1	0	Washington County (All)	39	9	38	7	-1	0	Clackamas County (All)	39	0	38	0	-1	0	East Multnomah County (All)	0	0	0	0	0	0
Non-Equity Focus Areas	41	28	33	33	0	0	City of Portland Non-Equity Focus Areas	41	0	33	0	0	0	Washington County Non-Equity Focus Areas	41	9	33	7	0	0	Clackamas County Non-Equity Focus Areas	41	0	33	0	0	0	East Multnomah County Non-Equity Focus Areas	0	0	0	0	0	0
Equity Focus Areas	35	26	44	45	-1	0	City of Portland Equity Focus Areas	35	0	44	0	-1	0	Washington County Equity Focus Areas	35	12	44	8	-1	0	Clackamas County Equity Focus Areas	35	0	44	0	-1	0	East Multnomah County Equity Focus Areas	0	0	0	0	0	0

Community Places - All Others							Access to Community Places - All Others							Access to Community Places - All Others							Access to Community Places - All Others							Access to Community Places - All Others						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	23	16	23	22	0	0	City of Portland (All)	23	0	23	0	0	0	Washington County (All)	23	2	23	2	0	0	Clackamas County (All)	23	0	23	0	0	0	East Multnomah County (All)	0	0	0	0	0	0
Non-Equity Focus Areas	24	17	20	19	0	0	City of Portland Non-Equity Focus Areas	24	0	20	0	0	0	Washington County Non-Equity Focus Areas	24	2	20	2	0	0	Clackamas County Non-Equity Focus Areas	24	0	20	0	0	0	East Multnomah County Non-Equity Focus Areas	0	0	0	0	0	0
Equity Focus Areas	21	15	27	27	-1	0	City of Portland Equity Focus Areas	21	0	27	0	-1	0	Washington County Equity Focus Areas	21	3	27	2	-1	0	Clackamas County Equity Focus Areas	21	0	27	0	-1	0	East Multnomah County Equity Focus Areas	0	0	0	0	0	0

Community Places-- Food							Access to Community Places-- Food							Access to Community Places-- Food							Access to Community Places-- Food							Access to Community Places-- Food						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	1	1	1	1	0	0	City of Portland (All)	0	0	0	0	0	0	Washington County (All)	1	0	1	0	0	0	Clackamas County (All)	1	0	1	0	0	0	East Multnomah County (All)	1	0	1	0	0	0
Non-Equity Focus Areas	1	1	1	1	0	0	City of Portland Non-Equity Focus Areas	0	0	0	0	0	0	Washington County Non-Equity Focus Areas	1	0	1	0	0	0	Clackamas County Non-Equity Focus Areas	1	0	1	0	0	0	East Multnomah County Non-Equity Focus Areas	1	0	1	0	0	0
Equity Focus Areas	1	1	2	2	0	0	City of Portland Equity Focus Areas	0	0	0	0	0	0	Washington County Equity Focus Areas	1	0	2	0	0	0	Clackamas County Equity Focus Areas	1	0	2	0	0	0	East Multnomah County Equity Focus Areas	1	0	2	0	0	0

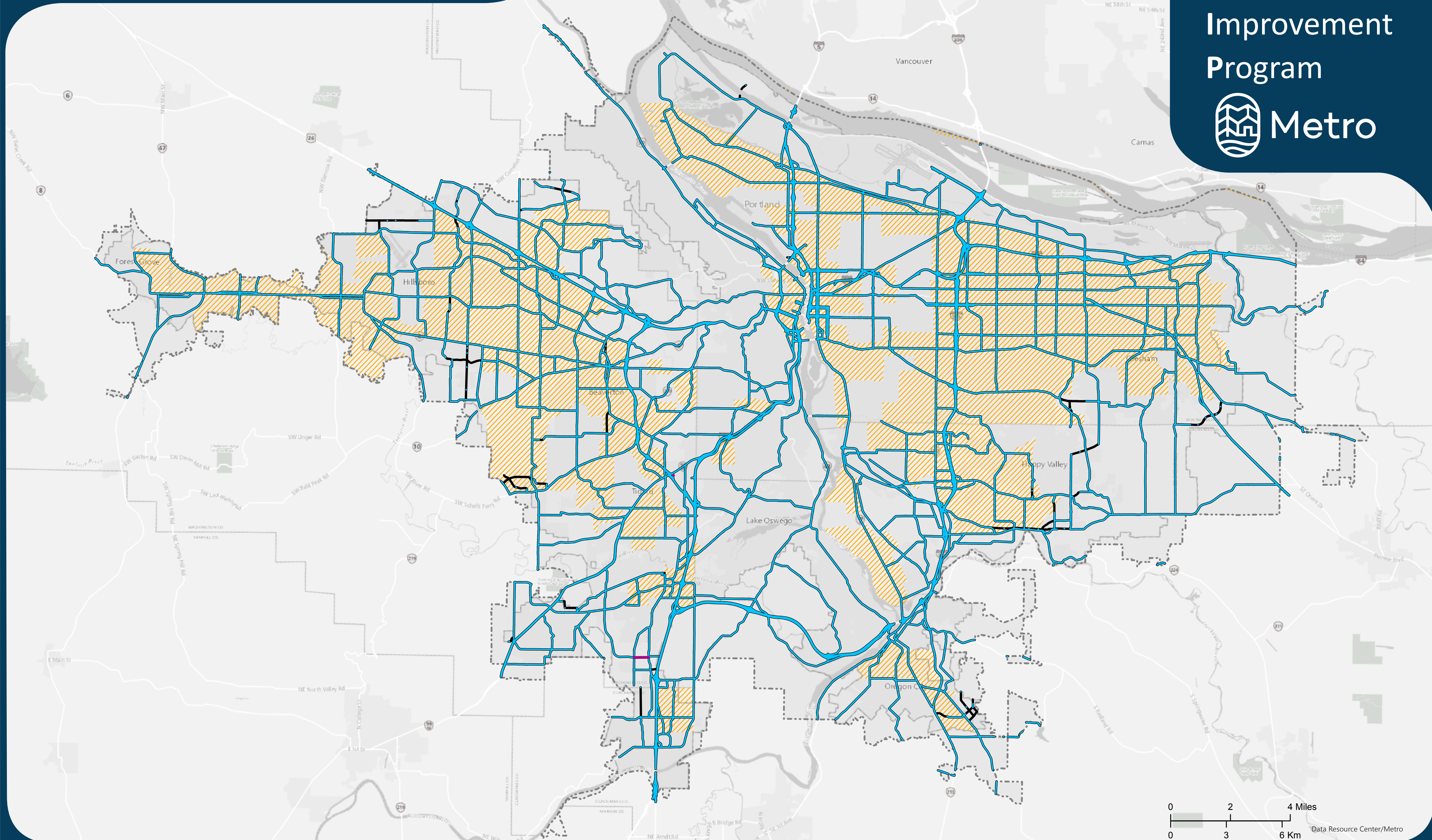
Community Places - Medical							Access to Community Places - Medical							Access to Community Places - Medical							Access to Community Places - Medical							Access to Community Places - Medical						
	(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)							(2024 Build - 2024 No Build)					
	AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W		AP	AOP	TP	TOP	B	W
Region (All)	15	10	14	14	0	0	City of Portland (All)	0	0	0	0	0	0	Washington County (All)	15	0	14	0	0	0	Clackamas County (All)	15	0	14	0	0	0	East Multnomah County (All)	15	0	14	0	0	0
Non-Equity Focus Areas	16	10	13	12	0	0	City of Portland Non-Equity Focus Areas	0	0	0	0	0	0	Washington County Non-Equity Focus Areas	16	0	13	0	0	0	Clackamas County Non-Equity Focus Areas	16	0	13	0	0	0	East Multnomah County Non-Equity Focus Areas	16	0	13	0	0	0
Equity Focus Areas	13	11	15	16	0	0	City of Portland Equity Focus Areas	0	0	0	0	0	0	Washington County Equity Focus Areas	13	0	15	0	0	0	Clackamas County Equity Focus Areas	13	0	15	0	0	0	East Multnomah County Equity Focus Areas	13	0	15	0	0	0

Note: AP = Automobile Peak Period, AOP = Automobile Off-Peak Period, TP = Transit Peak Period, TOP = Transit Off-Peak Period, B = Bicycle, W = Walk



# Completeness of Regional Road Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional road network
- completed with MTIP 2021-24 project
- Existing road

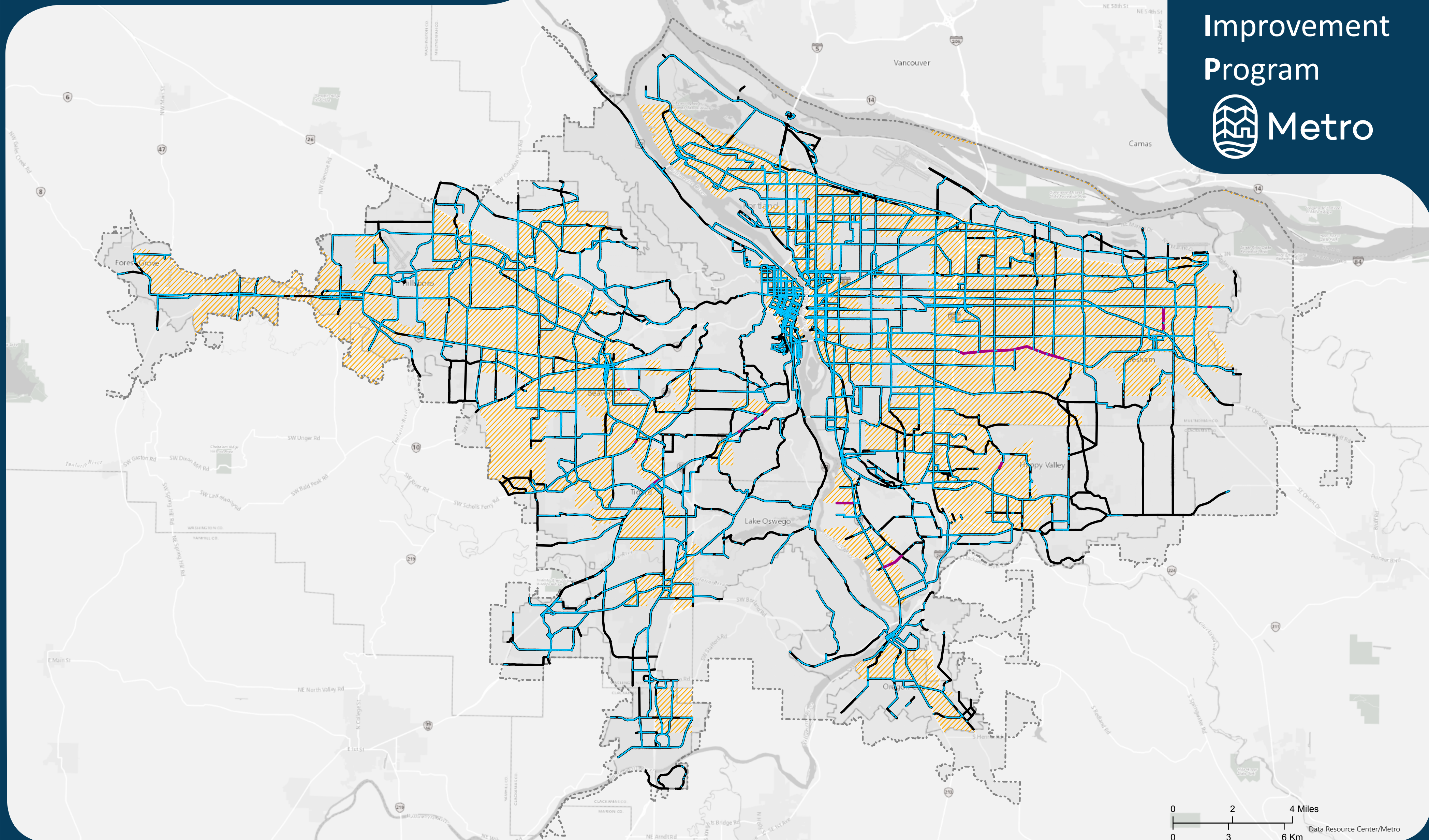
Transportation analysis zones  
 Non-EFA  
 EFA  
 Metropolitan Planning Area

May 2020



# Completeness of Regional Sidewalk Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional sidewalk network
- Existing sidewalk
- completed with MTIP 2021-24 project

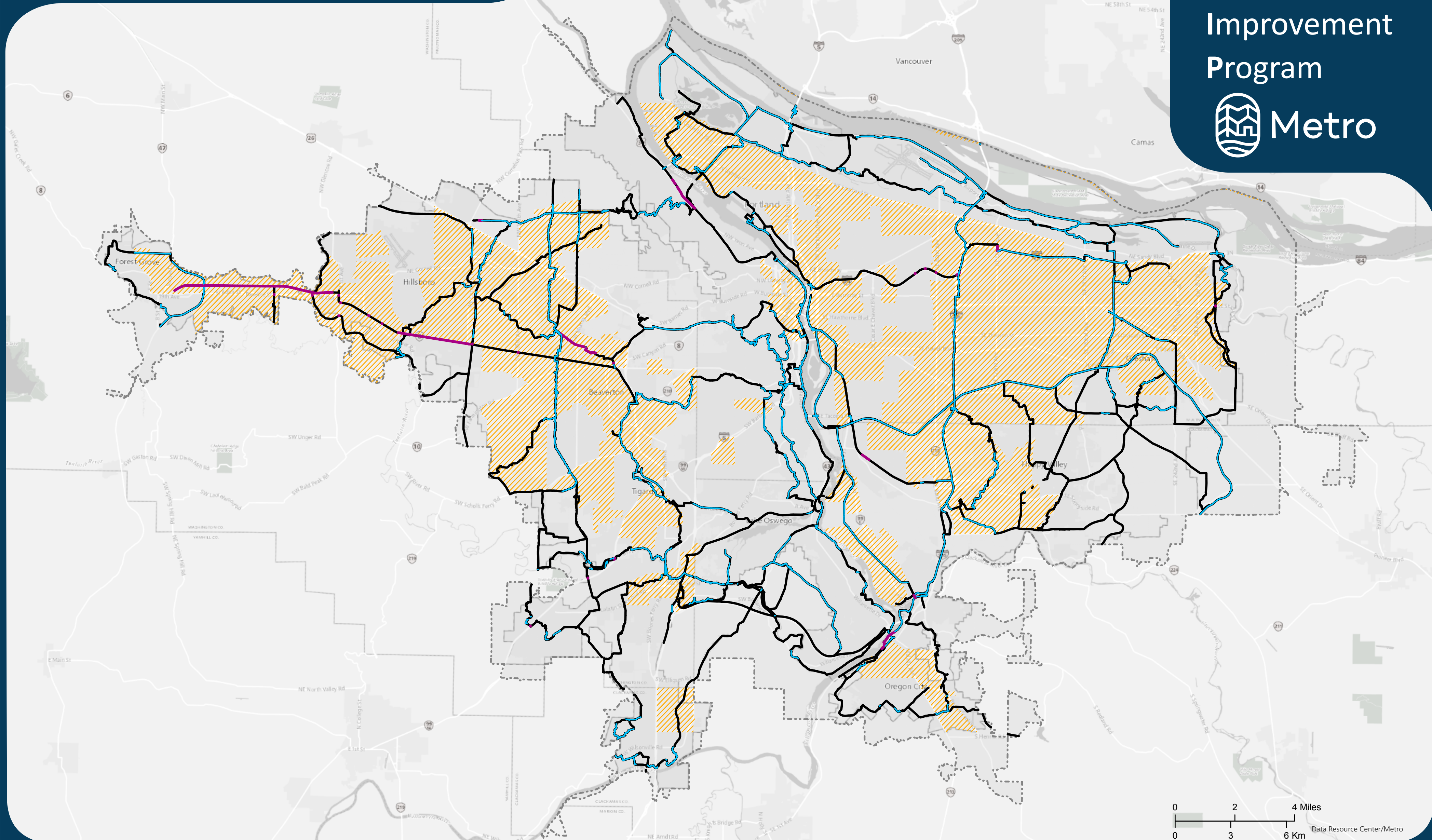
Transportation analysis zones  
 Non-EFA  
 EFA  
 Metropolitan Planning Area

May 2020



# Completeness of Regional Trail Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional trail network
- Existing trails
- completed with MTIP 2021-24 project

- Transportation analysis zones
- Non-EFA
- EFA
- Metropolitan Planning Area

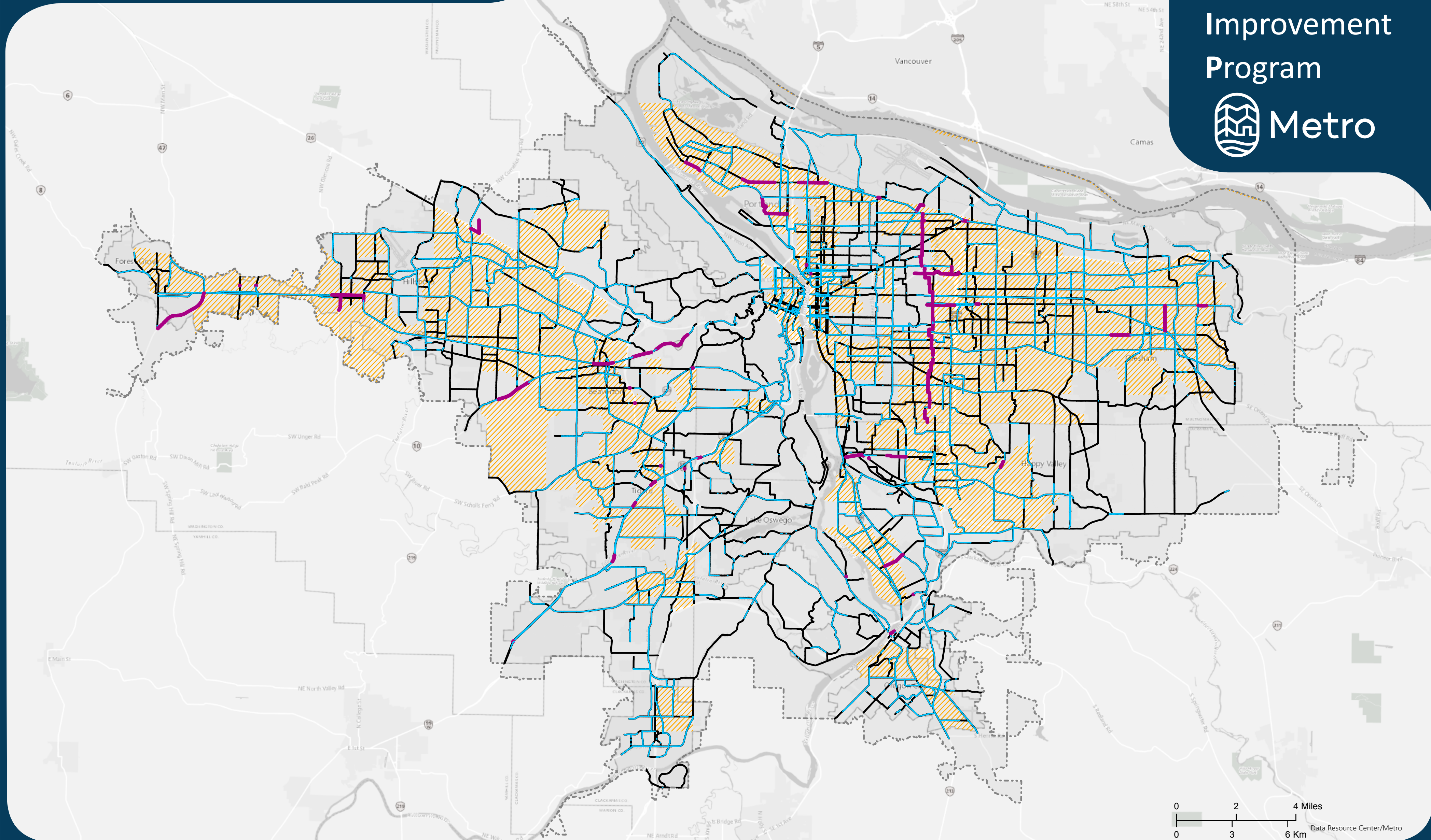
May 2020

This information is for discussion purposes and does not necessarily reflect current or future policy decisions of the Metro Council. The information is subject to change pending final modeling and analysis in 2020.



# Completeness of Regional On-street Bike Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional on-street bike network
- completed with MTIP 2021-24 project
- Existing on-street bikeways

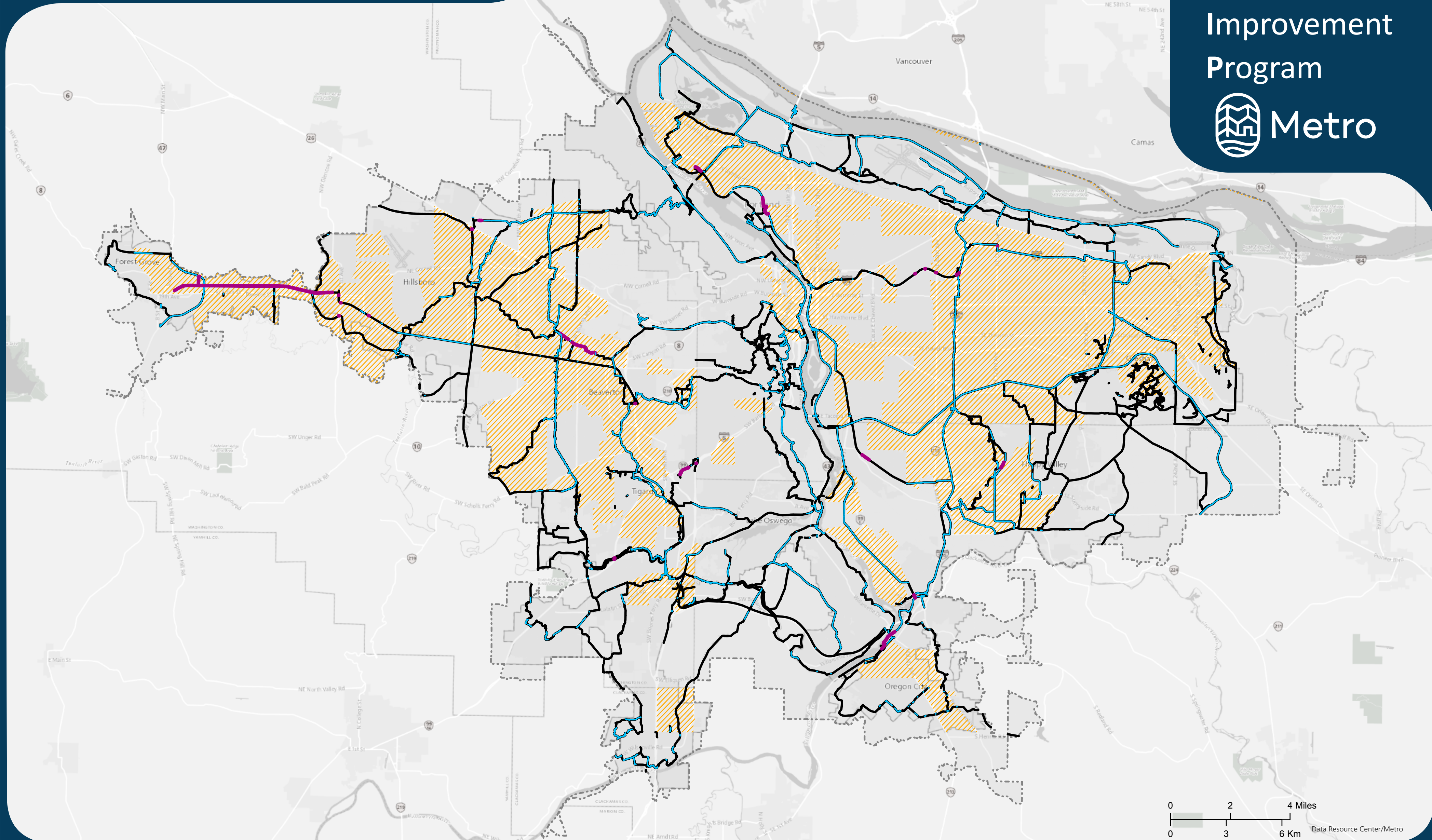
- Transportation analysis zones
- Metropolitan Planning Area
- Non-EFA
- EFA

May 2020



# Completeness of Regional Off-street Bike Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional off-street bike network
- completed with MTIP 2021-24 project
- Existing off-street bikeways

Transportation analysis zones

- Non-EFA
- EFA

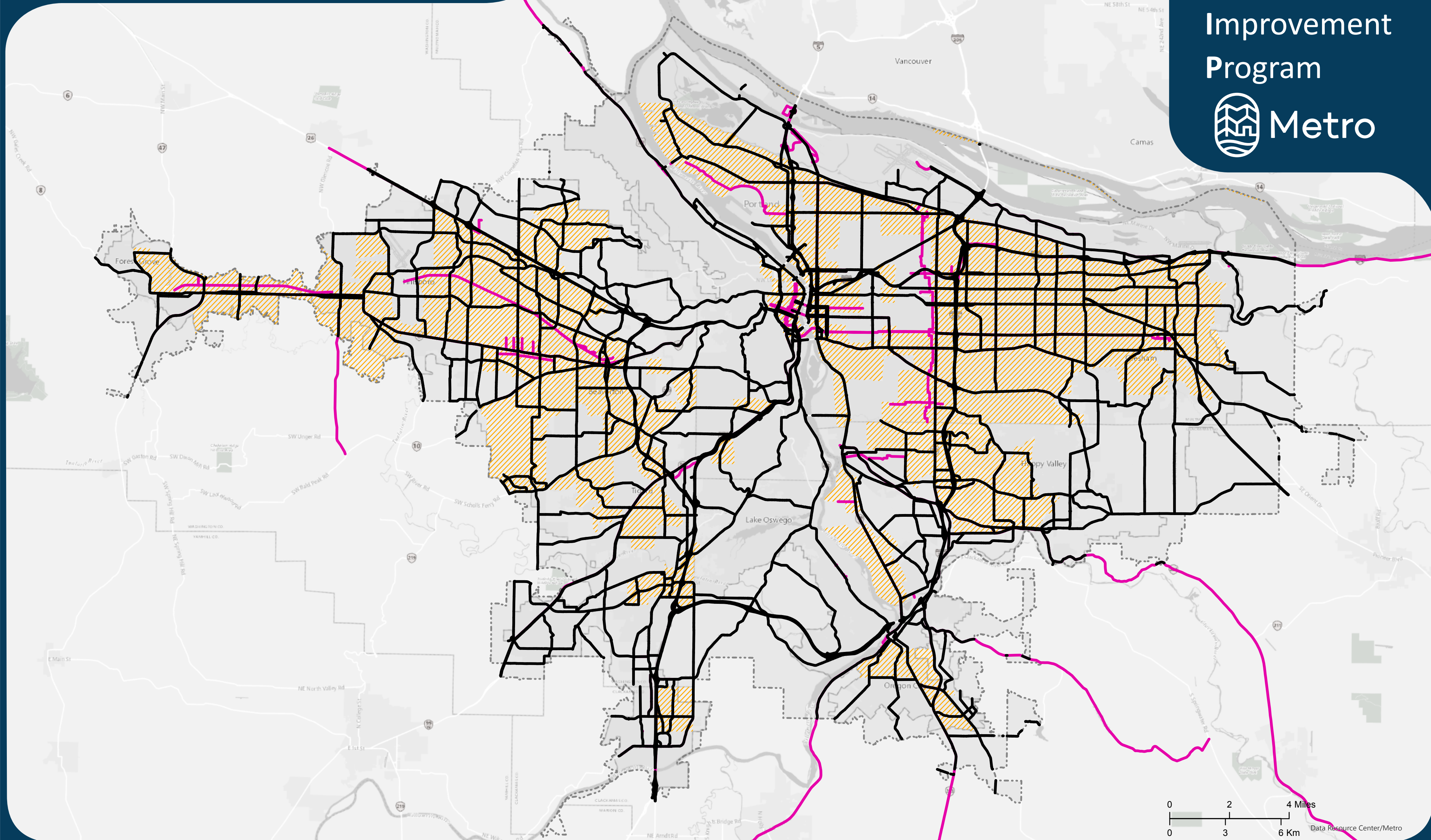
Metropolitan Planning Area

May 2020



# Projects outside of regional Road Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional road network
- Road projects outside of network

Transportation analysis zones

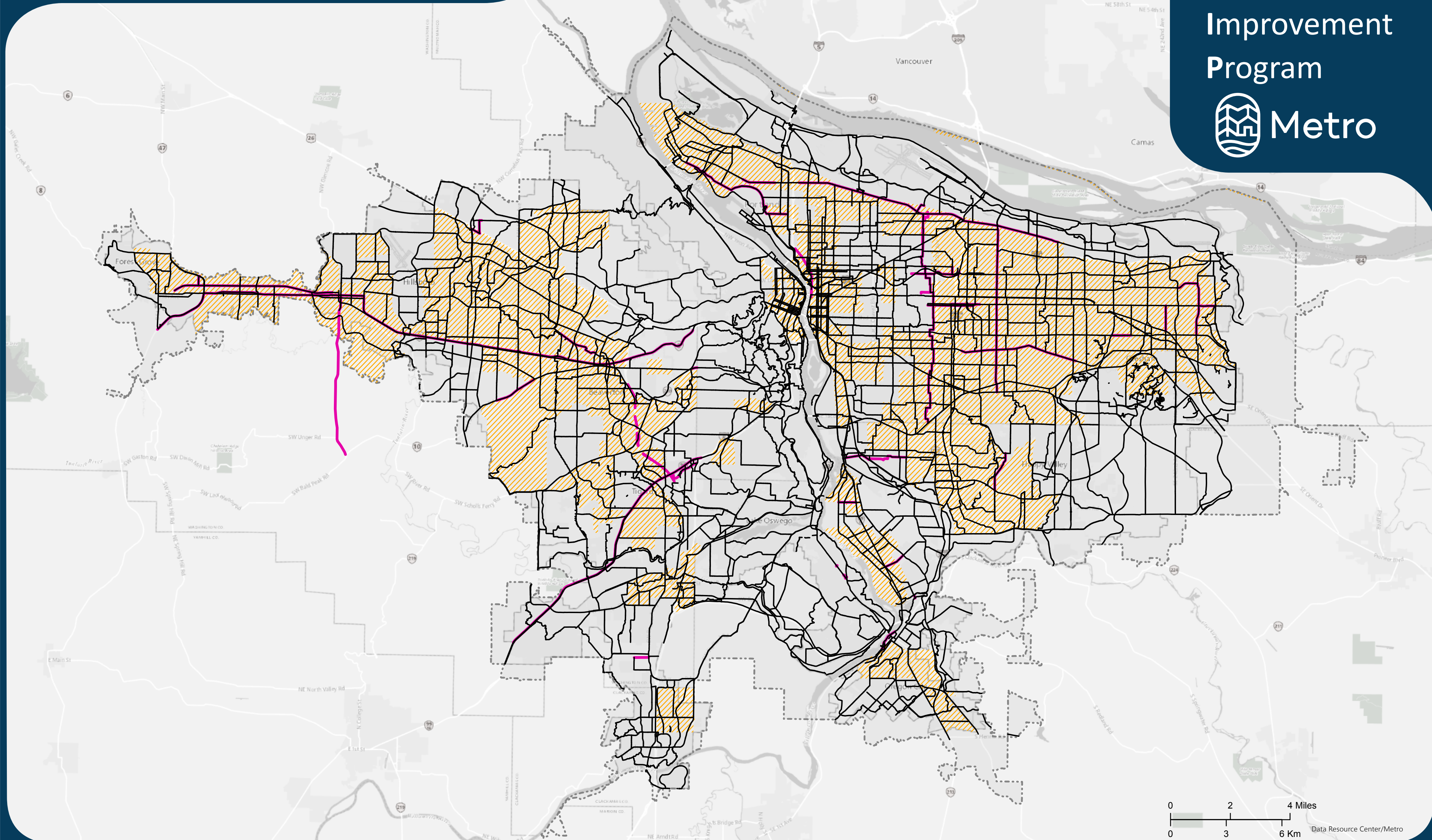
- Metropolitan Planning Area
- Non-EFA
- EFA

May 2020



# Projects outside of regional Bikeway Network

Metropolitan  
Transportation  
Improvement  
Program



- Planned regional bike network
- Bike project outside of network

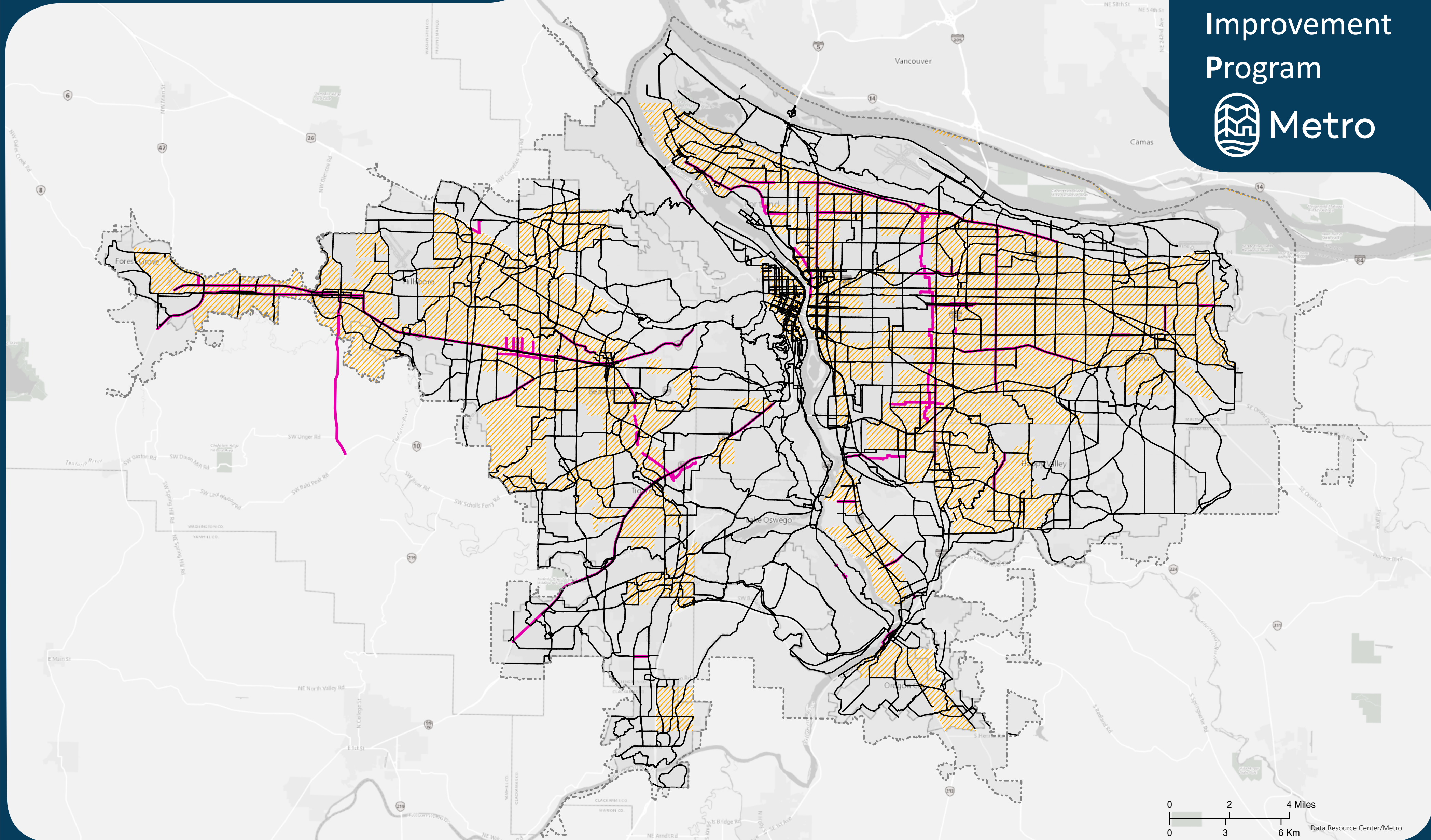
Transportation analysis zones  
 Non-EFA  
 EFA  
 Metropolitan Planning Area

May 2020



# Projects outside of regional Pedestrian Network

## Metropolitan Transportation Improvement Program



- Planned regional pedestrian network
- Pedestrian project outside of network

Transportation analysis zones

- Non-EFA
- EFA

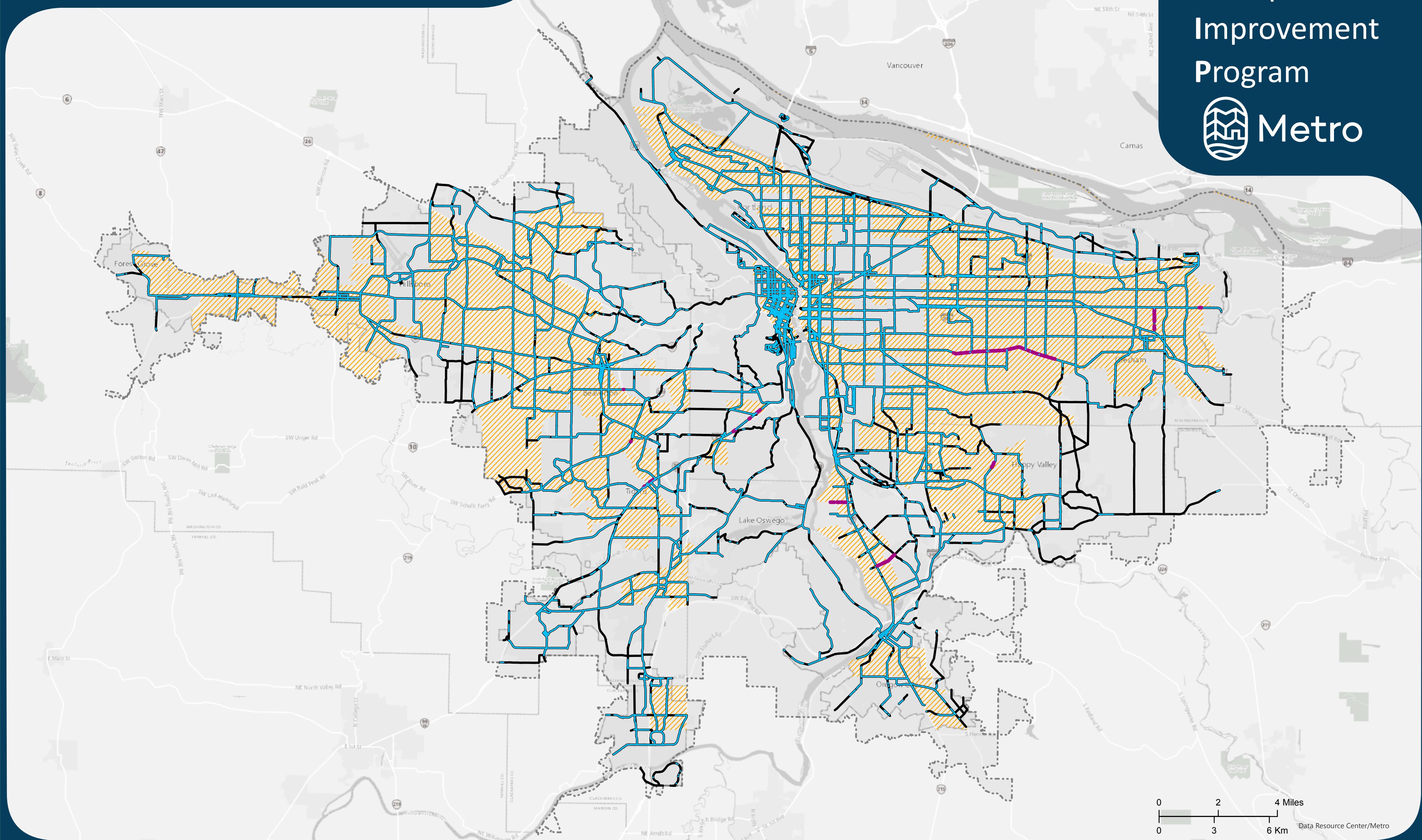
Metropolitan Planning Area

May 2020



# Sidewalks on Existing Arterial Roadways

Metropolitan  
Transportation  
Improvement  
Program



- Existing sidewalk
- completed with MTIP 2021-24 project
- Arterial road with no sidewalk

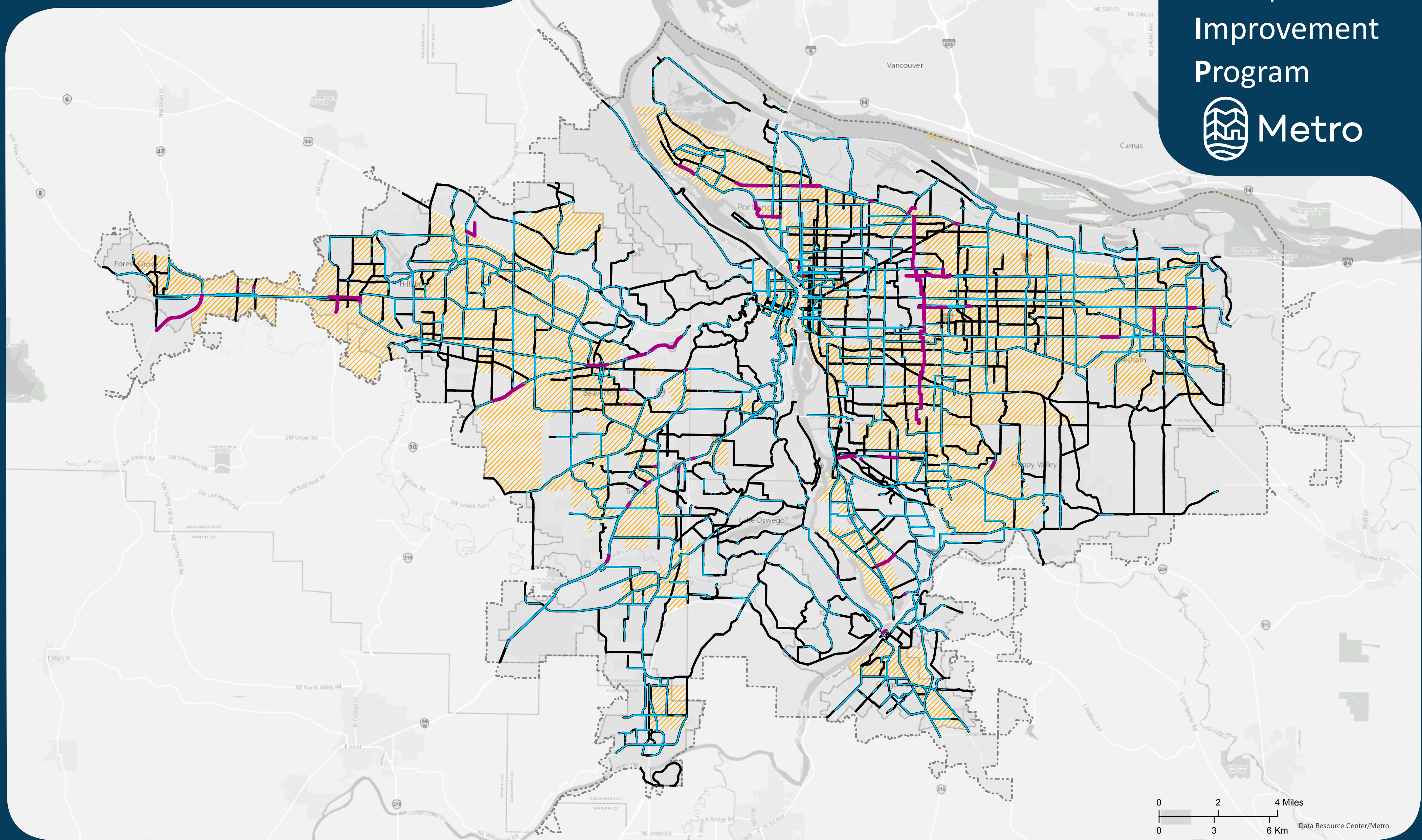
- Transportation analysis zones
- Metropolitan Planning Area
- Non-EFA
- EFA

May 2020



# Bike Facilities on Existing Arterial Roadways

Metropolitan  
Transportation  
Improvement  
Program



- Existing on-street bikeways
- completed with MTIP 2021-24 project
- Arterial road with no on-street bike facility

- Transportation analysis zones
- Non-EFA
- EFA
- Metropolitan Planning Area

May 2020

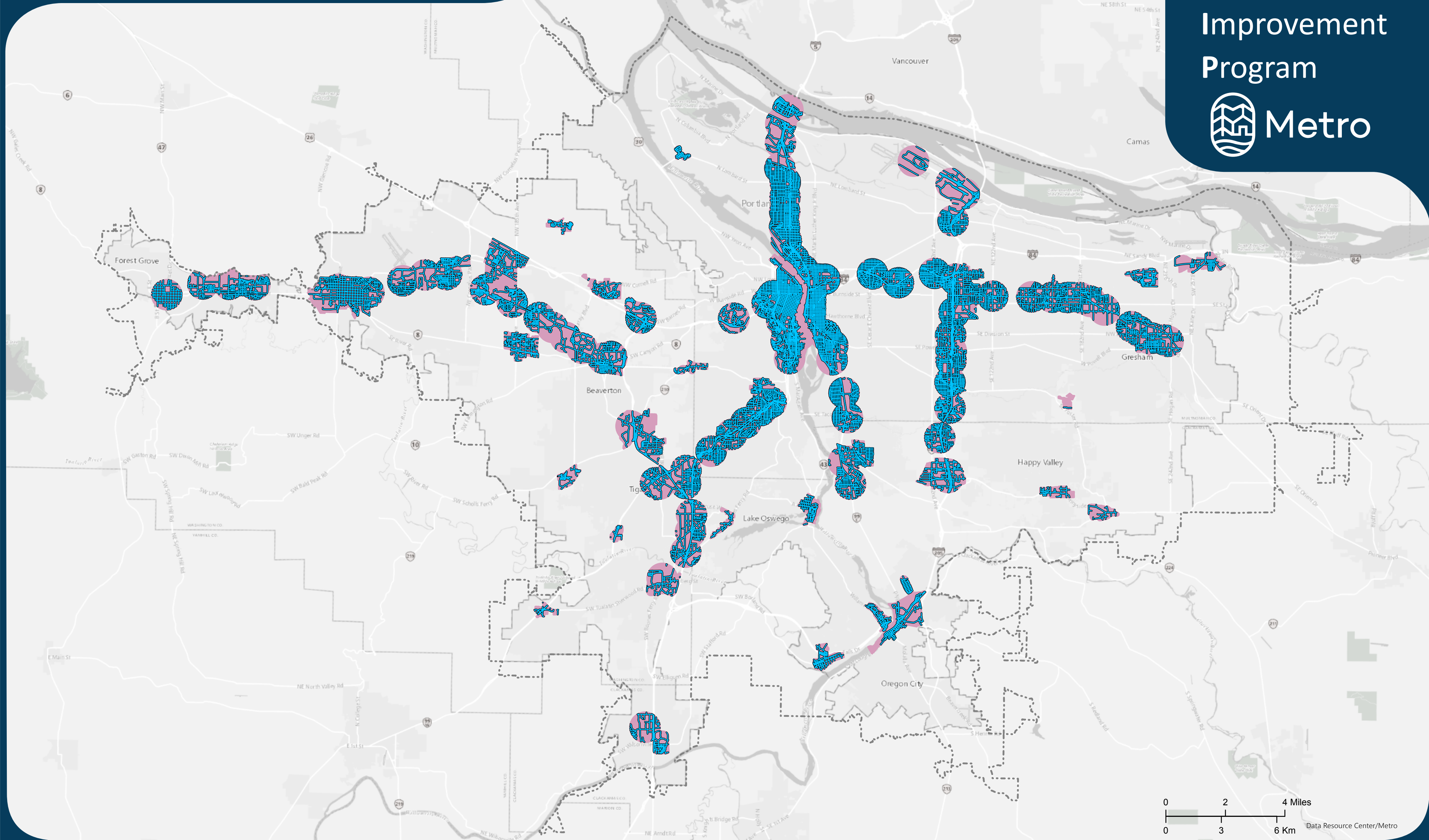


# Completeness of Road Network Within 2040 Centers and Station Communities

## Metropolitan Transportation Improvement Program



# Metro



- Existing road
- completed with MTIP 2021-24 project
- Proposed street with no projected completion

Metropolitan Planning Area  
2040 Centers and Station Communities

May 2020

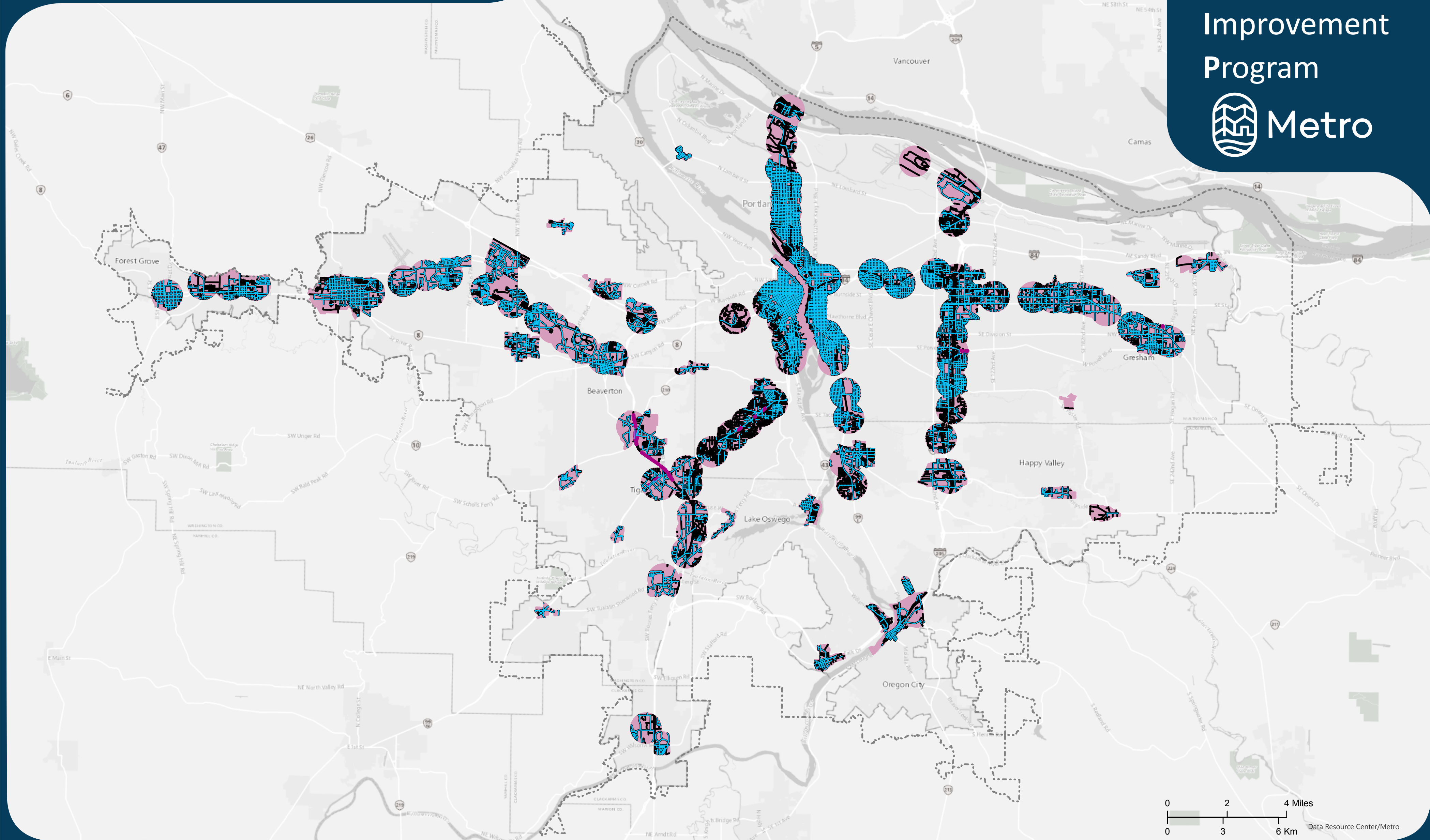


# Completeness of Sidewalks on Streets Within 2040 Centers and Station Communities

Metropolitan  
Transportation  
Improvement  
Program



Metro



- Existing sidewalk
- completed with MTIP 2021-24 project
- Street with no projected sidewalk completion

Metropolitan Planning Area  
2040 Centers and Station Communities

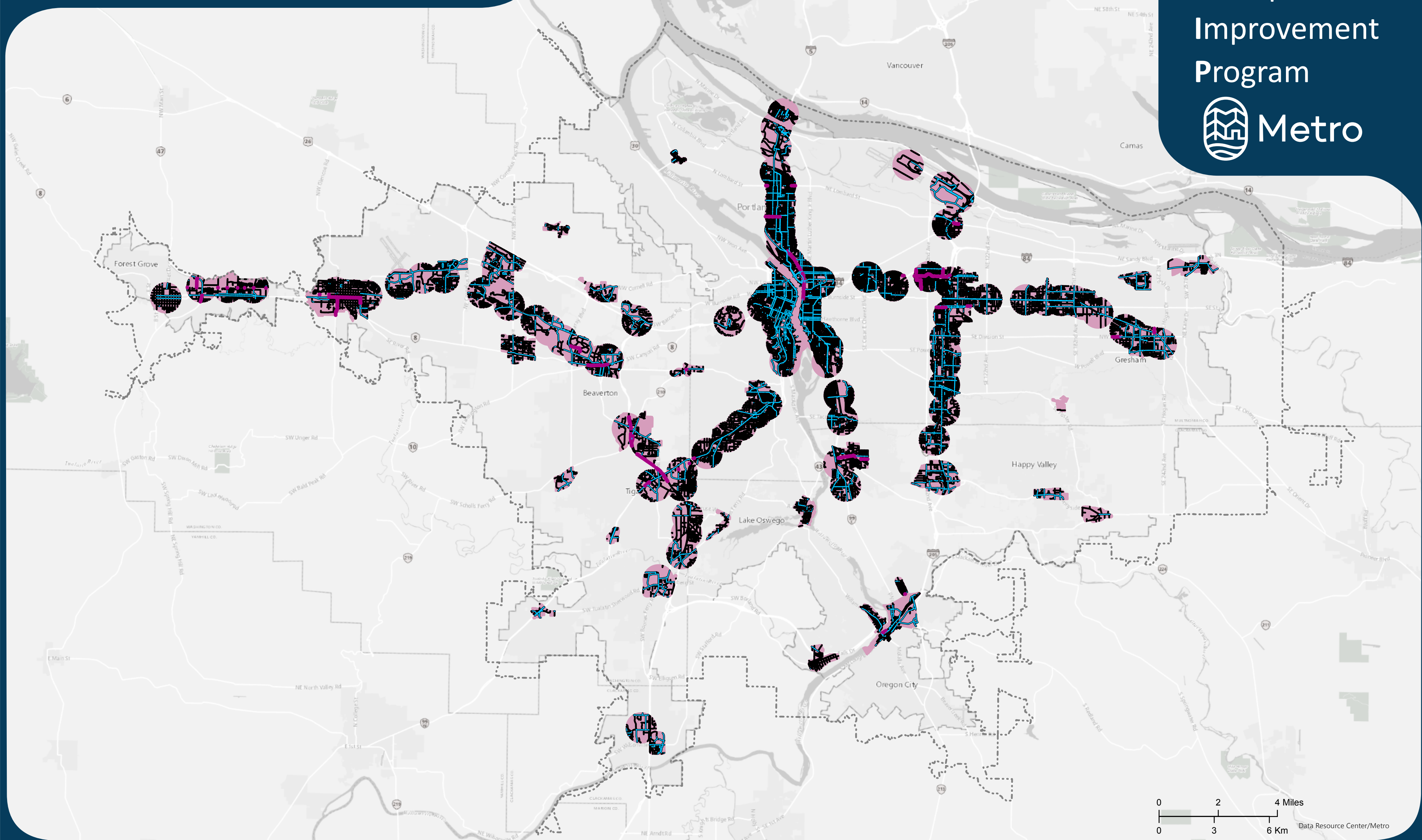
May 2020



# Completeness of Bike Lanes on Streets Within 2040 Centers and Station Communities

Metropolitan  
Transportation  
Improvement  
Program

 Metro



- Existing bike lanes
- completed with MTIP 2021-24 project
- Street with no projected bikeway completion

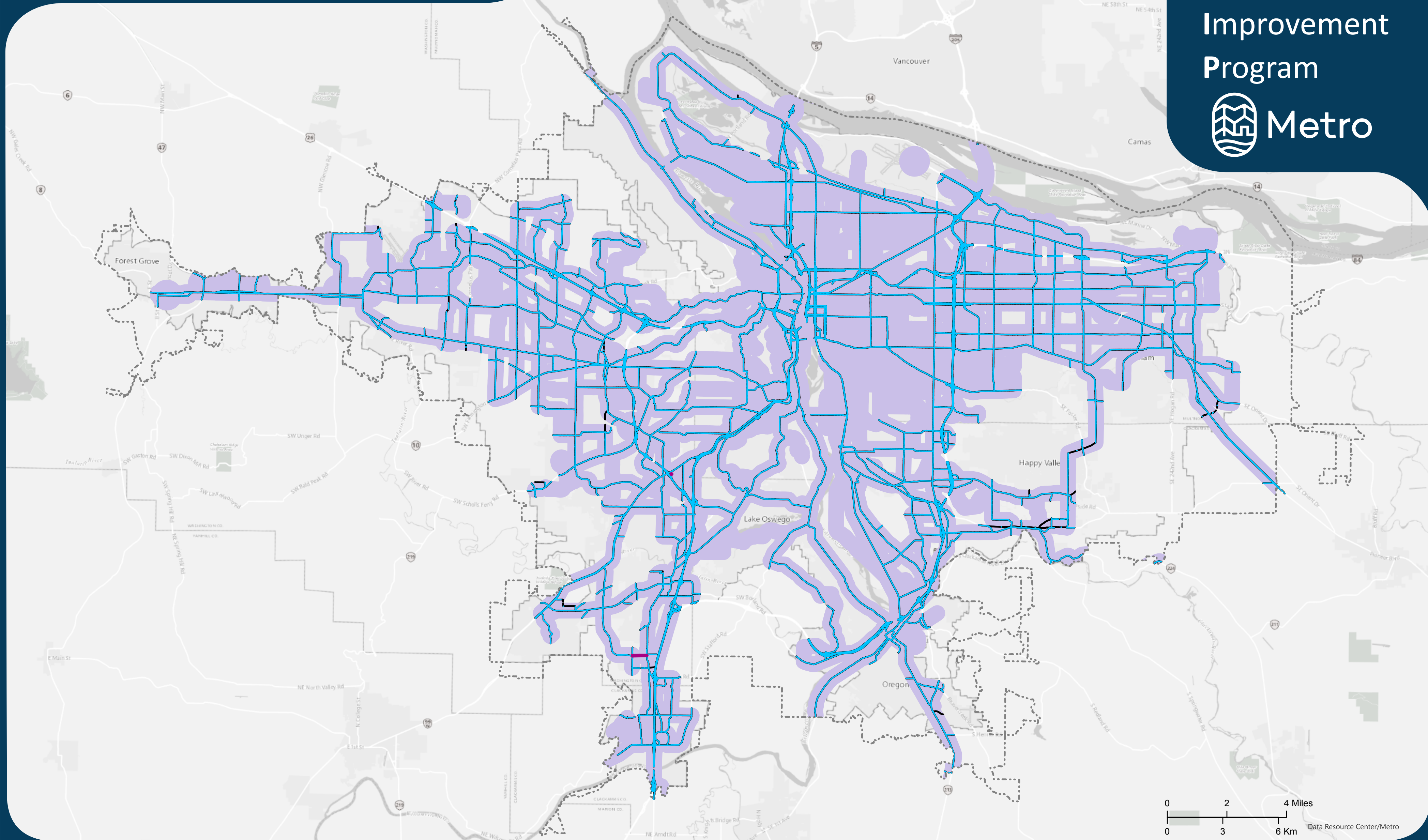
- Metropolitan Planning Area
- 2040 Centers and Station Communities

May 2020



# Transit Network Road Completeness

## Metropolitan Transportation Improvement Program



- Existing road
- completed with MTIP 2021-24 project
- Planned regional road network

- Metropolitan Planning Area
- Transit Stop and Station Areas

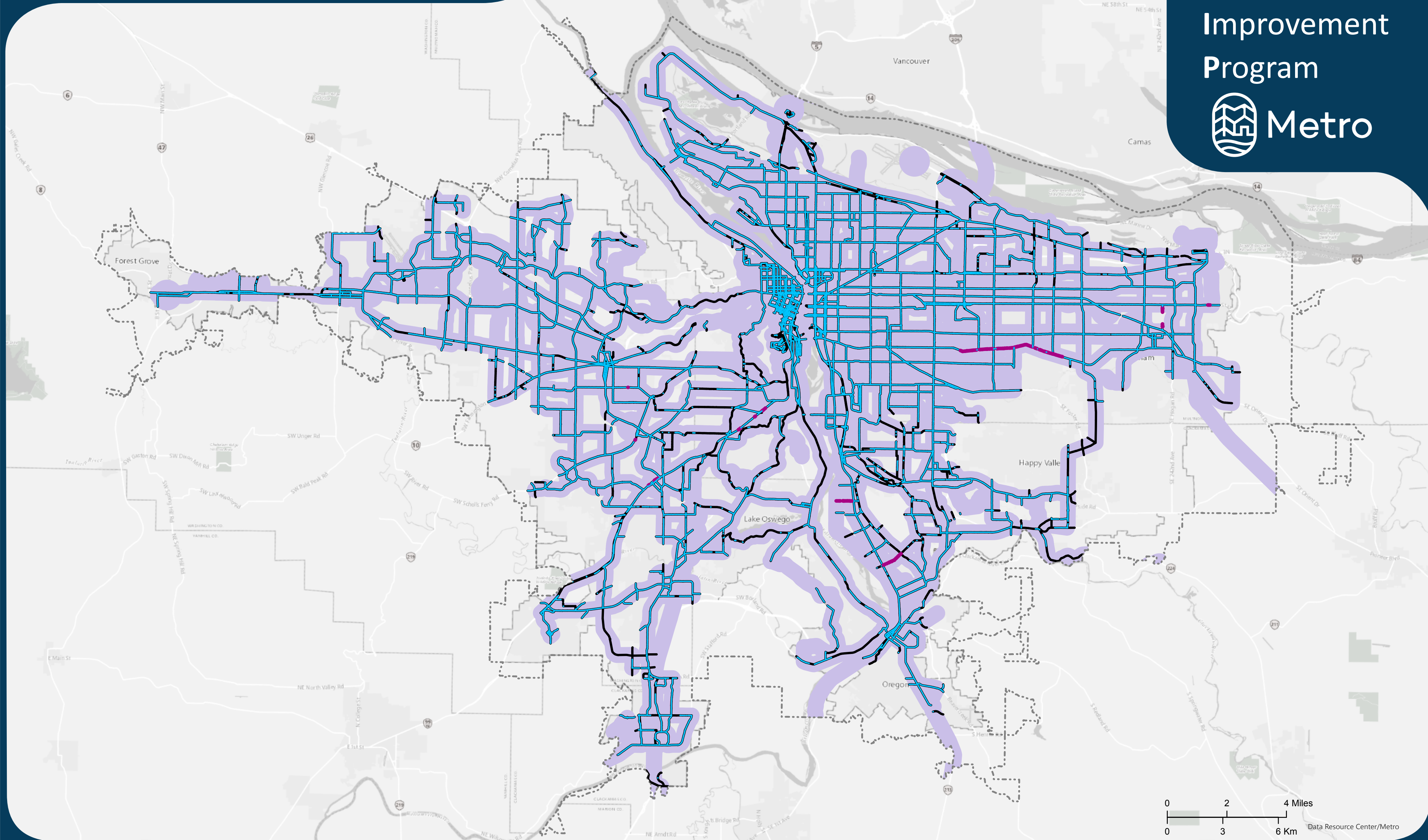
May 2020

1/2 mile from light rail stop, 1/3 mile from street car line, 1/4 mile from bus line



# Transit Network Sidewalk Completeness

## Metropolitan Transportation Improvement Program



- Existing sidewalk
- completed with MTIP 2021-24 project
- Sidewalk Network Within Transit Network

- Metropolitan Planning Area
- Transit Stop and Station Areas

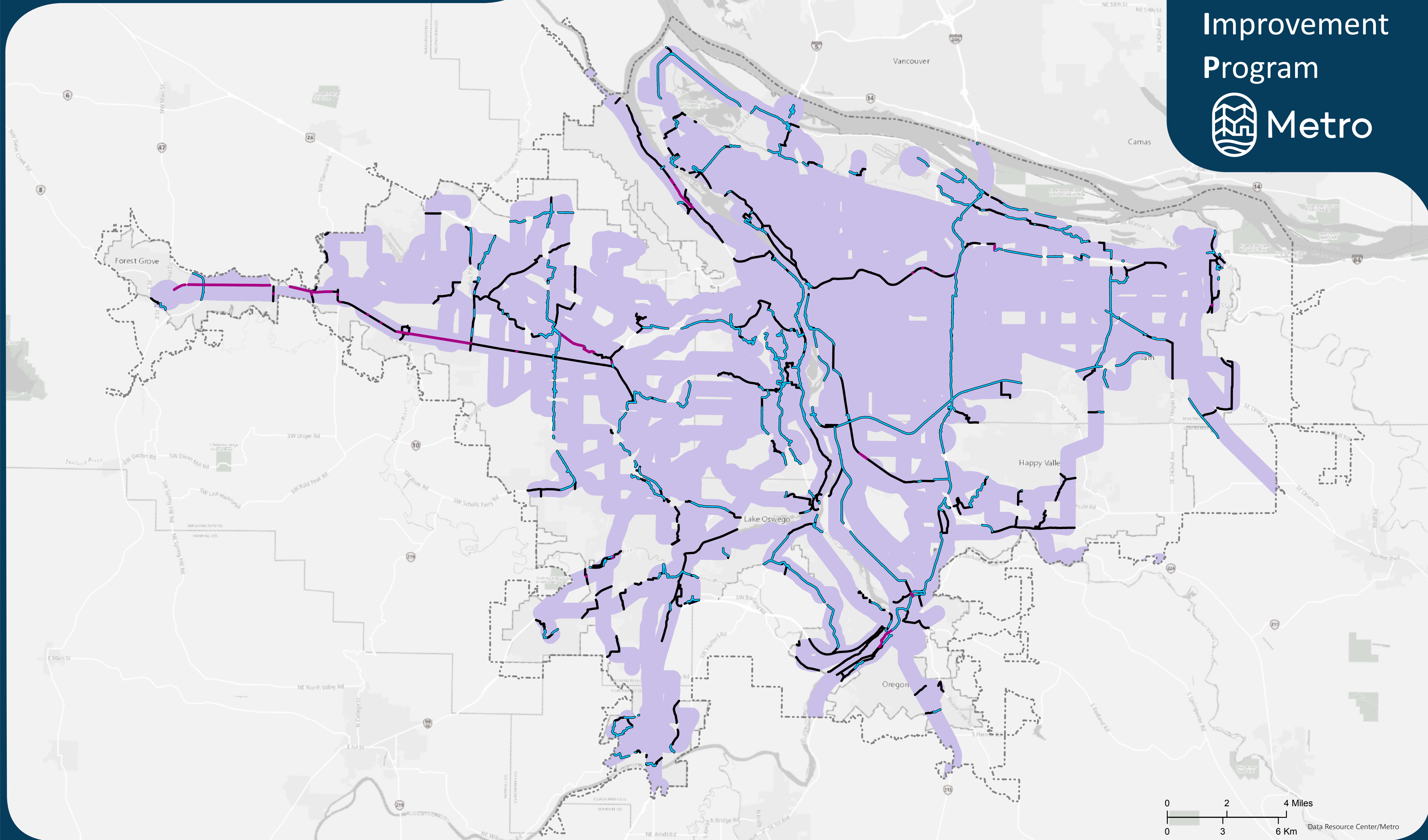
May 2020

1/2 mile from light rail stop, 1/3 mile from street car line, 1/4 mile from bus line



# Transit Network Trail Completeness

## Metropolitan Transportation Improvement Program



- Existing trails
- completed with MTIP 2021-24 project
- Regional Trail Network Within Transit Network

- Metropolitan Planning Area
- Transit Stop and Station Areas

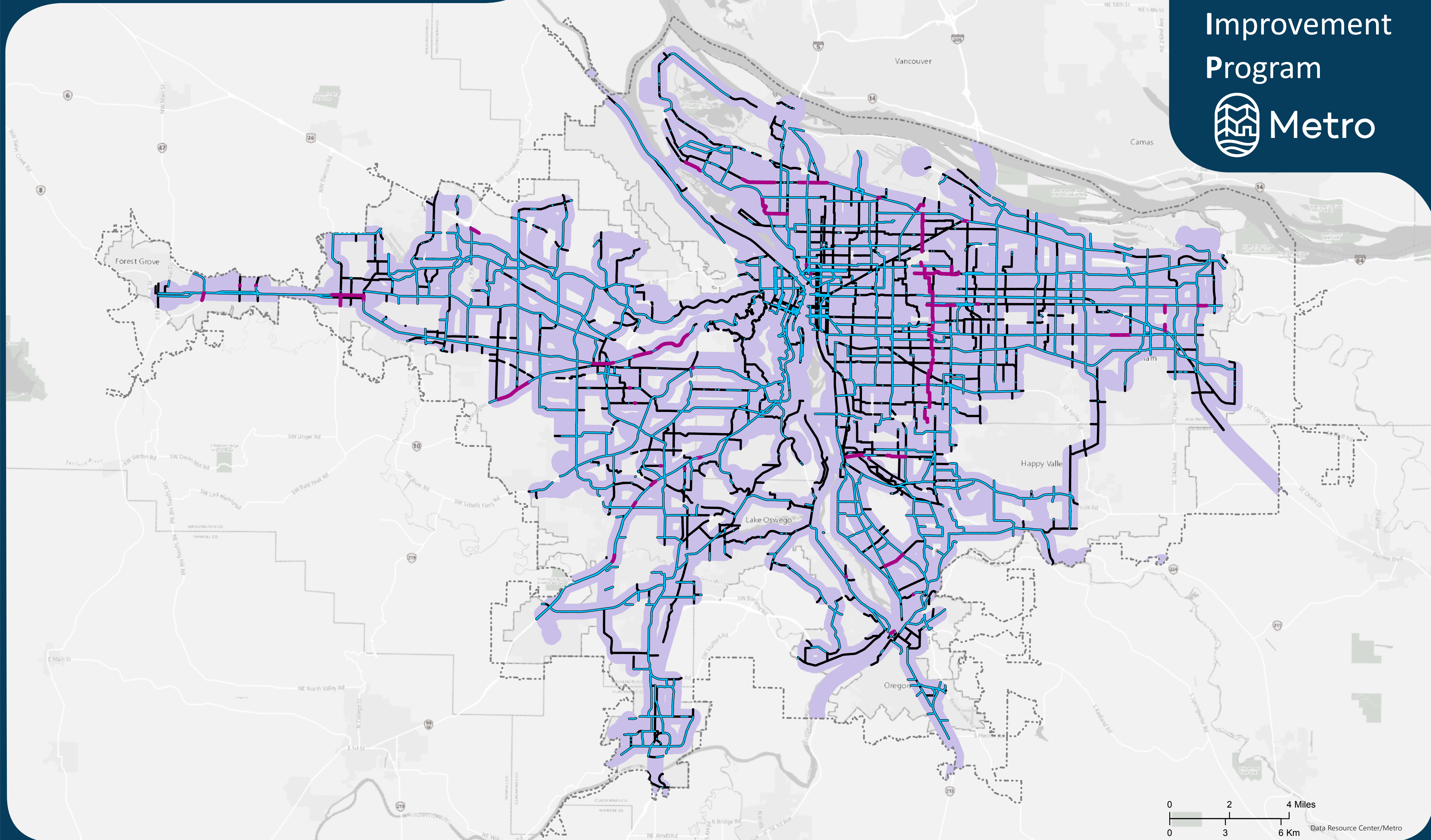
May 2020

1/2 mile from light rail stop, 1/3 mile from street car line, 1/4 mile from bus line



# Transit Network On-Street Bike Completeness

Metropolitan  
Transportation  
Improvement  
Program



0 2 4 Miles  
0 3 6 Km  
Data Resource Center/Metro

- Existing on-street bikeways
- completed with MTIP 2021-24 project
- On-Street Bike Network Within Transit Network

- Metropolitan Planning Area
- Transit Stop and Station Areas

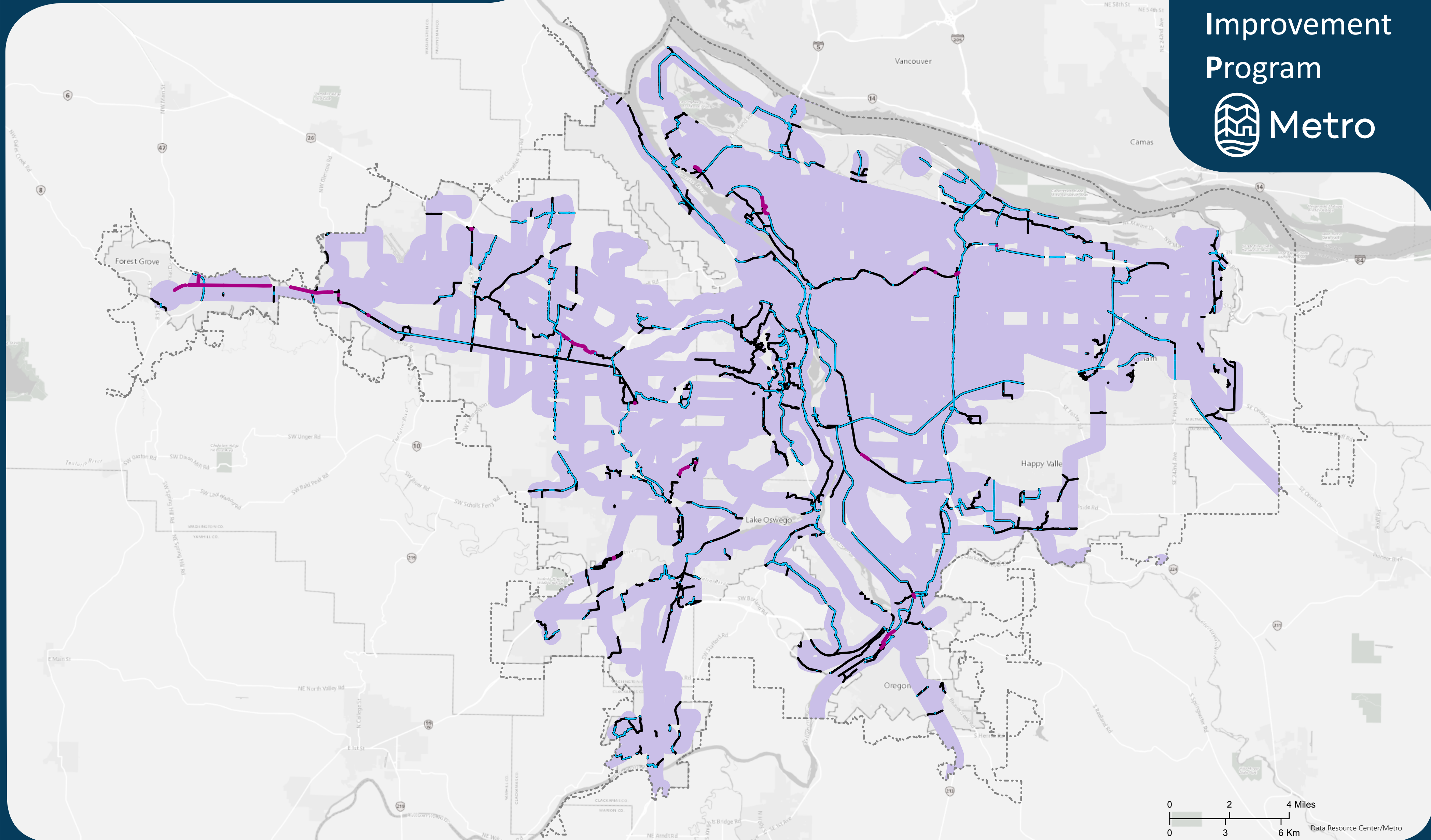
May 2020

1/2 mile from light rail stop, 1/3 mile from street car line, 1/4 mile from bus line



# Transit Network Off-Street Bike Completeness

Metropolitan  
Transportation  
Improvement  
Program



- Existing off-street bikeways
- completed with MTIP 2021-24 project
- Off-Street Bike Network Within Transit Network

- Metropolitan Planning Area
- Transit Stop and Station Areas

May 2020

1/2 mile from light rail stop, 1/3 mile from street car line, 1/4 mile from bus line

Subject: MAP-21/NPMRDS performance measures for 2017-2019 (MTIP 2020 final numbers)

Author: Joe Broach <[joe.broach@oregonmetro.gov](mailto:joe.broach@oregonmetro.gov)>

Date: Mar 6, 2020

To: Grace Cho

cc: Peter Bosa, Chris Johnson, Tim Collins

---

### Summary:

- Due to late changes in data (NPMRDS v2) and guidance at the time, initial calculations made for 2017 did not fully align with current data and guidance.
- We produced updated 2017 performance metrics for each highway performance measure and also calculated 2018-2019 using current NPMRDS data and FHWA guidance to maximize comparability across years.
- For 2019, the NPMRDS changed base map providers from TomTom to HERE, and we analyzed the change in our region
  - Changes to reporting NHS links were significant (10-15% reduction in reported NHS mileage). We're working with NPMRDS technical staff to understand the discrepancy.
  - We tested sensitivity of the highway performance metrics to the network changes by applying the new (2019) base network to 2017-2018 travel time data. Results were largely stable, and we feel comparisons across networks are still meaningful.
- Revised estimates (Table 1) show improved reliability on all measures compared with the initial 2017 calculations. Reliability has also shown an improving trend over time, and continues to exceed reliability targets across all facility types and vehicle classes.
- Appendix A provides overview maps of the NPMRDS TMC network used for this reporting.
- Appendix B provides detailed comments on our updated methodology.

Table 1 Results

	<b>2017 (RTP)<sup>1</sup></b>	2017 (New)	2018	2019	<b>2020 Target (RTP)<sup>1</sup></b>
% Interstate reliable	<b>43%</b>	45.5%	46.3%	49.6%	<b>43%</b>
% non-Interstate reliable	<b>66%</b>	71.7%	73.8%	77.2%	<b>66%</b>
Truck Travel Time Reliability (TTTR) Index	<b>3.17</b>	2.93	2.88	2.82	<b>3.10</b>
Person-hours excess delay (PHED)	<b>22.13</b>	<i>Not calculated</i>	<i>Not calculated</i>	<i>Not calculated</i>	<b>24.34</b>
NHS interstate miles reporting	<i>Not calculated</i>	156.5	159.2	132.3	
NHS non-interstate miles reporting	<i>Not calculated</i>	543.7	546.0	516.1	

<sup>1</sup> Figures provided for RTP, using outdated methodology and data



## Appendix A – NPMRDS TMC Network Maps

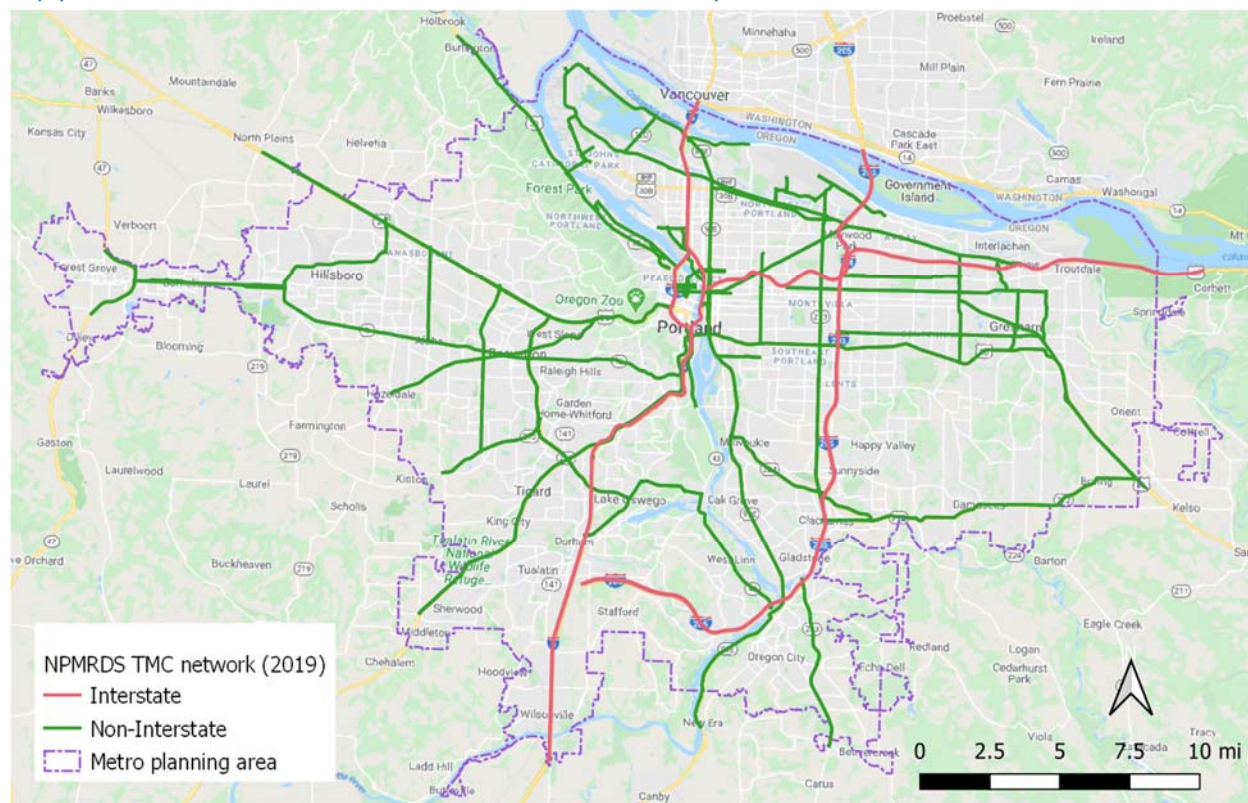


Figure A1 Overview of NPMRDS TMC analysis network for Portland region

## Appendix B – Calculation Notes

Methods primarily followed the FHWA June 2018 guidance

(<https://www.fhwa.dot.gov/tpm/guidance/hif18040.pdf>). Where guidance was unclear or specific decisions or assumptions were made, we note them here.

- Data were downloaded via the [ritis.org](https://ritis.org) Massive Data Download tool in Feb 2020. Shapefiles of the conflated NPMRDS networks were also downloaded from [ritis.org](https://ritis.org).

*For MPO reporting, only reporting segments within the MPO Planning Boundary are used in these calculations. (FHWA 2018, 2-8)*

- It was unclear how to handle segments that straddled the boundary. We elected to include all available segments with majority of their length inside the boundary. This was done manually via GIS calculations for each year's network.
- Occupancy factors used were
  - Auto = 1.4
  - Bus = 12.6
  - Truck = 1.0

## References

FHWA. (2018). <https://www.fhwa.dot.gov/tpm/guidance/hif18040.pdf> (National Performance Measures for Congestion, Reliability, and Freight, and CMAQ Traffic Congestion General Guidance and Step-by-Step Metric Calculation Procedures). June.

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**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: Friday, April 27, 2018  
 To: Transportation Policy Alternatives Committee and Interested Parties  
 From: Grace Cho, Associate Transportation Planner  
 Ken Lobeck, Funding Programs Lead  
 Subject: 2021-2024 MTIP – Financial Forecast

---

## Purpose

To request TPAC recommendation to JPACT to acknowledge receipt of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) financial forecast.

## Introduction and Background

At the beginning of each MTIP and STIP cycle, a financial forecast is developed to gather a sense of the financial outlook for the next four federal fiscal years. The development, discussions, and agreement on the financial outlook serve multiple purposes. These include:

- 1) Help demonstrate fiscal constraint over the course of the next four fiscal years and show the region is not over spending beyond what is expected to be available and can deliver the 4-year MTIP;
- 2) Frame a discussion of the priorities and tradeoffs in the allocation of funds by different fund administrators, including MPOs and State DOTs; and
- 3) Help to monitor project delivery, including the hiccups and other potential challenges to emerge in implementing the MTIP and expending of planned investments in a given year.

As part of Metro's responsibilities as a metropolitan planning organization, a financial forecast is developed as part of the MTIP because of the important role the forecast plays in setting the funding stage. In previous MTIP cycles the forecast has centered on only one subset of funds: the regional flexible funds administered by the Metro, as the MPO. But in efforts to provide greater transparency on the fuller picture of the near-term financial outlook and meet federal requirements, this financial forecast provides a look across revenue estimates of federal and relevant state-local funds being administered by ODOT and transit agency partners (TriMet and SMART).

## 2021-2024 MTIP – Financial Forecast

An overview presentation at the April 20<sup>th</sup> TPAC meeting, members were provide an overview of the estimate federal and relevant state revenues in the Portland metropolitan region for federal fiscal years 2021-2024. Metro staff provided an overview of the methodology of how the financial forecast was developed and the different assumptions and challenges. Following, staff provided the revenue estimates broken down by funding administrator. Materials on the financial forecast overview can be found at: <https://www.oregonmetro.gov/event/transportation-policy-alternatives-committee-meeting-11/2018-04-20>

Attachment 1. 2021 – 2024 Financial Forecast by Funding Program illustrates the forecasted amount available by each within each funding program, administering agency, and by general topic area (e.g. planning restricted funding, etc.). In total, the estimated total revenue on known available federal and relevant state funds to date is approximately \$1.5 billion for federal fiscal years 2021-2024.

The 2021-2024 MTIP financial forecast is meant to serve as an estimate of revenues to be available within the different funding programs by year. In practice with any MTIP, the forecast helps to gauge the amount of revenue available – it sets an approximate budget – and as transportation priorities get selected and programmed by phase (e.g. planning, preliminary engineer/design, right-of-way, and construction) and funding type (e.g. STBG, HSIP, etc.), the MTIP is able to track for fiscal constraint and balance spending relative to expected revenue. Metro staff recognizes there remain key areas where the revenue estimates for the Portland metropolitan region need further coordination and information from partners. These key areas will continue to be updated as the region gets closer to developing the 2021-2024 MTIP.

### Discussion Questions

1. Are there any major concerns, questions, or comments regarding the revenue estimates to date?

### Next Steps

The following timeline illustrates the next steps for the 2021-2024 MTIP financial forecast.

#### *Timeline – 2021-2024 MTIP Financial Forecast*

Activity	Timeframe
<b><i>Approval/Acknowledgement of 2021-2024 MTIP Financial Forecast</i></b>	
Presentation and overview of 2021-2024 MTIP financial forecast	April 20, 2018
Request TPAC recommendation to JPACT on 2021-2024 MTIP financial forecast	May 4, 2018
Presentation and acknowledgement of receipt of at JPACT	May 17, 2018
<b><i>Process for Allocation of Federal Funds</i></b>	
ODOT 2022-2024 leverage program discussion of 150% fix-it lists at TPAC	April 20, 2018
TriMet annual budget process presentations and anticipated near-term capital expending of federal funds at TPAC	April 20, 2018
SMART annual budget process presentations and anticipated near-term capital expending of federal funds at TPAC	May 4, 2018
ODOT 2022-2024 leverage program discussion of 150% fix-it lists at TPAC (continued)	May 4, 2018
Transit annual budget process presentations and anticipated near-term capital expending of federal funds at JPACT	May 17, 2018
2022-2024 regional flexible fund policy discussion at TPAC	June/July 2018


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: Friday, April 20, 2018  
 To: Transportation Policy Alternatives Committee and Interested Parties  
 From: Grace Cho, Associate Transportation Planner  
 Ken Lobeck, Funding Programs Lead  
 Ted Leybold, Resource Development Manager  
 Subject: 2021-2024 MTIP – Financial Forecast

---

## Purpose

Provide TPAC an overview on the near-term financial forecast for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP).

## Introduction and Background

At the beginning of each MTIP and STIP cycle, a financial forecast is developed to gather a sense of the financial outlook for the next four federal fiscal years. The development, discussions, and agreement on the financial outlook serves multiple purposes. These include:

- 1) Help demonstrate fiscal constraint over the course of the next four fiscal years and show the region is not over spending beyond what is expected to be available and can deliver the 4-year MTIP;
- 2) Frame a discussion of the priorities and tradeoffs in the allocation of funds by different fund administrators, including MPOs and State DOTs; and
- 3) Help to monitor project delivery, including the hiccups and other potential challenges to emerge in implementing the MTIP and expending of planned investments in a given year.

As part of Metro's responsibilities as a metropolitan planning organization, a financial forecast is to be developed as part of the course of development of the MTIP because of the important role the forecast plays in setting the funding stage. In previous MTIP cycles the forecast has centered on only one subset of funds: the regional flexible funds administered by the Metro, as the MPO. But in efforts to provide greater transparency and meet federal requirements as well as provide a fuller picture of the near-term financial outlook, this financial forecast provides a look across federal and relevant state-local funds being administered by ODOT and transit agency partners (TriMet and SMART).

## 2021-2024 MTIP – Financial Forecast Revenue Sources and Funding Programs

A short term financial forecast facilitates the ability to have an understanding of what funding capacity and constraints are present when considering investments into the regional transportation system. However, transportation funding is complex and often involve a multitude of revenue sources and restrictions. To help provide context and insight to the different transportation revenue sources and the associated funding programs by agency type (i.e. federal, state, and local), which often these revenue sources help to seed. Attachment 1 provides a description of common revenue sources and funding programs by agency and type.

## 2021-2024 MTIP – Financial Forecast Assumptions and Challenges

As with any financial forecast, there are many assumptions which get built into the forecast. There are also a number of challenges in being able to look at revenues into the future across different federal funding programs to develop a near or even long-term financial outlook. Several of these challenges and assumptions are described in the following section.

#### Key Challenges in Creating the 2021-2024 MTIP Financial Forecast

The most significant challenge in developing a financial outlook for the upcoming four fiscal years is the ability to decipher between revenue streams into restricted funding programs into broad policy driven funding categories which are administered by different agencies. Some of the key challenges are summarized.

- In Oregon, most state and federal fund revenues were developed at the total state level and not the regional or MPO level, making the assignment and development of the near-term forecast challenging to estimate and break down at the regional level
- Funding to the regional level often addressed revenues by funding program, but not specific revenue fund type
- Many state funding categories (e.g. Fix-It) are a mix of funds from federal and state funding programs (e.g. HSIP) making it difficult to trace back historical amounts to build an estimate across different fund programs and broad funding categories.
- Assigning funding by funding program and by revenue fund type becomes difficult because funds get swapped in order to meet federal requirements pertaining to the timeframe to expend funds – and ultimately not lose federal funds.

#### Federal and State Revenue Assumptions:

For federal sources of funding, fiscal years 2021-2024 currently resides outside the timeframe of the adopted federal transportation reauthorization, Fixing America's Surface Transportation (FAST). Not have an adopted federal transportation reauthorization adds complexity to forecasting and estimating federal transportation revenues across the funding programs. As a result, financial forecast assumptions from the 2018 Regional Transportation Plan were used and where applicable. Additionally, year-by-year forecasted amounts also used present-day information available, such as the recent 2021-2024 STIP statewide funding program policy direction and in the case of transit, historical levels of formula funds. Additionally there were other assumptions applied to help break out the amount anticipated to come the Portland MPO region by fund type. These are listed below.

- Assumed all federal funding programs to date will be continued under the next federal reauthorization.
- Assumed Inflation Rate for the Majority of Federal Funds: 2.2% increase of funds per year, based on historical trends.
- ODOT assumed a 10% overall reduction of federal revenues which the state receives (but not for the MPO or Transit federal revenues).
- For discretionary grants, a separate section is shown with assumed year-by-year amounts of discretionary grants to come to the region based on the region's history within several of these programs to get awarded funds. Nonetheless, for the MTIP, these funds cannot be accounted for in the forecast because these funds have not been secured.
- Because estimates are only provided at the statewide level for several funding programs, Metro applied an allocation logic which assumed 31% of the available statewide funds would be disbursed to Region 1. Of the 31% disbursed to Region 1, a total of 81% would be in the MPO portion.
- For other funding programs which have an agreed upon and specified long range funding assumption (LFRA), the allocation was based on that assumption. These funding programs include:
  - Formula portion of the National Highway Freight Program
  - Planning funds – PL, SPR, and 5303
  - MPO funds – CMAQ, STBG, STBG set-aside

### 2021-2024 MTIP – Financial Forecast

Attachment 3. 2021 – 2024 Financial Forecast by Funding Program illustrates the forecasted amount available by each within each funding program, administering agency, and by general topic area (e.g. planning restricted funding, etc.).

A key element to the 2021-2024 MTIP financial forecast is the recognition that the near-term forecast is still an estimate of revenues to be available within the different funding programs by year. In practice with any MTIP, the forecast helps to gauge the amount of revenue available – it sets an approximate budget – and as transportation priorities get selected and programmed by phase (e.g. planning, preliminary engineer/design, right-of-way, and construction) and funding type (e.g. STBG, HSIP, etc.), the MTIP is able to track for fiscal constraint and balance spending relative to expected revenue.

### Discussion Questions

1. Are there any questions, comments, or concerns regarding the assumptions or overall picture of the near-term forecast?

### Next Steps

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

#### *Timeline – 2021-2024 MTIP Financial Forecast*

Activity	Timeframe
<b><i>Approval/Acknowledgement of 2021-2024 MTIP Financial Forecast</i></b>	
Presentation and overview of 2021-2024 MTIP financial forecast	April 20, 2018
Request TPAC recommendation to JPACT on 2021-2024 MTIP financial forecast	May 4, 2018
Presentation and request for acknowledgement at JPACT	May 17, 2018
<b><i>Process for Allocation of Federal Funds</i></b>	
ODOT 2022-2024 leverage program discussion of 150% fix-it lists at TPAC	April 20, 2018
TriMet annual budget process presentations and anticipated near-term capital expending of federal funds at TPAC	April 20, 2018
SMART annual budget process presentations and anticipated near-term capital expending of federal funds at TPAC	May 4, 2018
ODOT 2022-2024 leverage program discussion of 150% fix-it lists at TPAC (continued)	May 4, 2018
Transit annual budget process presentations and anticipated near-term capital expending of federal funds at JPACT	May 17, 2018
2022-2024 regional flexible fund policy discussion at TPAC	June/July 2018


**Metro**

 600 NE Grand Ave.  
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# Memo

Date: Monday, May 7, 2018  
 To: Joint Policy Advisory Committee on Transportation and Interested Parties  
 From: Grace Cho, Associate Transportation Planner  
 Ken Lobeck, Funding Programs Lead  
 Subject: 2021-2024 MTIP – Financial Forecast

---

## Purpose

Provide JPACT an overview on the near-term financial forecast for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) and request acknowledgement of receipt of the initial 2021-2024 MTIP revenue forecast.

## Introduction and Background

At the beginning of each MTIP and STIP cycle, a financial forecast is developed to gather a sense of the financial outlook for the next four federal fiscal years. The development, discussions, and agreement on the financial outlook serve multiple purposes. These include:

- 1) Help demonstrate fiscal constraint over the course of the next four fiscal years and show the region is not over spending beyond what is expected to be available and can deliver the 4-year MTIP;
- 2) Frame a discussion of the priorities and tradeoffs in the allocation of funds by different fund administrators, including MPOs and State DOTs; and
- 3) Help to monitor project delivery, including the hiccups and other potential challenges to emerge in implementing the MTIP and expending of planned investments in a given year.

As part of Metro's responsibilities as a metropolitan planning organization, a financial forecast is to be developed as part of the course of development of the MTIP to help set the context of what revenue is expected to be available. In previous MTIP cycles the forecast has centered on only one subset of funds: the regional flexible funds administered by the Metro, as the MPO. But in efforts to provide greater transparency and provide a fuller picture of the near-term financial outlook as well as meet federal requirements, this financial forecast provides a look across federal and relevant state-local funds administered by ODOT, transit agency partners (TriMet and SMART), and Metro.

A key element to the 2021-2024 MTIP financial forecast is the recognition that the near-term forecast is a starting place estimate of revenues to be available within the different funding programs by year. The estimate will continually be updated and modified as new information is collected and different issues become resolved. The continual updating and establishing a starting point helps to gauge the amount of revenue available and as transportation priorities get selected and programmed by phase and funding type, the MTIP is able to track for fiscal constraint and balance spending relative to expected revenue.

## 2021-2024 MTIP – Revenue Forecast Methodology and Revenue Forecast Assumptions and Challenges

The development of the 2021-2024 federal and relevant state revenue forecast was driven and informed by two sources: the 2018 RTP long-range financial forecast and by the statewide long-range funding assumptions (LFRA) work group. The LFRA work group was brought together by the state economist and ODOT staff to determine revenue estimate for typical sources of transportation revenues, including federal transportation programs, and state sources such as gas tax, etc. To the extent available, the work group used federal projections of revenue streams for federal programs

and then used historical trends of revenues to determine revenue projections for state sources as well as other federal revenue programs. The projections took into account a modest inflation rate. Additionally, to be able to unbundle the revenue projections from a statewide level down to the metropolitan region applied a secondary set of assumptions based on proportion of population. A summary of the assumptions and challenges are described in Attachment 2.

### 2021-2024 MTIP – Financial Forecast

To help provide context and insight to the different transportation revenue sources and the associated funding programs by agency type (i.e. federal, state, and local). Attachment 1 provides a description of common revenue sources and funding programs by agency and type.

Provided as Attachment 3. 2021 – 2024 Financial Forecast by Funding Program illustrates the forecasted amount available by each within each funding program, administering agency, and by general topic area (e.g. planning restricted funding, etc.). A shorter summary has been provided below.

<b>MTIP Revenue Summary 2021-2024</b>	
Federal to MPO – Metro	\$186,148,430
Federal - Planning Fund Allocations	\$21,434,343
Federal - To State - ODOT	\$15,492,870
Federal & State Combined for ODOT Fix-It & Safety ARTS	\$285,978,031
Federal - to State (ODOT) to Local Agencies - Competitive Awards OR Pass Through Funds	\$52,768,665
Federal to Transit – TriMet and SMART	\$326,408,137
State Program Revenues for Transit	\$62,087,637
State Revenues - HB2017 Specific	\$591,342,291
<b>Total:</b>	<b>\$1,541,660,404</b>

### Next Steps

As Metro, ODOT, SMART, and TriMet begin to prioritize and select projects for funding for fiscal years 2021-2024, Metro staff will update the MTIP financial forecast to balance projected spending to projected revenues for the purposes of fiscal constraint and federal compliance. Additionally, discussions and information about the different allocations of funds to projects will be brought to JPACT as the different individual allocations begin its process. A high level timeline has been provided below to give a sense when further information relevant will be brought forward for information and discussion.

<b>Activity</b>	<b>Timeframe</b>
<b><i>Allocation Processes of Federal Funds</i></b>	
TriMet budget process and programming of federal funds – FY19	May 2018
SMART budget process and programming of federal funds – FY19	June 2018
ODOT 2022-2024 fix-it leverage program discussion of 150% fix-it lists prior to entering scoping	May - July 2018
2022-2024 regional flexible fund policy discussion at TPAC	June/July 2018
Transit budget process and programming of federal funds – FY20	Spring 2019
ODOT 2022-2024 fix-it leverage recommendations	July 2019

## Attachment 1. Federal and State Revenue Funding Programs

**Table 1. Federal Revenue Funding Programs – Federal Highways Administration**

<b>Federal Revenue Funding Programs (FHWA)</b>		
<b>Fund</b>	<b>Description</b>	<b>Funding Related Notes</b>
<b>Common Federal Revenue Funding Programs</b>		
Surface Transportation Program (STBG) Funds – State allocation (includes STBG-TAP set-aside for state) (Formula)	<u>Description:</u> The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	
Highway Bridge Program (Formula)	<u>Description:</u> Provides funding for replacement, rehabilitation and systematic preventive maintenance of the Nation's highway bridges.	Anticipated to be split among the three counties with approximately 80% to Multnomah County based on past history. Discounted into constant 2016 \$s
Highway Safety Improvement Program (HSIP) (Formula)	<u>Description:</u> The program was established under SAFETEA-LU consolidating several safety-based highway programs and creating new safety programs designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Per the LRFA assumption: 50% of appropriated HSIP will be allocated to the local agencies/ Discounted into constant 2016 \$s
Rail-Highways Crossings	<u>Description:</u> The FAST Act continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.	Intended for grade separation needs or other eligible improvements.
National Highway Freight Program (Formula)	<u>Description:</u> The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several freight related infrastructure improvement goals	



## Attachment 1. Federal and State Revenue Funding Programs

National Highway Performance Program (Formula)	<u>Description:</u> The FAST Act continues National Highway Performance Program which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	
<b>Less Common Federal Revenue Funding Programs</b>		
Emergency Relief	<u>Description:</u> The FAST Act continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.	
Federal Lands Access Program	<u>Description:</u> Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Funding program is a competitive grant program.	No anticipated FLAP funds in the MPO area for FY 2021-2024. These funds are competitive and depending on a potential opportunity (e.g. Gorge Shuttle), funds may get included as the MTIP gets implemented.
State Recreational Trails Program	<u>Description:</u> The FAST Act eliminates the MAP-21 State Recreational Trails Program and replaces it with an optional set-aside of Surface Transportation Block Grant (STBG) program funding for Recreational Trails Program. Set aside amount equal to the State portion of the Transportation Alternatives program. Program is at the discretion of the Governor to decide whether to continue State Recreational Trails Program.	
<b>Competitive Discretionary Program</b>		
Federal Miscellaneous (Discretionary grants e.g. TIGER, NHFP – Discretionary, FAST Lane, INFRA, ITS, etc.)	<u>Description:</u> Competitive discretionary programs with specific criteria for application and project eligibility. Discretionary programs cycles are driven by federal annual budget and transportation reauthorization. Funds from these discretionary programs are not guaranteed/	No secured discretionary funding identified starting in FY21 and beyond. These funds may be updated and included in the MTIP as the MTIP gets implemented.

## Attachment 1. Federal and State Revenue Funding Programs

Rural Area Specific Federal Revenue Funding Programs		
Clackamas County Surface Transportation Block Grant (STBG) Allocation	<u>Description:</u> Rural STBG allocated and administered by ODOT to Clackamas County.	ODOT LRFA funding recommendation for 2018 in YOE and then maintained in constant 2018 \$s
Multnomah County Surface Transportation Block Grant (STBG) Allocation	<u>Description:</u> Rural STBG allocated and administered by ODOT to Multnomah County.	ODOT LRFA funding recommendation for 2018 in YOE and then maintained in constant 2018 \$s
Washington County Surface Transportation Block Grant (STBG) Allocation	<u>Description:</u> Rural STBG allocated and administered by ODOT to Washington County.	ODOT LRFA funding recommendation for 2018 in YOE and then maintained in constant 2018 \$s
Planning Specific Federal Revenue Funding Programs		
Metropolitan Planning (PL)	<u>Description:</u> The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.	FY 2017 & 18 average allocation used for 2017 & 018 and then discounted into constant 2018 \$
Statewide and Non Metropolitan Planning (SPR) (FHWA/FTA)	<u>Description:</u> The FAST Act continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.	Based on historical averages and then discounted into constant 2016 \$s
MPO Specific Federal Revenue Programs		

## Attachment 1. Federal and State Revenue Funding Programs

Congestion Mitigation Air Quality (CMAQ) Improvement Funds – MPO allocation	<p><u>Description:</u> The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).</p>	ODOT Long Range Funding Assumptions (LRFA) workgroup recommendation at 2.2% annual growth from 2016-2018. Revised state wide formula amount in 2019 and then converted to 2018 constant dollars
Surface Transportation Program (STBG) Funds – MPO allocation	<p><u>Description:</u> The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</p>	ODOT Long Range Funding Assumptions (LRFA) workgroup recommendation at 2.2% annual growth from 2016-2018.
Transportation Alternatives (TA-Metro)	<p><u>Description:</u> The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity</p>	ODOT Long Range Funding Assumptions (LRFA) workgroup recommendation at 2.2% annual growth from 2016-2018.

# Attachment 1. Federal and State Revenue Funding Programs

**Table 2. Federal Revenue Funding Programs – Federal Transit Administration**

<b>Federal Revenue Funding Programs (FTA)</b>		
<b>Fund</b>	<b>Description</b>	<b>Notes</b>
<b>Planning Specific Federal Revenue Funding Programs</b>		
<b>Section 5303</b>  Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning – 5303 – Formula	<u>Description:</u> Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	Allocated to ODOT and then to Metro for transit UPWP planning purposes
<b>Common Federal Revenue Funding Programs</b>		
<b>Section 5307</b>  Urbanized Area Formula Grants	<u>Description:</u> Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Formula allocation to the UZA and split among TriMet, CTRAN, and SMART. CTRAN already removed. (Overall formula split among the three used was TriMet = 87%, CTRAN = 12%, and SMART = 1%.) Funds combined with other formula funds include 5307, 5310, 5337, and 5339. Funds are discounted into 2016 \$s.  Note: FTA formula funds are sent to the UZA combined together.
<b>Section 5337</b>  State of Good Repair Formula Grants	<u>Description:</u> The State of Good Repair Grants Program (49 U.S.C. 5337) provides 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 are eligible for developing and implementing Transit Asset Management plans.	
<b>Section 5339</b>  Grants for Buses and Bus Facilities Formula Program - 5339(a).	<u>Description:</u> Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	
<b>Section 5310</b>  Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	<u>Description:</u> This program (49 U.S.C. 5310) provides formula funding to states 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 these needs	Split between TriMet and SMART via agreed formula Approximate split of 5310 share for TriMet = 79.48%

## Attachment 1. Federal and State Revenue Funding Programs

<b>STBG Flex to 5310</b>	<u>Description:</u> These funds reflect additional STBG State funds that are flex-transferred to FTA in support of 5310 program area needs.	Allocation = 100% to TriMet discounted into 2016 \$
<b>Competitive Discretionary Program</b>		
FTA 5309 New Starts/Small Starts/Core Capacity grants	<u>Description:</u> Discretionary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.	
FTA 5312 Mobility on Demand (MOD) Sandbox Demonstration	<u>Description:</u> Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers. MOD Sandbox Program is part of a larger research effort at DOT that supports transit agencies and communities as they integrate new mobility tools like smart phone apps, bike- and car-sharing, and demand-responsive bus and van services. MOD projects help make transportation systems more efficient and accessible, particularly for people who lack access to a car.	

**Table 3. State Revenue Funding Programs – Transit Specific**

<b>State Revenue Funding Programs (FTA)</b>		
<b>Fund and Administrator</b>	<b>Description</b>	<b>Notes</b>
Lottery Funds to Transit Capital	<u>Description:</u> Expected state contribution to high capacity transit expansion. Contribution source may differ, but State Lottery funds identified as one potential funding source to represent the state contribution	The funds represent the expected State support for the new planned Max light rail lines discounted into 2016 \$s
Connect Oregon	<u>Description:</u> Provides funding to air, rail, marine, and off-street bicycle/pedestrian infrastructure.	
Special Transportation Fund (STF)	<u>Description:</u> The STF Program provides a flexible, coordinated, reliable and continuing source of revenue in support of transportation services for people who are senior and people with disabilities of any	ODOT LRFA estimates in 2016 \$s which include a projected 1% annual real growth rate



## Attachment 1. Federal and State Revenue Funding Programs

State Revenue Funding Programs (FTA)		
	age.	
HB2017 Statewide Transportation Improvement Fund – Formula Allocation	<u>Description:</u> Provides new dedicated source of funding for expanding public transportation service in Oregon. Ninety percent (90%) allocated based on formula allocation.	
HB2017 Statewide Transportation Improvement Fund – Discretionary	<u>Description:</u> Provides new dedicated source of funding for expanding public transportation service in Oregon. Five percent (5%) allocated based on competitive grant.	
HB2017 Statewide Transportation Improvement Fund – Intercommunity	<u>Description:</u> Provides new dedicated source of funding for expanding public transportation service in Oregon. Four percent (4%) to public transportation service providers to improve public transportation between two or more communities based on a competitive grant process	

**Table 4. State Revenue Funding Programs – Roadway/Highway/Active Transportation Specific\***

State Revenue Funding Programs		
Fund/Program	Description	Notes
Fix-It Program - Bridge	<u>Description:</u> The Fix-It program includes funding categories that maintain or fix ODOT's portion of the transportation system. This is the non-capacity enhancing operations and maintenance (O&M) component to ODOT's overall system preservation. The bridge program comprises of two programs: 1) state bridges; and 2) local bridges. State bridge program addresses the maintenance and operations of bridges within ODOT control. The local bridge program allocates directly to local jurisdictions to replace or rehabilitate structurally deficient and functionally obsolete local agency bridges as per the Working Agreement between ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC).	
Fix-It Program – Highway Pavement Maintenance	<u>Description:</u> The Fix-It program includes funding categories that maintain or fix ODOT's	



## Attachment 1. Federal and State Revenue Funding Programs

	<p>portion of the transportation system. This is the non-capacity enhancing operations and maintenance (O&amp;M) component to ODOT's overall system preservation. The Highway Pavement Maintenance program addresses the maintenance, operations, and asset management needs of the interstate and state-owned network.</p>	
Fix-It Program – Culvert	<p><u>Description:</u> The Fix-It program includes funding categories that maintain or fix ODOT's portion of the transportation system. This is the non-capacity enhancing operations and maintenance (O&amp;M) component to ODOT's overall system preservation. The Culvert program addresses the rehab and replacements of roadway culverts.</p>	
Fix-It Program – Operations	<p><u>Description:</u> The Fix-It program includes funding categories that maintain or fix ODOT's portion of the transportation system. This is the non-capacity enhancing operations and maintenance (O&amp;M) component to ODOT's overall system preservation. The Operations program addresses the maintenance, operations, and asset management of operation equipment, such as traffic signals, ramp meters, variable message signs, and other communications equipment.</p>	
All Roads Transportation Safety (ARTS)	<p><u>Description:</u> A data-driven, jurisdictionally blind safety program to address safety on all public roads.</p>	
Enhance (ODOT from FHWA)	<p><u>Description:</u> Combination of appropriated federal funds to ODOT which are then allocated through discretionary means in the Enhance program to the local agencies for capital needs</p>	
Leverage – Active Transportation	<p><u>Description:</u> In lieu of a formal enhance program, the Leverage – Active Transportation program provides additional funding to a Fix-It project to add or upgrade/enhance active transportation infrastructure on the same facility or project area. Specifically focused on the state system.</p>	

## Attachment 1. Federal and State Revenue Funding Programs

Leverage – Safety -	<u>Description:</u> In lieu of a formal enhance program, the Leverage – Safety program provides additional funding to a Fix-It project to address a known safety issue and add appropriate/proven safety countermeasures on the same facility or project area. Specifically focused on the state system.	
Leverage – Enhance	<u>Description:</u> In lieu of a formal enhance program, the Leverage – Enhance program provides additional funding to a Fix-It project to add, upgrade/enhance (e.g. add a GP lane, auxiliary lane, etc) roadway infrastructure on the same facility or project area. Specifically focused on the state system.	
Rail Crossing Safety	<u>Description:</u> Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.	
Off-System Bicycle/Pedestrian	<u>Description:</u> Funds bicycle and pedestrian paths or trails outside of the highway right of way.	
Bicycle and Pedestrian	<u>Description:</u> Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.	
ADA Curb Ramps	<u>Description:</u> For building, repairing or replacing ADA-compliant curb ramps apart from projects that trigger them as part of a settlement agreement.	
Safe Routes to School Education	<u>Description:</u> Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.	
Transportation Options	<u>Description:</u> Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which	

## Attachment 1. Federal and State Revenue Funding Programs

	people and goods move through the transportation system.	
Immediate Opportunity Fund	<u>Description:</u> Provides funding to construct and improve streets and roads to serve site-specific economic development projects. Managed in cooperation with the Oregon Business Development Department.	
<b>HB2017 Specific State Funding Programs and Earmarks</b>		
HB2017 Section 71a,b, & c Rose Quarter	<u>Description:</u> Provides \$30 million per year after 2021 to pay debt service for bonds to finance the I-5 Rose Quarter Project	Off the top in support of the Rose Quarter improvement project
HB2017 Section 71a, b, & c Safe Routes to Schools Program	<u>Description:</u> Provides \$10 million per year (2018-2021) and then \$15 million per year after 2022 for the Safe Routes to School Program	81% of 31% formula split for Metro MPO region out of the total \$125 million to be allocated statewide
HB2017 Section 71d Highway , Road and Street Projects	<u>Description:</u> Requires OTC to use the bond proceeds to finance named transportation projects within each ODOT Region that include: <ul style="list-style-type: none"> <li>• Columbia Blvd Pedestrian Safety Improvements</li> <li>• Powell Blvd Improvements</li> <li>• I-205 ATMS</li> <li>• I-205 Corridor Bottleneck</li> <li>• OR 217 NB Aux Lane</li> <li>• OR217 SB Aux Lane</li> <li>• Improvements to Graham Rd at I-84 in the city of Troutdale</li> </ul>	Region 1 total allocation (including out of MPO areas) of \$249,700,000. In MPO area totals \$248,200,000
HB2017 <b>Bridges</b> Section s 71a, b, & c Designates a portion of HB2017 funding for Highway Safety	<u>Description:</u> Allocates \$10 million per year (2018-2021) and then \$15 million after 2020 (2022-2027) for a 130 million total. Bridge portion in Metro MPO area includes: <ul style="list-style-type: none"> <li>• US30 Sandy River (Troutdale Bridge – BR#02019)</li> <li>• OR99W Tualatin River NB bridge</li> <li>• I-5 Over Hassalo St and Holiday St</li> </ul>	Safety Purposes: Up to 40% for bridges Identified funding is for Region 1 MPO area for B
HB2017 <b>Maintenance</b> , Section s 71a, b, & c Designates a portion of HB2017 funding for Highway Safety	<u>Description:</u> Allocates \$10 million per year (2018-2021) and then \$15 million after 2020 (2022-2027) for a 130 million total. Maintenance, pavement rehab, and culverts replacement portion in Metro MPO area includes approximately 16 identified projects	Safety Purposes: Up to 24% for maintenance and replacement of payments and culverts

## Attachment 1. Federal and State Revenue Funding Programs

<b>HB2017 Safety,</b> Section s 71a, b, & c Designates a portion of HB2017 funding for Highway Safety	<u>Description:</u> Allocates \$10 million per year (2018-2021) and then \$15 million after 2020 (2022-2027) for a 130 million total. Safety/Maintenance/Preservation improvements: 2 projects identified: <ul style="list-style-type: none"> <li>• I-84 East Portland Fwy – NE 181<sup>st</sup> Ave</li> <li>• I-84 Fariview – Marine Dr &amp; Tooth Rock Tunnel</li> </ul>	<b>Safety Purposes:</b> Up to 6% for maintenance, preservation and safety improvements
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\*Note: Some state funding programs are a repeat of the federal revenue funding program. For example, the Rail-Highway Crossings in the federal revenue funding program is the same as the state revenue funding program. Some funding programs, such as many of the Fix-It and Leverage programs, are unspecified combination of federal revenue funding programs and state revenue funding programs. Then there are several state revenue programs which are solely funded with state dollars, such as Connect Oregon.

**Table 5. Common Transportation Revenue Sources**

Not Comprehensive

Federal	State	Local
<ul style="list-style-type: none"> <li>• Federal gas tax</li> <li>• General fund</li> </ul>	<ul style="list-style-type: none"> <li>• State gas tax</li> <li>• Vehicle registration fees</li> <li>• Truck weight/mile tax</li> <li>• Privilege tax</li> <li>• Lottery funds</li> <li>• Legislative initiations</li> </ul>	<ul style="list-style-type: none"> <li>• Local gas tax</li> <li>• Local vehicle registration fees</li> <li>• System development charge fee</li> <li>• Parking fees</li> <li>• Property tax</li> <li>• General funds</li> <li>• Employer tax</li> <li>• Employee tax</li> </ul>

## Attachment 2 – Summary of Assumptions and Challenges

### Federal and State Revenue Assumptions:

For federal sources of funding, fiscal years 2021-2024 currently resides outside the timeframe of the adopted federal transportation reauthorization, Fixing America's Surface Transportation (FAST). As a result, financial forecast assumptions from the 2018 Regional Transportation Plan were used and where applicable. Additionally, year-by-year forecasted amounts also used present-day information available, such as the recent 2021-2024 STIP statewide funding program policy direction and in the case of transit, historical levels of formula funds. Additionally there were other assumptions applied to help break out the amount anticipated to come the Portland MPO region by fund type. These are listed below.

- Assumed all federal funding programs to date will be continued under the next federal reauthorization.
- Assumed Inflation Rate for the Majority of Federal Funds: 2.2% increase of funds per year, based on historical trends.
- ODOT assumed a 10% overall reduction of federal revenues which the state receives (but not for the MPO or Transit federal revenues).
- For discretionary grants, a separate section is shown with assumed year-by-year amounts of discretionary grants to come to the region based on the region's history within several of these programs to get awarded funds. Nonetheless, for the MTIP, these funds cannot be accounted for in the forecast because these funds have not been secured.
- Because estimates are only provided at the statewide level for several funding programs, Metro applied an allocation logic which assumed 31% of the available statewide funds would be disbursed to Region 1. Of the 31% disbursed to Region 1, a total of 81% would be in the MPO portion.
- For other funding programs which have an agreed upon and specified long range funding assumption (LFRA), the allocation was based on that assumption. These funding programs include:
  - Formula portion of the National Highway Freight Program
  - Planning funds – PL, SPR, and 5303
  - MPO funds – CMAQ, STBG, STBG set-aside

### Key Challenges in Creating the 2021-2024 MTIP Financial Forecast

Some of the key challenges are summarized below.

- In Oregon, most state and federal fund revenues were developed at the total state level and not the regional or MPO level, making the assignment and development of the near-term forecast challenging to estimate and break down at the regional level
- Funding to the regional level often addressed revenues by funding program, but not specific revenue fund type
- Many state funding categories (e.g. Fix-It) are a mix of funds from federal and state funding programs (e.g. HSIP) making it difficult to trace back historical amounts to build an estimate across different fund programs and broad funding categories.
- Assigning funding by funding program and by revenue fund type becomes difficult because funds get swapped in order to meet federal requirements pertaining to the timeframe to expend funds – and ultimately not lose federal funds.

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
Federal - To Metro MPO							
CMAQ Congestion Mitigation Air Quality	\$ 12,660,151	\$ 14,137,018	\$ 14,448,032	\$ 14,765,889	\$ 56,011,090	Regional Flexible Fund Allocation (RFFA)	
STBG Surface Transportation Block Grant	\$ 29,900,000	\$ 30,600,000	\$ 31,300,000	\$ 32,000,000	\$ 123,800,000		
TA (STBG set-aside) Transportation Alternatives	\$ 1,533,000	\$ 1,566,726	\$ 1,601,194	\$ 1,636,420	\$ 6,337,340		
Totals:	\$ 44,093,151	\$ 46,303,744	\$ 47,349,226	\$ 48,402,309	\$ 186,148,430		
Note: Metro appropriations of CMAQ, STBG, and TA are stated in Year of Expenditure (YOE) dollars, are consistent with the LRFA funding tables, and reflect an annual inflationary growth rate of 2.2%							

<b>Federal - Planning Fund Allocations</b>							
<b>PL</b> Metro federal MPO Planning	\$ 1,962,000	\$ 2,005,600	\$ 2,049,200	\$ 2,092,800	\$ 8,109,600	FHWA to ODOT then to Metro	FHWA planning funds to MPOs
<b>SPR</b> State Planning & Research (ODOT federal planning)	\$ 2,632,891	\$ 2,659,220	\$ 2,685,812	\$ 2,712,670	\$ 10,690,593	FHWA to ODOT	FHWA planning funds to State DOTs
<b>5303</b> FTA Section 5303 (Federal transit planning to Metro)	\$ 619,800	\$ 671,450	\$ 671,450	\$ 671,450	\$ 2,634,150	FTA to ODOT, then to Metro	FTA contribution to planning funds to MPOs
<b>Totals:</b>	<b>\$ 5,214,691</b>	<b>\$ 5,336,270</b>	<b>\$ 5,406,462</b>	<b>\$ 5,476,920</b>	<b>\$ 21,434,343</b>		



### Attachment 3 - Metropolitan Transportation Improvement Program (MTIP) FY 2021-24 Revenue Estimates



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

Note: PL based on LRFA and inflationary annual growth. SPR amounts are based on 81% of 31% allocation methodology for ODOT Region 1. 5303 is based on LRFA tables but with limited growth.

Federal - To State (ODOT)							
<b>State STBG FLX*</b> State allocated Surface Trans Block Grant					\$ -	Annual State Appropriation	These revenues are reflected as part of ODOT Fix-It STIP program estimates below.
<b>HSIP*</b> Highway Safety Improvement	\$ -	\$ -	\$ -	\$ -	\$ -	Annual State Appropriation	Committed to ODOT Safety ARTS program below
<b>NHPP*</b> National Highway Performance Program					\$ -	Annual State Appropriation	These revenues are reflected as part of ODOT Fix-It STIP program estimates below.
<b>HBRR-S*</b> State Bridge Program					\$ -	Annual State Appropriation	These revenues are reflected as part of ODOT Fix-It STIP program estimates below.
<b>NHFP</b> National Highway Freight Program (Formula portion)	\$ 3,741,390	\$ 3,841,830	\$ 3,917,160	\$ 3,992,490	\$ 15,492,870	Annual State Appropriation	Amounts based on LRFA table estimates and then split back to the region using 81% if 31% logic
					\$ -		
<b>Totals:</b>	<b>\$ 3,741,390</b>	<b>\$ 3,841,830</b>	<b>\$ 3,917,160</b>	<b>\$ 3,992,490</b>	<b>\$ 15,492,870</b>		

Notes:

1. Since the above funds are not allocated to the ODOT region on an annual basis, Metro used a formula distribution methodology "81% of 31%
2. The formula methodology is based on the logic that on average, approximately 31% of the total state allocation will end up committed to Region 1 projects.
3. Out of the 31% allocated to Region 1, on average 81% of those funds will be committed to projects in the MPO boundary area.

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
* Metro requested this information from ODOT staff, but did not receive estimates by federal revenue fund program; only by ODOT consolidated program indiscriminant of revenue source.							

Federal & State Combined for ODOT Fix-It & Safety ARTS							
Revenue Program	FY 2021	FY 2022	FY 2023	FY 2024	Total		
ODOT Fix-It STIP Program	\$ 69,576,954	\$ 69,576,954	\$ 69,576,064	\$ 69,576,954	\$ 278,306,926		This is another way to show the combination of State STBG Flex, HSIP, NHPP, HBRR-S, and other applicable federal revenue funding programs, which are formula allocations from FHWA directly to State DOTs.
Safety ARTS - HSIP	\$ 1,858,140	\$ 1,895,805	\$ 1,933,470	\$ 1,983,690	\$ 7,671,105		
<b>Total:</b>	<b>\$ 71,435,094</b>	<b>\$ 71,472,759</b>	<b>\$ 71,509,534</b>	<b>\$ 71,560,644</b>	<b>\$ 285,978,031</b>		

Federal - to State (ODOT) to Local Agencies - Competitive Awards OR Pass Through Funds							
<b>HSIP - Local</b> Highway Safety Improvement Program	\$ 1,858,140	\$ 1,895,805	\$ 1,933,470	\$ 1,983,690	\$ 7,671,105	50% blind allocation to locals , then 81% of 31% formula	
<b>HBRR-L</b> Local Bridge Program awards	\$ 7,281,900	\$ 7,432,560	\$ 7,608,330	\$ 7,758,990	\$ 30,081,780	81% of 31% to MPO	
<b>Enhance/Leverage - Local</b> Comprised of NHPP, STBG, or other eligible federal funds	\$ 2,812,320	\$ 2,887,650	\$ 2,937,870	\$ 3,013,200	\$ 11,651,040	81% of 31% formula methodology	

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
<b>Rail/Highways Crossings</b> (Grade seps/safety improvements)	\$ 803,520	\$ 828,630	\$ 853,740	\$ 878,850	\$ 3,364,740	81% of 31% formula methodology	
<b>Totals:</b>	<b>\$ 12,755,880</b>	<b>\$ 13,044,645</b>	<b>\$ 13,333,410</b>	<b>\$ 13,634,730</b>	<b>\$ 52,768,665</b>		

Transit - Federal							
Revenue Program	FY 2021	FY 2022	FY 2023	FY 2024	Total	Notes	
<b>5307/5337/5339 Urban Formula</b>							
<b>TriMet 5307/5337</b> Formula Allocation	\$ 69,476,400	\$ 70,865,928	\$ 72,283,247	\$ 73,725,912	\$ 286,351,487	Formula to UZA at approximately 87% to TriMet, 1% to SMART, and 12% to CTRAN	TriMet provided federal revenue funding estimates directly. SMART federal revenue funding estimates derived by Metro assumptions. 5307 - Urbanized Area Formula 5337 - State of Good Repair Formula 5339 - Bus and Bus Facilities Formula
<b>TriMet 5339</b> Formula Allocation	\$ 2,512,578	\$ 2,537,704	\$ 2,563,081	\$ 2,588,712			
<b>SMART 5307/5337/5339</b> Formula Allocation	\$ 639,000	\$ 654,000	\$ 668,000	\$ 683,000	\$ 2,644,000		
<b>5307/5337/5339</b> MPO Total	<b>\$ 72,627,978</b>	<b>\$ 74,057,632</b>	<b>\$ 75,514,328</b>	<b>\$ 76,997,624</b>	<b>\$ 299,197,562</b>		

5310 Seniors and People with Disabilities							
<b>TriMet 5310</b>	\$ 1,294,052	\$ 1,319,933	\$ 1,346,332	\$ 1,373,258	\$ 5,333,575	Formula to UZA at approximately 87% to TriMet, 1% to SMART, and 12% to CTRAN	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
<b>SMART 5310</b>	\$ 17,000	\$ 17,000	\$ 17,000	\$ 18,000	\$ 69,000		
<b>5310 MPO Totals:</b>	<b>\$ 1,311,052</b>	<b>\$ 1,336,933</b>	<b>\$ 1,363,332</b>	<b>\$ 1,391,258</b>	<b>\$ 5,402,575</b>		

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

Discretionary Intercity FTA Section 5311 Funds							
ODOT 5311	\$ 800,000	\$ 800,000	\$ 8,000	\$ 900,000	\$ 2,508,000	Generally outside MPO and UZA	Formula grants for rural areas

FLEX funds (STBG) Shift to FTA 5310							
STBG Flex Transfer to 5310 - ODOT to TriMet	\$ 4,700,000	\$ 4,700,000	\$ 4,700,000	\$ 5,200,000	\$ 19,300,000	Supports 5310 program needs	

<b>Transit Totals:</b>	<b>\$ 79,439,030</b>	<b>\$ 80,894,565</b>	<b>\$ 81,585,660</b>	<b>\$ 84,488,882</b>	<b>\$ 326,408,137</b>		
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State Program Revenues for Transit							
Revenue Program	FY 2021	FY 2022	FY 2023	FY 2024	Total	Notes	
State Lottery Revenues Supporting Transit Capital							
State Lottery - TriMet	\$ 6,410,000	\$ 7,450,000	\$ 8,560,000	\$ 9,720,000	\$ 32,140,000	For TriMet capital projects	Potential source for state contribution to transit capital; serving as a proxy/placeholder

Special Transportation Fund (STF)							
STF - TriMet	\$ 5,014,265	\$ 4,891,447	\$ 4,891,447	\$ 6,633,285	\$ 21,430,444	Supporting 5310 areas	State contribution adding to 5310; TriMet provided estimates for FY 21-23, Metro developed estimate for FY 24
In-Leiu of Payroll Tax Payments							

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
In-Leiu of Payroll Tax - TriMet	\$ 2,081,984	\$ 2,113,213	\$ 2,144,911	\$ 2,177,085	\$ <b>8,517,193</b>	All to TriMet	ODOT's employer contribution to TriMet
Totals:	\$ 13,506,249	\$ 14,454,660	\$ 15,596,358	\$ 18,530,370	\$ <b>62,087,637</b>		

State Revenues - HB2017 Specific							
Revenue Program	FY 2021	FY 2022	FY 2023	FY 2024	Total	Notes	
HB2017 Rose Quarter	\$ -	\$ 30,000,000	\$ 30,000,000	\$ 30,000,000	\$ 90,000,000	Section 71a-c	Legislative panel must approve final allocation to Rose Quarter project and new HB2017 revenues will be used at rate of \$30 million per year to be bonded until final allocation is financed. Bonding authority will allow up to \$420M. Amount of bond proceeds that will be programmed to the project in each year of the STIP once total project funding is approved and applied to project schedule is TBD. Project is scheduled to be completed by 2027

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
HB2017 Highway Named Projects					\$ 91,800,000	Section 71d	Must be allocated by January 1, 2024. Specific programming from this revenue source of \$249.7M to each of named projects within Metro area of Region 1 to be identified for programming by ODOT.
HB2017 SE Powell Jurisdictional Transfer	\$ 3,000,000	\$ 66,000,000			\$ 69,000,000		
HB2017 OR217 NB			\$ 45,100,000		\$ 45,100,000		
HB2017 OR217 SB	\$ 43,800,000				\$ 43,800,000		
HB2017 - Safe Routes to Schools (SR2S)	\$ 2,511,000	\$ 2,511,000	\$ 3,766,500	\$ 3,766,500	\$ 12,555,000	Safe Routes to School funding Section 71a-c	
HB2017 - Safey Bridges	\$ 1,004,400	\$ 1,004,400	\$ 1,506,600	\$ 3,766,500	\$ 7,281,900	Section 71a-c @40% of annual	
HB2017 - Seismic Improvements to Highways & Bridges	\$ 9,037,730	\$ 753,300	\$ 1,129,950	\$ 1,129,950	\$ 12,050,930	Section 71a-c @30% of annual	FY21 estimate was provided directly by ODOT. FY22-24 estimates are based on Metro applying funding assumptions
HB2017 - Maintenance and Replacement of Pavement and Culverts	\$ 602,640	\$ 602,640	\$ 903,960	\$ 903,960	\$ 3,013,200	Section 71a-c @26% of annual	



### Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)

#### FY 2021-24 Revenue Estimates



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			
HB2017 - Safety, Maintenance, Preservation	\$ 11,873,925	\$ 150,660	\$ 225,990	\$ 225,990	\$ 12,476,565	Section 71a-c @6% of annual	FY21 estimate was provided directly by ODOT. FY22-24 estimates are based on Metro applying funding assumptions
HB2017 Statewide Transportation Improvement Fund (STIF) (TriMet ETAX)	\$ 51,066,174	\$ 51,066,174	\$ 51,066,174	\$ 51,066,174	\$ 204,264,696		
<b>HB2017 Totals:</b>	<b>\$ 122,895,869</b>	<b>\$ 152,088,174</b>	<b>\$ 133,699,174</b>	<b>\$ 90,859,074</b>	<b>\$ 591,342,291</b>		

#### Federal Discretionary Programs - Possible Future Revenues

Note: Future funding possible for the region, but not yet realized or secured and therefore can't be counted as "hard" revenues under MTIP fiscal constraint rules

Miscellaneous							
Discretionary and Competitive Grant Awards to ODOT	\$ 6,521,739	\$ 6,521,739	\$ 6,521,739	\$ 6,521,739	\$ 26,086,956	Discretionary (TIGER, FAST Lane, INFRA, etc.)	Revenue amounts are not included in the final totals
Federal Discretionary (Competitive awards) to Local Agencies	\$ 4,347,826	\$ 4,347,826	\$ 4,347,826	\$ 4,347,826	\$ 17,391,304	Discretionary (TIGER FAST Lane INFRA, etc.)	
5309 Capital Investment Grants - New/Small Starts/Core Capacity							
5309 New/Small Starts Grants	\$ 200,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 650,000,000	Assumes funding awarded for Redline, Division, and SW Corridor	Revenue amounts are not included in the final totals
Totals:	\$ 210,869,565	\$ 160,869,565	\$ 160,869,565	\$ 160,869,565	\$ 693,478,260		

**Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)**  
**FY 2021-24 Revenue Estimates**



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

**MTIP Revenue Summary 2021-2024**

Federal - To Metro MPO	\$ 186,148,430
Federal - Planning Fund Allocations	\$ 21,434,343
Federal - To State (ODOT)	\$ 15,492,870
Federal & State Combined for ODOT Fix-It & Safety ARTS	\$ 285,978,031
Federal - to State (ODOT) to Local Agencies - Competitive Awards OR Pass Through Funds	\$ 52,768,665
Transit Federal	\$ 326,408,137
State Program Revenues for Transit	\$ 62,087,637
State Revenues - HB2017 Specific	\$ 591,342,291
<b>Total:</b>	<b>\$ 1,541,660,404</b>
Potential future Discretionary Revenues -unsecured:	<b>\$ 693,478,260</b>

## Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)

### FY 2021-24 Revenue Estimates

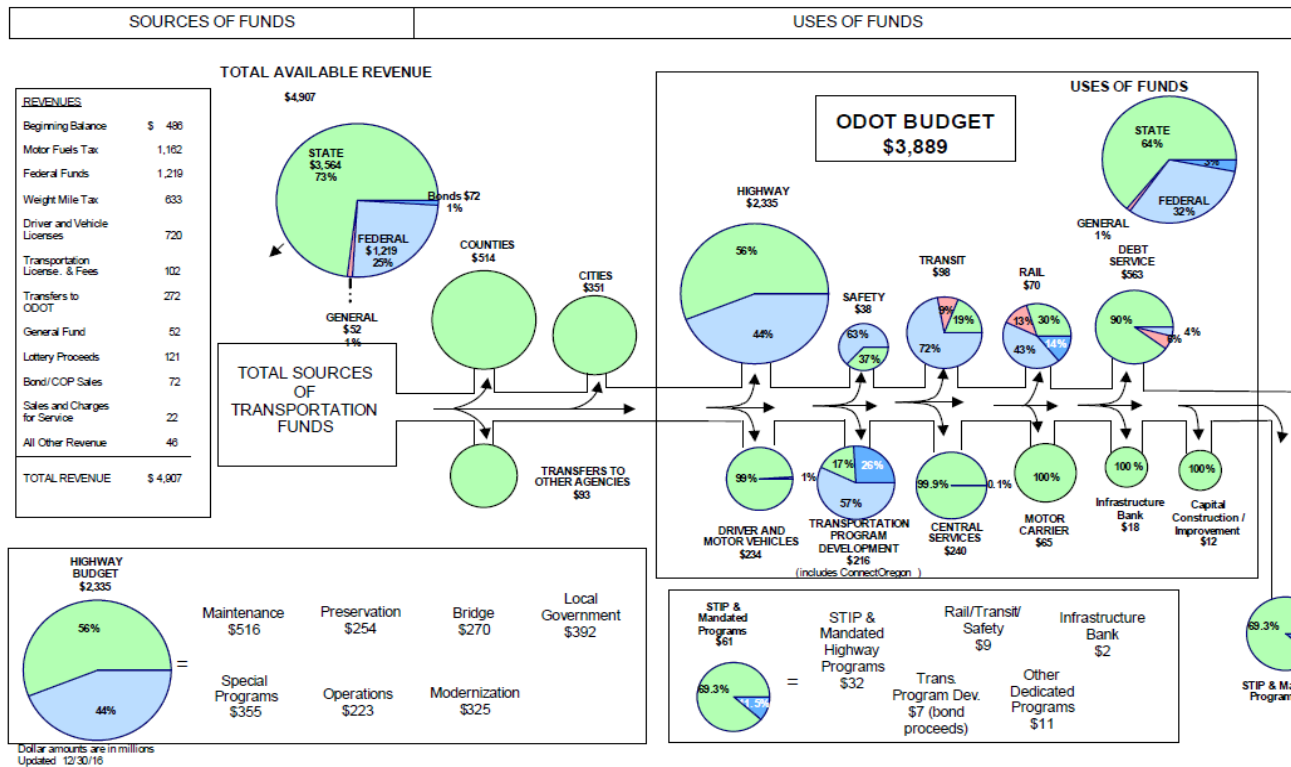
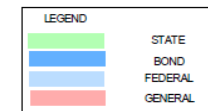


Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

## SOURCES AND USES OF FUNDS

### DEPARTMENT OF TRANSPORTATION

2017-2019 Governor's Budget



## Attachment 3 - Metropolitan Transportation Improvement Program (MTIP)

### FY 2021-24 Revenue Estimates



Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

SOURCES OF FUNDS (Revenue)		USES OF FUNDS (Transfers / Expenditures)	
<p>◆ Total Transportation Revenue: \$4,907 million.</p> <p>◆ Beginning Balance: \$486 million.</p> <p>◆ Motor Fuels Tax: \$1,162 million. Includes motor fuel and aviation fuel taxes.</p> <p>◆ Federal Funds: \$1,219 million. Primarily for Highway Division, with lesser amounts for Transportation Safety, Transportation Program Development, Public Transit and other programs.</p> <p>◆ Weight Mile Taxes: \$633 million. Graduated tax based on vehicle's weight and miles traveled on public roads.</p> <p>◆ Driver and Vehicle Licenses and Fees: \$720 million. Includes driver license fees, vehicle registrations, title fees for passenger vehicles, buses, trailers, motorcycles, etc. This category contains a large number of fees for various areas from snowmobile titles to specialty license plates.</p> <p>◆ Transportation Licenses and Fees: \$102 million. Includes truck registrations, vehicle and Sno-Park permits.</p> <p>◆ Transfers to ODOT: \$272 million. These funds come from dedicated revenues: cigarette tax (\$9M), local match on construction projects (\$239M), Parks &amp; Rec fee collection (\$0.5), and others.</p> <p>◆ General Fund: \$52 million. Allocation for Transit E &amp; I Program, Passenger Rail and GF backed bond Debt Service.</p> <p>◆ Lottery Funds: \$121M. Legislatively directed pass-through bond payments for Rail Short Line, Rail Industrial Spur Projects, South Metro Commuter Rail, Connect Oregon I, II, III, IV, V and VI, Street Car Project, Southeast Metro Milwaukie Extension, Port of Coos Bay Rail Link, Salem-Keizer Transit Center, Harney - Junta Rd.</p> <p>◆ Bond Proceeds for Connect Oregon VII \$72 million</p> <p>◆ Sales &amp; Charges for Service: \$22 million. Includes sale of DMV records, Highway Division miscellaneous services, and sale of property, timber and equipment.</p> <p>◆ All Other Revenue: \$46 million. Items in this category include railroad gross revenue receipts (\$4 million), interest income (\$17 million), Infrastructure Bank - loan repayment (\$8 million), rent and fines (\$4 million), and other miscellaneous or Policy Option Package revenue.</p>		<p>◆ Mandated Distributions and Transfers</p> <ul style="list-style-type: none"> <li>- Mandated distributions to Counties - \$514 million. From Fuels Tax, Weight Mile, and Licensing.</li> <li>- Mandated distribution to Cities - \$351 million. From Fuels Tax, Weight Mile, and Licensing.</li> <li>- Mandated distributions to other Oregon State Agencies - \$93 million. Parks, Marine Board, Aviation and other agencies.</li> </ul> <p>◆ Highway Division consists of the following programs</p> <ul style="list-style-type: none"> <li>- Highway Maintenance Program - \$516 million. Maintenance and repair of existing highways to keep them safe and usable for the traveling public.</li> <li>- Preservation Program - \$254 million. Paving and reconstruction to add useful life and safety improvements to existing highways.</li> <li>- Bridge Program - \$270 million. Work to preserve and ensure safety on over 2,600 bridges, tunnels, and culverts on the state highway system.</li> <li>- Modernization Program - \$325 million. Building capacity improvements to highways, such as new or widened lanes, and to improve highway safety.</li> <li>- Operations/Safety Program - \$223 million. Slide &amp; rockfall repairs, traffic signaling systems, ramp metering, access management, information for drivers, and other improvements to facilitate traffic operation on the system.</li> <li>- Local Government Program - \$392 million. Non-Mandated partnerships with Cities, Counties, and regional governments on transportation projects.</li> <li>- Special Programs - \$355 million. Includes Salmon and Watersheds, Scenic Byways, Pedestrian and Bicycle, Winter Recreation Parking, Snowmobile Facilities, etc.</li> </ul> <p>◆ Driver and Motor Vehicles Services Division - \$234 million. Licenses and regulates users of the transportation system to promote transportation safety, protects consumer interest, and facilitates other government programs.</p> <p>◆ Motor Carrier Transportation Division - \$65 million. Registers and inspects trucks and enforces weight, dimension and federal safety regulations.</p> <p>◆ Public Transit Division - \$98 million. Provides grant assistance and technical help to communities and local transportation providers for elderly and disabled and public transportation services. Other programs include transportation services for the general public in rural and small cities, Intercity Passenger Transportation, Transportation Demand Management and Transit Planning.</p> <p>◆ Transportation Program Development - \$216 million. Provides funding for local governments to integrate transportation planning; conducts short/long term transportation planning, research, and data collection in support of the transportation management systems. This includes \$79 million for Connect Oregon payout.</p> <p>◆ Rail Division - \$70 million. Regulates rail and crossing safety for freight and passenger rail. Manages and markets inter-city rail and associated bus operations.</p> <p>◆ Transportation Safety Division - \$38 million. Coordinates statewide safety programs such as intoxicated driving, youthful drivers, safety belts and restraints.</p> <p>◆ Central Services Limitation - \$240 million. Central support includes: finance, gas tax collection, information systems, human resources, support services, internal audit, director's office, communications, safety and government relations.</p> <p>◆ Debt Service - \$563 million. Includes \$121 million for Lottery backed bonds. Highway backed bonds include JTA (\$113m), OTIA Local Bridge (\$11 million), OTIA (\$265 million), Local Streets Network (\$9 million), DMV HQ Building (\$1.7 million), Transportation Building (\$7.3 million), and SRP (\$35 million Other Funds).</p> <p>◆ Infrastructure Bank - \$18 million. A revolving loan program for transportation projects. Local Governments, Transit providers and Ports are eligible borrowers.</p> <p>◆ Capital Construction - \$6.3 million. ODOT Capital Improvement - \$5.6 million.</p> <p>◆ Committed STIP Reserves &amp; Dedicated Funds - \$61 million - includes the following: State Highway Fund (\$32 million), Transportation Operating Fund (\$2 million), Infrastructure Bank (\$1.5 million), Rail (\$4 million), Transportation Safety (\$2 million), Winter Recreation Fund (\$0.9 million), and Special City Allotment (\$1 million). Transportation Program Development (\$7 million in bond proceeds), Emerging Small Business (\$5 million), Public Transit (\$3 million), Snowmobile Fund (\$2 million), Debt Service (\$0.5 million)</p>	

1/9/17 Updated (TMG)



Metro

# 2021-2024 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast

April 20, 2018

# Why a MTIP Financial Forecast?

Big picture estimate of revenue (\$) in the MPO area in a given year

- MTIP represents the first four-year investment strategy of the Regional Transportation Plan (RTP)
- Covering federal fiscal years 2021 - 2024

Federal mandate – Fiscal Constraint (CFR 450.326(j))



# How does the MTIP financial forecast get used?



oregonmetro.gov

## 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Adoption Draft

June, 2017

- Sets the revenue capacity of allocation programs
- Helps to know at any given time how much is available and how much is being spent
- Helps implement the MTIP – amendments, etc.

# How were revenue estimates developed?

- Projections for federal revenue streams (if available)
- State long-range funding assumptions (LFRA) work group methodology applied for other federal and certain state funds
- “Fair share” allocation applied
- Consultation with administering agencies



# What are the key revenue assumptions?

- For most federal revenue fund programs, 2.2% inflation rate applied
  - FTA 5310 did not follow this assumption
- For federal funds administered by ODOT, a 10% reduction assumed
  - Due to timeframe being outside of federal reauthorization
- Applied “fair share” logic to certain federal and state revenue fund programs



# What are some common federal and state revenue fund programs?

## Federal examples

- Surface Transportation Block Grant (STBG)
- Highway Safety Improvement Program (HSIP)
- Highway Bridge Program (HBR)
- Urbanized Area Formula (5307)
- Discretionary (e.g. TIGER, INFRA, New Starts)

- State examples

- Special Transportation
- Lottery
- HB2017



# 2021-2024 MTIP Financial Forecast - Total

See attachment 1 for more detail.

2021 – 2024 MTIP Revenue Summary	Totals
Federal – to MPO (Metro)	\$ 186,148,430
Federal – Planning Fund Allocations	\$ 21,434,343
Federal – to State DOT (ODOT)	\$ 15,492,870
Federal and State Combined for ODOT Fix-It and ARTS	\$ 285,978,031
Federal - to State DOT (ODOT) to Local Agencies - Competitive Awards OR Pass Through Funds	\$ 52,768,665
Federal – to Transit (TriMet and SMART)	\$ 326,408,137
State Program Revenues – to Transit (TriMet and SMART)	\$ 62,087,637
HB2017 Revenues – to Transit (TriMet and SMART)	\$ 591,342,291
MTIP 201-24 Appendix III	<b>\$ 1,541,660,404</b>

# 2021-2024 MTIP Financial Forecast – MPO (Metro)

See attachment 1 for more detail

	2021	2022	2023	2024	Total
CMAQ	\$ 12,660,151	\$ 14,137,018	\$ 14,448,032	\$ 14,765,889	\$ 56,011,090
STBG	\$ 29,900,000	\$ 30,600,000	\$ 31,300,000	\$ 32,000,000	\$ 123,800,000
TAP-set aside	\$ 1,533,000	\$ 1,566,726	\$ 1,601,194	\$ 1,636,420	\$ 6,337,340
<b>Totals:</b>	<b>\$ 44,093,151</b>	<b>\$ 46,303,744</b>	<b>\$ 47,349,226</b>	<b>\$ 48,402,309</b>	<b>\$ 186,148,430</b>



# 2021-2024 MTIP Financial Forecast – Transit (TriMet & SMART)

See attachment 1 for more detail.

	2021	2022	2023	2024	Total
Federal to Transit*	\$ 79,439,030	\$ 80,894,565	\$ 81,585,660	\$ 84,488,882	\$ 326,408,137
State Revenues	\$ 13,506,249	\$ 14,454,660	\$ 15,596,358	\$ 18,530,370	\$ 62,087,637
HB2017	\$ 51,066,174	\$ 51,066,174	\$ 51,066,174	\$ 51,066,174	\$ 204,264,696
<b>Totals:</b>	<b>\$ 144,011,453</b>	<b>\$ 146,415,399</b>	<b>\$ 148,248,192</b>	<b>\$ 154,085,426</b>	<b>\$ 592,760,470</b>

# 2021-2024 MTIP Financial Forecast – State DOT (ODOT)

See attachment 1 for more detail

	2021	2022	2023	2024	Total
Federal to ODOT	\$ 3,741,390	\$ 3,841,830	\$ 3,917,160	\$ 3,992,490	\$ 15,492,870
Federal and State Combined	\$ 71,435,094	\$ 71,472,759	\$ 71,509,534	\$ 71,560,644	\$ 285,978,031
Federal to ODOT to Local Agencies	\$ 12,755,880	\$ 13,044,645	\$ 13,333,410	\$ 13,634,730	\$ 52,768,665
<b>Totals:</b>	<b>\$ 87,932,364</b>	<b>\$ 88,359,234</b>	<b>\$ 88,760,104</b>	<b>\$ 89,187,864</b>	<b>\$ 354,239,566</b>

# 2021-2024 MTIP Financial Forecast – Discretionary

	2021	2022	2023	2024	Total
Federal - Competitive to ODOT	\$ 6,521,739	\$ 6,521,739	\$ 6,521,739	\$ 6,521,739	\$ 26,086,956
Federal - Competitive to Locals	\$ 4,347,826	\$ 4,347,826	\$ 4,347,826	\$ 4,347,826	\$ 17,391,304
FTA CIG	\$ 200,000,000	\$ 150,000,000	\$ 150,000,000	\$ 150,000,000	\$ 650,000,000
<b>Totals:</b>	<b>\$ 201,869,565</b>	<b>\$ 160,869,565</b>	<b>\$ 160,869,565</b>	<b>\$ 160,869,565</b>	<b>\$ 693,478,260</b>

# Still to Come/Issues to Resolve

- Federal to ODOT by Federal Revenue Funding Program
- New (obligation appropriations)
- Inclusion of other missing state funding programs
  - E.g. 1% for bike/ped

# Discussion/Questions

What questions, comments, or concerns do you have about the draft 2021-2024 MTIP financial forecast?



# Next Steps

Return to TPAC at May 4<sup>th</sup> meeting

- Request recommendation to JPACT

Request JPACT approval at May 17<sup>th</sup> meeting



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Metro

# 2021-2024 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast

May 4, 2018

# Why a MTIP Financial Forecast?

## April 20<sup>th</sup> TPAC - Recap

- MTIP represents the first four-year investment strategy of the Regional Transportation Plan (RTP)
- Bank account for Fiscal Constraint (CFR 450.326(j)) mandate
- Revenue ESTIMATES – not a perfect science, but best guess
  - Key assumptions and challenges

# 2021-2024 MTIP Financial Forecast - Total

See attachment 1 for more detail.

2021 – 2024 MTIP Revenue Summary	Totals
Federal – to MPO (Metro)	\$ 186,148,430
Federal – Planning Fund Allocations	\$ 21,434,343
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HB2017 Revenues – to Transit (TriMet and SMART)	\$ 591,342,291
	3.1 48
MTIP 201-24 Appendix III	<b>\$ 1,541,660,404</b>

# Issues Still to Resolve & Revenue Updates

## Issues

- Federal to ODOT by Federal Revenue Funding Program
- Inclusion of other missing state funding programs
  - E.g. 1% for bike/ped

## Updates

- Obligation appropriations updates
- Carryover balances

# Discussion/Questions

What questions, comments, or concerns do you have about the draft 2021-2024 MTIP financial forecast?

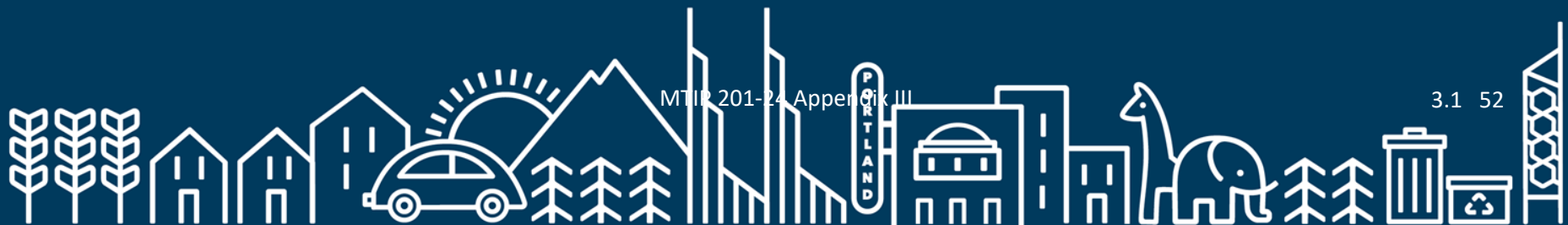




# Request

TPAC recommend to JPACT to acknowledge receipt of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) financial forecast

**oregonmetro.gov**



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE 2022-	)	RESOLUTION NO. 19-4959
2024 REGIONAL FLEXIBLE FUNDS POLICY	)	
REPORT FOR THE PORTLAND	)	Introduced by Chief Operating Officer Martha
METROPOLITAN AREA	)	Bennett in concurrence with Council
	)	President Lynn Peterson
	)	

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

WHEREAS, the Portland metropolitan region periodically conducts a process to select projects and programs of regional significance in which to invest the region's allotment of federal surface transportation funds, known as the Regional Flexible Funds Allocation (RFFA); and

WHEREAS, the RFFA is one element of the Metropolitan Transportation Improvement Program (MTIP), which reports on the performance and programming of all federal surface transportation funds to be spent in the Portland metropolitan region; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate these funds to projects and programs in the metropolitan region and preceding the allocation, have developed a policy statement defining how the region should consider investments for federal fiscal years 2022-2024 for the regional flexible funds; and

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

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

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

WHEREAS, the 2021-2024 MTIP policy provides clarity as to the role of 2018 RTP and the 2018 RTP policy priorities will set policy foundation for transportation investment in the 2022-2024 RFFA process; and

WHEREAS, input utilized from the extensive engagement as part of the 2018 RTP informed and shaped the 2022-2024 RFFA policy; and

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

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

BE IT RESOLVED that the Metro Council adopt the 2022-2024 Regional Flexible Funds Allocation policy report.

ADOPTED by the Metro Council this 4th day of April 2019.

---

Lynn Peterson, Council President

Approved as to Form:

---

Nathan Sykes, Metro Attorney



# 2022 – 2024 Regional Flexible Funds Allocation (RFFA) policy report

(Resolution 19-4959, adopted by Metro Council April 4, 2019)

**April 2019**

[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)

### **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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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](http://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.

The preparation of this policy 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 policy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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### INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the greater Portland, Oregon area, Metro is responsible for administering federal transportation dollars over which the region has allocation authority. Every three years, Metro conducts a process to select specific investments in the region's transportation system to be funded with these dollars. This process is known as the Regional Flexible Funds Allocation (RFFA). The RFFA is one of several activities required of MPOs, others being the development of the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), and the Unified Planning Work Plan (UPWP).

Through the RFFA process, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council consider how the available funding can be used strategically to address needs identified through the RTP. The RTP establishes the vision, goals and objectives for the Portland region's transportation system, as well as defining performance measures and an investment strategy to ensure progress is made towards creating the envisioned system. In particular, it provides the policy framework to guide how specific sources of transportation funds should be coordinated in order to invest in all parts of the planned system. (This coordination approach is defined through the MTIP Policy Report.)

At the outset of each RFFA cycle, Metro leads a discussion with the region's stakeholders to consider the system's needs, and to develop a policy direction that reflects a consensus on how these funds can best be used strategically to advance important regional priorities. The 2022-2024 RFFA policy framework has now been used for four funding cycles. As such, it is recognized that a more comprehensive review of the RFFA policy should occur in the 2025-2027 cycle.

The policy development phase of the 2022-2024 RFFA cycle occurs directly after a three-year process to develop the 2018 RTP, adopted by JPACT and Metro Council at the end of 2018. In developing the updated RTP, an extensive outreach process resulted in nearly 19,000 individual points of contact with residents, community organizations, businesses, and elected officials.

Through this work with the community, several investment priorities emerged, as defined in Chapter 6.2 of the 2018 RTP. These priorities implement the 2040 Growth Concept by focusing on "moving people and goods, providing access, and helping to create and connect places."<sup>1</sup> Of these priorities, Metro Council determined that the following four were to be the main near-term capital and program investment priorities of the RTP:<sup>2</sup>

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

Along with the adoption of the 2018 RTP, JPACT and Metro Council also adopted updated and new modal and topical strategies for Transportation Safety, Freight, Transit and Emerging Technology in 2018. These strategies more fully articulate the integrated multi-modal regional transportation system and investments needed to improve the existing system, complementing the Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart

<sup>1</sup> 2018 Regional Transportation Plan – Chapter 6.2

<sup>2</sup> Metro Ordinance 18-1421

Strategy (2014) and Regional Transportation System Management and Operations Action Plan (2010). They provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance these four near-term investment priorities.

The 2022-2024 RFFA policy direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2018 RTP and the supportive modal and topical strategies, specifically focusing on the four investment priorities noted above. It continues the two-step funding approach adopted for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas. Unlike previous cycles, the RFFA policy document is now a stand-alone document, separate from the 2021-2024 MTIP Policy Report.<sup>3</sup>

#### REGIONAL SIX DESIRED OUTCOMES

In 2008, Metro Council and MPAC adopted the Six Desired Outcomes to form the framework of a performance-based approach for policy and investment decisions. Those outcomes are:

- **Equity:** The benefits and burdens of growth and change are distributed equitably.
- **Vibrant communities:** People live and work in vibrant communities where their everyday needs are easily accessible.
- **Economic prosperity:** Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Climate Leadership:** The region is a leader in minimizing contributions to global warming.

The Six Desired Outcomes shape the way in which all regional plans and policies reflect and orient towards achieving the desired outcomes. The 2018 RTP identifies needed next steps to achieve each of the Six Desired Outcomes for the region's transportation system.

#### 2018 REGIONAL TRANSPORTATION PLAN INVESTMENT PRIORITIES

The 2018 RTP serves as the blueprint for the regional transportation system for the next 25 years. It includes specific goals, objectives and priorities for how the region is to invest to develop the system and performance targets to measure progress towards the goals. Projects funded through the 2022-2024 RFFA are to align with the four primary RTP investment priorities, as detailed in RTP Chapter 6.2. The four priorities are:

- **Equity** – reduce disparities and barriers faced by communities of color, people in poverty, and people with low English proficiency
- **Safety** – reduce fatal and severe injury crashes, particularly focusing on the High Crash Corridor network and equity focus areas identified in the RTP
- **Climate** – expand transit, complete regional active transportation networks, and leverage emerging technology to meet Climate Smart Strategy policies
- **Congestion** – manage congestion and travel demand through low-cost, high value solutions

<sup>3</sup> Scheduled for JPACT and Metro Council action in 2019

These near-term investment priorities emerged from a three-year discussion and identification of the region's most urgent transportation needs. They guided the development and refinement of the 2018 RTP projects and programs list, and reflect direction from JPACT and Metro Council to prioritize near-term investments to address these priorities.

The 2018 RTP also resulted in updates to the plan's aspirational performance targets. The performance targets are quantitative benchmarks used to assess the region's progress in carrying out the RTP vision through its investment priorities. These performance targets are the highest order evaluation measures in the RTP performance-based policy framework – providing key criteria by which progress towards the plan goals can be assessed. The targets are listed below in Table 1. A complete description of the performance targets is found in Chapter 2 of the 2018 RTP.

**Table 1: Regional Transportation Plan Performance Targets<sup>4</sup>**

1		<b>AFFORDABILITY</b> Reduce the combined housing and transportation expenditure for lower-income households by 25%, compared to 2015
2		<b>SAFETY</b> Eliminate transportation fatalities and serious injuries for all users by 2035, with a 50% reduction by 2025 and a 16% reduction by 2020, compared to 2015
3		<b>MULTIMODAL TRAVEL</b> Reduce vehicle miles traveled per person by 10%, compared to 2015
4		<b>MODE SHARE</b> Triple walking, biking and transit mode shares, compared to 2015
5		<b>SYSTEM COMPLETION</b> Complete 100% of the regional network of sidewalks, bikeways and trails
6		<b>CONGESTION</b> Meet the Interim Regional Mobility Policy for throughways, arterials and the regional freight network
7		<b>FREIGHT DELAY</b> Reduce vehicle hours of delay per truck trip by 10%, compared to 2040 No Build
8		<b>CLIMATE CHANGE</b> Reduce per capita greenhouse gas emissions from cars and small trucks by 20% by 2035 and 25% by 2040, compared to 2005
9		<b>CLEAN AIR</b> Maintain or reduce air pollution from mobile sources, compared to 2015

<sup>4</sup> 2018 Regional Transportation Plan, Chapter 2

#### REGIONAL TRANSPORTATION FINANCE APPROACH (MTIP POLICY 3)

In May 2009, JPACT developed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. This regional finance approach provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA policies since the 2010-2013 MTIP cycle and updated as needed to reflect current planning policy and available funding opportunities. The 2022-2024 RFFA policy follows the most recent regional finance approach adopted as part of the 2021-2024 MTIP.<sup>5</sup>

Uses for regional flexible funds, as defined in the 2021-2024 MTIP policy include:<sup>6</sup>

- Active Transportation
- Arterial Expansion, Improvements, and Reconstruction<sup>7</sup>
- Throughway Expansion<sup>8</sup>
- High-capacity Transit Expansion
- Transportation System Management and Operations
- Regional Travel Options
- Transit Oriented Development

#### REGIONAL FLEXIBLE FUND ALLOCATION OBJECTIVES

The following objectives define how the RFFA process should be conducted and what outcomes should be achieved with the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.

<sup>5</sup> See Metro Council Resolution 16-4702

<sup>6</sup> MTIP policy pending adoption by JPACT in April 2019. RFFA policy will be adjusted to mirror final adopted MTIP policy.

<sup>7</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

<sup>8</sup> Limited to project development with large discretionary funding leverage opportunities to address multiple transportation issues around the mainline facilities, focusing on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

### 2022-2024 REGIONAL FLEXIBLE FUNDS STRUCTURE

The 2022-2024 RFFA follows the two-step framework the region has followed starting with the 2014-2015 allocation. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives.

#### Step 1 – Regional Commitments

##### **a. Bond commitments for regional high capacity transit and project development**

Regional flexible funds have been used to help construct the region's high-capacity transit system. Since 1998, TriMet has issued bonds to pay for project development and capital construction costs of high-capacity transit line construction, based on a regional commitment of flexible funds to repay the bonded debt. The region's current obligation to repay bond debt extends to 2034. This bond obligation covers investments in Green, Orange, and Southwest Corridor MAX lines, Division Transit Project, and the Eastside Streetcar Loop.

In the 2019-2021 RFFA process, JPACT and Metro Council directed regional funding to be used to develop a selected package of improvements to address regional active transportation needs, and freeway interchanges or arterials that were identified as significant system deficiencies, particularly in the areas of safety and freight delay.

Regional flexible funds were used in a manner consistent with the Regional Transportation Finance Approach that targets these funds to the connecting arterial portions of freeway interchange projects and Active Transportation projects. For projects coordinated with freeway mainline and associated interchange elements, flexible funds were invested as a part of a multi-agency approach to addressing multiple transportation issues around the mainline facilities, and focused on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

The regional bond commitments through 2034 for transit and project development are shown below in Table 3.

**Table 3: Regional bond commitment repayment schedule (millions)**

	<b>Transit bond commitment</b>	<b>Project development bond commitment</b>	<b>Total bond commitment</b>
<b>2022</b>	\$21.62	\$1.26	\$22.88
<b>2023</b>	\$21.62	\$1.26	\$22.88
<b>2024</b>	\$21.62	\$1.26	\$22.88
<b>2025</b>	\$21.62	\$1.26	\$22.88
<b>2026</b>	\$21.62	\$1.26	\$22.88
<b>2027</b>	\$21.62	\$1.26	\$22.88
<b>2028</b>	\$17.56	\$1.26	\$18.82
<b>2029</b>	\$17.56	\$1.26	\$18.82
<b>2030</b>	\$17.56	\$1.26	\$18.82
<b>2031</b>	\$17.56	\$1.26	\$18.82
<b>2032</b>	\$17.56	\$1.26	\$18.82
<b>2033</b>	\$17.56	\$1.26	\$18.82
<b>2034</b>	\$17.56	\$1.26	\$18.82

Bond repayment commitments for the 2022-2024 RFFA cycle are:

**Transit and Project Development Bond Commitment** **\$68.64 million**

#### **b. Region-wide program investments**

Three region-wide programs have been defined over time by their regional scope, program administration, and policy coordination, and a consistent allocation of regional flexible funds to support them. The three programs are:

- **Regional Travel Options** – Grants to local partners that support public outreach and encouragement, to help people reduce automobile use and travel by transit, ridesharing, bicycling or walking, and to build a coordinated regional Safe Routes to School program
- **Transit Oriented Development** – Investments to help develop higher-density, affordable and mixed-use projects near transit, to increase the use of the region’s transit system and advance the Region 2040 Growth Concept
- **Transportation System Management and Operations** – Capital funding focused on improving the region’s transportation data, traffic signals, traveler information and other technological solutions to help move people and goods more safely, reliably, and efficiently

Funding targets are set for the existing region-wide programs in this cycle based on their historical allocation levels which includes an annual increase to address increasing program costs and maintain purchasing power. The region-wide programs will be reviewed prior to the final funding decision scheduled for the fall of 2019. The review will provide the following information about each program:

- Program description – description of the program purpose and its major activities
- Regional Funding Strategy Context – description of why the program is appropriate for regional flexible funding, per the Regional Finance Approach



- Directly related RTP performance targets – description of how the program helps the region meet performance targets in the RTP
- Connection to other plans or strategies – description of how program investments are linked to addressing other planning requirements (for example, the State Implementation Plan for air quality)
- Program strategic plan or recent planning work completed to date – description of how the strategic plan helps set priorities for implementation
- Program performance to date – description of specific accomplishments of the program
- Additional opportunities – description of priorities or activities the program would pursue given additional resources

Region-wide program investments for the 2022-2024 RFFA cycle are:

<b>Regional Travel Options (RTO)</b>	<b>\$10.16 Million</b>
<b>Transit Oriented Development (TOD)</b>	<b>\$10.80 Million</b>
<b>Transportation System Management and Operations (TSMO)</b>	<b>\$ 5.74 Million</b>

#### **c. MPO, and Corridor and System Planning**

Regional funds have been used to support planning, analysis and management work required of a MPO. JPACT and Metro Council have directed these funds to be spent instead of collecting dues from each partner jurisdiction in the region as was done prior to 1992. Regional funds have also been directed towards continued planning work to further develop regional corridors, transit and freight networks, and to better understand the economic impacts of our transportation investments.

Planning commitments for the 2022-2024 RFFA cycle are:

<b>MPO Planning (in lieu of dues)</b>	<b>\$ 4.33 Million</b>
<b>Corridor and System Planning</b>	<b>\$ 2.05 Million</b>

#### **d. One-Time Strategic Investments**

Periodically the region uses regional funds to pay for transportation needs that are not ongoing, but reflect a strategic investment that helps support the goals and objectives of the RTP. In this cycle, funding is directed towards the region's contribution to the Oregon 2020 Travel and Activity Survey. This statewide survey provides MPOs with updated information on travel behaviors occurring within their metropolitan areas. This, in turn, updates the data used in the region's travel demand model and provides decision-makers with analytically valid information to be used in policy and investment decisions.

<b>One-Time Strategic Investments</b>	<b>\$ 0.35 Million</b>
---------------------------------------	------------------------

#### **Step 2 – Capital Investments**

The 2014-2015 RFFA policy direction established two Step 2 funding categories which best reflected the region's needs and were guided by the Regional Finance Approach as defined in the MTIP policy. The Step 2 categories are:

- **Active Transportation and Complete Streets**
- **Regional Freight and Economic Development Initiatives**

75 percent of the funding available in Step 2 is directed to the Active Transportation and Complete Streets category, the other 25 percent is directed to the Regional Freight and Economic Development Initiatives category.

JPACT and Metro Council are continuing support for these project focus areas to create a more strategic approach to allocating funds, including:

- A topically or geographically focused impact rather than an array of disconnected projects
- Achieves appreciable impacts on implementing a regional scale strategy given funding amount available
- Addresses specific outcomes utilizing the 2018 Regional Transportation Plan Performance Targets
- Prioritizes catalytic investments (leveraging large benefits or new funding)
- Positions the region to take advantage of federal and state funding opportunities as they arise

In the development of the 2014-15 RFFA, a task force was created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors and developed direction for the specific project focus areas. This policy construct will continue in the 2022-2024 RFFA but with adjustments which respond to the 2018 RTP investment policy direction and input received as a part of this policy update process.

While projects funded through the Step 2 categories are to be designed and scoped in a manner reflective of the relevant category's focus area and intended purpose, it is recognized that well-designed projects may result in multiple outcomes. Consideration will be given in the technical evaluation for projects that demonstrate significant outcomes and benefits beyond the primary project purpose.

*Example: A project funded through the Freight category that improves freight access to a certain area will likely also include active transportation elements. Preferred project design will incorporate a higher level of active transportation improvements than the minimum required project elements (protected bikeways, wider than standard sidewalks, traffic calming, crosswalks with flashing beacons, etc.*

*Similarly, an Active Transportation project on a facility that has significant freight traffic will likely include elements to improve the reliability of freight movement and elements to address the safe interface between active transportation and freight movements.*

Per RTP Equity Policy 7, projects and programs funded through the RFFA should demonstrate support of family-wage job opportunities and a diverse construction workforce through inclusive hiring practices and contracting opportunities for investments in the transportation system.

## **ACTIVE TRANSPORTATION AND COMPLETE STREETS**

### **Recommended approach for developing projects**

For this project focus area, the task force recommended an approach of selecting travel corridor/areas and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor/area or a concentrated portion of the corridor/area. Examples of barriers could be the lack of direct pedestrian or bicycle facilities to key destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor/area or portion thereof,
- project design will consider guidance found in Chapter 9 of the Regional Active Transportation Plan,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor/area wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

**Table 4: Active Transportation and Complete Streets Criteria**

<b>RTP investment priorities for RFFA</b>	<b>Criteria</b>
<b>Equity</b>	<p>Purpose: Helps eliminate transportation-related disparities and barriers within RTP Equity Focus Areas<sup>9</sup></p> <p>Improves access by completing active transportation network gaps in RTP Equity Focus Areas<sup>10</sup></p> <p><b>And/Or</b></p> <p>Improves access (whether by service/travel time reliability or through physical infrastructure) to and from the following community assets:</p> <ul style="list-style-type: none"> <li>• Affordable housing</li> <li>• Community places</li> <li>• Employment areas</li> <li>• Title 1 schools (or equivalent)<sup>11</sup></li> </ul>
<b>Safety</b>	<p>Purpose: Eliminate fatal and severe injury crashes among pedestrians, cyclists and transit users on a Regional High Injury corridor, or at a designated “hotspot”<sup>12</sup></p> <p>Improves safety with one or more effective safety countermeasure(s) or other technical solutions that:</p> <ul style="list-style-type: none"> <li>• Reduce vehicle speeds</li> <li>• Separate modes</li> <li>• Reduce conflicts between freight and vulnerable users</li> <li>• Implement ADA accessibility</li> <li>• Implement recommendations from documented safety problem/plan</li> </ul>

<sup>9</sup> Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations. 2018 RTP, Chapter 3.2.2

<sup>10</sup> This can include first/last mile network gaps to transit, infill gaps in an equity focus area co-located on the regional active transportation network, increased connectivity, etc.

<sup>11</sup> A school may meet all of the qualification criteria for Title 1 status, but not have that designation due to funding constraints or other considerations.

<sup>12</sup> Identified by Safety Priority Index System (SPIS) or similar method of identifying crash frequency, rate and severity.

RTP investment priorities for RFFA	Criteria
<b>Climate</b>	<p>Purpose: Complete a regional active transportation network gap(s)</p> <p>Project demonstrates how it will reduce transportation-related greenhouse gas emissions through:</p> <ul style="list-style-type: none"> <li>• Reducing or eliminating VMT</li> <li>• Improving transit reliability and travel times/reduces transit delay on Regional Transit Network frequent bus and ETC corridors</li> <li>• Including green infrastructure element in project design</li> </ul>
<b>Congestion</b>	<p>Purpose: Incorporate congestion management strategies to provide or improve alternatives to drive-alone trips</p> <p>Project removes barriers or creating access to transit and/or active transportation through:</p> <ul style="list-style-type: none"> <li>• Improving network connectivity</li> <li>• Actively managing and optimizing arterial network to support biking and walking and reducing transit delay</li> <li>• Serving Region 2040 Centers, or high density/projected high growth areas</li> </ul>

## **REGIONAL FREIGHT AND ECONOMIC DEVELOPMENT INITIATIVES**

### **Recommended approach for developing projects**

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects. Eligible project types and criteria that will be utilized to scope and prioritize potential projects are described below.

#### **Construction focus**

Capital improvement proposals will focus on:

- System management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.
- Small capital projects (e.g. spot widening, installation of mountable curbs to accommodate large truck turning movements, etc.).

Technical measures should be developed that assess the regional impacts of nominated projects such as improving access to regionally significant industrial land or safe movements to/on the regional freight network to ensure a regional interest is served by the project.

Project proposals should demonstrate how the project supports job and economic growth in one or more traded sector industry clusters, as defined in the 2018 RTP.<sup>13</sup>

#### **Planning/strategy development focus**

Planning and strategy development proposals will focus on:

- Project development for specific arterial freight routes would evaluate key transportation barriers to the development of traded sector industry clusters, and recommend operations and design improvements to address those barriers.
- Consideration and development of regional strategies to invest in transportation improvements, focused on freight movement and increased job growth in traded sector industries

<sup>13</sup> 2018 RTP, Chapter 4.5.1

**Table 5: Regional Freight and Economic Development Initiatives Criteria**

<b>RTP investment priorities for RFFA</b>	<b>Criteria</b>
<b>Equity</b>	<p>Purpose: Supports economic development in traded sector industries by creating jobs, and improving access to job centers<sup>14</sup> and Title 4 industrial employment areas, particularly for RTP Equity Focus Areas<sup>15</sup></p> <p>Reduces impacts to RTP Equity Focus Areas (e.g., reduced noise, land use conflict, air toxics and/or particulate matter emissions)</p>
<b>Safety</b>	<p>Purpose: Eliminate fatal and severe injury crashes by:</p> <ul style="list-style-type: none"> <li>• Removing and mitigating conflicts with <ul style="list-style-type: none"> <li>○ active transportation</li> <li>○ railroad crossings</li> <li>○ turn movements</li> <li>○ other identified safety issues</li> </ul> </li> <li>• Improving safety with one or more effective safety countermeasure(s) or other technical solutions that <ul style="list-style-type: none"> <li>○ reduce vehicle speeds</li> <li>○ separate modes</li> <li>○ reduce conflicts between freight and vulnerable users</li> <li>○ implement ADA accessibility</li> <li>○ implement recommendations from documented safety problem/plan</li> </ul> </li> </ul>
<b>Climate</b>	<p>Purpose: Reduces greenhouse gas emissions</p> <ul style="list-style-type: none"> <li>• Includes ITS or other technological elements to improve efficiency and hot-spot emissions from idling</li> <li>• Uses Complete Streets design; green infrastructure, closing active transportation network gap, etc.</li> <li>• Geometric designs and other operational elements to improve truck flow and bottlenecks on regional freight network<sup>16</sup></li> </ul>

<sup>14</sup> Mixed-use areas, and designated 2040 Growth Concept industrial areas.<sup>15</sup> As defined in 2018 RTP Chapter 3.2.2<sup>16</sup> Without degrading pedestrian and bicycle safety and comfort.



<b>RTP investment priorities for RFFA</b>	<b>Criteria</b>
<b>Congestion</b>	<p>Purpose: Reduces freight vehicle delay at industrial centers and freight sites (intermodal hubs, terminals, distribution centers, et al)</p> <ul style="list-style-type: none"> <li>• Improves network connectivity for all modes</li> <li>• Improves reliability and access to regional freight network</li> <li>• Reduces need for roadway expansion</li> </ul>

Step 2 project funding targets for the 2022-2024 RFFA cycle are:

<b>Active Transportation and Complete Streets:</b>	<b>\$29.74 Million</b>
<b>Regional Freight Initiatives:</b>	<b>\$9.91 Million</b>
<b>TOTAL Step 2:</b>	<b>\$39.65 Million</b>

**Table 6: Total Available 2022-2024 Regional Flexible Funds**

<b>Step 1</b>	
Transit & Project Development Bond Commitment	\$68.64 million
Region-wide Program Investments, Planning	\$33.08 million
One-Time Strategic Investments	\$0.35 million
<b>Step 2</b>	
Active Transportation & Complete Streets	\$29.74 million
Regional Freight & Economic Development Initiatives	\$9.91 million
<b>Total 2022-2024 RFFA</b>	<b>\$141.72 million</b>

## STEP 2 PROJECT SELECTION PROCESS

All project funding proposals submitted through the Step 2 Call for Projects will be considered for selection using the following process:

**Call for Projects** – Metro will issue a call for project proposals within the two Step 2 funding categories in early April, 2019. Proposals will be due in early June. A workshop will be held early in the project call timeframe to provide direction to applicants and respond to questions.

**Technical Evaluation** – Proposals will receive a technical score reflecting how well the project addresses the relevant category criteria. In addition to this quantitative analysis, the technical report will also include qualitative information to reflect attributes about each project that may not be reflected in a strict numerical score.

By presenting both quantitative and qualitative information, decision-makers and the public can better understand the technical merits of projects, which will help to better inform the regional decision making process.

**Risk Assessment** – To ensure that RFFA-funded projects can be delivered as proposed, on time, and within budget, Metro will conduct a risk assessment process on each proposal, and issue a report documenting the findings of the process. Proposals will be evaluated on how completely the project has been planned, developed and scoped, and measure the risk of project completion within the 2022-2024 timeframe.

This report will be made publically available and used as a part of the regional decision-making process.

The Technical Evaluation and Risk Assessment processes will occur concurrently in June-August.

**Public Comment** – Following issuance of the Technical Evaluation and Risk Assessment reports, Metro will conduct a 30-day public comment period in September, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process.

**County Coordinating Committee/City of Portland Recommendations** – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the JPACT meeting on November 21, 2019.

**TPAC/JPACT Discussion and Action** – Following the above information gathering steps, TPAC will be asked to consider and discuss all of the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation, and will be requested to take action to refer a package of projects to Metro Council. JPACT action is scheduled for December 19, 2019.

**Council Action** – Metro Council will consider and take action on the JPACT-referred package in January 2020.

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

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.

#### **Metro Council President**

Lynn Peterson

#### **Metro Councilors**

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

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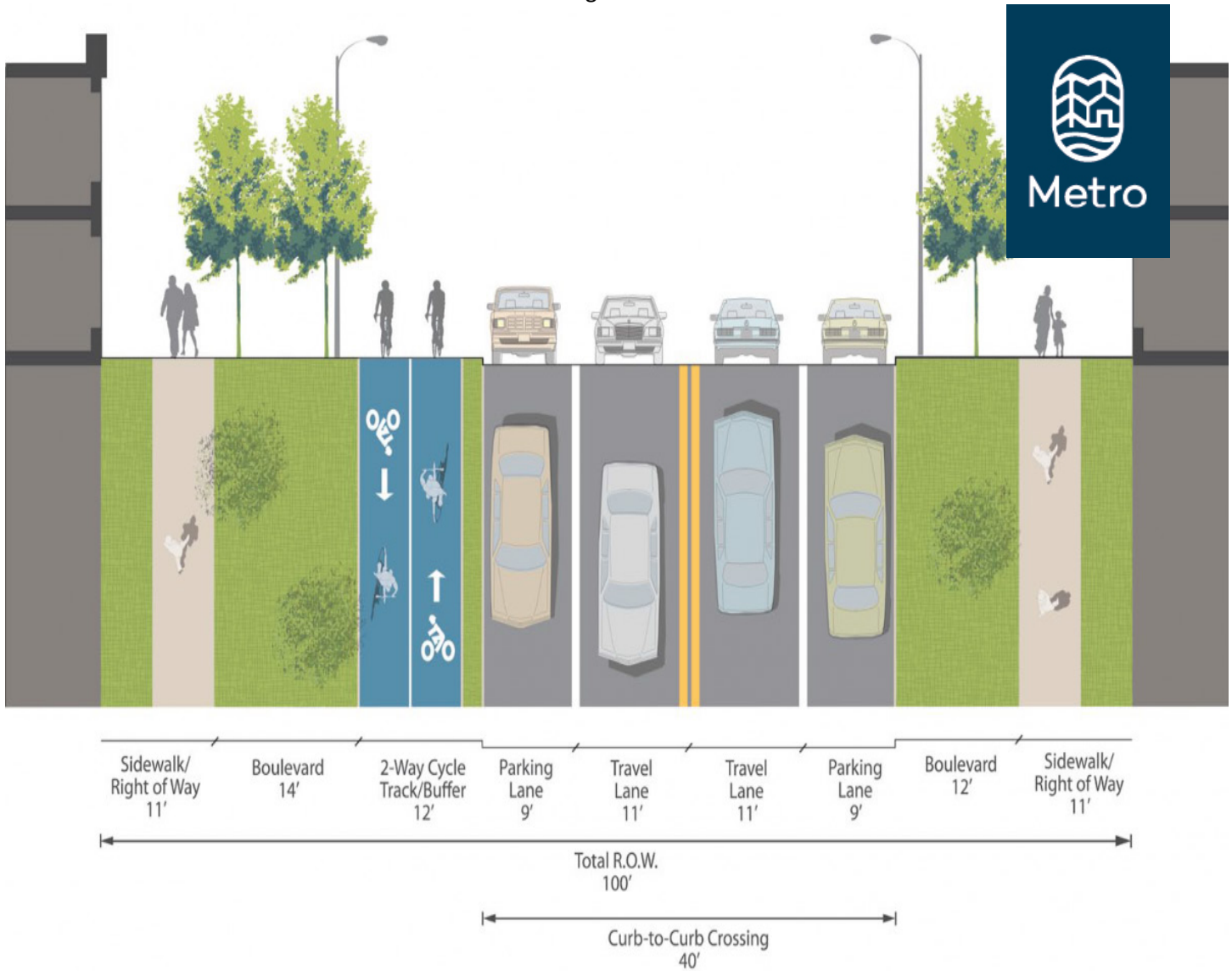


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# 2022 – 2024 Regional Flexible Funds Allocation (RFFA) project application instruction and guidance

April 2019

[oregonmetro.gov/rffa](http://oregonmetro.gov/rffa)

### **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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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](http://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.

The preparation of this policy 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 policy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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### ABOUT THE REGIONAL FLEXIBLE FUND ALLOCATION

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The Regional Flexible Fund Allocation (RFFA) is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

This process allocates money both to region-wide investments that make our communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies. Following the adoption of the 2018 Regional Transportation Plan (RTP)<sup>1</sup>, JPACT and the Metro Council decided that Regional Flexible Funds for individual projects should be focused on achieving the four primary RTP investment priorities<sup>2</sup>:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**<sup>3</sup>
- managing **Congestion**

Specific investment direction for the 2022-2024 Regional Flexible Funds can be found in the 2022-2024 RFFA Policy Report<sup>4</sup> (Resolution 19-4959) adopted by Metro Council on April 4, 2019.

This document explains the process and the project nomination guidelines for local jurisdictions to apply for RFFA project funding as defined in Step 2 of the RFFA Policy Report. It also provide guidance for public engagement and project design best practices.

### RFFA POLICY FRAMEWORK

The following policies have been adopted for the 2022-2024 allocation of regional flexible funds by Metro Resolution No 19-4959.

#### **Recurring process and administrative policies**

The following objectives define how the RFFA process should be conducted and what outcomes should be achieved with the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.

<sup>1</sup> [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp)

<sup>2</sup> 2018 RTP (December 2018), Chapter 6.2

<sup>3</sup> [oregonmetro.gov/climate-smart-strategy](https://oregonmetro.gov/climate-smart-strategy)

<sup>4</sup> [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

#### **Summary of Regional Transportation Spending**

Regional flexible funds represent approximately five percent of the ongoing state and federal transportation funds that come into the region annually. They receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Along with the adoption of the 2018 RTP, JPACT and Metro Council also adopted updated and new modal and topical strategies for Transportation Safety, Freight, Transit and Emerging Technology in 2018. These strategies more fully articulate the integrated multi-modal regional transportation system and investments needed to improve the existing system, complementing the Regional Travel Options Strategy (2018), Regional Active Transportation Plan (2014), Climate Smart Strategy (2014) and Regional Transportation System Management and Operations Action Plan (2010). They provide guidance for how the region can thoughtfully direct funding through the RFFA process to advance these four near-term investment priorities.

The 2022-2024 RFFA policy direction builds upon previous RFFA policy established by JPACT and Metro Council. It has been updated to align with new regional policy from the 2018 RTP and the supportive modal and topical strategies, specifically focusing on the four investment priorities noted above. It continues the two-step funding approach adopted for the 2014-2015 allocation cycle, which directs funding towards region-wide investments and supports construction of capital projects in specific focus areas. Unlike previous cycles, the RFFA policy document is now a stand-alone document, separate from the 2021-2024 MTIP Policy Report.

#### **Federal funding sources**

Regional flexible funds come from two federal funding programs; Surface Transportation Block Grant Program (STBG) which now contains the Transportation Alternatives (TA) funding program,

and Congestion Mitigation/Air Quality (CMAQ). Each program's funding comes with unique restrictions.

STBG funds may be used for virtually any transportation project or program except for construction of local streets. STBG grant funds represent approximately 65 percent of the funds available.

The TA funds are a sub-component of the STBG funds and as such, are partially sub-allocated to large MPOs. Eligible activities include biking, walking and Safe Routes to Schools projects and environmental mitigation as eligible activities. These funds represent approximately 3 percent of the funds available and must be distributed through a competitive allocation process. This competitive process will be conducted as part of the Step 2 Community Investment solicitation process.

CMAQ program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately 32 percent of the funds available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Should actual federal allocations be less than the amount forecasted, changes to programming will be accommodated through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment by JPACT and the Metro Council.

#### **Fund exchange**

Metro staff will pursue opportunities to help exchange these federal funds for a local source of funding. As these opportunities are constrained by the exchange capacity of local agencies and the federal restrictions on fund exchange eligibility, fund exchange should not be assumed in the cost estimation of the project. In developing their proposals and cost estimates, agencies should assume the full costs of delivering a project under the federal-aid process.

#### **Funding description**

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. In 2015, Congress passed a five-year transportation bill, known as the Fixing America's Surface Transportation (FAST) Act. A forecast is made to estimate how much funding may be available for projects and programs for 2022-2024. The forecast utilizes an estimated increase of three percent annually to the 2009 funding level. The three percent escalation rate is based on the historical pattern of funding levels over the life of the past several authorization bills.

An estimated \$39.65 million dollars is currently forecast to be available for projects in the Portland metropolitan region during the years 2022-2024 after meeting existing and new commitments for bond payments. Should actual funding levels from federal fiscal year 2019 forward differ from this or previous forecasts, adjustments to the project allocations may need to be made. Changes would be made through programming adjustments (delaying implementation of one or more projects selected to receive funds) or through a comprehensive allocation and project adjustment decision by JPACT and the Metro Council.

#### **Two step project nomination framework**

This policy framework affirms the two-step allocation process, establishes project focus areas, and directs the development of a process for nominating projects for funding.

Step 1 is the process to affirm regional bonding commitment and set funding levels for region-wide programs. Step 2 is the process to allocate funds to locally generated Community Investment projects. A total of \$39.65 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

#### **Step 2 Community Investment Fund project categories**

- **Active Transportation and Complete Streets** - \$29.74 million: This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** - \$9.91 million: This project focus area supports the development of the region's economy through investment in key freight projects or programs.

#### **Eligible applicants**

Applications may be submitted on behalf of eligible sponsors for projects located within the region's Metropolitan Planning Organization (MPO) boundary, including: Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Parks and Recreation Districts.

#### **Local Agency Certification**

Agencies applying for these funds will need to plan for project delivery. Agencies that are certified by ODOT for parts or all project delivery may lead the delivery for project development tasks they are certified to lead. If an agency is not certified for all or portions of project delivery tasks, they will need to arrange for a certified local agency or for ODOT to lead delivery of the project. This is a new requirement per the ODOT agreement with the Association of Oregon Counties and League of Oregon Cities (the AOC/LOC agreement). The project budget should account for the costs of project delivery administration by the certified agency or ODOT and the risk of that agency implementing federal guidance in a manner that may be more expensive than an applicant agency previously presumed as a lead agency with local funds.

For more information on ODOT's role in the administration of federal funding programmed to local agencies, see: <https://www.oregon.gov/ODOT/LocalGov/Pages/index.aspx>

For more information on the ODOT certification process, see:  
<https://www.oregon.gov/ODOT/LocalGov/Pages/Certification.aspx> and  
<https://www.oregon.gov/ODOT/LocalGov/Pages/certification-guidance-forms.aspx>

Additional information is included in the Local Agency Guidelines manual on the ODOT website at: <http://www.oregon.gov/ODOT/TD/AT/Pages/LAG.aspx>

Applicants must demonstrate capacity to provide required local match. This will include the ability to execute an agreement with the Oregon Department of Transportation (ODOT) to govern the implementation of the project and the financial capacity to place local match funds on deposit and carry project costs until reimbursement of eligible expenses is approved.

Regional Flexible Fund Allocation information and RFFA packet, applications, and data files can be downloaded from the Metro website: <http://www.oregonmetro.gov/rffa>

#### Minimum project costs

	ROW/Construction (total project cost)	Project Development only
AT/CS	\$3 million	\$200,000 <sup>5</sup>
FR/ED	\$1 million	

#### Limits on number of project proposals

Enough applications must be submitted to meet the federal requirements of a conducting a competitive allocation process. In order to ensure sufficient time is available to evaluate applications, there is a limit of 30 applications that will be accepted. Each county and the City of Portland have the following limits to the number of applications they can submit:

Portland:	9 applications
Washington County and cities:	8
Clackamas County and cities:	7
Multnomah County and cities (exclusive of Portland):	6

<sup>5</sup> Cost must be appropriate to project scope (PE phase will be more expensive than planning level work). Scope and budget must be reviewed for feasibility with Metro and ODOT staff prior to final nomination. Project development may include anything from a planning level "alternatives analysis" to preliminary engineering.










Jurisdictions may submit as many applications in either Step 2 category as they choose, up to the limit identified for their County. Prior to submitting, coordination between jurisdictions and identification of projects at the county coordinating committees is highly encouraged.

## STEP 2 PROJECT PROPOSAL EVALUATION PROCESS & TIMELINE

All project funding proposals submitted through the Step 2 Call for Projects will be considered for selection using the following process:

1. **Call for Projects** – Metro will issue a call for project proposals within the two Step 2 funding categories in early April, 2019. Proposals will be due in early June. A workshop will be held early in the project call timeframe to provide direction to applicants and respond to questions. The project application is intended for the applicant to provide information about the proposed project to enable an evaluation of both technical merit (outcomes relative to the RTP investment priorities) and project readiness (risk assessment to determine likelihood of successful project delivery).
2. **Technical Evaluation** – A neutral technical evaluation committee comprised of TPAC community members and regional agency staff<sup>6</sup> will review and evaluate the proposals. Proposals will be evaluated on how thoroughly and completely the project addresses each of the four investment priorities, Equity, Safety, Climate and Congestion. Applicant responses provided through the project application will be the primary source of information for the technical evaluation. Responses should include specific factual data when available (crash rates, demographics, inclusion on regional networks, etc.) Additional information to better clarify project details may be requested of the applicant. The committee's evaluation of each proposed project will be documented in a matrix and accompanying report, in a manner similar to the example below.

**Figure 1: Example project outcomes matrix**

Project name	Priority areas			
	Equity	Safety	Climate	Congestion
Main St. Complete Street project				
<b>Legend</b>				
Completely meets				
Substantially meets				
Partially meets				
Does not meet				
Worsens conditions				

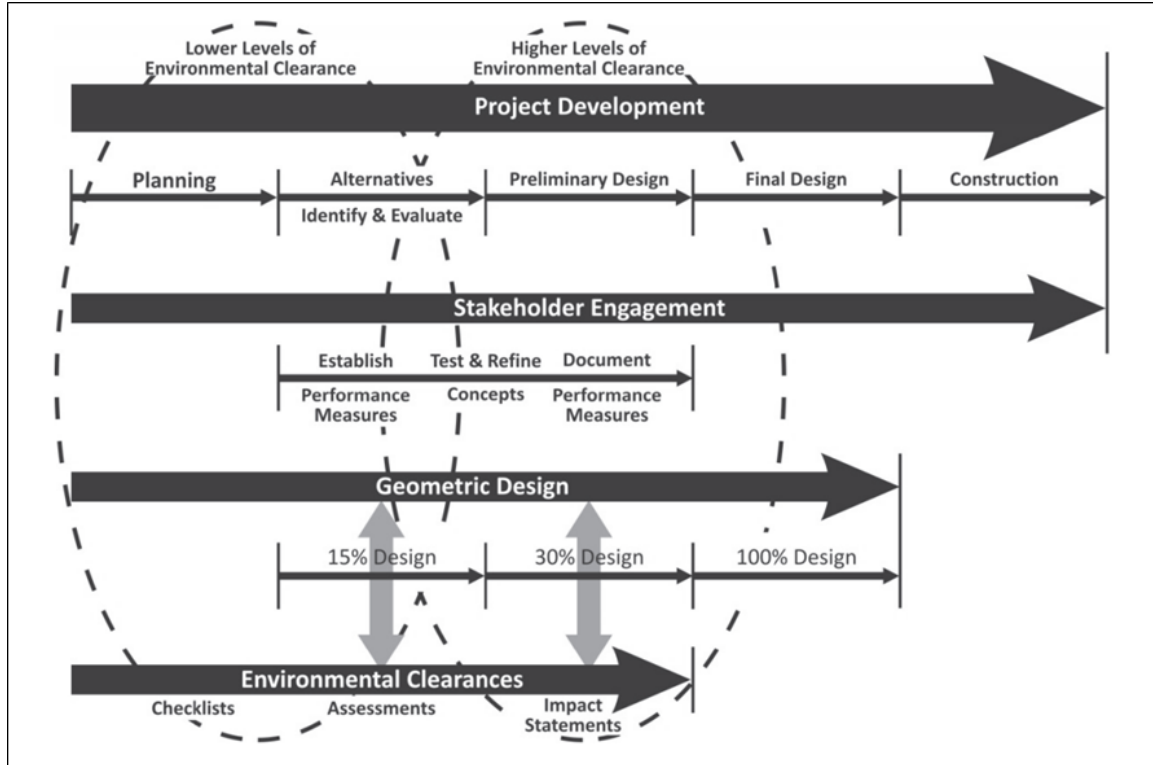
<sup>6</sup> From agencies not applying for RFFA funds

Questions on the application form will indicate with priority area(s) in which the response will be considered. Projects that demonstrate greater levels of positive impacts (serving higher number of people in Equity Focus Areas, increasing access to more jobs, incorporating more active transportation design elements, etc.) will be deemed to more completely meet the intent of the priority area.

3. **Risk Assessment** – Project applications will be analyzed on the completeness of their project development documentation and cost estimate for risks to on-time, on-budget delivery. Applicants will be able to respond and provide additional information or project modification to an initial analysis. After that response, a final assessment of the risk associated with the project will be provided for consideration during the funding allocation process. This may lead to recommendations regarding the scope, schedule, budget, or funding recommendation for the project.

For the purposes of this report, the project development process is defined as consisting of the following five stages. Federal, state, and local agencies may have different names or other nomenclature, with the objective being to advance from planning to implementation. Figure 2 shows conceptualized relationships of project development and representative relationships to various levels of environmental clearance. Lower levels of clearance can occur with lower levels of concept development. Higher levels of environmental clearance require more detailed evaluations to support project decision making. For the purposes of this application, the following generalized project development stages from *National Cooperative Highway Research Program (NCHRP) Report 785, Performance-Based Analysis of Geometric Design of Highways and Streets* are as follows:

**Figure 2: Geometric design and environmental clearance during project development.**  
 (Source, *NCHRP Report 785 Exhibit 2-3*)



*Planning* – Planning could include limited geometric concepts of the general type or magnitude of project solutions to support programming.

*Alternatives Identification and Evaluation* – The project needs identified in prior planning studies inform concept identification, development, and evaluation. Geometric design decisions and geometric design performance become paramount considerations at this stage. Design elements may be developed to a 15% design level, and it is possible a single alternative could be selected at this stage. It is not uncommon for multiple alternatives to be advanced to preliminary design for additional review and evaluation before identifying a preferred alternative.

*Preliminary Design* - Concepts advancing from the previous stage are further refined and screened during preliminary design. In more complex, detailed, or high-impact projects, the preliminary design (30% plans) and subsequent documentation is used to support more complex state or federal environmental clearance activities. Preliminary design builds upon evaluations conducted as part of the previous stage (alternatives identification and evaluation).



*Final Design* – The design elements are advanced and refined in the final design stage. Typical review periods include 60%, 90%, and 100% plans before completing the final set of plans, specifications, and estimates.

*Right of Way* – A product of final design is establishing right of way needs and conducting activities that purchase needed right of way to allow construction to proceed.

*Utilities* –Coordination of utility impacts should be addressed early and throughout the development process to determine how impacts may influence designs.

*Construction* – Constructability will likely guide design decisions to facilitate construction and refining the ultimate project footprint. Construction decisions within the intended project outcomes and within the completed project should be consistent. Construction includes relocating utilities in at the time of, or in advance of the primary construction activities.

The Technical Evaluation and Risk Assessment processes will occur concurrently in June-August.

4. **Public Comment** – Following issuance of the Technical Evaluation and Risk Assessment reports, Metro will conduct a 30-day public comment period in September, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned in September to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process.
5. **County Coordinating Committee/City of Portland Recommendations** – Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations are to be provided to TPAC and JPACT in advance of the JPACT meeting on November 21, 2019.
6. **TPAC/JPACT Discussion and Action** – Following the above information gathering steps, TPAC will be asked to consider and discuss all of the input received, and to provide a recommendation to JPACT on a package of projects to be funded, including both Step 1 and Step 2 investments.

JPACT will consider and discuss the TPAC recommendation, and will be requested to take action to refer a package of projects to Metro Council. JPACT action is scheduled for December 19, 2019.

7. **Council Action** – Metro Council will consider and take action on the JPACT-referred package in January 2020.

**Step 2 call for projects and selection timeline**

<b>Call for project proposals opens</b>	April 8, 2019
<b>Proposers workshop</b>	May 10
<b>Project call closes, proposals due</b>	June 21
<b>Proposal technical evaluation, risk assessment</b>	July, August
<b>Public comment period</b>	September
<b>Joint Council/JPACT public hearing</b>	Sept. 19 or 26 <sup>7</sup>
<b>Report to TPAC/JPACT: Evaluation, Risk, Public Comment</b>	October
<b>Coordinating Committee/PBOT discussion, identification of priorities</b>	October, November
<b>TPAC/JPACT discussion, development of draft project package</b>	November
<b>TPAC recommendation/JPACT direction on final project package</b>	December
<b>Council action on JPACT direction</b>	January 2020

**DATA AND INFORMATION****Proposers meeting**

Metro will host a meeting with local agency staff to describe the policy framework for the allocation process, review the data available to aid in project location and definition, and to discuss the project nomination guidelines and decision process. This workshop will take place May 10, 2019 at Metro Regional Center in Council Chambers.

**Local coordinating committee engagement**

If requested, Metro staff can attend local coordinating committee meetings to discuss the project nomination process. The discussions are intended to answer additional questions and provide guidance regarding potential project nominations.

**Online map tool**

Metro has assembled a series of online maps aimed at helping applicants identify the various system networks, equity and land use areas, and other geographic descriptions of their proposed projects. The map tool can be accessed at <https://arcg.is/1CKO4m>

**Other Metro resources**

There are a number of data and information resources on Metro's website that can assist in the project application process. These include:

- 2018 RTP, appendices and strategies: <https://www.oregonmetro.gov/rtp>

<sup>7</sup> Date to be determined.

- 2018 RTP project list: <https://www.oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls>
- 2018 RTP Environmental Assessment and Potential Mitigation Strategies (Table 4 summarizes potential strategies by resource areas and pages 34 to 59 identify all RTP Projects that intersect with one or more environmental resource area): [https://www.oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix\\_F\\_EnvironmentalAnalysisMitigationStrategies190301.pdf](https://www.oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf)
- Economic Value Atlas: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas>
- Transportation System Management and Operations Plan: <https://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan>
- Regional Active Transportation Plan: <https://www.oregonmetro.gov/regional-active-transportation-plan>

### Local data

The regional data available is intended to get the conversation started about where projects can be developed and defined to meet the criteria. However, there may be local sources of data that can help “ground truth” the regional data and provide additional information for aiding the nomination process. We encourage the use of additional data in this process.

## SUBMITTING PROPOSALS

Regional Flexible Fund Allocation information and instructions, application form, and data files can be downloaded from the Metro website: <http://www.oregonmetro.gov/rffa>

To submit a complete application for consideration for RFFA funding, applicants need to include the following information:

1. Application form. The application form is a fillable Microsoft Word document. Indicate on the application if you wish for your project to be considered in the Active Transportation, Freight, or both funding categories.
2. Use the guidance in Appendix A to complete and submit the Public Engagement and Non-Discrimination Certification form
3. Prepare and submit project GIS datafile according to guidance in Appendix B
4. Submit your completed application and supporting materials via email to [rffa@oregonmetro.gov](mailto:rffa@oregonmetro.gov).

**Please note: Applications are due to Metro by 4:00 p.m., Friday June 21, 2019. Late applications will not be accepted.**

## APPENDIX A – ENVIRONMENTAL JUSTICE COMPLIANCE GUIDANCE

### Introduction

This guide is meant as a quick resource for regional flexible funds applicants to support grantee efforts to conduct meaningful opportunities for the public – including historically marginalized communities – to be involved in the local planning process. This section is intended to aid in the completion of the 2022-2024 Regional Flexible Funds public engagement and non-discrimination certification, and help agencies identify additional budget needs for public engagement and Title VI- and Environmental Justice-related engagement and analysis. The guide provides examples of the tools and techniques that grantees may use – or may have used – to communicate with and receive input from the public. For additional information, download Metro’s full Public Engagement Guide at [oregonmetro.gov/public-engagement-guide](https://oregonmetro.gov/public-engagement-guide), or contact Metro staff.

### Best practices for inclusive public engagement

Effective public engagement takes careful planning. The first step is to identify the purpose of the program or project and the anticipated level of public engagement. A well-defined public engagement objective for each phase of the program or project is important to identify the appropriate engagement tools and activities.

### Project purpose statements and engagement objectives

- The purpose of this project is...
- This project will result in...
- The objective of public engagement for this project is to...
- Members of the public who should be engaged are...
- The public engagement will be successful if...

### Identifying participants

Before a program or project-specific engagement plan is developed, a stakeholder analysis should be conducted to identify the viewpoints and interests of those impacted by the project and to ensure meaningful involvement opportunities for all people. This necessitates identifying a broad range of participants, including:

- business leaders
- community- and faith-based organizations, neighborhood associations and civic organizations
- historically marginalized populations in which demographic, geographic or economic characteristics impede or prevent their access to public services.

Historically marginalized populations include those with limited English proficiency, diverse cultural backgrounds, low-income or disability, seniors and youth. To identify marginalized communities for your project, it is helpful to:

- compile and map data from the U.S. Census Bureau, school districts and other available sources (Metro has resources to help agencies who may not have the staff or technical resources for this)

- field check and determine gaps in data by reviewing results with local cities and counties, community organizations, neighborhood associations and civic organizations

To engage communities that have a limited ability or comfort speaking English, consider the following:

- Build relationships and trust with communities that have a limited ability to speak English through partnerships with community-based organizations.
- Speak the language or find a trusted community leader to speak on your behalf.
- Use culturally specific images and limited text to help convey the message

After developing a scope and budget, a program- or project-specific public engagement plan should be created. Based on the desired project outcome and identified key audiences, the specific engagement plan will include:

- the tools and techniques to achieve the outcome
- a description of how follow-up with audiences and participants will occur
- success measures for each outreach strategy

#### **Identifying public engagement techniques and tools**

There are many methods to engage people – everything from written information to booths at farmer's markets, online surveys and listening posts. Most tools can be adapted to the needs of specific populations and some can include demographic information collection to provide feedback about whether a population is being adequately engaged (see Attachment B for more information).

#### **Working with advisory committees**

Depending on the level of public engagement the project has identified, advisory committees made up of representative stakeholders can provide advice and input into the planning and decision-making process. A committee can also be a forum for developing consensus or compromise on controversial issues, developing criteria for project decisions and communicating project information to their communities.

#### **Milestones, deliverables and evaluation**

With a wide range of stakeholders involved, it is important to monitor and evaluate a public engagement process, identify issues, measure success and adjust plans accordingly throughout the process.

Developing a timeline with key milestones, target dates and engagement activities will help keep the project on track, and creating a tracking system for engagement results and how public feedback was incorporated or responded to will help with evaluating the project's outcomes. At the conclusion of an engagement process, use quantitative and qualitative metrics to evaluate the engagement process, report back to the public and improve future engagement processes.

#### **Title VI of the Civil Rights Act and Executive Order on Environmental Justice**

Recipients of federal funds are required to comply with:

- Title VI of the Civil Rights Act, which includes showing they are not excluding, denying benefits or discriminating based on race, color or national origin (including people with limited English proficiency)
- Executive Order on Environmental Justice, which includes showing how they identify and address disproportionately high and adverse human health or environmental effects of programs, policies and activities on minority populations and low-income populations.

The law and executive order require specific care in regards to communities of color, people with limited English proficiency and people with low income.

These requirements can be broken down into three phases: identifying populations, engaging populations and analyzing the effects of a project for these populations.

#### **Identifying populations**

As stated above, to identify underrepresented communities for your project, it is helpful to:

- compile and map data from the U.S. Census Bureau, school districts and other available sources (Metro has resources to help agencies who may not have the staff or technical resources for this)
- field check and determine gaps in data by reviewing results with local cities and counties, community organizations, neighborhood associations and civic organizations.

#### **Engaging populations**

When planning, implementing and documenting an engagement strategy, develop and demonstrate specific efforts to engage the communities of color, people with limited English proficiency and people with low income that could be affected by your project (both during its construction and its results). This engagement should be at least to the “involve” level of the IAP2 spectrum of public participation (see Attachment A).

#### **Analyzing the effects of projects for these populations**

Analysis should demonstrate that there is not an inequitable distribution of benefits and burdens for these populations compared to those for other residents. Ideally, at least part of the analysis would connect directly what was heard from these communities about their aspirations and concerns to the benefits and burdens used in the analysis. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.

#### **Connecting public engagement with project development and implementation**

Engaging the public – including those who have been historically marginalized – is an ongoing and iterative process that begins with identifying the need for the project through the implementation of the project. For the regional flexible funds solicitation process, agencies should be prepared to summarize how they have engaged and continue to engage the public.

### **Transportation or service plan development**

During development of a transportation plan or service plan, agencies take a jurisdiction- or service area-wide look at transportation needs. During this process, it is expected public engagement will inform transportation needs and aspirations, which result in the projects for the plan. This process includes identifying and engaging underrepresented populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low income).

Documentation of efforts made in general public engagement and those made to identify and engage marginalized populations during this process can support applications for regional flexible funding of projects that have not completed project development and the project-specific public engagement and Title VI- and Environmental Justice-related engagement and analysis addressed above.

### **Project development**

During project development, agencies examine the area potentially affected by the project. It is expected that they will have public engagement on the public's needs and aspirations to inform the project. This includes identifying and engaging marginalized populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low income) – and analysis that demonstrates there is not an inequitable distribution of benefits and burdens for these populations compared to those for other residents. The analysis of the distribution of benefits and burdens is developed through the project development process, as the details of the transportation project become more defined. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.

### **Applying for project development funds**

Applications for regional flexible funding of projects that have not completed project development can reference documentation on how the agency has engaged the public and historically marginalized populations during the agency's transportation or service plan development.

Applications should include how the agency has engaged, continues to engage or plans to engage the public on the public's needs and aspirations to inform the project as part of project development, including identifying and engaging marginalized populations and analyzing the distribution of benefits and burdens for these populations compared to other residents.

### **Project implementation**

Prior to project implementation, agencies examine the area potentially affected by the project. During project development, it is expected that they will have had public engagement on the public's needs and aspirations to inform the project. This includes identifying and engaging underrepresented populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low income) – and analysis that demonstrates there is not an



inequitable distribution of benefits and burdens for these populations compared to those for other residents.

**Applying for project implementation funds**

Applications for regional flexible funding for project implementation should reference documentation of efforts made in general public engagement and those made to identify and engage marginalized populations during project development. Applications should include how the agency engaged the public on the public's needs and aspirations to inform the project as part of project development, including identifying and engaging marginalized populations and analyzing the distribution of benefits and burdens for these populations compared to other residents.

Documentation should include an analysis demonstrating there is not an inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.

## Attachment A | Public engagement tools and techniques matrix



## IAP2'S PUBLIC PARTICIPATION SPECTRUM

The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

INCREASING IMPACT ON THE DECISION

PUBLIC PARTICIPATION GOAL	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

## Attachment B | Public engagement tools and techniques matrix

Public engagement techniques and tools					
The following is a menu of communication tools to engage the public in programs, activities and services.				IAP2 Spectrum of Public Participation	
Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
WRITTEN AND GRAPHIC INFORMATION TO BUILD AWARENESS AND UNDERSTANDING					
<b>Project mailing list</b>	Database to communicate with the interested parties, stakeholders, partners, elected officials, members of committees and boards and the general public	●			
<b>Public meeting notice</b>	Online web calendar for advance notices of council and committee meetings and program or project events. Each meeting agenda includes the date and time of the next meeting, nondiscrimination, language assistance and ADA notice as well as TTY/TDD phone number	●	●		
<b>E-newsletter</b>	Email updates to the project mailing list to announce events or at project milestones, sometimes with a request to provide comments about a program or project	●			
<b>Fact sheet</b>	Periodic updates provided to target audiences in written form or posted on the website	●			
<b>Good neighbor letter</b>	Letters to program or project "neighbors" to provide project updates and announcements	●			
<b>Flyer or brochure</b>	Written updates that are handed out or posted in community locations to provide a project overview, project updates, refer people to the project website or highlight project milestones and offer the opportunity to participate or comment	●			
<b>Postcard</b>	Mailed cards used to announce meetings, events or comment periods or offer project updates	●	●		
<b>Promotion through partners</b>	Prepared material, email or web content that can be forwarded by cities, counties, agencies, community organizations, or public venues such as libraries, places of worship and other project partners in order to increase reach when inviting participation or seeking public comment	●			
<b>Billing insert</b>	Coordination with cities and counties to send out a notice of event, public comment opportunity or survey in monthly utility bills	●	●		
<b>Web link   agenda tags</b>	Web link or other quick note about an upcoming event, public comment opportunity or survey that can be added to an email signature or the bottom of upcoming agendas	●	●		
ONLINE ENGAGEMENT					
<b>Website</b>	Information on programs, projects and services as well as engagement opportunities	●	●	●	
<b>Social media</b>	Twitter, Facebook and other social media channels to connect with the public, build awareness and share engagement opportunities	●	●	●	●
<b>Cross-link websites</b>	Highlights about an event, comment opportunity or survey on a related page websites of cities, counties, agencies, community organizations or other project partners	●	●	●	●
<b>Survey</b>	Opportunity to share views and help shape projects by responding to short surveys and/or viewing aggregate results to see how others have responded	●	●	●	●

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>IN-PERSON ENGAGEMENT</b>					
<b>Open house</b>	Opportunity to drop in to see program or project information, talk to staff and offer informal or formal feedback at a location that is accessible by transit and to persons with disabilities and at a time that is convenient	•	•	•	
<b>Public meeting</b>	Face-to-face interaction and discussion with staff and/or elected officials to learn about programs, projects or services and provide input at a location that is accessible and a time that is convenient	•	•	•	•
<b>Community presence</b>	Participation in community events at faith-based organizations, community centers, grocery stores, farmers markets or other gathering places to share information, answer questions and request public input on programs or projects	•	•	•	•
<b>Speakers bureau   targeted presentations</b>	Presentations by staff or elected officials to neighborhood, business and civic groups around the region to share information and obtain input	•	•	•	•
<b>Stakeholder engagement</b>	Targeted opportunities for discussion and feedback from interested parties such as community and environmental organizations, academic advisors, economic development interests, business and community leaders and representatives of other state or local agencies	•	•	•	•
<b>Stakeholder interviews</b>	To improve the baseline understanding of target audiences and inform communication planning, the project team may conduct one-on-one or group interviews with a broad range of stakeholders	•	•	•	•
<b>Focus groups</b>	Facilitated discussions held with randomly selected participants to learn about key issues, understand values and interests or test messages	•	•	•	•
<b>Discussion groups</b>	Facilitated forum for individuals to discuss various topics	•	•	•	
<b>Townhalls</b>	Informal public meeting or event open to community members and held at a location easily accessible by transit and by persons with disabilities at a time that is convenient, where community members may voice their opinions and ask questions.	•	•	•	
<b>Workshops or trainings</b>	Class or series of classes in which a small group of people learn about a project or program	•	•	•	
<b>Community summit</b>	A public event that brings together stakeholders representing the diverse perspectives of the region to evaluate engagement practices from the previous year, share local community information and advice on priorities and engagement strategies for upcoming policy initiatives; may hold community summits on specific projects or topic areas as well.	•	•	•	
<b>VISUAL COMMUNICATION</b>					
<b>Maps</b>	Create maps that communicate spatial and other complex information visually (data sources: census, modeling, roadway and transit network, sidewalk/bike/trail network, parks and natural areas locations and more)	•			
<b>Charts, graphs and tables</b>	Create charts, graphs or tables to illustrate complex information in a way that is easily understandable to the public and regional decision-makers.	•			
<b>Diagrams and graphic illustrations</b>	Diagrams and graphic illustrations visually illustrate timelines, complex process or decision-making structures, proposed choices and their associated tradeoffs and analysis results	•			

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>Photographs</b>	An extensive photo library offers access to images that clarify meaning and make reports and analysis more visually appealing	●			
<b>VISUAL COMMUNICATION (CONTINUED)</b>					
<b>Map-based online public comment</b>	Enabling a map with project locations and descriptions to connect to local project information and a form for taking public comments, in English and/or multiple languages	●	●	●	
<b>Envision tool</b>	The tool allows users to “paint the landscape” by allocating different building types across a study area to create a land use scenario. Users can build as many scenarios as they would like and test them against each other. The tool allows real-time evaluation of each scenario’s impact on land use, housing, sustainability, transportation, and economic conditions	●	●	●	
<b>Interactive web pages with surveys</b>	Specially-created, web-based interactive tools that ask community members to make choices between different options by visually demonstrating the options' tradeoffs allows for participants to make choices and then explain those choices in a follow-up survey where they can also offer advice for the project or program decision-making	●	●	●	●
<b>INVOLVING LIMITED ENGLISH PROFICIENT POPULATIONS, COMMUNITIES OF COLOR, LOW-INCOME HOUSEHOLDS, OLDER PEOPLE, YOUTH AND PERSONS WITH DISABILITIES</b>					
<b>Relationship-building</b>	Partnership with business, civic, faith-based and community organization leadership to reach underrepresented populations, provide targeted translated materials or announce public engagement opportunities	●	●	●	
<b>Technical assistance contracts</b>	Technical assistance contracts may be awarded to community organizations to conduct engagement activities, reach underrepresented populations or to help better inform a project	●	●	●	●
<b>Audience research and analysis</b>	Demographic and four-factor LEP analysis, community assessment and stakeholder interviews to understand different populations, abilities to speak English and cultural preferences so that engagement tools selected for public outreach are inclusive, accepted and accessible: mobile applications or text messages, online, word of mouth, radio, etc. (data sources: census, American Community Survey, schools)	●	●	●	
<b>Plain language</b>	Materials clearly written in plain language with a minimum of technical terms to enable people with limited English proficiency or low literacy to participate and comment	●	●	●	
<b>Language assistance</b>	In-person interpreters, a telephone language line or translated materials that communicate with people with limited English proficiency	●	●	●	
<b>Alternative formats</b>	Braille, sign language or communication aids at public meetings, upon request	●	●	●	
<b>Multicultural media</b>	Distribution of news releases to multicultural media to describe the project, explain timeline, highlight opportunities for involvement and comment, discuss culturally relevant issues and frame intended outcomes as they relate to culturally specific audiences	●	●	●	
<b>Text messaging alerts</b>	The act of typing and sending a brief, electronic message between two or more mobile phones or fixed or portable devices over a phone network	●			

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>Barrier removal</b>	Locations that are easily accessible by transit and accessible for people with disabilities, child care, space for wheelchairs, designated seating for persons with hearing or vision impairments, and other accommodations upon request	●	●	●	
<b>MEDIA</b>					
<b>Press release</b>	Proactive coordination with TV, radio, newspaper, blogs, community, multicultural media and other media outlets to describe the project, explain its timeline, highlight opportunities for involvement and comment, discuss relevant issues and frame intended outcomes	●	●		
<b>Newsfeed</b>	Story to be shared with newspaper, radio and TV, blogs, social media for the purpose of generating coverage	●			
<b>Media calendar listings</b>	Event information sent to newspaper, radio, TV, blogs and social media that have some kind of calendar listing or web calendar to which they can post it to increase visibility	●			
<b>legal notice radio  public Service Announcement (PSA)</b>	Newspaper ads or legal notices, especially in community-based papers, and radio ads or PSAs are used to announce project milestones or request formal public comment and refer recipients to detailed project information online	●	●		
<b>Public access cable</b>	Live broadcast for Council meetings that are repeated on Community Access Network, Portland Community Media, Metro East Community Media (MCTV), Tualatin Valley Television (TVCTV) and Willamette Falls Television at various times throughout the week.	●			
<b>OTHER TOOLS OR TECHNIQUES TO CONSIDER TO INCREASE PARTICIPATION</b>					
<b>Incentives</b>	Incentives may be provided to increase participation at open houses or public events such as providing free food and drinks, snacks or childcare. Incentives such as gift cards or raffles can increase participation in filling out survey or providing feedback	●	●	●	●

## APPENDIX B – GIS SHAPEFILE GUIDELINES

### GIS shapefile guidelines

All applicants must submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

All project submittals should use the following coordinate system:

Projected Coordinate System\*:

1. NAD\_1983\_HARN\_StatePlane\_Oregon\_North\_FIPS\_3601
2. Projection: Lambert\_Conformal\_Conic
3. False\_Easting: 8202099.73753281
4. False\_Northing: 0.00000000
5. Central\_Meridian: -120.50000000
6. Standard\_Parallel\_1: 44.33333333
7. Standard\_Parallel\_2: 46.00000000
8. Latitude\_Of\_Origin: 43.66666667
9. Linear Unit: Foot
10. Geographic Coordinate System: GCS\_North\_American\_1983\_HARN
11. Datum: D\_North\_American\_1983\_HARN
12. Prime Meridian: Greenwich
13. Angular Unit: Degree

### GIS Data Submission Instructions

The geodatabase and shapefiles contain Metro's most recent RLIS street centerlines and all the projects included in the 2018 RTP project list. The geodata can be viewed in the RTP Resource Guide and downloaded from the following ftp site:

<ftp://ftp.oregonmetro.gov/dist/tran/RTP/>

Projects sponsors must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

Project sponsors can zoom into the general areas of the project and use the "identify tool" to find the existing project and verify the spatial extent or make any necessary extent or shape adjustments. Projects should be illustrated in one of three ways:

- A. Linear Projects: Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select



the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

B. Point projects: Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and submit the polygon feature titled with the RTP ID number and project name. If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

If you have questions about the requirements or need help with this process, please call Matthew Hampton, 503-797-1748, or email [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)

## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

**Please note:** These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

### A. Pedestrian Project design elements – check all that apply

*Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.*

For every element checked describe existing conditions and proposed features:

- ☐ Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- ☐ Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- ☐ Sidewalk clear zone of 6 feet or more
- ☐ Remove obstructions from the primary pedestrian-way or add missing curb ramps
- ☐ Add enhanced pedestrian crossing(s) at appropriate locations
- ☐ Re-open closed crosswalks
- ☐ Add crosswalk at transit stop
- ☐ Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- ☐ Reduced pedestrian crossing distance
- ☐ Narrowed travel lanes (reduces pedestrian crossing distance)
- ☐ Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- ☐ Curb extensions and/or in-lane transit boarding
- ☐ Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- ☐ Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- ☐ Dark skies compliant lighting
- ☐ Add countdown heads at signals
- ☐ Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- ☐ Access management: minimize number and spacing of driveways

- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☐ Wayfinding
- ☐ Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- ☐ Other pedestrian priority design elements

**B. Bicycle Project design elements**

***Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.***

For every element checked describe existing conditions and proposed features:

- ☐ On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- ☐ Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- ☐ Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- ☐ Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- ☐ Protected intersection treatments
- ☐ Access management: minimize number and spacing of driveways
- ☐ Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- ☐ Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- ☐ Lighting at intersections
- ☐ Dark skies compliant lighting
- ☐ Other bicycle priority design elements

Use the following table to help determine the suitable bikeway widths:

Peak Hour One-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	6.5 feet	5 feet
150-750	8 feet	6.5 feet
>750	10 feet	8 feet
Peak Hour Two-way User Volume	Preferred Operating Space Width	Minimum Operating Space Width
<150	11 feet	8 feet
150-350	12 feet	10 feet
>350	16 feet	12 feet

Source: Metro

Note: Recommended widths do not include 2' minimum buffer, or shy distance from curb, if applicable

### ***C. Other Complete Street Features***

For every element checked describe existing conditions and proposed features:

- ☐ Transit priority treatments (e.g. queue jumps, transit signal priority)
- ☐ Move transit stop to far side of signal
- ☐ Benches
- ☐ Transit stop amenities or bus stop pads
- ☐ Gateway feature
- ☐ Street trees and/or landscaping
- ☐ Stormwater treatments
- ☐ Intelligent Transportation System (ITS) elements (i.e. signal timing and speed detection)
- ☐ Wayfinding
- ☐ Other complete streets design elements:

### ***D. Off-Street and Trail Facilities***

Use of federal transportation funds on separated pathways are intended for projects that primarily serve a transportation function. Pathways for recreation are not eligible for federal transportation funding through the regional flexible fund process. Federal funds are available from other sources for recreational trails. To allow for comfortable mixing of persons on foot, bicycle and mobility devices at volumes expected to be a priority for funding in the metropolitan region, a 12-foot hard surface with shoulders is a base design width acceptable to FHWA Oregon. Exceptions to this width for limited segments is acceptable to respond to surrounding context, with widths less than 10-feet subject to a design exception process. Wider surfaces are desirable in high volume locations.

- ☐ For every element checked describe existing conditions and proposed features:
- ☐ Minimum 12' trail width (plus at least 1' shoulder on each side)

- ☐ Treatments separating pedestrians and bicycles (e.g., separate pedestrian path), if necessary
- ☐ Always maintains minimum 5' separation when adjacent to street or is never adjacent to street
- ☐ All on-street segments with average annual daily traffic over 1,000 include one of the following treatments, (item C, above) or no on-street segments
- ☐ Sidewalks and separated bikeway on each side of the street - this configuration is appropriate along streets with frequent access points and where the on-street connection continues for more than a couple blocks. This configuration needs to design for transitions between the multi-use path and the bicycle lanes on each side of the street. Refer to Item B above to check off bikeway treatments.
- ☐ Sidewalk and two-way separated bicycle lane on one side of the street - this configuration is most appropriate when one side of the street has few or no access points, and therefore would have few motor vehicle conflicts with users. It also offers the possibility of transitioning to and from the multi-use paths without needing to cross the street. Refer to Item B above to check off bikeway treatments.
- ☐ A multi-use path on one or both sides of the street (with 5' separation) - this configuration is also appropriate when the street has few or no access points. It also offers the possibility of transitioning to and from the trail without needing to cross the street. A multi-use path is more space efficient than separated bicycle lanes and sidewalks and can be used when trail user volumes do not warrant separation
- ☐ At least 3' of shy distance (more in high traffic areas) from the edge of paved trail to walls, light fixtures, trees or other vertical elements; shy distance can include buffer
- ☐ All street crossings include an appropriate enhanced high-visibility crosswalk treatment
- ☐ Trail users do not have to travel out of direction at street crossings
- ☐ All 4-lane street crossings include appropriate refuge island or no 4-lane street crossings
- ☐ Frequent access points (generally every ¼-mile)
- ☐ Access points are easily visible and provide adequate sight distance
- ☐ All crosswalks and underpasses include Dark Skies compliant lighting
- ☐ Dark Skies compliant trail lighting throughout
- ☐ Trailhead improvements (e.g., signs, information, trash receptacles, bicycle parking, seating)
- ☐ Rest areas with benches and wheelchair spaces
- ☐ Wayfinding or interpretive signage
- ☐ Signs regulating bike/pedestrian interaction (e.g. bikes yield to pedestrians)
- ☐ Trail priority at all local street/driveway crossings
- ☐ Landscaping, trees, enhancements to the natural landscape
- ☐ Wildlife crossings are incorporated into the design, if necessary
- ☐ Pervious pavement treatments

Use the following table to help determine the suitable trail/multi-use path width:

One-way pedestrian volume / hour		less than 10	25	50	75	100	125	150	175	200 or more
One-way bicycle volume / hour	less than 10									
	25									
	50									
	75									
	100									
	125									
	150									
	175									
	200									
	225									
	250									
	275									
	300									
	325									
	350									
	375									
	400 or more									

Source: Metro

Note: In considering other types of users, count slower-moving users as pedestrians and faster ones as bicyclists

For additional guidance and assistance with incorporating active transportation elements into your project proposal, please contact Lake McTighe [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov) (503) 797-1660

## APPENDIX D – GUIDANCE FOR INCORPORATING ENHANCED TRANSIT CONCEPT PROJECT ELEMENTS

Well-conceived projects will include elements that support the use of transit where it is desirable and planned. The RTP includes policy direction that provides guidance on the Enhanced Transit Concept (ETC).

ETC employs new public partnerships to provide transit priority treatments that increase capacity, speed and reliability, yet are relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. As part of the ETC project development work in 2018, the region developed a toolbox of “enhanced transit concepts” which can be implemented quickly and lead to faster, more reliable transit service.

The toolbox identifies a number of design elements that are appropriate for flexible funds and follow the RFFA policy direction for both Active Transportation and Freight Step 2 categories. Certain projects may lend themselves to inclusion of ETC design elements, specific to the project and location. ETC can include regional scale, corridor scale, and/or spot-specific improvements that enhance the speed and reliability for buses or streetcar, depending on the need. Potential ETC toolbox elements in RFFA-funded projects could include:<sup>8</sup>

### Regional

- Bus on shoulder
- Transit signal priority and signal improvements
- Headway management

### Corridor

- Level boarding
- All door boarding
- Bus stop consolidation
- Transit signal priority and signal improvements

### Hotspot

- Dedicated bus lane
- Business access and transit (BAT) lane
- Intersection queue jump/right turn except bus lane
- Transit-only aperture
- Pro-time (peak period only) transit lane
- Multi-modal interactions
- Curb extension at stops/stations
- Far-side bus stop placement
- Street design traffic flow modifications

For additional guidance and assistance with incorporating ETC elements into your project proposal, please contact Jamie Snook [jamie.snook@oregonmetro.gov](mailto:jamie.snook@oregonmetro.gov), (503) 797-1751

<sup>8</sup> 2018 RTP, Table 3.23 Enhanced Transit Treatments p. 3-81



### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

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.

#### **Metro Council President**

Lynn Peterson

#### **Metro Councilors**

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

Bob Stacey, District 6

#### **Auditor**

Brian Evans

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**If you have a disability and need accommodations**, call 503-220-2781, or call Metro’s TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.



600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700  
503-797-1804 TDD  
503-797-1795 fax



# Public engagement quick guide

## Regional flexible funds 2022-24

*Every few years, Metro has an opportunity to work with residents, businesses and local governments to help make key fixes in local transportation that make a regional impact for greater Portland. This guide is for local jurisdictions to plan for engaging residents in planning for these local projects, including information on Title VI and Environmental Justice compliance. .*

### Introduction

This guide is meant as a quick resource for regional flexible funds applicants to support grantee efforts to conduct meaningful opportunities for the public – including historically marginalized communities – to be involved in the local planning process. The guide provides examples of the tools and techniques that grantees may use – or may have used – to communicate with and receive input from the public. For additional information, download Metro’s full Public Engagement Guide at [oregonmetro.gov/public-engagement-guide](https://oregonmetro.gov/public-engagement-guide), or contact Metro staff.

### Best practices for inclusive public engagement

Effective public engagement takes careful planning. The first step is to identify the purpose of the program or project and the anticipated level of public engagement. A well-defined public engagement objective for each phase of the program or project is important to identify the appropriate engagement tools and activities.

### Identifying participants

Before a program or project-specific engagement plan is developed, a stakeholder analysis should be conducted to identify the viewpoints and interests of those impacted by the project and to ensure meaningful involvement opportunities for all people. This necessitates identifying a broad range of participants, including:

- business leaders
- community- and faith-based organizations, neighborhood associations and civic organizations
- historically marginalized populations in which demographic, geographic or economic characteristics impede or prevent their access to public services.

#### Project purpose statements and engagement objectives

- The purpose of this project is...
- This project will result in...
- The objective of public engagement for this project is to...
- Members of the public who should be engaged are...
- The public engagement will be successful if...

Historically marginalized populations include those with limited English proficiency, diverse cultural backgrounds, low-income or disability, seniors and youth. To identify marginalized communities for your project, it is helpful to:

- compile and map data from the U.S. Census Bureau, school districts and other available sources (Metro has resources to help agencies who may not have the staff or technical resources for this)
- field check and determine gaps in data by reviewing results with local cities and counties, community organizations, neighborhood associations and civic organizations.

After developing a scope and budget, a program- or project-specific public engagement plan should be created. Based on the desired project outcome and identified key audiences, the specific engagement plan will include:

- the tools and techniques to achieve the outcome
- a description of how follow-up with audiences and participants will occur
- identify success measures for each outreach strategy.

**To engage communities that have a limited ability or comfort speaking English, consider the following.**

- Build relationships and trust with communities that have a limited ability to speak English through partnerships with community-based organizations.
- Speak the language or find a trusted community leader to speak on your behalf.
- Use culturally specific images and limited text to help convey the message.

#### **Identifying public engagement techniques and tools**

There are many methods to engage people – everything from written information to booths at farmer's markets, online surveys and listening posts. Most tools can be adapted to the needs of specific populations and some can include demographic information collection to provide feedback about whether a population is being adequately engaged (see Attachment B for more information).

#### **Working with advisory committees**

Depending on the level of public engagement the project has identified, advisory committees made up of representative stakeholders can provide advice and input into the planning and decision-making process. A committee can also be a forum for developing consensus or compromise on controversial issues, developing criteria for project decisions and communicating project information to their communities.

#### **Milestones, deliverables and evaluation**

With a wide range of stakeholders involved, it is important to monitor and evaluate a public engagement process, identify issues, measure success and adjust plans accordingly throughout the process.

Developing a timeline with key milestones, target dates and engagement activities will help keep the project on track, and creating a tracking system for engagement results and how public feedback was incorporated or responded to will help with evaluating the project's outcomes. At the conclusion of an engagement process, use quantitative and qualitative metrics to evaluate the engagement process, report back to the public and improve future engagement processes.

## **Title VI of the Civil Rights Act and Executive Order on Environmental Justice**

Recipients of federal funds are required to comply with:

- Title VI of the Civil Rights Act, which includes showing they are not excluding, denying benefits or discriminating based on race, color or national origin (including people with limited English proficiency)
- Executive Order on Environmental Justice, which includes showing how they identify and address disproportionately high and adverse human health or environmental effects of programs, policies and activities on minority populations and low-income populations.

The law and executive order require specific care in regards to communities of color, people with limited English proficiency and people with low income.

These requirements can be broken down into three phases: identifying populations, engaging populations and analyzing the effects of a project for these populations.

### **Identifying populations**

As stated above, to identify underrepresented communities for your project, it is helpful to:

- compile and map data from the U.S. Census Bureau, school districts and other available sources (Metro has resources to help agencies who may not have the staff or technical resources for this)
- field check and determine gaps in data by reviewing results with local cities and counties, community organizations, neighborhood associations and civic organizations.

### **Engaging populations**

When planning, implementing and documenting an engagement strategy, develop and demonstrate specific efforts to engage the communities of color, people with limited English proficiency and people with low income that could be affected by your project (both during its construction and its results). This engagement should be at least to the “involve” level of the IAP2 spectrum of public participation (see Attachment A).

### **Analyzing the effects of projects for these populations**

Analysis should demonstrate that there is not an inequitable distribution of benefits and burdens for these populations compared to those for other residents. Ideally, at least part of the analysis would connect directly what was heard from these communities about their aspirations and concerns to the benefits and burdens used in the analysis. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.

### **Connecting public engagement with project development and implementation**

Engaging the public – including those who have been historically marginalized – is an ongoing and iterative process that begins with identifying the need for the project through the implementation of the project. For the regional flexible funds solicitation process, agencies should be prepared to summarize how they have engaged and continue to engage the public. This section is intended to aid in the completion of Appendix A – Environmental Justice Compliance: Public engagement and non-discrimination certification and help agencies identify additional budget needs for public engagement and Title VI- and Environmental Justice-related engagement and analysis.

### **Transportation or service plan development**

During development of a transportation plan or service plan, agencies take a jurisdiction- or service area-wide look at transportation needs. During this process, it is expected public engagement will inform transportation needs and aspirations, which result in the projects for the plan. This process includes identifying and engaging underrepresented populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low income).

Documentation of efforts made in general public engagement and those made to identify and engage marginalized populations during this process can support applications for regional flexible funding of projects that have not completed project development and the project-specific public engagement and Title VI- and Environmental Justice-related engagement and analysis addressed above.

### **Project development**

During project development, agencies examine the area potentially affected by the project. It is expected that they will have public engagement on the public's needs and aspirations to inform the project. This includes identifying and engaging marginalized populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low income) – and analysis that demonstrates there is not an inequitable distribution of benefits and burdens for these populations compared to those for other residents. The analysis of the distribution of benefits and burdens is developed through the project development process, as the details of the transportation project become more defined. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.

#### *Applying for project development funds*

Applications for regional flexible funding of projects that have not completed project development can reference documentation on how the agency has engaged the public and historically marginalized populations during the agency's transportation or service plan development. Applications should include how the agency has engaged, continues to engage or plans to engage the public on the public's needs and aspirations to inform the project as part of project development, including identifying and engaging marginalized populations and analyzing the distribution of benefits and burdens for these populations compared to other residents.

### **Project implementation**

Prior to project implementation, agencies examine the area potentially affected by the project. During project development, it is expected that they will have had public engagement on the public's needs and aspirations to inform the project. This includes identifying and engaging underrepresented populations – particularly those identified in Title VI of the Civil Rights Act and the Executive Order on Environmental Justice (people of color, people with limited English proficiency and people with low

income) – and analysis that demonstrates there is not an inequitable distribution of benefits and burdens for these populations compared to those for other residents.

*Applying for project implementation funds*

Applications for regional flexible funding for project implementation should reference documentation of efforts made in general public engagement and those made to identify and engage marginalized populations during project development. Applications should include how the agency engaged the public on the public's needs and aspirations to inform the project as part of project development, including identifying and engaging marginalized populations and analyzing the distribution of benefits and burdens for these populations compared to other residents.

Documentation should include an analysis demonstrating there is not an inequitable distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. Any finding of inequitable distribution of benefits and burdens must include documentation justifying the project and showing there is no less discriminatory alternative.



## Attachment A | Public engagement tools and techniques matrix



## IAP2'S PUBLIC PARTICIPATION SPECTRUM

The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

INCREASING IMPACT ON THE DECISION					
PUBLIC PARTICIPATION GOAL	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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**Attachment B | Public engagement tools and techniques matrix**

<b>Public engagement techniques and tools</b>					
The following is a menu of communication tools to engage the public in programs, activities and services.				<b>IAP2 Spectrum of Public Participation</b>	
<b>Technique/ Tool</b>	<b>Description</b>	<b>INFORM</b>	<b>CONSULT</b>	<b>INVOLVE</b>	<b>COLLABORATE</b>
<b>WRITTEN AND GRAPHIC INFORMATION TO BUILD AWARENESS AND UNDERSTANDING</b>					
<b>Project mailing list</b>	Database to communicate with the interested parties, stakeholders, partners, elected officials, members of committees and boards and the general public	●			
<b>Public meeting notice</b>	Online web calendar for advance notices of council and committee meetings and program or project events. Each meeting agenda includes the date and time of the next meeting, nondiscrimination, language assistance and ADA notice as well as TTY/TDD phone number	●	●		
<b>E-newsletter</b>	Email updates to the project mailing list to announce events or at project milestones, sometimes with a request to provide comments about a program or project	●			
<b>Fact sheet</b>	Periodic updates provided to target audiences in written form or posted on the website	●			
<b>Good neighbor letter</b>	Letters to program or project "neighbors" to provide project updates and announcements	●			
<b>Flyer or brochure</b>	Written updates that are handed out or posted in community locations to provide a project overview, project updates, refer people to the project website or highlight project milestones and offer the opportunity to participate or comment	●			
<b>Postcard</b>	Mailed cards used to announce meetings, events or comment periods or offer project updates	●	●		
<b>Promotion through partners</b>	Prepared material, email or web content that can be forwarded by cities, counties, agencies, community organizations, or public venues such as libraries, places of worship and other project partners in order to increase reach when inviting participation or seeking public comment	●			
<b>Billing insert</b>	Coordination with cities and counties to send out a notice of event, public comment opportunity or survey in monthly utility bills	●	●		
<b>Web link   agenda tags</b>	Web link or other quick note about an upcoming event, public comment opportunity or survey that can be added to an email signature or the bottom of upcoming agendas	●	●		
<b>ONLINE ENGAGEMENT</b>					
<b>Website</b>	Information on programs, projects and services as well as engagement opportunities	●	●	●	
<b>Social media</b>	Twitter, Facebook and other social media channels to connect with the public, build awareness and share engagement opportunities	●	●	●	●
<b>Cross-link websites</b>	Highlights about an event, comment opportunity or survey on a related page websites of cities, counties, agencies, community organizations or other project partners	●	●	●	●
<b>Survey</b>	Opportunity to share views and help shape projects by responding to short surveys and/or viewing aggregate results to see how others have responded	●	●	●	●

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>IN-PERSON ENGAGEMENT</b>					
<b>Open house</b>	Opportunity to drop in to see program or project information, talk to staff and offer informal or formal feedback at a location that is accessible by transit and to persons with disabilities and at a time that is convenient	•	•	•	
<b>Public meeting</b>	Face-to-face interaction and discussion with staff and/or elected officials to learn about programs, projects or services and provide input at a location that is accessible and a time that is convenient	•	•	•	•
<b>Community presence</b>	Participation in community events at faith-based organizations, community centers, grocery stores, farmers markets or other gathering places to share information, answer questions and request public input on programs or projects	•	•	•	•
<b>Speakers bureau  targeted presentations</b>	Presentations by staff or elected officials to neighborhood, business and civic groups around the region to share information and obtain input	•	•	•	•
<b>Stakeholder engagement</b>	Targeted opportunities for discussion and feedback from interested parties such as community and environmental organizations, academic advisors, economic development interests, business and community leaders and representatives of other state or local agencies	•	•	•	•
<b>Stakeholder interviews</b>	To improve the baseline understanding of target audiences and inform communication planning, the project team may conduct one-on-one or group interviews with a broad range of stakeholders	•	•	•	•
<b>Focus groups</b>	Facilitated discussions held with randomly selected participants to learn about key issues, understand values and interests or test messages	•	•	•	•
<b>Discussion groups</b>	Facilitated forum for individuals to discuss various topics	•	•	•	
<b>Townhalls</b>	Informal public meeting or event open to community members and held at a location easily accessible by transit and by persons with disabilities at a time that is convenient, where community members may voice their opinions and ask questions.	•	•	•	
<b>Workshops or trainings</b>	Class or series of classes in which a small group of people learn a about a project or program	•	•	•	
<b>Community summit</b>	A public event that brings together stakeholders representing the diverse perspectives of the region to evaluate engagement practices from the previous year, share local community information and advice on priorities and engagement strategies for upcoming policy initiatives; may hold community summits on specific projects or topic areas as well.	•	•	•	
<b>VISUAL COMMUNICATION</b>					
<b>Maps</b>	Create maps that communicate spatial and other complex information visually (data sources: census, modeling, roadway and transit network, sidewalk/bike/trail network, parks and natural areas locations and more)	•			
<b>Charts, graphs and tables</b>	Create charts, graphs or tables to illustrate complex information in a way that is easily understandable to the public and regional decision-makers.	•			
<b>Diagrams and graphic illustrations</b>	Diagrams and graphic illustrations visually illustrate timelines, complex process or decision-making structures, proposed choices and their associated tradeoffs and analysis results	•			
<b>Photographs</b>	An extensive photo library offers access to images that clarify meaning and make reports and analysis more visually appealing	•			

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>VISUAL COMMUNICATION (CONTINUED)</b>					
<b>Map-based online public comment</b>	Enabling a map with project locations and descriptions to connect to local project information and a form for taking public comments, in English and/or multiple languages	•	•	•	
<b>Envision tool</b>	The tool allows users to “paint the landscape” by allocating different building types across a study area to create a land use scenario. Users can build as many scenarios as they would like and test them against each other. The tool allows real-time evaluation of each scenario’s impact on land use, housing, sustainability, transportation, and economic conditions	•	•	•	
<b>Interactive web pages with surveys</b>	Specially-created, web-based interactive tools that ask community members to make choices between different options by visually demonstrating the options' tradeoffs allows for participants to make choices and then explain those choices in a follow-up survey where they can also offer advice for the project or program decision-making	•	•	•	•
<b>INVOLVING LIMITED ENGLISH PROFICIENT POPULATIONS, COMMUNITIES OF COLOR, LOW-INCOME HOUSEHOLDS, OLDER PEOPLE, YOUTH AND PERSONS WITH DISABILITIES</b>					
<b>Relationship-building</b>	Partnership with business, civic, faith-based and community organization leadership to reach underrepresented populations, provide targeted translated materials or announce public engagement opportunities	•	•	•	
<b>Technical assistance contracts</b>	Technical assistance contracts may be awarded to community organizations to conduct engagement activities, reach underrepresented populations or to help better inform a project	•	•	•	•
<b>Audience research and analysis</b>	Demographic and four-factor LEP analysis, community assessment and stakeholder interviews to understand different populations, abilities to speak English and cultural preferences so that engagement tools selected for public outreach are inclusive, accepted and accessible: mobile applications or text messages, online, word of mouth, radio, etc. (data sources: census, American Community Survey, schools)	•	•	•	
<b>Plain language</b>	Materials clearly written in plain language with a minimum of technical terms to enable people with limited English proficiency or low literacy to participate and comment	•	•	•	
<b>Language assistance</b>	In-person interpreters, a telephone language line or translated materials that communicate with people with limited English proficiency	•	•	•	
<b>Alternative formats</b>	Braille, sign language or communication aids at public meetings, upon request	•	•	•	
<b>Multicultural media</b>	Distribution of news releases to multicultural media to describe the project, explain timeline, highlight opportunities for involvement and comment, discuss culturally relevant issues and frame intended outcomes as they relate to culturally specific audiences	•	•	•	
<b>Text messaging alerts</b>	The act of typing and sending a brief, electronic message between two or more mobile phones or fixed or portable devices over a phone network	•			
<b>Barrier removal</b>	Locations that are easily accessible by transit and accessible for people with disabilities, child care, space for wheelchairs, designated seating for persons with hearing or vision impairments, and other accommodations upon request	•	•	•	

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

Technique/ Tool	Description	INFORM	CONSULT	INVOLVE	COLLABORATE
<b>MEDIA</b>					
<b>Press release</b>	Proactive coordination with TV, radio, newspaper, blogs, community, multicultural media and other media outlets to describe the project, explain its timeline, highlight opportunities for involvement and comment, discuss relevant issues and frame intended outcomes	•	•		
<b>Newsfeed</b>	Story to be shared with newspaper, radio and TV, blogs, social media for the purpose of generating coverage	•			
<b>Media calendar listings</b>	Event information sent to newspaper, radio, TV, blogs and social media that have some kind of calendar listing or web calendar to which they can post it to increase visibility	•			
<b>legal notice radio   public Service Announcement (PSA)</b>	Newspaper ads or legal notices, especially in community-based papers, and radio ads or PSAs are used to announce project milestones or request formal public comment and refer recipients to detailed project information online	•	•		
<b>Public access cable</b>	Live broadcast for Council meetings that are repeated on Community Access Network, Portland Community Media, Metro East Community Media (MCTV), Tualatin Valley Television (TVCTV) and Willamette Falls Television at various times throughout the week.	•			
<b>OTHER TOOLS OR TECHNIQUES TO CONSIDER TO INCREASE PARTICIPATION</b>					
<b>Incentives</b>	Incentives may be provided to increase participation at open houses or public events such as providing free food and drinks, snacks or childcare. Incentives such as gift cards or raffles can increase participation in filling out survey or providing feedback	•	•	•	•

# Proposed projects summary

2022-24 regional flexible funds allocation

September 2019



### **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](http://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](http://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/rffa](http://oregonmetro.gov/rffa)



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## PURPOSE AND BACKGROUND

Every few years, Metro has an opportunity to help make those projects happen with something called regional flexible funds – money from the federal government that can be used for a wide range of projects.

It's not a lot of money – expected to be about \$145 million over three years, just five percent of transportation funding spent in the tri-county region – but it can help with crucial gaps and long-awaited fixes.

This booklet summarizes the 23 projects proposed by the cities and counties of the greater Portland region to qualify for approximately \$43 million in funds set aside for improvements for walking, biking, access to transit and moving freight. Total request for these projects adds up to about \$78 million.

### Evaluation

Each of the projects have been evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the [2018 Regional Transportation Plan](#):

- advancing social equity
- improving safety
- implementing the region's [Climate Smart Strategy](#)
- managing congestion

The current conditions, design of the project and ongoing effect of the proposed investment were examined to score the opportunity and benefit within each of the policy areas.

**Points further from the center of the chart show greater opportunity or benefit.**

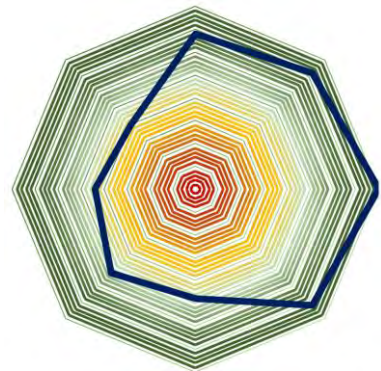
### Comment opportunity – Sept. 6 through Oct. 7, 2019

After reviewing project proposals, share your views in an online survey at [surveymonkey.com/r/43million](https://surveymonkey.com/r/43million) or by:

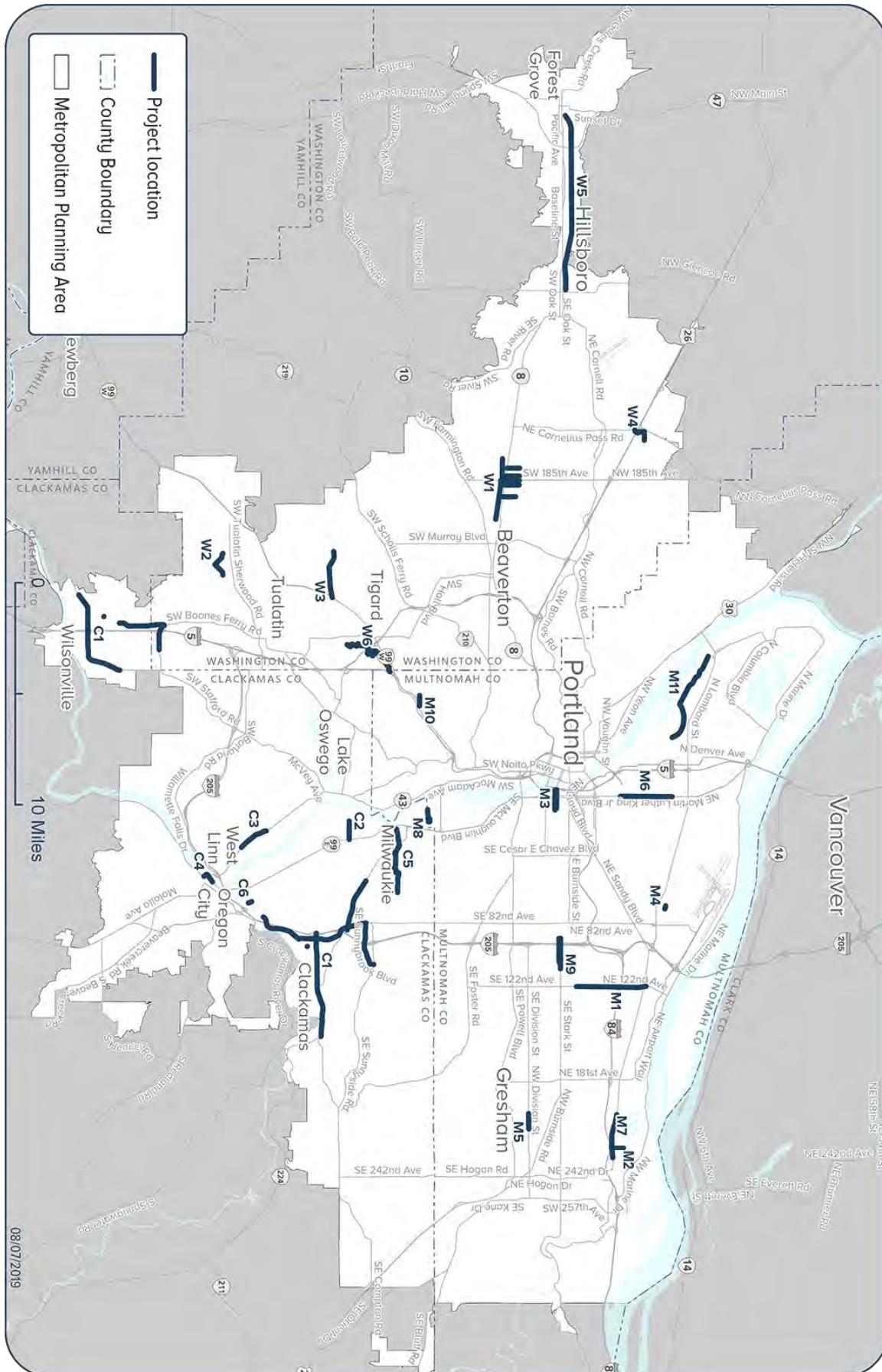
- email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- mail to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- phone at 503-797-1757 or TDD 503-797-1850.



Find out more about the 2022-24 regional flexible funds allocation and review full proposals at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa).



### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation



## PROPOSED PROJECTS

### Clackamas County

**C1:** Clackamas Industrial Area freight ITS

**C2:** Courtney Avenue biking and walking

**C3:** Highway 43 biking and walking

**C4:** Highway 99E biking and walking

**C5:** Monroe Greenway

**C6:** Trolley Trail Bridge replacement

### Multnomah County

**M1:** 122nd Avenue active transportation

**M2:** 223rd Avenue biking and walking

**M3:** Belmont/Morrison biking and walking

**M4:** Columbia/Cully freight

**M5:** Division Street biking and walking

**M6:** MLK Boulevard safety and access to transit

**M7:** Sandy Boulevard biking and walking

**M8:** Springwater Trail to 17th Avenue Trail

**M9:** Stark/Washington biking and walking

**M10:** Taylors Ferry Road transit access safety

**M11:** Willamette Boulevard active transportation

### Washington County

**W1:** Aloha safe access to transit

**W2:** Blake Street design

**W3:** Bull Mountain Road biking and walking

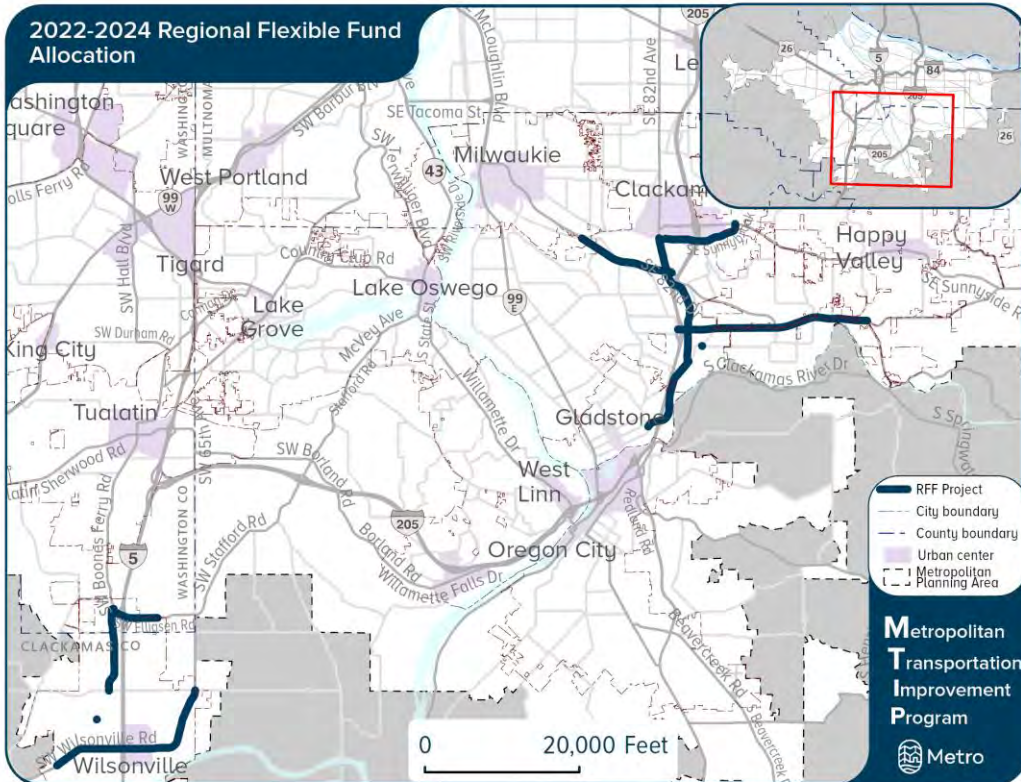
**W4:** Cornelius Pass biking and walking bridge

**W5:** Council Creek Trail biking and walking

**W6:** Red Rock Creek Trail biking and walking



### C1: Clackamas Industrial Area freight ITS



#### *Clackamas Industrial Area intelligent transportation systems*

**Sponsor:** Clackamas County

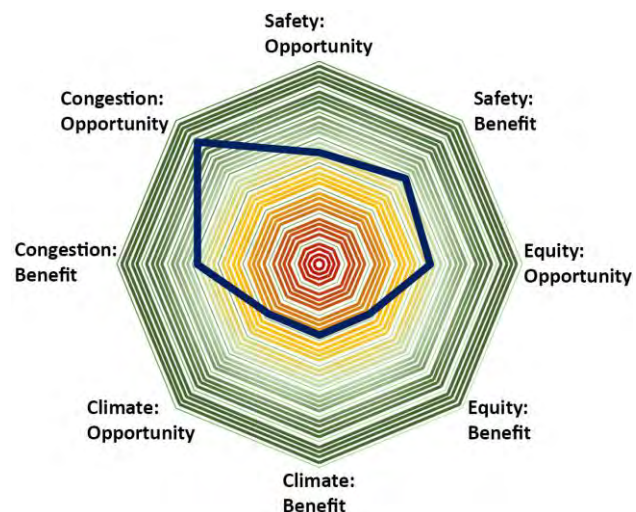
**Requested amount:** \$1,768,040

**Total project cost:** \$1,970,400

**Purpose:** Construction

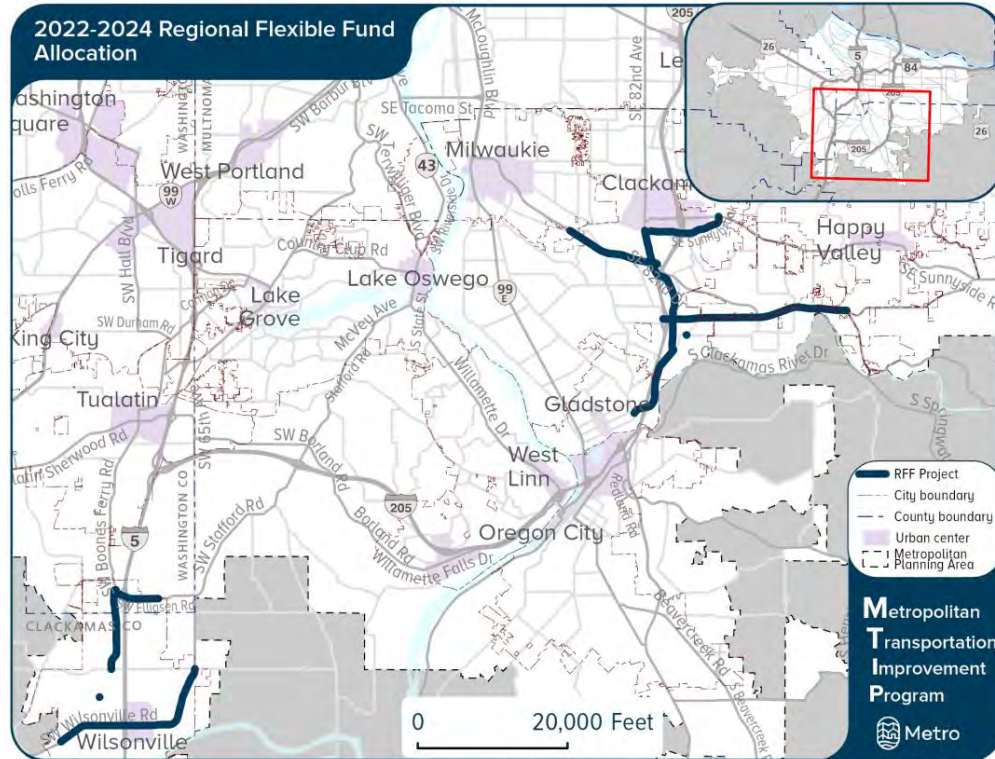
**Description:** Builds intelligent transportation system technological improvements to improve freight movement, reliability and safety.

#### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## C2: Clackamas Industrial Area freight ITS



*Courtney Avenue: River Road to OR 99 (McLoughlin Blvd)*

**Sponsor:** Clackamas County

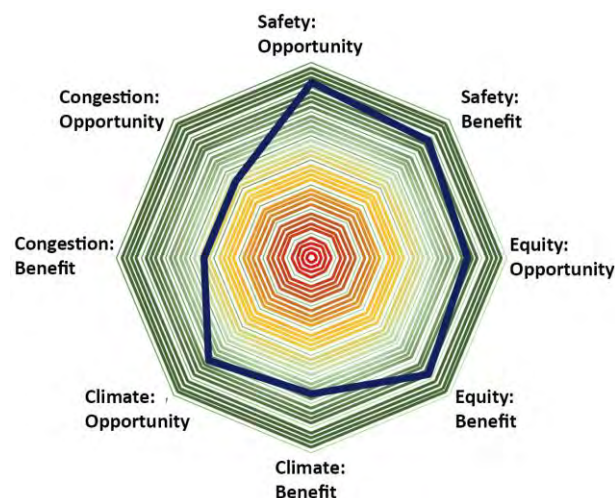
**Requested amount:** \$5,079,992

**Total project cost:** \$5,661,420

**Purpose:** Construction

**Description:** Provides separated sidewalks and 8-foot wide buffered bike lanes, intermittent rain gardens for stormwater management, and ADA compliant intersection curb ramps and crosswalk enhancements at two intersections. Provides direct walking and biking east-west connection to the Trolley Trail.

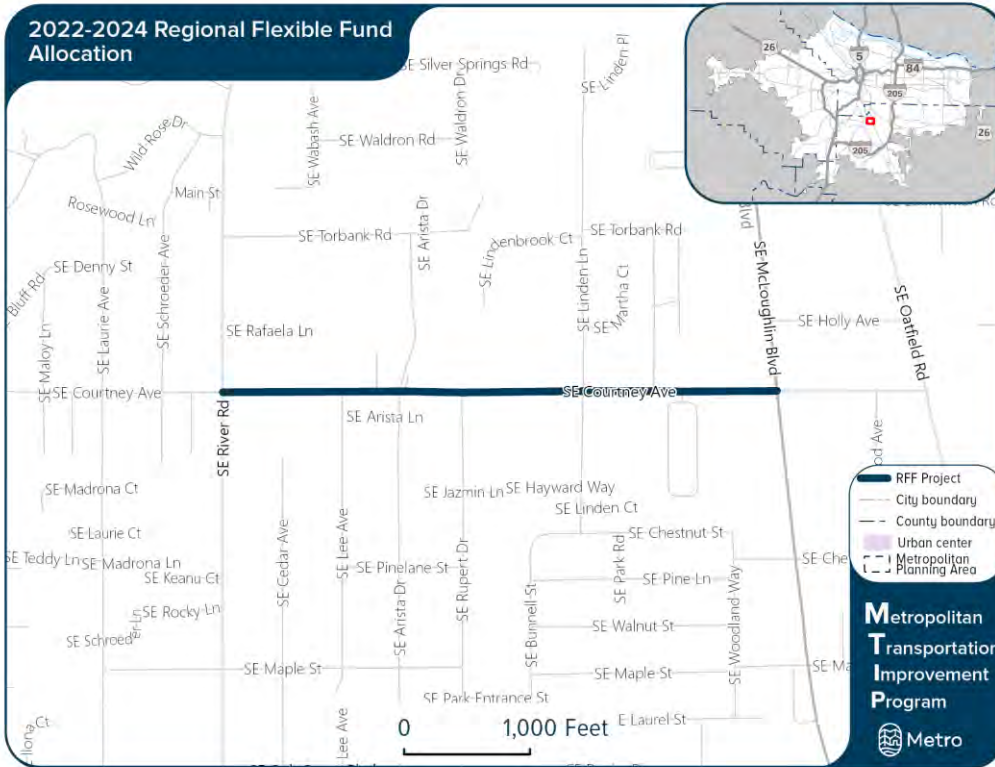
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## C2: Courtney Avenue biking and walking



### Clackamas Industrial Area intelligent transportation systems

**Sponsor:** Clackamas County

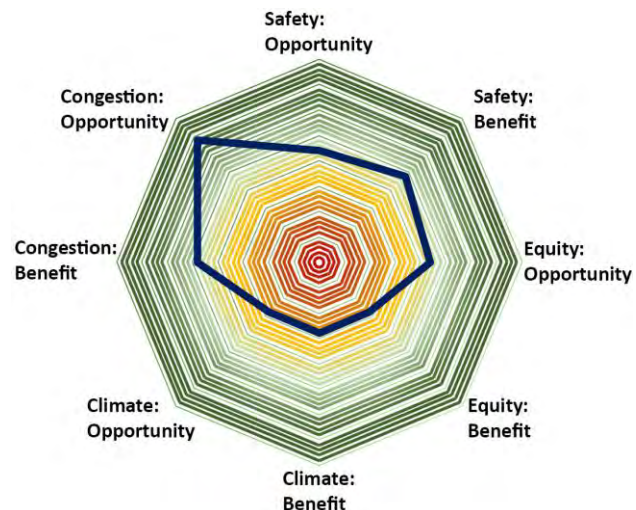
**Requested amount:** \$1,768,040

**Total project cost:** \$1,970,400

**Purpose:** Construction

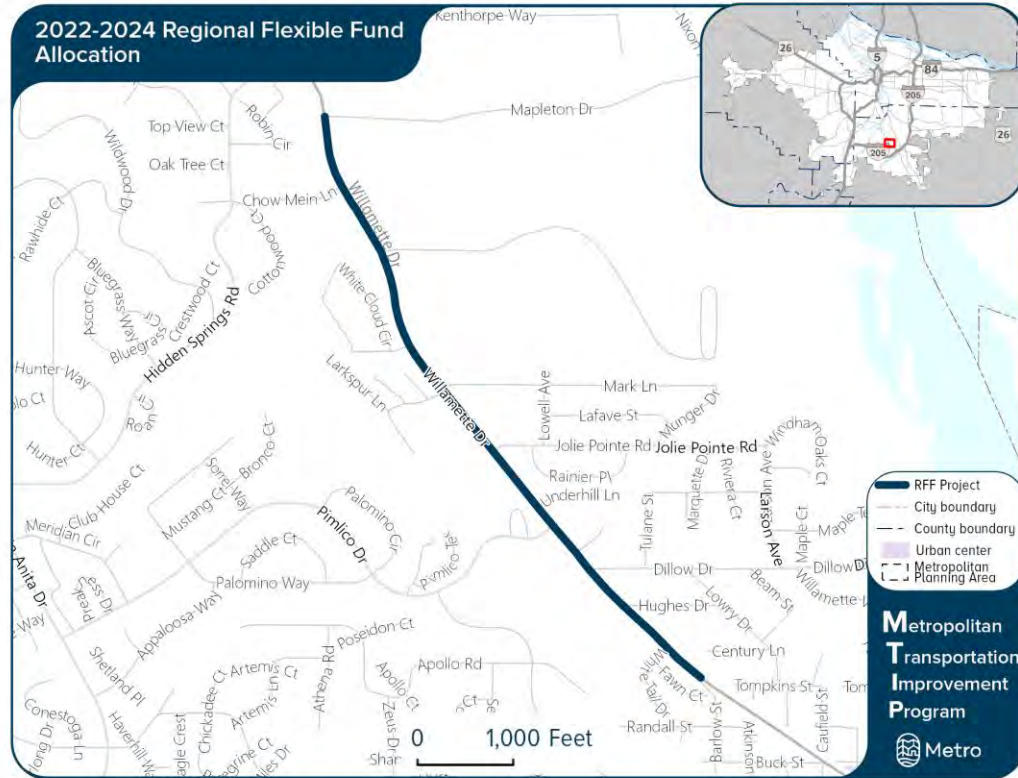
**Description:** Builds intelligent transportation system technological improvements to improve freight movement, reliability and safety.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

### C3: Highway 43 biking and walking



#### OR43 (Willamette Dr): Mapleton Drive to Barlow Street

**Sponsor:** City of West Linn

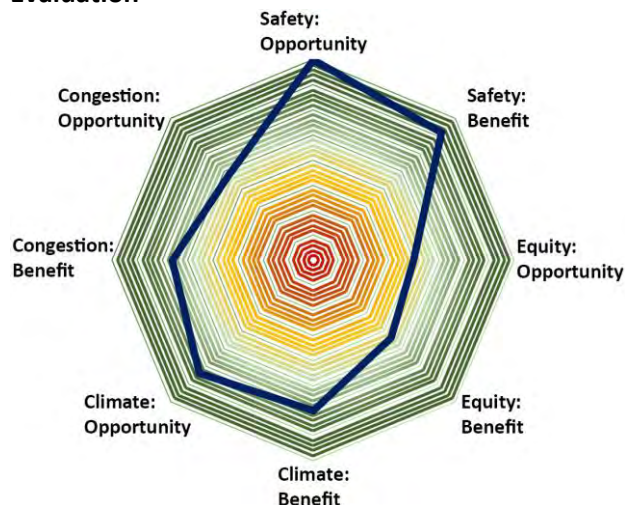
**Requested amount:** \$6,468,000

**Total project cost:** \$9,240,000

**Purpose:** Construction

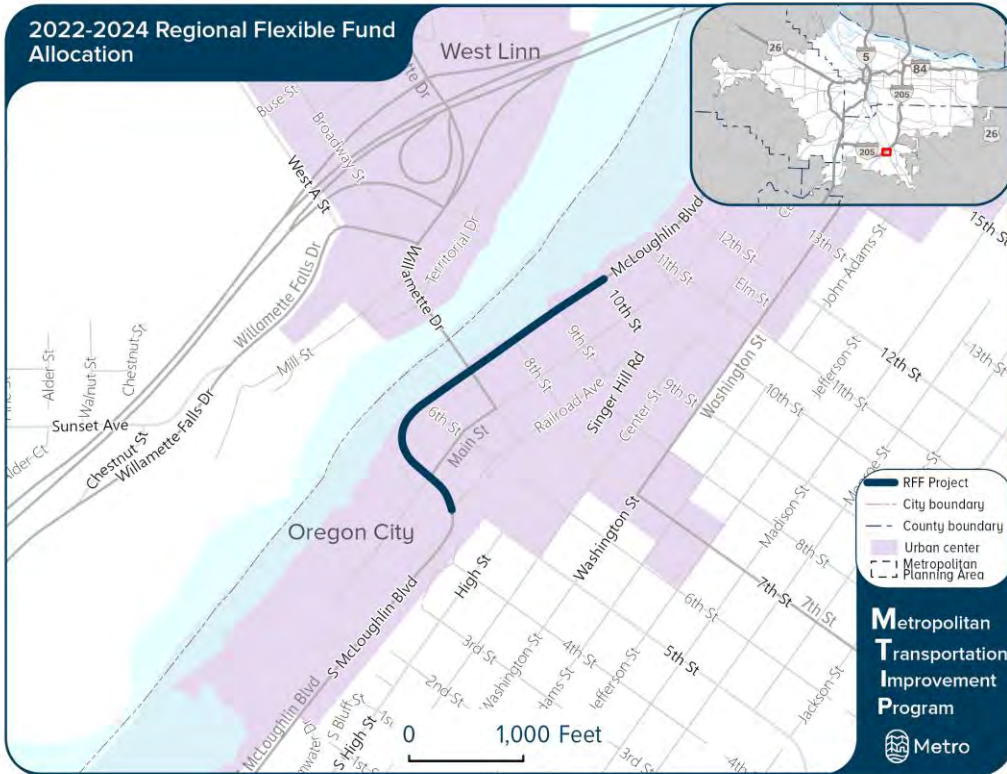
**Description:** Provides continuation of grade-separated protected sidewalks and bike paths along Highway 43 from Mapleton Drive to Barlow Street. Creates walking and biking safeguards at intersections with raised corner bike refuge islands, multiuse marked crossings and other improvements.

#### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

#### C4: Highway 99E biking and walking



**OR99E: 10th Street to railroad tunnel**

**Sponsor:** City of Oregon City

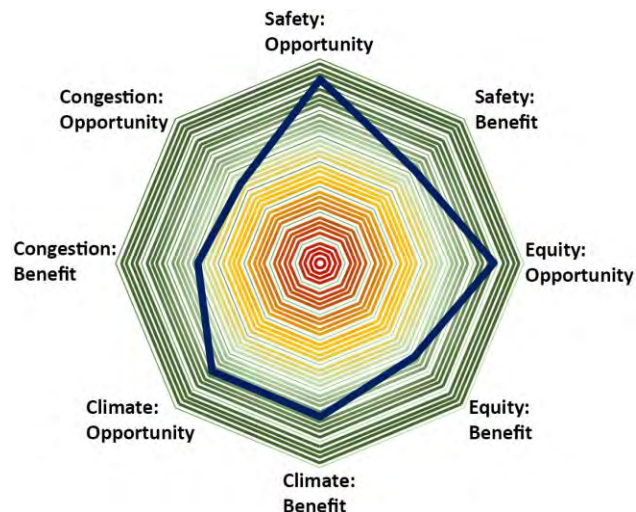
**Requested amount:** \$673,000

**Total project cost:** \$753,000

**Purpose:** Project development

**Description:** Provides design for the final phase of the McLoughlin Boulevard Enhancement Plan to close the walking and biking gap between McLoughlin and the Willamette Falls Riverwalk and to recreate McLoughlin as a complete street from the tunnel to 10th Street.

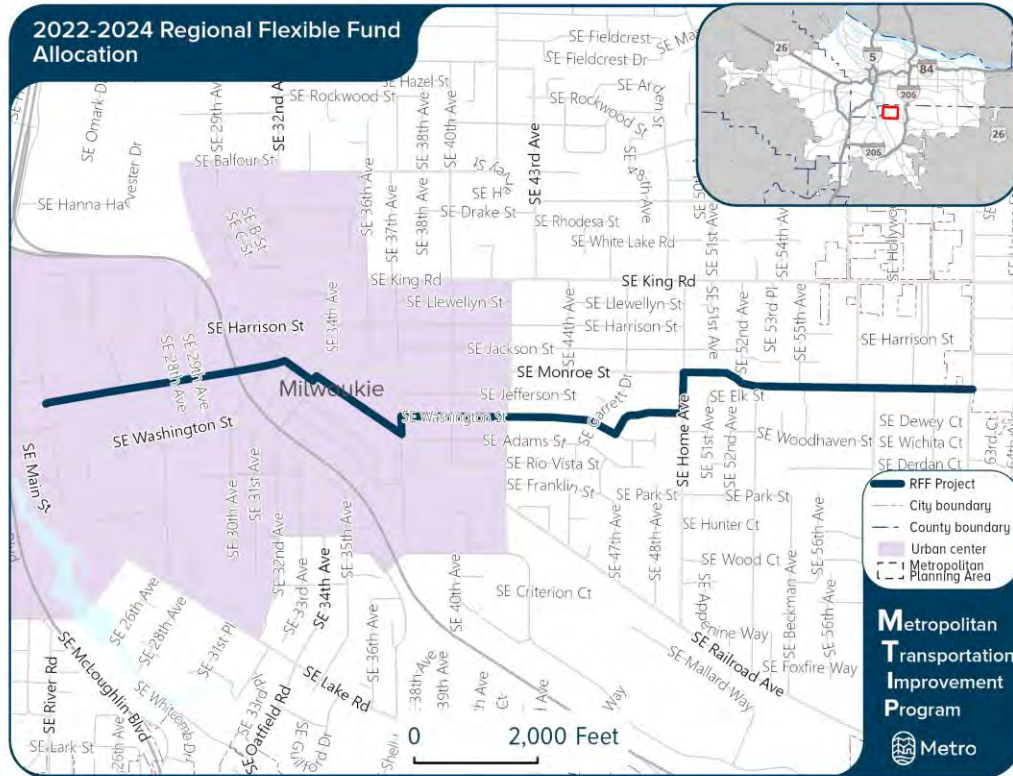
#### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## C5: Monroe Greenway



**Monroe Street Greenway: 21st Avenue to Linwood Avenue**

**Sponsor:** City of Milwaukie

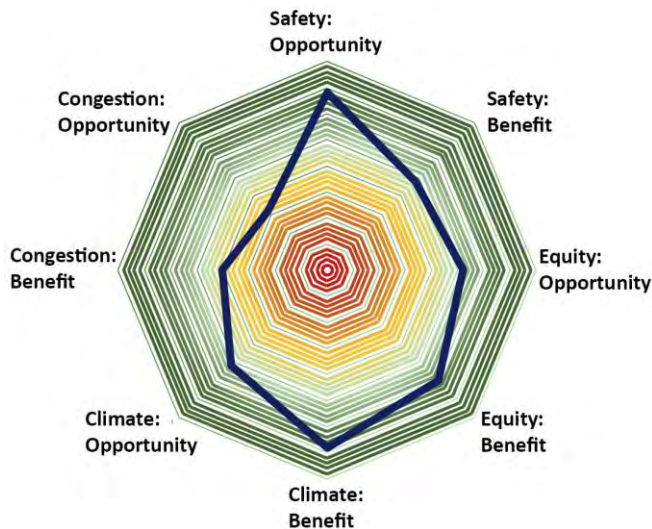
**Requested amount:** \$3,860,788

**Total project cost:** \$10,182,688

**Purpose:** Construction

**Description:** Creates a neighborhood greenway for safer walking and biking on Monroe Street. Connects Milwaukie's central neighborhoods with downtown, the Trolley Trail, the 17th Avenue bikeway to the west, and the Clackamas Regional Center to the east.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## C6: Trolley Trail Bridge replacement



*Trolley Trail Bridge over Clackamas River: Portland Avenue to Clackamas River Greenway Trail*

**Sponsor:** City of Gladstone

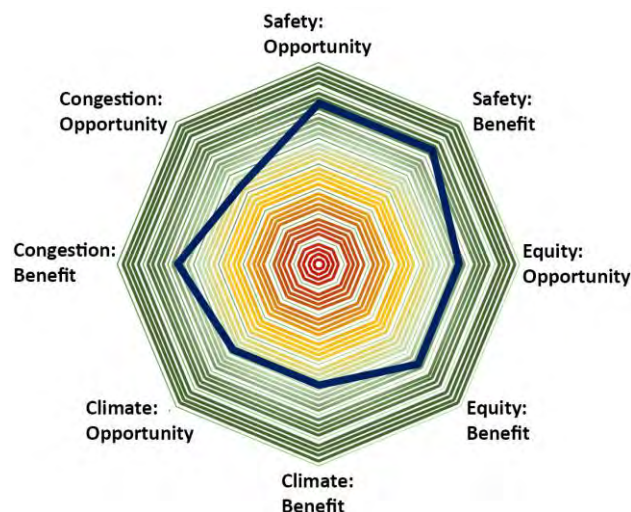
**Requested amount:** \$1,228,800

**Total project cost:** \$1,375,800

**Purpose:** Project development

**Description:** Plans, engineers and provides cost estimate for constructing a new walking and biking bridge connecting downtown Gladstone and downtown Oregon City.

### Evaluation

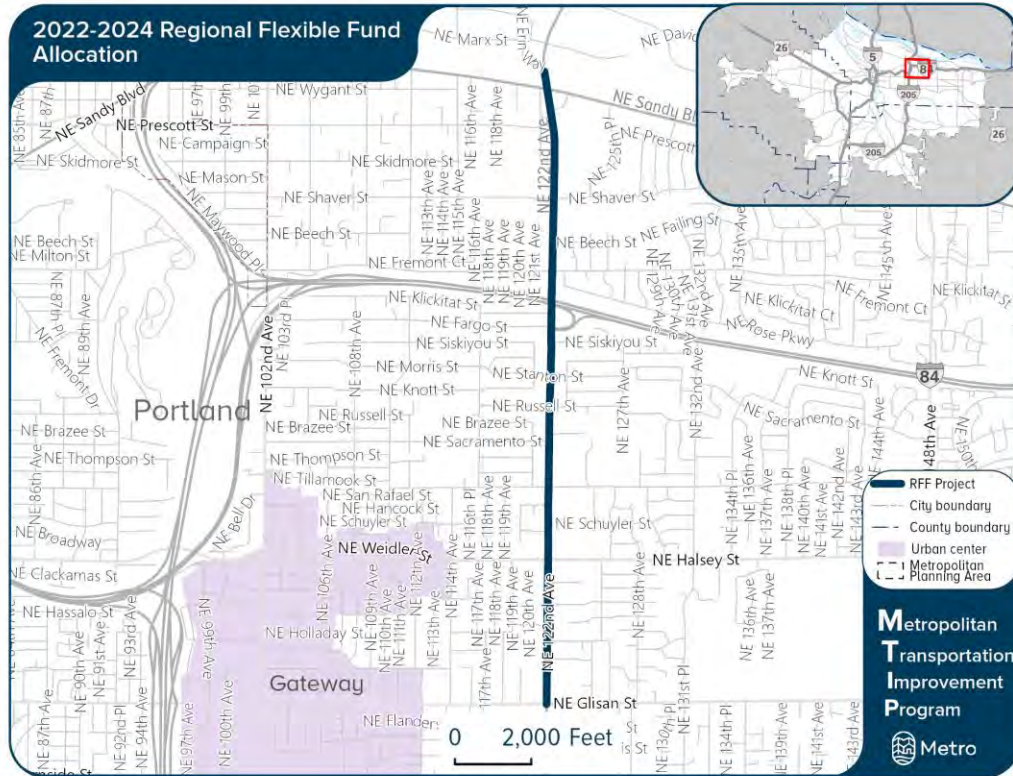


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

#### M1: 122nd Avenue active transportation



#### 122nd Avenue: Sandy Boulevard to Burnside Street

**Sponsor:** City of Portland

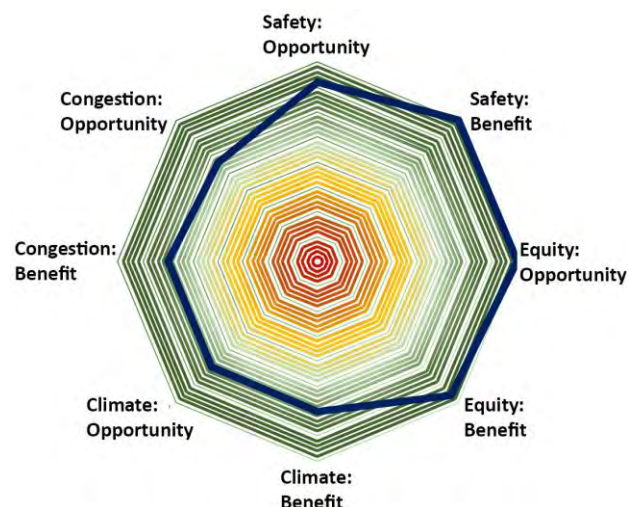
**Requested amount:** \$4,543,700

**Total project cost:** \$6,491,000

**Purpose:** Project development, construction

**Description:** Constructs high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Avenue.

#### Evaluation



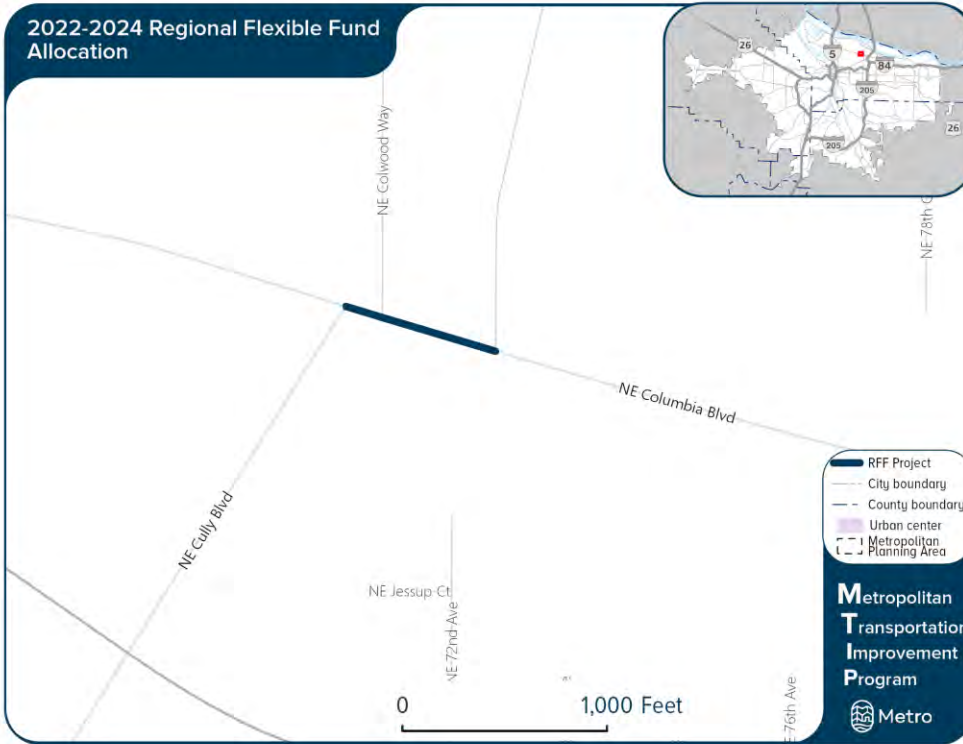
Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.







#### M 4: Columbia/Cully freight



*Columbia Boulevard: Cully Boulevard and Alderwood Road intersections*

**Sponsor:** City of Portland

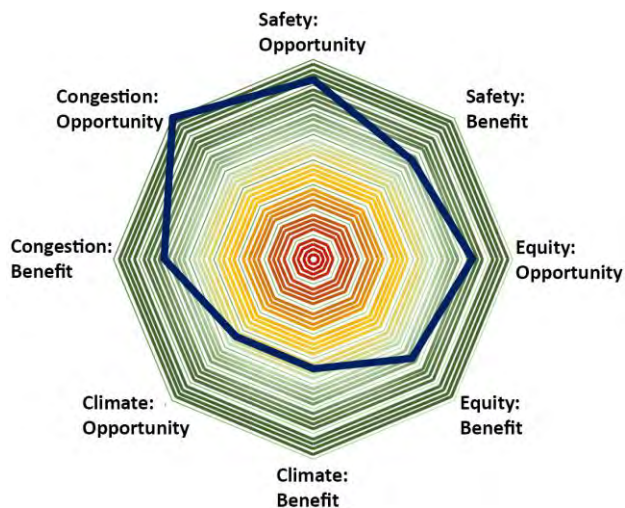
**Requested amount:** \$3,434,193

**Total project cost:** \$5,084,193

**Purpose:** Project development, construction

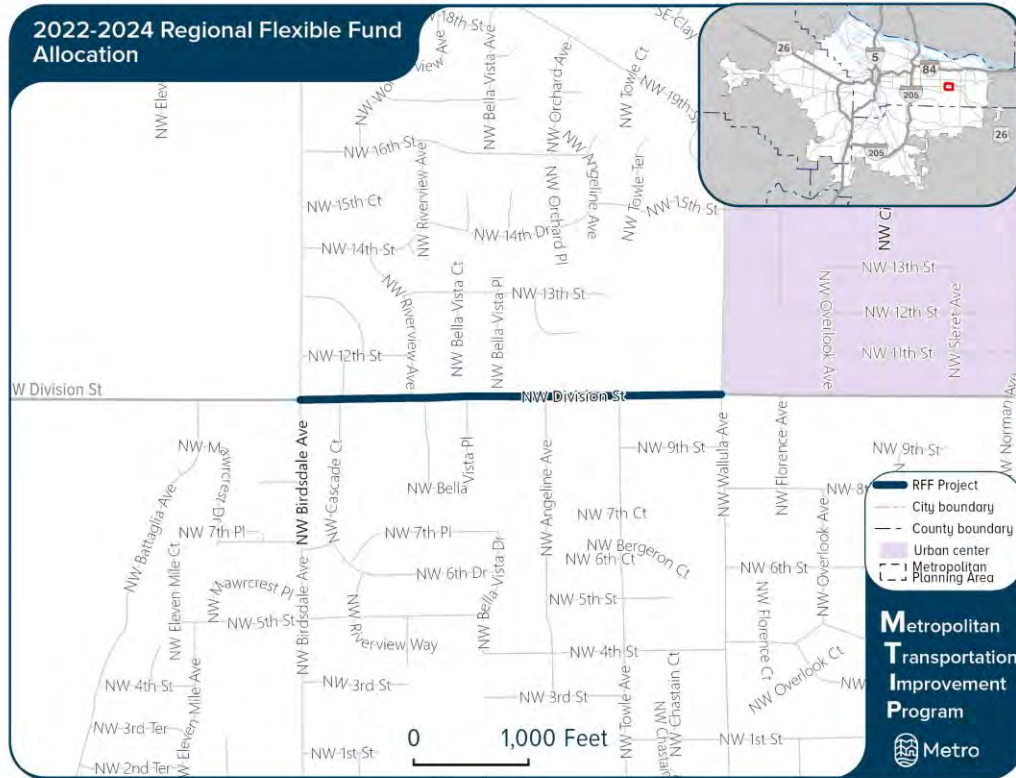
**Description:** Constructs intersection improvements at Northeast Columbia Boulevard at Cully Boulevard and Alderwood Road to enhance freight movement, including a new traffic signal, turn lanes and railroad crossing improvements. Includes separated sidewalks and multiuse path.

#### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## M5: Divison Street biking and walking



**Division Street: Birdsedale Avenue to Wallula Avenue**

**Sponsor:** City of Gresham

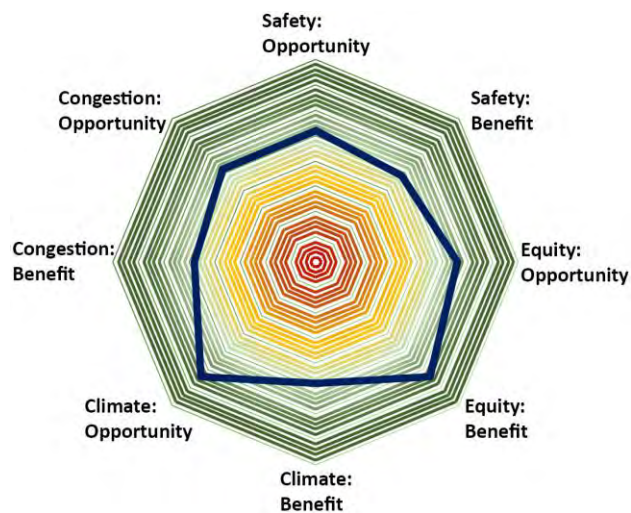
**Requested amount:** \$5,240,760

**Total project cost:** \$6,840,760

**Purpose:** Project development, construction

**Description:** Extends walking and biking connections on Northwest Division between Wallula and Birdsedale avenues. Adds continuous and ADA-compliant sidewalks, curbs, curb ramps and bike lanes.

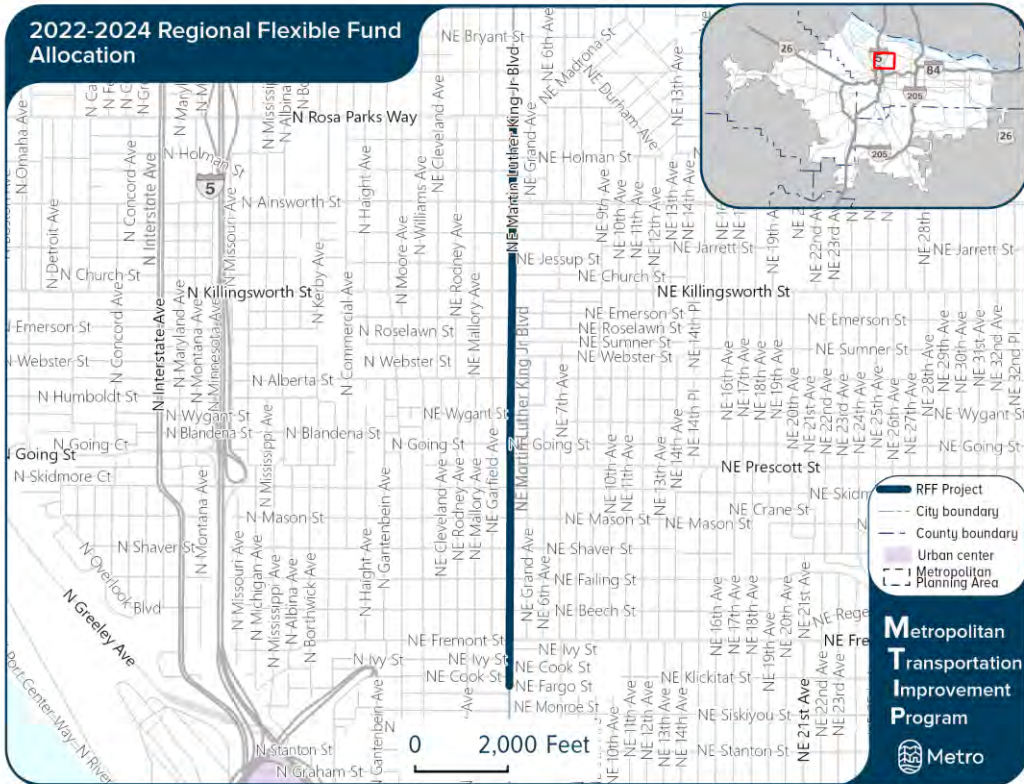
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## M6: MLK Boulevard safety and access to transit



### MLK Boulevard: Cook Street to Highland Street

**Sponsor:** City of Portland

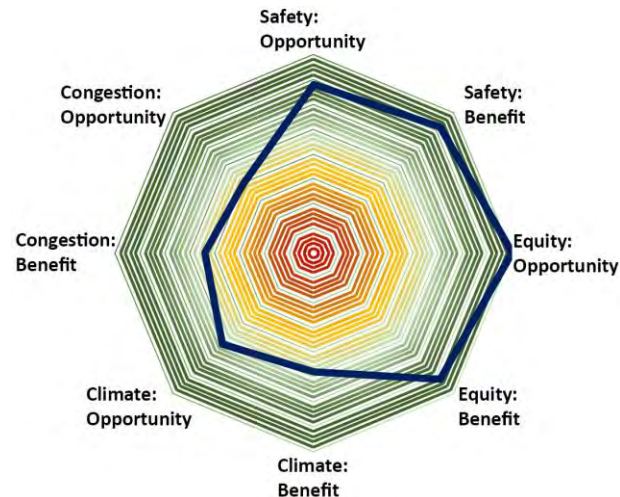
**Requested amount:** \$4,123,000

**Total project cost:** \$4,723,000

**Purpose:** Project development, construction

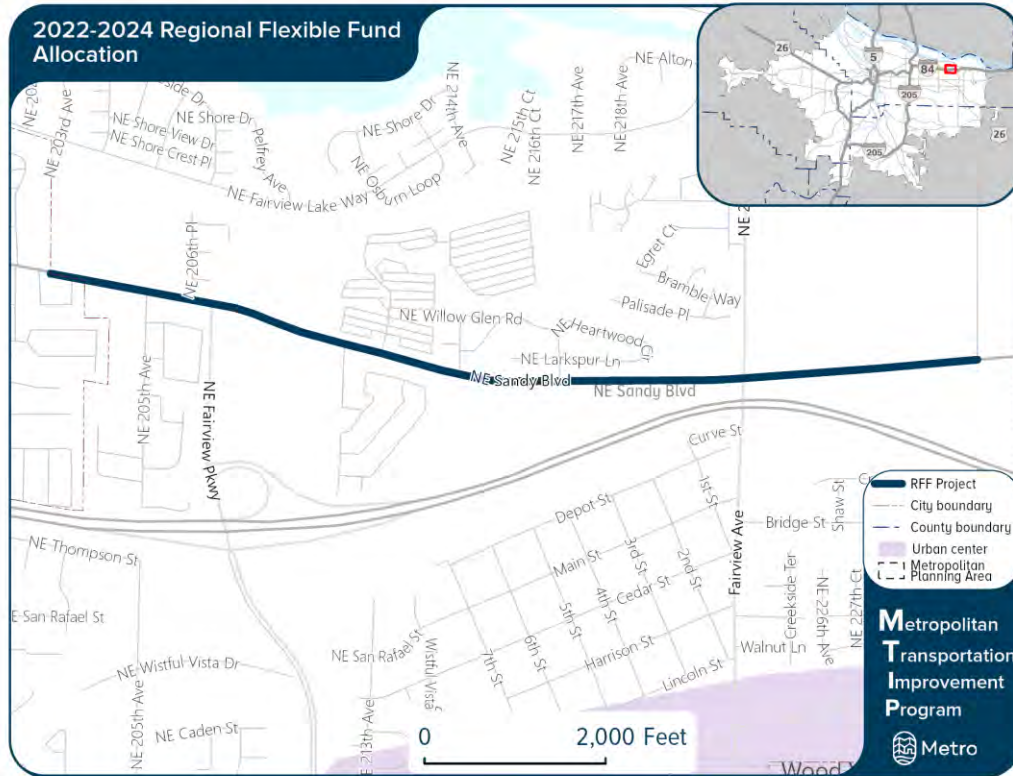
**Description:** Constructs high-priority enhanced pedestrian crossings and signal upgrades along Northeast Martin Luther King Jr Boulevard to improve walking and biking safety and access to transit.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## M7: Sandy Boulevard biking and walking



*Sandy Boulevard: 201st Avenue to 230th Avenue*

**Sponsor:** Multnomah County

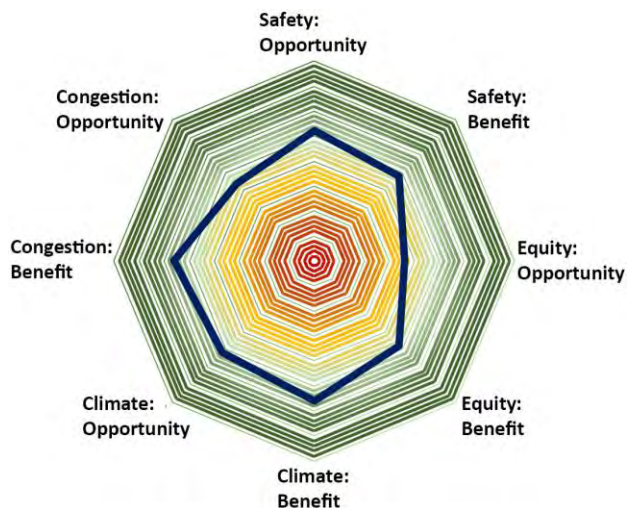
**Requested amount:** \$1,275,985

**Total project cost:** \$1,422,025

**Purpose:** Project development

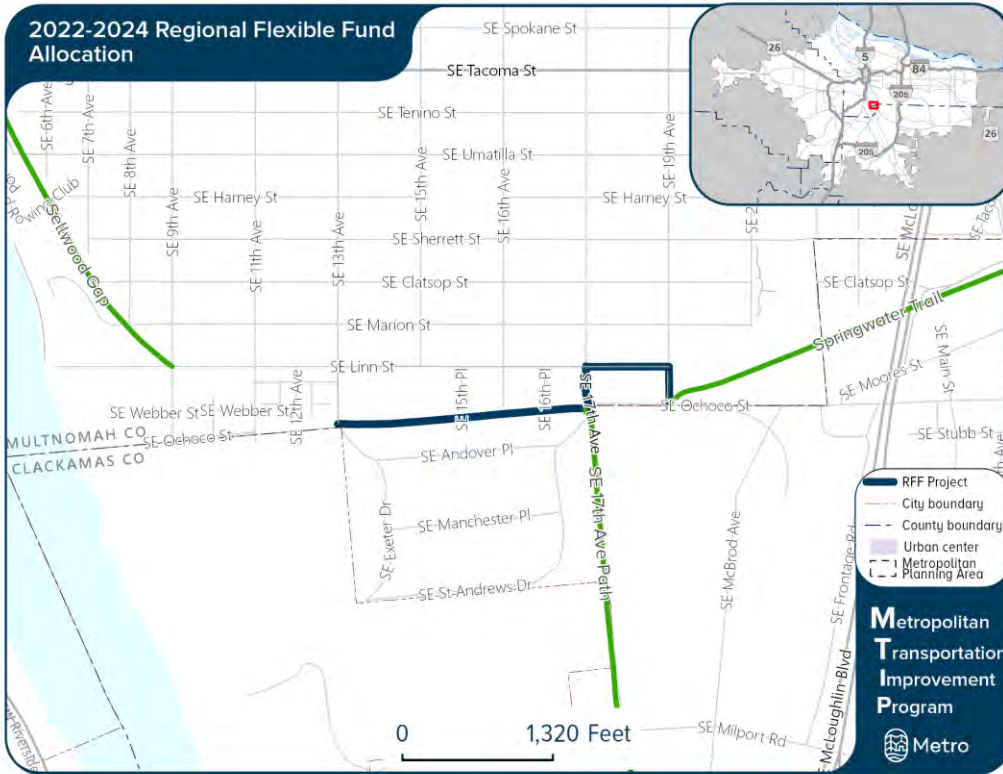
**Description:** Designs walking and biking improvements along Sandy Boulevard from the Gresham city limits to Northeast 230th Avenue.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## M8 Springwater Trail to 17<sup>th</sup> Avenue Trail



*Springwater Corridor: 13th Avenue to 19th Avenue*

**Sponsor:** City of Portland

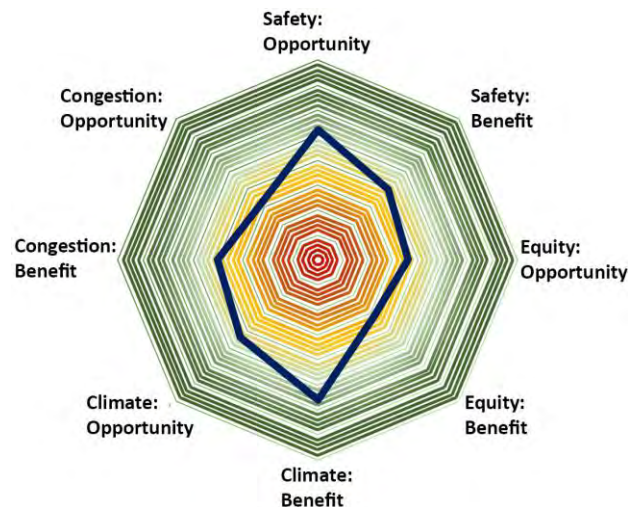
**Requested amount:** \$5,534,000

**Total project cost:** \$6,534,000

**Purpose:** Project development, construction

**Description:** Extends the Springwater Trail from 13th Avenue to 17th Avenue and extends the 17th Avenue Trail from St Andrews Place to Linn Street, connecting to the Springwater Corridor.

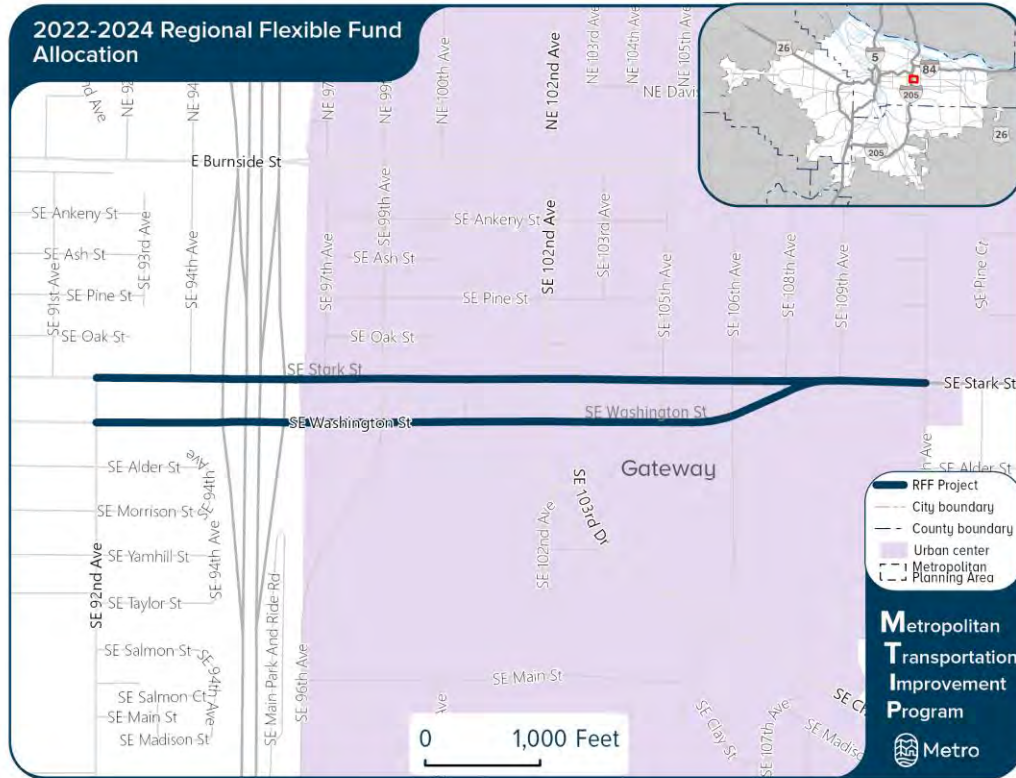
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## M9: Stark/Washington biking and walking



*Stark and Washington streets: 92nd Avenue to 109th Avenue*

**Sponsor:** City of Portland

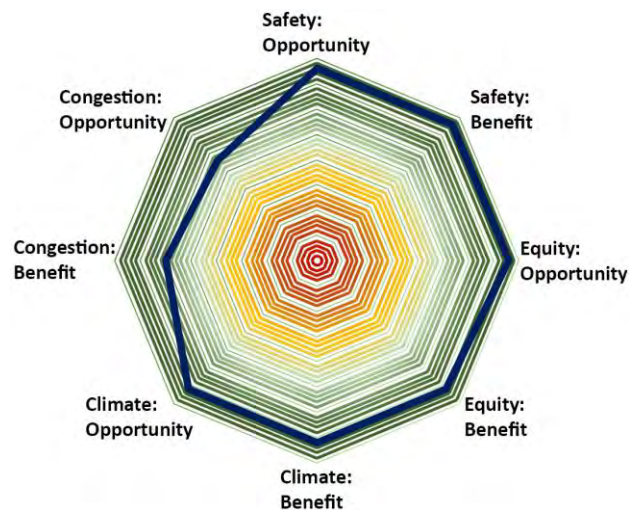
**Requested amount:** \$5,332,000

**Total project cost:** \$6,532,000

**Purpose:** Project development, construction

**Description:** Implements roadway safety redesign and constructs enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.

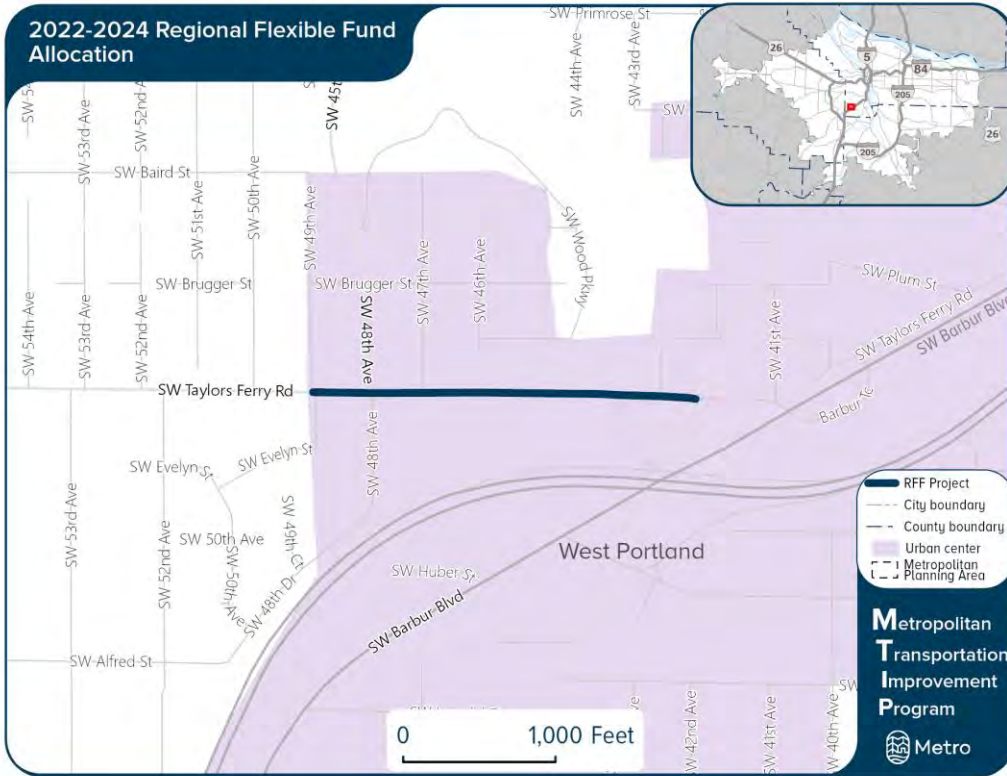
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## M10 Taylors Ferry Road transit access safety



Taylors Ferry Road: 49th Avenue to Capitol Highway

**Sponsor:** City of Portland

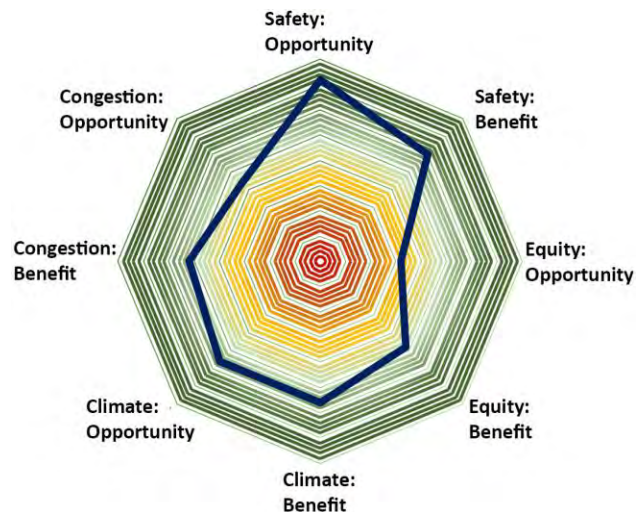
**Requested amount:** \$3,676,000

**Total project cost:** \$4,276,000

**Purpose:** Project development, construction

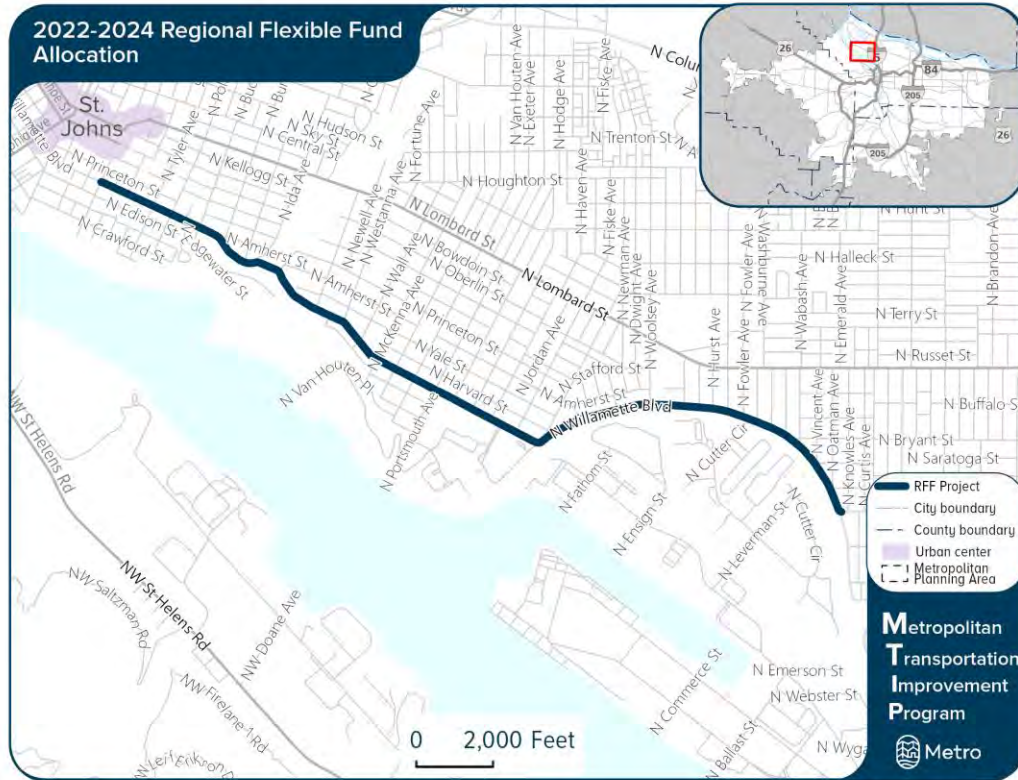
**Description:** Constructs high-priority walking and biking connections on West Taylors Ferry Road to provide active transportation access to Southwest Corridor light rail station areas.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## M11: Willamette Boulevard active transportation



*Willamette Boulevard: Richmond Avenue to Rosa Parks Way*

**Sponsor:** City of Portland

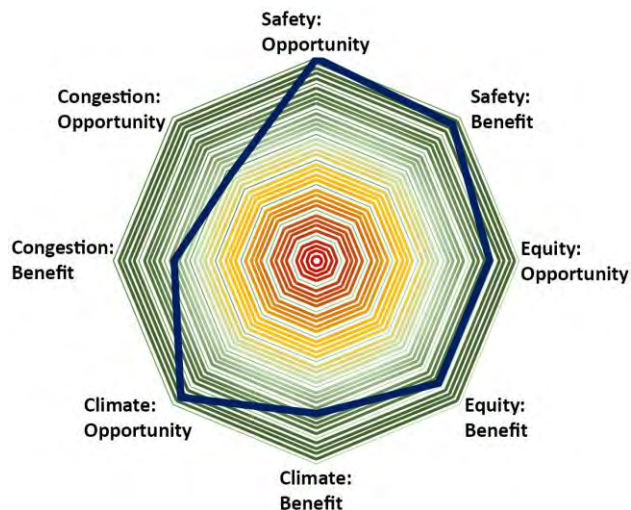
**Requested amount:** \$4,456,000

**Total project cost:** \$6,106,000

**Purpose:** Project development, construction

**Description:** Enhances existing bike lanes along Willamette Boulevard from Rosa Parks Way to Ida Avenue and extends bike lanes from Ida to Richmond Avenue. Incorporates pedestrian crossings, intersection improvements and transit access improvements.

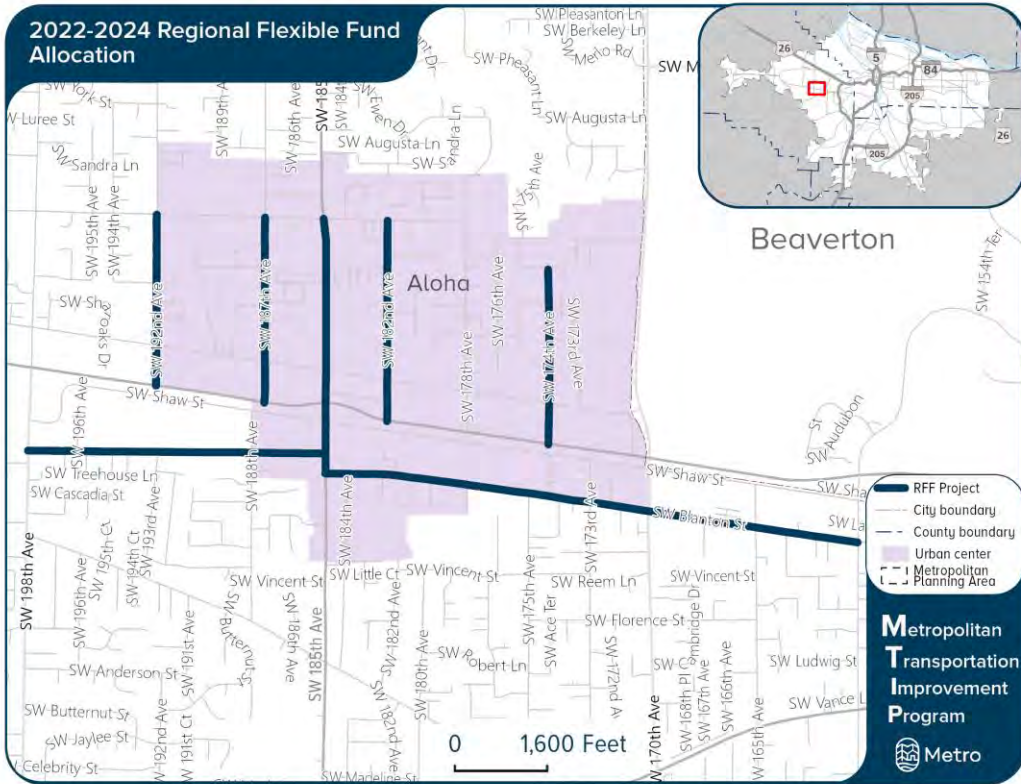
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## W1: Aloha safe access to transit



### Aloha area pedestrian projects

**Sponsor:** Washington County

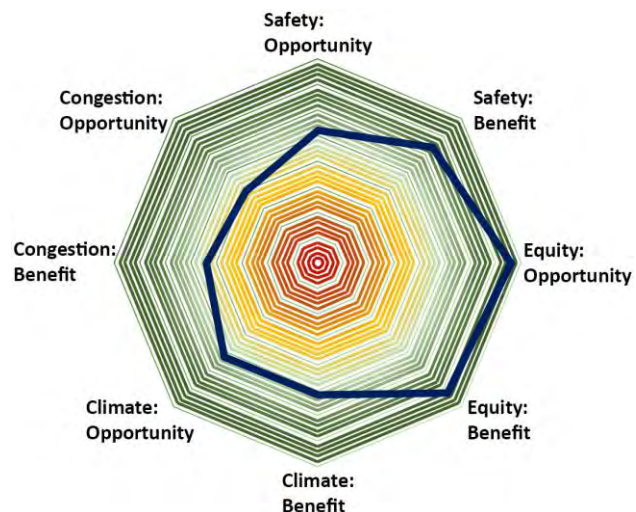
**Requested amount:** \$5,193,684

**Total project cost:** \$5,788,125

**Purpose:** Construction

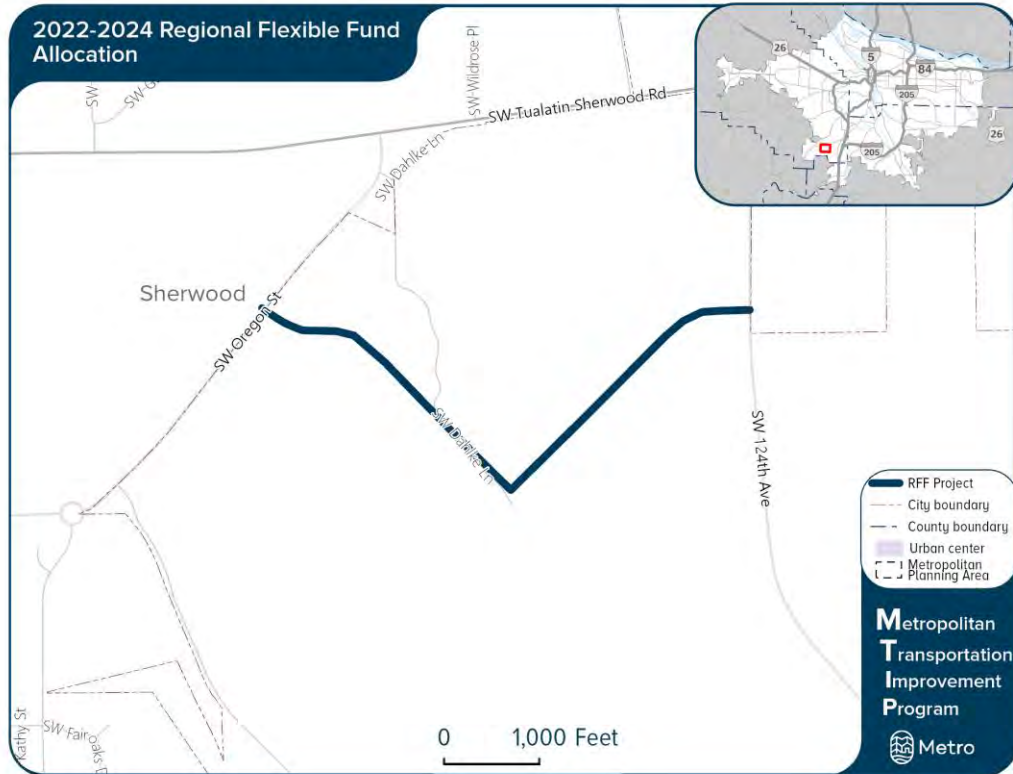
**Description:** Designs and builds walking, biking and crossing improvements in Aloha Town Center to increase safety and access to transit.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## W2: Blake Street design



*Blake Street: Oregon Street to 124th Avenue*

**Sponsor:** City of Sherwood

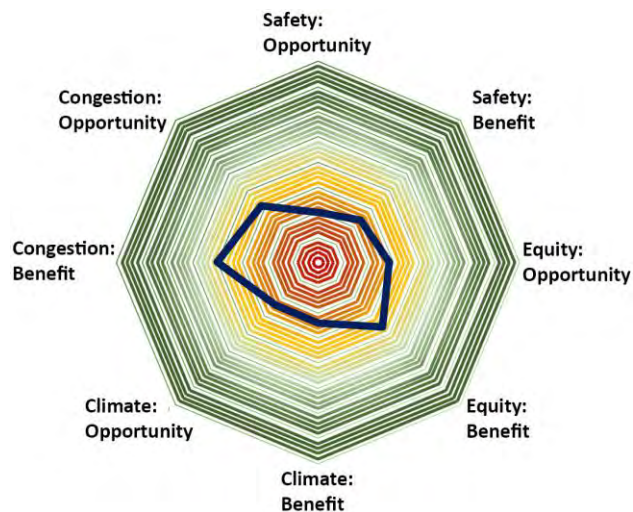
**Requested amount:** \$785,137

**Total project cost:** \$875,000

**Purpose:** Project development

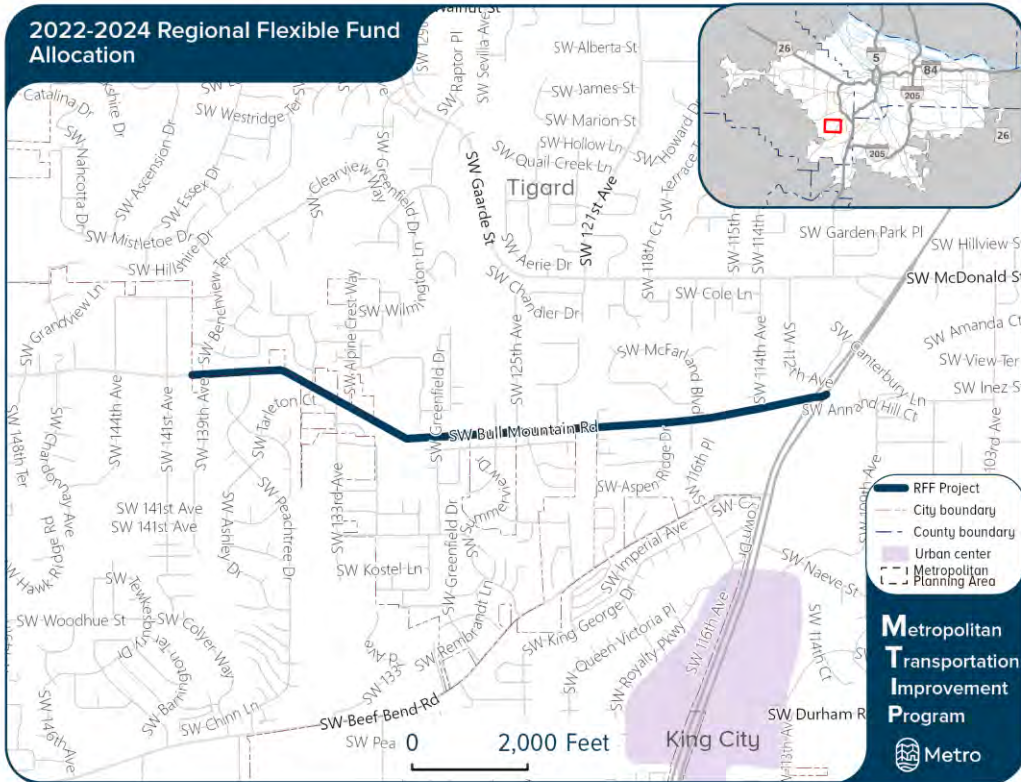
**Description:** Completes project development and preliminary design of Blake Street between Oregon Street and 124th Avenue to support development of the Tonquin Employment Area.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## W3: Bull Mountain Road biking and walking



**Bull Mountain Road: Benchview Terrace to OR99W**

**Sponsor:** City of Tigard

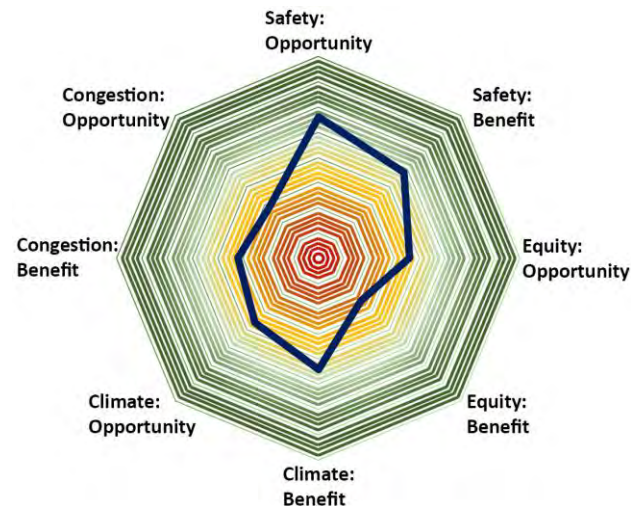
**Requested amount:** \$4,486,500

**Total project cost:** \$5,000,000

**Purpose:** Construction

**Description:** Completes missing bike lane and shoulder sections and fills missing sidewalk gaps on Bull Mountain Road. Provides pedestrian crossing safety improvements near parks and schools.

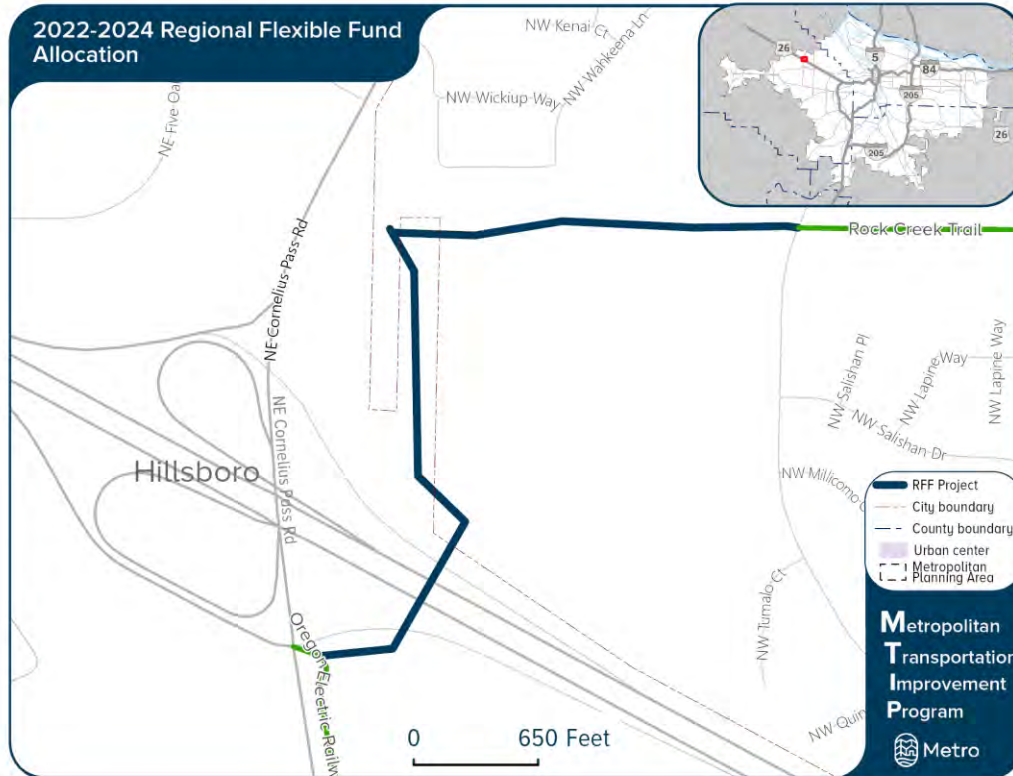
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



#### W4: Cornelius Pass biking and walking bridge



*Cornelius Pass Road pedestrian/bike crossing of US26: extension to Rock Creek Trail*

**Sponsor:** Washington County

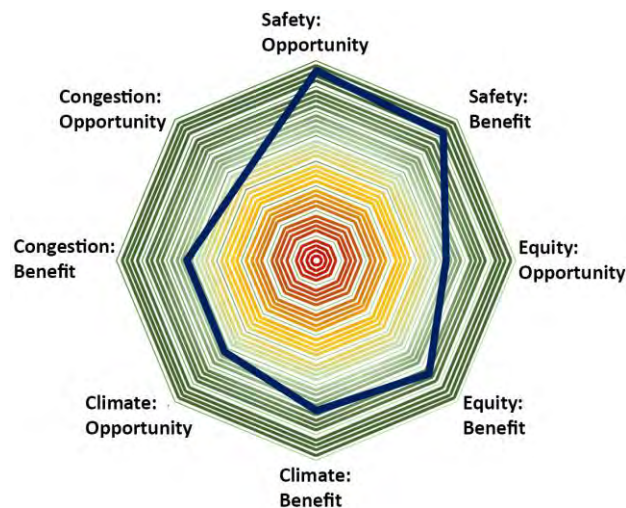
**Requested amount:** \$628,110

**Total project cost:** \$700,000

**Purpose:** Project development

**Description:** Designs a walking and biking bridge over Highway 26 just east of the Cornelius Pass Road interchange, filling a gap between the Rock Creek Trail and Cornelius Pass cycletrack and sidewalk.

#### Evaluation

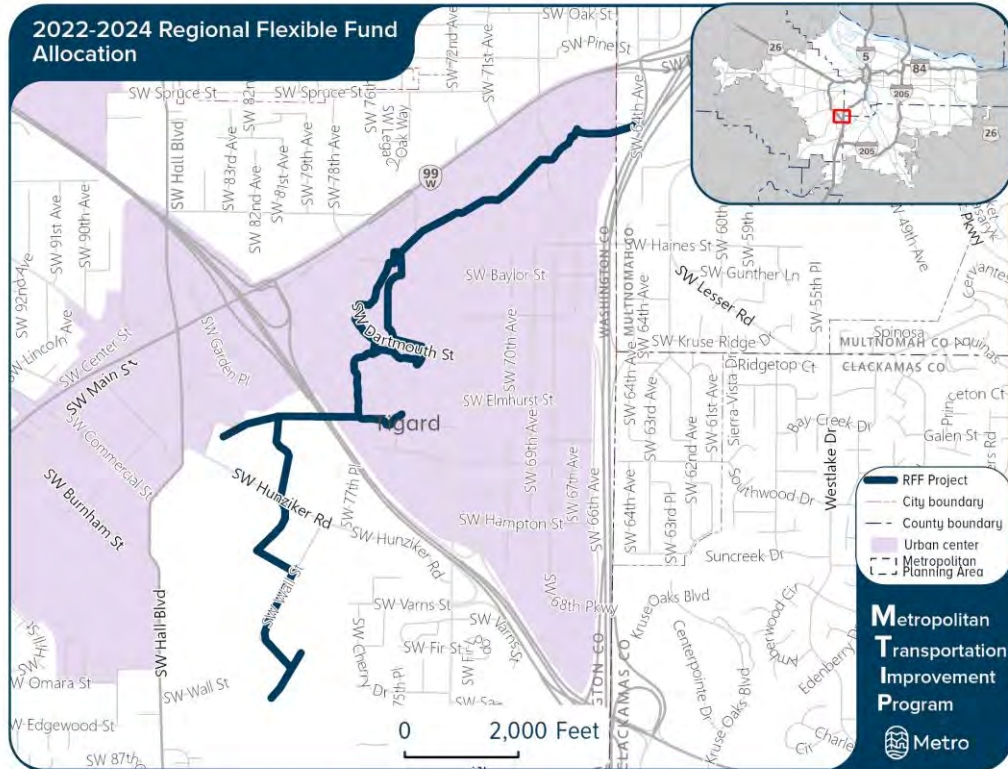


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.





## W6: Red Rock Creek Trail biking and walking



*Red Rock Creek Trail: Fanno Creek Trail to 64th Avenue*

**Sponsor:** City of Tigard

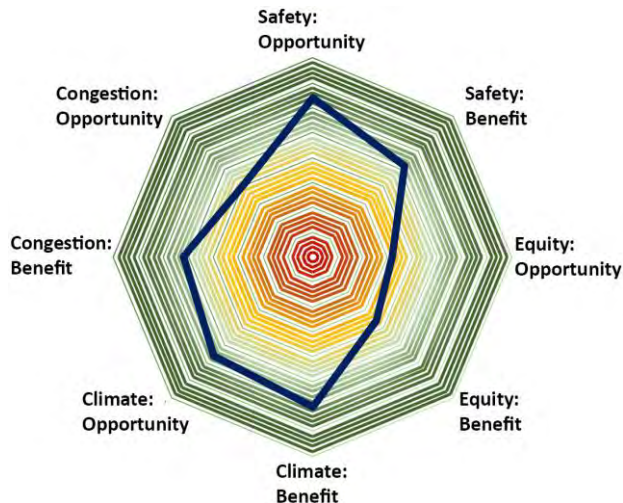
**Requested amount:** \$314,055

**Total project cost:** \$350,000

**Purpose:** Project development

**Description:** Studies alignment, section, preliminary design and easement requirements for a biking and walking trail through the Tigard Triangle and connecting to downtown Tigard and Hunziker Industrial Core.

### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

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

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

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Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700

Sept. 6, 2019


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: September 6, 2019  
 To: TPAC, JPACT and Interested Parties  
 From: Dan Kaempff, Principal Transportation Planner  
 Subject: 2022-24 Regional Flexible Funds Allocation Project Evaluation Process and Next Steps

---

## Purpose

This memo provides detail on the upcoming steps in the 2022-2024 Regional Flexible Funds Allocation (RFFA) process.

## Background

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The RFFA is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million<sup>1</sup>, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

In April 2019, JPACT and Metro Council adopted the 2022-2024 RFFA policy direction<sup>2</sup> which affirmed continuing to use a two-step process for how the region is to invest these funds. Details for Step 1 investments, including the regional bonding commitment and funding levels for region-wide programs, can be found in the RFFA policy document.

Step 2 is the process to allocate funds to locally generated Community Investment projects. An estimated \$43 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

- **Active Transportation and Complete Streets** (~\$32.25 million): This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** (~\$10.75 million): This project focus area supports the development of the region's economy through investment in key freight projects or programs.

Eligible applicants for RFFA Step 2 project funding include:

- Clackamas County and its cities
- Multnomah County and its eastern cities
- Washington County and its cities

<sup>1</sup> Funding amount is contingent on information to be provided by ODOT and will be finalized prior to JPACT approval of a final investment package in December, 2019

<sup>2</sup> [https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24\\_RFFA\\_Policy\\_final\\_adopted\\_version.pdf](https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24_RFFA_Policy_final_adopted_version.pdf)

- City of Portland
- Oregon DEQ
- TriMet
- ODOT
- Port of Portland
- Parks and Recreation Districts

In order to be eligible to receive RFFA funding, projects must be located within the region's Metropolitan Planning Organization (MPO) boundary.

Metro issued a call for project proposals on April 5, 2019. The deadline for submission was June 21. A total of 23 project proposals were submitted.

The projects were evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the 2018 Regional Transportation Plan (RTP). The four policy areas are:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

These policy priorities emerged through development of the 2018 RTP, and were affirmed by JPACT and Metro Council to be used to evaluate and select projects through the 2022-2024 RFFA.

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities
2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery
3. Public comment – a 30 public comment period is scheduled for September 6 to October 7. Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.
4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January 2020.

#### **Evaluating the project proposals**

The 2022-24 RFFA cycle uses a new evaluation process. Instead of creating an overall numerical score for each project, the new methodology illustrates the relative policy outcomes of the projects.

A team of transportation professionals from regional agencies not submitting project applications evaluated the projects. Team members were:

- Glen Bolen – ODOT
- Hau Hagedorn – TREC
- Dan Kaempff - Metro

- Lake McTighe – Metro
- Jeff Owen – TriMet

In each of the four policy areas, project outcomes were considered in two different ways:

1. the project’s **Opportunity** to make improvements in the policy area, looking at the level of need with regard to the four policy areas;
2. the public **Benefit** of making those improvements, evaluating how well the project addressed the need

This resulted in eight different policy outcomes to be evaluated for each project. Each of these outcomes was scored on a scale of -1 to +3, as shown in the legend below in Figure 1. The legend provided guidance to the evaluation team on how to evaluate the resultant degree of improvement made the projects in each of the eight policy areas. The descriptions were meant to provide guidance for what is meant by a “significant” vs. “substantial” (etc.) improvement.

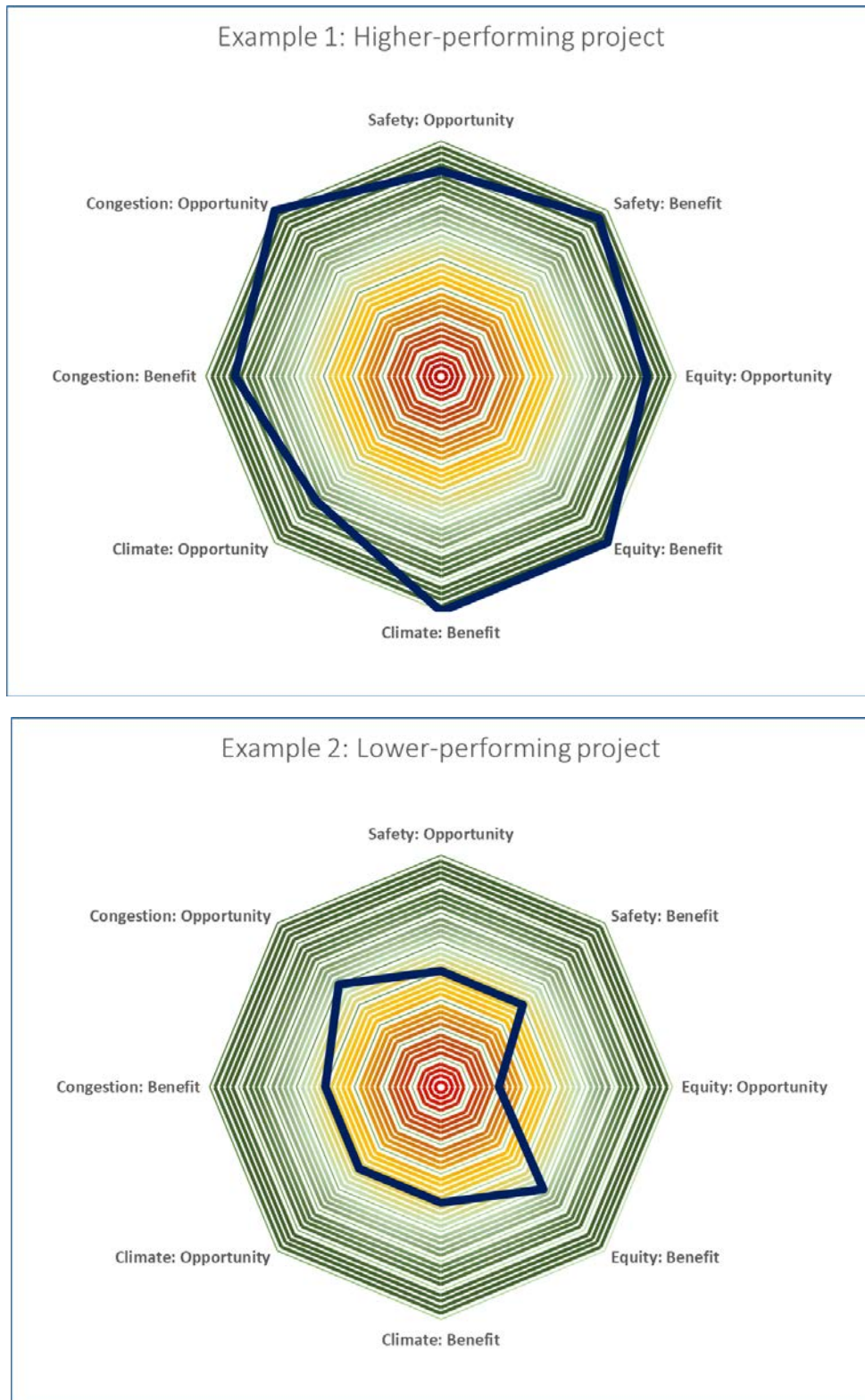
**Figure 1. – RFFA Scoring Definitions**

Significant improvement	Makes a transformative change; improves multiple modes; creates new connections; eliminates a major safety issue; positive impacts on large # of people in EFA; solves major freight access issue (both volume of freight and congestion issue)	3
Substantial improvement	Upgrades existing conditions in a number of ways; improves safety in a high crash area but may not implement highest level of countermeasures possible; improves existing connections; positive impacts on medium # of people in EFA; makes improvements in a moderate freight volume location	2
Partial improvement	Makes improvements in an area that does not have a large number of severe or fatal crashes; does not include many or significant countermeasures (meets minimum standards); does not address needs of many people in EFA; benefits to freight are minimal	1
Does not improve	Project area does not have significant safety issue; does not serve EFA; does not improve connections or access to community places/jobs/transit/etc.; does not improve freight mobility	0
Worsens conditions	Creates more vehicle traffic; exposes more people on bicycles or feet to risk; slows down freight mobility; increases negative impacts on people in an EFA; worsens environmental outcomes	-1

### How to read project outcome charts

The eight policy outcomes for each project were plotted on a “radar” type of chart. Figure 2 gives examples of charts representing higher and lower performing projects. Higher performance is illustrated with the line closer to the outer edge of the radar screen, while lower performance is illustrated by the line being closer to the center of the screen.

**Figure 2. – Project Evaluation Chart Examples**



All of the project charts are included as an attachment to this memo. More detail on the project evaluation can be found at [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa). As can be seen by comparing the individual charts, many of the projects have higher outcomes in certain policy areas and lower outcomes in



others. Information is presented in this manner to provide decision-makers with a means of comparing the individual projects' relative merits in order to create a final package of approved projects that best fulfill the RFFA and RTP policy objectives.

#### **Risk Assessment**

The project application included a series of questions intended to gather information on the project's relative stage of preparedness and to identify any risks to the project being delivered as designed, on time and within budget. This information is being reviewed by Kittelson & Associates, who is in the process of preparing a risk assessment report. The report will provide additional context to the policy evaluation outcomes to identify any potential risk that a project may need to change or reduce scope, and therefore change the benefits identified in its performance evaluation rating.

The risk assessment report may also be used in creating recommendations to adjust scope, schedule and/or budget of project proposal to address risks. These adjustments may be identified and addressed:

- a. prior to funding allocation approval by JPACT and Metro Council, and/or incorporated as a condition of approval of project funding,
- b. prior to approval of programming project funding in the TIP, or
- c. during development of the inter-governmental agreement in preparation to issue Notice to Proceed with the project.

Metro and Kittelson have completed an initial assessment of the projects and are preparing questions to send back to the applicants for further information or clarification. Responses to these questions will be used in developing a final risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.

#### **Public Comment**

A 30-day public comment period begins September 6, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned in September to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process. The public comment website can be found at [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa).

#### **Priority identification**

Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations should be provided to TPAC and JPACT for the JPACT meeting on November 21, 2019.

**2022-2024 RFFA Project Selection Timeline**

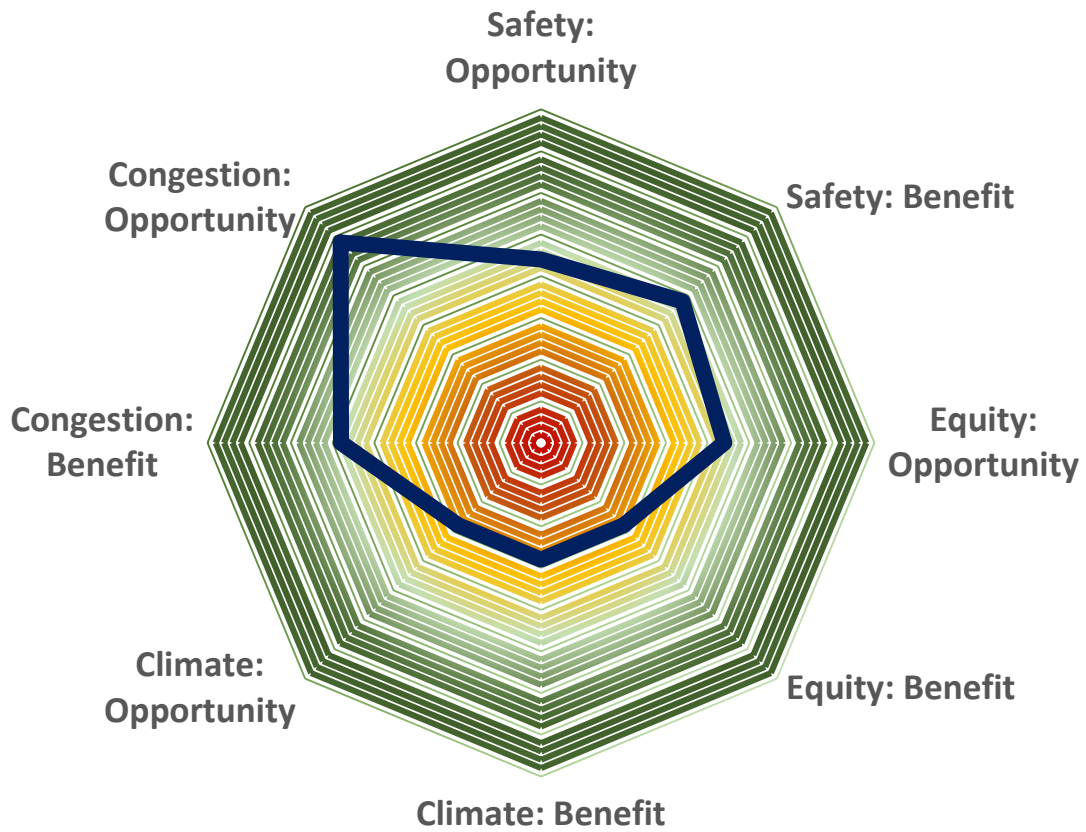
<b>Technical analysis &amp; public input</b>	Project evaluation & risk assessment	June- August
	Public comment period	Sept. 6 – Oct. 7
	Council public hearing (with JPACT members invited)	September 26
<b>Identifying county coordinating committee priorities</b>	Report and discussion with TPAC/JPACT on evaluation, risk assessment, draft public comment report	TPAC: October 4 JPACT: October 17
	Final public comment report	October
	Coordinating committee discussion, identification of priorities	October, November
<b>Developing and adopting the final approved 22-24 RFFA investment package</b>	TPAC, JPACT discussion	TPAC: November 1 JPACT: November 21
	TPAC recommendation	December 6
	JPACT direction to Council on investment package	December 19
	Council action to adopt investment package	January 2020

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

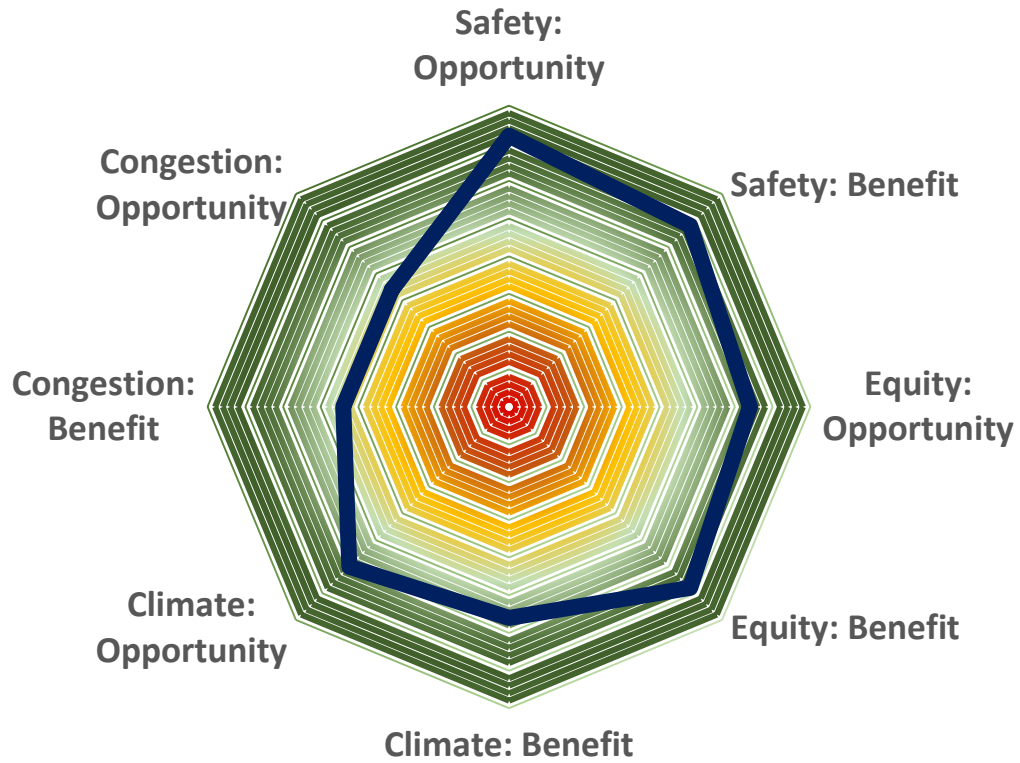
#### Step 2 RFFA project applications received

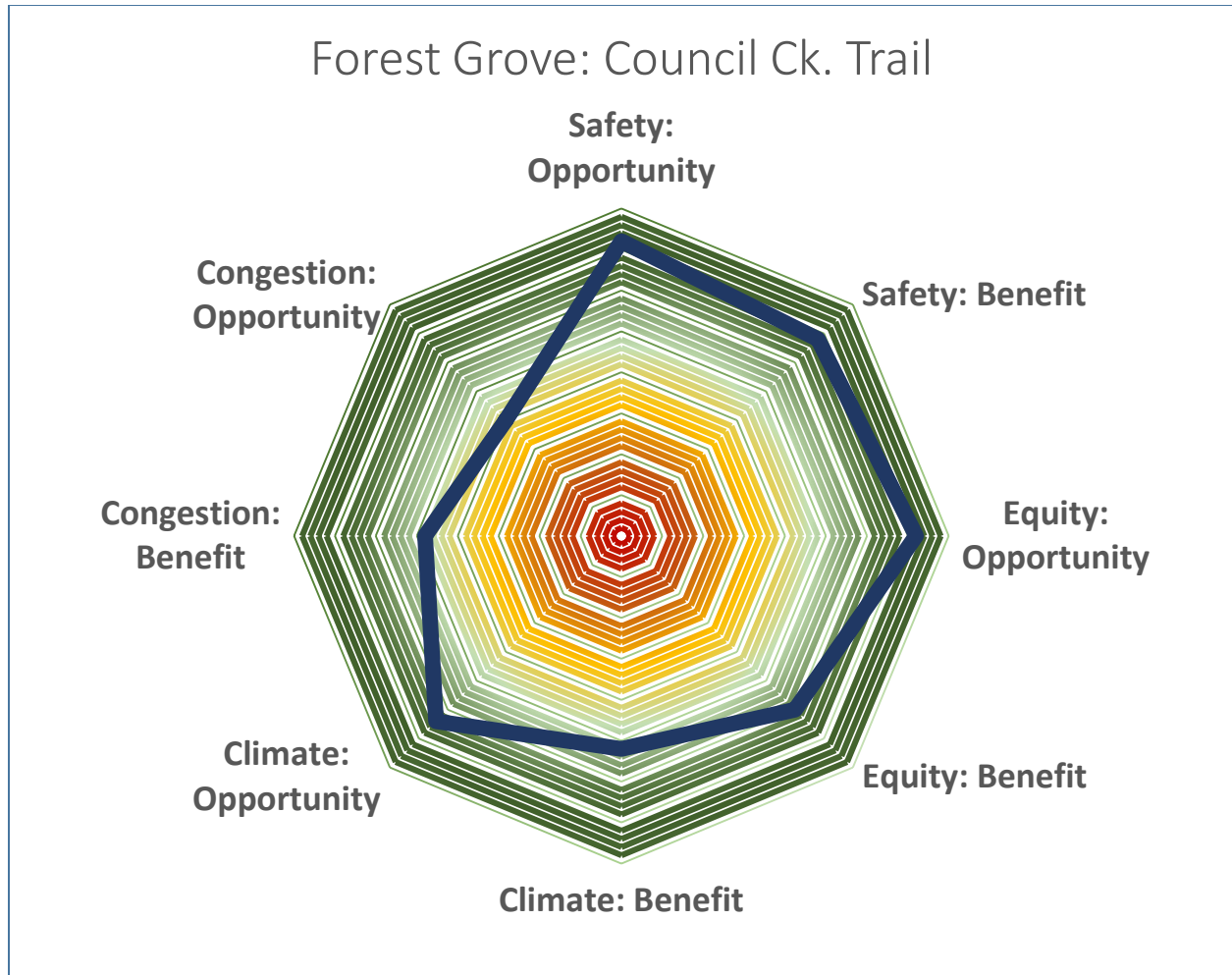
	<u>County</u>	<u>Applicant</u>	<u>Project name</u>	<u>RFFA request</u>	<u>Total project</u>	<u>Purpose</u>
<b>Active Transportation &amp; Complete Streets</b>						
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$ 5,079,992	\$ 5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$ 1,228,800	\$ 1,375,800	Project Dev.
3	CL	Milwaukie	Monroe Greenway	\$ 3,860,788	\$ 10,182,688	Construction
4	CL	Oregon City	Hwy 99E Bike/Ped Improvements	\$ 673,000	\$ 753,000	Project Dev.
5	CL	West Linn	Hwy 43	\$ 6,468,000	\$ 9,240,000	Construction
6	PDX	Portland	Willamette Blvd AT Corridor	\$ 4,456,000	\$ 6,106,000	PD, Cons
7	PDX	Portland	MLK Blvd Safety & Access to Transit	\$ 4,123,000	\$ 4,723,000	PD, Cons
8	PDX	Portland	Central City in Motion: Belmont-Morrison	\$ 4,523,400	\$ 6,462,000	PD, Cons
9	PDX	Portland	Stark/Washington Corridor Improvements	\$ 5,332,000	\$ 6,532,000	PD, Cons
10	PDX	Portland	122nd Ave Corridor Improvements	\$ 4,543,700	\$ 6,491,000	PD, Cons
11	PDX	Portland	Springwater to 17th Trail	\$ 5,534,000	\$ 6,534,000	PD, Cons
12	PDX	Portland	Taylor's Ferry Transit Access & Safety	\$ 3,676,000	\$ 4,276,000	PD, Cons
13	MU	Gresham	Division St Complete Street	\$ 5,240,760	\$ 6,840,760	PD, Cons
14	WA	Forest Grove	Council Creek Trail	\$ 1,345,950	\$ 1,500,000	Project Dev.
15	WA	Tigard	Red Rock Creek Trail	\$ 314,055	\$ 350,000	Project Dev.
16	WA	Tigard	Bull Mountain Rd Complete St	\$ 4,486,500	\$ 5,000,000	Construction
17	WA	Washington Co	Aloha Safe Access to Transit	\$ 5,193,684	\$ 5,788,125	Construction
18	WA	Washington Co	Cornelius Pass Bike/Ped Bridge (US 26)	\$ 628,110	\$ 700,000	Project Dev.
<b>Freight Mobility &amp; Economic Development</b>						
19	CL	Clackamas Co	Clackamas Industrial Area ITS	\$ 1,768,040	\$ 1,970,400	Construction
20	PDX	Portland	Cully/Columbia Freight Improvements	\$ 3,434,193	\$ 5,084,193	PD, Cons
21	WA	Sherwood	Blake St Design	\$ 785,137	\$ 875,000	Project Dev.
<b>For consideration in both categories</b>						
22	MU	Multnomah Co	Sandy Blvd: Gresham to 230th	\$ 1,275,985	\$ 1,422,025	Project Dev.
23	MU	Multnomah Co	223rd & Sandy to RR Undercrossing	\$ 3,862,190	\$ 4,304,234	PD, Cons
			<b>Total RFFA requests:</b>	<b>\$ 77,833,284</b>		
			<b>Estimated Step 2 funding:</b>	<b>\$ 43,278,025</b>		
			<b>(difference):</b>	<b>\$ (34,555,259)</b>		

## Clackamas Co.: Clackamas Industrial Area ITS



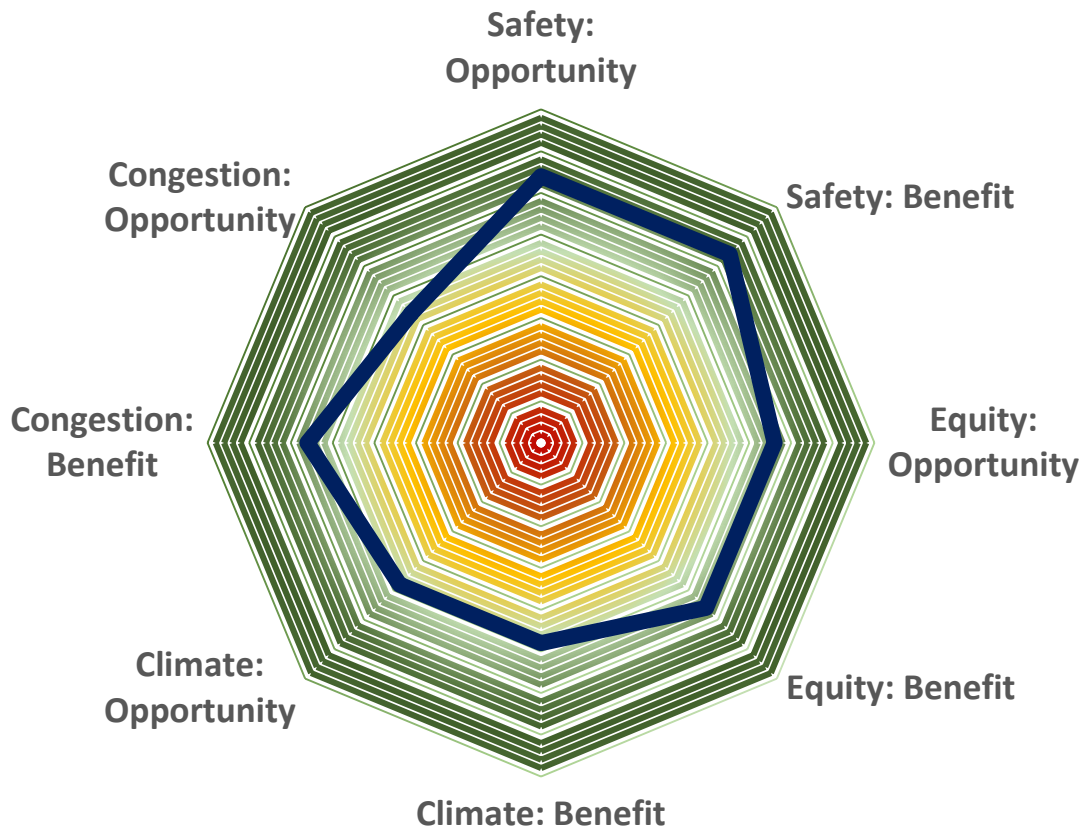
## Clackamas Co: Courtney Ave. Bike/Ped Improvements



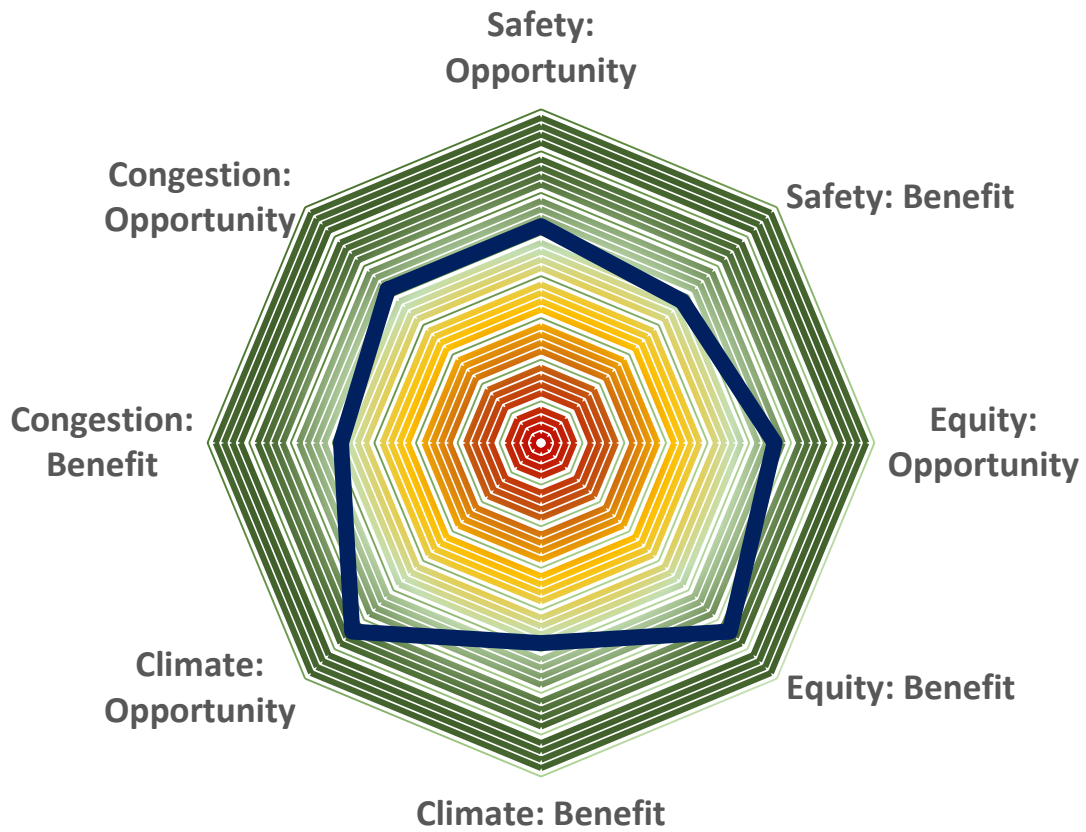


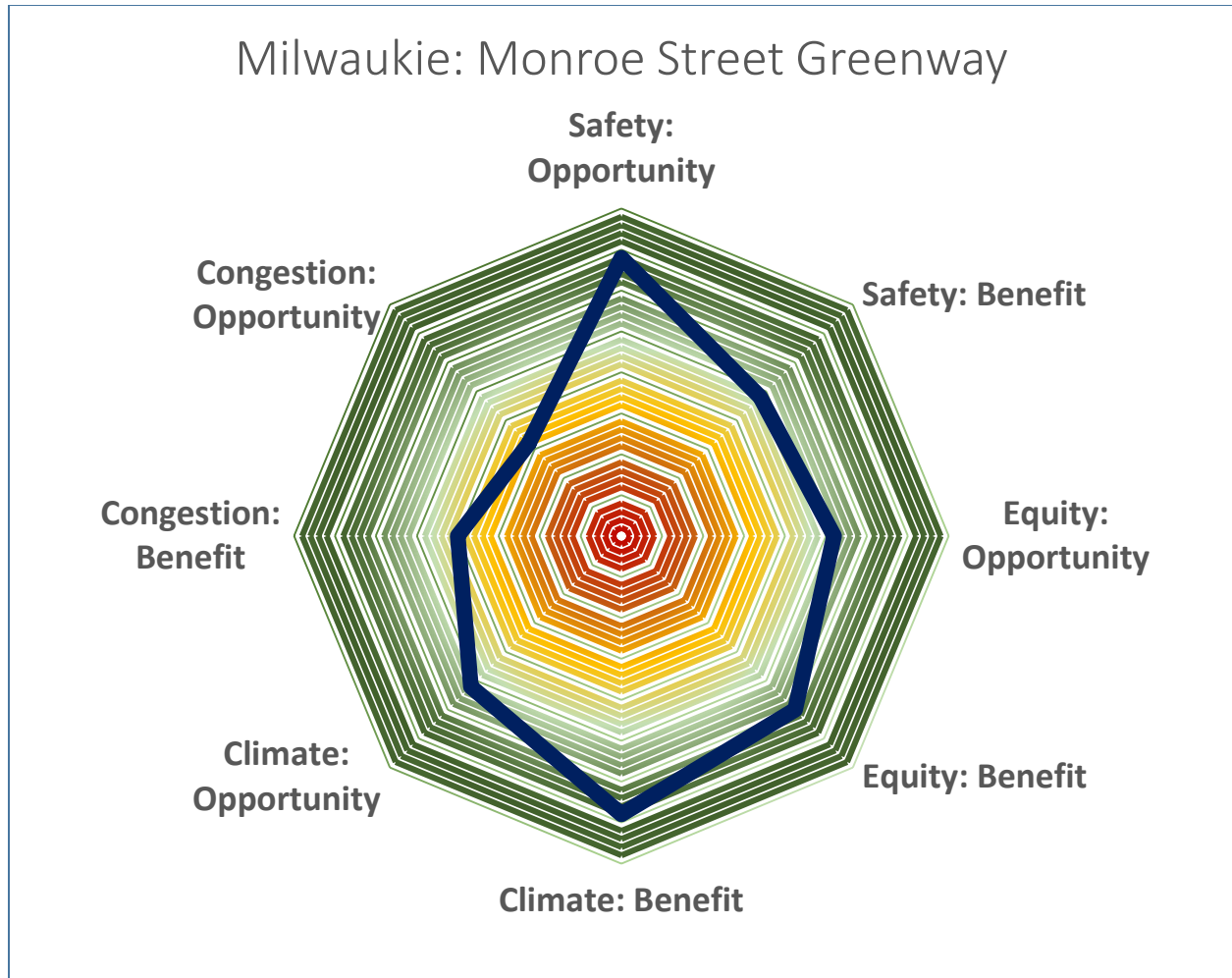


## Gladstone: Trolley Trail Bridge Replacement

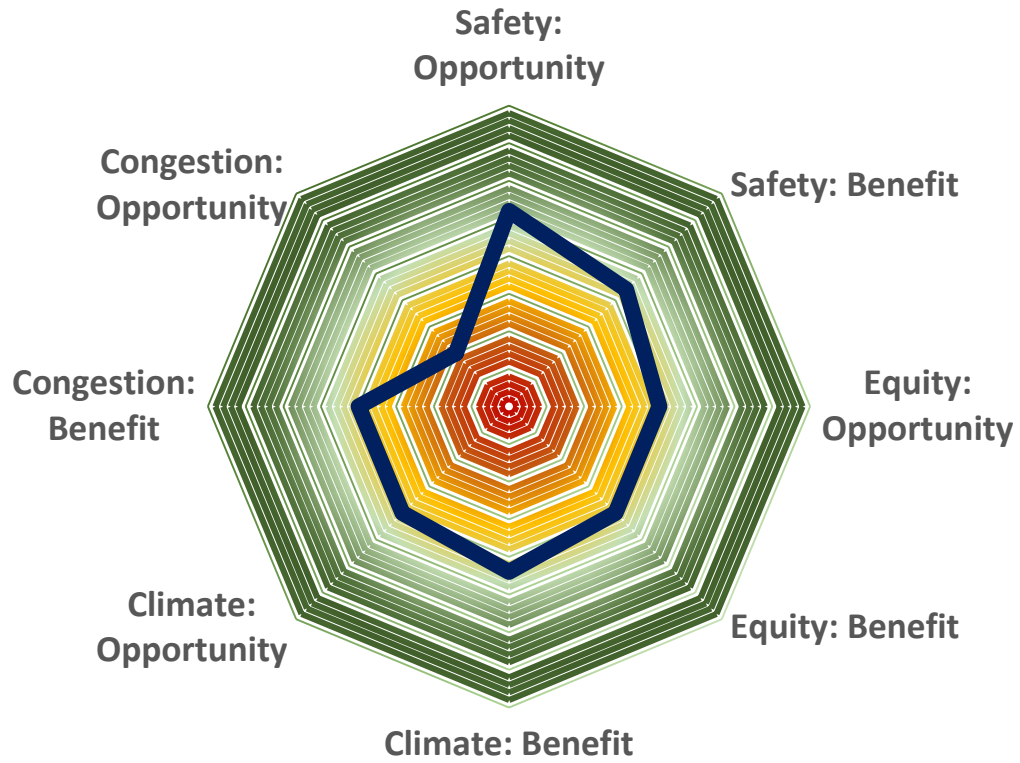


## Gresham: Division Street Complete Street

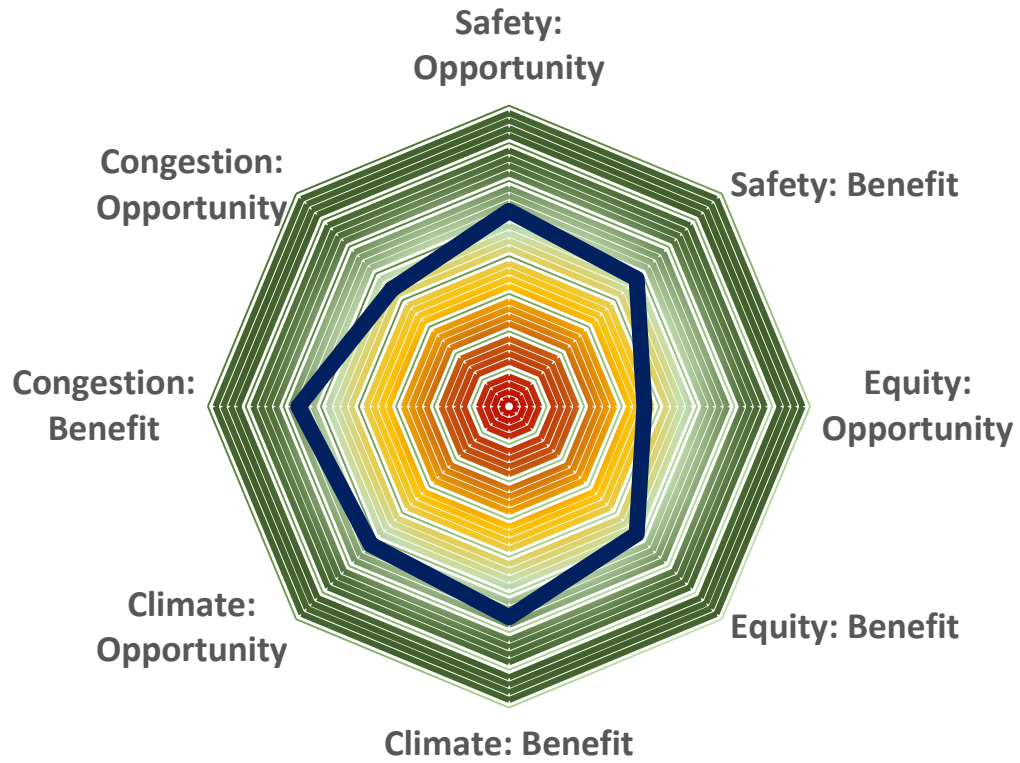




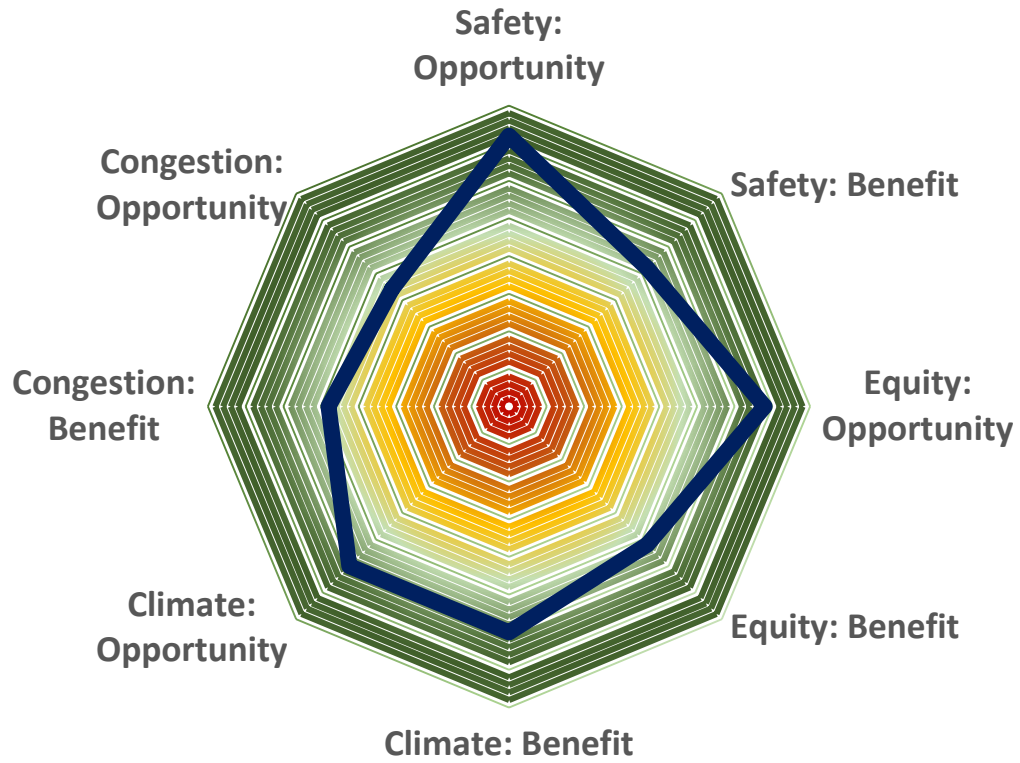
## Multnomah Co.: 223rd Ave - Sandy Blvd. to RR underpass



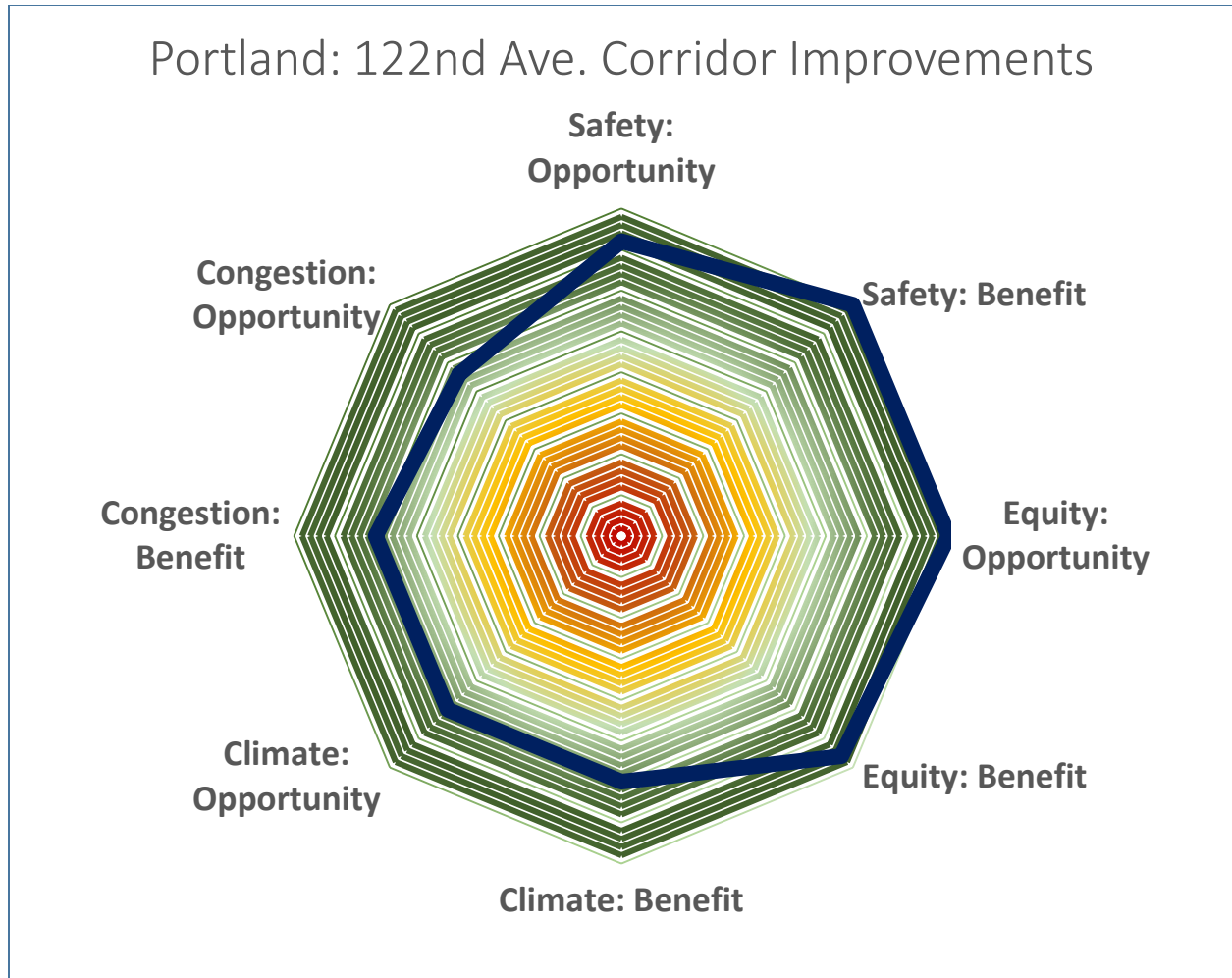
## Multnomah Co.: Sandy Blvd. - Gresham to 230th Ave



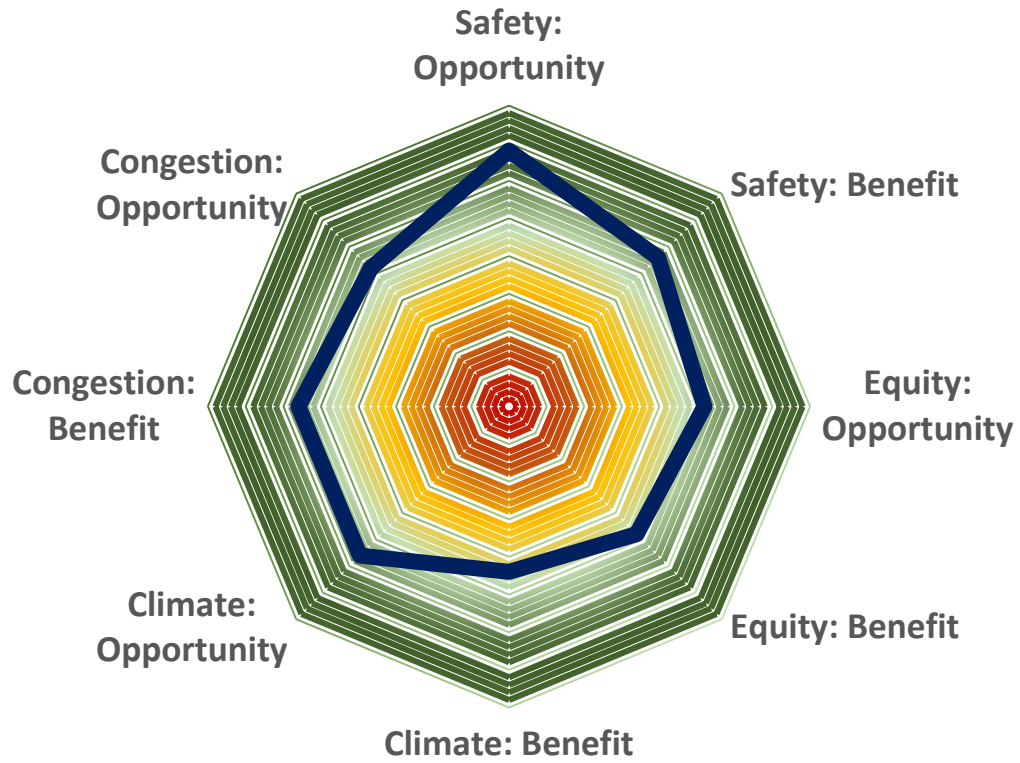
## Oregon City: Hwy. 99E Bike/Ped Improvements

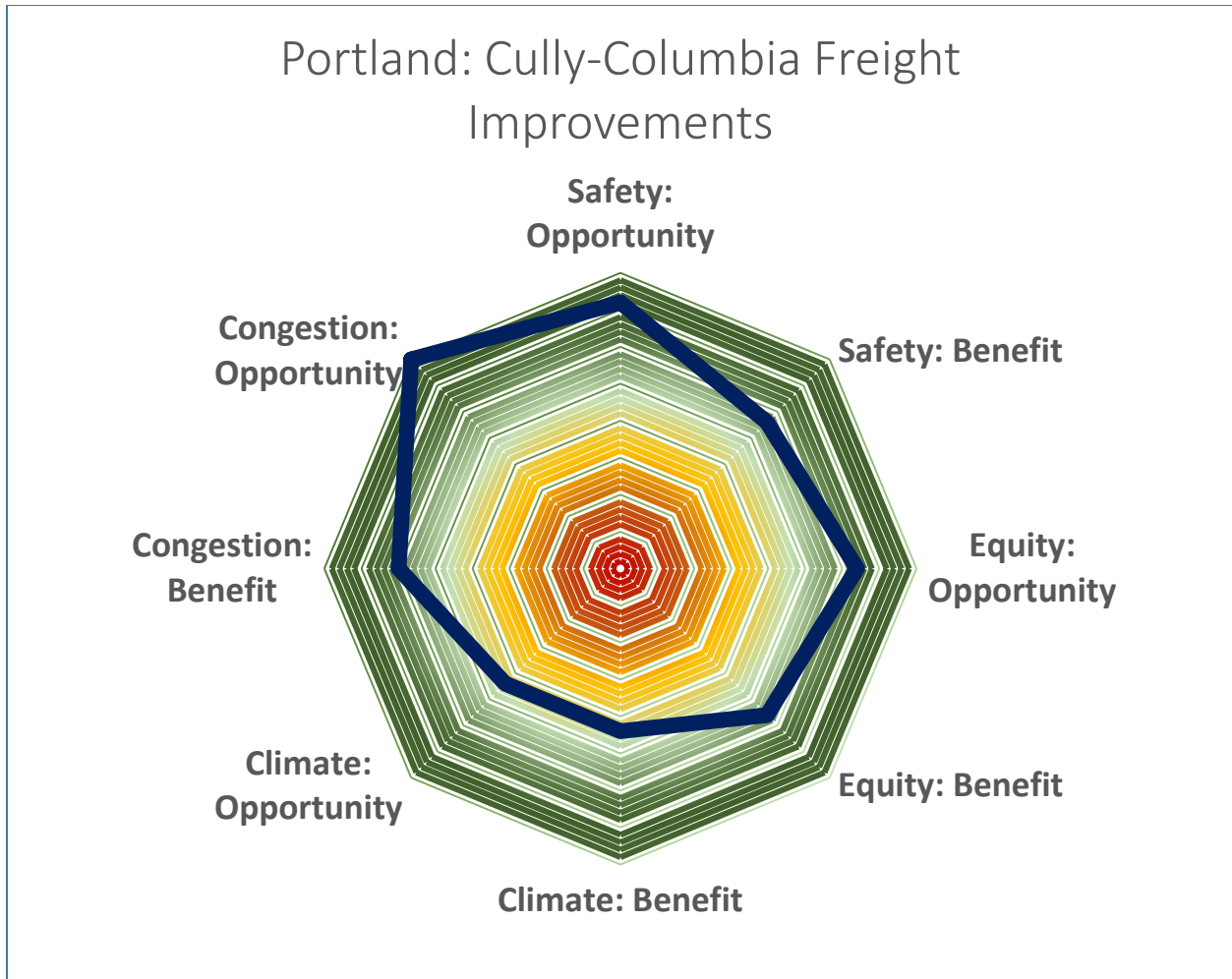


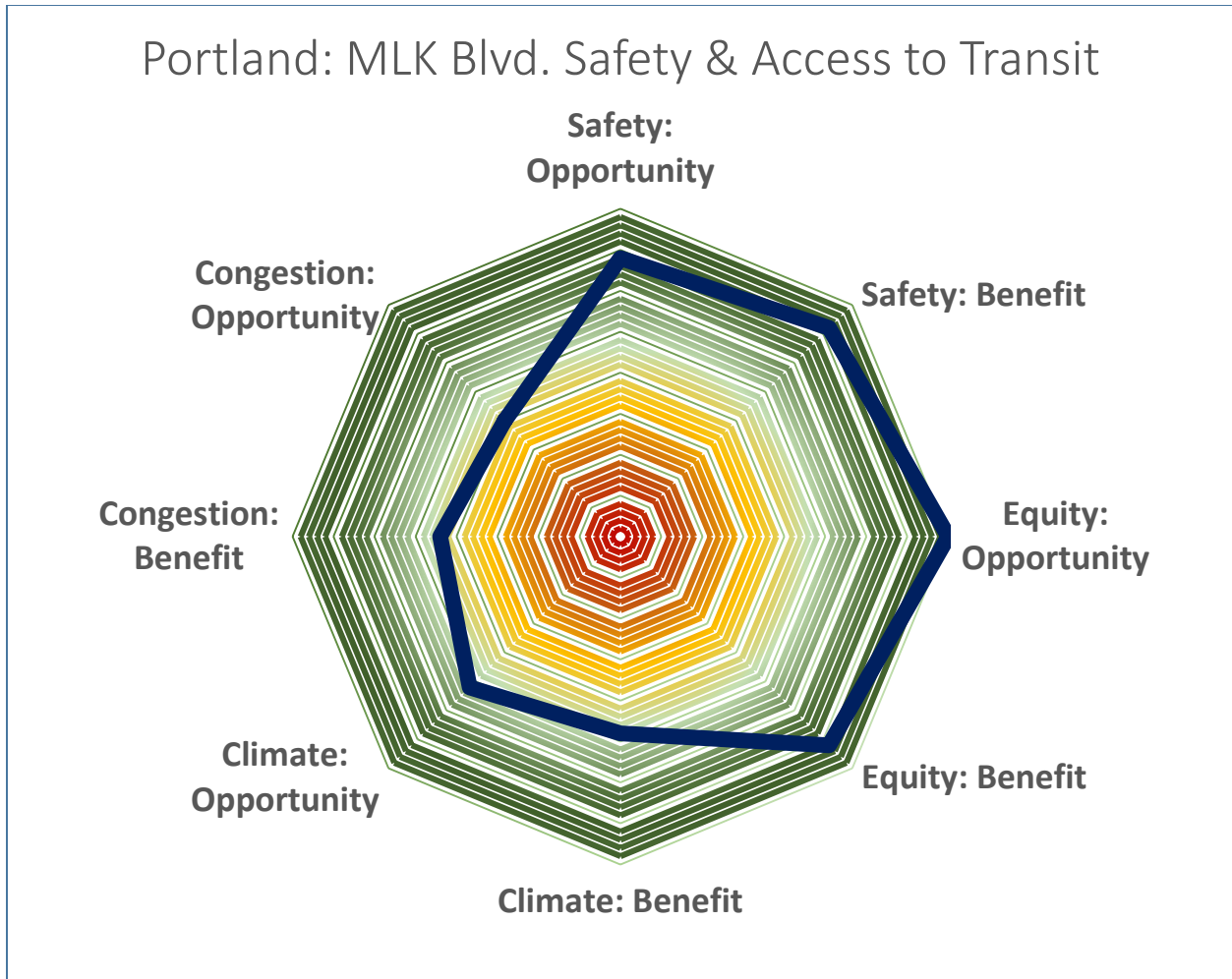




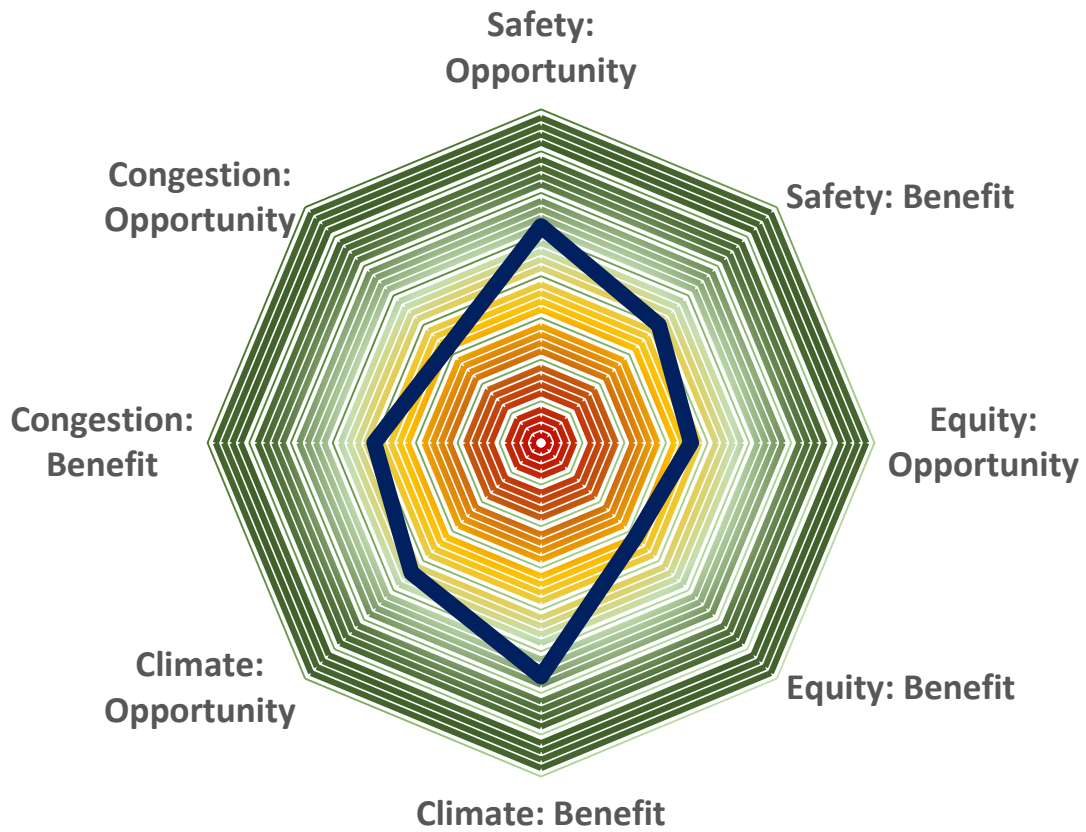
## Portland: Central City in Motion - Belmont-Morrison

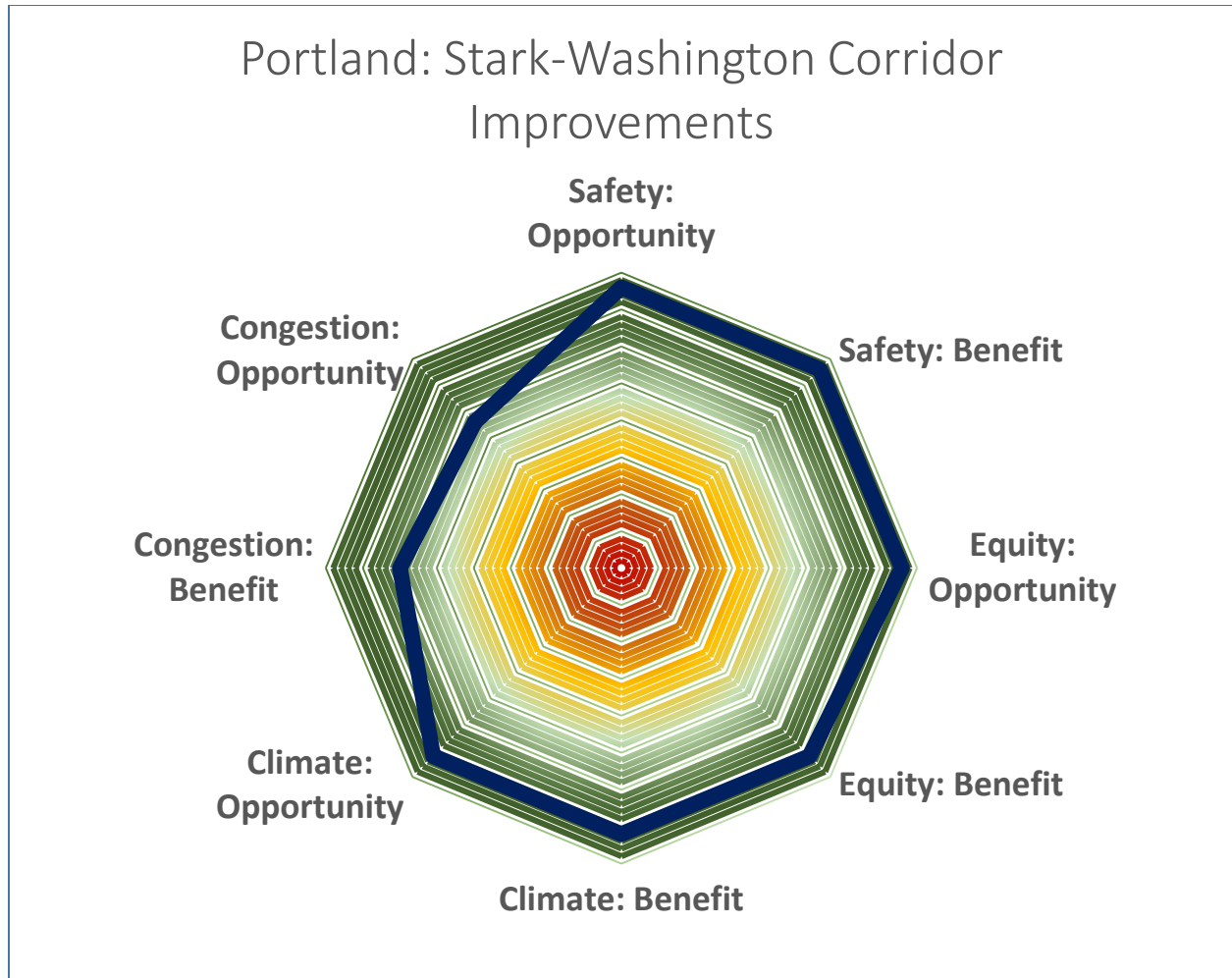






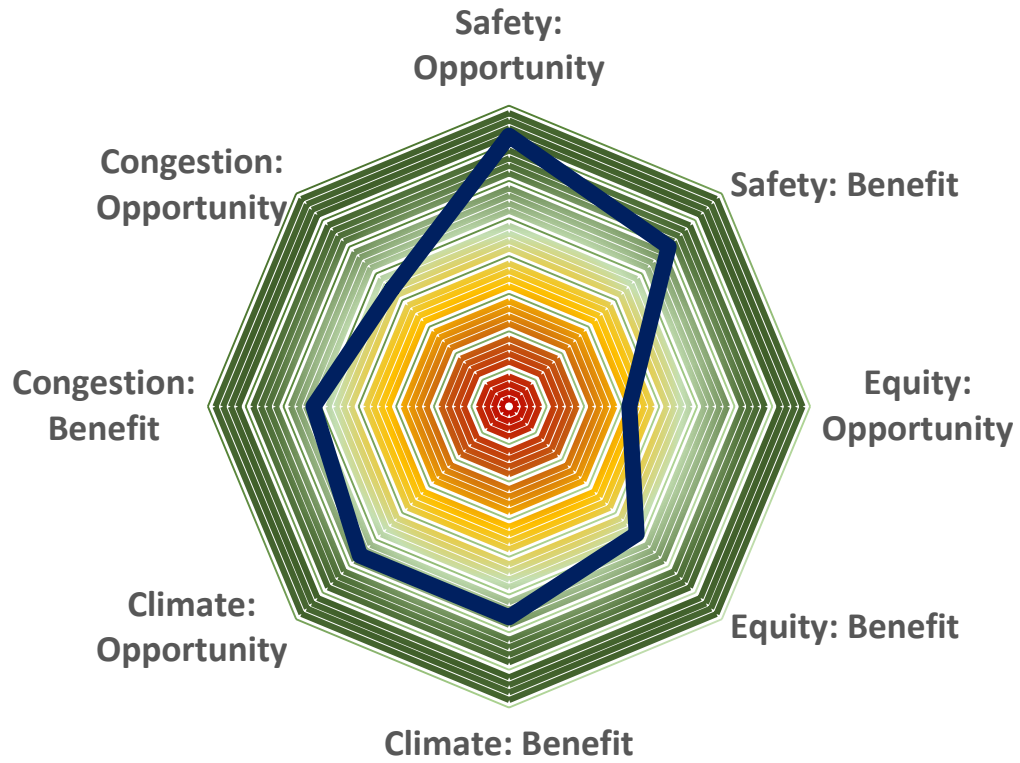
## Portland: Springwater to 17th Ave. Trail

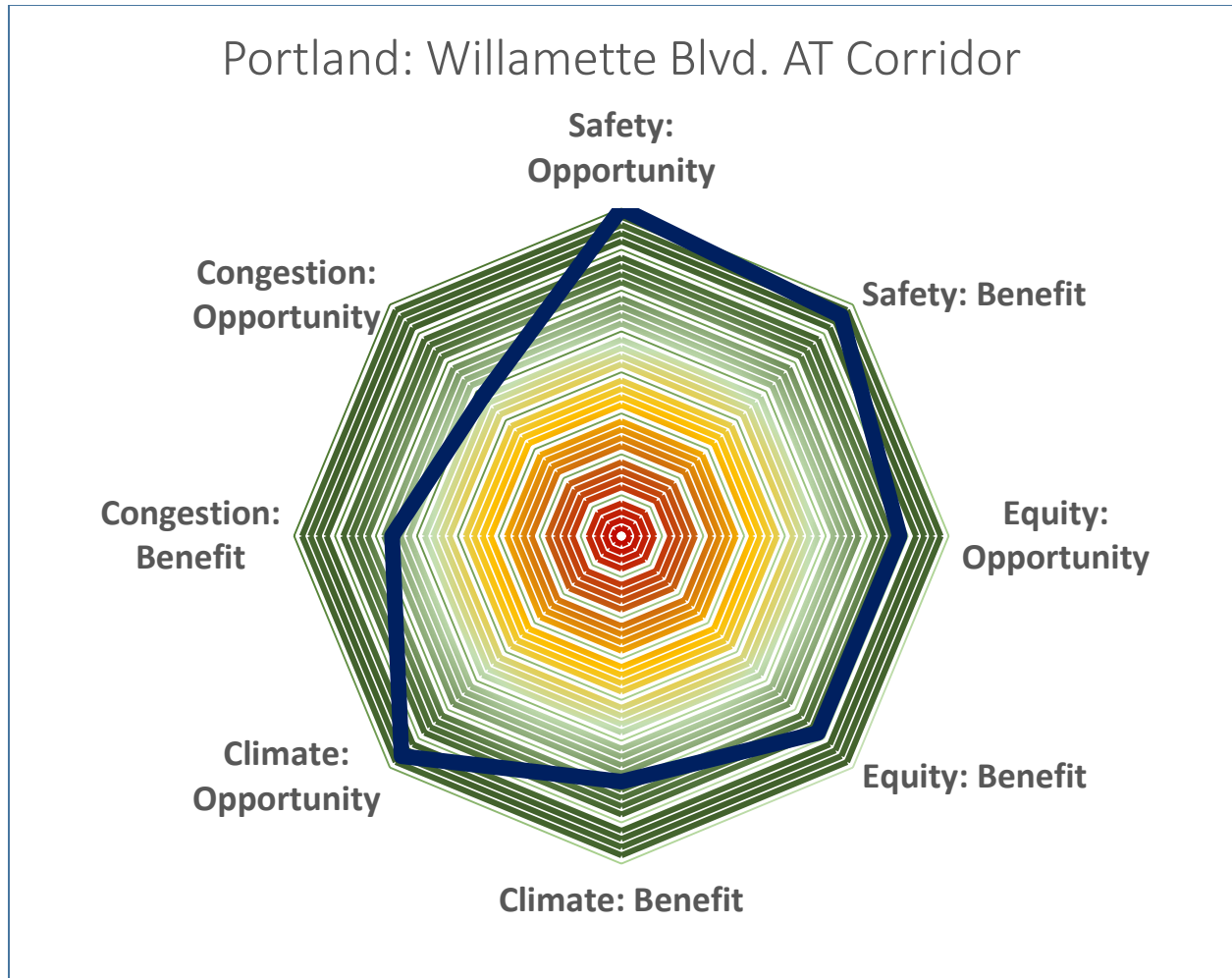






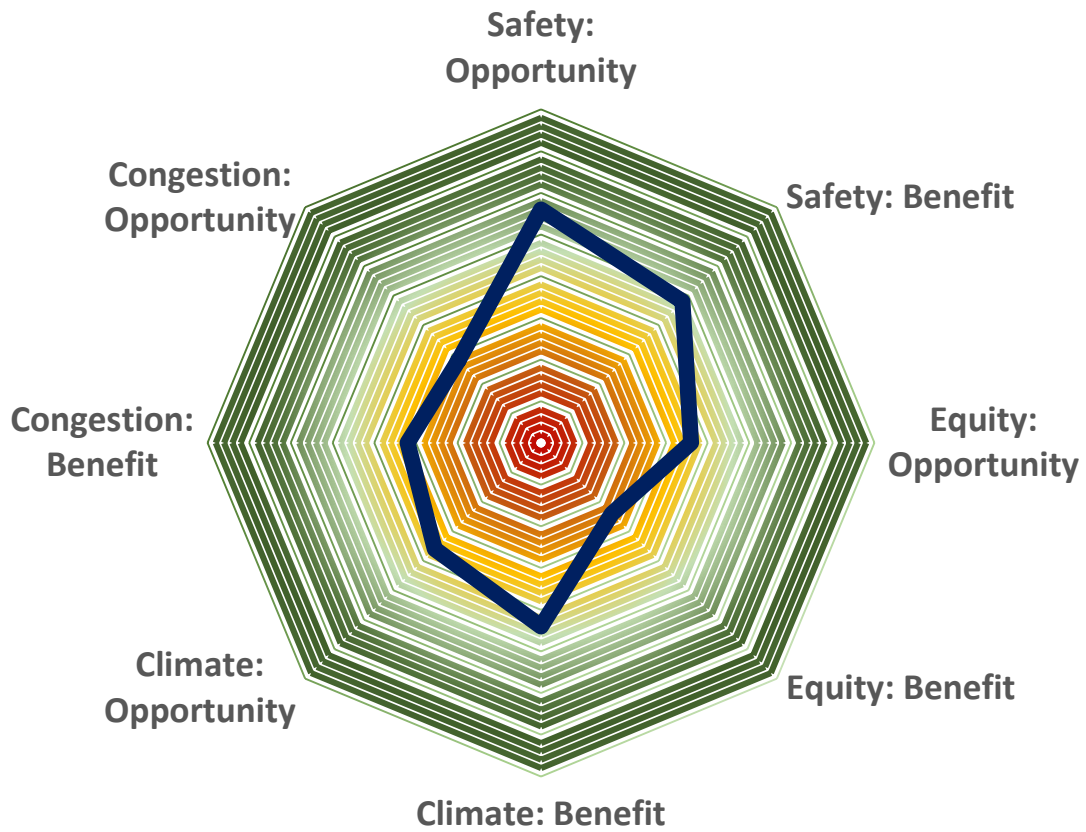
## Portland: Taylors Ferry Rd Transit Access & Safety

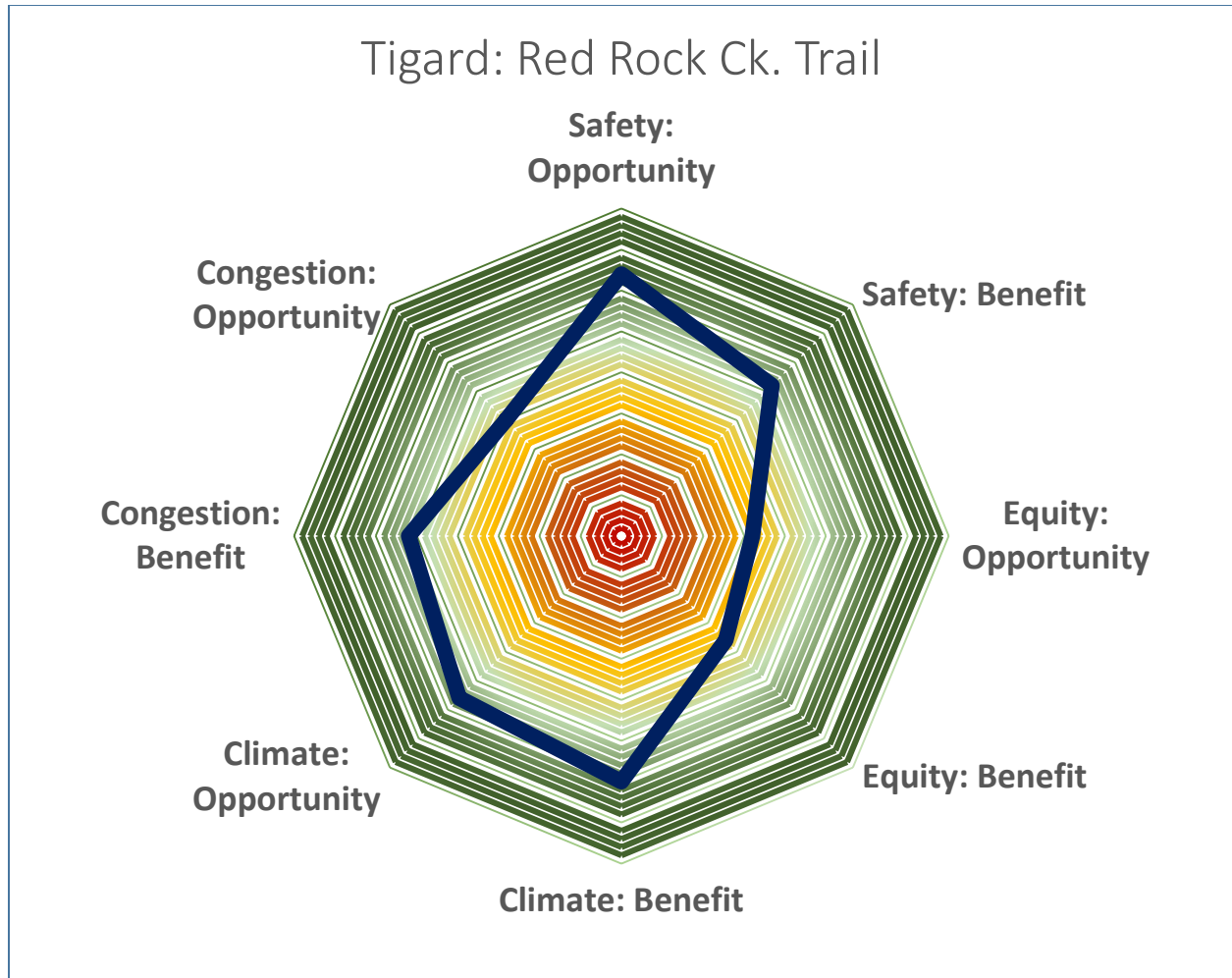




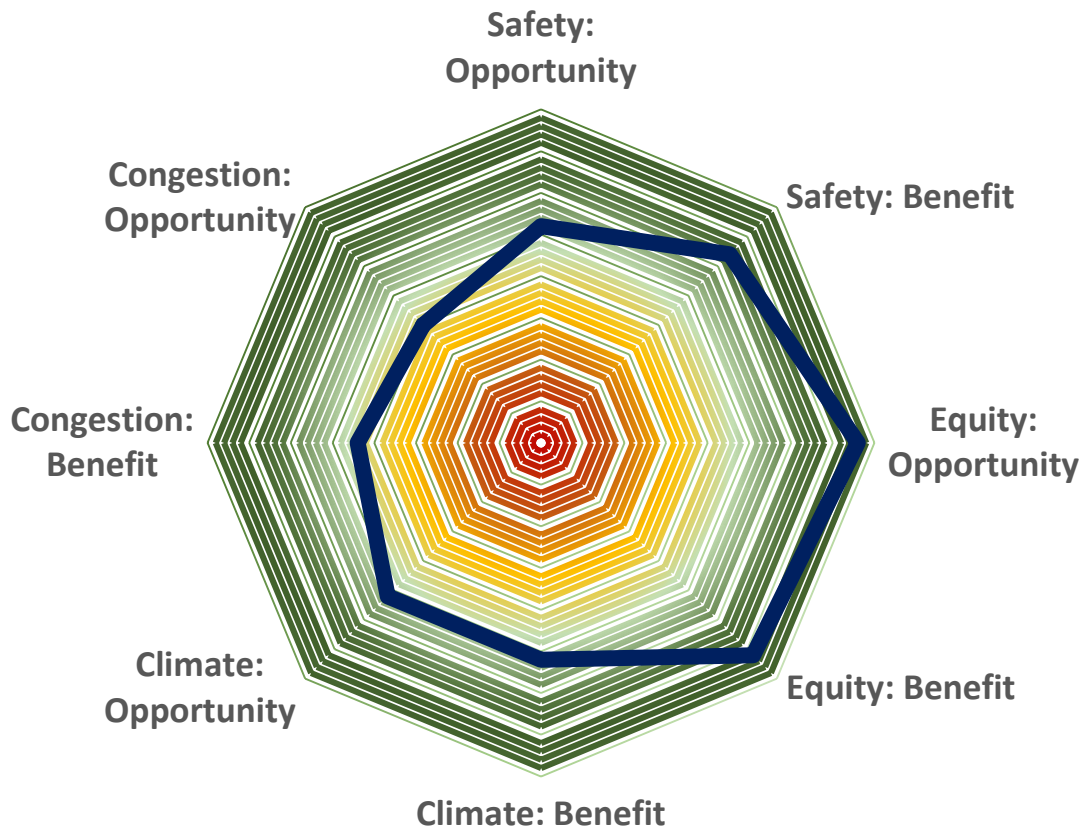


## Tigard: Bull Mt. Rd. Complete Street



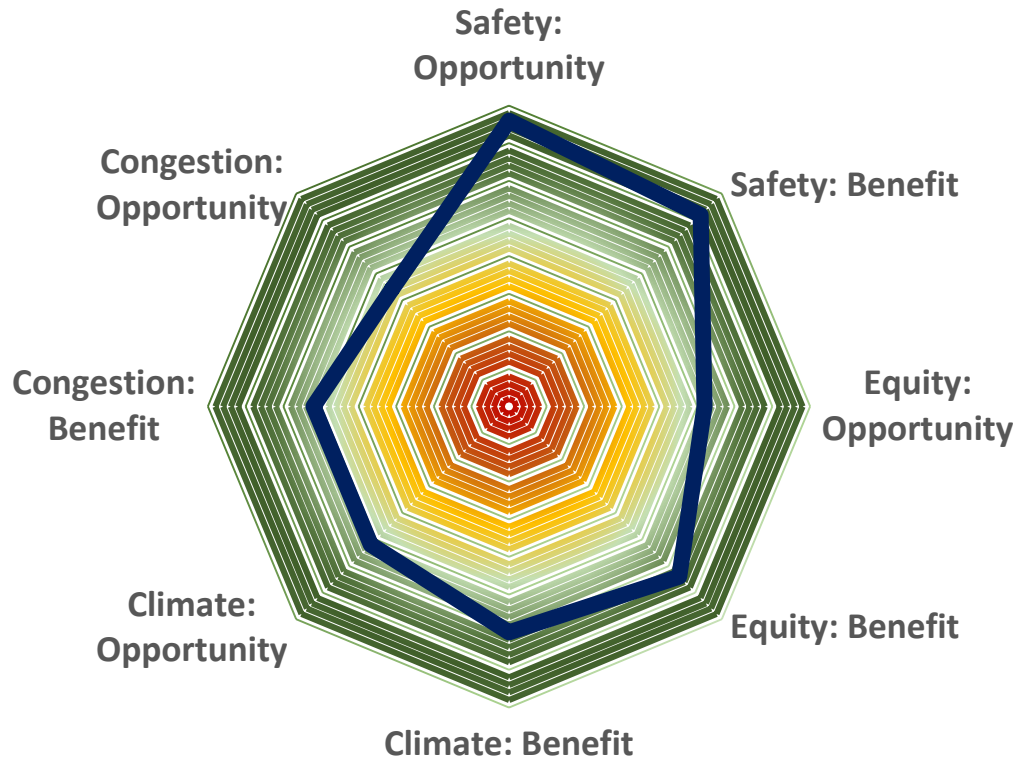


## Washington Co.: Aloha Safe Access to Transit

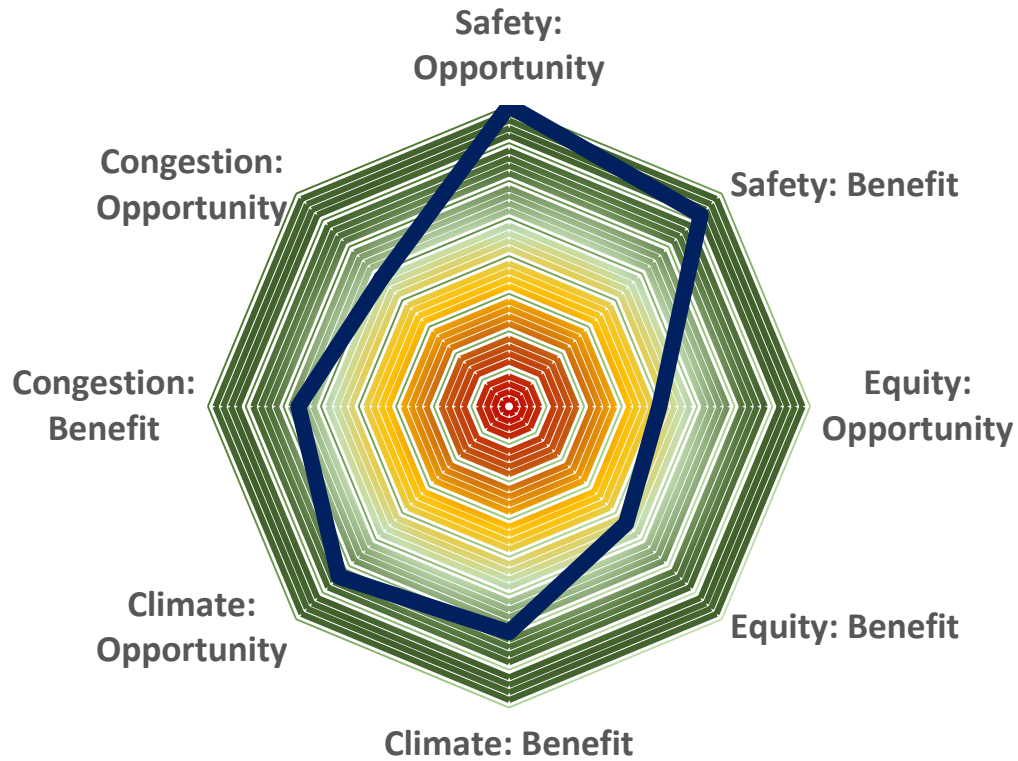




## Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)



## West Linn: Hwy. 43 Multimodal Improvements - Mapleton Dr. to Barlow St.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$143.98	)	RESOLUTION NO. 20-5063
MILLION OF REGIONAL FLEXIBLE FUNDING	)	
FOR THE YEARS 2022-2024, PENDING	)	Introduced by Acting Chief Operating Officer
ADOPTION OF THE 2021-24 MTIP	)	Andrew Scott in concurrence with Council
	)	President Lynn Peterson

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, approximately \$143.98 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 and Project Development Bond, Region-wide Program Investments, Active Transportation and Complete Streets and Regional Freight and Economic Development Investments, and development of a collaborative process for nominating projects for funding by Metro Resolution No. 19-4959, For the Purpose of Adopting the 2022-2024 Regional Flexible Funds Policy Report for the Portland Metropolitan Area, adopted April 4, 2019; and

WHEREAS, the criteria used to select projects for the 2022-2024 RFFA followed policy direction adopted by Metro Council in the 2018 Regional Transportation Plan by Ordinance No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan; and

WHEREAS, the 2018 RTP investment policy directed the region to invest in transportation projects which advanced equity, improved safety, carried out the region's Climate Smart Strategy, and provided traffic congestion relief; and

WHEREAS, an extensive regional public process provided opportunities for comments on the merit and potential impacts of the project and program applications between September 6 and October 7, 2019, and is summarized in Exhibit C, 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 Allocation Policy criteria, local prioritization processes, and public comments; 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 B to this resolution; now therefore

### 3.2 Metro 2022-2024 Regional Flexible Fund Allocation

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2022-24 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this 16th day of January, 2020.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 20-5063, FOR THE PURPOSE OF ALLOCATING \$143.98 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2022-2024, PENDING ADOPTION OF THE 2021-2024 MTIP

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Date: December 10, 2019

Department: Planning & Development

Meeting Date: January 16, 2020

Prepared by:

Dan Kaempff, x. 7559,

daniel.kaempff@oregonmetro.gov

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## ISSUE STATEMENT

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro 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 on a three-year funding cycle. The metropolitan region is forecasted to receive \$143.98 million from these sources in the federal fiscal years of 2022-2024. Previous allocations have identified projects and programs to receive funds during the federal fiscal years of 2019-2021.

## ACTION REQUESTED

Approve Resolution No. 20-5063, allocating funding to regional investments as recommended by the Joint Policy Advisory Committee on Transportation (JPACT), and detailed in Attachment A.

## IDENTIFIED POLICY OUTCOMES

In April 2019, JPACT and Metro Council adopted Resolution 19-4959 which established the policy direction for the 2022-2024 RFFA. In adopting the policy framework for these funds, it was recognized that the region had just concluded an extensive three-year effort that had led to the development of the 2018 Regional Transportation Plan, adopted by JPACT and Metro Council in December 2018 (Ordinance 18-1421). Through that effort, four key regional funding priorities emerged:

- Equity, with a focus on race and income
- Safety
- Climate Smart Strategy implementation
- Managing Congestion

These four priorities were carried forward as the policy outcomes for the 2022-2024 RFFA, recognizing the extensive public outreach effort and agreement among the region's stakeholders that had led to their inclusion in the 2018 RTP.

Part of the project selection process was to conduct a technical analysis on the project proposals to determine their performance with regards to the policy outcomes. This technical analysis measured the projects' potential benefits and outcomes in each of the four policy priority areas, and assigned each a project a numerical score reflective of its merits.

### **POLICY QUESTION(S)**

Should the Metro Council approve the resolution and direct staff to move forward with allocating funding to the selected projects as recommended by JPACT?

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Policy options for Metro Council to consider include:

1. Approve the resolution thereby approving the funding allocations and project funding awards as outlined in Attachment A, and conditions of approval as outlined in Attachment B
2. Remand the resolution back to JPACT with direction on desired changes or conditions

### **STAFF RECOMMENDATIONS**

Staff recommends Metro Council approval of Resolution 20-5063.

The package of projects funded through this resolution were selected by JPACT based on their technical performance in achieving outcomes in the four RFFA policy outcomes. In addition to their technical merit, the package follows RFFA policy direction regarding how these funds should be allocated to invest in projects throughout the region and to use them to leverage other investments.

Non-approval or a remand of the package of projects back to JPACT could result in a delay in adoption of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), due to be adopted by Metro Council later in 2020. The MTIP is the federally approved list of transportation investments in the region and a delay in its adoption could result in the region being unable to spend federal funding until it is approved by the Federal Department of Transportation.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The 2022-2024 RFFA follows transportation policy direction established in the development of the 2018 RTP. Chapter 6 of the RTP provides detail on the region's investment priorities. Projects selected for RFFA funding are on the 2027 Constrained RTP



project list, which identifies the highest priority projects to be funded in the first 10 years of the plan. The RTP project list focuses on making near-term progress on key regional priorities – equity, safety, climate, and congestion.

**How does this advance Metro’s racial equity goals?**

Advancing equity is a primary policy objective for the RFFA. Projects selected were evaluated on the degree to which they eliminated transportation-related disparities and barriers, and improved access to community assets within RTP Equity Focus Areas. Equity Focus Areas are defined as communities where the rate of people of color, people in poverty and people with low English proficiency is greater than the regional average and double the density of one or more of these populations.

**How does this advance Metro’s climate action goals?**

Another of the four primary policy objectives for the 2022-2024 RFFA is to advance the region’s Climate Smart Strategy. Projects selected were evaluated based in part on how they could help the region reduce greenhouse gas emissions. The projects funded through the 2022-2024 RFFA are focused on making bicycling and walking easier and safer, and improving and expanding the region’s transit system.

**Known Opposition/Support/Community Feedback**

A 30-day public comment period was held between September 6 and October 7, 2019. Over 3,000 individuals shared their thoughts and opinions on the 23 projects under consideration for funding. All of the projects received over 50 percent of their responses to an online survey as indicating support by the respondents.

The notice and invitation to participate were distributed through several channels:

- ads in local newspapers (Clackamas Review, Gresham Outlook, Portland Tribune and Tigard Times)
- email invitation through neighborhood association, community planning organization, community participation organization and community-based organization networks
- email invitation to 1,993 subscribers to the Regional Transportation Plan interested persons list
- email to community leaders who had participated in 2018 Regional Transportation Plan discussions, asking them to distribute the invitation through their networks
- Metro News ([oregonmetro.gov/news](https://oregonmetro.gov/news))
- the Metro Twitter feed @oregonmetro

Metro facilitated the discussion and selection of the projects through two transportation-specific Metro advisory committees – the Transportation Policy Alternatives Committee (TPAC) and JPACT. These committees were forums for discussion, coordination, consultation and decision-making by elected officials and their staffs, representing cities and counties of the region, public agencies and transportation providers, including the Oregon Department of Transportation, Oregon Department of Environmental Quality, the Port of Portland, TriMet and South Metro Regional Transit (SMART). TPAC includes

community representatives as regular members, bringing their perspective to those discussions and making recommendations on decisions.

### **Legal Antecedents**

This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as Fixing America's Surface Transportation Act or FAST Act) as implemented through the Code of Federal Regulations Title 23, Part 450, Subparts A and C and relevant rules issued by the USDOT. The allocation process is intended to implement the Regional Flexible Fund 2022-2024 program policies as defined by Metro Resolution No. 19-4959, For The Purpose Of Adopting The 2022-2024 Regional Flexible Funds Allocation Policy Report For The Portland Metropolitan Area, adopted April 4, 2019 and Metro Resolution No. 17-4848 For the Purpose of Approving an Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2019-34, Funding the Division Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Increased Multi-Year Commitment of Regional Flexible Funds.

### **Anticipated Effects**

Adoption of this resolution would direct staff to program funding in the amounts specified to the identified transportation programs and projects into the upcoming 2021-24 Metropolitan Transportation Improvement Program so they may become eligible to receive those federal transportation funds.

### **Financial Implications (current year and ongoing)**

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 2022, 2023, and 2024. Federal Fiscal Year 2022 grant funds would typically be utilized by Metro in Metro Fiscal Year 2022-23. Federal Fiscal Year 2023 grant funds would typically be utilized by Metro in Metro Fiscal Year 2023-24. Federal Fiscal Year 2024 grant funds would typically be utilized by Metro in Metro Fiscal Year 2024-25. 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 \$236,135 in Metro fiscal year 2022-23, \$243,220 in Metro fiscal year 2023-24 and \$250,516 in Metro fiscal year 2024-25 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.

## BACKGROUND

The RFFA represents the region's direct implementation of the funding priorities defined in the RTP. As the only transportation funding under the purview of JPACT and Metro Council (in their MPO oversight role), these funds have historically been used to invest in elements of the transportation system that advance key policy objectives.

Every three years, the region undergoes a process to affirm the policy direction and select investments to be funded with the Regional Flexible Funds. In April 2019, Metro Council adopted the 2022-2024 RFFA, which created the policy direction for investment of \$143.98 million in federal transportation funds allocated to the region.

Since the 2012-2013 RFFA cycle, the region has followed a two-step approach to allocating these funds. This framework was adopted to ensure the region is investing in the system in accordance with RTP direction and the RFFA objectives. Step 1 provides funding for regional commitments to transit capital and project development bond payments, and continues investments in MPO, system, and corridor planning activities, as well as region-wide programs.

After meeting Step 1 commitments, the remainder of the funding comprises Step 2. This portion of funding is targeted to capital projects that support the region's four RTP investment priorities as detailed above. Step 2 focuses funding on two project categories: Active Transportation and Complete Streets (AT), and Regional Freight and Economic Development Initiatives (Freight). For the past three RFFA cycles, JPACT and Metro Council have adopted project category funding targets of 75 percent to AT projects, and 25 percent to Freight projects.

Historically, the total amount of funding available for Freight projects has been small (\$11.27 million was the Freight target in the current cycle). As such, it has not attracted a large number of proposals, reflecting the low amount of funding available relative to the cost of many Freight projects.

These targets remained in place for the 2022-2024 RFFA process. But through policy discussions with TPAC, JPACT and Metro Council, it was recognized that projects often had benefits in both categories. To address this, applicants were given the ability to request their project be considered in both categories. In order to accommodate this request, staff developed a single application form designed to capture project information that would enable proposals to be compared with each other in both categories.

This resulted in technical ratings that measured how well projects achieved the four policy priorities (Equity, Safety, Climate and Congestion), regardless of in which category(ies) the project had been submitted.

In the Step 2 Call for Projects, a total of 23 project proposals were submitted by the region's eligible agencies. Of these 23 proposals, only three were submitted for consideration in the Freight category. The average technical rating for AT projects was 14.4; the average for the

Freight projects was 9.3 (maximum score possible was 24). Multnomah County submitted two proposals (average score was 10), requesting they be considered in both AT and Freight categories.

Staff presented TPAC with two options for developing a recommendation to JPACT. TPAC indicated their preference for the option which moved certain projects from the AT category into the Freight category. Staff identified five AT projects that are on or adjacent to routes on the Regional Freight Network. Improvements to these roads result in safer conditions for active transportation users and provide benefits to freight mobility and economic development. As such, they could be considered for funding through either category. The TPAC recommendation includes these five projects being considered in the Freight category.

The final JPACT approved package of projects reflects a compromise between multiple sources of input to be considered. The funding package is a balance between policy technical ratings, coordinating committee priorities, assessment of risks to project delivery, public input and other RFFA process policy objectives.

The overall performance of these investments aligns with the regional performance-based and congestion management process, detailed in Appendix L of the 2018 RTP. The Step 1 programs and Step 2 projects selected for funding advance the region's system performance goals and objectives by making communities more walkable, improving access to jobs, improving people's travel choices, reducing greenhouse gas emissions, and making the system safer, more reliable and efficient. Many of the projects funded are either on or adjacent to roads on the regional congestion management network. The 2022-2024 RFFA makes system improvements through dedicating funding to demand and system management strategies, and supporting efficient land use decisions through investments in walking, bicycling, and transit. These modes are prioritized for funding to complement modest expansions of motor-vehicle capacity to meet the access and mobility needs of people and goods in the region.

## **ATTACHMENTS**

Exhibit A: 2022-2024 RFFA list of investments

Exhibit B: 2022-2024 RFFA Conditions of Approval

Exhibit C: 2022-2024 RFFA Public Comment Report

**2022-2024 Regional Flexible Funds Allocation****Resolution No: 20-5063**

<b>Step 1: Regional Bond Commitments and Region-wide Program Investments</b>	
Transit + project development bond commitment	\$65,470,000
Corridor and Systems Planning	\$2,047,614
MPO Planning (in lieu of dues)	\$4,329,342
Oregon 2020 Travel & Activity Survey (one-time strategic investment)	\$350,000
Regional Travel Options + Safe Routes to School	\$10,160,243
Transit Oriented Development	\$10,804,264
Transportation System Management and Operations/ITS	\$5,736,295
<b>Total:</b>	<b>\$98,897,758</b>

<b>Step 2: Community Investment Fund</b>			
<b>Active Transportation and Complete Streets</b>			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
122nd Avenue Corridor Improvements	City of Portland	Portland	\$4,543,700
Aloha Safe Access to Transit	Washington County	Washington	\$3,827,559
Courtney Avenue Bike/Ped Improvements	Clackamas County	Clackamas	\$5,079,992
Division Street Complete Street	City of Gresham	E. Multnomah	\$5,240,760
MLK Blvd Safety & Access to Transit	City of Portland	Portland	\$2,623,000
Monroe Street Greenway	City of Milwaukie	Clackamas	\$3,860,788
Stark-Washington Corridor Improvements	City of Portland	Portland	\$5,332,000
Willamette Blvd AT Corridor	City of Portland	Portland	\$4,456,000
<b>Total:</b>			<b>\$34,963,799</b>
<b>Regional Freight and Economic Development Initiatives</b>			
<u>Project name</u>	<u>Applicant</u>	<u>Sub-region</u>	<u>Amount</u>
Clackamas Industrial Area ITS	Clackamas County	Clackamas	\$1,219,815
Cornelius Pass Bike/Ped Bridge (US26)	Washington County	Washington	\$628,110
Council Creek Trail	City of Forest Grove	Washington	\$1,345,950
Cully-Columbia Freight Improvements	City of Portland	Portland	\$3,434,193
Hwy 99E Bike/Ped Improvements	City of Oregon City	Clackamas	\$673,000
Red Rock Creek Trail	City of Tigard	Washington	\$314,055
Sandy Blvd - Gresham to 230th Avenue	Multnomah County	E. Multnomah	\$1,275,985
Trolley Trail Bridge Replacement	City of Gladstone	Clackamas	\$1,228,800
<b>Total:</b>			<b>\$10,119,908</b>

<b>Total 2022-2024 RFFA:</b>	<b>\$143,981,465</b>
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**Exhibit B to Resolution 20-5063****2022-2024 RECOMMENDED REGIONAL FLEXIBLE FUND GRANTEES CONDITIONS OF APPROVAL**

Conditions of approval are mechanisms to that projects are built consistent with the project applications as approved by JPACT and Metro Council, with federal regulations and with regional program policies. 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.

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 pertaining to the use of funds, project delivery, process, etc. 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 project as outlined in the JPACT-recommendation and Metro Council adoption for the 2022-24 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. 2025-27), to be distributed among the region, per the RFFA policy direction. Or, the project sponsor/local jurisdiction receiving the flexible funds for the project may request reallocation the funds per the MTIP amendment process. Reallocation may necessitate JPACT and Metro Council approval.
2. The award amount is the total amount being provided to deliver the awarded 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. Project schedules and budget will include what is determined during the pre-implementation phase to take place after adoption of the 2022-2024 Regional Flexible Fund. Changes in project scopes, schedules, and budget must be requested for adjustments to project and 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 follow the design approach and decision-making process as defined in the Designing Livable Streets and Trails Guide (Metro; 3rd edition; October 2019) and any updates in effect at the time a funding intergovernmental agreement is signed. Other street and trail design guidelines, including those developed by local jurisdictions, the National Association of City Transportation Officials, the Institute of Transportation Engineers, the Oregon Department of Transportation, the American Association of State



Highway and Transportation Officials, and the Federal Highway Administration, may also be referred to as long as the design approach and decision making process used are consistent with Metro’s guidelines.

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. (Ex. Metro’s Intertwine Design Guidelines: [http://library.oregonmetro.gov/files//intertwine\\_regional\\_trail\\_signage\\_guidelines.pdf](http://library.oregonmetro.gov/files//intertwine_regional_trail_signage_guidelines.pdf))
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 projects implementing transportation system management and operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes. Metro will provide guidelines on how to provide TSMO data submissions.
8. All project shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials, such as reports, booklets, brochures, web pages, and social media posts. Attribution on materials must read “Made possible with support from Metro.” If marketing is done with audio only, spoken attribution language must be “This project is made possible with support from Metro.” The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Grantee will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the local jurisdiction/project sponsor will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.
9. 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](http://www.oregonmetro.gov/sites/default/files/final_draft_public_engagement_guide_112113.pdf))
10. All projects will implement transportation demand management strategies/activities in conjunction with the delivery and opening of the project, in order to enhance the success and performance of the project. If the local jurisdiction/project sponsor does not believe it is relevant to implement a transportation demand management strategy in the delivery and opening of the project, the local jurisdiction/project sponsor must request and receive Metro approval to waive the transportation demand management activities.

11. All projects are expected measure the progress and performance of the Regional Flexible Fund awarded project. Local jurisdictions/project sponsors will identify a set of indicators for data collection and pre-and post-project monitoring. Metro will provide input and feedback into the indicators and datasets, especially to help respond to regional transportation performance measures. Indicators can be determined during the pre-implementation phase of the project.
12. Lead agencies awarded RFFA will comply with ODOT Local Agency Liaison (LAL) project pre-implementation requirements (e.g. completion of detailed scope of work, budget, project prospectus, etc.). The ODOT LAL requirements are expected to be in the proper format as part of the federal delivery process to facilitate MTIP & STIP programming, initiate development and execution of the Intergovernmental Agreement (IGA), and obligate and expend awarded federal funds for the project.

Non-Certified agencies receiving Regional Flexible Funds to deliver a project will be expected to work directly with a certified agency or ODOT to determine the administration and delivery of the project.

The awarded lead agency is required to complete or participate in the following project delivery & monitoring activities:

- Kick-off Meeting Coordination.
- MTIP/STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
- Participate in project coordination meetings and reviews as called for and scheduled.
- Completing project pre-implementation (Pre- PE or Planning phase obligation) actions and milestones to ensure project proceeds on schedule, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Complete and execute a project IGA in time to obligate funds as programmed
- Participation in Project Delivery Actions, including attending Project Development Team (PDT) review meetings, completing and submitting project Milestone Reports and Progress Updates, providing any performance measurement project data, providing project delivery status updates, and addressing questions raised by the Metro advisory committees.
- Providing project close-out/final reports and billings.

**Conditions applied to specific projects and programs:**

**Clackamas County - Clackamas Industrial Area ITS**

- No additional conditions

**Clackamas County - Courtney Avenue Complete Street**

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

### **Forest Grove – Council Creek Trail**

- The project will coordinate the abandonment of Portland and Western Railroad with ODOT Rail.
- The project will include a budget for Portland and Western Railroad to review the design.
- The project will provide enhanced pedestrian crossings at all collector and arterial roadways. The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will determine the environmental permitting required through coordination with agencies as required DSL, Army Corps, NMFS, DEQ - (not inclusive)
- The project will provide a minimum 14' wide (10' paved with 2' shoulders) multiuse path where feasible. On street connections should provide trail-like separation from traffic where possible. Sidewalks and separated bike lanes (buffered) are acceptable on higher traffic, constrained streets.
- The project partner agency staff will coordinate with TriMet and regional partners to plan for potential future extension within the corridor.

### **Gladstone – Trolley Trail Bridge Replacement**

- The project will provide for a minimum 14' wide (10' paved with 2' shoulders) multiuse path connections to the bridge where feasible. On street connections should provide trail-like separation from traffic where possible.

### **Gresham - Division Street Complete Street**

- Project staff will coordinate with TriMet for all transit improvements.

### **Milwaukie - Monroe Street Greenway**

- As the project develops in coordination with adjacent segments funded from other sources, it should prepare to be able to proceed separately from those segments and issues associated with their funding or permitting, so as to be able to remain on schedule.

### **Multnomah County – Sandy Boulevard: Gresham to 230th**

- An updated project scope, schedule, and budget will be submitted. (assuming integration of 223rd Avenue project development activities are integrated into the project scope)

### **Portland - 122nd Avenue**

- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562

- The project will coordinate with TriMet for all transit improvements (signal transit priority, stop locations)
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

**Portland - Columbia/Cully/Alderwood Freight**

- The project will include budget for Union Pacific Railroad to review the design of the crossing.
- Ensure the project is consistent with Metro Regional Freight Plan.

**Portland - MLK Blvd.**

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.
- In addition to the project elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

**Portland - Stark-Washington Corridor**

- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562
- The project will confirm the assumption that improvements will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design process for coordination of modification at Interstate 205.
- In addition to the elements described in the application, the project will consider access management and associated design treatments to enhance pedestrian safety.

**Portland - Willamette Blvd.**

- The project will confirm the assumption that added impervious area for bike path will not trigger stormwater/water quality improvements. Bureau of Environmental Services will be included at kickoff meeting and early in design process.
- The project will pursue a speed limit reduction through the corridor.
- The project will review the enhanced crossing treatment to determine the safest option (possibly include a red indication rather than yellow RRFB) Refer to NCHRP Report 562.

**Oregon City - Hwy 99E Bike/Ped Improvements**

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.

**Tigard – Red Rock Creek Trail**

- Project staff will coordinate with TriMet on the development of and coordination with the Southwest Corridor project and the design of trail connections to transit facilities.

**Washington County – Aloha Safe Access to Transit**

- The project will coordinate with ODOT Region 1 in the design of project connections to ODOT facilities.

**Washington County – Cornelius Pass Bike/Ped Bridge (US26)**

- The project will involve ODOT Region 1 traffic in the kickoff meeting and early design development process.



# Engagement report

Public comments on proposed projects  
for 2022-24 regional flexible funds

October 2019

**Exhibit C to Resolution 20-5063**

Full document available for download at: <https://www.oregonmetro.gov/RFFA>



**DATE:** December 4, 2017

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda F** – 2021-2024 Statewide Transportation Improvement Program (STIP) development

**Requested Action:**

Request approval of the final funding allocation for the 2021-2024 Statewide Transportation Improvement Program (STIP).

**Background:**

The Commission has split the STIP into six categories of programs:

- **Fix-It** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others.
- **Enhance Highway** programs fund projects that expand highway capacity on the state system.
- **Safety** programs reduce deaths and injuries on Oregon's roads.
- **Non-Highway** programs fund bicycle, pedestrian, public transportation, and transportation options programs.
- **Local Programs** direct funding to cities and counties for priority projects.
- **Other Functions** include workforce development, planning and data collection and administrative programs funded using federal resources.

Based on feedback from the Commission over the past five months, the Oregon Department of Transportation (ODOT) will present a final recommended funding allocation for the STIP that covers three years (2022-2024) and request that the Commission approve the amounts in the 2021-2024 STIP Funding Allocations Framework (Attachment 1).

The allocation proposal includes a number of key features.

***Fix-It***

Federal funding for Fix-It programs is based on maintaining funding levels provided in the 2018-2021 STIP, with additional funding provided by the Oregon Legislature in House Bill 2017 (Transportation Funding). This matches expectations from legislators that HB 2017 funding would supplement rather than supplant existing funding for Fix-It programs.

***Enhance Highway***

Most Enhance Highway funding in the 2021-2024 STIP comes from allocations made by the Oregon Legislature to specific projects in HB 2017. In addition, ODOT recommends \$24 million for a State Highway Leverage Program that would distribute funding to regions and allow Area Commissions on Transportation (ACTs) to add highway improvements to Fix-It projects. ODOT also recommends creating a Strategic Investments Program that would allow the Commission to target \$40 million in funding to high priority needs on the state highway system. Funding would be contingent on receiving federal funds over and above the amount assumed in the STIP. The Commission would select projects rather than providing this funding to regions.

***Safety***

The safety category includes federal funding that goes into the All Roads Transportation Safety (ARTS) program as well as \$10 million per year (\$30 million over the three years of the STIP) directed to safety projects on the state highway system under HB 2017. ODOT proposes using the HB 2017 funding for a Safety Leverage Program in which Area Commissions on Transportation would recommend safety improvements to add to Fix-It projects so that ODOT can better meet community needs as we undertake projects.

***Non-Highway***

State and federal law provide direction to include three subcategories of non-highway funding in the STIP.

- **Public Transportation:** Based on legislative direction and longstanding practice, approximately \$43.5 million in Federal Highway Administration formula funding is transferred to public transportation for service for the elderly and disabled and for purchase of mass transit vehicles in urbanized areas.
- **State Highway Fund Bicycle and Pedestrian:** ODOT's share of the 1 percent State Highway Fund set aside and the new Safe Routes to School Program created by HB 2017 to fund infrastructure improvements will provide a total of approximately \$60 million for the 2021-2024 STIP.
- **Non-Highway Discretionary:** Approximately \$51 million is required under federal and state law, but the Commission may decide how to allocate this to specific programs within relatively broad parameters. Funding can go to non-highway needs either in or outside the highway right of way.

ODOT recommends allocating the \$51 million in Non-Highway Discretionary funding as follows:

- **Non-Highway Leverage (\$21 million):** In the 2018-2021 STIP, the Commission created a program under which regions could add non-highway elements to existing Fix-It projects on the state highway system. This allows ODOT to better respond to community needs, so ODOT recommends increasing funding from the \$6 million provided in the 2018-2021 STIP.
- **Off-road trails (\$6 million):** On-road bicycle/pedestrian projects received significant funding from HB 2017, but off-road trails and multi-use paths did not. Because of the State Highway Fund constitutional restriction and limited ConnectOregon funds, trails are highly reliant on federal highway funds in the STIP.

- **Safe Routes to School (SRTS) - Education (\$3 million):** The Commission has funded a Safe Routes to School education program in the Transportation Safety Division at \$500,000 per year after dedicated federal funding for the program was eliminated. The Commission’s investment strategy recommended increasing this amount, but this was not included in HB 2017. ODOT recommends increasing support from the \$1.5 million provided in the 2018-2021 STIP to complement the investment in SRTS Infrastructure projects under HB 2017.
- **Transportation Options (\$3 million):** ODOT recommends increasing support for transportation options programs from the \$1.5 million provided in the 2018-2021 STIP. Increased TO funding will be leveraged with HB 2017 infrastructure investments for SRTS and transit, specifically focusing on identifying infrastructure projects by the development of SRTS Action Plans and communication on new or modified transit service changes from HB 2017.
- **Americans with Disabilities Act (\$18 million):** ODOT recommends this funding level to meet commitments under our Americans with Disabilities Act (ADA) Transition Plan and settlement agreement for stand-alone ramp projects. A significant amount of funding will go to ramps as part of Fix-It projects, but ODOT will need additional resources to meet this requirement.

#### ***Local Programs***

Local funding is based on the amounts required under federal law and agreements with the League of Oregon Cities and Association of Oregon Counties. Most of these programs naturally grow as federal highway funding increases. However, the proposed allocation increases the Transportation and Growth Management (TGM) Program to \$5 million a year (from \$4.25 million) because it has been flat-funded for many years.

The Commission’s funding allocation assumes a 10 percent reduction in federal highway formula funding available to ODOT after the federal surface transportation act expires in 2020. This assumption mirrors our experience after the surface transportation act’s expiration in 2009, and it is a prudent risk mitigation strategy to avoid the pain of cutting projects. As noted above, the first \$40 million in federal highway formula funding that comes in over and above the Commission’s assumed funding level will go to a Strategic Investments Program. Any funding available after this program receives funding will go to Fix-It projects, as they are relatively easy to develop and construct quickly to ensure ODOT obligates federal funds. ODOT will build a list of “shelf projects” that can quickly be brought to construction.

#### **Next Steps**

After approval of the funding allocation, ODOT will bring to the Commission key program design issues in the spring. This includes:

- State Highway Leverage program guidance
- Active Transportation Leverage program guidance
- Safety Leverage program guidance

In addition, ODOT will bring forward Fix-It program-level allocations.

Project selection will take place over 2018 and 2019, followed by public review. The process will culminate with Commission approval of the STIP in 2020.

Attachments:

- Attachment 1 – 2021-2024 STIP Funding Allocations Framework
- Attachment 2 – 2021-2024 STIP Funding Allocations Definitions
- Attachment 3 – 2021-2024 STIP Funding Allocations Background Document

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Paul Mather	Lynn Auerbeck	Mac Lynde	Jeff Flowers

# 2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Fix-It	658,241,539
Fix-It HB 2017	189,500,000
Fix-It Totals	847,741,539
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
Enhance Totals	686,580,261
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
HB 2017 Safety	30,000,000
Safety Totals	146,850,000
Non-Highway	
Discretionary Non-Highway (\$51 Million)	
Active Transportation Leverage	21,000,000
Off-System Bike Ped	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
Required Non-Highway	
Transit Elderly & Disabled	37,500,000
Mass Transit	6,000,000
Transportation Alternatives Program - Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure	37,500,000
Bicycle/Pedestrian 1%	22,200,000
Non-Highway Totals	158,286,568
Local Programs	
Surface Transportation Black Grant (STBGP) Program to large Metropolitan Planning Organizations (MPOs) / Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to large MPOs / TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-TMA Cities, Counties , MPOs	
Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
Local Programs Totals	406,781,419
Other Functions	
Other Functions Totals	158,850,000
TOTALS	2,405,089,787
Funding Category Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
TOTALS	2,445,089,787

MOD EQUITY SPLITS	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGION SPLITS	
Enhance	
Enhance Highway Program	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety	
HB 2017 Safety Leverage Funds	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Non-Highway	
Active Transportation Leverage	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
Regional Allocations for Leverage Funds (ALL FUNDS)	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
TOTALS	74,830,261

<b>2021 – 2024 STIP Funding Allocation Definitions</b>	
<b>Categories</b>	
<b>Enhance Highway Category</b>	Funds projects that expand or enhance the state highway system.
<b>Fix-It Category</b>	Includes all the capital funding programs that maintain or fix the state highway system. Examples of programs within the Fix-It category include, but are not limited to state bridge, pavement preservation, culverts, and operations.
<b>Local Programs Category</b>	Directs funding to local governments through several different programs.
<b>Non-Highway Category</b>	Funds projects that improve bicycle, pedestrian, public transportation, and transportation option programs. Two sub-categories are identified: <ul style="list-style-type: none"> <li>• <i>Discretionary Non-Highway</i> - OTC has discretion over the allocation of funds, and</li> <li>• <i>Required Non-Highway</i> – allocation required by state or federal legislative mandate.</li> </ul>
<b>Other Functions Category</b>	Includes workforce development, planning, data collection and indirect cost recovery using federal resources.
<b>Safety Category</b>	Funds projects that are focused on reducing serious injury and fatal crashes on Oregon's roads.
<b>Programs</b>	
<b>Active Transportation Leverage</b>	Funds the enhancement and addition of active transportation features to other identified projects on the state transportation system. Active transportation includes bicycle, pedestrian, public transportation projects and connections to and between them.
<b>ADA Curb Ramps</b>	For building, repairing or replacing ADA-compliant curb ramps apart from projects that trigger them.
<b>All Roads Transportation Safety (ARTS)</b>	A data-driven, jurisdictionally blind safety program to address safety on all public roads.
<b>Bicycle/Pedestrian 1%</b>	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
<b>Congestion Mitigation and Air Quality Improvement (CMAQ)</b>	Provides federal funding to states to meet the transportation requirements of the Clean Air Act. In Oregon, the funds are allocated to CMAQ-eligible areas which are responsible for project selection.
<b>Enhance HB 2017</b>	Projects required in HB 2017 that enhance, improve the safety, or improve the operations of local roads and the State Highway System.
<b>Fix-It HB 2017</b>	Funds from HB 2017 directed to Fix-It projects on the State Highway System.
<b>Immediate Opportunity Fund (IOF)</b>	Helps to construct and improve streets and roads to serve site-specific economic development projects. It is managed in cooperation with the Oregon Business Development Department.

### 3.3 ODOT Administered Funding Allocation of 2022-2024 Fund

<b>Local Bridge</b>	Federal funds used to replace or rehabilitate structurally deficient and functionally obsolete local agency bridges as per the Working Agreement between ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC).
<b>Local Tech Assistance Program (LTAP)</b>	The ODOT Technology Transfer Center (T2 Center) provides transportation-related information to local agencies throughout Oregon. The Center is jointly funded by FHWA, local agencies, and ODOT.
<b>Mass Transit</b>	Funds that go to transit providers in urbanized areas with populations greater than 50,000 for the purchase of replacement mass transit vehicles.
<b>MPO Planning (PL Funds)</b>	These federal funds are distributed to each of the MPOs in the state of Oregon (including those operating in both Oregon and Washington) to fulfill federal planning requirements. The funds go to MPOs based on a formula developed by ODOT in coordination with the MPOs and approved by the Commission.
<b>Off-System Bicycle/Pedestrian</b>	Funds bicycle and pedestrian paths or trails outside of the highway right of way.
<b>Rail Crossing Safety</b>	Funds highway grade crossing safety improvement projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
<b>Safe Routes to School (SRTS) Education</b>	Funds education and outreach efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school.
<b>Safe Routes to School (SRTS) HB 2017</b>	Funds from HB 2017 directed to SRTS Infrastructure projects through investments such as safe crossings, sidewalks and bike lanes.
<b>Safety Leverage HB 2017</b>	Funds from HB 2017 directed to safety projects or to add safety features to Fix-It projects on the State Highway System.
<b>State Highway Leverage</b>	Funds the enhancement of features and elements to Fix-It projects on the State Highway System. Non-highway enhancement projects are not eligible for these funds.
<b>Strategic Investments</b>	Funds will be used for targeted investments to enhance the state highway system as determined by the OTC. The availability of Strategic Investment funds is contingent on federal highway funding to Oregon exceeding the amount assumed in ODOT's financial projection for the 2021-2024 STIP.
<b>Surface Transportation Block Grant Program to small MPOs, non-MPO Cities, and Counties</b>	Provides funding to all counties, small MPOs, and non-MPO cities with populations over 5,000 for eligible transportation projects. These funds are provided to the local agencies through the Working Agreement between ODOT, the Association of Oregon Counties (AOC), and the League of Oregon Cities (LOC).
<b>Surface Transportation Block Grant Program to Transportation Management Areas (TMAs)</b>	Provides funding to Transportation Management Areas (TMA) defined as MPOs with populations greater than 200,000. These funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects. TMAs are responsible for project selection.
<b>Transit Elderly &amp; Disabled (E&amp;D)</b>	Legislatively directed capital and operations support for public transit benefiting elderly and people with disabilities.



### 3.3 ODOT Administered Funding Allocation of 2022-2024 Fund

<b>Transportation Alternatives Program (TAP) to Recreational Trails</b>	Federal funds managed by the Oregon Parks and Recreation Department to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
<b>Transportation Alternatives Program (TAP) to TMAs</b>	Provides federal funds to Transportation Management Areas (TMA) defined as urbanized areas with populations greater than 200,000. These funds can be used for transit, bicycle, pedestrian and other transportation options projects. TMAs are responsible for project selection.
<b>Transportation and Growth Management Program (TGM)</b>	These federal funds provide grants and community assistance to communities for Transportation System Planning (TSP) and to assist with integrating local transportation system and land use planning needs. The program is administered in partnership with the Department of Land Conservation and Development (DLCD).
<b>Transportation Options</b>	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
<b>Systems</b>	
<b>Metropolitan Planning Organization (MPO)</b>	Federal entities defined as urbanized areas with populations over 50,000.
<b>State Highway System</b>	The state highway system owned and/or managed by ODOT.
<b>State Transportation System</b>	The state transportation system owned and/or managed by ODOT including but also in addition to the state highway system. Examples include bicycle, pedestrian, and POINT bus service. This is synonymous with the term 'State System', but broader than the term 'State Highway System'.
<b>Transportation Management Area (TMA)</b>	Federal entities defined as urbanized areas with populations greater than 200,000. TMAs are sometimes referred to as 'large MPOs'. Oregon currently has three TMAs – Portland Metro, Salem-Keizer, and Eugene-Springfield.



## ATTACHMENT 3: BACKGROUND TO 2021-2024 STIP FUNDING ALLOCATION PROCESS

The information below reflects a summary of what was provided to the Commission at their monthly meetings and the direction they provided to staff in preparation for the next discussion on the STIP program allocations.

### July 2017

The OTC engaged in a preliminary discussion to address the 2021-2024 STIP funding allocation timeframe and funding categories. The first step in this process was the allocation of funds among programs. The process is scheduled to culminate by the end of the year with the Commission's adoption of a funding scenario that specifies how much funding will be dedicated to each category and to programs within categories other than Fix-It.

Staff reviewed current and proposed STIP funding categories to facilitate discussion about allocations among programs, and also provided a recommendation to break up the large category referred to as "Off the Top" to provide for greater transparency in allocation of funds.

### Current and Proposed STIP Categories

2015-2018/2018-2021	2021-2024 Proposal
Off the Top	Non-Highway
	Local Programs
	Other Functions
Fix-It	Fix-It
	Safety
Enhance	Enhance Highway

OTC direction for the proposed framework should include the following categories of funding:

- **Fix-It** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others.
- **Enhance Highway** programs fund projects that enhance or expand state highways.
- **Safety** programs fund projects that are focused on reducing serious injury and fatal crashes on Oregon's roads.<sup>1</sup>
- **Non-Highway** programs fund bicycle, pedestrian, public transportation, and transportation option programs.
- **Local**<sup>2</sup> programs direct funding to local governments so they can fund priority projects.
- **Other Functions** include workforce development, planning and data collection and administrative programs funded using federal resources.

<sup>1</sup> Updated name and category descriptions for consistency.

<sup>2</sup> Ibid.

The Commission also asked that the funding scenarios acknowledge the projects in HB 2017 and the alignment with the Commission's Investment Strategy. Also, in keeping with the direction of the HB 2017, the Commission seeks engagement with stakeholders in the development of the 2021-2024 STIP.

#### ***Links to Supplemental Information***

- [2021-2024 STIP Development Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)

#### **August 2017**

The Commission engaged in a discussion about the 2021-2024 STIP funding allocation process focused on non-highway and local programs. The staff presentation addressed the programs required for inclusion in the STIP under federal and state law, processes for the distribution of these funds, and the minimal level of funding for Public Transportation, State Highway Bicycle and Pedestrian and Discretionary Non-Highway.

The discussion with the Commission provided staff with direction on how to target the funds within the discretionary non-highway programs; including the removal of bus replacements from the funding proposal. Staff noted that the STIP funding program structure was intended to complement the investments in HB 2017 and maintain consistency with the commission's Investment Strategy.

#### ***Links to Supplemental Information***

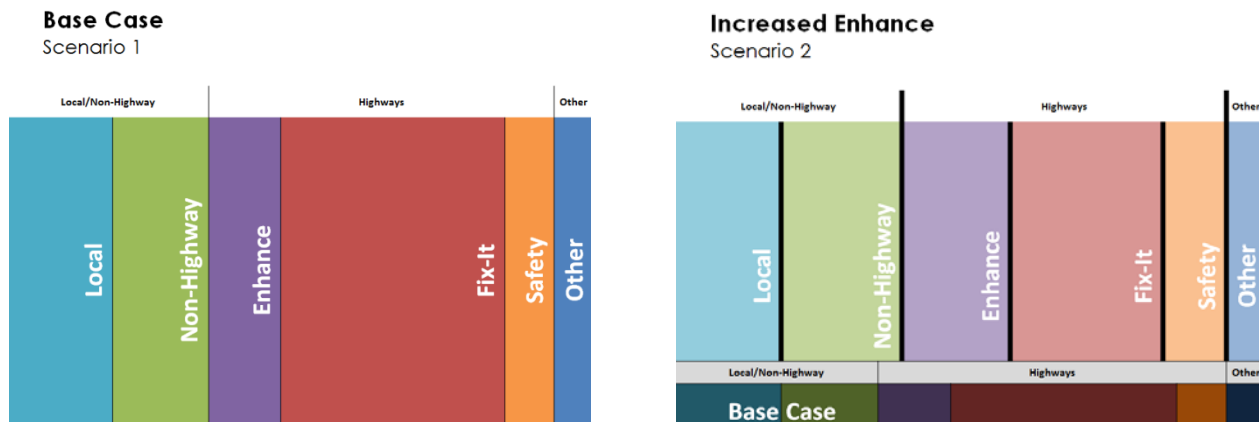
- [2021-2024 STIP Funding Allocations Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)

#### **September 2017**

The Commission received an informational presentation about the condition of the system after the passage of HB 2017 and the development of program funding scenarios for the 2021-2024 STIP. Information was also provided on both the STIP Online Survey and the Transportation Needs and Issues Survey to serve as a foundation for what the public considers important in the expenditure of funds.

Staff discussed that the investments made by HB 2017 did not meet the level of funding for Fix-It proposed in the Investment Strategy; however, the funding did go a long way towards reaching this goal. The Fix-It discussion also included the relationship to the seismic work.

The Commission discussed and provided feedback on two very basic scenarios for distributing STIP funding. The “Base Case” scenario reflected funding allocations based on existing policy direction from the legislature and direction set by the commission for the 2018-2021 STIP. The second scenario, “Increased Enhance”, reflected allocations that would increase funding for Enhance Highway and Non-Highway.



Based on feedback from the Commission in September, and input from staff, most Enhance Highway discretionary funding included in the STIP should be distributed by the normal allocation formula to regions for a program focused on investing in enhance and safety opportunities on the state highway system through leveraging Fix-It projects and partnerships with local communities. As part of this approach, ODOT regions would be directed to work with ACTs to prioritize these funds within available opportunities to ensure a stakeholder voice in project selection. The Commission requested staff to deliver funding scenarios that represent discretionary funding programs in the context of the total STIP.

#### Links to Supplemental Information

- [State of the System 2021-2024 STIP Scenarios Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)

#### October 2017

The Commission engaged in a discussion on the 2021-2024 STIP scenarios with representatives of Area Commissions on Transportation, advisory committees, and metropolitan planning organizations. Staff developed three funding scenarios for discussion:

#### Scenario 1

This scenario is based on the Commission’s adoption of the 2018-2021 STIP and the additional direction from HB 2017. It incorporates the following:

- **Fix-It** uses the balance of federal funds and adds amounts provided under HB 2017.

- **Enhance Highway** funding reflects the \$124 million the Commission included in the 2018-2021 STIP for these programs, as well as the funding specifically earmarked for Enhance Highway projects in HB 2017.
- **Safety** funding is based on allocations in state and federal law.
- **Non-Highway** funding is based on required amounts under federal and state law, with recommendations on how to allocate this funding among programs.
- **Local<sup>3</sup>** program funding is based on the amounts required under federal law and agreements with the League of Oregon Cities and Association of Oregon Counties. ODOT recommends a small increase in funding for the Transportation and Growth Management (TGM) Program, which has been flat-funded for many years.

### Scenario 2

Staff developed a scenario that would provide the same amount of federal highway funding for Fix-It programs as the Commission allocated in the 2018-2021 STIP, leaving a small amount for a discretionary Enhance Highway program.

### Scenario 3

To show the impact on Fix-It funding, Staff created a scenario that modifies the Base Case by eliminating the discretionary portion of the Enhance Highway program. In this scenario, significant investments would be made in Enhance projects named in HB 2017, but the Area Commissions on Transportation and ODOT would have no additional discretionary funding for Enhance Highway projects.

Accompanying the Scenario development, in October, the Commission discussed the staff recommendation to allocate \$51 million in Discretionary Non-Highway funding as follows:

- **Non-Highway Leverage (\$21 million):** In the 2018-2021 STIP, the Commission created a program that allowed ODOT regions to add non-highway elements to existing STIP projects. This allows ODOT to better respond to community needs, and ODOT recommends increasing support from \$6 million to \$21 million.
- **Off-road trails (\$6 million):** On-road bicycle/pedestrian projects received significant funding from HB 2017, but off-road trails and multi-use paths did not. Because of the State Highway Fund constitutional restriction and limited ConnectOregon funds, trails are highly reliant on federal highway funds in the STIP.
- **Safe Routes to School Education (\$3 million):** The Commission has funded a Safe Routes to School education program in the Transportation Safety Division at \$500,000 per year after dedicated federal funding for the program was eliminated. The Commission's investment strategy recommended increasing this amount, but this was not included in HB 2017, so ODOT recommends increasing support from \$1.5 million to \$3 million.
- **Transportation Options (\$3 million):** The Commission funded a statewide transportation options program in the 2018-2021 STIP, and ODOT recommends increasing support from \$1.5 million to \$3 million.

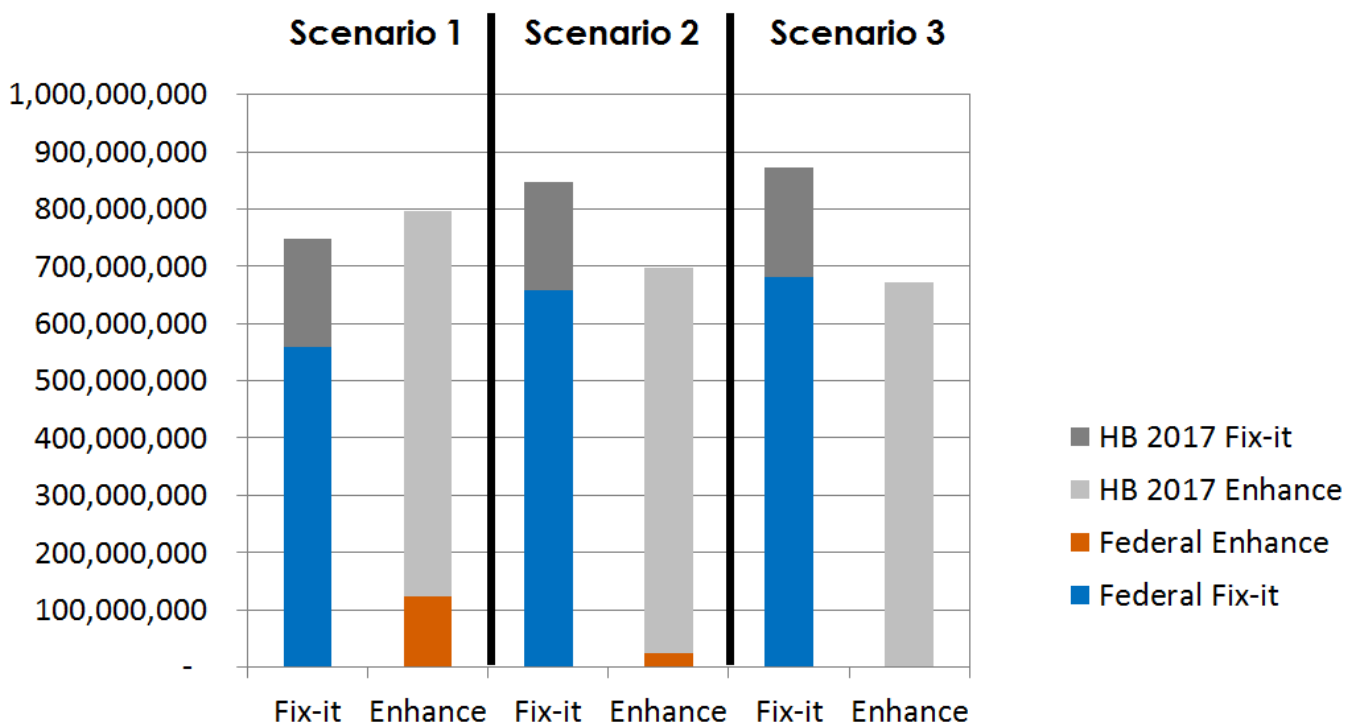
<sup>3</sup> Updated name and category descriptions for consistency.

- **Americans with Disabilities Act (\$18 million):** ODOT needs funding to meet commitments under our Americans with Disabilities Act (ADA) Transition Plan and settlement agreement for standalone ramp projects. This will be over and above ramps that will be completed as part of our expanded pavement preservation program funded in the Fix-It category.

The Commission directed staff to refine Scenario 1 and 2, and in November discuss an option to increase funding for Enhance Highway projects as part of the Scenario development (i.e. Scenario 2+).

## Fix-it & Enhance Discretionary

2021-2024 Federal Funding Scenarios (in millions of \$)



### Links to Supplemental Information

- [2021-2024 STIP Development Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)

### November 2017

The Commission engaged in a discussion to provide direction on the final funding allocation for the 2021-2024 STIP. Based on feedback from the Commission in October, staff presented additional

information on two funding scenarios (Scenario 1 and Scenario 2) and one option for increasing funding for Enhance Highway projects (Scenario 2+).

#### Scenario 1

Scenario 1 is based on the Commission's adoption of the 2018-2021 STIP and the additional direction from HB 2017. It incorporates the following:

- **Local Programs** funding is based on the amounts required under federal law and agreements with the League of Oregon Cities and Association of Oregon Counties. ODOT recommends increasing the annual allocation for the Transportation and Growth Management (TGM) Program to \$5 million a year (from \$4.25 million) because it has been flat-funded for many years.
- **Non-Highway** funding is based on required amounts under federal and state law, with recommendations on how to allocate this funding among programs.
- **Enhance Highway** funding reflects the \$124 million the Commission included in the 2018-2021 STIP for these programs, as well as the funding specifically earmarked to specific Enhance Highway projects in HB 2017.
- **Safety** funding is based on allocations in state and federal law.
- **Fix-It** uses the balance of federal funds available after making the other allocations and adds amounts directed to these programs under HB 2017.

#### Scenario 2

Scenario 2 provides the same amount of federal highway funding for Fix-It programs as the Commission allocated in the 2018-2021 STIP, leaving approximately \$24 million for the Enhance Highway program. This is consistent with legislative intent that the Fix-It funding provided under HB 2017 supplement existing levels of funding for these programs in the STIP.

For both Scenario 1 and Scenario 2, any additional federal highway funding that comes in above the assumed funding level would go into Fix-It programs.

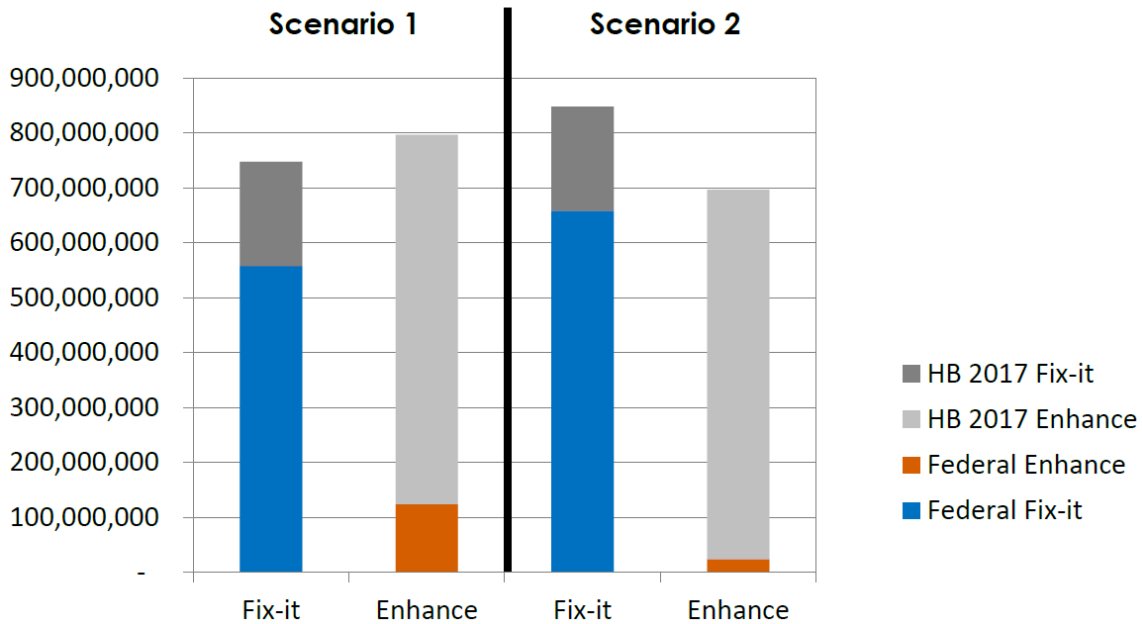
#### Scenario 2+

In response to feedback from the Commission, staff developed a "Scenario 2+" that provides an option for increasing Enhance Highway funding above the level in Scenario 2. Rather than putting any federal funding above assumed levels into Fix-It projects, this option would direct the first \$40 million in additional federal funding into a Strategic Investments Program. This program, which is modeled on a program of the same name created in the 2018-2021 STIP, would allow the Commission to target funding to high priority needs on the state highway system. Projects would be scheduled for 2024, allowing time to determine if funding will be available and to program and develop projects. The Commission would select projects rather than providing this funding to Regions. If this funding doesn't come through because Congress cuts federal highway funding, these projects would be deferred.



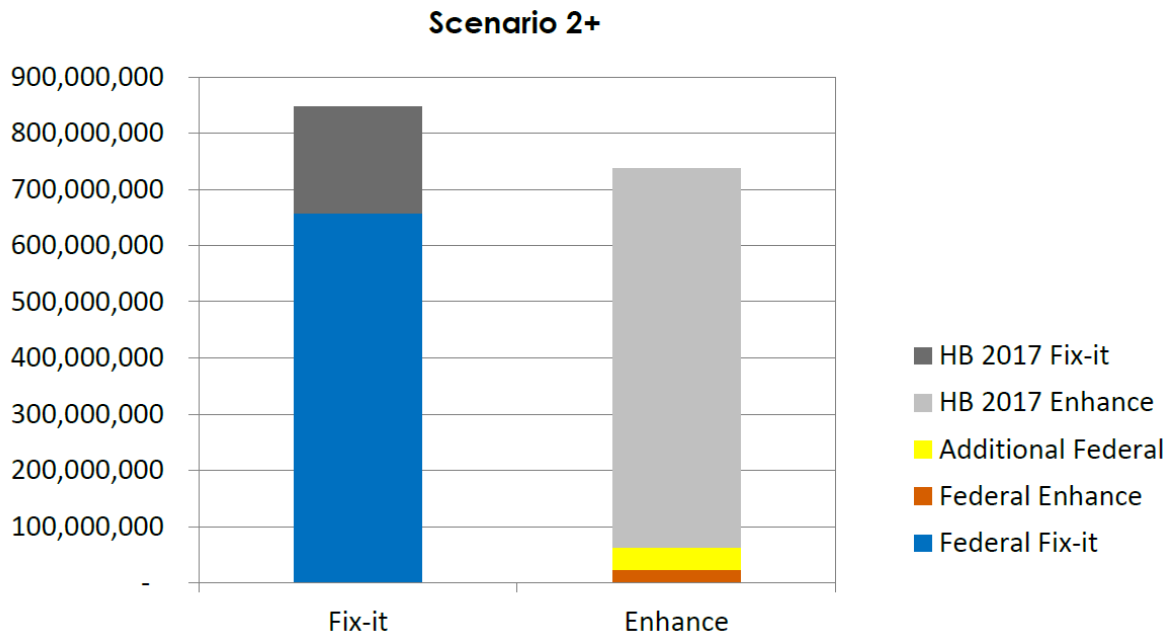
## Fix-it & Enhance Funding Scenarios

In millions of Dollars



## Scenario 2+

Includes \$40m in additional federal funding



The Commission provided direction to staff to bring back Scenario 2+ for consideration of approval in December.

***Links to Supplemental Information***

- [2021-2024 STIP Funding Allocation Process Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)



# 2021-2024 STIP Funding Allocation

Oregon Transportation Commission  
December 15, 2017



# STIP Public Outreach by the Numbers

**1,728**  
online survey  
responses

**6,383**  
e-mail  
opens

**12,491**  
webpage  
visits

**221**  
online  
open house  
participants

**347**  
video  
views



# Timeframe for Program Allocation

July

August

September

October

November

Timeline  
and  
funding  
framework

Non-  
highway  
and local  
programs

Highway  
conditions  
and  
funding  
scenarios

Discuss  
funding  
scenarios  
with stake-  
holders

Direction  
on  
preferred  
funding  
scenario



# Funding Categories in the 2021-2024 STIP

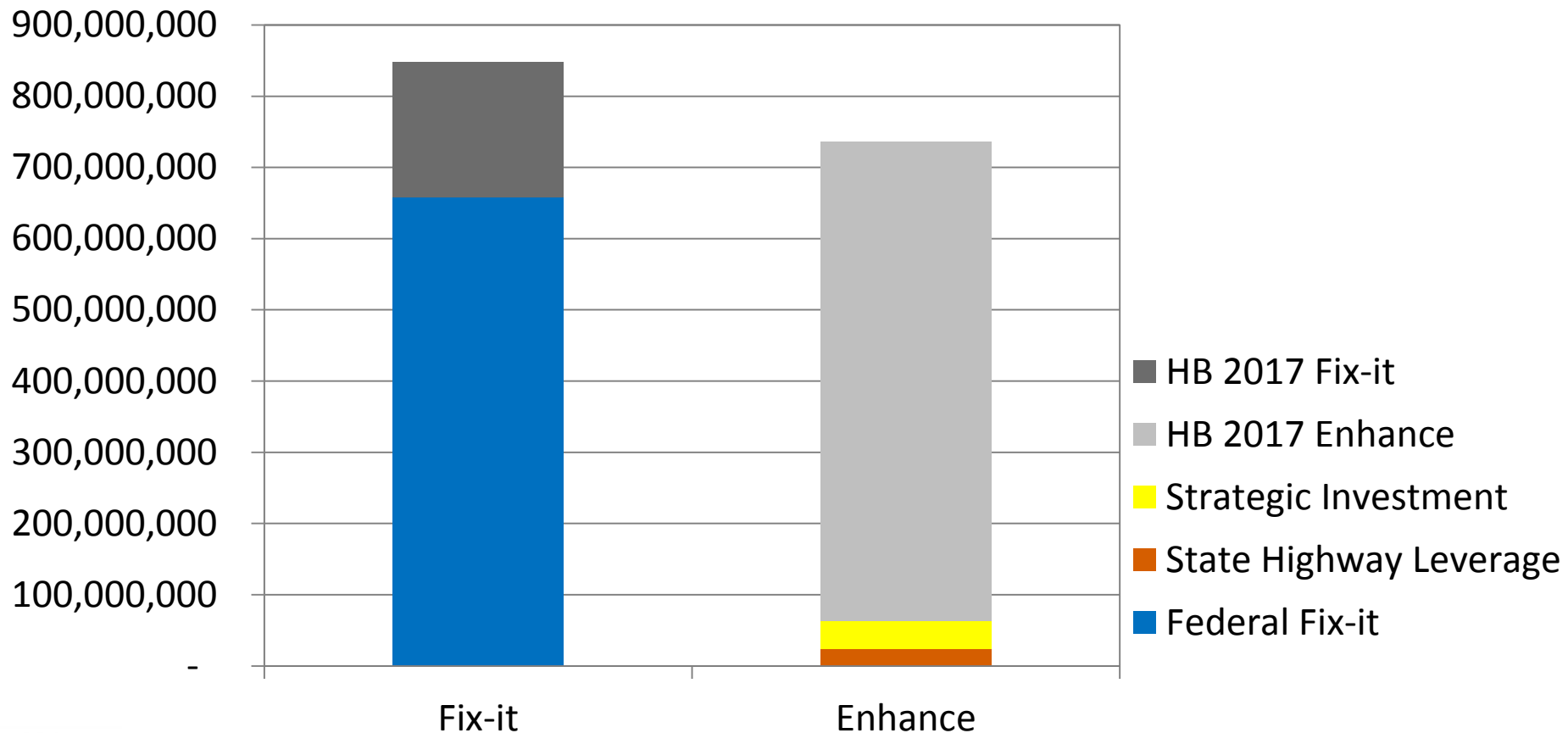
<b>Fix-It</b>
<b>Enhance Highway</b>
<b>Safety</b>
<b>Non-Highway</b>
<b>Local Programs</b>
<b>Other Functions</b>



# Recommended Allocation: Federal Discretionary Funds

3.3 CSOT Administered Funding Allocation of 2022-2024 Fund

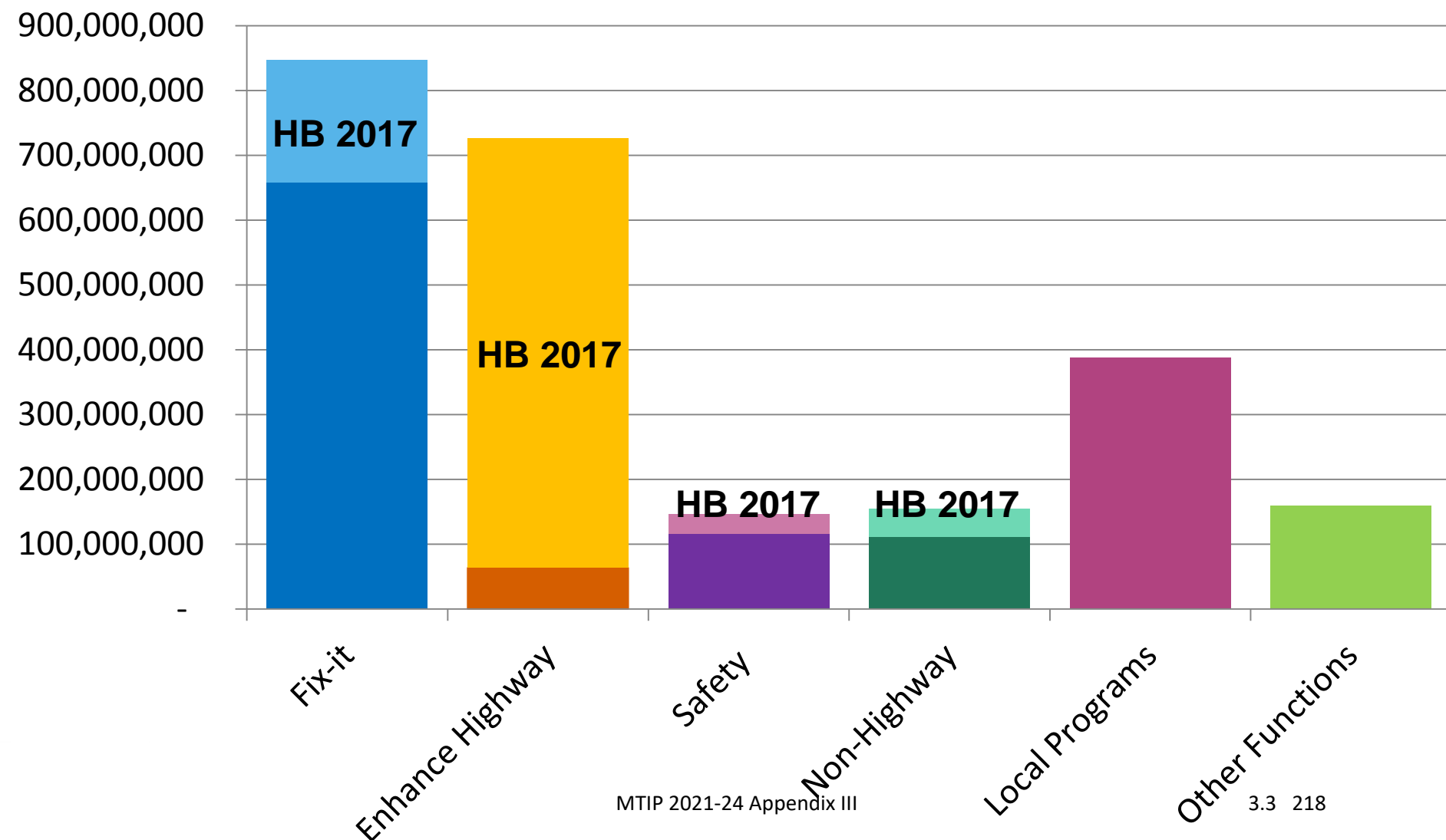
Includes \$40 million in additional federal funding for Strategic Investment Program





# Recommended Allocation: All STIP Categories

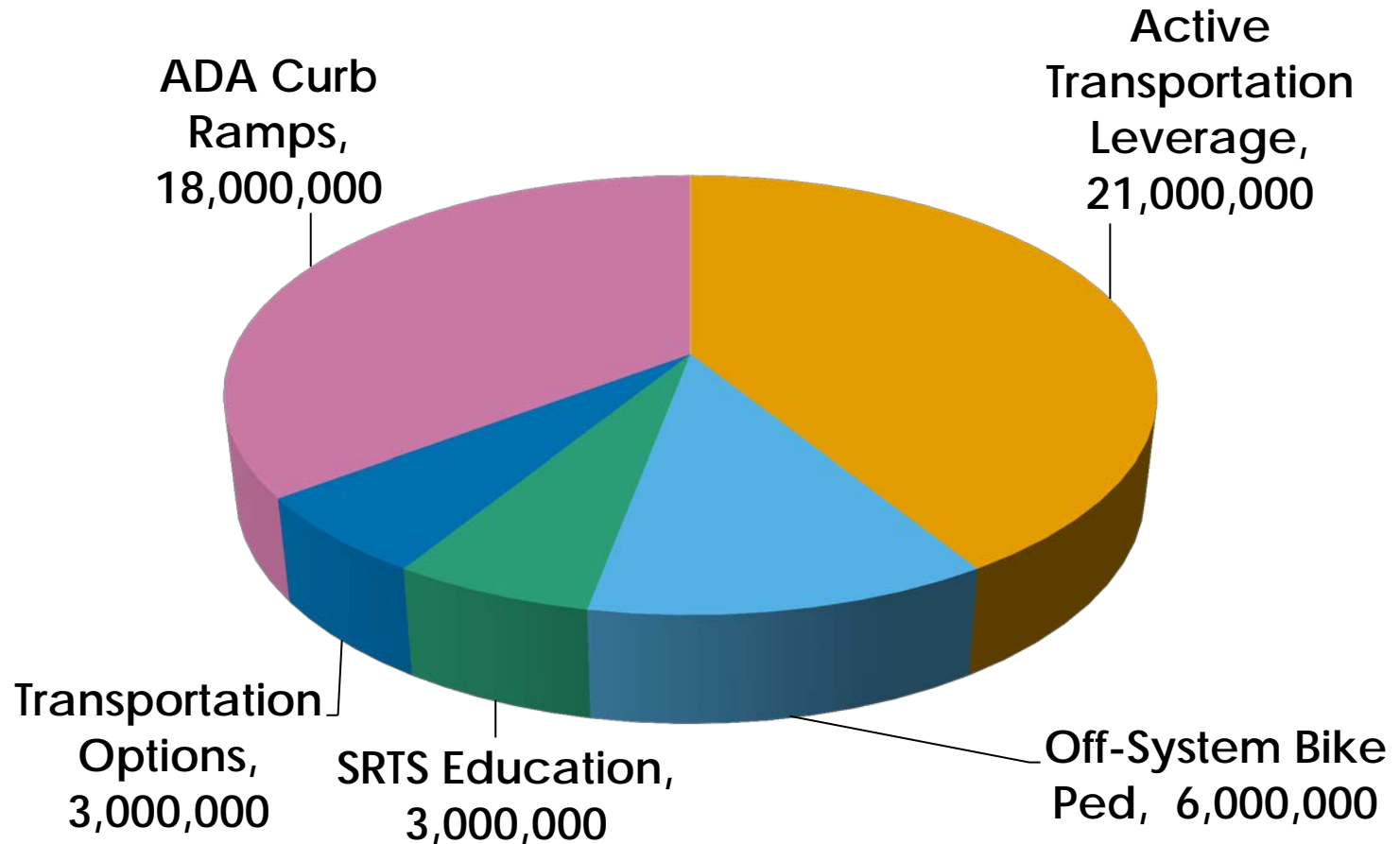
\$2.4 Billion Over Three Years (2022-2024)



## Recommended Allocation:

### Non-Highway Discretionary Funding

\$51 million over three year period (2022-2024)



# Leverage and Strategic Investments



Active  
Transportation  
Leverage



Safety  
Leverage



State Highway  
Leverage



Strategic  
Investments



## Action Requested This Month

Approve proposed 2021-2024 STIP  
Funding Allocations (Attachment 1)



# Timeline

<b>March- April 2018</b>	State Highway Leverage guidance Active Transportation Leverage guidance Safety Leverage guidance Fix-It Program level allocations
<b>May 2018</b>	Fix-It 150% lists complete (July 2018 for ARTS) and available to Regions/ACTs
<b>July 2018 – Feb 2019</b>	Scoping of Fix-It 150% lists
<b>July 2019</b>	100% lists complete
<b>February 2020</b>	OTC releases Draft 21-24 STIP for public review
<b>May 2020</b>	OTC review of public comments
<b>June 2020</b>	OTC approval of final 21-24 STIP



# Oregon

Kate Brown, Governor

**Department of Transportation**

Office of the Director

355 Capitol St NE

Salem, OR 97301

FROM: Travis Brouwer, Paul Mather, and Jerri Bohard

TO: Region Managers

cc: Area Managers, Planning Managers, STIP Coordinators, SSLT, PBLT

DATE: April 26, 2018

RE: 2021-2024 STIP – Final Leverage Program Guidelines for ODOT Staff

The following guidance was developed by the HQ STIP Funding Allocations Group in consultation with SSLT and PBLT. You will note there is overall guidance addressing all three leverage programs in the 2021-2024 STIP as well as some specific parameters for each.

Each Region will determine its process for engaging ACTs as well as for determining leverage priorities. Region Managers own their Region Financial Plan and therefore determine administration of leverage funds (e.g. identifying Region program managers for each leverage program). All leverage program funds will be allocated. If new priority opportunities become available, Regions can reprioritize / reallocate the funds, but there cannot be buckets of these funds.

Let us know if you have any questions regarding this guidance, which is now final after discussion with the Oregon Transportation Commission at its April meeting last week.

## **April 2018 OTC Meeting**

### **Agenda Item E: Attachment 2**

### **2021-2024 STIP – Draft Leverage Program Guidelines for ODOT Staff**

#### **These Guidelines are Applicable to the 2021-2024 STIP Leverage Programs**

- State Highway Leverage
- Safety Leverage HB 2017
- Active Transportation Leverage

#### **Principles of Leverage Programs**

- Improving the State Highway System
- ACT engagement.
- Meeting community needs not addressed by Fix-It projects
- Maximize resources by leveraging priority improvements
- Allow for flexibility while maintaining transparency
- Projects should be consistent with plans and on a list of identified needs
- Document investments to inform outcome-based Performance Based Planning and Programming

**ACT Engagement**

Leverage programs will provide ACTs an opportunity to use their knowledge of regional needs on the state highway system to provide input on adding features to Fix-It projects. Regions will develop options for investment of leverage funds and are expected to consult with ACTs in project selection. Each Region will determine its process for engaging ACTs as well as its process for determining leverage priorities.

**Eligible Activities for All Leverage Programs**

1. Add features to ODOT Fix-It projects on the State Highway System
2. Add features not already included in state earmarked projects in HB 2017, but only with prior approval by the Highway Division Administrator. NOTE: There is no guarantee of state cash availability, so must assume that this would federalize the project. Leverage funds are not to be used to fill a funding gap in an earmarked project – they must be scope additions/enhancements.
3. In coordination with an ODOT Fix-It project, partner with local jurisdictions to improve the State Highway System. It is anticipated that ACTs would provide feedback on such partnering opportunities.
4. Leverage funds can be exchanged between Regions with clear and explicit documentation of the reasons/outcomes and tracking of funds.

**Ineligible Activities for All Leverage Programs**

1. No exchanging of dollars between Leverage programs within a region.
2. No bucketing of Leverage funds. They must be allocated to specific projects.
3. Cannot be used for stand-alone projects.
4. Not for ADA curb ramp improvements or Bike Bill (ORS 366.514) required features triggered by the Fix-It project. Those improvements are to be covered by the project budget.

**In addition to the eligible and ineligible activities described above, additional guidance for the specific leverage programs is provided below:**

<b>Active Transportation Leverage</b>	<p>Funds building, repairing or replacing bikeways or walkways on the state highway system not triggered by the Bike Bill or ADA requirement and therefore not otherwise funded by the project being leveraged. Suggestions include, but are not limited to extending the project boundaries to address a nearby biking or walking need, adding or improving a crossing, installing safety equipment or features, making better connections to public transportation (e.g. bus pullout).</p> <ul style="list-style-type: none"> <li>• Must align with policy framework established by the Oregon Transportation Plan and statewide mode and topic plans.               <ol style="list-style-type: none"> <li>a) Oregon Bicycle and Pedestrian Plan</li> <li>b) Oregon Public Transportation Plan</li> <li>c) Oregon Transportation Options Plan</li> <li>d) Oregon Transportation Safety Action Plan</li> </ol> </li> <li>• Must align with ADA Program guidelines.</li> </ul>										
	<p>Region Funding Allocation</p> <table> <tr> <td>Region 1</td><td>\$7,476,000</td></tr> <tr> <td>Region 2</td><td>6,491,100</td></tr> <tr> <td>Region 3</td><td>3,101,700</td></tr> <tr> <td>Region 4</td><td>2,175,600</td></tr> <tr> <td>Region 5</td><td>1,755,600</td></tr> </table>	Region 1	\$7,476,000	Region 2	6,491,100	Region 3	3,101,700	Region 4	2,175,600	Region 5	1,755,600
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### 3.3 ODOT Administered Funding Allocation of 2022-2024 Fund

<b>Safety Leverage HB 2017</b>	<p>The Safety Leverage Funds are meant to help improve the safety of the state highway system where the Agency is planning to make a separate Fix-It program investment. The intent is to improve the most important safety issues that are in the general area of a planned Fix-It project. Investment decisions from this Leverage fund will follow the general priorities outlined in the 2016 Transportation Safety Action Plan (TSAP). The funds should be used for engineering countermeasures that can demonstrate a measurable cost-effective benefit and should generally follow the prioritization guidelines below:</p> <ul style="list-style-type: none"> <li>• Tier 1 - Infrastructure improvements that will reduce serious/fatal crashes within the Emphasis Areas of the 2016 TSAP, such as Intersection, Roadway Departure, Pedestrian, and Bicycle crashes.</li> <li>• Tier 2 - Regional safety priority areas, such as top 10% Safety Priority Index System (SPIS) sites, region-wide systemic safety features, or other documented crash locations.</li> </ul> <p>Safety Leverage opportunities are identified by the following process:</p> <ol style="list-style-type: none"> <li>1. Regions review the Fix-It programs 150% lists for Tier 1 and 2 Safety Leverage qualification.</li> <li>2. Scoping teams review the Fix-It programs 150% lists for project details, including: status of each project, location, noting whether it qualifies as Safety Leverage (identifying safety mitigation as appropriate), or explaining why the project does not qualify in the “Leverage Opportunities” section of the Business Case.</li> <li>3. The Safety Leverage portion of all projects is prioritized by Regions within Tier 1 and 2.</li> <li>4. Funding limitations are applied, Tier 1 in priority order first, then Tier 2 if funding allows. The outcome of Safety Leverage prioritization will be documented for each eligible project in the “Leverage Opportunities” section of the Business Case.</li> </ol>										
<b>State Highway Leverage</b>	<p>1. Add enhance highway features to Fix-It projects to increase efficiency, address bottlenecks.</p> <p>2. Not for active transportation/public transportation features.</p>										
	<p>Region Funding Allocation</p> <table> <tr> <td>Region 1</td><td>\$10,680,000</td></tr> <tr> <td>Region 2</td><td>9,273,000</td></tr> <tr> <td>Region 3</td><td>4,431,000</td></tr> <tr> <td>Region 4</td><td>3,108,000</td></tr> <tr> <td>Region 5</td><td>2,508,000</td></tr> </table>	Region 1	\$10,680,000	Region 2	9,273,000	Region 3	4,431,000	Region 4	3,108,000	Region 5	2,508,000
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Region 2	7,365,934										
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Region 5	1,992,210										

**MEMO**

**DATE:** March 25, 2019  
**TO:** Region 1 Area Commission on Transportation  
**FROM:** Mandy Putney  
 Region 1 Policy & Development Manager  
**SUBJECT:** 2021-2024 State Transportation Improvement  
 Program Leverage Funds




---

**Background**

The Statewide Transportation Improvement Program, also known as the STIP, is the Oregon Department of Transportation's capital improvement program for state and federally-funded projects. The Fix-It programs fund most of the STIP and include projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others. The Oregon Transportation Commission (OTC) and ODOT develop the STIP in coordination with a wide range of stakeholders and the public.

The OTC created three leverage programs (Active Transportation, State Highway and Safety) for the 2021-24 STIP that provide the opportunity to:

- Add features to Fix-It projects
- Improve the state highway system
- Meet community needs not addressed by a Fix-It project
- Maximize resources by leveraging priority improvements

Leverage projects should be consistent with plans and on lists of identified needs. As with the rest of the STIP development process, investments should be documented and considered in a transparent manner, with engagement from the ACT and other stakeholder groups. The availability of partner funds to realize the leverage improvement will also be considered.

**Leverage Funds**

Additional details about each of the leverage funds are provided below.

**Region 1 Active Transportation Leverage (\$7,476,000)**

These funds can be used for building, repairing or replacing bikeways or walkways on the state highway system not triggered by the Bike Bill or ADA requirement and therefore not otherwise funded by the project being leveraged. Suggestions include, but are not limited to extending the project boundaries to address a nearby biking or walking need, adding or improving a crossing, installing safety equipment or features, making better connections to public transportation (e.g. bus pullout). Projects must align ADA program guidelines and with the policy framework established by the Oregon Transportation Plan and statewide mode and topic plans.

**Region 1 Safety Leverage (\$10,680,000)**

The Safety Leverage funds are meant to help improve the safety of the state highway system where the Agency is planning to make a separate Fix-It program investment. The intent is to improve the most important safety issues that are in the general area of a planned Fix-It project. Investment decisions from this Leverage fund will follow the general priorities outlined in the 2016 Transportation Safety Action Plan (TSAP). The funds should be used for engineering countermeasures that can demonstrate a measurable cost-effective benefit. Funds can be used for infrastructure improvements that will reduce

serious/fatal crashes within the Emphasis Areas of the 2016 TSAP and regional safety priority areas, such as top 10% Safety Priority Index System (SPIS) sites, region wide systemic safety features, or other documented crash locations.

#### Region 1 State Highway Leverage (\$8,483,573)

These funds are used to add enhance highway features to Fix-It projects to increase efficiency and address bottlenecks. Funds cannot be used for active transportation/public transportation features.

#### **Development of Leverage Projects**

Region 1 staff, in collaboration with local partners, has been busy scoping candidate projects for the 2021-24 STIP Fix-It lists. About six month ago, 150% lists were developed for each of the program areas: culverts, preservation, operations, All Roads Transportation Safety (ARTS), and bridges. Business cases were prepared for 150% projects, with a scope and cost estimate developed for each one. As part of this work, ODOT and partner agencies were considering how the leverage programs could be used to add features to Fix-It projects. The 150% lists (Fix-It projects and leverage opportunities) have been shared with partners, stakeholders and the ACT.

After review of the project scopes, costs, leverage ideas and program priorities, draft 100% projects lists were prepared and are currently available for review. A public website ([www.odotregion1STIP.org](http://www.odotregion1STIP.org)) has been created and email updates will be distributed to those that have signed up for our online lists. Partners are also encouraged to forward information to additional networks.

Input from ACT members, partners and stakeholders continues to be requested through May 10, 2019. An updated leverage list will be discussed with the ACT at the group's June 3, 2019 meeting. Additional comments on the Region 1 lists can be made to the OTC once the draft statewide 21-24 STIP is released for public comment and review in summer 2020. The OTC must approve the STIP and submit it to the Federal Highway Administration by September 2020.

#### Copies to:

Rian Windsheimer, Region 1 Manager, ODOT  
Kimberly Dinwiddie, Region 1 Government Liaison, ODOT  
Tova Peltz, Region 1 Project Delivery Manager, ODOT  
Vaughan Rademeyer, Region 1 STIP Coordinator  
Jon Makler, Region 1 Planning Manager

2021-2024 STIP First Draft 100% List - Region 1 All Roads Transportation Safety (ARTS) Program

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories based on cost-effectiveness.

Bike and Pedestrian Improvements							
Project Number	Project Name	Project Description	County	Project Cost	CEI	Leverage* #	
462	NE Killingsworth St: Martin Luther King Jr Blvd - 33 rd. Ave	Install pedestrian crossing islands at existing marked crosswalks, near the intersections of NE Killingsworth St and NE 7th Ave, NE 22nd Ave, NE 27th Ave, and NE 30th Ave. Install leading pedestrian intervals at the intersections of NE Killingsworth St at NE Martin Luther King Jr Blvd and NE 20th Ave	Multnomah	\$ 442,966	\$ 990,931		
464	City of Gresham: Rectangular Rapid Flash Beacons (RRFB)	Install rectangular rapid flash beacons (RRFB) at 5 locations. SE 223rd at NE 185th, W Powell at SW Duniway and 2711 Block, SW Eastman Pkwy at SE Florence Ave	Multnomah	\$ 549,344	\$ 950,716		
460	Ped-Bike Treatments at 5 intersections (Beaverton)	Install illumination, leading pedestrian/bicyclist intervals, green conflict markings, and advance warning signs	Washington	\$ 754,769	\$ 586,871		
458	SW 257th Drive at Sturges Dr/Cherry Park Rd (Multnomah)	Install bike boxes on Sturges and Cherry Park legs of the intersection and bicycle warning signs on either side of 257th	Multnomah	\$ 48,303	\$ 574,506		
463	SE Belmont St: 7th Ave - 34th Ave (Portland)	Install illumination at intersections for a total of 21 intersections	Multnomah	\$ 307,780	\$ 421,551		
408	OR8 (N Adair St): at N 4th Ave & OR10: Oleson Rd - 62nd Ave	Add green bike striping through the intersection through the OR8/N 4th St intersection and a buffered bike lane on OR10	Washington	\$ 100,132	\$ 332,937		
459	W Burnside: Broadway - 24th Ave (Portland)	Install leading pedestrian intervals at the intersections of W Burnside St and NW 20th Ave, NW 21st Ave, NW 23rd Ave, NW 23rd Pl, NW 24th Ave, NW Broadway and NW 10th Ave. Install pedestrian hybrid beacons at the intersections of W Burnside St and NW 23rd Ave, and NW 9th Ave.	Multnomah	\$ 664,830	\$ 255,190		
				\$ 2,868,124			

Hot-Spots							
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #	
465	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 2,797,665	10.361		
467	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Install speed bumps	Multnomah	\$ 194,436	8.960		
466	SE Stark St: 148th Ave - 162nd Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 1,518,150	7.665		
471	SE Flavel St at 72nd Ave (Portland)	Rebuild signal to accommodate reflectorized back plates and new left turn heads and left turn phases. Add Illumination.	Multnomah	\$ 1,097,746	3.270		
470	SE Gladstone St at Cesar Chavez Blvd (Portland)	Remove curb extension on SW corner and restripe Gladstone to include left turn lanes. Rebuild signal to include new ADA ramps and push buttons, reflectorized back plates, larger signal heads, and left-turn signal heads on Gladstone.	Multnomah	\$ 1,053,947	3.226		
472	SE Johnson Creek Blvd: 79th Pl - 82nd Ave	Install a new signal at SE 79th Pl, and install a raised median extending east to just west of 82nd Ave.	Clackamas	\$ 1,556,392	3.201		
469	SW Shattuck Rd at OR10 (Beaverton-Hillsdale Highway) (Portland)	Rebuild traffic signal to accommodate left turn signal heads and phases .	Multnomah	\$ 1,178,695	3.024		
468	NW West Union Rd at Neahkahnie Ave	Widen West Union at Neahkahnie and install a left turn lane westbound from West Union onto Neahkahnie	Washington	\$ 1,149,863	2.280		
422	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit (RSA) Implementation, Phase 1.	Clackamas	\$ 3,028,259	1.552	509	
				\$ 13,575,152			

Intersection Systemic							
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #	
393	US26 (Mt Hood Hwy): SE 8th Ave - SE 87th Ave	Update signal lenses to 12" and update and improve intersection warning signage. Trim vegetation.	Multnomah	\$ 91,610	171.486		
395	OR219: Baseline - Scholls & OR10: 198th Ave - Kinnaman Rd	Install stop approach activated warning system. Update stop signs, stop bars, striping, tree removal, tree trimming, illumination and new signal heads with reflectorized back plates.	Washington	\$ 404,339	45.985	499	
400	US30B (Lombard): N Kerby Ave - NE 168th Ave	Replace signal heads, install reflective back plates, illumination, install stop bars, update signage, install green bike lanes, remove and trim trees and foliage.	Multnomah	\$ 582,392	30.638		
398	OR8: (Tualatin Valley Hwy) Illumination/Signal Improvement	Illumination, signal improvements and tree trimming.	Washington	\$ 2,432,406	27.003		
453	Beavercreek Rd: Molalla Ave - S Mapelane Rd (Oregon City)	Install radar units for dilemma zone detection, install cantilever signal warning sign with flashing beacons. Install coordination and fiber upgrades and improve signal hardware.	Clackamas	\$ 1,374,423	22.347		
392	US30 (Historic Columbia River Highway): NE Jordan Rd - OR35	Signage improvements and tree trimming	Hood River, Multnomah	\$ 167,781	20.248		
399	OR99W: OR217 - SW Sunset Blvd	Install reflective back plates, replace signs, install radar, install tattletale lights, add bike lane conflict markings, remove and trim trees.	Washington	\$ 1,986,527	19.473	514	
				\$ 7,039,478			

Road Departures							
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage* #	
454	SE Mt Scott Blvd:101st Ave - 104th Ave (Portland)	Install guardrail and reflective delineators. Improve curve signage	Multnomah	\$ 105,681	21.957		
455	S Redland Rd: OR213 (Cascade Highway S) - Springwater Rd	Install high friction surface treatment, signage and edgeline/fogline markings on curves	Clackamas	\$ 352,991	13.869		
404	OR217 at US26 Westbound Ramp	Apply high friction surface pavement treatment (HFST) on ramp curved section	Washington	\$ 620,042	6.384		
456	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Install rumble strips	Multnomah	\$ 183,919	6.029		
405	US30 (Historic Columbia River Highway): Sandy River - OR35	Install curve warning signs	Hood River, Multnomah	\$ 380,000	3.235		
406	I-84: Ainsworth State Park and Bonneville Dam Curves	Apply high friction surface pavement treatment (HFST) on 2 curved sections	Multnomah	\$ 1,753,010	1.993		
				\$ 3,395,644			

\*See attached list for Leverage project details

2021-2024 STIP First Draft 100% List - Region 1 Fix-It Programs

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

BRIDGE						
Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
	126	I-84: Westbound over Union Pacific Railroad bridge	Bridge deck replacement or bridge replacement planning study. (Bridge 02135A)	Hood River	\$ 500,000	
	127	I-84: Eastbound Tooth Rock Tunnel	Bridge deck repair (Bridge 04555)	Multnomah	\$ 5,028,365	
	128	US30B: Bridge over private driveway	Concrete repair and deck Rehabilitation (Bridge 06498)	Multnomah	\$ 1,920,856	
	129	OR8: Johnson Creek Bridge	Culvert repair (Culvert 0P461)	Washington	\$ 1,755,943	
	130	I-205: Glenn Jackson Bridge	Bridge deck rehabilitation (Bridge 09555)	Multnomah	\$ 2,000,000	
	131	US30: Bridal Veil Falls Bridge	Bridge rehabilitation (Bridge 00823)	Multnomah	\$ 1,263,545	
	132	I-84: McCord Creek eastbound bridge	Bridge replacement (Bridge 02193B)	Multnomah	\$ 29,465,180	
	133	US30: St. Johns Bridge	Concrete repair and deck rehabilitation. (Bridge 06497)	Multnomah	\$ 22,142,398	
	145	OR120: Columbia Slough Bridge	Bridge replacement (Bridge 01726)	Multnomah	\$ 500,000	
	202	US30: Troutdale Bridge	Bridge footing scour repair. (Bridge 02019)	Multnomah	\$ 4,773,210	
	203	I-5: Boone Bridge	Bridge deck rehabilitation .	Clackamas	\$ 9,348,451	493
BRIDGE RAIL RETROFIT	205	OR35 (Mt Hood Highway): US26 Overcrossing	Bridge rail repair, (Bridge 16136)	Clackamas	\$ 662,598	
BRIDGE RAIL RETROFIT	210	OR99W : Rock Creek Bridge	Bridge rail repair. (Bridge 01578A)	Washington	\$ 854,236	
					\$ 80,214,783	

CULVERT						
Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
Priority Route	212	US30: Watson Rd - NW Hoge Ave	Priority route culverts rehabilitation and replacement	Multnomah	\$ 4,187,362	
Priority Route	213	I-84: Corbett Interchange - East Hood River Interchange Ph2	Priority route culverts rehabilitation and replacement	Hood River, Multnomah	\$ 300,000	
Fish Passage	214	OR35: Tilly Jane Creek Culvert	Fish passage culvert replacement	Hood River	\$ 6,231,737	
Large Culvert Repair	217	I-84: Ruckle Creek Culvert	Large culvert repair	Hood River	\$ 1,391,208	
					\$ 12,110,307	

PAVEMENT						
Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
Interstate Maintenance	146	I-5: E Burnside St - Marquam Bridge	Pavement patching and rut repair.	Multnomah	\$ 700,000	
Interstate Maintenance	149	I-84: NE MLK Blvd - I-205 (East Portland Fwy)	Pavement resurfacing to repair ruts.	Multnomah	\$ 13,694,873	
Interstate Maintenance	151	I-84: Multnomah Falls - Cascade Locks	Pavement rehabilitation to repair cracking, rutting, and wear.	Hood River, Multnomah	\$ 17,592,984	
Region Preservation	154	OR8: Minter Bridge Rd - SE 73rd Ave	Pavement resurfacing to repair cracking, and curb ramp improvements.	Washington	\$ 10,725,088	398, 515
Region Preservation	155	US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing to repair ruts.	Washington	\$ 12,436,629	
Region Preservation	157	OR224: SE 17th Ave - OR213 (SE 82nd Ave)	Pavement resurfacing to repair cracking, rutting and wear, and curb ramp improvements.	Clackamas	\$ 19,430,877	434
Region Preservation	158	US26: Salmon River - Zigzag	Pavement resurfacing to repair ruts .	Clackamas	\$ 10,163,014	386
Region Preservation	159	OR35: Polallie Creek - OR281 (Hood River Hwy)	Pavement resurfacing to repair cracking, rutting and wear.	Hood River	\$ 7,562,361	
Region Preservation	161	US30B (Lombard): N Newman Ave – N Boston Ave	Repaving (3" grind and inlay with 1" leveling)	Multnomah	\$ 3,852,816	513
					\$ 96,158,643	

OPERATIONS						
Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage* #
ITS	218	Region 1 traffic monitoring and control Systems	Purchase and install hardware and software for traffic monitoring and control systems.	Region wide	\$ 700,000	
ITS	219	Region 1 Metro area Variable Message Signs (VMS)	Install and replace variable message signs (VMS).	Region wide	\$ 1,609,311	
ITS	220	I-5 (Northbound): Marquam Bridge - Capitol Highway	Install variable advisory speed (VAS) and truck warning signs on the Northbound section of I-5.	Multnomah	\$ 5,949,867	
ITS	483	Region 1 Metro area traffic monitoring cameras	Install and replace traffic monitoring cameras.	Region wide	\$ 645,000	
ITS	508	Region 1 Operations	Traffic controllers, turn lanes and operational improvements.	Region wide	\$ 1,000,000	
SLIDES	K20522	US30B at Bridge Ave ramps	Tree clearing and slope stabilization.	Multnomah	\$ 2,806,200	
SLIDES	507	Region 1 rockfall mitigation strategy	Rockfall and tree hazard assessment and mitigation.	Region wide	\$ 250,000	
SSI	221	Region 1 Metro area signal head replacement and upgrades	Signal head replacement and LED upgrades.	Region wide	\$ 200,000	
SSI	222	Region 1 striping and raised pavement markers	Restriping and replacement of raised pavement markers.	Region wide	\$ 200,000	
SSI	223	Region 1 Signal detection replacement and upgrades	Signal loop detection replacements and upgrades.	Region wide	\$ 200,000	
SSI	224	Region 1 audible crosswalk signal replacements	Install audible crosswalk signal replacements.	Region wide	\$ 200,000	
SSI	226	OR224 (Clackamas Highway) at SE Monroe St Signals	Full signal upgrade.	Clackamas	\$ 2,528,378	
SSI	229	OR213 (NE 82nd Ave) at Glisan St	Full signal upgrade.	Multnomah	\$ 3,688,270	388
SSI	235	OR8 (Tualatin Valley Hwy) at SW Main St	Full signal upgrade.	Washington	\$ 2,897,949	494
					\$ 22,874,974	

\*See attached list for Leverage project details

2021-2024 STIP First Draft 100% List - Region 1 Leverage Program

The Oregon Transportation Commission (OTC) allocated certain amounts of "leverage" funding to Region 1 in each of three categories and provided guidance on the use of these funds. Selected projects must leverage a project in the 21-24 Fix-It programs (Bridge, Culvert, Pavement, Operations, ARTS) or in HB2017.

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
ACTIVE TRANSP.	490	OR213(SE 82nd Ave): Clatsop St - Lindy St	Construct sidewalk/infill	Clackamas	\$ 1,896,763	K21177 (HB2017)
ACTIVE TRANSP.	494	OR8 (SW Baseline St): Main St - Dennis St Section 1	Construct sidewalk to fill in the gap west of Main St (south side of highway)	Washington	\$ 471,716	235 (Operations)
ACTIVE TRANSP.	500	OR141 (SW Hall Blvd): Cascade Ave - Scholls Ferry Rd	Widen the Hall Blvd structure overcrossing OR217 by 19 ft. to the north to allow for the addition of a sidewalk on the north side of Hall Blvd and bike lanes across the structure in both directions. (Additional funds: \$2,000,000 from local partner and \$800,000 from ODOT's Sidewalk Improvement Program, SWIP)	Washington	\$ 3,000,000	K18841 (HB-2017)
ACTIVE TRANSP.	388	OR213: NE Davis Crossing Enhancement	Improve bicycle and pedestrian facilities	Multnomah	\$ 1,287,500	229 (Operations)
ACTIVE TRANSP.	386	US26: Salmon River Road Crossing Enhancement	Upgrade the existing pedestrian crosswalk	Clackamas	\$ 787,525	158 (Pavement)
				Total:	\$ 7,443,504	
Available:					\$ 7,476,000	

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
HIGHWAY	493	I-5: OR551 (Wilsonville - Hubbard) – Charbonneau Onramp	Extends auxiliary lane from the northbound Canby-Hubbard entrance ramp to the northbound Miley Road (Charbonneau) entrance ramp	Clackamas	\$ 2,204,807	203 (Bridge)
HIGHWAY	496	I-5 (Southbound): Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs on the Southbound section of I-5	Multnomah	\$ 1,094,633	220 (Operations)
HIGHWAY	497	I-84(Westbound) at Multnomah Falls	Install technology to close the off-ramps to the Multnomah Falls parking lot and provide upstream traveler information. This project is comparable to what exists on the eastbound side.	Multnomah	\$ 782,022	151 (Pavement)
HIGHWAY	504	OR8: Fiber Optic Cable Infill	Install fiber optic cable for the operation of traffic control systems (Partial).	Washington	\$ 2,923,389	154/408 (Pavement/ARTS)
HIGHWAY	509	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit Implementation, Phase 2 (Additional funds: ODOT anticipates local partner and developer contribution of \$3-5 million)	Clackamas	\$ 1,500,000	422 (ARTS)
				Total:	\$ 8,504,851	
Available:					\$ 8,483,573	

CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
SAFETY	434	OR224: Monroe Greenway Implementation	Intersection modifications to increase safety of new neighborhood greenway	Clackamas	\$ 3,076,643	157 (Pavement)
SAFETY	511	OR-213: 82nd Avenue Pedestrian Safety	Install Rectangular Rapid Flash Beacons at Clatsop, Pacific, Glencoe and Clackamas	Multnomah	\$ 2,879,472	K21177 (HB2017)
SAFETY	513	US30B: Lombard Pedestrian Safety	Install Rectangular Rapid Flash Beacons at Delaware and Peninsula Trail	Multnomah	\$ 1,188,398	161 (Pavement)
SAFETY	515	OR-8: TV Highway Pedestrian Safety	Install Rectangular Rapid Flash Beacons at 192nd and in Forest Grove near C&D Row	Washington	\$ 1,975,000	154 (Pavement)
SAFETY	499	OR-10: Farmington Pedestrian Safety	Install Rectangular Rapid Flash Beacon at 195th Avenue	Washington	\$ 253,137	395 (ARTS)
SAFETY	514	OR-99W: Barbur Pedestrian Safety	Install Rectangular Rapid Flash Beacon at Coronado	Washington	\$ 1,296,159	399 (ARTS)
				Total:	\$ 10,668,809	
Available:					\$ 10,680,000	

Leverage Program Drops:

Base Project on Fix It 100% list						
CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
HIGHWAY	492	I-84: Benson Lake - Multnomah Falls	Construct a paved path parallel to I-84 from the Benson Lake State Park to the Multnomah Falls parking lot.	Multnomah	\$ 4,858,501	151 (Pavement)
HIGHWAY	495	OR8: OR47 (Nehalem Hwy) - SW17th Ave	Install fiber optic cable for the operation of traffic control systems.	Washington	\$ 1,330,706	408 (ARTS)
ACTIVE TRANS.	491	US30 (Historic Columbia River Hwy): Eagle Creek Ramp	Construct a ramp to provide an alternative access to the stairs for people with disabilities or bikes. This will allow users to access the Eagle Creek off-ramp from the Toothrock Viaduct.	Multnomah	\$ 7,198,178	127 (Bridge)
ACTIVE TRANS.	505	I-84: at Lewis & Clark State Park (Jordan Rd)	Construct a multi-use path along Jordan Rd	Multnomah	\$ 2,360,690	K17270
Fix it project dropped from program list						
CATEGORY	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT
SAFETY	436	Lombard & Denver	Close slip lane and other intersection modifications	Multnomah	\$ 900,000	161 (Pavement)
AT	N/A	99W @ 53rd	Improvements in pedestrian infrastructure	Multnomah	N/A	



2021-2024 STIP - Projects not advanced to the draft 100% list

ALL ROADS TRANSPORTATION SAFETY (ARTS)

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories based on cost-effectiveness - These projects were on the 150% list but have not moved to the draft 100% list.

Bike and Pedestrian Improvements					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00410	OR213, OR99E, OR30B Bike and Pedestrian Improvements	Install shared use path on SE 82nd Ave and RRFB at SE Clatsop St. OR99E at SE Risley Ave, add RRFB, continental crosswalk markings and advance warning pedestrian signs. At US30B (N Lombard St) at the Peninsula Trail crossing install a RRFB and advance warning signs.	CLACKAMAS, MULTNOMAH	4,430,208	The project components were split to other projects: namely, 511 Region 1 RRFB project 1 (82nd Ave), 513 Region 1 RRFB project 2 (Lombard). The shared use path at 82nd and Clatsop and RRFB at Risley Ave intersection were dropped
2124_00409	US30B (N Lombard St): N Wilbur Ave - N Denver Ave	Extend the road diet to this section by reducing the existing 4 lanes to 3 (1 lane in each direction with a 2-way left turn lane)and buffered bike lanes.	MULTNOMAH	400,943	
2124_00461	SE Cesar Chavez at Belmont, Holgate & Hawthorne at 7th Ave	Install left turn signals and phasing at the intersections of SE Cesar Estrada Chavez Blvd and SE Belmont St and SE Holgate Blvd, and the intersection of SE Hawthorne Blvd and SE 7th Ave	MULTNOMAH	1,387,738	

Hot Spots					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00416	OR212(Clackamas Boring Hwy) at US26 (Mt Hood Hwy)	Install intersection lighting at OR-212 and US 26 EB Ramps.	CLACKAMAS	230,774	
2124_00420	OR213 (Cascade Hwy South) at S Macksburg Rd	Install a roundabout	CLACKAMAS	11,861,331	
2124_00414	OR213 (82nd Ave) at SE Glencoe Rd	Install a raised concrete median	CLACKAMAS	76,437	Fund through Access Management program
2124_00413	OR213 (82nd Ave) at NE Multnomah St	Install a raised traffic median on the southern approach to the signalized intersection of 82nd and Multnomah.	MULTNOMAH	89,851	Fund through Access Management program
2124_00421	OR213 (82nd Ave) at NE Fremont St	Signal Rebuild/Raised Median	MULTNOMAH	136,760	Fund through Access Management program
2124_00473	SE Mt Scott Blvd at 112th Ave (Portland)	Install a modern urban roundabout.	MULTNOMAH	2,620,040	
2124_00415	OR8 (Tualatin Valley Hwy) at 192nd Ave	Install a raised concrete median to prevent left turns out of the shopping areas driveways	WASHINGTON	406,624	Fund through Access Management program
2124_00417	OR8 (SE Oak Street) at 9th Ave	Install a raised median at the southern portion of SE 9th St at the intersection with OR8 (SE Oak St) to allow right turn outs only.	WASHINGTON	291,037	Fund through Access Management program

Intersection Systemic					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00401	OR213 (Cascade Hwy S): I-205 - OR211	Upgrade signal heads and install reflectorized back plates. Install advance intersection warning signs, flashing beacons, radar detection units, upgrade stop signs, install stop bars and tree trimming.	CLACKAMAS	594,221	
2124_00433	OR211, OR212 & OR224 Intersection Systemic Improvements	Install signs, stop bars, rumble strips. Install new signal heads, right turn signals, reflectorized back plates, illumination. Tree trimming.	CLACKAMAS	2,498,072	
2124_00397	OR281, OR282 and OR35 Signs, Signals and Illumination	Illumination, signal improvements, tree trimming , installing and updating signs stop bars.	CLACKAMAS, HOOD RIVER	985,632	
2124_00394	US26: SE 90th PL - Timberline Rd	Update stop signs, adding or reinstalling stop bars. Add or update intersection warning and signal ahead signs	CLACKAMAS, MULTNOMAH	541,116	
2124_00396	I-205: Columbia River - SW Stafford Rd	Illumination, signal improvements at the intersections, signing/striping improvements at un-signalized intersection, and coordinated signal timing of urban traffic signals for 2 intersections.	CLACKAMAS, MULTNOMAH	1,676,466	

Road Departures					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00402	OR211: S Springwater/S Hillockburn Rd - S Short Fellows Rd	Tree removal to increase the distance to roadside obstacles	CLACKAMAS	738,714	
2124_00407	OR219 at SW Robinson area curves & I-84 at Fairview Pkwy WB ramp	Apply high friction surface pavement treatment (HFST) at a curve location on OR219 south of SW Robinson Rd and I-84 Fairview Parkway Westbound on-ramp.	MULTNOMAH, WASHINGTON	554,051	
2124_00403	OR219: SW Robinson Rd - OR210 (SW Scholls Ferry Rd)	Tree management on two 0.5 mile sections to increase sight distance.	WASHINGTON	190,209	
2124_00457	OR210 (SW Scholls Ferry Rd): Tile Flat Rd - SW 175th Ave	Install 3-feet additional pavement, gravel shoulder and grading. Use this space to install a bike lane	WASHINGTON	1,040,202	



2021-2024 STIP - Projects not advanced to the draft 100% list

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

Bridge Program

Bridge					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00204	I:205: NE Glisan St Overcrossing Bridge	Bridge rail repair and install new signage. Bridge no. 13520	MULTNOMAH	1,106,961	
2124_00206	I-84: Bridal Veil Connector Bridge over UPRR	Bridge no. 06671 rail repair	MULTNOMAH	2,384,543	
2124_00207	OR99E (Pacific Hwy East): SE Grand Ave Viaduct. - Phase 2	Bridge no. 06767 rail repair	MULTNOMAH	-	
2124_00207	OR99E (Pacific Hwy East): SE Grand Ave Viaduct. - Phase 1	Bridge no. 02097 rail repair	MULTNOMAH	635,606	
2124_00208	OR99W (Pacific Hwy West): Harbor Drive Viaduct.	Bridge no. 05195A rail repair	MULTNOMAH	-	
2124_00209	OR99E: SE Water St Viaduct and Partial Viaduct	Bridge rail repair. Bridge numbers 02732 & 02374	CLACKAMAS	5,047,528	
2124_00211	OR213 (SE 82nd Ave): Mt Scott Creek & UPRR Bridge	Bridge rail repair (Bridge 01578A)	CLACKAMAS	1,476,760	

Bridge Rail Retrofit					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00127	I-84: Eastbound Tooth Rock Tunnel - REPLACEMENT	Full deck replacement. Bridge no. 04555	MULTNOMAH	-	Deck repair selected for draft 100% list
2124_00128	US30B: Bridge over private driveway	Bridge deck rehabilitation. Bridge 06498	MULTNOMAH	708,865	
2124_00128	US30B: Bridge over private driveway	Bridge structure rehabilitation. Concrete repair. Bridge 06498	MULTNOMAH	1,136,684	
2124_00129	OR8: Johnson Creek Bridge (Beaverton)	Culvert no. 0P461 replacement	WASHINGTON	-	
2124_00132	I-84: McCord Creek eastbound bridge	Bridge replacement (Bridge 02193B)	MULTNOMAH	29,465,180	
2124_00132	I-84: McCord Creek eastbound bridge - REPLACE DECK	Bridge no.02193B Deck replacement	MULTNOMAH	13,296,957	
2124_00133	US30: St. Johns (Willamette River) Bridge	Bridge deck rehabilitation. Bridge no. 06497	MULTNOMAH	6,909,616	
2124_00133	US30: St. Johns (Willamette River) Bridge	Structure rehab. Concrete repair. Bridge no. 06497	MULTNOMAH	13,677,499	
2124_00134	US26: Ross Island (Willamette River) Bridge	Bridge no. 05054 strengthening and concrete repair	MULTNOMAH	24,623,858	
2124_00135	OR99W: Steel Bridge East Approach (Portland)	Bridge no. 06683B. Painting	MULTNOMAH	7,853,667	
2124_00137	OR217: SW Allen Blvd Bridge Overcrossing(Beaverton)	Bridge no. 16134 deck rehabilitation	WASHINGTON	5,081,516	

Culverts

Fish Passage					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00215	I-84: Oneonta Creek Culvert	Fish passage culvert improvement	MULTNOMAH	884,160	Need will be assessed as part of the I-84: Corbett Interchange - East Hood River Interchange Ph2 (213) design project

Large Culvert Repair					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00216	I-84: Oneonta Creek Culvert	Large culvert repair	MULTNOMAH	442,816	Need will be assessed as part of the I-84: Corbett Interchange - East Hood River Interchange Ph2 (213) design project

Pavement

Interstate Maintenance					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00147	I-5: Victory Blvd - Lombard St	Pavement resurfacing to repair ruts.	MULTNOMAH	2,442,313	
2124_00148	I-405: Fremont Bridge - Marquam Bridge	Pavement resurfacing to repair ruts.	MULTNOMAH	4,452,298	
2124_00150	I-205: SE Johnson Creek - SE 82nd Dr	Pavement resurfacing to repair ruts.	MULTNOMAH	9,010,758	

Region Preservation					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00152	OR35: US26 - White River	Pavement resurfacing to repair rutting and wear, and restore smoothness. PE currently programmed at \$421,980	CLACKAMAS, HOOD RIVER	6,736,778	
2124_00156	OR99E: Expo Center - US30B (NE Lombard St)	Pavement rehabilitation of very poor pavement.	MULTNOMAH	28,579,788	
2124_00160	OR35: Neil Creek Rd - Willow Flat Rd	Pavement resurfacing to repair cracking, rutting and wear.	HOOD RIVER	8,845,816	
2124_00161	US30B (Lombard) Section 2: N Denver Ave – N Greenwich Ave MP’s 4.6 -5.1	Pavement rehabilitation of very poor pavement, and curb ramp improvements. Wilbur - Greenwich	MULTNOMAH	2,501,890	

2021-2024 STIP - Projects not advanced to the draft 100% list

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

Operations

Intelligent Transportation Systems (ITS)					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00220	I-5 : Marquam Bridge - Capitol Highway (NB and SB)	Install Variable Advisory Speed (VAS) and truck warning signs on the Northbound section of I-5	MULTNOMAH	8,361,714	
Slides and Rockfall					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00243	OR99E: MP13.82 - MP14.06 (Canemah Park)	Inspection and repair of the draped mesh system. Spot scaling as necessary, catchment clearing, tree hazard and woody vegetation removal.	CLACKAMAS	897,584	
2124_00245	I-205 (Southbound): Sunset Ave - OR35 (Willamette Blvd)	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard tree and woody vegetation at high hazard locations.	CLACKAMAS	2,509,042	Design phase funding included in the draft 100% list
2124_00244	I-84: Ruthton Point Slide	Remove large boulders from the rimrock at the top of the slope, slope rounding, removing hazard trees, and improving catchment.	HOOD RIVER	1,435,478	
2124_00246	I-84: Bonneville and Cascade Locks Slides	Reduce the potential for future rock-fall by removing hazard trees and woody vegetation from slope and crest of slope and spot scaling at high hazard locations.	HOOD RIVER, MULTNOMAH	1,285,232	
2124_00240	US-26: Jefferson Street - Highland Intch Design	Design for future slope regrading and installation of draped or pinned mesh	MULTNOMAH	6,269,715	
2124_00241	US-26: Jefferson Street - Highland Intch Scaling	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard tree and woody vegetation at high hazard locations.	MULTNOMAH	1,164,294	
Signs, Signals, and Illumination					
ID Number	Project Name	Project Description	County	Cost	Notes
2124_00227	OR99E (Pacific Highway E) at W Arlington Rd and River Rd	Full signal upgrade	CLACKAMAS	2,928,961	Design phase funding included in the draft 100% list
2124_00435	OR43 at I-205 SB Off/On Ramp	Full signal rebuild to separate the signals from the sign bridge to new mast arm poles on three corners for the three approaches.	CLACKAMAS	1,546,242	
2124_00225	Region 1 Region-wide Controller Upgrades	Region 1 Controller Replacement	CLACKAMAS, HOOD RIVER, MULTNOMAH, WASHINGTON	-	Included in Region 1 traffic monitoring and control Systems
2124_00238	I-84: Historic Columbia River at Cascade Locks Interchange	Install a new illumination system including poles and power supply	HOOD RIVER	1,581,826	
2124_00228	OR213 (NE 82nd Ave) at Fremont St	Full signal upgrade	MULTNOMAH	3,717,876	
2124_00230	OR213 (NE 82nd Ave) at Prescott St	Full signal upgrade	MULTNOMAH	2,781,711	
2124_00231	US30B (N Lombard St) at Denver Ave Signals	Full signal upgrade	MULTNOMAH	3,762,733	Design phase funding included in the draft 100% list
2124_00233	OR99W (SW Barbur Blvd) at 64th Ave	Full signal upgrade	MULTNOMAH	-	
2124_00236	I-5: N Denver Ave tunnel illumination	Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	MULTNOMAH	1,035,329	
2124_00234	OR8 (Tualatin Valley Hwy) at SE Minter Bridge	Full signal upgrade	WASHINGTON	2,563,388	
2124_00237	OR217: OR8 (Canyon Rd) - OR10 (Beaverton Hillsdale Hwy)	Upgrade the illumination system.	WASHINGTON	1,435,231	
2124_00239	I-5: I-205 Interchange	Install 30 new towers	WASHINGTON	1,026,522	

# Memo

To: Region 1 Area Commission on Transportation  
From: Mandy Putney, Region 1 Policy and Development Manager  
CC: Rian Windsheimer, Kimberly Dinwiddie, Vaughan Rademeyer  
Date: July 29, 2019  
Re: Third Draft of the 100% Leverage Lists for Region 1 STIP (2021-24)

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ODOT has continued the process of developing investment priorities for the 2021-2024 Statewide Transportation Improvement Program, which is scheduled for adoption by the Oregon Transportation Commission (OTC) in summer 2020. The first draft of the 100% list was presented for review and comment at the Region 1 ACT meeting in April 2019, and a second draft was shared and discussed at the June 3, 2019 ACT meeting. In addition to the ACT, staff have presented to stakeholder groups throughout the region.

The draft lists have been updated again, as project scopes and costs have been refined, and following the statewide effort to rebalance the 18-21 STIP. The most recent revisions are summarized below and all of the lists are attached to this memorandum.

## **Revisions to the Leverage Lists**

### Highway

We have added project 496 (ITS on southbound I-5 between Marquam Bridge and Capitol Highway) back to the list and dropped project 493 (onramp modifications on northbound I-5 at exit 282) based on the need for further scoping of the project area. Additional funds were allocated to projects 422 and 504. Project 504 is now paired with a new base operations project (529), following the 18-21 STIP rebalancing effort. The scope of 504 has been adjusted to include the need for some underground sections.

### Safety

Project 515 is now paired with a new base operations project 235, as the prior base project was dropped following the 18-21 STIP rebalancing effort. The scope of 515 has not changed.

## **Next Steps**

In the month ahead, ODOT will begin “resourcing” this investment program. That term refers to the process of identifying when each project will go to construction. This process is a key part of our effort to avoid conflicts between projects, such as working on two parallel facilities at the same time. Project costs will continue to be refined once the schedule is developed. Updates will be provided to the ACT as this work is conducted.

The OTC will compile the lists from each region and provide a statewide draft STIP for public review in early 2020. The OTC must approve the 21-24 STIP by September 2020.

3.3 ODOT Administered Funding Allocation of 2022-2024 Fund

Region 1 All Roads Transportation Safety (ARTS) Program

2021-2024 STIP Revised Draft 100% List

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories (Bike and Pedestrian, Hot-Spots, Intersection Systemic, and Road Departures) based on cost-effectiveness.

Region 1 Allocation \$27,465,000

Bike and Pedestrian Improvements								
Project Number	Project Name	Project Description	County	Project Cost	CEI		Leverage #	Changes since April 2019
459	W Burnside at SW St Clair Ave (Portland)	Install a Rectangular rapid flash beacons (RRFB)	Multnomah	\$ 664,830	\$ 255,190			
408	OR8 (N Adair St): at N 4th Ave & OR10: Oleson Rd - 62nd Ave	Add a buffered bike lane and green bike striping through the intersection	Washington	\$ 100,132	\$ 332,937			
463	SE Belmont St: 7th Ave - 34th Ave (Portland)	Install illumination at 21 intersections	Multnomah	\$ 307,780	\$ 421,551			
458	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Install bike boxes and bicycle warning signs	Multnomah	\$ 48,303	\$ 574,506			
460	Ped-Bike treatments at 5 intersections (Beaverton)	Install illumination, pedestrian signal modifications, green conflict markings, and advance warning signs	Washington	\$ 754,769	\$ 586,871			
464	Rectangular rapid flash beacons (Gresham)	Install Rectangular rapid flash beacons (RRFBs) at 5 locations.	Multnomah	\$ 636,633	\$ 950,716			
462	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Install pedestrian crossing islands and pedestrian signal modifications	Multnomah	\$ 442,966	\$ 990,931			
				\$ 2,955,413				
Dropped								
Project Number	Project Name	Project Description	County	Project Cost	CEI		Leverage #	Changes since April 2019
409	US30B (N Lombard St): N Wilbur Ave - N Denver Ave	Extend the road diet to this section by reducing the existing 4 lanes to 3 (1 lane in each direction with a 2-way left turn lane)and buffered bike lanes.	Multnomah	\$ 400,943	\$ 696,922			
410	OR213, OR99E, OR30B Bike and Pedestrian Improvements	Install shared use path on SE 82nd Ave and RRFB at SE Clatsop St. OR99E at SE Risley Ave, add RRFB, continental crosswalk markings and advance warning pedestrian signs. At US30B (N Lombard St) at the Peninsula Trail crossing install a RRFB and advance warning signs.	Clackamas, Multnomah	\$ 4,430,208	\$ 6,120,749			
411	OR8, OR213 and OR10 Pedestrian Improvements	At OR8 at SW 192nd, OR213 (82nd Ave) at NE Pacific St, SE Glencoe Rd, Clackamas Town Center and OR10 (SW Farmington Rd) at 195th. Install RRFB's, lighting, pedestrian refuge island, continental crosswalks and advance pedestrian signage. install green bike striping through the intersection on OR8.	Clackamas, Multnomah, Washington	\$ 2,075,927	\$ 1,046,217			
461	SE Cesar Chavez and Hawthorne left turn signals (Portland)	Install left turn signals at the intersections of SE Cesar E Chavez Blvd at SE Belmont St, SE Holgate Blvd, and at the intersection of SE Hawthorne Blvd and SE 7th Ave	Multnomah	\$ 1,387,738	\$ 1,070,193			
				\$ 8,294,817				
Hot-Spots								
Project Number	Project Name	Project Description	County	Project Cost	B/C		Leverage #	Changes since April 2019
465	SE Division St: 148th Ave - 174th Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 2,797,665	10.361			
467	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Install Speed Bumps	Multnomah	\$ 194,436	8.960			
466	SE Stark St: 148th Ave - 162nd Ave (Portland)	Convert existing two-way left turn lane to a raised median.	Multnomah	\$ 1,518,150	7.665			
471	SE Flavel St at 72nd Ave (Portland)	Rebuild signal and add illumination.	Multnomah	\$ 1,097,746	3.270			
470	SE Gladstone St at Cesar Chavez Blvd (Portland)	Install left turn lanes and rebuild signal	Multnomah	\$ 1,053,947	3.226			
472	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Install a new signal and raised median	Clackamas	\$ 1,556,392	3.201			
469	SW Shattuck Rd at OR10 (Portland)	Rebuild traffic signal to accommodate left turn signal heads and phases .	Multnomah	\$ 1,178,695	3.024			
468	NW West Union Rd at Neahkahnie Ave (Washington County)	Widen West Union at Neahkahnie and install a left turn lane westbound from West Union onto Neahkahnie	Washington	\$ 1,149,863	2.280			
509	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit (RSA) Implementation Phase1	Clackamas	\$ 3,028,259	1.552		422	
				\$ 13,575,152				
Dropped								
Project Number	Project Name	Project Description	County	Project Cost	CEI		Leverage #	Changes since April 2019
413	OR213 (82nd Ave) at NE Multnomah St	Install a raised traffic median on the southern approach to the signalized intersection of 82nd and Multnomah.	Multnomah	\$ 89,851	8.29			
414	OR213 (82nd Ave) at SE Glencoe Rd	Install a raised concrete median	Clackamas	\$ 76,437	11.90			
415	OR8 (Tualatin Valley Hwy) at 192nd Ave	Install a raised concrete median to prevent left turns out of the shopping areas driveways	Washington	\$ 406,624	2.13			
416	OR212(Clackamas Boring Hwy) at US26 (Mt Hood Hwy)	Install intersection lighting at OR-212 and US 26 EB Ramps.	Clackamas	\$ 230,774	9.35			
417	OR8 (SE Oak Street) at 9th Ave	Install a raised median at the southern portion of SE 9th St at the intersection with OR8 (SE Oak St) to allow right turn outs only.	Washington	\$ 291,037	3.82			
418	OR8 (Adair Ave) at Yew St	Install a raised concrete median on the north side of OR8 (Tualatin Valley Hwy) and Yew St to allow right in, and right outs	Washington	\$ 379,143	2.93			
419	OR213 (Cascade Hwy South) at Spangler	Install a roundabout	Clackamas	\$ 8,403,617	0.94			
420	OR213 (Cascade Hwy South) at S Macksburg Rd	Install a roundabout	Clackamas	\$ 11,861,331	0.77			
421	OR213 (82nd Ave) at NE Fremont St	Signal Rebuild/Raised Median	Multnomah	\$ 136,760	20.12			
473	SE Mt Scott Blvd at 112th Ave (Portland)	Install a modern urban roundabout.	Multnomah	\$ 2,620,040	1.51			
				\$ 24,495,613				

3.3 ODOT Administered Funding Allocation of 2022-2024 Fund

Region 1 All Roads Transportation Safety (ARTS) Program

2021-2024 STIP Revised Draft 100% List

The All Roads Transportation Safety (ARTS) Program allocates funds in four sub-categories (Bike and Pedestrian, Hot-Spots, Intersection Systemic, and Road Departures) based on cost-effectiveness.

Region 1 Allocation \$27,465,000

Intersection Systemic								
Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage #	Changes since April 2019	
393	US26: SE 8th Ave - SE 87th Ave	Update signals and improve intersection warning signage. Trim vegetation.	Multnomah	\$112,114	140.12			
395	OR219: Baseline - Scholls & OR10: 198th Ave - Kinnaman Rd	Upgrade signals, signs and striping. Install stop approach activated warning system. Tree removal and tree trimming	Washington	\$404,339	45.99	499		
400	US30B (Lombard): N Kerby Ave - NE 168th Ave	Upgrade signals, signage and striping. Install green bike lanes. Remove and trim trees and foliage.	Multnomah	\$582,392	30.64			
398	OR8: SW Canyon Ln - OR47 & OR47: OR8: - B St	Illumination, signal improvements and tree trimming.	Washington	\$2,432,406	27.00			
453	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Improve signal hardware, install signage and remove trees	Clackamas	\$1,374,423	22.35			
392	US30: NE Jordan Rd - OR35	Signage improvements and tree trimming	Hood River, Multnomah	\$167,781	20.25			
399	OR99W: OR217 - SW Sunset Blvd	Signal upgrades. Replace signs and bike lane conflict markings. Remove and trim trees.	Washington	\$1,986,527	19.47			
433	OR224 Intersection Systemic Improvements	Install signs, stop bars, rumble strips. Install new signal heads, right turn signals, reflectorized back plates, illumination. Tree trimming.	Clackamas	\$1,797,000	15.71			
				\$8,856,982				

Dropped

Project Number	Project Name	Project Description	County	Project Cost	CEI	Leverage #	Changes since April 2019	
394	US26: SE 90th PL - Timberline Rd	Update stop signs, adding or re-installing stop bars. Add or update intersection warning and signal ahead signs	Clackamas, Multnomah	\$541,116	8.87			
396	I-205: Columbia River - SW Stafford Rd	Illumination, signal improvements at the intersections, signing/striping improvements at un-signalized intersection, and coordinated signal timing of urban traffic signals for 2 intersections.	Clackamas, Multnomah	\$1,676,466	4.19			
397	OR281, OR282 and OR35 Signs, Signals and Illumination	Illumination, signal improvements, tree trimming , installing and updating signs stop bars.	Clackamas, Hood River	\$985,632	8.61			
401	OR213 (Cascade Hwy S): I-205 - OR211	Upgrade signal heads and install reflectorized back plates. Install advance intersection warning signs, flashing beacons, radar detection units, upgrade stop signs, install stop bars and tree trimming.	Clackamas	\$594,221	10.67			
				\$3,797,435				

Road Departures

Project Number	Project Name	Project Description	County	Project Cost	B/C	Leverage #	Changes since April 2019	
454	SE Mt Scott Blvd:101st Ave - 104th Ave (Portland)	Install guardrail and reflective delineators. Improve curve signage	Multnomah	\$105,681	21.957			
455	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Install high friction surface treatment (HFST), signage and edgeline/fog line markings on curves	Clackamas	\$352,991	13.869			
404	OR217 at US26 Westbound Ramp	Apply high friction surface pavement treatment (HFST) on ramp curved section	Washington	\$620,042	6.384			
456	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Install Rumble Strips	Multnomah	\$183,919	6.029			
405	US30: Sandy River - OR35	Install curve warning signs	Hood River, Multnomah	\$380,000	3.235			
				\$1,642,634				

Dropped

Project Number	Project Name	Project Description	County	Project Cost	CEI	Leverage #	Changes since April 2019	
402	OR211: S Short Fellows Rd & S Hillockburn Rd Areas	Tree removal to increase the distance to roadside obstacles	Clackamas	\$738,714	5.75			
403	OR219: SW Robinson Rd - OR210 (SW Scholls Ferry Rd)	Tree management on two 0.5 mile sections to increase sight distance.	Washington	\$190,209	12.62			
406	I-84: Ainsworth State Park and Bonneville Dam Curves	Apply high friction surface pavement treatment (HFST) on 2 curved sections. Some doubt if this project should remail on the list	Multnomah	\$1,753,010	1.993			
407	OR219 at SW Robinson area curves & I-84 at Fairview Pkwy WB ramp	Apply high friction surface pavement treatment (HFST) at a curve location on OR219 south of SW Robinson Rd and I-84 Fairview Parkway Westbound on-ramp.	Multnomah, Washington	\$554,051	0.82			
457	OR210: Tile Flat Rd - SW 175th Ave (Washington County)	Install 3-feet additional pavement, gravel shoulder and grading. Use this space to install a bike lane	Washington	\$1,040,202	1.33			
				\$4,276,187				

27,030,180.51 \*See attached list for Leverage project details

R1 Bridge Program  
2021-2024 STIP - Revised draft 100% List

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

DRAFT 100% PROJECTS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since April 2019
	126	I-84 (Westbound): Union Pacific Railroad bridge (planning only)	Study for bridge deck or bridge replacement. (Bridge 02443)	Hood River	\$ 500,000		
	127	I-84 (Eastbound): Tooth Rock Tunnel	Bridge deck repair (Bridge 04555)	Multnomah	\$ 5,028,365		
	128	US30B: Bridge over private driveway	Concrete repair and deck rehabilitation (Bridge 06498)	Multnomah	\$ 1,935,042		Cost revised
	131	US30: Bridal Veil Falls Bridge	Bridge rehabilitation (Bridge 00823)	Multnomah	\$ 1,263,545		
	132	I-84 (Eastbound): McCord Creek bridge	Bridge replacement (Bridge 02193B)	Multnomah	\$ 29,465,180		
	133	US30: St. Johns Bridge	Structure rehab, concrete repair (Bridge 06497)	Multnomah	\$ 13,677,499		
	145	OR120: Columbia Slough Bridge (planning only)	Bridge replacement study (Bridge 01726)	Multnomah	\$ 500,000		
	202	US30: Troutdale Bridge	Bridge footing scour repair. (Bridge 02019)	Multnomah	\$ 4,773,210		
BRIDGE RAIL RETROFIT	205	OR35: US26 Overcrossing Bridge	Rail repair (Bridge 16136)	Clackamas	\$ 662,598		
BRIDGE RAIL RETROFIT	210	OR99W : Rock Creek Bridge	Rail repair (Bridge 01578A)	Washington	\$ 854,236		
	K20471	OR99W: Tualatin River northbound bridge	Replace the current structural overlay (Bridge 01417N)	Washington	\$ 1,202,900		Added because of 2018 -2021 STIP recalibration.
	K20472	OR99E: Clackamas River (McCloughlin) Bridge	Design for a future construction project to paint structure. (Bridge 01617)	Washington	\$ 250,000		Added because of 2018 -2021 STIP recalibration.
				TOTAL	\$ 60,112,575		

DROPS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since April 2019
	203	I-5: Boone Bridge	Deck rehabilitation. (Bridge 02254A)	Clackamas	\$ 3,200,000	493	Project to be delivered in the 2018-2021 STIP combined with I-5 paving from I-205 Interchange to Willamette River Paving (K20411)
	130	I-205: Glenn Jackson Bridge	Bridge deck rehabilitation (Bridge 09555)	Multnomah	\$ 2,000,000		
BRIDGE RAIL RETROFIT	204	I:205: NE Glisan St Overcrossing Bridge	Rail repair (Bridge 13520)	Multnomah	\$ 1,106,961		
BRIDGE RAIL RETROFIT	206	I-84: Bridal Veil Connector Bridge over UPRR	Rail repair (Bridge 06671)	Multnomah	\$ 2,384,543		
BRIDGE RAIL RETROFIT	207	OR99E (Pacific Hwy East): SE Grand Ave Viaduct. - Phase 1 & 2	Rail repair (Bridge 02097 & 06767)	Multnomah	\$ 2,705,473		
BRIDGE RAIL RETROFIT	209	OR99E: SE Water St Viaduct and Partial Viaduct	Rail repair (Bridges 02732 & 02374)	Clackamas	\$ 5,047,528		
BRIDGE RAIL RETROFIT	211	OR213 (SE 82nd Ave): Mt Scott Creek & UPRR Bridge	Rail repair (Bridge 02135A)	Clackamas	\$ 1,476,760		
	129	OR8: Johnson Creek Bridge	Culvert repair (Culvert 0P461)	Washington	\$ 1,755,943		
	134	US26: Ross Island Bridge	Strengthening and concrete repair (Bridge 05054)	Multnomah	\$ 24,623,858		
	135	OR99W: Steel Bridge East Approach	Struccture Painting (Bridge 06683B)	Multnomah	\$ 7,853,667		
	137	OR217: SW Allen Blvd Bridge Overcrossing	Deck rehabilitation. (Bridge 16134)	Washington	\$ 5,081,516		
	215	I-84: Oneonta Creek Culvert	Fish passage and culvert repair culvert improvement. (Bridge 02682)	Multnomah	\$ 1,326,976		
				TOTAL	\$ 58,563,223		

\*See attached list for Leverage project details



R1 Culverts Program  
2021-2024 STIP - Revised draft 100% List

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

DRAFT 100% PROJECTS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Changes since May 2019
Priority Route	212	US30: Watson Rd - NW Hoge Ave	Repair or replace culverts along this corridor that are in poor condition	Multnomah	\$ 1,524,000	
Priority Route	213	I-84: Corbett Interchange - East Hood River Interchange Ph2	Identification and design of culvert repairs or replacement along this corridor	Hood River, Multnomah	\$ 300,000	
Large Culvert Repair	217	I-84: Ruckel Creek Culvert	Culvert repair	Hood River	\$ 1,381,051	
					\$ 3,205,051	

DROPS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Changes since May 2019
Fish Passage	214	OR35: Tilly Jane Creek Culvert	Fish passage culvert replacement	Hood River	\$ 5,365,363	Cancelled due to other ODFW priorities.

\*See attached list for Leverage project details



Region 1 Leverage Program  
2021-2024 STIP - Revised draft 100% List

The Oregon Transportation Commission (OTC) allocated certain amounts of "leverage" funding to Region 1 in each of three categories (Active Transportation, Highway, and Safety) and provided guidance on the use of these funds. Selected projects must leverage a project in the 21-24 Fix-It programs (Bridge, Culvert, Pavement, Operations, ARTS) or in HB2017.

DRAFT 100% PROJECTS

ACTIVE TRANSPOTATION				Region Allocation	\$7,476,000		
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	386	US26 at E Salmon River Rd	Upgrade the existing pedestrian crosswalk (near Welches Elementary School)	Clackamas	\$ 787,525	158 (Pavement)	
	388	OR213 (82nd Ave): at NE Davis St	Improve pedestrian facilities (at Vestal Elementary School)	Multnomah	\$ 1,287,500	229 (Operations)	
	490	OR213(SE 82nd Ave): Clatsop St - Lindy St	Construct sidewalk infill	Clackamas	\$ 1,929,258	K21177 (HB2017)	
	494	OR8 (SW Baseline St) west of Main St	Construct sidewalk west of Main St on the south side of highway	Washington	\$ 471,716	235 (Operations)	
	500	OR141 (SW Hall Blvd): Cascade Ave - Scholls Ferry Rd	Widen the Hall Blvd structure overcrossing OR217 to allow for the addition of a sidewalk and bike lanes. (Additional funds: \$2,000,000 from local partner and \$800,000 from ODOT's Sidewalk Improvement Program, SWIP)	Washington	\$ 3,000,000	K18841 (HB-2017)	
				Total:	\$ 7,476,000		

HIGHWAY				Region Allocation	\$ 8,483,573		
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	422	OR213 (Cascade Hwy South) at S Toliver Rd	Road Safety Audit Implementation, Phase 2. (Additional funds: ODOT anticipates local partner and developer contribution of \$3-5 million)	Clackamas	\$ 3,000,000	509 (ARTS)	
	496	I-5 (southbound): Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs on the southbound section of I-5	Multnomah	\$ 2,091,534	220 (Operations)	
	504	OR8: SE Brookwood Ave - SW Hocken Ave	Install fiber optic cable where gaps exist for the operation of traffic control systems.	Washington	\$ 3,392,039	529 (Operations)	Base project changed
				Total:	\$ 8,483,573		

SAFETY				Region Allocation	\$ 10,680,000		
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	232	US30B (N Lombard St) at Delaware Ave	Install rectangular rapid flashing beacons (RRFBs).	Multnomah	\$ 1,732,784	K20413 (18-21 Safety)	
	434	OR224 at SE Monroe St Greenway	Intersection modifications to increase safety of new neighborhood greenway.	Clackamas	\$ 3,076,643	226 (Operations)	
	499	OR10 at SW 195th Ave	Install a rectangular rapid flashing beacon (RRFB).	Washington	\$ 799,359	395 (ARTS)	
	511	82nd Avenue Bundle - OR213 at Glencoe, Clatsop, Clackamas Square & Cooper	Install a rectangular rapid flashing beacons (RRFBs) on 82nd Ave at SE Glencoe Rd, SE Clatsop St, Cooper St, and Clackamas Square.	Clackamas, Multnomah	\$ 3,159,956	K21177 (HB2017)	
	515	Tualatin Valley Highway Bundle - OR8 at 174th Ave, Armco Ave, and A&B Row	Install Rectangular rapid flashing beacons (RRFBs) and enhance illumination.	Washington	\$ 1,911,258	235 (Operations)	Base project changed
				Total:	\$ 10,680,000		

DROPS

ACTIVE TRANSPOTATION							
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	491	US30 at the Eagle Creek Ramp	Construct a ramp to provide an alternative access to the stairs for people with disabilities or bikes. This will allow users to access the Eagle Creek off-ramp from the Toothrock Viaduct.	Multnomah	\$ 7,198,178	127 (Bridge)	
	505	I-84: at Lewis & Clark State Park (Jordan Rd)	Construct a multi-use path along Jordan Rd	Multnomah	\$ 2,360,690	K17270 (Bik/Ped)	

HIGHWAY							
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	492	I-84: Benson Lake - Multnomah Falls	Construct a paved path parallel to I-84 from the Benson Lake State Park to the Multnomah Falls parking lot.		\$ 4,858,501	151 (Pavement)	
	495	OR8: OR47 (Nehalem Hwy) - SW17th Ave	Install fiber optic cable for the operation of traffic control systems.	Clackamas	\$ 1,330,706	422 (ARTS)	
	493	I-5: OR551 (Wilsonville - Hubbard) – Charbonneau Onramp	Extend an auxiliary lane from the northbound Canby-Hubbard entrance ramp to the northbound Miley Road (Charbonneau) entrance ramp.	Clackamas	\$ 4,060,184	203 (Bridge)	Project scope and estimate needs further evaluation.
	497	I-84 (Westbound) at Multnomah Falls	Install technology to close the off-ramps to the Multnomah Falls parking lot and provide upstream traveler information. This project is comparable to what exists on the eastbound side.	Multnomah	\$ 782,022	151 (Pavement)	

SAFETY							
	NUMBER	NAME	DESCRIPTION	COUNTY	LEVERAGE FUNDS	BASE PROJECT	CHANGES SINCE MAY 2019
	436	US30B: N Lombard at Denver Ave	Close slip lane or redesign intersection to standardize slip lane onto Denver Avenue from eastbound Lombard to the signalized intersection. This solutions may including creating concrete island that could be enhanced with hardscape features.	Multnomah	\$ 911,911	K20413 (18-21 Safety)	
	488	OR213 (82nd Ave) at NE Pacific Ave	Install a rectangular rapid flashing beacons (RRFBs)	Multnomah	\$ 657,912	154 (Pavement)	
	513	US30B (N Lombard) at Peninsula Trail Crossing	Install a rectangular rapid flashing beacons (RRFB)	Multnomah	\$ 508,398	161 (Pavement)	
	514	OR-99W (SW Barbur Blvd) at Coronado	Install Rectangular Rapid Flash Beacon (RRFB)	Washington	\$ 1,296,159	399 (ARTS)	

Region 1 Interstate Maintenance Program  
2021-2024 STIP - Revised draft 100% List

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

DRAFT 100% PROJECTS

Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since May 2019
146	I-5: E Burnside St - Marquam Bridge (planning only)	Study for pavement repair	Multnomah	\$ 700,000		
149	I-84: NE Martin Luther King Jr Blvd - I-205 (design only)	Design for pavement resurfacing	Multnomah	\$ 1,000,000		
151	I-84: Multnomah Falls - Cascade Locks	Pavement rehabilitation to repair cracking, rutting, and wear.	Hood River, Multnomah	\$ 17,592,984		
K20298	I-84: Fairview to Marine Drive	Repave a section of I-84 between Fairview and Marine Dr and install a full signal upgrade (including ADA) at NE 238th Ave. Construction and right-of-way.	Multnomah	\$ 4,653,631		Added because of 2018 -2021 STIP recalibration.
				\$ 23,946,615		

DROPS

Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since May 2019
147	I-5: Victory Blvd - Lombard St	Pavement resurfacing to repair ruts and keep safe for travel.	MULTNOMAH	\$ 2,442,313		
148	I-405: Fremont Bridge - Marquam Bridge	Pavement resurfacing to repair ruts and keep safe for travel.	MULTNOMAH	\$ 4,452,298		
150	I-205: SE Johnson Creek - SE 82nd Dr	Pavement resurfacing to repair ruts and keep safe for travel.	MULTNOMAH	\$ 9,010,758		
				\$ 15,905,370		

Region 1 Operations Program  
2021-2024 STIP - Revised draft 100% List

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

	ITS	SSI	SLIDES	TOTAL
Region 1 Allocation	2,606,689	16,563,876	3,723,104	22,893,670

DRAFT 100% PROJECTS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since May 2019
SSI	218	Region 1 traffic monitoring and control Systems	Purchase and install hardware and software for traffic monitoring and control systems	Region wide	\$ 700,000		
ITS	219	Region 1 variable message signs	Install and replace variable message signs (VMS)	Region wide	\$ 1,609,311		
ITS	220	I-5: (Northbound) Marquam Bridge - Capitol Highway	Install Variable Advisory Speed (VAS) and truck warning signs	Multnomah	\$ 5,949,867	496	
SSI	221	Region 1 signal head replacement and upgrades	Signal head replacement and LED upgrades	Region wide	\$ 200,000		
SSI	222	Region 1 striping and raised pavement markers	Restriping and replacement of raised pavement markers	Region wide	\$ 200,000		
SSI	223	Region 1 signal detection replacement and upgrades	Signal loop detection replacements and upgrades	Region wide	\$ 200,000		
SSI	224	Region 1 audible crosswalk signal replacements	Install audible crosswalk signal replacements	Region wide	\$ 200,000		
SSI	226	OR224 at SE Monroe St	Full signal upgrade	Clackamas	\$ 2,528,378	434	
SSI	229	OR213 (82nd Ave) at NE Glisan St	Full signal upgrade	Multnomah	\$ 3,688,270	388	
SSI	235	OR8 (SW Baseline St) at SW Main St	Full signal upgrade	Washington	\$ 2,897,949	494 and 515	
ITS	483	Region 1 traffic monitoring cameras	Install and replace traffic monitoring cameras	Region wide	\$ 645,000		
SLIDES	507	Region 1 rockfall mitigation strategy	Investigation at various locations for rockfall and tree hazards	Region wide	\$ 250,000		
ITS	508	Region 1 Operations	Region 1 traffic controllers, turn lanes and operational improvements	Region wide	\$ 1,000,000		
SLIDES	K20522	US30B at Bridge Ave ramps	Tree clearing and slope stabilization. Design funded in the 18-21 STIP.	Multnomah	\$ 2,806,200		
ITS	529	OR8: SW Hocken Ave - OR217	Install fiber optic cable for the operation of traffic control systems.	Washington	\$ 536,973	504	New OPS project added following the 2018 -2021 STIP recalibration.
					\$ 23,411,947		
					\$ 518,277		Overallocated

DROPS

Sub-Category	Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since April 2019
SLIDES	240	US-26: Jefferson Street - Highland Intch Design	Slope regrading and installation of draped or pinned mesh	Hood River	\$ 6,269,715		
SLIDES	241	US-26: Jefferson Street - Highland Intch Scaling	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard tre	Clackamas	\$ 1,164,294		
SLIDES	243	OR99E: MP13.82 - MP14.06 (Canemah Park)	Inspection and repair of the draped mesh system. Spot scaling as necessary, catchmen	Hood River, Multnomah	\$ 897,584		
SLIDES	244	I-84: Ruthton Point Slide	Remove large boulders from the rim rock at the top of the slope, slope rounding, removing hazard trees, and improving catchment.	Hood River	\$ 1,435,478		
SLIDES	245	I-205 (Southbound): Sunset Ave - OR35 (Willamette Blvd)	Reduce the potential for future rock-fall by scaling, slope rounding. Remove hazard trees and woody vegetation	Clackamas	\$ 2,509,042		
SLIDES	246	I-84: Bonneville and Cascade Locks Slides	Reduce the potential for future rock-fall by removing hazard trees and woody vegetation and spot scaling at high hazard locations.	Hood River, Washington	\$ 1,285,232		
SSI	225	Region 1 Region-wide Controllor Upgrades	Region 1 Controllor Replacement	Region wide	\$ 1,000,000		
SSI	227	OR99E (SE Mc Loughlin Blvd) at W Arlington Rd and River Rd	Full signal upgrade	Clackamas	\$ 2,928,961		
SSI	228	OR213 (NE 82nd Ave) at Fremont St	Full signal upgrade	Multnomah	\$ 3,717,876		
SSI	230	OR213 (NE 82nd Ave) at Prescott St	Full signal upgrade	Multnomah	\$ 2,781,711		
SSI	231	US30B (N Lombard St) at Denver Ave Signals	Full signal upgrade	Multnomah	\$ 3,762,733		
SSI	234	OR8 at SE Minter Bridge	Full signal upgrade	Washington	\$ 2,563,388		
SSI	236	I-5: N Denver Ave tunnel illumination	Upgrade the illumination system by replacing the electrical system and fixtures	Multnomah	\$ 1,035,329		This project will be added to the LED replacement initiave by Maintenance. Design in the 18-21 STIP
SSI	237	OR217: OR8 (Canyon Rd) - OR10 (Beaverton Hillsdale Hwy)	Upgrade the illumination system.	Washington	\$ 1,435,231		
SSI	238	I-84: Historic Columbia River at Cascade Locks Interchange	Install a new illumination system including poles and power supply	Hood River	\$ 1,581,826		
SSI	239	I-5: I-205 Interchange	Install 30 new towers	Washington	\$ 1,026,522		
SSI	435	OR43 at I-205 SB Off/On Ramp	Full signal rebuild to separate the signals from the sign bridge to new mast arm poles	Clackamas	\$ 1,546,242		
					\$ 36,941,161		

\*See attached list for Leverage project details

Region 1 Pavement Preservation Program  
2021-2024 STIP - Revised draft 100% List

Bridge, Culvert and Interstate Maintenance Pavement programs are administered on a statewide basis. Region Preservation Pavement and Operations are administered within the region.

Region Allocation: 35,800,000

DRAFT 100% PROJECTS

Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since May 2019
K20300	US26: OR217 - Cornell	Repave roadway and ramps to improve pavement condition and extend service life. ADA improvements as needed.	Multnomah, Washington	\$9,265,000		Added because of 2018 -2021 STIP recalibration.
155	US26: Glencoe Rd - Cornelius Pass Rd	Pavement resurfacing	Washington	\$12,436,629		
157	OR224: SE 17th Ave - OR213	Design for pavement resurfacing to repair cracking, rutting and wear.	Clackamas	\$2,695,783		Add \$420K from cancelled 18-21 STIP project (K20213)
158	US26: Salmon River - Zigzag	Pavement resurfacing to repair ruts	Clackamas	\$10,163,014	386	
161	US30B (Lombard): N Newman Ave – N Boston Ave	Pavement resurfacing. To be combined with K20418	Multnomah	\$4,280,000	232	
				\$38,840,427		

DROPS

Project Number	Project Name	Project Description	County	Project Cost	Leverage #*	Changes since May 2019
152	OR35: US26 - White River	Pavement resurfacing to repair rutting and wear, and restore smoothness.	Clackamas, Hood River	\$6,736,778		
153	OR35: Robin Hood Bridge - Polallie Creek	Pavement resurfacing to repair rutting and wear, and restore smoothness.	Hood River	\$4,437,181		
154	OR8: Minter Bridge Rd - SE 73rd Ave	Pavement resurfacing to repair cracking, and curb ramp improvements.	Washington	\$10,725,088		Funds reallocated to US26: OR217 - Cornell (K20300) which was slipped from the 18-21 STIP as part of the recalibration
156	OR99E: Expo Center - US30B (NE Lombard St)	Pavement rehabilitation of very poor pavement.	Multnomah	\$28,579,788		
159	OR35: Polallie Creek - OR281	Pavement resurfacing to repair cracking, rutting and wear.	Hood River	\$7,259,641		
160	OR35: Neil Creek Rd - Willow Flat Rd	Pavement resurfacing to repair cracking, rutting and wear.	Hood River	\$8,845,816		
161B	US30B (Lombard): N Wilbur Ave – N Greenwich Ave	Pavement rehabilitation and curb ramp improvements.	Multnomah	\$2,501,890		
				\$69,086,182		

\*See attached list for Leverage project details

# Memo

To: Region 1 Area Commission on Transportation  
From: Mandy Putney, Region 1 Policy and Development Manager  
CC: Rian Windsheimer, Kimberly Dinwiddie, Vaughan Rademeyer  
Date: October 1, 2019  
Re: Draft 2021-24 STIP project list for Region 1

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ODOT continues to develop investment priorities for the 2021-2024 Statewide Transportation Improvement Program (STIP), which is scheduled for adoption by the Oregon Transportation Commission (OTC) by September 2020. We presented the first draft of the 100% lists for review and comment at the Region 1 ACT meeting in April 2019, a second draft was shared and discussed June 2019, and the third draft 100% list was presented at the August 5, 2019 meeting. In addition to the R1 ACT, staff have presented to stakeholder groups throughout the region and has maintained a current website.

We have further refined the draft lists by defining the delivery year for each project. In addition, some projects have been bundled for efficient delivery. Cost estimates revisions are based on updated year of delivery.

Scheduling and cost adjustments provided an opportunity to add two more All Roads Transportation Safety (ARTS) projects from the 150% list, based on cost benefit ranking. The Statewide local bridge program also added five recently selected projects to the list. These projects were selected by a local agency bridge committee, composed of city, county and state representatives.

The most recent revisions are summarized below and highlighted in red on the draft 21-24 STIP list that is attached to this memorandum.

## **ARTS Program:**

Two projects were added based on cost benefit scores from the original 150% list:

1. (#397) OR281, OR282 and OR35 Signs, Signals and Illumination - \$915,025
2. (#401) OR213: I-205 - OR211 - \$507,128

## **Bridge Program:**

Five projects have been added:

1. (#531) Cornelius Pass Rd, Rock Creek Bridge - \$760,000
2. (#533) Hawthorne Bridge Ramp to OR99E - \$8,546,392
3. (#534) Morrison Bridge - \$7,703,470
4. (#535) Knights Bridge Rd, Molalla River Bridge - \$3,154,839
5. (K20384) NW Thurman St, Macleay Park Bridge - \$3,878,108

In the next couple of months, all ODOT regions will program their draft 21-24 STIP lists in the statewide data system. The OTC will compile the statewide draft STIP for public review in early 2020. The OTC must approve the 21-24 STIP by September 2020.



May 2, 2019

Dear Budget Committee Members,

Life begins at 50 or so it seems with the City of Wilsonville. The City having recently reached this milestone stands on the precipice of its most exciting days ahead. I am pleased to present the City of Wilsonville's annual budget for Fiscal Year 2019-20.

With the direction of City Council, the City continues to operate in line with its mission: *to protect and enhance Wilsonville's livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.* I am confident this clear direction for staff will continue to drive future success in the City. This budget is an embodiment of those values.

This budget sets to provide the best value for each tax dollar and manages City resources by achieving results in the most efficient manner. The primary goals of the overall City budget are to provide for well-maintained infrastructure, a safe environment, and enhanced livability. Service levels are set at a level that best serve the needs of the community. These are the service levels that protect and enhance the City's livability and advance the **Key Performance Areas** as determined by the City Council and displayed under the Readers Guide section of this budget document.

The City's FY 2019-20 proposed budget totals \$212.5 million, all funds combined, including reserves and contingencies. Of the total proposed budget, \$205.1 million is appropriated. Spending occurs from appropriated amounts for operating, capital projects, debt service, inter-fund transfers, and inter-fund loans. Contingencies and set-asides for future use total \$65.1 million, and unappropriated funds, which total \$7.4 million, remain in each fund's fund balance and are set aside for working capital, debt reserves and future needs according to the City's Comprehensive Financial Management Policies.

The financial transactions of the City are recorded in individual funds, defined by program area, and classified by type. Expense classifications include personnel services (labor), material and services, capital outlay, capital projects, debt service, and inter-fund transfers. This letter outlines the significant changes within each classification and then touches on the significant budgetary events in each of the major operating funds in the City. Every fund in the City has its own story, its own budget, and ultimately it is the program level within each fund at which the budget for each is appropriated.

Overviews of revenues, specific budget details for departments, capital project lists, outstanding debt and the City's financial policies can be found within the accompanying budget document. The budget document contains tabbed sections for easy reference. The highest level of information can be found in the Fund Summaries section of this document, where fund resources and requirements are aggregated by object classification (e.g. personnel services, materials and services, capital outlay) and offer easy comparison from year to year. More detailed information can be found in the Program Expenditure section of this document, which contains details on the adopted budgets for program areas within each department.



**OPERATING BUDGET:**

*"Excellence and innovation in service to community."*  
 (City of Wilsonville, Operating Vision Statement)

Operating expenses are incurred as a result of the City performing its normal business operations and consist of expenses categorized by personnel, materials and services, and capital outlay. This City's total operating expense budget across all funds is \$46.4 million, up 6% over prior year. Contributing drivers to this consolidated increase are increasing service levels specifically in Parks Maintenance and Transit Operations, a tight labor market, increasing personnel service costs (including contributions to insurance and retirement plans), as well as inflationary increases in materials and services across the board.

- *Increasing Service Levels:*
  - The Transit Department's operating budget is responsible for 49% of the City's overall operating budget increase, increasing \$1.3 million. Transit service level increases are funded by the Statewide Transportation Improvement Fund (STIF) established under the *Keep Oregon Moving Bill* signed into state law in 2017.
  - The Parks Maintenance Department's operating budget is responsible for another 10% of the City's overall operating budget increase, increasing \$267,018. The Parks Maintenance Department is funded entirely through General Fund revenues. The increase in Parks Maintenance's operating budget is necessary to adequately ensure service level standards are being met with the increased park facilities throughout the City.
- *Personnel Services (PS)* - PS expense is budgeted at \$20.2 million up 9% over prior and reflects the addition of 7.5 full-time equivalent (FTE) positions. Positions include 5 FTEs in Transit (funded through STIF funding), 2.0 FTEs in the Parks Maintenance, and .5 FTE temporary position in the Administration Department to assist the City Recorder for a limited two-year project in digitizing City records.

Budgets for salaries and wages include amounts for cost-of-living adjustments and merit increases, as specified by collective bargaining agreements and City policy. Rising healthcare costs affect future employee costs. Health insurance premiums are budgeted at 10% increase. The contribution rate for the Public Employees Retirement System (PERS) increases in FY 2019-20 and is set for the next biennium. The City has built in future estimated increases into its five-year forecast and is studying the state incentive program established with Senate Bill 1566 to make an unfunded actuarial liability (UAL) lump-sum payment to PERS to reduce future contribution rates.

- *Materials & Services (M&S)* - M&S expense is budgeted at \$22.7 million up \$855,261, which is 4% over prior year. Transit operations are responsible for 42% of that increase and those budgeted costs are correlated with service increases funded through additional federal grant revenue and new STIF funding. Actual expense will only be incurred to the extent that funding is available. A complete *program by program* analysis of variances by expense type, with corresponding explanation of significant variances, is contained in the Program Expenditures section of this budget book. Overall, three outsourced programs areas make up 50% of all materials and service expenditures; Law Enforcement, Water Treatment Plant operations, and Wastewater Treatment Plant operations.



- *Capital Outlay (CO)* – CO expense is budgeted at \$3.4 million, flat with last year. Capital outlay is one-time, large equipment or vehicle type expenditures. Transit operations is responsible for \$2.5 million, or 71% of that budget. These are all grant funded and/or STIF funded purchases, including one electric bus, five CNG buses, and a new trolley. Additional detail for capital outlay is contained in the Program Expenditure section of this budget book.

#### **CAPITAL IMPROVEMENT PROJECT BUDGET:**

*"Someone's sitting in the shade today because someone planted a tree a long time ago."*  
(Warren Buffet)

As Wilsonville continues to grow and expand, roads are being extended and improved, new parks come into the system, and the Water, Sewer, and Stormwater utilities, add additional pipelines and customers. These projects are generally larger dollar (\$10,000 minimum), nonrecurring, and have useful life of many years. All of this activity is budgeted for as part of the City's capital improvement project (CIP) program area. In addition to the typical construction related projects, the CIP budget also includes Master Plans & Studies, System Development Reimbursements/Credits, and annual maintenance projects. Master plans are included as capital projects because they identify the projects to be budgeted in later years. Master Plans create future planning decisions for the city's infrastructure for the short and long term.

Categorically, the CIP represents the largest expenditure in the City's Budget at \$35.7 million excluding any overhead project management (OPM) costs. The total CIP budget reaches \$48.2 million when you include OPM as well as projects funded through the City's Urban Renewal Districts. The list of CIP projects budgeted for embraces those included in the most recent long range capital improvement forecast, master plans, development agreements, and direction from City Council on current demands. This ensures that the City's capital improvement program includes the embodiment of citizen and Council recommendations as well as the officially stated direction contained with the Comprehensive Plan of the City.

Capital projects are typically funded either through inter-fund transfers from Operating Funds (including the Road Operating, Road Maintenance, Water Operating, Sewer Operating, Stormwater Operating, Transit, or in some cases the General Fund), System Development Funds (Water, Sewer, Roads, or Parks), intergovernmental revenue (grants or intergovernmental agreements), or through the use of Urban Renewal Funds. Capital projects are detailed in the Capital Projects section of this budget book with highlights outlined below:

- **Roads CIPs** - Improving, connecting and maintaining the City's network of streets continues be a priority, as 37% of the capital budget, or \$18 million, is allocated for those purposes. Projects include extending 5th Street to connect S.W. Boones Ferry Road with Kinsman Road, the Boeckman Dip Bridge, the I-5 pedestrian bridge, continued work for Garden Acres Road, and annual maintenance projects.
- **Parks CIPs** - The City is allocating approximately \$4.5 million for park improvements, about 9% of the capital budget. Projects include Villebois park improvements (\$2.3 million), Town Center Park Stage Cover (\$414,000), Boones Ferry Park Master Plan Implementation (\$110,000), ADA Transition Plan Implementation (\$110,000), and development of an Urban Forest Management Plan (\$55,000).
- **Water, Sewer, Stormwater CIPs** - The City's utilities of Sewer, Water and Stormwater will undergo construction and maintenance projects in FY 2019-20.

- The City's water utility projects account for \$7.4 million of budgeted capital projects, about 15% of total capital projects budgeted. Approximately \$4.4 million is directed to improvements to the water treatment plant, including the surge tank and preliminary design needed to gear up for a future expansion.
- The City's Sewer utility projects account for \$8.6 million of budgeted capital projects, about 18% of total capital projects budgeted. Projects include the Memorial Park Pump Station (\$5.4 million), 5<sup>th</sup> Street/Kinsman Extension Sewer Trunk (\$1.3 million), and Garden Acres sewer extension (\$1.0 million).
- The Stormwater utility's projects account for \$3.8 million of budgeted capital projects, about 8% of total capital projects budgeted. Projects include continued upgrades to storm facilities in Charbonneau (\$1.8 million), repairs to the outfalls to the Willamette River (\$1.0 million), and improvement to the Garden Acres storm system (\$647,000)
- Facility and Information Systems CIPs – Proposed projects combined for about 9% of the City's capital program for FY 2019-20, totaling just under \$4.6 million. Projects include preliminary work for a new public works facility (\$1.5 million), seismic upgrades to the existing public works/police building (\$535,000), HVAC replacements (\$650,000). The City is actively preparing to replace its core financial and permitting business software (\$550,000)
- Planning CIPs – Proposed projects account for just under 1% of the City's capital program for FY 2019-20, totaling \$392,000. The City is continuing to plan for growth areas, including Frog Pond (\$35,000) and Town Center (\$150,000), as well as provide for Citywide signage/wayfinding (\$167,000).

## **DEBT SERVICE**

*"Good fortune is what happens when opportunity meets planning"*  
(Thomas Edison)

The City only issues debt to pay for long-term capital improvements. The 2019-20 budget does not anticipate issuing any new debt. Existing City long-term debt includes:

- \$2.5 million in outstanding refunding bonds related to the original \$25 million funding for the 2002 construction of the water treatment plant remain. Debt payments are funded through the Water Operating Fund. This debt will be fully defeased in FY 2020-21.
- A \$28 million outstanding obligation related to the 2011 expansion of the City's wastewater treatment plant. Debt payments are funded through the Sewer Operating Fund. This debt will be fully defeased in FY 2030-31, with approximately \$2.9 million annual payments.

The City's separate Urban Renewal component units also carry approximately \$30.1 million in debt obligations used to fund capital infrastructure within those districts and defeased by the corresponding tax increment revenue generated within those districts.

**FUND SUMMARIES:**

*"Life is like accounting, everything must be balanced"*  
(Unknown)

The City has 24 Funds each budgeted separately (11 Operating and 13 Capital). Operating funds are used for *day-to-day* operations of the City and often include transfers to capital funds. The City's primary operating fund is its General Fund. Operating funds can be tax-supported or funded through fees, charges, or grants. Capital funds are funded typically through system development charges, grants, and transfers-in from operating funds. The budgets of each fund can be found in the budget document in the Fund Summaries tab and the largest are reviewed as follows:

**General Fund**

The General Fund accounts for resources devoted to services most commonly associated with local government, including Law Enforcement, Parks and Recreation, Library, Municipal Court, Policy & Administration, Public Works Administration, and Facilities. The details for these program areas can be found in the Program Expense section of this budget document. The FY 2019-20 Adopted Budget for the General Fund, including reserves and contingencies, is \$45.5 million, an increase of \$7.5 million over the FY 2019-2020 Budget of \$37.9 million.

The majority of this increase is due to a strategic \$9 million overnight loan to the City's Urban Renewal District. The overnight loan is budgeted for as both an outflow requirement in the General Fund and a corresponding inflow of resources in accordance with Oregon budget law. Under state law for urban renewal (ORS 457.435 and 457.440), tax increment collections in the urban renewal districts may only be spent to pay principal and interest on indebtedness. The City plans to issue this overnight loan from the General Fund to release collections for urban renewal funded capital projects. The loan will be paid back the next day. The urban renewal funded projects include continuing work on the 5<sup>th</sup> Street/Kinsman Extension and the Garden Acres Road (Ridder to Day). This strategic financing endeavor allows the City to save on the expenses associated with outside bonding and has utilized this practice in the past including the current year's \$3 million overnight loan.

The General Fund also budgets for amounts transferred out to other funds. Transfers out include \$400,000 to the Community Development Fund for Planning Department services for long range planning efforts. General Fund backed capital improvement projects include transfers out to the Street Capital Projects Fund (\$720,762), Building Capital Projects Fund (\$2.2 million), and the Parks Capital Projects Fund (\$679,935).

- Transfers out to Street Capital Project Fund include amounts for citywide signage and wayfinding construction, Town Center planning, Frog Pond master planning, Charbonneau street tree study, and Garden Acres Road.
- Transfers out to the Building Capital Project Fund include amounts for HVAC replacements, the ERP replacement, telephone system upgrade, fiber connectivity, and contributions for seismic upgrades to the Public Works/Police facility. Amounts also include contribution towards design work for a Public Works Facility.
- Transfers out to the Parks Capital Project Fund include amounts for a stage cover for Town Center Park, an urban forest management plan, and ADA transition plan implementation

The General Fund's estimated ending fund balance for FY 2019-20 is approximately \$13 million, with \$2.9 million unappropriated in accordance with City financial policies and \$2.8 million designated for strategic one-time future uses as outlined in the Debt and Other section of the budget document. Once all the uses



and designations have been accounted for, the General Fund is anticipated to have an unassigned ending fund balance of approximately \$2.4 million at the end of FY 2019-20.

### **Community Development Fund**

The Community Development (CD) Fund accounts for services devoted to envisioning, planning and building the community. Housed within this fund are CD Administration, Planning, Engineering, and Urban Renewal Administration programs. The FY 2019-20 Adopted Budget for the CD Fund, including reserves and contingencies, is \$7.1 million.

The Community Development Fund is set up to operate, where on-going revenues are sufficient to cover on-going expenditures. However, for the FY 2019-20 budget, this fund is anticipating a deficit of approximately \$82,000. Budgeted expenditures are flat with prior year and Engineering Permit revenue expected to increase by about 31%, however, Planning program revenues are expected to drop 29% as are transfers in down 11%. While CIPs are up this year the mix of projects are not expected to generate the same amount of CD overhead as the prior year's budget. The deficit is covered by the fund's fund balance, which is predicted to end FY 2019-20 at approximately \$2.6 million, well above the financial policy target of \$780,700. This target is set to equal 20% of operations. The remaining \$1.8 million is set aside in the fund's contingency, and provides a cushion to weather permit volume variances.

### **Transit Fund**

The Transit Fund accounts for the activities of Wilsonville's transit system: South Metro Area Regional Transit (SMART). SMART's operations are mainly funded by a 0.5% tax on payroll. The FY 2019-20 Adopted Budget for SMART, including reserves and contingencies, is \$13.5 million.

As previously mentioned the *Keep Oregon Moving Bill* signed into state law in 2017 will have a major impact on this fund in terms of increased service level, revenue, and expense. Approximately \$1.8 million in additional funding is expected and included as part of budgeted intergovernmental revenue. Additionally, the Transit Fund continues to be competitive in the receipt of grants from both federal and state sources. These grants are a great benefit to the agency and the public. Grant funding has enabled SMART to provide both in-town and out-of-town Dial-a-Ride services, to work with employers and residents to reduce single occupancy vehicle trips, and to purchase buses. The grants do require a local funding match, and specialized expertise to administer them.

The ending fund balance at the end of FY 2018-19 is estimated to be \$2.8 million, well above the financial policy minimum of \$1.1 million.

### **Water, Sewer, Stormwater, Street Lighting Operating Funds**

The Water Operating, Sewer Operating, Stormwater Operating, and Street Lighting Funds are Enterprise type funds. Enterprise funds are self-supporting funds that sell goods or service to the general public for a fee. These four funds combined are anticipated to recognize \$21.1 million in charges for service revenue in FY 2019-20. Water and Sewer related transfers out to capital funds include contributions for equipment replacements or upgrade projects at the respective treatment plants. Sewer transfers out also includes a \$2.4 million contribution for the Memorial Park Pump Station project, also financed through Sewer SDCs. Stormwater transfers out include a \$1.8 million contribution for Charbonneau related rehabilitation projects. Street Lighting transfers out include \$310,500 for LED street light conversions. The ending fund balances for each of these operating funds are above the financial policy minimum.

**Conclusion**

*"The best way to predict the future is to create it."*

(Abraham Lincoln)

Wilsonville is an exceptional city and I'm excited for the achievements unfolding in the year ahead with the effective strategic planning synonymous with the City. The FY 2019-20 Adopted Budget provides the framework for implementing and focusing on the goals, objectives, and key performance areas established by the City Council for the coming year, as well as remaining fiscally sustainable. This budget addresses challenges presented by a growing community and aging infrastructure, while managing resources in the most efficient manner. Reflective of the overarching vision set forth in the Council Goals, this budget provides resources to maintain high-quality core services to residents and businesses while focusing on fiscal responsibility, priorities, and results.

**Acknowledgements**

The City of Wilsonville is fortunate to have a long history of solid financial planning. This continuity of vision and fiscal responsibility is of critical importance, and it doesn't happen by accident; it happens because of the talents and vision of current and past elected and appointed officials. Staff appreciates your service to the community, and we look forward to the upcoming budget deliberations.

I would like to personally thank each member of the Budget Committee for your thoughtful analysis of the budgetary issues facing the City. It is with your help that the City will continue to maintain a good financial position while working through the challenges the City faces.

In closing, I would like to thank the Finance team members including Cathy Rodocker, Keith Katko, Dillon Jenkins, Cricket Jones, and Jennifer Ortiz for their assistance in preparing this budget document, and to my entire management team for working together in a collaborative manner to present a balanced budget that achieves City Council goals and continues to provide high levels of service to our residents, businesses and visitors alike. Lastly, I want to acknowledge the efforts of every employee in this organization for the outstanding services being provided by every department in this great city, and for their individual and collective commitment to customer service.

Sincerely,



Bryan Cosgrove  
Budget Officer and City Manager

## TRANSIT FUND

	Actual 2016-17	Actual 2017-18	Budget 2018-19	Proposed 2019-20	% Change
<b>RESOURCES</b>					
Revenues:					
Transit tax	\$ 5,552,582	\$ 5,040,713	\$ 5,006,000	\$ 5,151,000	3%
Intergovernmental	988,447	238,885	2,549,740	4,217,893	65%
Charges for services	179,887	199,277	185,000	185,000	0%
Investment income	19,851	46,985	41,050	55,150	34%
Miscellaneous	26,603	39,244	14,000	14,000	0%
Revenue Subtotal	6,767,370	5,565,104	7,795,790	9,623,043	23%
Beginning fund balance	2,754,842	3,612,811	3,310,640	3,864,414	17%
<b>TOTAL RESOURCES</b>	<b>\$ 9,522,212</b>	<b>\$ 9,177,915</b>	<b>\$ 11,106,430</b>	<b>\$ 13,487,457</b>	<b>21%</b>
<b>REQUIREMENTS</b>					
Expenditures:					
Personnel services	\$ 2,907,133	\$ 3,251,210	\$ 3,526,766	\$ 4,146,860	18%
Materials & services	1,670,727	1,696,359	1,910,759	2,284,406	20%
Capital outlay	820,222	-	2,157,569	2,451,655	14%
Expenditures Subtotal	5,398,082	4,947,569	7,595,094	8,882,921	17%
Transfers to other funds:					
General Fund	511,319	509,560	543,250	567,310	4%
Building Capital Fund	-	127,857	125,752	70,602	-44%
Transfers Subtotal	511,319	637,417	669,002	637,912	-5%
Ending fund balance					
Committed (unappropriated)	1,046,200	1,044,500	1,088,600	1,286,300	18%
Assigned (designated)	756,788	965,262	965,262	988,769	2%
Assigned (contingency)	1,809,823	1,583,167	788,472	1,691,555	115%
Ending balance Subtotal	3,612,811	3,592,929	2,842,334	3,966,624	40%
<b>TOTAL REQUIREMENTS</b>	<b>\$ 9,522,212</b>	<b>\$ 9,177,915</b>	<b>\$ 11,106,430</b>	<b>\$ 13,487,457</b>	<b>21%</b>

Proposed Budget FY2019-20, reflects use of assigned fund balance for local match of grant funded capital outlay.

### Public Notice: SMART Programs for Federal Transit Administration Funding Proposed for FY 2020 (July 1 2019 to June 30 2020)

SMART is offering three opportunities to submit or present comments at a Public Hearing on the proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity to submit comments in person rather than via the email to [hendrix@ridessmart.com](mailto:hendrix@ridessmart.com). Opportunity for comments regarding the POP are associated with the City's annual budget process and will be held at Wilsonville City Hall on:

May 16, 2019 6:00 PM – Budget Committee

May 28, 2019 6:00 PM – Budget Committee

June 3, 2019 7:00 PM – City Council

A SMART staff member will be present at the Hearings listed above and the Hearings will be recorded. A translator is available upon request. *Un traductor está disponible a petición.* If no requests for public comment are received before or at the June 3 2019 hearing, the proposed POP shown below will become the final POP along with the City budget for the year.

*Projects listed below show the anticipated maximum amount to be expended. The final amounts are contingent upon final federal transportation appropriations bill for the next fiscal year.*

Funding Source	Federal Amount	Federal Percent	Local Amount	Local Percent	Total
<b>1. 5307 Formula</b>	\$1,268,061	80%	\$317,015	20%	\$1,585,076
<b>2. STBG to 5307</b>	\$181,039	89.73%	\$20,721	10.27%	\$201,760
<b>3. STP Transfer</b>	\$32,000	80%	\$8,000	20%	\$40,000
<b>4. 5310 Formula</b>	\$54,472	80%	\$13,618	20%	\$68,090
<b>5. 5339 (a)</b>	\$139,635	80%	\$34,909	20%	\$174,544
<b>6. 5339 (b)</b>	\$529,600	80%	\$132,400	20%	\$662,000



## Program Descriptions

### **1. 5307 Urbanized Area Formula**

Project name: Capital Projects, Preventive Maintenance, Technology

Description: For preventive maintenance of existing vehicle fleet (including .5 service worker), bus stop improvements, integrated bus technology, administration building parking lot expansion, and the acquisition of one electric bus.

### **2. Surface Transportation Block Grant (STBG) to 5307**

Project name: SMART Options Program

Description: Supports staff time for the Transportation Demand Management (TDM) Program called "SMART Options" includes one Outreach Coordinator, a Grants and Programs Manager, two summer interns, and one TDM technician. In addition, funds special outreach projects to reduce single occupancy vehicle trips.

### **3. Surface Transportation Program (STP) Transfer Funds**

Project Name: Marketing of Transit Services

Description: Marketing of fixed-route public transit services that highlight transit connections to Portland.

### **4. 5310 Formula Enhanced Mobility of Seniors and Individuals with Disabilities**

Project Name: Travel Training

Description: Contract with Ride Connection, a non-profit mobility management and special transportation service provider in the greater Portland region, to provide free travel training for seniors and people who have a disability.

Project Name: Demand Response Operations

Description: Pending FTA guidance to apply funds to demand response operating costs.

### **5. 5339 (a) Bus and Bus Facilities**

Project Name: CNG Bus

Description: To purchase one 26-foot CNG cutaway.

Project Name: Software

Description: To purchase scheduling software.

### **6. 5339 (b) ODOT**

Project Name: Bus and Support Vehicle Replacements

Description: To replace four vehicles that have reached the end of their useful life: two cutaway buses, one supervisor van and one rubber-tired trolley.

Project Name: CNG Infrastructure

Description: To expand CNG fueling station.



**Public Notice: SMART Programs for Federal Transit Administration Funding  
Proposed FY2021 (July 1, 2020 to June 30, 2021) Program of Projects (POP)**

SMART is offering three opportunities to submit or present comments at a Public Hearing on the Program of Projects (POP) described in this notice. Opportunity for comments regarding the POP are associated with the City's annual budget process and will be held at Wilsonville City Hall on:

May 20, 2020 6:00 PM – Budget Committee  
May 21, 2020 6:00 PM – Budget Committee  
June 1, 2020 7:00 PM – City Council

A SMART staff member will be present at the Hearings listed above and be recorded. If no requests for public comment are received before or at the June 1, 2020 hearing, the POP shown below is the final POP along with the City budget for the year.

*Projects listed below show the anticipated maximum amount to be expended. The final amounts are contingent upon final federal transportation appropriations bill for the next fiscal year.*

<b>Funding Source</b>	<b>Federal Amount</b>	<b>Federal Percent</b>	<b>Local Amount</b>	<b>Local Percent</b>	<b>Total</b>
<b>1. 5307 Formula</b>	\$381,770	80%	\$95,443	20%	\$477,213
<b>2. STBG to 5307</b>	\$150,000	89.73%	\$17,168	10.27%	\$167,168
<b>3. 5310 Formula</b>	\$32,515	80%	\$8,129	20%	\$40,644
<b>4. 5339 Formula</b>	\$102,416	80%	\$25,604	20%	\$128,020
<b>5. 5339 (b)</b>	\$240,000	80%	\$42,353	20%	\$282,353

**Mailing Address**  
29799 SW Town Center Loop  
Wilsonville, OR 97070

**Physical Address**  
28879 SW Boberg Road  
Wilsonville, OR 97070

**Phone 503-682-7790**  
[www.ridesmart.com](http://www.ridesmart.com)  
[info@ridesmart.com](mailto:info@ridesmart.com)

## Program Descriptions

### **1. 5307 Urbanized Area Formula**

Project name: Preventive Maintenance, Engineering & Design

Description: For preventive maintenance of existing vehicle fleet (including .5 service worker) and engineering and design services for SMART Fleet/Administration Phase II Expansion.

### **2. STBG to 5307**

Project name: SMART Options Program

Description: These funds support staff time for the Transportation Demand Management (TDM) Program for SMART called "SMART Options" and focuses on promoting and facilitating transportation options other than driving alone such as walking and biking for business and the residential community. Funding supports one Outreach Coordinator, a Grants and Programs Manager, and two summer interns.

### **3. 5310 Formula Enhanced Mobility of Seniors and Individuals with Disabilities**

a. Project Name: Demand Response Operations

Description: Funds applied to demand response operating costs.

b. Project Name: Travel Training

Description: Contract with Ride Connection, a non-profit, mobility management and special transportation service provider in the greater Portland region to provide free travel training for seniors and people with disabilities.

### **4. 5339 (a) Bus and Bus Facilities**

a. Project Name: Software

Description: To purchase scheduling software.

b. Project Name: Bus Shelters and Amenities

Description: Purchase bus shelters, signs, and other rider amenities.

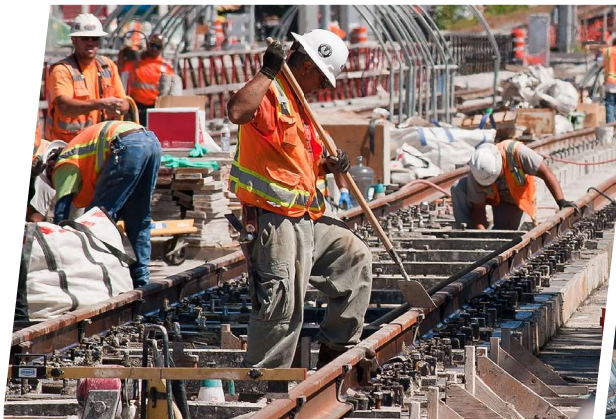
### **5. 5339 (b) ODOT**

Project Name: Bus and Support Vehicle Replacements

Description: To replace one rubber-tired trolley.



*Budget and Grants Administration Department  
Tri-County Metropolitan Transportation District of Oregon*



# PROPOSED BUDGET

2020 • 2021

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### 3.5 TriMet Annual Budget Process - FY21

#### BOARD OF DIRECTORS

Bruce Warner, President  
(District #1)

Ozzie Gonzalez  
(District #2)

Dr. Linda Simmons, Secretary/Treasurer  
(District #3)

Lori Irish Bauman  
(District #4)

Keith Edwards  
(District #5)

Travis Stovall, Vice President  
(District #6)

Kathy Wai  
(District #7)

#### Mailing Address:

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#### Staff to the Board:

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Doug Kelsey, General Manager  
Dee Brookshire, Budget Officer

#### Mailing Address:

TriMet  
1800 SW 1<sup>st</sup> Avenue, Suite 300  
Portland, Oregon 97201



March 2020

**To:** TriMet Board of Directors  
**From:** Doug Kelsey, TriMet General Manager  
**Re:** 2021 Proposed Budget

In 2020 TriMet continues to transform transit in the tri-county area. FY2021 lends itself to begin an intensive capital project period during which TriMet may begin project design on the new Metropolitan Area Express (MAX) line running from downtown Portland to Tualatin, start expansion to the Fair Complex in Hillsboro on the Red Line, complete construction on the Division Transit project, and build a new bus garage.

### **FY2021 Budget Summary**

The TriMet Proposed Budget for FY2021 outlines a resource and expenditure plan for July 1, 2020 through June 30, 2021.

The FY2021 Proposed Budget totals \$1.5 billion and includes:

- Total day-to-day Operating Requirements of \$730.4 million, which includes \$607.3 million for all activities required to operate the system (including other post-employment benefits) and \$123.1 million for Debt Service.
- Capital Improvement Program (CIP) Requirements of \$329.7 million.
- Pass Through Requirements, Funding Exchange Payments and Special Payments totaling \$18.8 million, under which TriMet receives funds required to be provided to other governmental agencies.
- Contingency is an appropriated amount of a minimum of 3% of operating requirements and is adjusted for known

risks. Contingency is intended for those activities unknown at the time of budget adoption. FY2021 contingency totals \$33.7 million.

- Ending Fund Balance totals \$456.0 million and is unappropriated and not available for spending in FY2021. Fund balance includes \$271.8 million in restricted bond proceeds and other restrictions to be spent after FY2021; \$47.5 million restricted for future debt service payments; and \$136.8 million in unrestricted fund balance, which contains between 2.0 and 2.5 months operating reserves as required by the TriMet Board of Directors.

### **2021 Look Ahead**

TriMet is entering its most intensive decade yet with size, complexity of operations and overall expansion and growth.

*Expansion Projects:* The Division Transit Project is a new type of high-capacity bus transit project that spans the length of Division Street between Downtown Portland and Gresham, is underway and set to begin revenue service in 2022. *A Better Red* [MAX Red Line Extension & Improvements] is in the early stages of development with a planned opening in 2023-24 with an anticipated Federal Capital Investment Grant project cost of \$206 million. Southwest Corridor Light Rail Project that would bring high capacity transit and vital pedestrian/bicyclist safety and roadway improvements to the congested and rapidly growing corridor is in the design phase with funding yet to be secured.

*Carbon Reduction:* The agency has committed to fully implementing a non-diesel bus fleet by 2040, or before, and will purchase its last diesel bus in 2024. Additionally, the agency is

converting the electrical energy source for MAX powered energy use to 100% wind-power and switching to renewable fuel on its diesel buses in 2020. TriMet is also conducting its first carbon baseline review of the organization as well as a waste audit, from which it will develop a long-term carbon reduction strategy.

*Low-Income Fare Program:* In FY2019, TriMet launched its Low-Income Fare (LIF) Program with funding through Keep Oregon Moving (HB 2017). More than 29,000 Oregonians, living on a low income of up to 200% of the federal poverty level, signed up for TriMet's Honored Citizen reduced fare through February 2020. Those enrolled through the Low Income Fare Program have taken over 350,000 rides per month on average (over the first half of FY2020). With new enrollees every month, the average rides will continue to grow.

*Service expansion and State of Good Repair:* TriMet plans to add an additional 3% in bus service in FY2021 with no changes to MAX, Commuter rail or service provided to Portland Streetcar and continued strong support for Ride Connection. LIFT paratransit service is continuous, only growing with demand and travel within the service district. TriMet will also be implementing extensive replacements and upgrades to its existing infrastructure. One specific project will include a four-week shut down of the MAX for the Steel Bridge MAX Improvements in August 2020.

#### **2020 Accomplishments**

TriMet has made substantial progress on the FY2020 Business Plan including some of the following highlights:

- Completed Objective: “Achieve market acceptance of Hop Fastpass® as a fare instrument”. Hop now accounts for over 80 percent of fares collected on TriMet, and the adoption is ahead of schedule.
- Added more bus service, including two new Frequent Service Lines.
- On-time performance for bus and light rail continue to meet or exceed targets, even with increasing targets compared to the previous year.
- Began construction on Division Transit Project after receiving \$87.4 million in grant funds from the Federal Transit Administration.
- First test fleet of five battery-electric buses in operation, with more on order.
- Completed light rail and signal improvements at Rose Quarter and the Lloyd neighborhood.
- Provided comprehensive outreach and engagement encouraging enrollment in Low-Income Fare Program facilitated through Hop.
- Phased out non-Hop paper fares (excluding LIFT Paratransit and fixed-route bus ticket printer fares) with robust public engagement.
- Implemented LIFT C.A.R.E.S (Customer Automated Ride Experience System), an automated call-back function for LIFT riders.
- First- and last-mile services defined with partners and targeted for funding through Keep Oregon Moving, with start of service planned for FY2021.
- Enterprise-level risk management registry developed.

Additional progress on the FY2020 Business Plan is expected through the end of the fiscal year with FY2021 currently under development.

### **Strategic Goals & Strategies**

Annually, TriMet updates and adopts the upcoming fiscal year Business Plan with a rolling five-year horizon. The update incorporates input from employees and the public, an in-depth review by the Executive Management team, and is approved by the General Manager. The Business Plan identifies longer-term strategic priorities and annual points of emphasis which inform both the operating and capital budgets each year. TriMet will continue to engage diverse communities as we implement and update the Plan, because they are the ultimate reason we strive for success. TriMet will always continue to build a culture of safety and incorporate equity in decision-making and activities.

The Business Plan includes a series of Key Strategic Actions over the next five years that will move TriMet toward success in meeting its goals and objectives. Some of the most budgetary significant initiatives and actions from the Business Plan that inform TriMet's FY2021 budget and future year priorities include non-diesel options of the bus fleet, continued enhancement of bus service, reduction of carbon emissions, expansion of light rail, continuation of robust health benefits, successful negotiation of a union Working and Wage Agreement and increasing visible security presence on the system.

#### *Vision & Focus:*

In alignment with TriMet's Vision, Mission and Values, the Business Plan identifies twelve strategic Goals. The Goals are achieved through 36 measurable Objectives. The current status, results, targets and key strategic actions accompany each Objective. The following graphic illustrates the Goals from the Business Plan.

The FY2021 departmental budgets describe the main Goals and underlying Objectives for which the department is responsible for delivering.



### **Fund Description/Structure & Basis of Budgeting**

TriMet is a governmental proprietary enterprise fund organized under the provisions of Oregon Revised Statutes (ORS) 267 to provide mass transit services to the Portland Metropolitan area with the assumption of the operations of a privately owned bus system. As such, TriMet is authorized to levy taxes and charge fares to pay for its operations. TriMet is also authorized to issue general obligation and revenue bonds. TriMet uses one major budgetary fund to account for its operating activities. As required by ORS 294.456, TriMet appropriates funds at the organization unit and major program level which includes the following:

- Each division individually (personnel services, materials and services, operating and capital projects)
- OPEB and Pension UAAL
- Debt Service
- Pass Through/Funding Exchanges/Special Payments
- Contingency

*Fund Equity:* The unappropriated fund balance reflects the difference between assets and liabilities and includes the following three categories:

- Restricted Bond Proceeds & Other Restricted funds including funds held for major capital project spending in a subsequent year.
- Restricted Debt Service includes funds held to pay debt obligations in a subsequent year.
- Unrestricted Fund Balance includes cash, investments, receivables, prepaid expenses, and materials & supplies.

Causes & consequences of changes in fund equity may occur due to differences from budget to actual results in either revenues or expenditures. TriMet forecasts passenger and tax revenues based on historical trends, service changes, and growth in the region, which may be different than actual results. In addition, TriMet's expenditures may be less than budgeted due to vacancies in approved positions, unscheduled overtime (often caused by inclement weather), and delays in major capital project development.

*Basis of Budgeting:* TriMet budgets on the cash basis whereas TriMet's financials are issued on the full accrual basis of accounting or GAAP. Differences in revenues and expenses from budgetary basis to full accrual (GAAP) include:

- Additions due to budget activity not qualifying as revenues/expenses under GAAP such as principal payments on long-term debt and capital asset addition.
- Additions due to adjustments required by GAAP such as unfunded pension costs, depreciation, leveraged lease revenue, claims liability changes, unfunded OPEB costs.
- Subtractions due to resources not qualifying as revenues under GAAP such as net book value of assets retired and debt issuance.

Differences in fund balance from budgetary basis to full accrual (GAAP) include:

- Additions due to capital assets
- Subtractions due to debt, OPEB and deferred amounts
- Net pension liability and deferred amounts
- Claims liability
- Lease leaseback and deferred amounts

### **Financial Policies**

TriMet faces financial challenges that could impede its ability to meet present and future expectations for transit service. TriMet's Strategic Financial Plan outlines the financial and operational policies that guide TriMet forward in navigating near-term challenges and achieving a sustainable future. TriMet considers the budget balanced under three scenarios 1) when total expenditures are equal to total revenues, 2) total expenditures are less than total revenues resulting in increases to fund balance, and 3) expenditures exceed revenues and spending from previous year's unappropriated fund balances occur. For FY2021, TriMet's budget is balanced under scenario three. This budget document demonstrates the following financial strategic policies to guide financial decision making including:

- *Fiscal Policy.* One-time-only revenues support one-time-only expenditures including capital additions, startup costs, one-time maintenance efforts and other costs that are non-recurring. Continuing revenues pay for continuing expenditures and one-time expenditures.
- *Unrestricted Fund Balance.* Begin each fiscal year with an unrestricted fund balance equal to 2.0 to 2.5 times average monthly operating expenditures.
- *Debt Management.* Debt service on senior lien payroll tax revenue bonds must be no more than 7.5% of continuing revenues.
- *Fare Policy.* Sustainable system that encourages and supports ridership and ensures broad access to transit services.
- *Capital Asset Management.* Maintaining assets in a state of good repair throughout their useful life to help ensure a safe, reliable and convenient service for customers.

- *Pension Funding Plan.* Plans provide a process to fully fund the pension benefit plans and OPEB benefits.

### **Budget Process**

#### *Local Budget Law*

Local government budgeting in Oregon is governed by Local Budget Law, Chapter 294 of the Oregon Revised Statutes. The law has two major objectives:

- Provide standard procedures for preparing, presenting, and administering local budgets
- Ensure citizen involvement in the preparation of the budget

Development of the TriMet budget is an effort shared by riders as well as the broader community, with consideration of safety, equity, and long-term concerns and issues.

The Tax Supervising and Conservation Commission (TSCC), a five-member citizen board appointed by the Governor, reviews the budgets of all governmental jurisdictions in Multnomah County. The TSCC, together with the State Department of revenue, is responsible for ensuring the TriMet budget complies with Local Budget Law.

#### *Budget Officer and Budget Committee*

To give the public ample opportunity to participate in the budget process, Local Budget Law requires that a Budget Officer be appointed and a Budget Committee formed. The Budget Officer prepares the Proposed Budget under direction of the General Manager. The Board of Directors also serves as the Budget Committee, then reviews and if needed, revises the Proposed Budget before it is formally adopted. For TriMet, the Budget

Officer is the TriMet Chief Financial Officer, Executive Director of Finance & Administrative Services and the Budget & Grants Administration Department, which is responsible for the actual preparation and publishing of the budget document.

Notices are published, budget are made available for public review, and opportunities for public comment are provided. These actions encourage public participation in the budget decision-making process and give public exposure to budget programs and fiscal policies before adoption.

#### *Preparing the Proposed Budget*

Divisions prepare budget modification requests in accordance with direction given by the Board of Directors and General Manager. These are submitted to the General Manager, who then analyzes and approves the requests. The Proposed budget is the culmination of an extensive process of budget development, analysis, and revision.

#### *Public Involvement Process*

TriMet engages in a proactive public outreach effort throughout the year by holding public meetings to gather feedback on service changes, equity, and services for seniors and people on a low income. The budget development process includes management, labor, riders, and internal and external experts.

In advance of the Proposed Budget, TriMet held two general community meetings (one in the fall and one in spring), four culturally specific outreach meetings, and three liaison meetings in non-English speaking communities.

#### *Direct Public Testimony*

Community members may directly contact TriMet with input for the budget during public outreach meetings described above or

through trimet.org. In addition, community members also have opportunity to personally testify on the TriMet budget at the budget hearing of the Board of Directors.

#### *Budget Posted Information*

TriMet maintains a community budget web page: [www.trimet.org/about/accountability.htm#financial](http://www.trimet.org/about/accountability.htm#financial). The site contains TriMet's Proposed, Approved and Adopted budgets, along with TriMet's audited financial statements, Strategic Financial Plan, Pension/OPEB Valuations, and Board approved policies.

#### *Approving the Budget*

In accordance with Local Budget Law, the Board of Directors will convene as the Budget Committee to consider the Proposed Budget. Announcements advertising the Budget Committee meetings are printed in a local newspaper and posted on TriMet's external website. The public is encouraged to attend and provide testimony on the Proposed Budget. The timing and frequency of the public notices are governed by Local Budget Law.

The Budget Committee meets to accomplish the following actions:

- Receive the budget message and budget document
- Hear and consider public testimony
- Review and approve a balanced budget

The Budget Officer provides a copy of the Proposed Budget to each member of the Budget Committee prior to the first Budget Committee meeting. The budget becomes a public record at this point.

At the first Budget Committee meeting, as required by Oregon Budget Law, the General Manager and Budget Officer deliver the budget message, explaining the Proposed Budget and significant changes in TriMet's financial position. After the initial meeting, TriMet publishes the Approved Budget. If the Budget Committee were to meet after the initial meeting, notice of other meetings are provided as required by Oregon public meeting law. All meetings are open to the public.

There are no changes between the Proposed and Approved budgets. The Approved Budget is sent to the TSCC for review and analysis.

#### *Tax Supervising & Conservation Commission Hearing*

TSCC is responsible for reviewing, holding hearings and producing a report on the budget of every jurisdiction in Multnomah County. The TSCC holds a required public hearing, with the TriMet Board of Directors and management in attendance, on the Approved Budget. The outcome of this hearing is a letter certifying that the budget is in compliance with Local Budget Law. The letter may contain recommendations and/or objections. TriMet is responsible for addressing any objections or recommendations.

#### *Adopting the Budget*

The Board of Directors votes to officially adopt the budget before the start of the new fiscal year, which begins on July 1<sup>st</sup>. Changes that are allowed between the time the budget is approved and final adoption are defined by Local Budget Law and are limited. Changes normally include adjustments to revenue projections and capital carryover.

#### *Amending the Budget*

Changes after budget adoption are completed through formal resolution to the Board of Directors. Such changes occur when moving funds from one organizational units appropriation to another or when moving funds from contingency to an organizational unit.

#### *Budget Calendar*

Following is a summary of the FY2021 budget calendar:

- December 6, 2019 – Baseline Budget and Budget Manual completed
- December 9, 2019 – General Manager gives internal budget message presentation
- January 3, 2020 – Operating budget requests due
- January 8, 2020 – Capital budget requests due
- January 31, 2020 – Proposed Budget changes due
- March 11, 2020 – Proposed Budget released
- March 25, 2020 – Approved Budget released
- April 10, 2020 – Final Adopted Budget changes due
- April 22, 2020 – TSCC public hearing on budget and final capital changes are due
- May 27, 2020 – Board of Directors action to adopt the budget
- July 1, 2020 – Adopted Budget is effective
- July 15, 2020 – Adopted Budget released for distribution

#### **Priorities & Issues:**

The following discusses the agency-wide policy, economic, regulatory or legislative challenges for the upcoming year along with management's planned action to address the issues.



#### *Electrification*

During FY2019, TriMet adopted a Non-Diesel Bus Plan that called for a transition away from diesel fuel for buses and a move toward battery-electric buses. In FY2020, TriMet began testing its first fleet of five battery electric buses and will be taking delivery of four zero-emission repowered transit buses. In FY2021 and beyond, TriMet will be ordering more battery-electric buses, testing different manufacturer's products for efficiency and performance. The FY2021 Budget includes funding for the purchase of an additional 10 battery electric buses (5 new Gillig and 5 diesel to electric repowers) and related infrastructure. TriMet will also continue to pursue grant funding opportunities to offset the higher up-front costs of these buses.

#### *Bus Service Enhancements*

TriMet will continue to increase bus service, with greater frequencies on several lines, including improving headways on two Frequent Service lines to every 12 minutes through the weekday on Lines 6-ML King Jr Blvd and 12-Barbur/Sandy Blvd. Construction on the Division Transit Project will continue throughout FY2021, partially funded by a Small Starts grant from the Federal Transit Administration.

#### *Carbon Emissions*

FY2021 continues TriMet's substantial efforts to reduce carbon emissions, informed by a baseline carbon audit to be completed before the end of FY2020. Commitments made by TriMet include purchasing renewable wind power for light rail electrification, ending diesel bus purchases after 2025, and converting existing buses to renewable diesel. The FY2021 Budget reflects ongoing efforts to continue these commitments.

#### *Light Rail Expansion*

Engineering will continue on the Better Red Project, which will improve track sections on the MAX Red Line and extend its service to 10 existing stations in Beaverton and Hillsboro. Work will also continue on design and engineering for the Southwest Corridor Light Rail Project.

#### *Health Benefits*

Controlling healthcare costs remain a long-term challenge for the agency. TriMet implemented a self-insured medical plan for both union and non-union employees effective January 1, 2017. Annual premium levels for medical coverage at TriMet remain high compared to the market as a whole, TriMet generally pays 94% and 95% of healthcare premiums for non-union and union employees respectively. Higher rates of inflation are also applied to health benefits costs and wages depending on the economy and affordability.

#### *Visible Presence on the System*

TriMet continues to emphasize visible presence of employees on the system. More visibility and greater presence means enhanced customer service, greater passenger comfort, and increased fare compliance.

#### *Aging Infrastructure*

TriMet's light rail system is approaching 34 years old with many assets due for replacement. Coupled with assets such as aging platforms, rail infrastructure and rolling stock, and maintenance facilities the agency is developing funding strategies to ensure the assets are maintained in a state of good repair.

### **Trends**

TriMet monitors historical information as well as economic and political climates when forecasting revenues and expenses. In the General Information tab are referenced statistics the agency utilizes when making financial decisions including the following information:

- Ridership and Service
- Fares and Passenger Revenue
- Employer Taxes
- Expenses
- Fixed Route Financial Indicators
- Local Economic Trends
- Debt and Capital Investment

### **Long Range Planning**

TriMet utilizes a 10-year financial forecasting model to help guide the financial health of the agency. The longer term modeling takes into account upcoming pressures on both the capital and operating impacts of the future. Such things as payroll tax growth, inflation, infrastructure needs, staffing levels, and vehicle replacements are evaluated in the financial forecast, helping inform the upcoming year budget.

### **Budget Overview**

The FY2021 Proposed Budget short-term factors that have guided the development of this annual budget focus on continued implementation of the requirements of Keep Oregon Moving (HB 2017) including; expanding service and operation of a Transit Assistance Program, improving and increasing service; the cost of operating and maintaining the existing transit

system; the costs of fixed route bus and rail service to maintain headways and capacity as the region grows (including vehicle replacements); costs of ADA-complementary paratransit service; operating cost of other service changes; costs associated with further development of Hop Fastpass®; capital investments in infrastructure and expansion for the future; mid-life overhaul of light rail vehicles; debt service expense; and, continued commitment to strengthen pension reserves.

**Services** - The demand for more bus and rail service continues. Customers, employers, and local governments in the region continue to desire more service than TriMet is able to fund. To help TriMet pay for service and expansion, the Oregon legislature in 2003 and 2009 authorized TriMet to increase the payroll tax rate one-tenth of one percent over ten years. This funding, along with that from Keep Oregon Moving, will put roughly \$6.5 million in service improvements on the streets in FY2021, with weekly bus service hours projected to increase about 3%.

The funding will also be used in the coming years for new digital information displays to be installed at transit centers and at roughly 100 bus stops. The displays will provide real-time arrival information, service alerts and custom media, bringing this information to heavily trafficked and high-need areas. Installation of the new displays will begin in early 2020. To further the customer experience, TriMet will install 100 new shelters and other amenities such as lighting and transit trackers in high-need areas using the funds, with bus stops in areas with higher ridership and disadvantaged areas receiving priority. Meanwhile the renovation and upgrading of TriMet's oldest MAX stations on the eastside will continue as part of a multi-year program.

In addition to expanding service and customer amenities, TriMet is evolving the ways riders can pay for that service. In Fiscal Year 2018, Hop Fastpass launched, bringing the region's riders a state-of-the-art fare collection system, serving TriMet, C-TRAN and Portland Streetcar customers. Since then, adoption of the electronic fare system has increased dramatically. Now more than 80% of TriMet's passenger revenues flow through the Hop system.

TriMet has continued to innovate Hop payments since its initial launch, partnering with Apple and Google to roll out the first virtual transit cards in North America for both platforms, which made it even easier for riders to pay fares while getting the benefit of fare-capping. This progressive electronic payment feature provides riders the ability to earn a day or month pass as they ride, without the upfront cost of a pass.

With fare capping, Honored Citizen fare payers, which includes (among others) those who qualify with a low income that is up to 200% of the federal poverty level, receive a 50% reduction in 2½ Hour Tickets and Day passes, as well as unlimited rides within a calendar month for \$28. Hop offers many options for those without access to bank or similar financial institution payment methods, as TriMet's Hop retail network includes over 500 locations where cash can be converted to Hop value.

The first payroll tax increase authorized by the TriMet Board of Directors began January 1, 2005 and ended January 1, 2014 and continues to pay for the service including numerous bus frequent service upgrades, the MAX Green Line, WES, MAX Orange Line, and the associated cost of those operations.

The Board of Directors initiated the second payroll tax increase of 0.10% over ten years in September 2015 by increasing the

employer and self-employed payroll tax rates .01% starting January 1, 2016 and will continue the annual increase through January 1, 2025. The revenues from this tax rate increase will help pay for additional service such as the Division Transit Project, Better Red project and other new service-related projects identified in TriMet's Service Enhancement Plans and the Capital Improvement Plan (CIP). FY2021 includes an increase of \$6.5 million for bus services increases, equating to a 3% increase or approximately 1,300 weekly vehicle hours. See the summary of Fixed Route Service changes by mode in the Requirements tab, page 11.

The passage of Keep Oregon Moving, which was passed by the Oregon Legislature in summer 2017 to address many different transportation issues across the state, established a statewide employee payroll tax that dedicates funds for public transportation. TriMet expects to realize about \$40-\$50 million annually via a grant in quarterly allocations. The first allocation of grant funds was received in May 2019.

**Compensation** – A critical element of TriMet's multi-year effort to achieve long-term fiscal stability has been to reduce the growth rate of active employee and retiree benefit costs, primarily by reforming healthcare with premium share, coinsurance, and deductibles paid by employees, and reducing retirement benefits for new hires by closing the Defined Benefit (DB) plan and migrating to a Defined Contribution (DC) plan.

TriMet began this effort with non-union new employees in 2003, when the DB pension plan was closed and replaced with a DC pension plan. In 2009, retiree medical benefits were also closed to new non-union employees. Since 2012 non-union employees and retirees in the Preferred Provider Organization health plan have paid 20% co-insurance and 6% premium contributions.

Non-union employees and retirees in the Health Maintenance Organization plan have \$10 co-pays and 6% premium contributions. In January 2014 non-union retirees age 65 and older in the PPO health plan were moved to a lower cost Medicare supplement plan.

Union benefit costs have similarly been reformed over the last two contracts. Healthcare benefit changes have instituted premium share, co-insurance, and deductibles essentially parallel to the non-union plan. Simultaneously the DB pension plan for union employees was closed August 2012 and new hires now participate in a DC pension plan.

To further trim costs, TriMet implemented a self-insured medical plan for both union and non-union employees effective January 1, 2017.

The FY2021 Proposed Budget includes a non-union merit budget increase of 3.0% as well as a 1.5% pool targeted specifically to address identified pay equity issues.

The Working and Wage Agreement with the union expired on November 30, 2019. Future union wage increases must be negotiated with the union. Therefore, no wage increases are included in the FY2021 Proposed Budget.

**Pension Funding** - TriMet is continuing to strengthen its union DB pension plan reserves and has set a long-term horizon to pay unfunded liabilities. The FY2021 Proposed Budget is consistent with the pension policies approved by the Board of Directors on February 26, 2014 and amended November 23, 2019.

**Capital Maintenance and Replacement** - Additional buses, light rail maintenance of way, light rail vehicle maintenance,

facilities modernization, technology changes and station upgrade projects are included in the Proposed Budget.

**Diesel Fuel** - The cost of bus diesel fuel has decreased over the past five years. From a high in FY2015 at \$3.15 per gallon to a low in FY2019 at \$1.69 per gallon, although the average in FY2020 is around \$2.05 per gallon. In FY2021 the budget reflects an increase to \$2.80 per gallon. Diesel fuel costs for LIFT and WES have also decreased over the past five years. From a high in FY2015 of \$3.30 per gallon to a low in FY2019 of \$2.30 per gallon, although average in FY2020 is around \$2.23 per gallon. In FY2021 the budget reflects a moderate increase to \$2.45 per gallon.

**Transit Equity, Inclusion & Community Affairs** - TriMet increased the fare reductions dedicated to diversity and transit equity programs in September 2016, from \$1.3 million to \$1.5 million. The increase resulted from the change in the Honored Citizen fare from \$1.00 to \$1.25, and initiated to provide relief to Honored Citizens riders on a low income.

In FY2021, TriMet continues to provide free fare grants and fare supports to riders through TriMet's Access Transit programs, which provides non-profits an opportunity to purchase fares for low income riders at a discount through the Fare Assistance Program and, provides free fare grants to community based organizations through the Fare Relief Program. Now, using Statewide Transportation Improvement Fund (STIF) dollars, TriMet also offers free fare grants to 15 school districts across the service area for low income high school students. In addition to TriMet's Access Transit programs, the agency's Hop Fastpass® fare program, provides fare equity for frequent riders through its innovative fare-capping policy.

## **Resources**

Approximately 92% of TriMet's revenues come from three sources; payroll tax revenues, passenger revenues and federal funds. In addition, the budget also includes Capital Improvement Program (CIP) revenues that are dedicated for major capital projects separate from operations. The following describes the major revenues and other financing sources and the Resources tab provides financial details by source including the federal and state grant/local contributions.

### **Operating Revenues**

The revenue TriMet earns from fares covers more than \$124 million in current annual operating costs, or 17% of our operating expenses.

*Passenger Revenue* - The FY2021 Proposed Budget assumes no base fare increase. FY2021 passenger revenues are estimated to increase 6.8% or \$7.0 million over estimated FY2020, primarily due to increasing ridership due to service and the addition of safety and security personnel who will perform code enforcement. In addition, the implementation of the Low-Income Fare Program, increased Hop Fastpass market penetration, (STIF-dedicated) new service and continued on-time performance will have positive effects on ridership.

*Accessible Transportation Contract Revenues* - State and federal sources dedicated to LIFT Paratransit Service revenues are estimated at \$8.96 million in FY2020 and remain at \$8.96 million in FY2021.

*Service Contract Revenues* - This category contains only Portland Streetcar personnel revenue from the City of Portland, which contracts for operating personnel. In FY2021, these revenues are projected to be \$8.57 million.

*Advertising Revenues* - This category contains transit advertising revenue from local vendors advertising on TriMet buses and light rail vehicles. In FY2021, these revenues are projected to be \$3.86 million.

### **Non-Operating Revenues**

*Payroll Tax Revenues* - TriMet is projecting strong payroll tax revenue growth through FY2021. In FY2019, underlying employer payroll tax revenues<sup>1</sup> increased 2.9%. Underlying employer payroll tax revenues are forecast to increase 6.0% by the end of FY2020 and 6.6% in FY2021. By comparison, average annual growth of underlying employer payroll tax has been 5.8% over the last five years.

*Self-employment Tax Revenues* – The underlying growth from self-employment tax revenues decreased 3.6% in FY2019 and is projected to decrease 0.2% by the end of FY2020, but increase 3.0% in FY2021. Self-employment tax revenues make up 5% of payroll tax revenue.

*Federal Formula Grants* - Federal formula funds constitute 10.3% of TriMet's continuing resources for operations. In addition to approximately \$43.0 million of Section 5307 Urbanized Area Formula funds, \$27.5 million Section 5337 State of Good Repair funds, \$1.3 million Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities funds and

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<sup>1</sup>Underlying payroll tax revenues exclude revenues from the increase in the payroll tax rate.

\$3.6 million Section 5339(a) Buses & Bus Facilities Formula funds, TriMet receives \$21.4 million dollars a year in federal highway program funds through the Surface Transportation Block Grant (STBG) Program and Congestion Mitigation & Air Quality (CMAQ) Program to pay for regional rail program debt service.

Congress has appropriated the last year of a five-year program under the Fixing America's Surface Transportation (FAST) Act. TriMet's financial forecast and the FY2021 Proposed Budget include increased projections as a result of the FAST Act authorization.

*Statewide Transportation Improvement Fund Grant Revenue -*

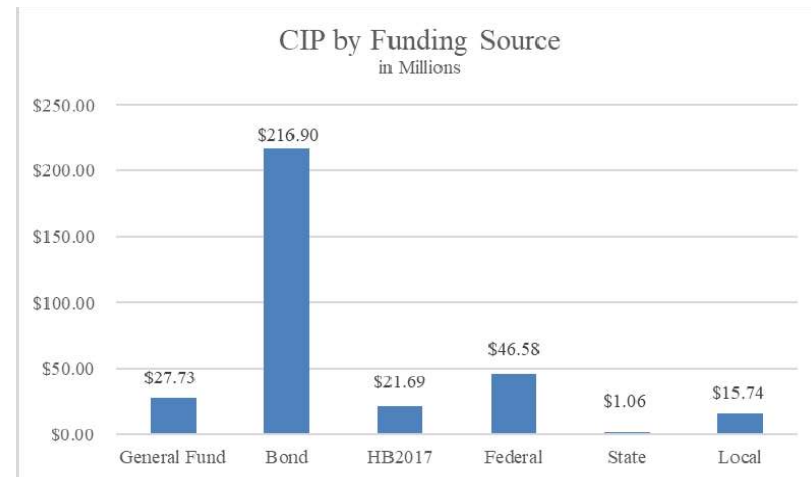
With the passage of Keep Oregon Moving, TriMet received a partial year receipt of \$24.6 million in grant funding in May 2019. TriMet expects to receive \$12.45 in FY2020 and estimates \$20.19 in FY2021. In addition, TriMet may receive discretionary STIF monies, which are awarded based on a proposal and may vary from year to year depending on the desired project. In FY2021, TriMet received \$280,000 in discretionary STIF dollars and will be requesting \$350,000 for FY2021.

*State & Local Operating Grants* – TriMet receives funding from state and local partners to fund various LIFT operations. In FY2020, TriMet anticipates receiving \$869,442 and is budgeted to receive \$1,547,653 in FY2021.

*Other Revenues* - \$9.1 million in other revenue is expected in FY2021 through interest revenue, fuel credit revenue and miscellaneous revenue, which is 1.3% of TriMet revenues.

## Capital Resources

Capital resources include Small Starts, Full Funding Grant Agreements, and Bond Proceeds.



## Requirements/Expenditures

TriMet's requirements total \$1.5 billion for FY2021. The Requirements tab details expenditures by organization unit (divisions), by Object Class and includes the personnel services schedule, materials & services schedule, summary of employees, and summary of fixed route service. The following subsections discuss various important factors affecting expenditures.

*Service* - TriMet is proposing to expand bus service hours 3% in FY2021. TriMet will make a series of changes to bus service including increased frequency, route changes and extensions. These investments are paid for by revenues generated by the increase in the employer payroll tax rate and the STIF. The

service improvements will occur throughout FY2021. The cost of the service improvements is approximately \$6.5 million.

*Pension Funding* - The implementation of Governmental Accounting Standards Board (GASB) No. 68 standard and industry best practices led TriMet to adopt pension funding plans that lay out how TriMet will bring its two closed DB pension plans to fully funded status over a reasonable long-term horizon. As of June 30, 2019, the non-union plan is 93.1% funded with a net pension liability of \$10.0 million. As of November 2019, the non-union plan is considered fully funded as the anticipated normal growth in the account will continue to fund the account to meet all obligations. The union plan is 80.5% funded, with a net pension liability of \$138.8 million as of June 30, 2018. The FY2021 Proposed Budget is consistent with the pension policies proposed by the Board of Directors on February 26, 2014 and amended November 2019. According to the 2018 National Association of State Retirement Administrators (NASRA), Summary of Findings, the national average pension funding level for governmental plans is 72.6%.

*Capital Investments* – TriMet has an intensive capital program. Capital expenditures are made for the acquisition or construction of a major capital asset that has a useful life of greater than one year. The FY2021 Capital Improvement Program (CIP) Proposed Budget totals \$329.7 million, the details of which are included in the CIP tab. Following are the major investments for FY2021:

#### Vehicle Purchases:

- *Buses.* TriMet replaced 392 buses between FY2014 and FY2020 and is planning to replace 19 buses in FY2021. The entire fleet will be low-floor low emission, air conditioned, and using a renewable diesel blend to emit

a lower amount of greenhouse gases. FY2020 included 26 expansion buses for service coverage and, similarly, FY2021 includes 25 expansion buses. TriMet has received three federal Low or No Emission Vehicle (Low-No) Program grants for the purchase of battery-electric buses – one in FY2016 (\$3.4 million), one in FY2018 (\$2.3 million), and one in FY2019 (\$2.1 million). The FY2016 grant dollars were used to purchase five New Flyer battery-electric buses; the FY2018 grant dollars are being used to acquire five Gillig battery-electric buses, which are expected to be acquired and in service sometime in FY2021; and, the FY2019 grant dollars will be used to purchase three Proterra battery-electric buses, which are expected to be acquired and in service sometime in FY2022.

- *LIFT Vehicles.* The FY2021 Proposed Budget assumes purchases will be funded using Bond funds. This spending will purchase 42 replacement vehicles.
- *Light Rail Vehicles (LRV).* The FY2021 Proposed Budget includes \$25.8 million for continued design work and initial manufacturing on the next generation of LRV.

#### System Expansion/Enhancement:

- *Southwest Corridor Light Rail Project.* Funding is included in the FY2021 Proposed Budget to fund continuing engineering (design) and federal environmental impact work. The majority of the early costs are supported by Metropolitan Transportation Improvement Program (MTIP) backed bonds.
- *Division Transit Project.* The FY2021 Proposed Budget includes funding to complete design and continuing construction of high capacity bus service between Downtown Portland and Gresham, running across the Tilikum Crossing Bridge and along Division Street.



TriMet received a Medium-High Small Starts rating in February 2018 and received Federal funding in January 2020. Revenue service is anticipated to begin in fall 2022.

- *A Better Red (MAX Red Line Extension & Improvements).* The FY2021 Budget includes \$10.4 million of funding to continue design work to extend the MAX Red Line west to Fair Complex/Hillsboro Airport Station and improve sections of the line to provide system wide reliability improvements. The Single Year Grant Agreement (SYGA) application will be submitted in July 2020, with construction scheduled to begin in April 2021, and service along the improve line beginning in 2023-2024. The current total Federal Capital Investment Grant project cost is anticipated to be \$206 million.
- *Portland-Milwaukie Light Rail.* There is \$5.4 million in the FY2021 budget to finish development around the MAX Orange Line, connecting Portland and Milwaukie. This spend is focused primarily on constructing the Gideon pedestrian overcrossing and Ruby Junction Operating Facility. In addition, the remaining grant funds of approximately \$18 million may be utilized for additional project related work through 2024.
- *Electric Vehicle Charging Infrastructure.* TriMet committed \$6.6 million in the FY2021 budget to further develop the charging infrastructure at the Powell bus facility to support electric buses in the future. In addition, TriMet is spending \$230,000 to add additional charging capability to the Merlo bus facility to support the buses procured with the Low-No Program grants detailed previously.

#### State of Good Repair:

The Federal Transit Administration requires all transit agencies to develop a Transit Asset Management (TAM) Plan. TriMet adopted its TAM plan in September 2018. The TAM Plan represents an opportunity for TriMet to better anticipate lifecycle costs and to maintain the system in a state of good repair. While TriMet has always dedicated funding towards maintaining assets in a state of good repair, the TAM Plan provides a framework by which TriMet can track its progress toward a mature, data-driven asset management system by setting a baseline of existing conditions and activities required to maintain all of TriMet's assets in a state of good repair. The budget dedicates \$128.8 million towards SGR projects, which is 39.1% of the CIP Budget. In addition to the vehicle purchases detailed earlier – much of which is SGR replacement – the following projects reflect the most significant SGR spend:

- *Operating Facilities.* The FY2021 Proposed Budget funds a variety of operating facilities repairs and expansions, including continued work on Powell Maintenance Facility overhaul, work to develop the infrastructure for electric bus charging; continued design and development of the Columbia bus base; modifications and expansions of the Ruby Junction Rail Operations Facility to accommodate the needs of system expansion, and various maintenance and operator support facility upgrades and refurbishments.
- *Steel Bridge MAX Improvements.* Funding is included in the FY2021 Proposed Budget for critical state of good repair work to improve reliability of the MAX light rail rail system through equipment and infrastructure improvements and upgrades on this vital asset that all MAX lines cross.

- *Ticket Vending Machine & Fixed-Route Bus Farebox Replacement.* There is \$8.1 million of funding included in the FY2021 budget to replace the ticket vending machines on rail platforms and bus fareboxes.
- *IT Infrastructure.* The FY2021 Budget includes \$4.6 million to replace aging IT equipment, including mobile routers, servers, communications towers, desktop computers, and fiber lines.

#### Other Capital Projects:

- *Safety Enhancements.* In addition to spending dedicated to safety and security imbedded in the other projects, the FY2021 Budget includes \$5.5 million for projects specifically focused on improving safety and security for bus and rail facilities and vehicles.
- *Enhanced Transit Concepts.* There is \$6.2 million budgeted in FY2021 to develop and implement projects in partnership with local agencies to create priority treatments along TriMet's Frequent Service bus network, decrease bus travel time, and increase service reliability.

#### **Debt Service**

Total FY2021 debt service is \$123.1 million, of which \$60.0 million is reserved for a Bank Line of Credit. Up to \$21.4 million of TriMet's FY2021 debt service is funded by MTIP revenues, the regional federal flexible highway funds that TriMet receives from Metro each year to pay debt service on TriMet's 2011 and 2018 Capital Grant Receipt Revenue Bonds.

Existing senior lien payroll tax revenue funded debt service for FY2020 was budgeted at 6.0% of continuing revenues. In FY2021, TriMet may issue bonds totaling approximately \$200

million, bringing Debt service on senior lien payroll tax revenue bonds to 6.4%, well below the 7.5% of continuing revenues limit set by the Board of Directors.

#### **Staffing Increases**

In FY2021, TriMet will increase staffing by 67.50 union positions (66 FTE):

- 42.50 positions (41 FTE) dedicated to transportation operations
- 8 positions dedicated to safety & security
- 9 positions dedicated to maintenance
- 4 positions dedicated to financial & administrative services
- 4 positions dedicated to public affairs

In addition, 46 non-union positions (44.05 FTE) will be added:

- 1 position dedicated to operations planning & development
- 1 position dedicated to business planning & development
- 4 positions dedicated to safety & security
- 8 positions (7.50 FTE) dedicated to maintenance
- 18 positions dedicated to information technology
- 1 position (-0.45 FTE net with reductions to limited term) dedicated to public affairs
- 5 positions dedicated to financial & administrative services
- 1 position dedicated to labor relations & human resources
- 3 positions dedicated to legal services
- 4 positions dedicated to the CIP where between 75% and 85% of their costs will be covered by individual project funding, such as the Southwest Corridor Light Rail Project, A Better Red project and the Division Transit Project.

Numerous full-time positions have start dates later in the budget year.

### **In Summary**

The FY2021 Proposed Budget focuses on enhancing customer and employee safety, incorporation of STIF programs, such as the transit assistance program, implementation of key state of good repairs on critical infrastructure; development of a long term carbon reduction strategy that includes zero emissions power sources for TriMet's facilities and fleet, implementation of bus and rail fleet replacement and expansion, and increased speed and capacity in the Portland metro areas key transit corridors.

TriMet's fiscal plan continues to address essential capital maintenance and replacement in addition to the advancement of important regional expansion projects such as the Division Transit Project and Southwest Corridor Light Rail Project.

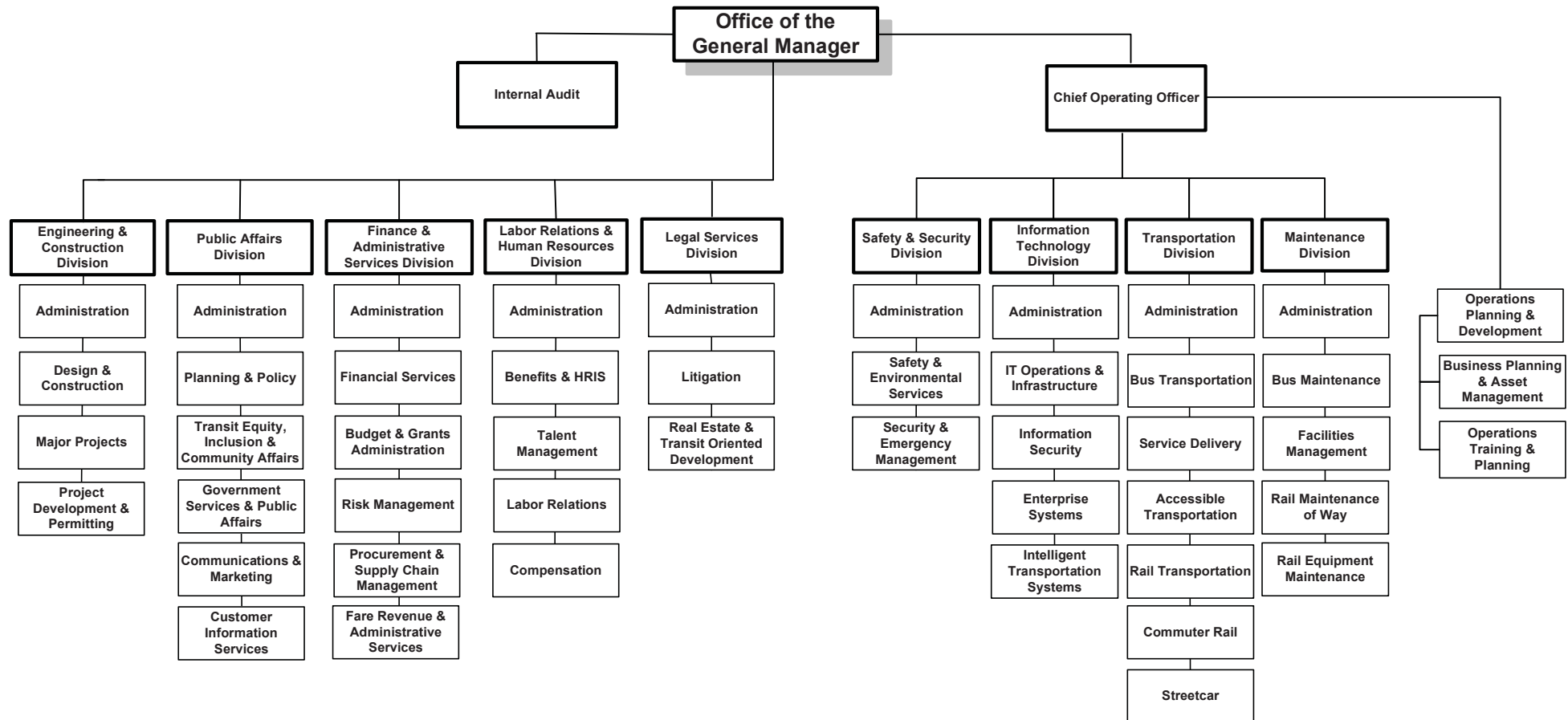
The fiscal plan is consistent with Board policy to fund the non-union unfunded pension liability over a closed 10-year period and funding the union unfunded pension liability over a closed 15-year to an open 5-year amortization.

The fiscal plan also dedicates new payroll tax revenues to new service and meets Board Strategic Finance Plan policies, including limiting debt service to no more than 7.5% of ongoing revenue.

TriMet is committed to staying on course to achieve long-term fiscal stability to keep its commitments to riders, employees, retirees and payroll taxpayers and to meet the transit needs of the growing region.



## Budget Organization Chart: FY2020-2021 Proposed Budget



Overview-19



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## Resource Summary

## 3.5 TriMet Annual Budget Process - FY21

Revenue Category	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Beginning Fund Balance as of July 1*							
Restricted Bond Proceeds & Other Restricted	205,684,755	399,336,631	291,548,472	212,029,068	311,888,985		
Restricted Fund Adjustment			72,394,918	72,394,918			
Restricted Debt Service	39,587,854	59,291,993	45,463,021	45,426,652	45,500,000		
Unrestricted Budgetary Fund Balance	196,190,565	207,823,042	167,453,887	205,468,279	158,428,682		
Total Beginning Fund Balance	\$441,463,174	\$666,451,666	\$576,860,298	\$535,318,917	\$515,817,667		
Operating Revenue							
Passenger	113,836,174	106,832,387	110,000,000	102,500,000	109,500,000		
Transit Advertising	3,678,750	3,741,830	3,854,000	3,752,500	3,865,100		
ATP Serv - Contract Rev	7,607,217	8,061,672	8,095,000	8,954,000	8,954,000		
Service Contracts	7,992,688	8,574,236	8,985,285	8,574,000	8,574,000		
Total Operating Revenue	\$133,114,828	\$127,210,125	\$130,934,285	\$123,780,500	\$130,893,100		
Tax Revenue **							
Payroll Tax Rev-Employer	340,352,473	354,486,790	389,650,000	378,808,384	410,187,000		
Payroll Tax Rev-Self Empl	16,627,433	16,254,849	19,495,000	16,378,458	17,144,000		
Payroll Tax Rev-State In-Lieu	2,063,285	2,009,113	2,265,000	2,230,108	2,352,000		
Total Tax Revenue	\$359,043,191	\$372,750,752	\$411,410,000	\$397,416,950	\$429,683,000		
Other Revenue							
Federal Operating Grants	118,123,666	95,086,660	100,725,641	91,401,639	103,509,803		
State STIF-Discretionary			280,000		350,000		
State STIF-Formula		3,469,676	36,019,560	12,453,510	20,194,315		
State Operating Grants	1,509,381	1,111,897	850,297	850,297	1,527,953		
Local Operating Grants	93,785			19,145	19,700		
Local Operating Revenue	1,661,951		1,164,800	1,424,000	1,339,200		
Interest	5,972,142	14,489,668	1,450,000	2,600,000	2,613,000		
Miscellaneous	5,210,745	8,611,489	6,210,000	12,185,300	6,486,400		
Total Other Revenue	\$132,571,669	\$122,769,390	\$146,700,298	\$120,933,891	\$136,040,371		
Total Operating Resources(Excluding Beginning Fund Balance)	\$624,729,688	\$622,730,267	\$689,044,583	\$642,131,341	\$696,616,471		
CIP Resources	11,583,602	9,411,789	48,403,328	69,534,344	85,070,547		
Bond Proceeds	262,145,000		200,000,000	200,000,000	200,000,000		
Light Rail Program Resources	102,286,142	42,500,535					
Bank Line of Credit Principal		10,000,000			60,000,000		
Other Non-Operating Resources	4,041,244	5,026,950	14,571,877	13,354,437	11,089,888		
Total Resources	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\* Budgetary Fund Balance. Restricted funds include funds held in trust to pay debt service, plus bond proceeds and other resources designated for specific projects.

Restricted Fund Adjustment is due to change in basis of accounting for debt service from GAAP/full accrual to cash basis.

Unrestricted funds are resources maintained to cover cash flow until tax and grant revenues are collected.

\*\* Budgeted payroll tax revenues are an estimate of fiscal year payroll tax cash receipts. Actuals are an estimate of payroll taxes from wages and salaries earned in the fiscal year.

### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Office of the General Manager Division							
Office of General Manager Department	795,965	687,878	655,035	631,278	676,875		
Diversity & Transit Equity Department	645,092	1,228,919					
Internal Audit Department	280,784	248,620	297,845	261,335	310,562		
Total Office of the General Manager Division	\$1,721,841	\$2,165,417	\$952,880	\$892,613	\$987,437		
Chief Operation Officer Division							
Office of Chief Operating Officer Department			928,930	780,977	1,024,304		
Operations Planning & Development Department			1,416,244	1,279,072	1,377,940		
Business Planning & Asset Management Department			1,197,467	1,137,989	2,764,940		
Operations Training & Planning Department			8,637,235	8,337,536	8,466,029		
Total Chief Operation Officer Division			\$12,179,876	\$11,535,574	\$13,633,213		
Transportation Division							
Transportation Administration Department	2,405,540	2,719,885	889,514	916,792	1,091,553		
Bus Transportation Department	127,399,863	133,707,095	154,288,238	151,898,452	156,261,125		
Field Operations Department	18,144,068	18,967,046					
Service Delivery Department	1,647,548	1,681,006	2,340,693	2,642,646	2,391,134		
Accessible Transportation Programs Department	37,919,475	37,717,269	40,300,623	39,954,290	41,496,663		
Rail Transportation Department	23,430,185	23,990,155	34,086,365	33,784,565	35,427,667		
Commuter Rail Department	5,939,868	6,050,894	6,446,052	6,453,351	7,462,864		
Portland Streetcar Department	15,333,422	16,604,710	17,056,681	17,098,615	18,639,614		
Total Transportation Division	\$232,219,969	\$241,438,060	\$255,408,166	\$252,748,711	\$262,770,620		
Safety & Security Division							
Safety & Security Administration Department			585,047	550,276	635,806		
Safety & Environmental Services Department	3,690,285	3,762,631	3,121,871	2,842,351	3,146,457		
Security & Emergency Management Department	16,389,475	19,233,132	25,765,163	22,794,377	27,291,813		
Bus Transportation Training Department	4,213,812	4,431,074					
Rail Transportation Training Department	1,688,238	1,798,237					
Total Safety & Security Division	\$25,981,810	\$29,225,074	\$29,472,081	\$26,187,004	\$31,074,076		
Maintenance Division							
Maintenance Administration Department			1,227,999	614,000	1,570,089		
Bus Maintenance Department	57,586,009	64,346,536	65,306,804	63,713,661	69,240,615		
Facilities Management Bus-Rail Department	19,265,257	20,824,982	21,850,932	21,341,341	22,345,609		
Rail Maintenance Of Way Department	17,311,769	18,165,371	19,168,435	18,519,901	20,788,762		
Rail Equipment Maintenance Department	40,229,899	45,119,028	47,576,045	44,219,817	46,728,338		
Total Maintenance Division	\$134,392,934	\$148,455,917	\$155,130,215	\$148,408,720	\$160,673,413		



### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Information Technology Division							
IT Administration Department	11,106,337	13,427,001	7,390,031	6,199,893	8,107,839		
IT Operations & Infrastructure Department			3,036,201	3,283,218	3,647,167		
Information Security Department			587,419	640,909	803,687		
Enterprise Systems Department			4,965,382	4,768,169	5,094,789		
Intelligent Transportation Systems Department			2,280,602	2,292,007	2,595,133		
Total Information Technology Division	\$11,106,337	\$13,427,001	\$18,259,635	\$17,184,196	\$20,248,615		
Public Affairs Division							
Public Affairs Administration Department	647,097	555,095	1,028,259	898,266	1,190,208		
Policy & Planning Department	5,418,760	5,207,339	5,480,873	4,774,591	5,377,227		
GIS & Location Based Services Department	522,755	555,612					
Transit Equity Inclusion & Community Affairs Department	-3,543		2,484,153	2,052,077	3,367,209		
Government Services and Public Affairs Department	588,749	635,406	1,039,844	939,951	1,004,310		
Communications & Marketing Department	4,760,805	4,596,676	4,147,802	4,147,176	4,178,362		
Customer Information Services Department	3,409,251	3,877,235	3,813,407	3,733,374	3,846,117		
Total Public Affairs Division	\$15,343,874	\$15,427,363	\$17,994,338	\$16,545,435	\$18,963,433		
Finance & Administrative Services Division							
Finance & Administrative Services Department	509,393	1,094,425	1,133,252	1,014,141	1,194,774		
Financial Services Department	2,686,174	2,790,921	3,026,711	2,958,703	3,224,395		
Budget & Grants Administration Department	832,267	1,184,157	1,224,837	1,160,658	1,273,955		
Risk Management Department	3,593,101	3,706,133	3,982,071	3,932,590	4,343,707		
Procurement & Supply Chain Management Department	1,721,610	1,685,248	5,437,815	5,154,901	6,251,311		
Fare Revenue & Administrative Services Department	9,781,837	9,878,254	10,870,273	11,218,857	12,977,737		
Total Finance & Administrative Services Division	\$19,124,382	\$20,339,138	\$25,674,959	\$25,439,850	\$29,265,879		
Labor Relations & Human Resources Division							
Human Resources Administration Department	703,203	1,015,387	1,065,997	812,826	1,149,315		
Benefits & HRIS Department	1,392,918	1,633,452	1,448,888	1,404,665	1,678,709		
Talent Management Department	1,335,168	1,543,537	1,671,980	1,563,076	2,154,433		
Labor Relations Department	850,870	939,782	1,062,317	892,973	853,706		
Compensation Department			425,554	427,827	451,356		
Total Labor Relations & Human Resources Division	\$4,282,159	\$5,132,158	\$5,674,736	\$5,101,367	\$6,287,519		
Legal Services Division							
Legal Services Administration Department	2,229,357	2,276,330	1,471,209	1,362,277	1,555,808		
Litigation Department			942,851	922,602	962,485		
Real Estate & Transit Oriented Development Department			2,604,364	2,354,645	3,758,815		
Total Legal Services Division	\$2,229,357	\$2,276,330	\$5,018,424	\$4,639,524	\$6,277,108		

### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Engineering & Construction Division							
Engineering & Construction Administration Department	583,160	549,712	1,463,430	1,314,657	1,584,199		
Design and Construction Department	4,031,952	3,834,858	1,570,423	1,094,283	1,836,827		
Major Projects Department			663,154	470,498	428,049		
Project Development and Permitting Department			337,388	424,507	314,873		
Total Engineering & Construction Division	\$4,615,112	\$4,384,570	\$4,034,395	\$3,303,945	\$4,163,948		
Other Post Employment Benefits	49,618,949	50,168,488	50,839,019	50,711,719	52,943,200		
Debt Service	140,494,146	159,664,589	104,556,532	81,429,706	123,096,606		
Total Operating Requirements	\$641,130,870	\$692,104,105	\$685,195,256	\$644,128,364	\$730,385,067		
Capital Improvement Program (CIP)							
Chief Operating Officer Division			1,139,749	1,139,749	4,026,150		
Transportation Division	3,879,949	2,794,646	4,093,227	4,158,135	4,138,111		
Safety & Security Division	13,583,028	4,617,611	9,839,601	11,382,182	5,507,745		
Maintenance Division	58,618,398	85,577,597	143,296,964	136,964,760	132,257,412		
Information Technology Division	8,770,527	6,252,473	2,687,776	2,623,579	7,783,749		
Public Affairs Division	1,934,320	591,559	5,583,669	5,562,504	4,697,749		
Finance & Administrative Services Division	2,492,734	2,395,210	11,414,650	8,981,657	11,242,192		
Labor Relations & Human Resources Division	47,500						
Legal Services Division	233,205	629,815	1,898,267	1,717,472	824,086		
Engineering & Construction Division	39,605,541	81,789,858	120,489,031	101,819,741	159,226,985		
Total Capital Improvement Program (CIP)	\$129,165,202	\$184,648,769	\$300,442,934	\$274,349,779	\$329,704,179		
Pass Through Revenues & Requirements	4,041,244	4,562,699	14,571,877	13,354,437	11,089,888		
Regional Fund Exchange Payments	5,459,868	4,786,635	7,688,792	7,688,792	7,706,127		
Special Payment		7,095,000	5,000,000	5,000,000			
Total Other Non-Operating Requirements	\$9,501,112	\$16,444,334	\$27,260,669	\$26,043,229	\$18,796,015		
Contingency			24,019,235		33,711,552		
Ending Fund Balance as of June 30*							
Restricted Bond Proceeds & Other Restricted	399,336,631	212,029,068	306,210,786	311,888,985	271,762,041		
Restricted Debt Service	59,291,993	45,426,652	45,500,000	45,500,000	47,500,000		
Unrestricted Funds	207,823,042	205,468,279	140,251,206	158,428,682	136,735,719		
Total Ending Fund Balance	\$666,451,666	\$462,923,999	\$491,961,992	\$515,817,667	\$455,997,760		
Total Requirements	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\*Budgetary Fund Balance. Restricted funds include funds withdrawn by the Trustee to pay debt service, plus bond proceeds and other resources designated for specific projects. Unrestricted funds are resources maintained to cover cash flow until tax and grant revenues are collected.

### 3.5 TriMet Annual Budget Process - FY21

#### CIP Resources

	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
State, Local Government & Private Contributions	2,840,261	3,036,417	26,573,543	26,371,656	38,486,295		
Federal Transit Administration Grants, Programmed	8,743,341	37,040,636	21,829,785	43,162,688	46,584,252		
Revenue Bond Proceeds	47,657,538	128,208,072	220,818,550	172,226,371	216,903,580		
Operating Resources Dedicated for Capital*	69,924,062	16,363,644	31,221,056	32,589,064	27,730,052		
Total CIP Resources	\$129,165,202	\$184,648,769	\$300,442,934	\$274,349,779	\$329,704,179		

\* Line included for information only. Operating resources are drawn on agency resources.

### 3.5 TriMet Annual Budget Process - FY21

#### CIP Requirements

Operating	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Chief Operating Officer Division			1,139,749	1,139,749	4,026,150		
Transportation Division	3,879,949	2,794,646	4,093,227	4,158,135	4,138,111		
Safety & Security Division	13,583,028	4,617,611	9,839,601	11,382,182	5,507,745		
Maintenance Division	58,618,398	85,577,597	143,296,964	136,964,760	132,257,412		
Information Technology Division	8,770,527	6,252,473	2,687,776	2,623,579	7,783,749		
Public Affairs Division	1,934,320	591,559	5,583,669	5,562,504	4,697,749		
Finance & Administrative Services Division	2,492,734	2,395,210	11,414,650	8,981,657	11,242,192		
Labor Relations & Human Resources Divison	47,500						
Legal Services Division	233,205	629,815	1,898,267	1,717,472	824,086		
Engineering & Construction Division	39,605,541	81,789,858	120,489,031	101,819,741	159,226,985		
Total CIP Requirements	\$129,165,202	\$184,648,769	\$300,442,934	\$274,349,779	\$329,704,179		

### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF FUND HISTORY

FY2018 Actual	FY2019 Actual	FY2020 Budget	Fund	FY2021		
				Proposed	Approved	Adopted
			I. Operating Program			
			A. Resources			
441,463,174	666,451,666	576,860,298	Beginning Fund Balance-Restricted and Unrestricted	515,817,667		
113,836,174	106,832,387	110,000,000	Passenger Revenue	109,500,000		
19,278,654	20,377,738	20,934,285	Other Operating Revenue	21,393,100		
359,043,191	372,750,752	411,410,000	Tax Revenue	429,683,000		
132,571,669	122,769,390	146,700,298	Other Revenue	136,040,371		
4,041,244	5,026,950	14,571,877	Other Non-Operating Resources	11,089,888		
262,145,000		200,000,000	Bond Proceeds	200,000,000		
	10,000,000		Bank Line of Credit	60,000,000		
102,286,142	42,500,535		Light Rail Funds Restricted for Debt Service			
\$1,434,665,248	\$1,346,709,418	\$1,480,476,758	Total Operating Program Resources	\$1,483,524,026		
			B. Requirements			
347,112,367	365,565,529	399,216,820	Personnel Services	409,914,461		
153,524,357	166,873,987	181,421,904	Materials & Services	197,374,000		
140,494,146	159,664,589	104,556,532	Debt Service	123,096,606		
9,501,112	16,444,334	27,260,669	Other Non-Operating Requirements	18,796,015		
		24,019,235	Contingency	33,711,552		
666,451,666	462,923,999	491,961,992	Ending Fund Balance-Restricted and Unrestricted	455,997,760		
\$1,317,083,648	\$1,171,472,438	\$1,228,437,152	Total Operating Program Requirements	\$1,238,890,394		
			II. CIP			
			A. Resources			
2,840,261	3,036,717	26,573,543	State, Local Government & Private Contributions	38,486,295		
8,743,341	6,375,073	21,829,785	Federal Transit Administration Grants	46,584,252		
\$11,583,602	\$9,411,790	\$48,403,328	Total CIP Resources	\$85,070,547		
			B. Requirements			
129,165,202	184,648,769	300,442,934	Projects	329,704,179		
\$129,165,202	\$184,648,769	\$300,442,934	Total CIP Requirements	\$329,704,179		
\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	Total Resources	\$1,568,594,573		
\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	Total Requirements	\$1,568,594,573		

### 3.5 TriMet Annual Budget Process - FY21

#### PASS THROUGH REVENUES AND REQUIREMENTS

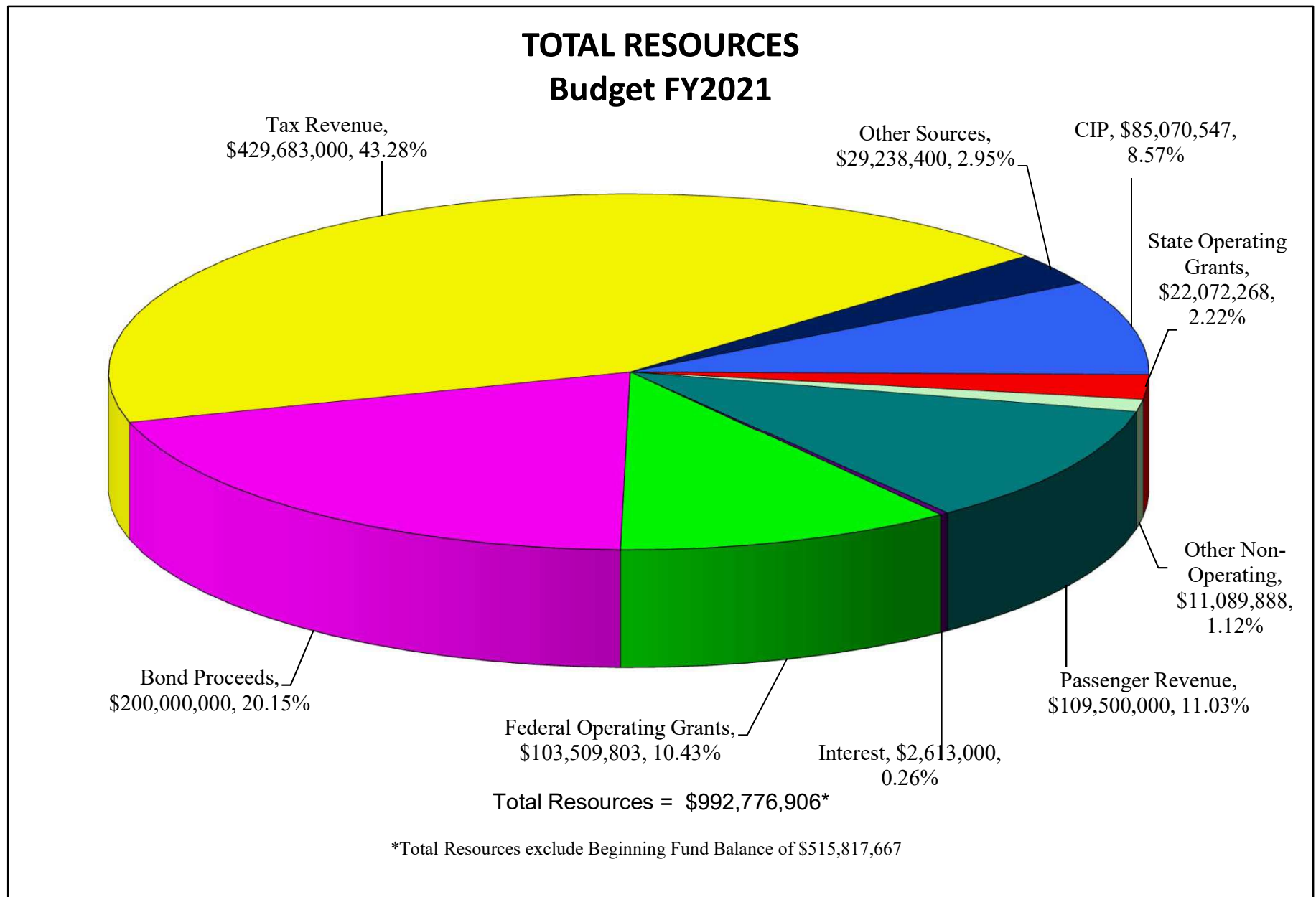
	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Special Transportation Fund Formula	4,002,543	3,902,407	3,456,875	3,456,875	3,456,875		
Special Transportation Fund Discretionary		609,054					
Title XIX Match Clackamas, Multnomah & Washington Counties		2,544	740,562	740,562	740,562		
99W ODOT Agreement #30684 - City of Portland Match	17,130	21,612					
99W ODOT Agreement #30684 - City of Tigard Match	21,571	27,082					
State STIF-Discretionary			200,000		200,000		
State STIF-Formula Regional Coordination			5,431,244	4,888,120	3,534,613		
State STIF-Formula Direct Pass Thru to Jurisdictions Outside TriMet			4,743,196	4,268,880	3,157,838		
Total pass through revenues and requirements	\$4,041,244	4,562,699	\$14,571,877	\$13,354,437	\$11,089,888		

#### REGIONAL FUND EXCHANGE PAYMENTS

	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Metro Program Fund Exchanges	5,459,868	4,786,635	7,688,792	7,688,792	7,706,127		
Total regional fund exchanges	\$5,459,868	\$4,786,635	\$7,688,792	\$7,688,792	\$7,706,127		

#### SPECIAL PAYMENTS

	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Active Transportation/Safe Routes to School		2,000,000					
Enhanced Transit Projects		95,000					
ODOT Project Development: Highway/Arterial		5,000,000	5,000,000	5,000,000			
Total special payments		\$7,095,000	\$5,000,000	\$5,000,000			





## Resource Summary

## 3.5 TriMet Annual Budget Process - FY21

Revenue Category	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Beginning Fund Balance as of July 1*							
Restricted Bond Proceeds & Other Restricted	205,684,755	399,336,631	291,548,472	212,029,068	311,888,985		
Restricted Fund Adjustment			72,394,918	72,394,918			
Restricted Debt Service	39,587,854	59,291,993	45,463,021	45,426,652	45,500,000		
Unrestricted Budgetary Fund Balance	196,190,565	207,823,042	167,453,887	205,468,279	158,428,682		
Total Beginning Fund Balance	\$441,463,174	\$666,451,666	\$576,860,298	\$535,318,917	\$515,817,667		
Operating Revenue							
Passenger	113,836,174	106,832,387	110,000,000	102,500,000	109,500,000		
Transit Advertising	3,678,750	3,741,830	3,854,000	3,752,500	3,865,100		
ATP Serv - Contract Rev	7,607,217	8,061,672	8,095,000	8,954,000	8,954,000		
Service Contracts	7,992,688	8,574,236	8,985,285	8,574,000	8,574,000		
Total Operating Revenue	\$133,114,828	\$127,210,125	\$130,934,285	\$123,780,500	\$130,893,100		
Tax Revenue **							
Payroll Tax Rev-Employer	340,352,473	354,486,790	389,650,000	378,808,384	410,187,000		
Payroll Tax Rev-Self Empl	16,627,433	16,254,849	19,495,000	16,378,458	17,144,000		
Payroll Tax Rev-State In-Lieu	2,063,285	2,009,113	2,265,000	2,230,108	2,352,000		
Total Tax Revenue	\$359,043,191	\$372,750,752	\$411,410,000	\$397,416,950	\$429,683,000		
Other Revenue							
Federal Operating Grants	118,123,666	95,086,660	100,725,641	91,401,639	103,509,803		
State STIF-Discretionary			280,000		350,000		
State STIF-Formula		3,469,676	36,019,560	12,453,510	20,194,315		
State Operating Grants	1,509,381	1,111,897	850,297	850,297	1,527,953		
Local Operating Grants	93,785			19,145	19,700		
Local Operating Revenue	1,661,951		1,164,800	1,424,000	1,339,200		
Interest	5,972,142	14,489,668	1,450,000	2,600,000	2,613,000		
Miscellaneous	5,210,745	8,611,489	6,210,000	12,185,300	6,486,400		
Total Other Revenue	\$132,571,669	\$122,769,390	\$146,700,298	\$120,933,891	\$136,040,371		
Total Operating Resources(Excluding Beginning Fund Balance)	\$624,729,688	\$622,730,267	\$689,044,583	\$642,131,341	\$696,616,471		
CIP Resources	11,583,602	9,411,789	48,403,328	69,534,344	85,070,547		
Bond Proceeds	262,145,000		200,000,000	200,000,000	200,000,000		
Light Rail Program Resources	102,286,142	42,500,535					
Bank Line of Credit Principal		10,000,000			60,000,000		
Other Non-Operating Resources	4,041,244	5,026,950	14,571,877	13,354,437	11,089,888		
Total Resources	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\* Budgetary Fund Balance. Restricted funds include funds held in trust to pay debt service, plus bond proceeds and other resources designated for specific projects.

Restricted Fund Adjustment is due to change in basis of accounting for debt service from GAAP/full accrual to cash basis.

Unrestricted funds are resources maintained to cover cash flow until tax and grant revenues are collected.

\*\* Budgeted payroll tax revenues are an estimate of fiscal year payroll tax cash receipts. Actuals are an estimate of payroll taxes from wages and salaries earned in the fiscal year.

## Resource Summary By Source

## 3.5 TriMet Annual Budget Process - FY21

Revenue Category	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Beginning Fund Balance as of July 1*							
Restricted Bond Proceeds & Other Restricted	205,684,755	399,336,631	291,548,472	212,029,068	311,888,985		
Restricted Fund Adjustment			72,394,918	72,394,918			
Restricted Debt Service	39,587,854	59,291,993	45,463,021	45,426,652	45,500,000		
Unrestricted Budgetary Fund Balance	196,190,565	207,823,042	167,453,887	205,468,279	158,428,682		
Total Beginning Fund Balance	\$441,463,174	\$666,451,666	\$576,860,298	\$535,318,917	\$515,817,667		
Operating Revenue							
Passenger	113,836,174	106,832,387	110,000,000	102,500,000	109,500,000		
Transit Advertising	3,678,750	3,741,830	3,854,000	3,752,500	3,865,100		
ATP Serv - Contract Rev	7,607,217	8,061,672	8,095,000	8,954,000	8,954,000		
Service Contracts	7,992,687	8,574,236	8,985,285	8,574,000	8,574,000		
Local Operating Revenue	1,661,951		1,164,800	1,424,000	1,339,200		
Total Operating Revenue	\$134,776,779	\$127,210,125	\$132,099,085	\$125,204,500	\$132,232,300		
Non-Operating Resources							
Interest	5,972,142	14,489,668	1,450,000	2,600,000	2,613,000		
Miscellaneous	5,210,745	8,611,489	6,210,000	12,185,300	6,486,400		
Total Non-Operating Resources	\$11,182,887	\$23,101,157	\$7,660,000	\$14,785,300	\$9,099,400		
Tax Revenue **							
Payroll Tax Rev-Employer	340,352,473	354,486,790	389,650,000	378,808,384	410,187,000		
Payroll Tax Rev-Self Empl	16,627,433	16,254,849	19,495,000	16,378,458	17,144,000		
Payroll Tax Rev-State In-Lieu	2,063,285	2,009,113	2,265,000	2,230,108	2,352,000		
Total Tax Revenue	\$359,043,191	\$372,750,752	\$411,410,000	\$397,416,950	\$429,683,000		
Grants							
Federal Operating Grants	118,123,666	95,086,660	100,725,641	91,401,639	103,509,803		
State STIF-Discretionary			280,000		350,000		
State STIF-Formula		3,469,676	36,019,560	12,453,510	20,194,315		
State Operating Grants	1,509,381	1,111,897	850,297	850,297	1,527,953		
Local Operating Grants	93,785			19,145	19,700		
Capital Grants	111,029,483	48,875,608	21,829,785	43,162,688	46,584,252		
Total Grants	\$230,756,315	\$148,543,841	\$159,705,283	\$147,887,279	\$172,186,023		
Other Resources							
Capital Assistance	2,840,261	3,036,717	26,573,543	26,371,656	38,486,295		
Bond Proceeds	262,145,000		200,000,000	200,000,000	200,000,000		
Bank Line of Credit Principal		10,000,000			60,000,000		
Other Non-Operating Resources	4,041,244	5,026,950	14,571,877	13,354,437	11,089,888		
Total Other Resources	\$269,026,505	\$18,063,667	\$241,145,420	\$239,726,093	\$309,576,183		
Total Resources	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\* Budgetary Fund Balance. Restricted funds include funds held in trust to pay debt service, plus bond proceeds and other resources designated for specific projects.

Restricted Fund Adjustment is due to change in basis of accounting for debt service from GAAP/full accrual to cash basis.

Unrestricted funds are resources maintained to cover cash flow until tax and grant revenues are collected.

\*\* Budgeted payroll tax revenues are an estimate of fiscal year payroll tax cash receipts. Actuals are an estimate of payroll taxes from wages and salaries earned in the fiscal year.

### 3.5 TriMet Annual Budget Process - FY21

#### Federal & State Grant/Local Contribution Summary

Type of Funding	Purpose	Percent of Contributions	FY2021		
			Proposed	Approved	Adopted
<b>Federal Operating Grants</b>					
FTA Urbanized Area Formula Program (5307)	Preventive Maintenance	80.00%	43,000,000		
FTA MAP-21 State of Good Repair Funds (5337)	Preventive Maintenance	80.00%	27,524,142		
Regional STBG & CMAQ FHWA Flex Funds	Regional Rail Debt Service	89.73%	21,390,000		
Regional STBG FHWA Flex Funds	Metro Program Fund Exchanges	89.73%	7,706,127		
Regional STBG FHWA Flex Funds	Regional Transp Options Program	89.73%	500,000		
Federal Section 20005 (b)(2) Discretionary Funds	Transit Oriented Development	77.00%	350,000		
Integrated Mobility Innovation Dem Program (5312)	Integrated Mobility Options	77.46%	1,449,826		
Federal Transit Security Operating Grant Funds	Anti-Terrorism Transit Security	100.00%	63,333		
FTA Enhanced Mobility of Sr & Indv w/Dis Funds (5310)	Ride Connection Contracted Service	80.00%	1,324,375		
Homeland Security Funds	Safety & Security-Police/Canine	100.00%	202,000		
<b>Total Federal Operating Grants</b>			<b>\$103,509,803</b>		
<b>Federal CIP Grants</b>					
FTA Section 5339(a) Bus & Bus Facilities Formula	Fixed Route Buses Repl & Exp-Diesel Buses	80.00%	3,570,000		
FTA Section 5309 CIG New Starts	Portland-Milwaukie Light Rail Project	55.88%	5,435,353		
FTA Section 5309 CIG Small Starts	Division Transit Project	61.15%	33,200,413		
FTA Section 5339(c) Low or No-Emission Veh	Electric Buses	49.00%	2,290,000		
FTA Section 5312 Innovations in Transit Public Safety	Operator Safety & Rider Awareness	72.34%	151,052		
FTA Section 5307 Urbanized Area Formula	162nd Ave Pedestrian Access Improvement	80.00%	461,743		
Regional STBG FHWA Flex	Powell-Division Corridor Safety & Access to Transit	89.73%	1,475,691		
<b>Total Federal CIP Grants</b>			<b>\$46,584,252</b>		
<b>Total Federal Grants</b>			<b>\$150,094,055</b>		
<b>State Operating Grants</b>					
State 5310 Formula	LIFT Operations	89.73%	758,100		
State STIF-Formula	Service and Fare Programs	100.00%	20,194,315		
State STIF-Discretionary	Spot Improvement Program & Market Study	80.00%	350,000		
State Special Transportation	LIFT Operations	100.00%	92,153		
State 5310 Accessibility Services Program	LIFT Operations	87.73%	677,700		
<b>Total State Operating Grants</b>			<b>\$22,072,268</b>		

### 3.5 TriMet Annual Budget Process - FY21

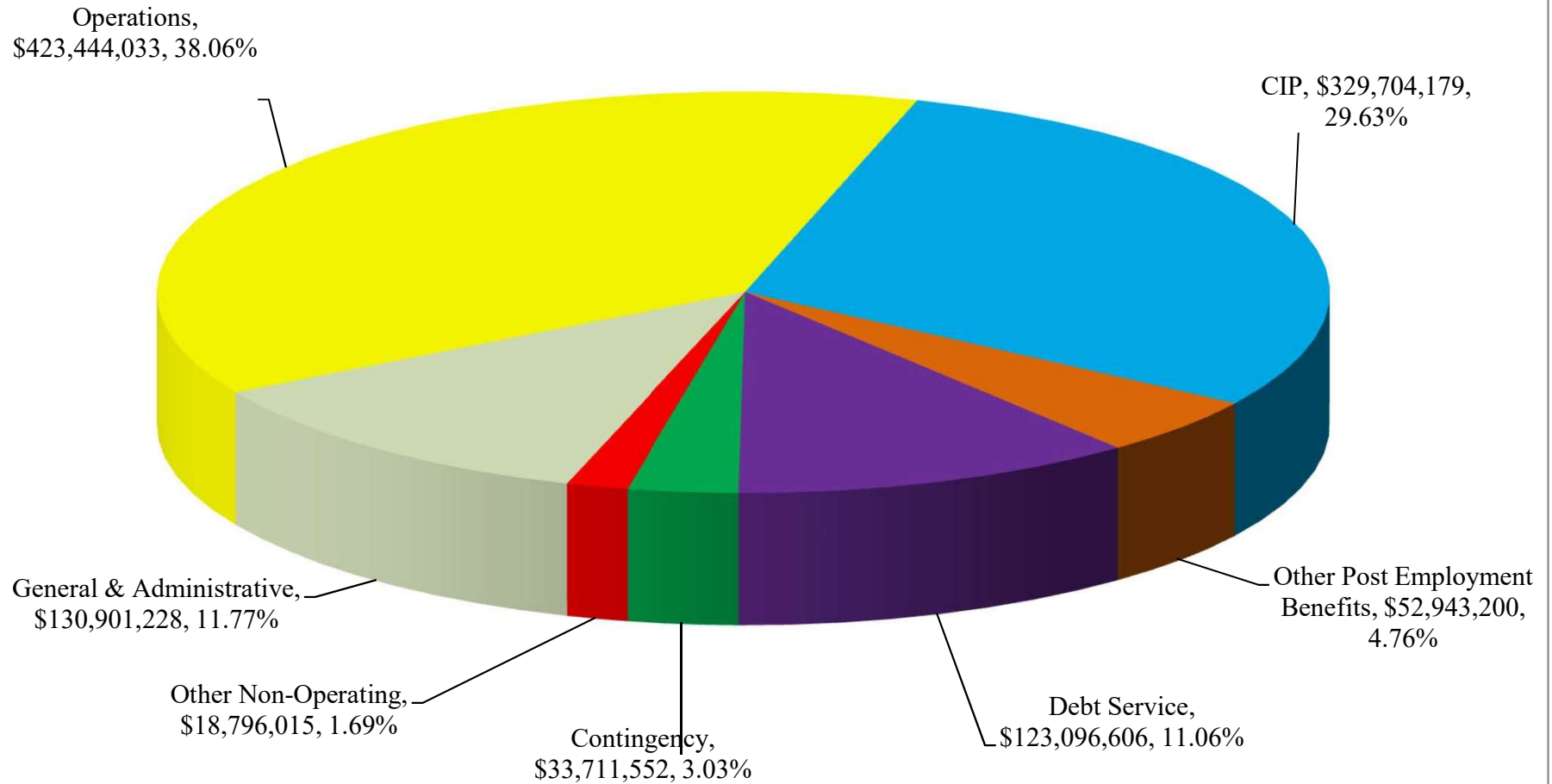
#### Federal & State Grant/Local Contribution Summary

Type of Funding	Purpose	Percent of Contributions	FY2021		
			Proposed	Approved	Adopted
State CIP Grants					
State STIF Formula	Diesel Bus Purchases		2,121,800		
State STIF Formula	Electric Bus Purchases		2,499,585		
State STIF Formula	Security Funds for Transit Enhancement		626,000		
State ATCMTD Grant	Next Gen Transit Signal Priority		1,057,432		
State STIF Formula	Next Gen Transit Signal Priority		282,077		
State STIF Formula	Garage. Layover and TC Expansion		1,381,300		
State STIF Formula	Transit Tracker Displays		1,163,000		
State STIF Formula	Bus Stop Development		1,700,000		
State STIF Formula	Electric Vehicle Infrastructure		6,609,440		
State STIF Formula	Enhanced Transit Concepts		5,303,000		
Total State CIP Grants			\$22,743,634		
Total State Grants			\$44,815,902		
Local CIP Contributions					
City of Portland	162nd Ave Ped Access Improvement		115,437		
City of Portland & City of Gresham	Powell-Division Corridor Safety & Access to Transit		58,796		
City of Portland & City of Gresham	Division Transit Project		11,443,428		
Metro	Red Line Extension & Reliability Improvements		4,000,000		
Multiple Local Agencies	Third Party Recovery		125,000		
Total Local CIP Contributions			\$15,742,661		
Total Local Contributions			\$15,742,661		



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## TOTAL REQUIREMENTS Budget FY2021



Total Operating & Capital Requirements = \$1,112,596,813\*

\*Total Requirements exclude Ending Fund Balance of \$455,997,760.

### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Office of the General Manager Division							
Office of General Manager Department	795,965	687,878	655,035	631,278	676,875		
Diversity & Transit Equity Department	645,092	1,228,919					
Internal Audit Department	280,784	248,620	297,845	261,335	310,562		
Total Office of the General Manager Division	\$1,721,841	\$2,165,417	\$952,880	\$892,613	\$987,437		
Chief Operation Officer Division							
Office of Chief Operating Officer Department			928,930	780,977	1,024,304		
Operations Planning & Development Department			1,416,244	1,279,072	1,377,940		
Business Planning & Asset Management Department			1,197,467	1,137,989	2,764,940		
Operations Training & Planning Department			8,637,235	8,337,536	8,466,029		
Total Chief Operation Officer Division			\$12,179,876	\$11,535,574	\$13,633,213		
Transportation Division							
Transportation Administration Department	2,405,540	2,719,885	889,514	916,792	1,091,553		
Bus Transportation Department	127,399,863	133,707,095	154,288,238	151,898,452	156,261,125		
Field Operations Department	18,144,068	18,967,046					
Service Delivery Department	1,647,548	1,681,006	2,340,693	2,642,646	2,391,134		
Accessible Transportation Programs Department	37,919,475	37,717,269	40,300,623	39,954,290	41,496,663		
Rail Transportation Department	23,430,185	23,990,155	34,086,365	33,784,565	35,427,667		
Commuter Rail Department	5,939,868	6,050,894	6,446,052	6,453,351	7,462,864		
Portland Streetcar Department	15,333,422	16,604,710	17,056,681	17,098,615	18,639,614		
Total Transportation Division	\$232,219,969	\$241,438,060	\$255,408,166	\$252,748,711	\$262,770,620		
Safety & Security Division							
Safety & Security Administration Department			585,047	550,276	635,806		
Safety & Environmental Services Department	3,690,285	3,762,631	3,121,871	2,842,351	3,146,457		
Security & Emergency Management Department	16,389,475	19,233,132	25,765,163	22,794,377	27,291,813		
Bus Transportation Training Department	4,213,812	4,431,074					
Rail Transportation Training Department	1,688,238	1,798,237					
Total Safety & Security Division	\$25,981,810	\$29,225,074	\$29,472,081	\$26,187,004	\$31,074,076		
Maintenance Division							
Maintenance Administration Department			1,227,999	614,000	1,570,089		
Bus Maintenance Department	57,586,009	64,346,536	65,306,804	63,713,661	69,240,615		
Facilities Management Bus-Rail Department	19,265,257	20,824,982	21,850,932	21,341,341	22,345,609		
Rail Maintenance Of Way Department	17,311,769	18,165,371	19,168,435	18,519,901	20,788,762		
Rail Equipment Maintenance Department	40,229,899	45,119,028	47,576,045	44,219,817	46,728,338		
Total Maintenance Division	\$134,392,934	\$148,455,917	\$155,130,215	\$148,408,720	\$160,673,413		



### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Information Technology Division							
IT Administration Department	11,106,337	13,427,001	7,390,031	6,199,893	8,107,839		
IT Operations & Infrastructure Department			3,036,201	3,283,218	3,647,167		
Information Security Department			587,419	640,909	803,687		
Enterprise Systems Department			4,965,382	4,768,169	5,094,789		
Intelligent Transportation Systems Department			2,280,602	2,292,007	2,595,133		
Total Information Technology Division	\$11,106,337	\$13,427,001	\$18,259,635	\$17,184,196	\$20,248,615		
Public Affairs Division							
Public Affairs Administration Department	647,097	555,095	1,028,259	898,266	1,190,208		
Policy & Planning Department	5,418,760	5,207,339	5,480,873	4,774,591	5,377,227		
GIS & Location Based Services Department	522,755	555,612					
Transit Equity Inclusion & Community Affairs Department	-3,543		2,484,153	2,052,077	3,367,209		
Government Services and Public Affairs Department	588,749	635,406	1,039,844	939,951	1,004,310		
Communications & Marketing Department	4,760,805	4,596,676	4,147,802	4,147,176	4,178,362		
Customer Information Services Department	3,409,251	3,877,235	3,813,407	3,733,374	3,846,117		
Total Public Affairs Division	\$15,343,874	\$15,427,363	\$17,994,338	\$16,545,435	\$18,963,433		
Finance & Administrative Services Division							
Finance & Administrative Services Department	509,393	1,094,425	1,133,252	1,014,141	1,194,774		
Financial Services Department	2,686,174	2,790,921	3,026,711	2,958,703	3,224,395		
Budget & Grants Administration Department	832,267	1,184,157	1,224,837	1,160,658	1,273,955		
Risk Management Department	3,593,101	3,706,133	3,982,071	3,932,590	4,343,707		
Procurement & Supply Chain Management Department	1,721,610	1,685,248	5,437,815	5,154,901	6,251,311		
Fare Revenue & Administrative Services Department	9,781,837	9,878,254	10,870,273	11,218,857	12,977,737		
Total Finance & Administrative Services Division	\$19,124,382	\$20,339,138	\$25,674,959	\$25,439,850	\$29,265,879		
Labor Relations & Human Resources Division							
Human Resources Administration Department	703,203	1,015,387	1,065,997	812,826	1,149,315		
Benefits & HRIS Department	1,392,918	1,633,452	1,448,888	1,404,665	1,678,709		
Talent Management Department	1,335,168	1,543,537	1,671,980	1,563,076	2,154,433		
Labor Relations Department	850,870	939,782	1,062,317	892,973	853,706		
Compensation Department			425,554	427,827	451,356		
Total Labor Relations & Human Resources Division	\$4,282,159	\$5,132,158	\$5,674,736	\$5,101,367	\$6,287,519		
Legal Services Division							
Legal Services Administration Department	2,229,357	2,276,330	1,471,209	1,362,277	1,555,808		
Litigation Department			942,851	922,602	962,485		
Real Estate & Transit Oriented Development Department			2,604,364	2,354,645	3,758,815		
Total Legal Services Division	\$2,229,357	\$2,276,330	\$5,018,424	\$4,639,524	\$6,277,108		

### 3.5 TriMet Annual Budget Process - FY21

#### Requirement Summary

Division/Department	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Engineering & Construction Division							
Engineering & Construction Administration Department	583,160	549,712	1,463,430	1,314,657	1,584,199		
Design and Construction Department	4,031,952	3,834,858	1,570,423	1,094,283	1,836,827		
Major Projects Department			663,154	470,498	428,049		
Project Development and Permitting Department			337,388	424,507	314,873		
Total Engineering & Construction Division	\$4,615,112	\$4,384,570	\$4,034,395	\$3,303,945	\$4,163,948		
Other Post Employment Benefits	49,618,949	50,168,488	50,839,019	50,711,719	52,943,200		
Debt Service	140,494,146	159,664,589	104,556,532	81,429,706	123,096,606		
Total Operating Requirements	\$641,130,870	\$692,104,105	\$685,195,256	\$644,128,364	\$730,385,067		
Capital Improvement Program (CIP)							
Chief Operating Officer Division			1,139,749	1,139,749	4,026,150		
Transportation Division	3,879,949	2,794,646	4,093,227	4,158,135	4,138,111		
Safety & Security Division	13,583,028	4,617,611	9,839,601	11,382,182	5,507,745		
Maintenance Division	58,618,398	85,577,597	143,296,964	136,964,760	132,257,412		
Information Technology Division	8,770,527	6,252,473	2,687,776	2,623,579	7,783,749		
Public Affairs Division	1,934,320	591,559	5,583,669	5,562,504	4,697,749		
Finance & Administrative Services Division	2,492,734	2,395,210	11,414,650	8,981,657	11,242,192		
Labor Relations & Human Resources Division	47,500						
Legal Services Division	233,205	629,815	1,898,267	1,717,472	824,086		
Engineering & Construction Division	39,605,541	81,789,858	120,489,031	101,819,741	159,226,985		
Total Capital Improvement Program (CIP)	\$129,165,202	\$184,648,769	\$300,442,934	\$274,349,779	\$329,704,179		
Pass Through Revenues & Requirements	4,041,244	4,562,699	14,571,877	13,354,437	11,089,888		
Regional Fund Exchange Payments	5,459,868	4,786,635	7,688,792	7,688,792	7,706,127		
Special Payment		7,095,000	5,000,000	5,000,000			
Total Other Non-Operating Requirements	\$9,501,112	\$16,444,334	\$27,260,669	\$26,043,229	\$18,796,015		
Contingency			24,019,235		33,711,552		
Ending Fund Balance as of June 30*							
Restricted Bond Proceeds & Other Restricted	399,336,631	212,029,068	306,210,786	311,888,985	271,762,041		
Restricted Debt Service	59,291,993	45,426,652	45,500,000	45,500,000	47,500,000		
Unrestricted Funds	207,823,042	205,468,279	140,251,206	158,428,682	136,735,719		
Total Ending Fund Balance	\$666,451,666	\$462,923,999	\$491,961,992	\$515,817,667	\$455,997,760		
Total Requirements	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\*Budgetary Fund Balance. Restricted funds include funds withdrawn by the Trustee to pay debt service, plus bond proceeds and other resources designated for specific projects. Unrestricted funds are resources maintained to cover cash flow until tax and grant revenues are collected.

Requirements by Object Class (Summary of Detail Estimate Sheets) 3.5 TriMet Annual Budget Process - FY21

Division/Department	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Personnel Services							
General Manager	1,409,670	1,543,049	820,380	758,452	853,437		
Chief Operating Officer			11,327,406	10,638,073	11,357,413		
Transportation	178,268,625	186,676,015	198,113,182	195,075,307	201,089,220		
Safety & Security	7,634,395	8,147,359	4,027,633	3,623,753	5,295,576		
Maintenance	77,865,291	83,010,789	87,761,640	83,546,774	88,221,413		
Information Technology	6,570,821	8,323,011	10,394,030	10,244,228	12,079,615		
Public Affairs	7,878,266	8,326,581	9,928,344	9,673,473	10,142,733		
Finance & Administrative Services	10,545,049	11,507,543	16,573,041	15,819,723	17,880,579		
Labor Relations & Human Resources	2,955,485	3,828,693	3,919,296	3,686,434	4,079,919		
Legal Services	2,001,974	2,024,646	2,440,454	2,412,392	2,657,508		
Engineering & Construction	2,427,266	2,153,349	3,372,395	2,698,638	3,513,848		
Other Post Employment Benefits	49,555,525	50,024,494	50,539,019	50,503,557	52,743,200		
Total Personnel Services	\$347,112,367	\$365,565,529	\$399,216,820	\$388,680,804	\$409,914,461		
Materials & Services							
General Manager	312,171	622,368	132,500	134,161	134,000		
Chief Operating Officer			852,470	897,501	2,275,800		
Transportation	53,951,344	54,762,045	57,294,984	57,673,404	61,681,400		
Safety & Security	18,347,415	21,077,715	25,444,448	22,563,251	25,778,500		
Maintenance	56,527,643	65,445,128	67,368,575	64,861,946	72,452,000		
Information Technology	4,535,516	5,103,990	7,865,605	6,939,968	8,169,000		
Public Affairs	7,465,608	7,100,782	8,065,994	6,871,962	8,820,700		
Finance & Administrative Services	8,579,333	8,831,595	9,101,918	9,620,127	11,385,300		
Labor Relations & Human Resources	1,326,674	1,303,465	1,755,440	1,414,933	2,207,600		
Legal Services	227,383	251,684	2,577,970	2,227,132	3,619,600		
Engineering & Construction	2,187,846	2,231,221	662,000	605,307	650,100		
Other Post Employment Benefits	63,424	143,994	300,000	208,162	200,000		
Total Materials & Services	\$153,524,357	\$166,873,987	\$181,421,904	\$174,017,854	\$197,374,000		
Other Requirements							
Capital Improvement Program (CIP)	129,165,202	184,648,769	300,442,934	274,349,779	329,704,179		
Pass Through/Fund Exchanges/Special Payments	9,501,112	16,444,334	27,260,669	26,043,229	18,796,015		
Debt Service	140,494,146	159,664,589	104,556,532	81,429,706	123,096,606		
Contingency			24,019,235		33,711,552		
Ending Fund Balance as of June 30*							
Restricted Bond Proceeds & Other Restricted	399,336,631	212,029,068	306,210,786	311,888,985	271,762,041		
Restricted Debt Service	59,291,993	45,426,652	45,500,000	45,500,000	47,500,000		
Unrestricted Funds	207,823,042	205,468,279	140,251,206	158,428,682	136,735,719		
Total Ending Fund Balance	\$666,451,666	\$462,923,999	\$491,961,992	\$515,817,667	\$455,997,760		
Total Requirements	\$1,446,248,850	\$1,356,121,207	\$1,528,880,086	\$1,460,339,039	\$1,568,594,573		

\*Budgetary Fund Balance. Restricted funds include funds withdrawn by the Trustee to pay debt service, plus bond proceeds and other resources designated for specific projects.

### 3.5 TriMet Annual Budget Process - FY21

#### Personnel Services Schedule

Expense Category	Explanation	Budget FY2020	Budget FY2021
<b>Earning</b>			
Salaries and Wages	Base compensation for all non-temporary positions, including training pay, student training cost, and union employee wage premiums based on years of service.	228,305,435	236,004,827
Sick and Vac Payout	\$322,507 for union sick and vacation/holiday payout; \$529,982 for non-union vacation payout.	672,465	852,489
Other Wages	Road relief, night & shift differential, incentive pay, tool allowance, time slip differential, extra service pay, premium pay and split shift travel time pay for union employees.	3,345,738	3,406,702
Scheduled Overtime	Overtime that has been built into union operator shifts.	10,434,922	10,747,322
Unscheduled Overtime	All other overtime except scheduled overtime.	10,296,401	10,803,101
Limited Term Employment	Salaries & Wages and fringe benefits for employees hired for 6 months or more, work 20 hours or more per week, and have a predetermined end date.	2,630,568	3,777,454
Unemployment	TriMet reimburses the State of Oregon for actual claims paid.	128,116	128,116
Unpaid Absence	All excused and unexcused time loss for which employees are not paid.	-3,227,474	-3,318,274
<b>Fringe Benefits</b>			
Medical and Dental	\$18,050 average for full-time and part-time union employee; \$15,967 average for full-time non-union employee; \$12,835 average for part-time non-union employee.	58,172,272	59,165,787
Disability and Life Insurance	\$341 average for full-time union employee; \$235 average for part-time union employee; \$686 average for full-time and part-time non-union employee.	925,343	862,432
Social Security FICA	7.65% of first \$137,700 of salaries and wages; 1.45% thereafter.	19,121,101	19,861,829
TriMet Payroll Tax-PRT	0.7787% of gross income.	1,928,009	2,029,831
Pension Expense-Normal Cost* (cost of benefits earned this year)	\$7,580 average for union full-time employee; \$5,685 average for union part-time employee; 8.0% of gross income for non-union full-time and part-time employee in Defined Benefit Plan; 8.0% of base pay for union full-time, union part-time employee, non-union full-time and non-union part-time employee in Defined Contribution Plan.	23,082,413	21,043,938
Capitalized Labor-Fringe	Capitalized labor and fringe reimbursement excluding Other Post Employment Benefits	-11,713,508	-12,526,293
Workers' Compensation	Medical and time loss payments to employees injured in work related accidents. Time loss is paid at 66.7% of average weekly wage not to exceed \$1,389.05 per week.	4,576,000	4,332,000
<b>Total Personnel Services**</b>		<b>\$348,677,801</b>	<b>\$357,171,261</b>

\*Union defined benefit pension assumes 7% return on investments decreasing to a 6.5% long-term rate over 15 years; non-union defined benefit assumes 6.5% long-term return on investments.

\*\*Total does not include Post Employment Benefit costs of \$50,539,019 in FY2020 and \$52,743,200 in FY2021. See Post Employment Benefits department for DB pension plan assumptions.

### 3.5 TriMet Annual Budget Process - FY21

#### Materials & Services Schedule

Expense Category	Budget FY2020	Budget FY2021	Percent Change	Explanation
Adverstising/Promotion Media Fees	563,470	367,100	-34.85%	One-time-only expenditures removed.
Audits	365,000	315,000	-13.70%	
Banking Charges	1,479,350	2,647,000	78.93%	Budget increased to reflect actual expense.
Bridge, Tunnel & Highway Expenses	329,600	382,600	16.08%	
Casualty and Liability Costs	6,718,030	7,996,800	19.03%	
Contract Maintenance	24,490,644	23,712,400	-3.18%	
Contracted Dispatch	2,488,170	2,562,800	3.00%	
Contracted Eligibility Assessment	384,150	392,500	2.17%	
Custodial Service	2,014,670	1,831,600	-9.09%	
Dues & Subscriptions	398,920	417,200	4.58%	
Education & Training	1,375,443	1,317,900	-4.18%	
Employee Relations & Union Contractual Services	361,500	448,000	23.93%	Budget increased to reflect actual expense.
Health Benefit Consultant	282,240	253,100	-10.32%	
Lease Expenses	2,365,790	2,989,200	26.35%	Budget increased to reflect actual expense.
Legal	412,900	393,500	-4.70%	
Light Rail Propulsion Power	5,407,200	5,796,300	7.20%	
Maintenance Materials-Revenue Equipments	19,592,670	20,239,400	3.30%	
Miscellaneous Expenses	361,900	432,000	19.37%	
Other Materials & Services	7,650,090	7,496,600	-2.01%	
Other Services	6,438,124	8,092,600	25.70%	Budget increased to reflect actual expense.
Portland Streetcar	8,968,620	10,399,200	15.95%	
Professional & Technical Services	3,342,200	5,788,500	73.19%	Increase in consultant services related to grants
Purchased Transportation Service	32,605,440	33,931,600	4.07%	
Revenue Vehicles - Diesel Fuel	14,448,640	17,513,000	21.21%	\$2.80/gallon for bus; \$2.45/gallon for LIFT and WES.
Revenue Vehicles - Oil & Lubricants	1,118,870	1,065,300	-4.79%	
Revenue Vehicles - Tires	1,478,400	1,437,000	-2.80%	
Sercurity Services	23,473,448	23,842,400	1.57%	
Software License Fees	5,326,135	6,951,100	30.51%	Increase in software license fees and warranty costs.
Temporary Help	445,100	446,200	0.25%	
Telephone Expense	565,800	582,000	2.86%	
Tickets, Passes & Fare Media Cards	1,319,700	2,075,000	57.23%	Budget increased to reflect actual expense
Uniforms	718,500	743,500	3.48%	
Utilities (Natural Gas, Electricity, Water/Sewer)	4,131,190	4,515,600	9.31%	
Total Materials & Services*	\$181,121,904	\$197,174,000	8.86%	

\*Total does not include Other Post Employment Benefit costs of \$300,000 in FY2020 and \$200,000 in FY2021. See Other Post Employment Benefits department for service contracts for retirement plans.

### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF EMPLOYEES

	FY2018	FY2019	FY2020	FY2021		
	Actual	Actual	Budget	Proposed	Approved	Adopted
General Manager Division						
Non-Union Employees						
Full-Time Employees	10.00	3.00	4.00	4.00		
Total General Manager Division	10.00	3.00	4.00	4.00		
Chief Operating Officer Division						
Non-Union Employees						
Full-Time Employees		34.00	38.00	40.00		
Union Employees						
Full-Time Employees		50.00	50.00	50.00		
Total Chief Operating Officer Division		84.00	88.00	90.00		
Transportation Division						
Non-Union Employees						
Full-Time Employees	65.00	64.00	65.00	65.00		
Limited Term Employees	3.00	1.00	1.00	1.00		
Union Employees						
Full-Time Employees	1,428.00	1,523.00	1,523.00	1,558.00		
Part-Time Employees	252.75	237.75	232.50	238.50		
Total Transportation Division	1,748.75	1,825.75	1,821.50	1,862.50		
Safety & Security Division						
Non-Union Employees						
Full-Time Employees	22.00	18.00	22.00	25.00		
Limited Term Employees				1.00		
Union Employees						
Full-Time Employees	44.00	4.00	13.00	21.00		
Total Safety & Security Division	66.00	22.00	35.00	47.00		
Maintenance Division						
Non-Union Employees						
Full-Time Employees	87.00	80.00	89.00	96.50		
Limited Term Employees	1.00	2.00	1.00	1.00		
Union Employees						
Full-Time Employees	687.00	682.00	742.00	751.00		
Total Maintenance Division	775.00	764.00	832.00	848.50		

### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF EMPLOYEES

	FY2018	FY2019	FY2020	FY2021		
	Actual	Actual	Budget	Proposed	Approved	Adopted
Information Technology Division						
Non-Union Employees						
Full-Time Employees	51.00	68.00	70.00	88.00		
Total Information Technology Division	51.00	68.00	70.00	88.00		
Public Affairs Division						
Non-Union Employees						
Full-Time Employees	52.00	60.00	64.00	64.00		
Limited Term Employees	5.00	12.00	16.00	14.75		
Part-Time Employees	1.00	0.00	0.00	0.80		
Union Employees						
Full-Time Employees	21.00	21.00	22.00	23.00		
Part-Time Employees	5.25	5.25	5.25	8.25		
Total Public Affairs Division	84.25	98.25	107.25	110.80		
Finance & Administrative Services Division						
Non-Union Employees						
Full-Time Employees	44.00	54.00	61.00	66.00		
Union Employees						
Full-Time Employees	53.00	83.00	84.50	88.50		
Total Finance & Administrative Services Division	97.00	137.00	145.50	154.50		
Labor Relations & Human Resources Division						
Non-Union Employees						
Full-Time Employees	23.00	18.00	31.00	32.00		
Limited Term Employees		1.00				
Part-Time Employees	2.00	1.00	0.80	0.80		
Total Labor Relations & Human Resources Division	25.00	20.00	31.80	32.80		
Legal Services Division						
Non-Union Employees						
Full-Time Employees	14.00	19.00	20.00	21.00		
Limited Term Employees				2.00		
Total Legal Services Division	14.00	19.00	20.00	23.00		
Engineering & Construction Division						
Non-Union Employees						
Full-Time Employees	78.00	56.00	66.00	66.00		
Limited Term Employees	16.00	16.00	23.00	27.00		
Part-Time Employees	2.00	0.00	0.00	0.00		
Total Engineering & Construction Division	96.00	72.00	89.00	93.00		



### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF EMPLOYEES

	FY2018	FY2019	FY2020	FY2021		
	Actual	Actual	Budget	Proposed	Approved	Adopted
Operating Program						
Non-Union Employees						
Full-Time Employees	446.00	474.00	530.00	567.50		
Limited Term Employees	25.00	32.00	41.00	46.75		
Part-Time Employees	5.00	1.00	0.80	1.60		
Total Non Union Employees	476.00	507.00	571.80	615.85		
Union Employees						
Full-Time Employees	2,233.00	2,363.00	2,434.50	2,491.50		
Part-Time Employees	258.00	243.00	237.75	246.75		
Total Union Employees	2,491.00	2,606.00	2,672.25	2,738.25		
Total Operating Program Employees (1)	2,967.00	3,113.00	3,244.05	3,354.10		

(1) Actual number of employees, at any given, time, may vary significantly from these totals due to the nature of some operations.

### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF FIXED ROUTE SERVICE (Hours and Miles)

Weekly Vehicle Hours	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021 Proposed	% Change Budget**	% Change Estimate***	% of Total
Fixed Route								
Bus Service	42,782	45,596	44,079	44,071	45,405	3.01%	3.03%	85.59%
Light Rail (Train Hours)	6,415	6,773	6,093	6,093	6,093	0.00%	0.00%	11.49%
Commuter Rail (Train Hours)	107	108	122	122	122	0.00%	0.00%	0.23%
Portland Streetcar (Train Hours)*	1,430	1,430	1,431	1,431	1,431	0.00%	0.00%	2.70%
Fixed Route Total	50,734	53,907	51,725	51,717	53,051	2.56%	2.58%	100.00%

Weekly Vehicle Miles	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021 Proposed	% Change Budget	% Change Estimate	% of Total
Fixed Route								
Bus Service	481,211	538,975	546,750	550,888	567,563	3.81%	3.03%	74.28%
Light Rail (Car Miles)	179,252	191,847	175,420	196,375	175,420	0.00%	-10.67%	22.97%
Commuter Rail (Train Miles)	2,272	2,344	2,307	2,310	2,307	0.00%	-0.13%	0.30%
Portland Streetcar (Car Miles)*	18,831	18,831	18,836	18,836	18,836	0.00%	0.00%	2.45%
Fixed Route Total	681,566	751,997	743,313	768,409	764,126	2.80%	-0.56%	100.00%

\*Streetcar vehicles are owned by the City of Portland, which manages Portland Streetcar service. TriMet furnishes vehicle operators and mechanics to Portland Streetcar, with costs reimbursed to TriMet by the City of Portland. In addition, TriMet funds approximately 60% of the City of Portland's net cost (after fares) of Streetcar operation.

\*\*The % Change Budget is the percentage of change from the prior year Budget amount to the current year Budget amount.

\*\*\*The % Change Estimate is the percentage of change from the prior year Estimate actual amount to the current year Budget amount and will change once actuals are posted at June 30

### 3.5 TriMet Annual Budget Process - FY21

#### SUMMARY OF FIXED ROUTE AND ACCESSIBLE TRANSPORTATION VEHICLES

	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021 Proposed	% Change Budget	% Change Estimate
Fixed Route Services							
Bus Service							
Peak Vehicles	561	586	600	589	617	2.83%	4.75%
Total Vehicles	680	709	715	725	725	1.40%	0.00%
Light Rail							
Peak Vehicles	116	116	115	116	116	0.87%	0.00%
Total Vehicles	145	145	145	145	145	0.00%	0.00%
Commuter Rail							
Peak Vehicles	3	3	4	3	3	-25.00%	0.00%
Total Vehicles	6	6	8	8	8	0.00%	0.00%
Portland Streetcar*							
Peak Vehicles	14	12	14	14	14	0.00%	0.00%
Total Vehicles	17	17	17	17	17	0.00%	0.00%

	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021 Proposed	% Change Budget	% Change Estimate
Accessible Transportation							
Peak Vehicles	212	215	225	225	225	0.00%	0.00%
Total Vehicles	268	268	278	278	278	0.00%	0.00%

\*Streetcar vehicles are owned by the City of Portland, which manages Portland Streetcar service. TriMet furnishes vehicle operators and mechanics to Portland Streetcar, with costs reimbursed to TriMet by the City of Portland. In addition, TriMet funds approximately 60% of the City of Portland's net cost (after fares) of Streetcar operation.

### 3.5 TriMet Annual Budget Process - FY21

#### Summary of Debt Service

Operating	FY2018	FY2019	FY2020		FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
2009 Senior Lien Revenue Bonds Series A and B	2,435,445	2,442,836	2,463,769	2,463,769	717,969		
2012 Senior Lien Revenue Bonds	2,680,208	2,706,375	3,071,625	3,071,625	3,072,000		
2013 Interim Bonds 1)	102,181,934	100,605,896	25,375,000	25,302,082			
2015 Revenue Bonds	11,552,416	11,675,244	8,591,325	7,776,008	8,125,700		
2016 Revenue Bonds	1,734,288	2,487,523	3,099,925	3,099,925	3,104,775		
2017 Revenue Bonds	5,007,437	5,694,700	6,731,063	6,731,063	6,731,588		
2018 Payroll Bonds -Sr Lien	168,211	6,077,451	8,493,950	8,493,950	8,630,150		
2020 Payroll Bonds - Sr Lien Principal					710,000		
2020 Payroll Bonds - Sr Lien Interest			4,700,000	2,944,750	7,458,949		
2020 Payroll Bonds - Sr Lien Bond Issuance Cost			450,000		450,000		
2021 Senior Lien Revenue Bonds					2,000,000		
2005 Lease Leaseback					865,175		
2011 Capital Grant Receipt Bonds 2)	10,967,099	11,069,403	11,714,700	11,714,700	11,680,000		
2017 Capital Grant Bonds	2,075,417	2,487,357	3,800,750	3,800,750	3,800,750		
2018 Capital Grant Bonds 2)	1,688,833	4,175,103	5,244,425	5,244,425	5,629,550		
Bank Line of Credit		10,021,778	20,700,000	46,250	60,000,000		
Bond Issuance Costs and Misc	2,858	220,923	120,000	740,409	120,000		
Total Debt Service	\$140,494,146	\$159,664,589	\$104,556,532	\$81,429,706	\$123,096,606		

Refunding	FY2018	FY2019	FY2020		FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
2015 Revenue Bonds Refunding Escrow Deposit 3)				\$49,480,917			

1) 2013 Portland-Milwaukie Light Rail Project interim financing issuance costs.

2) Includes capitalized interest payment. Bond proceeds to pay capitalized interest are in Beginning Fund Balance.

3) A portion of the outstanding 2015 revenue bonds were refunded in FY20 through the 2019 senior lien issuance; the escrow deposit is not subject to budget limitations.

### 3.5 TriMet Annual Budget Process - FY21

#### Summary of Debt Service Principle and Interest

	Principal	Interest	Total
2009 Senior Lien Revenue Bonds Series A and B		717,969	717,969
2011 Capital Grant Receipt Bonds	10,850,000	830,000	11,680,000
2012 Senior Lien Revenue Bonds	2,725,000	347,000	3,072,000
2015 Revenue Bonds	5,115,000	3,010,700	8,125,700
2016 Revenue Bonds	380,000	2,724,775	3,104,775
2017 Revenue Bonds	2,450,000	4,281,588	6,731,588
2017 Capital Grant Bonds		3,800,750	3,800,750
2018 Capital Grant Bonds	395,000	5,234,550	5,629,550
2018 Payroll Bonds -Sr Lien	1,620,000	7,010,150	8,630,150
2020 Payroll Bonds - Sr Lien Interest	710,000	7,458,949	8,168,949
2021 Senior Lien Revenue Bonds		2,000,000	2,000,000
2005 Lease Leaseback	865,175		865,175
Bank Line of Credit	60,000,000		60,000,000
2020 Payroll Bonds - Sr Lien Bond Issuance Cost		450,000	450,000
Bond Issuance Costs and Misc		120,000	120,000
FY2021 Total Debt Service	\$85,110,175	\$37,986,431	\$123,096,606

### 3.5 TriMet Annual Budget Process - FY21

#### TriMet Continuing Revenues and Calculation of Payroll Tax Debt Service Ratio

Revenue Category	FY2018	FY2019	FY2020	FY2020	FY2021		
	Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Operating Revenue							
Passenger	113,836,174	106,832,388	110,000,000	102,500,000	109,500,000		
Transit Advertising	3,678,750	3,741,830	3,854,000	3,752,500	3,865,100		
Accessible Transportation Contract (see Note 1)	7,607,217	8,061,672	8,095,000	8,954,000	8,954,000		
Service Contracts (see Note 2)	7,992,687	8,574,236	8,985,285	8,574,000	8,574,000		
Total Operating Revenue	\$133,114,828	\$127,210,126	\$130,934,285	\$123,780,500	\$130,893,100		
Tax Revenue							
Payroll Tax Rev-Employer	340,352,473	354,486,790	389,650,000	378,808,384	410,187,000		
Payroll Tax Rev-Self Empl	16,627,433	16,254,850	19,495,000	16,378,458	17,144,000		
Payroll Tax Rev-State In-Lieu	2,063,285	2,009,113	2,265,000	2,230,108	2,352,000		
Total Tax Revenue	\$359,043,191	\$372,750,753	\$411,410,000	\$397,416,950	\$429,683,000		
Other Revenue							
Federal Operating Grants (see Note 3)	96,030,443	74,771,164	69,291,081	67,739,072	70,524,142		
State STIF-Formula			16,227,000	10,897,300	19,206,024		
State Operating Grants (see Note 4)	1,509,381	1,111,897	850,297	850,297	1,527,953		
Interest	5,972,142	14,489,668	1,450,000	2,600,000	2,613,000		
Miscellaneous	5,210,745	8,611,489	6,210,000	12,185,300	6,486,400		
Total Other Revenue	\$108,722,711	\$98,984,218	\$94,028,378	\$94,271,969	\$100,357,519		
Net Continuing Resources*	\$600,880,730	\$598,945,097	\$636,372,663	\$615,469,419	\$660,933,619		
Debt Service on Senior Lien Bonds	\$29,527,047	\$31,690,026	\$38,096,657	\$35,828,967	\$41,986,306		
Senior Lien Debt Service as a Percent of Net Continuing Revenues	4.9%	5.3%	6.0%	5.8%	6.4%		

\* Net Continuing Revenues exclude :

- 1) Surface Transportation Block Grant Program/Congestion, Mitigation & Air Quality grant funds pledged to TriMet by Metro to support grant receipt bonds
- 2) Other state and federal grant revenues legally required to be used for an intended purpose (Homeland Security, Regional Transportation Option (RTO) Program and Regional Fund Exchanges), and a portion of State STIF-Formula revenue

Notes:

- 1) Revenue offset rides provided by LIFT.
- 2) Streetcar personnel revenue and CTRAN revenues.
- 3) Federal Section 5307 Urbanized Area Formula Funds and Federal Section 5337 State of Good Repair Funds.
- 4) Contracted Accessibility Services - State 5310, State 5310 Formula Funds, STF Formula Funds.



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### 3.5 TriMet Annual Budget Process - FY21

#### Other Post Employment Benefits

Other Post Employment Benefits	Explanation	FY2018	FY2019	FY2020		FY2021		
		Actual	Actual	Budget	Estimate	Proposed	Approved	Adopted
Union (note 1)								
Pension UAAL Expense (note 2)	Current year portion of 15 years funding of UAAL	25,008,181	25,004,359	25,000,000	26,880,338	30,500,000		
Retiree Life Insurance	Retiree Life Insurance Premiums	414,310	439,174	453,449	455,221	477,900		
Retiree Medical/Medicare/Dental	Post Employment Medical/Dental Benefits	15,389,883	15,611,005	16,227,482	16,182,276	17,671,700		
Medicare Part B	Post Employment Medicare Part B Benefit (4)	2,333,042	2,675,407	2,950,397	2,903,659	3,403,300		
Total Union		\$43,145,416	\$43,729,945	\$44,631,328	\$46,421,494	\$52,052,900		
Non-Union								
Pension UAAL Expense (note 3)	Current year portion of 10 years funding of UAAL	5,498,557	5,495,885	5,500,000	3,406,852			
Retiree Life Insurance Premiums	Retiree Life Insurance Premiums	58,009	63,779	68,429	67,369	74,600		
Retiree Medical/Medicare/Dental	Post Employment Medical/Dental Benefits	2,016,793	2,111,251	2,204,236	2,143,326	2,390,500		
Total Non-Union		\$7,573,359	\$7,670,915	\$7,772,665	\$5,617,547	\$2,465,100		
Professional & Technical	Service contracts for retirement plans	63,424	143,994	300,000	208,162	200,000		
Capitalized Fringe	Capital grant fringe reimbursement	-1,163,250	-1,376,366	-1,864,974	-1,535,484	-1,774,800		
Total Other Post Employment Benefits		\$49,618,949	\$50,168,488	\$50,839,019	\$50,711,719	\$52,943,200		

Pension Expense-Normal Cost (cost of benefits earned this year) is incorporated in departmental costs.

#### Notes:

1. Union retiree/disabled medical assumes current Working & Wage Agreement.
2. Pension assumptions: union defined benefit pension unfunded liability funded over 15 years (or until fully funded) beginning with FY2014.
3. Penions assumptions: non-union defined benefit pension unfunded liability funded over 10 years (or until fully funded) beginning with FY2014.
4. Union non-active employees, retirees, spouses, surviving spouses and dependents having enrolled in Medicare and a TriMet sponsored Medicare Advantage plan will be reimbursed by the District the actual cost of the Medicare Part B monthly premium.



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## Public Notice: Provide Comments or Request a Public Hearing on TriMet's plan for Federal Transit Administration funding for Fiscal Year 2021

TriMet is offering an opportunity to submit comments or request a Public Hearing on the Proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity for you to submit comments in person rather than via the email link [federalfunding@trimet.org](mailto:federalfunding@trimet.org). If requested, the Public Hearing will be held at TriMet's Harrison Square Building on Wednesday, April 15, 2020. A TriMet staff member will be present at the Public Hearing, with a tape recorder to record your comments; however, there will be no members of TriMet's Board of Directors present. If no request for a Public Hearing is received by 5 p.m. on Wednesday, April 1, 2020, the Proposed Program of Projects shown below will become the final Program of Projects.

Funding Source	Federal Amount	Federal %	Local Amount	Total Project
<b>Section 5307</b> Urbanized Area Formula	\$ 43,461,743	80.00%	\$10,865,436	\$ 54,327,179
<b>Section 5337</b> State of Good Repair	\$ 27,524,142	80.00%	\$ 6,881,036	\$ 34,405,178
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$ 1,324,375	80.00%	\$ 331,094	\$ 1,655,469
<b>Section 5339(a)</b> Bus & Bus Facilities	\$ 3,570,000	80.00%	\$ 892,500	\$ 4,462,500
<b>Section 5312</b> Innovations in Transit Public Safety	\$ 1,449,826	77.46%	\$ 421,883	\$ 1,871,709
<b>Section 20005(b)</b> Pilot Program for Transit-Oriented Development Planning	\$ 350,000	77.00%	\$ 104,545	\$ 454,545
<b>STBG</b> Surface Transportation Block Grant	\$ 22,096,127	89.73%	\$ 2,529,001	\$ 24,625,128
<b>CMAQ</b> Congestion Mitigation & Air Quality	\$ 11,000,000	89.73%	\$ 1,258,999	\$ 12,258,999
<b>TOTAL</b>	<b>\$110,776,213</b>		<b>\$23,284,494</b>	<b>\$134,060,707</b>

### Details of the Proposed FY2021 Program of Projects are as follows:

**Section 5307 Urbanized Area Formula** – Combined total of \$43,461,743 federal shown as follows:

- a. Project name: Bus & Rail Preventive Maintenance - \$43,000,000 (capital expense)  
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.
- b. Project name: 162<sup>nd</sup> Ave Pedestrian Access Improvements - \$461,743 (capital expense)  
Description: Design and construction costs to improve pedestrian access near bus stops along 162<sup>nd</sup> Avenue that includes curb extensions, medians, signage and/or striping.

**Section 5337 State of Good Repair (High Intensity Motorbus and High Intensity Fixed Guideway)** – \$27,524,142 federal

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

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

**Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities** – \$1,324,375 federal

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

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

Subrecipient: Ride Connection

**Section 5339(a) Grants for Buses & Bus Facilities – \$3,570,000 federal**

Project name: Bus purchases (capital expense)

Description: Purchase fixed route buses.

**Section 5312 Innovations in Transit Public Safety - \$1,449,826 federal**

Project name: Integrated Mobility Options

Description: Develop a business case for integrated payment and expanding open payment functionality and accessibility of the Hop system, including improving access for the un/underbanked; demonstrate a potential incentives program; and real time data to the trip planner to help reduce travel stress; and set mobility data benchmarks for future evaluation and analysis of mobility products, including partnerships with third party mobility providers.

**Section 20005(b) Pilot Program for Transit-Oriented Development Planning - \$350,000 (capital expense)**

Project name: Transit Oriented Development

Description: Economic analysis, community engagement and focus group support, reporting and recommendations tied to a Transit Oriented Development planning document for areas along the Red Line Extension and Reliability Improvement Project.

**Surface Transportation Block Grant (STBG) – Combined total of \$22,096,127 federal shown as follows:**

- a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)  
Description: Principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.
- b. Project name: Bus & Rail Preventive Maintenance – \$7,706,127 federal (capital expense)  
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.
- c. Project name: Red Line Extension & Reliability Improvements – \$4,000,000 federal (capital expense)  
Description: Package of improvements to allow extension of the Red Line west to Fair Complex and provide system wide reliability improvements. Includes powering and signaling the existing switches at the pocket track just west of the Fair Complex station, constructing new double-track and new station for Red Line inbound at the Gateway Transit Center and building an adjacent track to existing single track section to allow a continuous double-track alignment at the PDX Airport station.

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

Project name: Regional Rail Debt Service (capital expense)

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

*Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount.*

**Details of additional eligible programs to include in FY2020 Program of Projects is as follows:**

<b>Funding Source</b>	<b>Federal Amount</b>	<b>Federal %</b>	<b>Local Amount</b>	<b>Total Project</b>
<b>Section 5312</b> Innovations in Transit Public Safety	\$ 151,052	72.34%	\$ 57,763	\$ 445,782
<b>Section 5339(c)</b> FY2019 Low or No-Emission Vehicle	\$ 2,088,579	49.17%	\$ 2,159,421	\$ 4,248,000
<b>Section 5309</b> Capital Investment Grants (CIG) Small Starts	\$87,413,950	61.15%	\$55,531,738	\$142,945,688

**Section 5312 Innovations in Transit Public Safety – \$151,052 federal**

Project name: Operator Safety & Rider Awareness (capital expense)

Description: Project will develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. Goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.

**Section 5339(c) FY2019 Low or No-Emission Vehicle - \$2,088,579 federal**

Project name: Bus Purchase (capital expense)

Description: Purchase of 5 zero emission, battery electric buses with depot-based and on-route charging equipment, including facility and infrastructure design and construction. Project includes professional service costs for project management.

**Section 5309 Capital Investment Grants (CIG) Small Starts - \$87,413,950**

Project name: Division Transit Project (capital expense)

Description: The project is a 15-mile bus rapid transit line from Portland's Central Business District east to Gresham. The project includes 42 stations, transit signal priority, real-time bus arrival information, and the purchase of 31 new 60-foot articulated buses. The project also includes three miles of Business Access and Transit (BAT) lanes, as well as sidewalk, intersection, and bicycle facility improvements. The service is planned to operate every six minutes during weekday peak periods and every 12 minutes during off-peak periods and weekends.

Projects have been selected through TriMet's planning process, which incorporates public involvement and are included in the Metropolitan and State Transportation Improvement Programs.



# Memo

**Date:** February 27, 2019

**To:** Board of Directors

**From:** Doug Kelsey 

**Subject:** **RESOLUTION 19-02-08 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING 2019-2021 BIENNIUM SPECIAL TRANSPORTATION FUND (STF) FORMULA, STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF) FORMULA AND DISBURSEMENT OF FEDERAL SECTION 5310 FUNDS FOR SENIORS AND PERSONS WITH DISABILITIES, AND AUTHORIZING AGREEMENTS WITH TRANSPORTATION PROVIDERS**

**1. Purpose of Item**

The purpose of this Resolution is to approve the Special Transportation Fund Advisory Committee (STFAC) recommended funding levels for the 2019-2021 biennium Special Transportation Fund (STF) Formula and Statewide Transportation Improvement Fund (STIF) Formula, and to endorse disbursement of federal Section 5310 funds to support coordinated transportation services for seniors and persons with disabilities in the three-county region. The Resolution also authorizes the General Manager to enter into funding disbursement agreements with transportation providers.

**2. Type of Agenda Item**

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other: Approve STFAC recommended STF Formula and STIF Formula funding levels and to endorse disbursement of federal Section 5310 funds in support of transportation programs and services for seniors and persons with disabilities, and to authorize funding disbursement agreements with transportation providers.

**3. Reason for Board Action**

TriMet, as the state-designated STF and STIF Agency, and as the federally-designated Agency to disburse Section 5310 grant funds must distribute STF and STIF Formula grant funds and Section 5310 grant funds to transportation providers.

**4. Type of Action**

- ☒ Resolution
- ☐ Ordinance 1<sup>st</sup> Reading
- ☐ Ordinance 2<sup>nd</sup> Reading
- ☐ Other \_\_\_\_\_

## 5. **Background**

The Special Transportation Formula (STF) Funds, Statewide Transportation Improvement (STIF) Funds, allocated via the State of Oregon, and federal Section 5310 grant programs, are intended to provide a source of revenue in support of transportation services for seniors and persons with disabilities.

TriMet is the state-designated Special Transportation Fund Agency (STF Agency) and the state-designated Statewide Transportation Improvement Fund (STIF Agency) for Multnomah, Clackamas and Washington counties. TriMet is also the federally-designated agency to disburse federal Section 5310 grant funds. As such, TriMet is responsible for receiving applications from transportation providers in the tri-county area; then reviewing, evaluating and developing a disbursement plan for these funds.

TriMet receives advice concerning these funds from the Special Transportation Formula Advisory Committee (STFAC), which makes recommendations as to funding levels and distributions. The STFAC includes all interested members of the Committee on Accessible Transportation (CAT), Clackamas, Multnomah and Washington counties' aging and disabilities service agencies, out-of-district transit providers, seniors and persons with disabilities from the three counties, seniors and persons with disabilities representing both in-district and out-of-district consumers, Ride Connection, and TriMet. In addition, TriMet's HB 2017 Transit Advisory Committee has advised TriMet to allocate \$1 million annually, of the Statewide Transportation Improvement Fund (STIF) for transportation services benefiting seniors and persons with disabilities within the TriMet District.

Funding from these sources is distributed to vitally needed transportation services in the region, including but not limited to:

- TriMet paratransit LIFT services, Wilsonville SMART, and small city transit agencies;
- Ride Connection-operated services, including door-to-door rides, community and senior center shuttles, and travel training;
- Special service for seniors and persons with disabilities in Sandy, Canby, and Molalla
- Intercity and regional transit connections, including the Mt. Hood Express service;
- A range of services provided by Clackamas County Consortium for those with special needs;
- Various transportation programs by a variety of small community organizations

The total amount of STF Formula funding available is \$8,579,178. The total amount of STIF Formula funding available is \$2,530,000. The total amount of federal Section 5310 funding available is \$7,470,832. Recommended distributions of these funds are based on current ODOT STF funding projections and prior to the completion of the 2019 legislative session, where final funding allocations for the STF program will be decided. Should the legislature elect to reduce funding, the STFAC will recommend a proportional reduction in STF awards.

Transportation providers in the region were notified of the availability of the STF Formula, STIF Formula grant funds, and federal Section 5310 funds. The STFAC reviewed applications for these funds, and evaluated them on the criteria defined in the *2016 Coordinated Transportation Plan for Elderly and People with Disabilities (CTP)*.



The following evaluation 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 provides for adequate capital replacements and maintenance of vehicles and other fundamental service requirements.

After reviewing the applications and questioning the applicants regarding their projects, the STFAC then approved the STF Formula funding, STIF Formula funding and the federal Section 5310 fund distributions shown in Exhibit A.

**6. Financial/Budget Impact**

TriMet acts as the “pass-through” agency for these funds – with the large majority going to other non-profit and governmental service providers in the region. TriMet’s general funds are not part of the STF, STIF or the federal Section 5310 disbursements. However, these funds provide \$3,216,648 for TriMet LIFT paratransit service to seniors and those with disabilities, and for LIFT vehicle replacement to support this service.

Much of the other funding represents service that provides for needs that would otherwise have to be met by TriMet LIFT service. Therefore, this funding results in a substantial improvement in services targeted for seniors and persons with disabilities, while reducing TriMet’s budget for those services and providing funds for some of TriMet’s direct services to seniors and persons with disabilities.

**7. Impact if Not Approved**

As the designated STF and STIF Agency, TriMet is required to disburse STF and STIF funds, as well as federal Section 5310 funds, in accordance with grant program requirements. Failure to approve these disbursements would jeopardize transportation programs and services to seniors and persons with disabilities provided by TriMet and by other jurisdictions and regional non-profit organizations inside TriMet’s district and beyond (including Wilsonville, Canby, Sandy, and other portions of Clackamas County). The Board could defer the Resolution and provide revised direction to the STFAC and/or staff regarding the list of projects or the amounts recommended, but doing so could delay funding for services relied upon by vulnerable populations.

**RESOLUTION 19-02-08**

**RESOLUTION 19-02-08 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING 2019-2021 BIENNIUM SPECIAL TRANSPORTATION FUND (STF) FORMULA, STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF) FORMULA AND DISBURSEMENT OF FEDERAL SECTION 5310 FUNDS FOR SENIORS AND PERSONS WITH DISABILITIES, AND AUTHORIZING AGREEMENTS WITH TRANSPORTATION PROVIDERS**

**WHEREAS**, the Oregon Department of Transportation (“ODOT”) has allocated \$8,579,178 in Special Transportation Funds (“STF”) and \$2,530,000 in Statewide Transportation Improvement Funds to the Tri-County area for FY2020 and FY 2021 to improve transportation for seniors and persons with disabilities; and

**WHEREAS**, TriMet has received \$7,470,832 in federal Section 5310 funds for use on behalf of seniors and persons with disabilities within the TriMet service area; and

**WHEREAS**, TriMet is designated under state law as the STF Agency for the Tri-County region under the STF program, and the STIF Agency under the STIF program, and is the federally-designated Agency for disbursement of federal Section 5310 funds; and

**WHEREAS**, the TriMet Board of Directors (“Board”) has appointed a Special Transportation Fund Advisory Committee (“STFAC”) to evaluate STF and STIF funding applications from transportation providers, and to advise it on the disbursement of federal Section 5310 funds; and

**WHEREAS**, based on its evaluations, the STFAC has recommended distribution of STF, STIF and federal Section 5310 funding as set forth in Exhibit A to this Resolution; and

**WHEREAS**, TriMet will be required to enter into agreements with transportation providers to distribute STF, STIF and federal Section 5310 funds (“Agreements”); and

**WHEREAS**, the total amount of one or more of the Agreements will exceed \$500,000; and

**WHEREAS**, the TriMet Board, by Resolution dated October 25, 2017, adopted a Statement of Policies requiring the Board to approve intergovernmental agreements and goods or services contracts obligating TriMet to pay in excess of \$1,000,000;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the TriMet Board hereby approves of the proposed distribution of STF and STIF Formula funds, and endorses the proposed distribution of Section 5310 funds, as shown in the attached Exhibit A, and directs that the appropriate projects in Exhibit A be forwarded to the Oregon

### 3.6 TriMet Special Transportation Fund Allocation

Department of Transportation for funding, and that the Section 5310 funds be distributed as indicated on Exhibit A.

2. That the General Manager or his designee(s) is authorized to execute Agreements with transportation providers necessary to disburse the allocated funds and otherwise implement the foregoing.

Dated: February 27, 2019

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency

  
Legal Department

## Exhibit A

# FY20-21 Biennium Special Transportation Fund (STF) and Section 5310 FY19-21 STIF Human Services transportation

Grant Recipients and Projects	STF Formula	Section 5310	STIF
<b>City of Canby</b>	<b>\$240,000</b>	<b>\$422,217</b>	
Demand Response Operations	\$240,000	\$162,000	
Vehicle Replacement		\$260,217	
<b>City of Sandy</b>	<b>\$257,435</b>	<b>\$402,820</b>	
Sandy Transit Area Rides (STAR) Dial-a-ride	\$257,435		
Purchased Service Deviated Route		\$61,800	
Elderly and Disabled (ED) door-to-door service		\$103,000	
Preventative Maintenance		\$138,020	
Vehicle Replacement		\$100,000	
<b>City of Wilsonville (SMART)</b>	<b>\$202,144</b>		
Medical Transportation for Elderly and Disabled Wilsonville Residents	\$202,144		
<b>Clackamas County</b>	<b>\$90,711</b>	<b>\$526,619</b>	
Mt. Hood Express Preventative Maintenance	\$4,211	\$78,013	
Mt Hood Express Service Continuation	\$21,500	\$35,735	
Clackamas County Transportation Consortium - STF Waivered Non-Medical Transportation Match	\$31,000		
Clackamas County Transportation Consortium - TRP Dedicated Dialysis Out of District	\$34,000		
Clackamas County Transportation Consortium - Boring Lifeline Transportation Service- Purchased Service		\$60,000	
Clackamas County Transportation Consortium - Transportation Reaching People Dedicated Dialysis / In District		\$143,177	
Clackamas County Transportation Consortium - Transportation Reaching People Dedicated Non-emergency Medical		\$146,564	
Clackamas County Transportation Consortium - Transportation Reaching People Replacement Vehicle		\$63,130	
<b>Multnomah County</b>	<b>\$1,000,123</b>		
Title XIX Match	\$1,000,123		

## Exhibit A

<b>Grant Recipients and Projects</b>	<b>STF Formula</b>	<b>Section 5310</b>	<b>STIF</b>
<b>Ride Connection and Community Transportation Provider Network</b>	<b>\$6,344,891</b>	<b>\$4,525,055</b>	<b>\$1,005,945</b>
Asian Health and Service Center - Asian Communities Transportation Project		\$106,443	
Clackamas County Transportation Consortium - Base Out of District Services	\$329,941		
Clackamas County Transportation Consortium - Senior Center Specialized Services	\$318,348		
Clackamas County Transportation Consortium - Transportation Reaching People Volunteer Mileage Support	\$62,907		
Clackamas County Transportation Consortium - Transportation Reaching People Paid Driver Service	\$222,284		
Clackamas County Transportation Consortium - Transportation Reaching People School/Work Access	\$63,595		
David's Harp - Community Integration Program	\$30,096		
Exceed - Transportation		\$180,982	
Impact NW - Transportation Services for Seniors and Adults with Disabilities	\$171,332	\$255,211	
Impact NW - Transportation Services for Seniors and Adults with Disabilities Expansion			\$167,616
Metropolitan Family Services - Mobility Management		\$129,699	
Metropolitan Family Services - Project Linkage - North Portland Service Restoration - Mobility Support and Maintenance		\$231,321	
Metropolitan Family Services - Project Linkage - North Portland Service Restoration - Base	\$247,061		
Neighborhood House, Inc. - Senior and Disabled Transportation Program	\$136,341		
Ride Connection - Mid Multnomah County Capacity Expansion		\$200,558	
Ride Connection- Network Support/ED Planner		\$310,811	
Ride Connection - Mobility Management		\$1,141,079	
Ride Connection- Technology Capital and Infrastructure	\$170,067	\$836,665	
Ride Connection - Network Preventative Maintenance		\$604,323	
Ride Connection - Network Coordination	\$2,836,178		

3.6 TriMet Special Transportation Fund Allocation  
**Resolution 19-02-08**  
**Exhibit A**

<b>Grant Recipients and Projects</b>	<b>STF Formula</b>	<b>Section 5310</b>	<b>STIF</b>
Ride Connection - Direct Service	\$1,069,749	\$527,963	
Ride Connection- Washington County Title XIX Match	\$450,000		
Ride Connection - Tri-County Equity Fund	\$123,648		
Ride Connection - Network Replacement Vehicles	\$113,344		
Ride Connection - Regional Volunteer Program Capacity and Enhancement			\$181,885
Ride Connection - Washington County Capacity Expansion			\$249,788
Ride Connection - Network Replacement Vehicles			\$406,656
<b>South Clackamas Transportation District</b>	<b>\$259,569</b>	<b>\$77,883</b>	
Purchased Service	\$3,611	\$49,275	
Molalla City Bus (intra-city service) Deviated Fixed-Route Service	\$255,958		
Vehicle Preventive Maintenance		\$28,559	
<b>TriMet</b>	<b>\$184,305</b>	<b>\$1,516,288</b>	<b>\$1,524,055</b>
LIFT Operations	\$184,305	\$1,516,288	
LIFT Vehicle Replacement			\$1,516,055
Compliance Cost to Subrecipients			\$8,000
<b>Total Estimated Funding Available</b>	<b>\$8,579,178</b>	<b>\$7,470,882</b>	<b>\$2,530,000</b>

## Appendix IV

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Table 5.1 Summary  
 Demonstration of Fiscal Constraint  
 Metro Regional Flexible Funding Allocation  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2021 Total	\$7,777,936	\$890,220	\$0	\$8,668,156
CMAQ Total		\$7,777,936	\$890,220	\$0	\$8,668,156
	2021 Total	\$16,067,547	\$1,839,003	\$1,728,038	\$19,634,588
	2022 Total	\$14,273,637	\$1,633,682	\$0	\$15,907,319
	2023 Total	\$15,946,372	\$1,825,133	\$0	\$17,771,505
	2024 Total	\$15,150,011	\$1,733,986	\$720,172	\$17,604,169
	2026 Total	\$6,640,567	\$760,042	\$1,139,991	\$8,540,600
CMAQ - URBAN Total		\$68,078,134	\$7,791,846	\$3,588,201	\$79,458,181
	2021 Total	\$0	\$0	\$7,851,513	\$7,851,513
	2023 Total	\$0	\$0	\$200,344	\$200,344
LOCAL Total		\$0	\$0	\$8,051,857	\$8,051,857
	2021 Total	\$0	\$0	\$28,173,000	\$28,173,000
Local (Wash Co) Total		\$0	\$0	\$28,173,000	\$28,173,000
	2021 Total	\$0	\$0	\$2,762,988	\$2,762,988
OTHER Total		\$0	\$0	\$2,762,988	\$2,762,988
	2021 Total	\$0	\$0	\$2,537,940	\$2,537,940
OTHER - LOCAL Total		\$0	\$0	\$2,537,940	\$2,537,940
	2021 Total	\$41,261,693	\$4,722,586	\$13,322,541	\$59,306,820
	2022 Total	\$31,900,135	\$3,651,111	\$713,627	\$36,264,873
	2023 Total	\$22,100,879	\$2,529,546	\$0	\$24,630,425
	2024 Total	\$24,203,306	\$2,770,175	\$610,972	\$27,584,453
	2025 Total	\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
	2026 Total	\$10,943,581	\$1,252,541	\$4,625,627	\$16,821,749
STBG-URBAN Total		\$135,737,842	\$15,535,801	\$20,529,709	\$171,803,352
	2021 Total	\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
STP - Urban Total		\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
	2021 Total	\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
TA - URBAN Total		\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
	2021 Total	\$318,740	\$36,481	\$0	\$355,221
TAP Metro Total		\$318,740	\$36,481	\$0	\$355,221
	Grand Total	\$225,323,261	\$25,789,251	\$69,109,958	\$320,222,470
	2021 Total	\$78,836,525	\$9,023,193	\$59,842,283	\$147,702,001
	2022 Total	\$46,173,772	\$5,284,793	\$713,627	\$52,172,192
	2023 Total	\$38,047,251	\$4,354,679	\$200,344	\$42,602,274
	2024 Total	\$39,353,317	\$4,504,161	\$1,331,144	\$45,188,622

Table 5.1 Summary  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Funding Allocation  
(By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2025 Total	\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
	2026 Total	\$17,584,148	\$2,012,583	\$5,765,618	\$25,362,349

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.1 Detail**  
**Demonstration of Fiscal Constraint**  
**Metro Regional Flexible Funding Allocation**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	CMAQ	2021	\$1,359,410	\$155,591	\$0	\$1,515,001
18026	Cedar Creek/Tonquin Trail: OR99W - SW Pine St	Sherwood	Construction	CMAQ	2021	\$3,418,526	\$391,266	\$0	\$3,809,792
19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	Tigard	Construction	CMAQ	2021	\$3,000,000	\$343,363	\$0	\$3,343,363
					<b>2021 Total</b>	<b>\$7,777,936</b>	<b>\$890,220</b>	<b>\$0</b>	<b>\$8,668,156</b>
				<b>CMAQ Total</b>		<b>\$7,777,936</b>	<b>\$890,220</b>	<b>\$0</b>	<b>\$8,668,156</b>
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Other	CMAQ - URBAN	2021	\$67,010	\$7,670	\$25,320	\$100,000
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Construction	CMAQ - URBAN	2021	\$2,687,441	\$307,590	\$1,015,190	\$4,010,221
20808	NE Cleveland Ave.: SE Stark St - NE Burnside	Gresham	Construction	CMAQ - URBAN	2021	\$2,313,096	\$264,744	\$687,528	\$3,265,368
20834	HCT and Project Development Bond Payment (FFY 2021)	TriMet	Transit	CMAQ - URBAN	2021	\$11,000,000	\$1,258,999	\$0	\$12,258,999
					<b>2021 Total</b>	<b>\$16,067,547</b>	<b>\$1,839,003</b>	<b>\$1,728,038</b>	<b>\$19,634,588</b>
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Purchase right of way	CMAQ - URBAN	2022	\$1,076,760	\$123,240	\$0	\$1,200,000
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Other	CMAQ - URBAN	2022	\$89,730	\$10,270	\$0	\$100,000
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Preliminary engineering	CMAQ - URBAN	2022	\$921,814	\$105,506	\$0	\$1,027,320
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Preliminary engineering	CMAQ - URBAN	2022	\$1,185,333	\$135,667	\$0	\$1,321,000
22148	HCT and Project Development Bond Payment (FFY 2022)	TriMet	Other	CMAQ - URBAN	2022	\$11,000,000	\$1,258,999	\$0	\$12,258,999
					<b>2022 Total</b>	<b>\$14,273,637</b>	<b>\$1,633,682</b>	<b>\$0</b>	<b>\$15,907,319</b>
22149	HCT and Project Development Bond Payment (FFY 2023)	TriMet	Other	CMAQ - URBAN	2023	\$11,000,000	\$1,258,999	\$0	\$12,258,999
22188	Electric Bus Purchase (Metro Fund Exchange)	TriMet	Transit	CMAQ - URBAN	2023	\$4,946,372	\$566,134	\$0	\$5,512,506
					<b>2023 Total</b>	<b>\$15,946,372</b>	<b>\$1,825,133</b>	<b>\$0</b>	<b>\$17,771,505</b>
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Construction	CMAQ - URBAN	2024	\$3,361,733	\$384,765	\$720,172	\$4,466,670
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Purchase right of way	CMAQ - URBAN	2024	\$608,818	\$69,682	\$0	\$678,500
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Other	CMAQ - URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Purchase right of way	CMAQ - URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Other	CMAQ - URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Other	CMAQ - URBAN	2024	\$11,000,000	\$1,258,999	\$0	\$12,258,999
					<b>2024 Total</b>	<b>\$15,150,011</b>	<b>\$1,733,986</b>	<b>\$720,172</b>	<b>\$17,604,169</b>
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Construction	CMAQ - URBAN	2026	\$3,459,630	\$395,970	\$0	\$3,855,600
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Construction	CMAQ - URBAN	2026	\$3,180,937	\$364,072	\$1,139,991	\$4,685,000
					<b>2026 Total</b>	<b>\$6,640,567</b>	<b>\$760,042</b>	<b>\$1,139,991</b>	<b>\$8,540,600</b>
					<b>CMAQ - URBAN Total</b>	<b>\$68,078,134</b>	<b>\$7,791,846</b>	<b>\$3,588,201</b>	<b>\$79,458,181</b>
19299	Central City in Motion	Portland	Purchase right of way	LOCAL	2021	\$0	\$0	\$111,445	\$111,445
19299	Central City in Motion	Portland	Construction	LOCAL	2021	\$0	\$0	\$4,346,372	\$4,346,372
20883	Transit Oriented Development Program (2021)	Metro	Other	LOCAL	2021	\$0	\$0	\$3,393,696	\$3,393,696
					<b>2021 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,851,513</b>	<b>\$7,851,513</b>
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Purchase right of way	LOCAL	2023	\$0	\$0	\$100,344	\$100,344
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Other	LOCAL	2023	\$0	\$0	\$100,000	\$100,000
					<b>2023 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,344</b>	<b>\$200,344</b>
					<b>LOCAL Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,051,857</b>	<b>\$8,051,857</b>
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Construction	Local (Wash Co)	2021	\$0	\$0	\$28,173,000	\$28,173,000
					<b>2021 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,173,000</b>	<b>\$28,173,000</b>
					<b>Local (Wash Co) Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,173,000</b>	<b>\$28,173,000</b>
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	OTHER	2021	\$0	\$0	\$1,727,616	\$1,727,616
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Purchase right of way	OTHER	2021	\$0	\$0	\$20,000	\$20,000
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	OTHER	2021	\$0	\$0	\$1,015,372	\$1,015,372
					<b>2021 Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,762,988</b>	<b>\$2,762,988</b>
					<b>OTHER Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,762,988</b>	<b>\$2,762,988</b>
19297	East Portland Access to Employment and Education	Portland	Other	OTHER - LOCAL	2021	\$0	\$0	\$80,000	\$80,000
19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	Tigard	Construction	OTHER - LOCAL	2021	\$0	\$0	\$1,500,000	\$1,500,000

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.1 Detail  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Funding Allocation  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Construction	OTHER - LOCAL	2021	\$0	\$0	\$907,940	\$907,940
20814	Jade and Montavilla Multi-modal Improvements	Portland	Other	OTHER - LOCAL	2021	\$0	\$0	\$50,000	\$50,000
<b>2021 Total</b>						\$0	\$0	\$2,537,940	\$2,537,940
<b>OTHER - LOCAL Total</b>						\$0	\$0	\$2,537,940	\$2,537,940
19297	East Portland Access to Employment and Education	Portland	Construction	STBG-URBAN	2021	\$3,737,420	\$427,764	\$5,205,001	\$9,370,185
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Preliminary engineering	STBG-URBAN	2021	\$589,309	\$67,449	\$0	\$656,758
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Construction	STBG-URBAN	2021	\$3,103,903	\$355,256	\$827,115	\$4,286,274
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Purchase right of way	STBG-URBAN	2021	\$2,805,879	\$321,145	\$873,976	\$4,001,000
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Purchase right of way	STBG-URBAN	2021	\$147,320	\$16,861	\$0	\$164,181
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Other	STBG-URBAN	2021	\$44,865	\$5,135	\$0	\$50,000
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	STBG-URBAN	2021	\$1,071,762	\$122,668	\$2,485,309	\$3,679,739
20814	Jade and Montavilla Multi-modal Improvements	Portland	Construction	STBG-URBAN	2021	\$1,768,475	\$202,410	\$3,069,907	\$5,040,792
20834	HCT and Project Development Bond Payment (FFY 2021)	TriMet	Transit	STBG-URBAN	2021	\$10,390,000	\$1,189,182	\$0	\$11,579,182
20842	Bus and Rail Preventive Maintenance (RFFA-2021)	TriMet	Transit	STBG-URBAN	2021	\$2,506,749	\$286,909	\$0	\$2,793,658
20877	Regional MPO Planning (2021)	Metro	Planning	STBG-URBAN	2021	\$1,359,877	\$155,644	\$0	\$1,515,521
20880	Regional Travel Options (2021)	Metro	Other	STBG-URBAN	2021	\$2,676,405	\$306,327	\$0	\$2,982,732
20884	Transportation System Mgmt Operations/ITS (2019)	Metro	Other	STBG-URBAN	2021	\$1,693,574	\$193,837	\$0	\$1,887,411
20885	Transportation System Mgmt Operations/ITS (2020)	Metro	Other	STBG-URBAN	2021	\$1,744,598	\$199,677	\$0	\$1,944,275
20886	Transportation System Mgmt Operations/ITS (2021)	Metro	Other	STBG-URBAN	2021	\$1,801,828	\$206,227	\$0	\$2,008,055
20889	Corridor and Systems Planning (2021)	Metro	Planning	STBG-URBAN	2021	\$571,070	\$65,362	\$0	\$636,432
21267	TriMet Preventive Maintenance (TOD) 2021	TriMet	Other	STBG-URBAN	2021	\$3,393,696	\$388,424	\$0	\$3,782,120
21593	Transportation Demand Management (Portland)	Portland	Other	STBG-URBAN	2021	\$126,400	\$14,467	\$0	\$140,867
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Preliminary engineering	STBG-URBAN	2021	\$1,016,176	\$116,306	\$0	\$1,132,482
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Preliminary engineering	STBG-URBAN	2021	\$712,387	\$81,536	\$861,233	\$1,655,156
<b>2021 Total</b>						\$41,261,693	\$4,722,586	\$13,322,541	\$59,306,820
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Preliminary engineering	STBG-URBAN	2022	\$1,871,768	\$214,232	\$0	\$2,086,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Preliminary engineering	STBG-URBAN	2022	\$200,000	\$22,891	\$0	\$222,891
22130	Council Creek Tr: Douglas St-Hatfield Govt Ctr	Forest Grove	Planning	STBG-URBAN	2022	\$1,345,950	\$154,050	\$0	\$1,500,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Preliminary engineering	STBG-URBAN	2022	\$908,740	\$104,009	\$713,627	\$1,726,376
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Preliminary engineering	STBG-URBAN	2022	\$987,030	\$112,970	\$0	\$1,100,000
22136	Red Rock Creek Tr Alignment Study: Fanno Ck Tr-SW 64th	Tigard	Planning	STBG-URBAN	2022	\$314,055	\$35,945	\$0	\$350,000
22137	Sandy Blvd: Gresham to 230th Ave	Multnomah County	Planning	STBG-URBAN	2022	\$1,275,985	\$146,042	\$0	\$1,422,027
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Preliminary engineering	STBG-URBAN	2022	\$585,040	\$66,960	\$0	\$652,000
22139	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	Clackamas County	Planning	STBG-URBAN	2022	\$1,228,800	\$140,642	\$0	\$1,369,442
22140	US26 at Cornelius Pass Rd: Bike/Ped Xing	Washington County	Planning	STBG-URBAN	2022	\$628,110	\$71,890	\$0	\$700,000
22142	Willamette Falls Path/OR 99E Enhance: 10th St - Railroad Ave	Oregon City	Planning	STBG-URBAN	2022	\$673,000	\$77,028	\$0	\$750,028
22145	Freight and Economic Development Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$74,263	\$8,500	\$0	\$82,763
22148	HCT and Project Development Bond Payment (FFY 2022)	TriMet	Other	STBG-URBAN	2022	\$10,830,000	\$1,239,542	\$0	\$12,069,542
22151	Regional MPO Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$1,400,673	\$160,313	\$0	\$1,560,986
22154	Next Corridor Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$588,202	\$67,322	\$0	\$655,524
22157	Regional Travel Options (RTO) program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$2,756,697	\$315,516	\$0	\$3,072,213
22160	Safe Routes to Schools program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$530,450	\$60,712	\$0	\$591,162
22163	Transit Oriented Development (TOD) program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$3,495,507	\$400,076	\$0	\$3,895,583
22166	TSMO Program Sub-allocation Funds (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$1,667,158	\$190,814	\$0	\$1,857,972
22169	TSMO Administration (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$188,707	\$21,598	\$0	\$210,305
22172	Statewide Travel Survey	Metro	Other	STBG-URBAN	2022	\$350,000	\$40,059	\$0	\$390,059
<b>2022 Total</b>						\$31,900,135	\$3,651,111	\$713,627	\$36,264,873
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Purchase right of way	STBG-URBAN	2023	\$193,304	\$22,125	\$0	\$215,429

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.1 Detail**  
**Demonstration of Fiscal Constraint**  
**Metro Regional Flexible Funding Allocation**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Other	STBG-URBAN	2023	\$44,865	\$5,135	\$0	\$50,000
22146	Freight and Economic Development Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$76,491	\$8,755	\$0	\$85,246
22149	HCT and Project Development Bond Payment (FFY 2023)	TriMet	Other	STBG-URBAN	2023	\$10,840,000	\$1,240,687	\$0	\$12,080,687
22152	Regional MPO Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$1,442,694	\$165,123	\$0	\$1,607,817
22155	Next Corridor Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$605,848	\$69,342	\$0	\$675,190
22158	Regional Travel Options (RTO) program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$2,839,398	\$324,982	\$0	\$3,164,380
22161	Safe Routes to Schools program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$546,364	\$62,534	\$0	\$608,898
22164	Transit Oriented Development (TOD) program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$3,600,373	\$412,079	\$0	\$4,012,452
22167	TSMO Program Sub-allocation Funds (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$1,717,173	\$196,538	\$0	\$1,913,711
22170	TSMO Administration (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$194,369	\$22,246	\$0	\$216,615
<b>2023 Total</b>						<b>\$22,100,879</b>	<b>\$2,529,546</b>	<b>\$0</b>	<b>\$24,630,425</b>
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Purchase right of way	STBG-URBAN	2024	\$323,028	\$36,972	\$0	\$360,000
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Construction	STBG-URBAN	2024	\$1,019,815	\$116,722	\$610,972	\$1,747,509
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Other	STBG-URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Purchase right of way	STBG-URBAN	2024	\$78,065	\$8,935	\$0	\$87,000
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$404,682	\$46,318	\$0	\$451,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22147	Freight and Economic Development Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$78,786	\$9,017	\$0	\$87,803
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Other	STBG-URBAN	2024	\$10,800,000	\$1,236,108	\$0	\$12,036,108
22153	Regional MPO Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$1,485,975	\$170,076	\$0	\$1,656,051
22156	Next Corridor Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$624,024	\$71,422	\$0	\$695,446
22159	Regional Travel Options (RTO) program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$2,924,580	\$334,731	\$0	\$3,259,311
22162	Safe Routes to Schools program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$562,754	\$64,410	\$0	\$627,164
22165	Transit Oriented Development (TOD) program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$3,708,384	\$424,441	\$0	\$4,132,825
22168	TSMO Program Sub-allocation Funds (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$1,768,688	\$202,434	\$0	\$1,971,122
22171	TSMO Administration (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$200,200	\$22,914	\$0	\$223,114
<b>2024 Total</b>						<b>\$24,203,306</b>	<b>\$2,770,175</b>	<b>\$610,972</b>	<b>\$27,584,453</b>
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Construction	STBG-URBAN	2025	\$2,179,847	\$249,493	\$1,256,942	\$3,686,282
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Construction	STBG-URBAN	2025	\$3,148,401	\$360,349	\$0	\$3,508,750
<b>2025 Total</b>						<b>\$5,328,248</b>	<b>\$609,842</b>	<b>\$1,256,942</b>	<b>\$7,195,032</b>
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Construction	STBG-URBAN	2026	\$1,587,898	\$181,742	\$1,522,485	\$3,292,125
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Construction	STBG-URBAN	2026	\$3,545,230	\$405,767	\$713,627	\$4,664,624
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Construction	STBG-URBAN	2026	\$1,513,040	\$173,174	\$1,799,786	\$3,486,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Construction	STBG-URBAN	2026	\$4,297,413	\$491,858	\$589,729	\$5,379,000
<b>2026 Total</b>						<b>\$10,943,581</b>	<b>\$1,252,541</b>	<b>\$4,625,627</b>	<b>\$16,821,749</b>
<b>STBG-URBAN Total</b>						<b>\$135,737,842</b>	<b>\$15,535,801</b>	<b>\$20,529,709</b>	<b>\$171,803,352</b>
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	STP - Urban	2021	\$196,160	\$22,451	\$0	\$218,611
17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	Port of Portland	Construction	STP - Urban	2021	\$2,004,083	\$229,376	\$0	\$2,233,459
18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Tigard	Construction	STP - Urban	2021	\$279,056	\$31,939	\$309,459	\$620,454
18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Portland	Construction	STP - Urban	2021	\$449,242	\$51,418	\$0	\$500,660
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STP - Urban	2021	\$1,974,955	\$226,042	\$0	\$2,200,997
19276	Jennings Ave: OR 99E to Oatfield Rd	Clackamas County	Purchase right of way	STP - Urban	2021	\$403,785	\$46,215	\$0	\$450,000
19276	Jennings Ave: OR 99E to Oatfield Rd	Clackamas County	Construction	STP - Urban	2021	\$2,638,253	\$301,960	\$0	\$2,940,213
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	STP - Urban	2021	\$1,738,727	\$199,005	\$0	\$1,937,732
19289	Transportation System Management & Operations (TSMO) Program 2018	Metro	Other	STP - Urban	2021	\$200,000	\$22,891	\$0	\$222,891
21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	Beaverton	Preliminary engineering	STP - Urban	2021	\$134,595	\$15,405	\$0	\$150,000

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.1 Detail  
Demonstration of Fiscal Constraint  
Metro Regional Flexible Funding Allocation  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	Beaverton	Construction	STP - Urban	2021	\$304,939	\$34,902	\$0	\$339,841
21407	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	Portland	Construction	STP - Urban	2021	\$1,361,641	\$155,846	\$0	\$1,517,487
<b>2021 Total</b>						\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
<b>STP - Urban Total</b>						\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Purchase right of way	TA - URBAN	2021	\$153,025	\$17,514	\$135,511	\$306,050
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Other	TA - URBAN	2021	\$44,865	\$5,135	\$0	\$50,000
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Construction	TA - URBAN	2021	\$1,043,610	\$119,446	\$2,850,316	\$4,013,372
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	TA - URBAN	2021	\$250,598	\$28,682	\$0	\$279,280
20814	Jade and Montavilla Multi-modal Improvements	Portland	Purchase right of way	TA - URBAN	2021	\$193,075	\$22,098	\$170,977	\$386,150
21593	Transportation Demand Management (Portland)	Portland	Other	TA - URBAN	2021	\$40,000	\$4,578	\$0	\$44,578
<b>2021 Total</b>						\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
<b>TA - URBAN Total</b>						\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	TAP Metro	2021	\$318,740	\$36,481	\$0	\$355,221
<b>2021 Total</b>						\$318,740	\$36,481	\$0	\$355,221
<b>TAP Metro Total</b>						\$318,740	\$36,481	\$0	\$355,221
<b>Grand Total</b>						<b>\$225,323,261</b>	<b>\$25,789,251</b>	<b>\$69,109,958</b>	<b>\$320,222,470</b>
<b>2021 Total</b>						<b>\$78,836,525</b>	<b>\$9,023,193</b>	<b>\$59,842,283</b>	<b>\$147,702,001</b>
<b>2022 Total</b>						<b>\$46,173,772</b>	<b>\$5,284,793</b>	<b>\$713,627</b>	<b>\$52,172,192</b>
<b>2023 Total</b>						<b>\$38,047,251</b>	<b>\$4,354,679</b>	<b>\$200,344</b>	<b>\$42,602,274</b>
<b>2024 Total</b>						<b>\$39,353,317</b>	<b>\$4,504,161</b>	<b>\$1,331,144</b>	<b>\$45,188,622</b>
<b>2025 Total</b>						<b>\$5,328,248</b>	<b>\$609,842</b>	<b>\$1,256,942</b>	<b>\$7,195,032</b>
<b>2026 Total</b>						<b>\$17,584,148</b>	<b>\$2,012,583</b>	<b>\$5,765,618</b>	<b>\$25,362,349</b>

Table 5.2 Summary  
 Demonstration of Fiscal Constraint  
 ODOT Funding Allocation Programs  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2021 Total	\$8,883,270	\$1,016,730	\$0	\$9,900,000
	2022 Total	\$55,453,140	\$6,346,860	\$0	\$61,800,000
AC-HB2017 (89.73%) Total		<b>\$64,336,410</b>	<b>\$7,363,590</b>	<b>\$0</b>	<b>\$71,700,000</b>
	2021 Total	\$2,914,111	\$245,845	\$0	\$3,159,956
AC-HB2017 (92.22%) Total		\$2,914,111	\$245,845	\$0	\$3,159,956
	2021 Total	\$1,003,546	\$84,663	\$0	\$1,088,209
	2022 Total	\$196,224	\$16,555	\$0	\$212,779
	2023 Total	\$1,886,179	\$159,125	\$0	\$2,045,304
	2024 Total	\$2,251,062	\$189,907	\$0	\$2,440,969
AC-HSIP (92.22%) Total		\$5,337,011	\$450,250	\$0	\$5,787,261
	2021 Total	\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
ACPO - Advance CN Total		\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
	2021 Total	\$11,346,318	\$957,215	\$0	\$12,303,533
ACPO (92.22%) Total		\$11,346,318	\$957,215	\$0	\$12,303,533
	2021 Total	\$4,750,000	\$0	\$295,200	\$5,045,200
ATCMTD (100%) Total		\$4,750,000	\$0	\$295,200	\$5,045,200
	2021 Total	\$264,704	\$30,297	\$0	\$295,001
Emergency Relief Total		\$264,704	\$30,297	\$0	\$295,001
	2021 Total	\$5,480,035	\$462,315	\$0	\$5,942,350
HSIP Total		\$5,480,035	\$462,315	\$0	\$5,942,350
	2021 Total	\$9,657,777	\$0	\$70,090	\$9,727,867
HSIP (100%) Total		\$9,657,777	\$0	\$70,090	\$9,727,867
	2021 Total	\$17,312,410	\$1,460,534	\$0	\$18,772,944
	2022 Total	\$1,274,119	\$107,490	\$0	\$1,381,609
	2023 Total	\$12,997,435	\$1,096,509	\$0	\$14,093,944
	2024 Total	\$3,819,854	\$322,256	\$0	\$4,142,110
HSIP (92.22) Total		\$35,403,818	\$2,986,789	\$0	\$38,390,607
	2021 Total	\$0	\$0	\$800,700	\$800,700
Local (Wash Co) Total		\$0	\$0	\$800,700	\$800,700
	2021 Total	\$618,917	\$70,838	\$0	\$689,755
Metro PL (5303) Total		\$618,917	\$70,838	\$0	\$689,755
	2021 Total	\$1,907,827	\$218,359	\$0	\$2,126,186
Metro Planning (Z450) Total		\$1,907,827	\$218,359	\$0	\$2,126,186
	2021 Total	\$40,466,901	\$3,413,929	\$0	\$43,880,830
	2022 Total	\$4,307,691	\$363,411	\$0	\$4,671,102
	2023 Total	\$6,423,653	\$541,922	\$0	\$6,965,575
NHPP (92.22%) Total		\$51,198,245	\$4,319,262	\$0	\$55,517,507



Table 5.2 Summary  
 Demonstration of Fiscal Constraint  
 ODOT Funding Allocation Programs  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	<b>2021 Total</b>	\$30,068,463	\$3,441,469	\$0	\$33,509,932
	<b>2022 Total</b>	\$2,321,360	\$265,691	\$0	\$2,587,051
	<b>2023 Total</b>	\$9,526,341	\$1,090,331	\$0	\$10,616,672
	<b>2024 Total</b>	\$11,767,106	\$1,346,798	\$0	\$13,113,904
<b>NHPP (Z001) Total</b>		\$53,683,270	\$6,144,289	\$0	\$59,827,559
	<b>2021 Total</b>	\$0	\$0	\$4,652,947	\$4,652,947
<b>OTHER - LOCAL Total</b>		\$0	\$0	\$4,652,947	\$4,652,947
	<b>2021 Total</b>	\$270,000	\$0	\$30,000	\$300,000
<b>Rail Safety (LS40/50) Total</b>		\$270,000	\$0	\$30,000	\$300,000
	<b>2021 Total</b>	\$1,131,861	\$129,547	\$830,973	\$2,092,381
<b>State STP (M240) Total</b>		\$1,131,861	\$129,547	\$830,973	\$2,092,381
	<b>2021 Total</b>	\$0	\$0	\$1,800,000	\$1,800,000
<b>STATE-GEN Total</b>		\$0	\$0	\$1,800,000	\$1,800,000
	<b>2021 Total</b>	\$57,194,926	\$6,546,216	\$2,656,937	\$66,398,079
	<b>2022 Total</b>	\$23,649,884	\$2,706,837	\$0	\$26,356,721
	<b>2023 Total</b>	\$3,833,046	\$438,708	\$0	\$4,271,754
	<b>2024 Total</b>	\$9,659,796	\$1,105,607	\$0	\$10,765,403
<b>STBG - STATE Total</b>		\$94,337,652	\$10,797,368	\$2,656,937	\$107,791,957
	<b>2021 Total</b>	\$1,682,468	\$192,566	\$0	\$1,875,034
<b>TA - STATE Total</b>		\$1,682,468	\$192,566	\$0	\$1,875,034
	<b>Grand Total</b>	<b>\$423,898,611</b>	<b>\$43,476,609</b>	<b>\$13,248,201</b>	<b>\$480,623,421</b>
	<b>2021 Total</b>	<b>\$274,531,721</b>	<b>\$27,378,602</b>	<b>\$13,248,201</b>	<b>\$315,158,524</b>
	<b>2022 Total</b>	<b>\$87,202,418</b>	<b>\$9,806,844</b>	<b>\$0</b>	<b>\$97,009,262</b>
	<b>2023 Total</b>	<b>\$34,666,654</b>	<b>\$3,326,595</b>	<b>\$0</b>	<b>\$37,993,249</b>
	<b>2024 Total</b>	<b>\$27,497,818</b>	<b>\$2,964,568</b>	<b>\$0</b>	<b>\$30,462,386</b>

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.2 Detail**  
**Demonstration of Fiscal Constraint**  
**ODOT Funding Allocation Programs**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
20435	OR99W: I-5 - McDonald St	ODOT	Construction	AC-HB2017 (89.73%)	2021	\$6,191,370	\$708,630	\$0	\$6,900,000
21178	US26 (Powell Blvd): SE 99th - East City Limits	ODOT	Other	AC-HB2017 (89.73%)	2021	\$2,691,900	\$308,100	\$0	\$3,000,000
					<b>2021 Total</b>	\$8,883,270	\$1,016,730	\$0	\$9,900,000
21178	US26 (Powell Blvd): SE 99th - East City Limits	ODOT	Construction	AC-HB2017 (89.73%)	2022	\$55,453,140	\$6,346,860	\$0	\$61,800,000
					<b>2022 Total</b>	\$55,453,140	\$6,346,860	\$0	\$61,800,000
					<b>AC-HB2017 (89.73%) Total</b>	\$64,336,410	\$7,363,590	\$0	\$71,700,000
21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	ODOT	Construction	AC-HB2017 (92.22%)	2021	\$2,914,111	\$245,845	\$0	\$3,159,956
					<b>2021 Total</b>	\$2,914,111	\$245,845	\$0	\$3,159,956
					<b>AC-HB2017 (92.22%) Total</b>	\$2,914,111	\$245,845	\$0	\$3,159,956
21606	OR224 at SE Monroe St	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$553,161	\$46,667	\$0	\$599,828
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$293,635	\$24,772	\$0	\$318,407
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$156,750	\$13,224	\$0	\$169,974
					<b>2021 Total</b>	\$1,003,546	\$84,663	\$0	\$1,088,209
21606	OR224 at SE Monroe St	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$13,081	\$1,104	\$0	\$14,185
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$117,735	\$9,933	\$0	\$127,668
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Other	AC-HSIP (92.22%)	2022	\$13,081	\$1,104	\$0	\$14,185
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$52,327	\$4,414	\$0	\$56,741
					<b>2022 Total</b>	\$196,224	\$16,555	\$0	\$212,779
21606	OR224 at SE Monroe St	ODOT	Other	AC-HSIP (92.22%)	2023	\$19,976	\$1,685	\$0	\$21,661
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Construction	AC-HSIP (92.22%)	2023	\$1,338,111	\$112,888	\$0	\$1,450,999
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Other	AC-HSIP (92.22%)	2023	\$13,913	\$1,174	\$0	\$15,087
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Construction	AC-HSIP (92.22%)	2023	\$514,179	\$43,378	\$0	\$557,557
					<b>2023 Total</b>	\$1,886,179	\$159,125	\$0	\$2,045,304
21606	OR224 at SE Monroe St	ODOT	Construction	AC-HSIP (92.22%)	2024	\$2,251,062	\$189,907	\$0	\$2,440,969
					<b>2024 Total</b>	\$2,251,062	\$189,907	\$0	\$2,440,969
					<b>AC-HSIP (92.22%) Total</b>	\$5,337,011	\$450,250	\$0	\$5,787,261
18841	OR217 Southbound: OR10 to OR99W	ODOT	Construction	ACPO - Advance CN	2021	\$74,655,360	\$8,544,640	\$2,000,000	\$85,200,000
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Purchase right of way	ACPO - Advance CN	2021	\$294,696	\$33,729	\$111,354	\$439,779
20465	I-5 Bridges: Multnomah Blvd Capital Hwy Ramp Barbur Blvd	ODOT	Construction	ACPO - Advance CN	2021	\$4,628,131	\$529,710	\$0	\$5,157,841
					<b>2021 Total</b>	\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
					<b>ACPO - Advance CN Total</b>	\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
20410	I-84: I-205 - NE 181st Avenue	ODOT	Construction	ACPO (92.22%)	2021	\$7,657,518	\$646,015	\$0	\$8,303,533
21219	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	ODOT	Construction	ACPO (92.22%)	2021	\$3,688,800	\$311,200	\$0	\$4,000,000
					<b>2021 Total</b>	\$11,346,318	\$957,215	\$0	\$12,303,533
					<b>ACPO (92.22%) Total</b>	\$11,346,318	\$957,215	\$0	\$12,303,533
21495	OR212/224 Arterial Corridor Management	ODOT	Other	ATCMTD (100%)	2021	\$75,000	\$0	\$0	\$75,000
21495	OR212/224 Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$2,425,000	\$0	\$0	\$2,425,000
21496	NE Airport Way Arterial Corridor Management	ODOT	Other	ATCMTD (100%)	2021	\$50,000	\$0	\$0	\$50,000
21496	NE Airport Way Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$1,040,000	\$0	\$0	\$1,040,000
21500	Cornelius Pass Road Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$1,160,000	\$0	\$295,200	\$1,455,200
					<b>2021 Total</b>	\$4,750,000	\$0	\$295,200	\$5,045,200
					<b>ATCMTD (100%) Total</b>	\$4,750,000	\$0	\$295,200	\$5,045,200
21221	232nd Drive at MP 0.3	Clackamas County	Construction	Emergency Relief	2021	\$264,704	\$30,297	\$0	\$295,001
					<b>2021 Total</b>	\$264,704	\$30,297	\$0	\$295,001
					<b>Emergency Relief Total</b>	\$264,704	\$30,297	\$0	\$295,001
20304	City of Portland Safety Project	Portland	Purchase right of way	HSIP	2021	\$111,586	\$9,414	\$0	\$121,000
20304	City of Portland Safety Project	Portland	Other	HSIP	2021	\$57,176	\$4,824	\$0	\$62,000
20304	City of Portland Safety Project	Portland	Construction	HSIP	2021	\$5,311,273	\$448,077	\$0	\$5,759,350

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.2 Detail  
Demonstration of Fiscal Constraint  
ODOT Funding Allocation Programs  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					2021 Total	\$5,480,035	\$462,315	\$0	\$5,942,350
				HSIP Total		\$5,480,035	\$462,315	\$0	\$5,942,350
18794	OR8: SW Watson Ave - SW 110th Ave (Beaverton)	ODOT	Construction	HSIP (100%)	2021	\$1,723,407	\$0	\$0	\$1,723,407
20336	Systemic Signals and Illumination (Clackamas)	Clackamas County	Construction	HSIP (100%)	2021	\$830,810	\$0	\$70,090	\$900,900
20414	Road Safety Audit Implementation	ODOT	Other	HSIP (100%)	2021	\$1,689,244	\$0	\$0	\$1,689,244
20438	OR99W (Barbur Blvd) at SW Capitol Hwy	ODOT	Construction	HSIP (100%)	2021	\$2,116,600	\$0	\$0	\$2,116,600
20479	Region 1 Bike Ped Crossings	ODOT	Construction	HSIP (100%)	2021	\$654,599	\$0	\$0	\$654,599
20480	I-205 Exits Ramps at SE Division St	ODOT	Construction	HSIP (100%)	2021	\$2,643,117	\$0	\$0	\$2,643,117
					2021 Total	\$9,657,777	\$0	\$70,090	\$9,727,867
				HSIP (100%) Total		\$9,657,777	\$0	\$70,090	\$9,727,867
20300	US26: OR217 - Cornell Road	ODOT	Construction	HSIP (92.22)	2021	\$396,825	\$33,478	\$0	\$430,303
20303	City of Gresham Safety Project	ODOT	Construction	HSIP (92.22)	2021	\$997,083	\$84,117	\$0	\$1,081,200
20334	Central Systemic Signal and Illumination (Portland)	Portland	Purchase right of way	HSIP (92.22)	2021	\$58,560	\$4,940	\$0	\$63,500
20334	Central Systemic Signal and Illumination (Portland)	Portland	Other	HSIP (92.22)	2021	\$16,692	\$1,408	\$0	\$18,100
20334	Central Systemic Signal and Illumination (Portland)	Portland	Construction	HSIP (92.22)	2021	\$735,233	\$62,027	\$0	\$797,260
20335	Central Systemic Signals and Illumination (ODOT)	ODOT	Purchase right of way	HSIP (92.22)	2021	\$286,066	\$24,134	\$0	\$310,200
20335	Central Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$2,607,807	\$220,004	\$0	\$2,827,811
20339	East Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$2,388,567	\$201,508	\$0	\$2,590,075
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Purchase right of way	HSIP (92.22)	2021	\$32,277	\$2,723	\$0	\$35,000
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Other	HSIP (92.22)	2021	\$225,939	\$19,061	\$0	\$245,000
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Construction	HSIP (92.22)	2021	\$1,025,349	\$86,502	\$0	\$1,111,851
20376	West Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$4,808,674	\$405,676	\$0	\$5,214,350
20439	OR99W (Barbur Blvd): MP 8.01 to MP 11.50	Tigard	Construction	HSIP (92.22)	2021	\$616,030	\$51,970	\$0	\$668,000
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$20,866	\$1,760	\$0	\$22,626
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$511,677	\$43,167	\$0	\$554,844
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$429,860	\$36,264	\$0	\$466,124
21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Oregon City	Preliminary engineering	HSIP (92.22)	2021	\$197,016	\$16,621	\$0	\$213,637
21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$16,492	\$1,391	\$0	\$17,883
21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$28,749	\$2,425	\$0	\$31,174
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Multnomah County	Preliminary engineering	HSIP (92.22)	2021	\$3,763	\$317	\$0	\$4,080
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Multnomah County	Construction	HSIP (92.22)	2021	\$40,382	\$3,407	\$0	\$43,789
21624	W Burnside at SW St Clair Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$105,712	\$8,918	\$0	\$114,630
21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$64,995	\$5,483	\$0	\$70,478
21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$48,902	\$4,126	\$0	\$53,028
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Preliminary engineering	HSIP (92.22)	2021	\$62,095	\$5,239	\$0	\$67,334
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$444,883	\$37,532	\$0	\$482,415
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$241,415	\$20,367	\$0	\$261,782
21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$30,869	\$2,604	\$0	\$33,473
21632	NW West Union Rd at Neakahnie Ave (Washington County)	Washington County	Preliminary engineering	HSIP (92.22)	2021	\$142,773	\$12,045	\$0	\$154,818
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$180,655	\$15,241	\$0	\$195,896
21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$167,598	\$14,139	\$0	\$181,737
21635	SE Flavel St at 72nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$164,154	\$13,849	\$0	\$178,003
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2021	\$110,690	\$9,338	\$0	\$120,028
21638	OR213: I-205 - OR211	ODOT	Purchase right of way	HSIP (92.22)	2021	\$44,501	\$3,754	\$0	\$48,255
21638	OR213: I-205 - OR211	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$59,261	\$4,999	\$0	\$64,260
					2021 Total	\$17,312,410	\$1,460,534	\$0	\$18,772,944
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Preliminary engineering	HSIP (92.22)	2022	\$303,067	\$25,568	\$0	\$328,635
21613	US30: Sandy River - OR35	ODOT	Preliminary engineering	HSIP (92.22)	2022	\$128,470	\$10,838	\$0	\$139,308

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.2 Detail**  
**Demonstration of Fiscal Constraint**  
**ODOT Funding Allocation Programs**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Purchase right of way	HSIP (92.22)	2022	\$5,821	\$491	\$0	\$6,312
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Construction	HSIP (92.22)	2022	\$69,127	\$5,832	\$0	\$74,959
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Purchase right of way	HSIP (92.22)	2022	\$34,928	\$2,947	\$0	\$37,875
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Purchase right of way	HSIP (92.22)	2022	\$69,856	\$5,893	\$0	\$75,749
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2022	\$35,117	\$2,963	\$0	\$38,080
21625	Pedestrian & Bike improvements (Beaverton)	Beaverton	Preliminary engineering	HSIP (92.22)	2022	\$67,927	\$5,731	\$0	\$73,658
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Purchase right of way	HSIP (92.22)	2022	\$5,821	\$491	\$0	\$6,312
21632	NW West Union Rd at Neakahnie Ave (Washington County)	Washington County	Purchase right of way	HSIP (92.22)	2022	\$1,455	\$123	\$0	\$1,578
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Purchase right of way	HSIP (92.22)	2022	\$33,764	\$2,848	\$0	\$36,612
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Purchase right of way	HSIP (92.22)	2022	\$127,539	\$10,760	\$0	\$138,299
21638	OR213: I-205 - OR211	ODOT	Other	HSIP (92.22)	2022	\$13,916	\$1,174	\$0	\$15,090
21638	OR213: I-205 - OR211	ODOT	Construction	HSIP (92.22)	2022	\$377,311	\$31,831	\$0	\$409,142
<b>2022 Total</b>						<b>\$1,274,119</b>	<b>\$107,490</b>	<b>\$0</b>	<b>\$1,381,609</b>
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Purchase right of way	HSIP (92.22)	2023	\$12,341	\$1,041	\$0	\$13,382
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Other	HSIP (92.22)	2023	\$38,484	\$3,247	\$0	\$41,731
21613	US30: Sandy River - OR35	ODOT	Purchase right of way	HSIP (92.22)	2023	\$6,541	\$552	\$0	\$7,093
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Other	HSIP (92.22)	2023	\$51,349	\$4,332	\$0	\$55,681
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Construction	HSIP (92.22)	2023	\$2,052,054	\$173,118	\$0	\$2,225,172
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Other	HSIP (92.22)	2023	\$11,685	\$986	\$0	\$12,671
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Construction	HSIP (92.22)	2023	\$1,790,224	\$151,030	\$0	\$1,941,254
21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Oregon City	Construction	HSIP (92.22)	2023	\$923,806	\$77,935	\$0	\$1,001,741
21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$73,829	\$6,228	\$0	\$80,057
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2023	\$273,228	\$23,050	\$0	\$296,278
21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Portland	Construction	HSIP (92.22)	2023	\$128,434	\$10,835	\$0	\$139,269
21624	W Burnside at SW St Clair Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$463,176	\$39,075	\$0	\$502,251
21625	Pedestrian & Bike improvements (Beaverton)	Beaverton	Construction	HSIP (92.22)	2023	\$623,868	\$52,632	\$0	\$676,500
21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$314,834	\$26,560	\$0	\$341,394
21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$214,467	\$18,093	\$0	\$232,560
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Construction	HSIP (92.22)	2023	\$511,070	\$43,116	\$0	\$554,186
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$1,949,044	\$164,428	\$0	\$2,113,472
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$1,057,646	\$89,227	\$0	\$1,146,873
21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$135,515	\$11,433	\$0	\$146,948
21632	NW West Union Rd at Neakahnie Ave (Washington County)	Washington County	Construction	HSIP (92.22)	2023	\$854,763	\$72,111	\$0	\$926,874
21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	Portland	Construction	HSIP (92.22)	2023	\$734,251	\$61,944	\$0	\$796,195
21635	SE Flavel St at 72nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$776,826	\$65,536	\$0	\$842,362
<b>2023 Total</b>						<b>\$12,997,435</b>	<b>\$1,096,509</b>	<b>\$0</b>	<b>\$14,093,944</b>
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Construction	HSIP (92.22)	2024	\$1,366,197	\$115,257	\$0	\$1,481,454
21613	US30: Sandy River - OR35	ODOT	Other	HSIP (92.22)	2024	\$7,326	\$618	\$0	\$7,944
21613	US30: Sandy River - OR35	ODOT	Construction	HSIP (92.22)	2024	\$390,231	\$32,921	\$0	\$423,152
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Construction	HSIP (92.22)	2024	\$833,893	\$70,350	\$0	\$904,243
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2024	\$1,222,207	\$103,110	\$0	\$1,325,317
<b>2024 Total</b>						<b>\$3,819,854</b>	<b>\$322,256</b>	<b>\$0</b>	<b>\$4,142,110</b>
<b>HSIP (92.22) Total</b>						<b>\$35,403,818</b>	<b>\$2,986,789</b>	<b>\$0</b>	<b>\$38,390,607</b>
21500	Cornelius Pass Road Arterial Corridor Management	ODOT	Other	Local (Wash Co)	2021	\$0	\$0	\$800,700	\$800,700
<b>2021 Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$800,700</b>	<b>\$800,700</b>
<b>Local (Wash Co) Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$800,700</b>	<b>\$800,700</b>
20597	Portland Metro Planning SFY22	Metro	Planning	Metro PL (5303)	2021	\$618,917	\$70,838	\$0	\$689,755
<b>2021 Total</b>						<b>\$618,917</b>	<b>\$70,838</b>	<b>\$0</b>	<b>\$689,755</b>

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.2 Detail**  
**Demonstration of Fiscal Constraint**  
**ODOT Funding Allocation Programs**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
				<b>Metro PL (5303) Total</b>		\$618,917	\$70,838	\$0	\$689,755
20597	Portland Metro Planning SFY22	Metro	Planning	Metro Planning (Z45)	2021	\$1,907,827	\$218,359	\$0	\$2,126,186
				<b>2021 Total</b>		\$1,907,827	\$218,359	\$0	\$2,126,186
				<b>Metro Planning (Z450) Total</b>		\$1,907,827	\$218,359	\$0	\$2,126,186
20411	I-5: I-205 Interchange - Willamette River	ODOT	Construction	NHPP (92.22%)	2021	\$8,309,670	\$701,033	\$0	\$9,010,703
20486	I-5 Over 26th Avenue Bridge	ODOT	Construction	NHPP (92.22%)	2021	\$26,793,259	\$2,260,373	\$0	\$29,053,632
21218	I-5: Boone (Willamette River) Bridge	ODOT	Construction	NHPP (92.22%)	2021	\$2,951,040	\$248,960	\$0	\$3,200,000
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Preliminary engineering	NHPP (92.22%)	2021	\$845,192	\$71,303	\$0	\$916,495
21799	I-5: E Burnside St - Marquam Bridge	ODOT	Planning	NHPP (92.22%)	2021	\$645,540	\$54,460	\$0	\$700,000
21800	I-84: NE Martin Luther King Jr Blvd - I-205	ODOT	Preliminary engineering	NHPP (92.22%)	2021	\$922,200	\$77,800	\$0	\$1,000,000
				<b>2021 Total</b>		\$40,466,901	\$3,413,929	\$0	\$43,880,830
20298	I-84: Fairview - Marine Drive	ODOT	Construction	NHPP (92.22%)	2022	\$4,289,147	\$361,847	\$0	\$4,650,994
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Purchase right of way	NHPP (92.22%)	2022	\$18,544	\$1,564	\$0	\$20,108
				<b>2022 Total</b>		\$4,307,691	\$363,411	\$0	\$4,671,102
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Other	NHPP (92.22%)	2023	\$61,810	\$5,215	\$0	\$67,025
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Construction	NHPP (92.22%)	2023	\$6,361,843	\$536,707	\$0	\$6,898,550
				<b>2023 Total</b>		\$6,423,653	\$541,922	\$0	\$6,965,575
				<b>NHPP (92.22%) Total</b>		\$51,198,245	\$4,319,262	\$0	\$55,517,507
20208	US30: NW Saltzman Rd - NW Bridge Ave	ODOT	Construction	NHPP (2001)	2021	\$5,397,862	\$617,809	\$0	\$6,015,671
20300	US26: OR217 - Cornell Road	ODOT	Construction	NHPP (2001)	2021	\$7,930,940	\$907,732	\$0	\$8,838,672
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Purchase right of way	NHPP (2001)	2021	\$89,730	\$10,270	\$0	\$100,000
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Construction	NHPP (2001)	2021	\$2,097,964	\$240,121	\$0	\$2,338,085
20435	OR99W: I-5 - McDonald St	ODOT	Construction	NHPP (2001)	2021	\$8,020,044	\$917,930	\$0	\$8,937,974
20451	OR8 at River Rd	ODOT	Purchase right of way	NHPP (2001)	2021	\$82,146	\$9,402	\$0	\$91,548
20451	OR8 at River Rd	ODOT	Construction	NHPP (2001)	2021	\$988,974	\$113,192	\$0	\$1,102,166
20472	OR99E: Clackamas River(McLoughlin) Bridge	ODOT	Preliminary engineering	NHPP (2001)	2021	\$224,325	\$25,675	\$0	\$250,000
21598	OR224: SE 17th Ave - OR213	ODOT	Preliminary engineering	NHPP (2001)	2021	\$2,348,893	\$268,841	\$0	\$2,617,734
21606	OR224 at SE Monroe St	ODOT	Preliminary engineering	NHPP (2001)	2021	\$298,728	\$34,191	\$0	\$332,919
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Preliminary engineering	NHPP (2001)	2021	\$703,899	\$80,564	\$0	\$784,463
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Preliminary engineering	NHPP (2001)	2021	\$452,448	\$51,785	\$0	\$504,233
21617	OR8: SE Brookwood Ave - OR217	ODOT	Preliminary engineering	NHPP (2001)	2021	\$403,930	\$46,232	\$0	\$450,162
21712	OR99W : Rock Creek Bridge	ODOT	Construction	NHPP (2001)	2021	\$618,334	\$70,771	\$0	\$689,105
21779	US30: Watson Rd - NW Hoge Ave	ODOT	Preliminary engineering	NHPP (2001)	2021	\$410,246	\$46,954	\$0	\$457,200
				<b>2021 Total</b>		\$30,068,463	\$3,441,469	\$0	\$33,509,932
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Preliminary engineering	NHPP (2001)	2022	\$1,627,675	\$186,295	\$0	\$1,813,970
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Purchase right of way	NHPP (2001)	2022	\$444,410	\$50,865	\$0	\$495,275
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Purchase right of way	NHPP (2001)	2022	\$161,621	\$18,498	\$0	\$180,119
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Other	NHPP (2001)	2022	\$59,455	\$6,805	\$0	\$66,260
21617	OR8: SE Brookwood Ave - OR217	ODOT	Purchase right of way	NHPP (2001)	2022	\$28,199	\$3,228	\$0	\$31,427
				<b>2022 Total</b>		\$2,321,360	\$265,691	\$0	\$2,587,051
21606	OR224 at SE Monroe St	ODOT	Other	NHPP (2001)	2023	\$17,660	\$2,021	\$0	\$19,681
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Other	NHPP (2001)	2023	\$130,919	\$14,984	\$0	\$145,903
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Construction	NHPP (2001)	2023	\$3,060,959	\$350,340	\$0	\$3,411,299
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Construction	NHPP (2001)	2023	\$2,267,849	\$259,565	\$0	\$2,527,414
21617	OR8: SE Brookwood Ave - OR217	ODOT	Construction	NHPP (2001)	2023	\$3,091,714	\$353,861	\$0	\$3,445,575
21779	US30: Watson Rd - NW Hoge Ave	ODOT	Construction	NHPP (2001)	2023	\$957,240	\$109,560	\$0	\$1,066,800
				<b>2023 Total</b>		\$9,526,341	\$1,090,331	\$0	\$10,616,672
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Construction	NHPP (2001)	2024	\$9,857,047	\$1,128,183	\$0	\$10,985,230

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.2 Detail**  
**Demonstration of Fiscal Constraint**  
**ODOT Funding Allocation Programs**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21606	OR224 at SE Monroe St	ODOT	Construction	NHPP (2001)	2024	\$1,910,059	\$218,615	\$0	\$2,128,674
					<b>2024 Total</b>	\$11,767,106	\$1,346,798	\$0	\$13,113,904
					<b>NHPP (2001) Total</b>	\$53,683,270	\$6,144,289	\$0	\$59,827,559
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	OTHER - LOCAL	2021	\$0	\$0	\$3,900,000	\$3,900,000
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Purchase right of way	OTHER - LOCAL	2021	\$0	\$0	\$107,900	\$107,900
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Construction	OTHER - LOCAL	2021	\$0	\$0	\$645,047	\$645,047
					<b>2021 Total</b>	\$0	\$0	\$4,652,947	\$4,652,947
					<b>OTHER - LOCAL Total</b>	\$0	\$0	\$4,652,947	\$4,652,947
20451	OR8 at River Rd	ODOT	Other	Rail Safety (LS40/50)	2021	\$270,000	\$0	\$30,000	\$300,000
					<b>2021 Total</b>	\$270,000	\$0	\$30,000	\$300,000
					<b>Rail Safety (LS40/50) Total</b>	\$270,000	\$0	\$30,000	\$300,000
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Construction	State STP (M240)	2021	\$1,131,861	\$129,547	\$830,973	\$2,092,381
					<b>2021 Total</b>	\$1,131,861	\$129,547	\$830,973	\$2,092,381
					<b>State STP (M240) Total</b>	\$1,131,861	\$129,547	\$830,973	\$2,092,381
21603	Portland Metro and Surrounding Areas Traffic Signal Upgrades	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
21604	Portland Metro and Surrounding Areas Pavement Marking	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
21605	Portland Metro and Surrounding Areas Signal Detection	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
21618	Portland Metro & Surrounding Area Audible Crosswalk Signals	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
22075	Columbia Bottomlands Mitigation/Conservation	ODOT	Purchase right of way	STATE-GEN	2021	\$0	\$0	\$1,000,000	\$1,000,000
					<b>2021 Total</b>	\$0	\$0	\$1,800,000	\$1,800,000
					<b>STATE-GEN Total</b>	\$0	\$0	\$1,800,000	\$1,800,000
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG - STATE	2021	\$1,615,497	\$184,901	\$0	\$1,800,398
18794	OR8: SW Watson Ave - SW 110th Ave (Beaverton)	ODOT	Construction	STBG - STATE	2021	\$439,677	\$50,323	\$0	\$490,000
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Port of Portland	Construction	STBG - STATE	2021	\$2,585,775	\$295,954	\$0	\$2,881,729
18841	OR217 Southbound: OR10 to OR99W	ODOT	Construction	STBG - STATE	2021	\$21,912,819	\$2,508,020	\$0	\$24,420,839
20298	I-84: Fairview - Marine Drive	ODOT	Purchase right of way	STBG - STATE	2021	\$2,366	\$271	\$0	\$2,637
20330	Stark Street Multimodal Connections	ODOT	Construction	STBG - STATE	2021	\$2,519,127	\$288,325	\$478,343	\$3,285,795
20333	Seventies Neighborhood Greenway	ODOT	Construction	STBG - STATE	2021	\$1,566,001	\$179,236	\$2,178,594	\$3,923,831
20474	Regionwide ITS Improvements and Upgrades	ODOT	Construction	STBG - STATE	2021	\$1,410,017	\$161,383	\$0	\$1,571,400
20479	Region 1 Bike Ped Crossings	ODOT	Construction	STBG - STATE	2021	\$1,329,666	\$152,186	\$0	\$1,481,852
20487	OR99E Over UPRR at Baldwin Street Bridge	ODOT	Construction	STBG - STATE	2021	\$3,663,863	\$419,346	\$0	\$4,083,209
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Purchase right of way	STBG - STATE	2021	\$385,839	\$44,161	\$0	\$430,000
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Construction	STBG - STATE	2021	\$2,170,524	\$248,426	\$0	\$2,418,950
20522	US30 at Bridge Ave Ramps	ODOT	Construction	STBG - STATE	2021	\$2,518,003	\$288,197	\$0	\$2,806,200
21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	ODOT	Construction	STBG - STATE	2021	\$10,572,662	\$1,210,088	\$0	\$11,782,750
21255	US26/OR213 Curb Ramps	ODOT	Construction	STBG - STATE	2021	\$1,000,490	\$114,511	\$0	\$1,115,001
21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	Portland	Construction	STBG - STATE	2021	\$1,589,049	\$181,874	\$0	\$1,770,923
21600	Portland Metro/Surrounding Area Traffic Monitoring & Control	ODOT	Other	STBG - STATE	2021	\$628,110	\$71,890	\$0	\$700,000
21609	Portland Metro and Surrounding Areas Traffic Monitoring Cameras	ODOT	Construction	STBG - STATE	2021	\$578,759	\$66,242	\$0	\$645,001
21707	US30B: St. Johns Bridge	ODOT	Purchase right of way	STBG - STATE	2021	\$222,765	\$25,496	\$0	\$248,261
21709	OR120: Columbia Slough Bridge	ODOT	Planning	STBG - STATE	2021	\$448,650	\$51,350	\$0	\$500,000
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Purchase right of way	STBG - STATE	2021	\$35,267	\$4,036	\$0	\$39,303
					<b>2021 Total</b>	\$57,194,926	\$6,546,216	\$2,656,937	\$66,398,079
20298	I-84: Fairview - Marine Drive	ODOT	Construction	STBG - STATE	2022	\$260,222	\$29,784	\$0	\$290,006
20384	NW Thurman St Over Macleay Park	Portland	Construction	STBG - STATE	2022	\$3,907,149	\$447,191	\$0	\$4,354,340
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Preliminary engineering	STBG - STATE	2022	\$294,707	\$33,731	\$0	\$328,438
21704	US30B: Bridge Over Private Driveway	ODOT	Preliminary engineering	STBG - STATE	2022	\$238,143	\$27,257	\$0	\$265,400
21707	US30B: St. Johns Bridge	ODOT	Construction	STBG - STATE	2022	\$10,225,975	\$1,170,409	\$0	\$11,396,384

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

**Table 5.2 Detail**  
**Demonstration of Fiscal Constraint**  
**ODOT Funding Allocation Programs**  
**(By Federal Fiscal Year)**

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21882	Hawthorne Bridge Ramps	Multnomah County	Construction	STBG - STATE	2022	\$7,118,759	\$814,774	\$0	\$7,933,533
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Preliminary engineering	STBG - STATE	2022	\$1,604,929	\$183,691	\$0	\$1,788,620
					<b>2022 Total</b>	<b>\$23,649,884</b>	<b>\$2,706,837</b>	<b>\$0</b>	<b>\$26,356,721</b>
21704	US30B: Bridge Over Private Driveway	ODOT	Purchase right of way	STBG - STATE	2023	\$12,008	\$1,374	\$0	\$13,382
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Other	STBG - STATE	2023	\$103,460	\$11,841	\$0	\$115,301
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Construction	STBG - STATE	2023	\$3,717,578	\$425,493	\$0	\$4,143,071
					<b>2023 Total</b>	<b>\$3,833,046</b>	<b>\$438,708</b>	<b>\$0</b>	<b>\$4,271,754</b>
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Construction	STBG - STATE	2024	\$1,179,128	\$134,956	\$0	\$1,314,084
21611	Portland Metro and Surrounding Area Operations	ODOT	Other	STBG - STATE	2024	\$508,908	\$58,247	\$0	\$567,155
21704	US30B: Bridge Over Private Driveway	ODOT	Construction	STBG - STATE	2024	\$1,494,233	\$171,022	\$0	\$1,665,255
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Construction	STBG - STATE	2024	\$6,477,527	\$741,382	\$0	\$7,218,909
					<b>2024 Total</b>	<b>\$9,659,796</b>	<b>\$1,105,607</b>	<b>\$0</b>	<b>\$10,765,403</b>
				<b>STBG - STATE Total</b>		<b>\$94,337,652</b>	<b>\$10,797,368</b>	<b>\$2,656,937</b>	<b>\$107,791,957</b>
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Construction	TA - STATE	2021	\$1,682,468	\$192,566	\$0	\$1,875,034
					<b>2021 Total</b>	<b>\$1,682,468</b>	<b>\$192,566</b>	<b>\$0</b>	<b>\$1,875,034</b>
				<b>TA - STATE Total</b>		<b>\$1,682,468</b>	<b>\$192,566</b>	<b>\$0</b>	<b>\$1,875,034</b>
				<b>Grand Total</b>		<b>\$423,898,611</b>	<b>\$43,476,609</b>	<b>\$13,248,201</b>	<b>\$480,623,421</b>
				<b>2021 Total</b>		<b>\$274,531,721</b>	<b>\$27,378,602</b>	<b>\$13,248,201</b>	<b>\$315,158,524</b>
				<b>2022 Total</b>		<b>\$87,202,418</b>	<b>\$9,806,844</b>	<b>\$0</b>	<b>\$97,009,262</b>
				<b>2023 Total</b>		<b>\$34,666,654</b>	<b>\$3,326,595</b>	<b>\$0</b>	<b>\$37,993,249</b>
				<b>2024 Total</b>		<b>\$27,497,818</b>	<b>\$2,964,568</b>	<b>\$0</b>	<b>\$30,462,386</b>



Table 5.3 Summary  
 Demonstration of Fiscal Constraint  
 SMART Funding Programs  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2021 Total	\$298,758	\$74,690	\$0	\$373,448
5307 Total		\$298,758	\$74,690	\$0	\$373,448
	2022 Total	\$298,758	\$74,690	\$0	\$373,448
	2023 Total	\$298,758	\$74,690	\$0	\$373,448
	2024 Total	\$298,758	\$74,690	\$0	\$373,448
5307 (FF91 - 80/20) Total		\$896,274	\$224,070	\$0	\$1,120,344
	2021 Total	\$41,000	\$10,250	\$0	\$51,250
	2022 Total	\$41,000	\$10,250	\$0	\$51,250
	2023 Total	\$41,000	\$10,250	\$0	\$51,250
	2024 Total	\$41,000	\$10,250	\$0	\$51,250
5310 (80/20) Total		\$164,000	\$41,000	\$0	\$205,000
	2021 Total	\$80,000	\$20,000	\$0	\$100,000
	2022 Total	\$80,000	\$20,000	\$0	\$100,000
	2023 Total	\$80,000	\$20,000	\$0	\$100,000
	2024 Total	\$80,000	\$20,000	\$0	\$100,000
5339 FTA Bus & Bus Facilities Tot:		\$320,000	\$80,000	\$0	\$400,000
	Grand Total	\$1,679,032	\$419,760	\$0	\$2,098,792
	2021 Total	\$419,758	\$104,940	\$0	\$524,698
	2022 Total	\$419,758	\$104,940	\$0	\$524,698
	2023 Total	\$419,758	\$104,940	\$0	\$524,698
	2024 Total	\$419,758	\$104,940	\$0	\$524,698

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.3 Detail  
Demonstration of Fiscal Constraint  
SMART Funding Programs  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
20874	SMART Bus Purchase/PM/Amenities and Technology 2021	SMART	Transit	5307	2021	\$298,758	\$74,690	\$0	\$373,448
					<b>2021 Total</b>	\$298,758	\$74,690	\$0	\$373,448
				<b>5307 Total</b>		\$298,758	\$74,690	\$0	\$373,448
22192	SMART Bus Purchase/PM/Amenities and Technology 2022	SMART	Transit	5307 (FF91 - 80/20)	2022	\$298,758	\$74,690	\$0	\$373,448
					<b>2022 Total</b>	\$298,758	\$74,690	\$0	\$373,448
22195	SMART Bus Purchase/PM/Amenities and Technology 2023	SMART	Transit	5307 (FF91 - 80/20)	2023	\$298,758	\$74,690	\$0	\$373,448
					<b>2023 Total</b>	\$298,758	\$74,690	\$0	\$373,448
22198	SMART Bus Purchase/PM/Amenities and Technology 2024	SMART	Transit	5307 (FF91 - 80/20)	2024	\$298,758	\$74,690	\$0	\$373,448
					<b>2024 Total</b>	\$298,758	\$74,690	\$0	\$373,448
				<b>5307 (FF91 - 80/20) Total</b>		\$896,274	\$224,070	\$0	\$1,120,344
20868	SMART Senior and Disabled Program (2021)	SMART	Transit	5310 (80/20)	2021	\$41,000	\$10,250	\$0	\$51,250
					<b>2021 Total</b>	\$41,000	\$10,250	\$0	\$51,250
22190	SMART Senior and Disabled Program (2022)	SMART	Transit	5310 (80/20)	2022	\$41,000	\$10,250	\$0	\$51,250
					<b>2022 Total</b>	\$41,000	\$10,250	\$0	\$51,250
22193	SMART Senior and Disabled Program (2023)	SMART	Transit	5310 (80/20)	2023	\$41,000	\$10,250	\$0	\$51,250
					<b>2023 Total</b>	\$41,000	\$10,250	\$0	\$51,250
22196	SMART Senior and Disabled Program (2024)	SMART	Transit	5310 (80/20)	2024	\$41,000	\$10,250	\$0	\$51,250
					<b>2024 Total</b>	\$41,000	\$10,250	\$0	\$51,250
				<b>5310 (80/20) Total</b>		\$164,000	\$41,000	\$0	\$205,000
20871	SMART Bus and Bus Facilities (Capital) 2021	SMART	Transit	5339 FTA Bus & Bus Fac	2021	\$80,000	\$20,000	\$0	\$100,000
					<b>2021 Total</b>	\$80,000	\$20,000	\$0	\$100,000
22191	SMART Bus and Bus Facilities (Capital) 2022	SMART	Transit	5339 FTA Bus & Bus Fac	2022	\$80,000	\$20,000	\$0	\$100,000
					<b>2022 Total</b>	\$80,000	\$20,000	\$0	\$100,000
22194	SMART Bus and Bus Facilities (Capital) 2023	SMART	Transit	5339 FTA Bus & Bus Fac	2023	\$80,000	\$20,000	\$0	\$100,000
					<b>2023 Total</b>	\$80,000	\$20,000	\$0	\$100,000
22197	SMART Bus and Bus Facilities (Capital) 2024	SMART	Transit	5339 FTA Bus & Bus Fac	2024	\$80,000	\$20,000	\$0	\$100,000
					<b>2024 Total</b>	\$80,000	\$20,000	\$0	\$100,000
				<b>5339 FTA Bus &amp; Bus Facilities Total</b>		\$320,000	\$80,000	\$0	\$400,000
					<b>Grand Total</b>	<b>\$1,679,032</b>	<b>\$419,760</b>	<b>\$0</b>	<b>\$2,098,792</b>
					<b>2021 Total</b>	<b>\$419,758</b>	<b>\$104,940</b>	<b>\$0</b>	<b>\$524,698</b>
					<b>2022 Total</b>	<b>\$419,758</b>	<b>\$104,940</b>	<b>\$0</b>	<b>\$524,698</b>
					<b>2023 Total</b>	<b>\$419,758</b>	<b>\$104,940</b>	<b>\$0</b>	<b>\$524,698</b>
					<b>2024 Total</b>	<b>\$419,758</b>	<b>\$104,940</b>	<b>\$0</b>	<b>\$524,698</b>

Table 5.4 Summary  
 Demonstration of Fiscal Constraint  
 TriMet Funding Programs  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	<b>2021 Total</b>	\$25,333,200	\$6,333,300	\$0	\$31,666,500
	<b>2022 Total</b>	\$25,839,864	\$6,459,966	\$0	\$32,299,830
	<b>2023 Total</b>	\$26,356,662	\$6,589,166	\$0	\$32,945,828
	<b>2024 Total</b>	\$26,883,795	\$6,720,949	\$0	\$33,604,744
<b>5337 Total</b>		\$104,413,521	\$26,103,381	\$0	\$130,516,902
	<b>2021 Total</b>	\$41,348,348	\$10,337,087	\$0	\$51,685,435
	<b>2022 Total</b>	\$42,175,315	\$10,543,829	\$0	\$52,719,144
	<b>2023 Total</b>	\$43,018,821	\$10,754,705	\$0	\$53,773,526
	<b>2024 Total</b>	\$43,879,198	\$10,969,800	\$0	\$54,848,998
<b>5307 (FF91 - 80/20) Total</b>		\$170,421,682	\$42,605,421	\$0	\$213,027,103
	<b>2021 Total</b>	\$20,464,288	\$16,157,559	\$0	\$36,621,847
<b>5309 (55.88%) Total</b>		\$20,464,288	\$16,157,559	\$0	\$36,621,847
	<b>2021 Total</b>	\$1,350,863	\$337,716	\$0	\$1,688,579
	<b>2022 Total</b>	\$1,377,880	\$344,470	\$0	\$1,722,350
	<b>2023 Total</b>	\$1,405,437	\$351,359	\$0	\$1,756,796
	<b>2024 Total</b>	\$1,433,546	\$358,387	\$0	\$1,791,933
<b>5310 (80/20) Total</b>		\$5,567,726	\$1,391,932	\$0	\$6,959,658
	<b>2021 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
	<b>2022 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
	<b>2023 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
	<b>2024 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
<b>5339 FTA Bus &amp; Bus Facilities Tot:</b>		\$13,732,404	\$3,433,100	\$0	\$17,165,504
	<b>Grand Total</b>	<b>\$314,599,621</b>	<b>\$89,691,393</b>	<b>\$0</b>	<b>\$404,291,014</b>
	<b>2021 Total</b>	<b>\$91,929,800</b>	<b>\$34,023,937</b>	<b>\$0</b>	<b>\$125,953,737</b>
	<b>2022 Total</b>	<b>\$72,826,160</b>	<b>\$18,206,540</b>	<b>\$0</b>	<b>\$91,032,700</b>
	<b>2023 Total</b>	<b>\$74,214,021</b>	<b>\$18,553,505</b>	<b>\$0</b>	<b>\$92,767,526</b>
	<b>2024 Total</b>	<b>\$75,629,640</b>	<b>\$18,907,411</b>	<b>\$0</b>	<b>\$94,537,051</b>

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.4 Detail  
Demonstration of Fiscal Constraint  
TriMet Funding Programs  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
20829	TriMet Bus and Rail Preventive Maintenance (2021)	TriMet	Transit	5337	2021	\$25,333,200	\$6,333,300	\$0	\$31,666,500
					<b>2021 Total</b>	\$25,333,200	\$6,333,300	\$0	\$31,666,500
22180	TriMet Bus and Rail Preventive Maintenance (2022)	TriMet	Transit	5337	2022	\$25,839,864	\$6,459,966	\$0	\$32,299,830
					<b>2022 Total</b>	\$25,839,864	\$6,459,966	\$0	\$32,299,830
22181	TriMet Bus and Rail Preventive Maintenance (2023)	TriMet	Transit	5337	2023	\$26,356,662	\$6,589,166	\$0	\$32,945,828
					<b>2023 Total</b>	\$26,356,662	\$6,589,166	\$0	\$32,945,828
22182	TriMet Bus and Rail Preventive Maintenance (2024)	TriMet	Transit	5337	2024	\$26,883,795	\$6,720,949	\$0	\$33,604,744
					<b>2024 Total</b>	\$26,883,795	\$6,720,949	\$0	\$33,604,744
				<b>5337 Total</b>		\$104,413,521	\$26,103,381	\$0	\$130,516,902
20823	TriMet Bus and Rail Preventive Maintenance (2021)	TriMet	Transit	5307 (FF91 - 80/20)	2021	\$41,348,348	\$10,337,087	\$0	\$51,685,435
					<b>2021 Total</b>	\$41,348,348	\$10,337,087	\$0	\$51,685,435
22177	TriMet Bus and Rail Preventive Maintenance (2022)	TriMet	Transit	5307 (FF91 - 80/20)	2022	\$42,175,315	\$10,543,829	\$0	\$52,719,144
					<b>2022 Total</b>	\$42,175,315	\$10,543,829	\$0	\$52,719,144
22178	TriMet Bus and Rail Preventive Maintenance (2023)	TriMet	Transit	5307 (FF91 - 80/20)	2023	\$43,018,821	\$10,754,705	\$0	\$53,773,526
					<b>2023 Total</b>	\$43,018,821	\$10,754,705	\$0	\$53,773,526
22179	TriMet Bus and Rail Preventive Maintenance (2024)	TriMet	Transit	5307 (FF91 - 80/20)	2024	\$43,879,198	\$10,969,800	\$0	\$54,848,998
					<b>2024 Total</b>	\$43,879,198	\$10,969,800	\$0	\$54,848,998
				<b>5307 (FF91 - 80/20) Total</b>		\$170,421,682	\$42,605,421	\$0	\$213,027,103
22187	Portland Milwaukie Light Rail	TriMet	Transit	5309 (55.88%)	2021	\$20,464,288	\$16,157,559	\$0	\$36,621,847
					<b>2021 Total</b>	\$20,464,288	\$16,157,559	\$0	\$36,621,847
				<b>5309 (55.88%) Total</b>		\$20,464,288	\$16,157,559	\$0	\$36,621,847
20838	TriMet Elderly and Disabled Program (2021)	TriMet	Transit	5310 (80/20)	2021	\$1,350,863	\$337,716	\$0	\$1,688,579
					<b>2021 Total</b>	\$1,350,863	\$337,716	\$0	\$1,688,579
22183	TriMet Elderly and Disabled Program (2022)	TriMet	Transit	5310 (80/20)	2022	\$1,377,880	\$344,470	\$0	\$1,722,350
					<b>2022 Total</b>	\$1,377,880	\$344,470	\$0	\$1,722,350
22184	TriMet Elderly and Disabled Program (2023)	TriMet	Transit	5310 (80/20)	2023	\$1,405,437	\$351,359	\$0	\$1,756,796
					<b>2023 Total</b>	\$1,405,437	\$351,359	\$0	\$1,756,796
22185	TriMet Elderly and Disabled Program (2024)	TriMet	Transit	5310 (80/20)	2024	\$1,433,546	\$358,387	\$0	\$1,791,933
					<b>2024 Total</b>	\$1,433,546	\$358,387	\$0	\$1,791,933
				<b>5310 (80/20) Total</b>		\$5,567,726	\$1,391,932	\$0	\$6,959,658
20820	TriMet Bus Purchase (2021)	TriMet	Transit	5339 FTA Bus & Bus Facilit	2021	\$3,433,101	\$858,275	\$0	\$4,291,376
					<b>2021 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
22174	TriMet Bus Purchase (2022)	TriMet	Transit	5339 FTA Bus & Bus Facilit	2022	\$3,433,101	\$858,275	\$0	\$4,291,376
					<b>2022 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
22175	TriMet Bus Purchase (2023)	TriMet	Transit	5339 FTA Bus & Bus Facilit	2023	\$3,433,101	\$858,275	\$0	\$4,291,376
					<b>2023 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
22176	TriMet Bus Purchase (2024)	TriMet	Transit	5339 FTA Bus & Bus Facilit	2024	\$3,433,101	\$858,275	\$0	\$4,291,376
					<b>2024 Total</b>	\$3,433,101	\$858,275	\$0	\$4,291,376
				<b>5339 FTA Bus &amp; Bus Facilities Total</b>		\$13,732,404	\$3,433,100	\$0	\$17,165,504
					<b>Grand Total</b>	<b>\$314,599,621</b>	<b>\$89,691,393</b>	<b>\$0</b>	<b>\$404,291,014</b>
					<b>2021 Total</b>	<b>\$91,929,800</b>	<b>\$34,023,937</b>	<b>\$0</b>	<b>\$125,953,737</b>
					<b>2022 Total</b>	<b>\$72,826,160</b>	<b>\$18,206,540</b>	<b>\$0</b>	<b>\$91,032,700</b>

#### 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.4 Detail  
Demonstration of Fiscal Constraint  
TriMet Funding Programs  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					2023 Total	\$74,214,021	\$18,553,505	\$0	\$92,767,526
					2024 Total	\$75,629,640	\$18,907,411	\$0	\$94,537,051

Table 5.5 Summary  
 Demonstration of Fiscal Constraint  
 All 2021-24 MTIP Programming  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2021 Total	\$298,758	\$74,690	\$0	\$373,448
5307 Total		\$298,758	\$74,690	\$0	\$373,448
	2021 Total	\$25,333,200	\$6,333,300	\$0	\$31,666,500
	2022 Total	\$25,839,864	\$6,459,966	\$0	\$32,299,830
	2023 Total	\$26,356,662	\$6,589,166	\$0	\$32,945,828
	2024 Total	\$26,883,795	\$6,720,949	\$0	\$33,604,744
5337 Total		\$104,413,521	\$26,103,381	\$0	\$130,516,902
	2021 Total	\$41,348,348	\$10,337,087	\$0	\$51,685,435
	2022 Total	\$42,474,073	\$10,618,519	\$0	\$53,092,592
	2023 Total	\$43,317,579	\$10,829,395	\$0	\$54,146,974
	2024 Total	\$44,177,956	\$11,044,490	\$0	\$55,222,446
5307 (FF91 - 80/20) Total		\$171,317,956	\$42,829,491	\$0	\$214,147,447
	2021 Total	\$20,464,288	\$16,157,559	\$0	\$36,621,847
5309 (55.88%) Total		\$20,464,288	\$16,157,559	\$0	\$36,621,847
	2021 Total	\$1,391,863	\$347,966	\$0	\$1,739,829
	2022 Total	\$1,418,880	\$354,720	\$0	\$1,773,600
	2023 Total	\$1,446,437	\$361,609	\$0	\$1,808,046
	2024 Total	\$1,474,546	\$368,637	\$0	\$1,843,183
5310 (80/20) Total		\$5,731,726	\$1,432,932	\$0	\$7,164,658
	2021 Total	\$3,513,101	\$878,275	\$0	\$4,391,376
	2022 Total	\$3,513,101	\$878,275	\$0	\$4,391,376
	2023 Total	\$3,513,101	\$878,275	\$0	\$4,391,376
	2024 Total	\$3,513,101	\$878,275	\$0	\$4,391,376
5339 FTA Bus & Bus Facilities Tot:		\$14,052,404	\$3,513,100	\$0	\$17,565,504
	2021 Total	\$8,883,270	\$1,016,730	\$0	\$9,900,000
	2022 Total	\$55,453,140	\$6,346,860	\$0	\$61,800,000
AC-HB2017 (89.73%) Total		\$64,336,410	\$7,363,590	\$0	\$71,700,000
	2021 Total	\$2,914,111	\$245,845	\$0	\$3,159,956
AC-HB2017 (92.22%) Total		\$2,914,111	\$245,845	\$0	\$3,159,956
	2021 Total	\$1,003,546	\$84,663	\$0	\$1,088,209
	2022 Total	\$196,224	\$16,555	\$0	\$212,779
	2023 Total	\$1,886,179	\$159,125	\$0	\$2,045,304
	2024 Total	\$2,251,062	\$189,907	\$0	\$2,440,969
AC-HSIP (92.22%) Total		\$5,337,011	\$450,250	\$0	\$5,787,261
	2021 Total	\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
ACP0 - Advance CN Total		\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
	2021 Total	\$11,346,318	\$957,215	\$0	\$12,303,533

Table 5.5 Summary  
 Demonstration of Fiscal Constraint  
 All 2021-24 MTIP Programming  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
<b>ACPO (92.22%) Total</b>		\$11,346,318	\$957,215	\$0	\$12,303,533
	<b>2021 Total</b>	\$4,750,000	\$0	\$295,200	\$5,045,200
<b>ATCMTD (100%) Total</b>		\$4,750,000	\$0	\$295,200	\$5,045,200
	<b>2021 Total</b>	\$7,777,936	\$890,220	\$0	\$8,668,156
<b>CMAQ Total</b>		\$7,777,936	\$890,220	\$0	\$8,668,156
	<b>2021 Total</b>	\$16,067,547	\$1,839,003	\$1,728,038	\$19,634,588
	<b>2022 Total</b>	\$14,273,637	\$1,633,682	\$0	\$15,907,319
	<b>2023 Total</b>	\$15,946,372	\$1,825,133	\$0	\$17,771,505
	<b>2024 Total</b>	\$15,150,011	\$1,733,986	\$720,172	\$17,604,169
	<b>2026 Total</b>	\$6,640,567	\$760,042	\$1,139,991	\$8,540,600
<b>CMAQ - URBAN Total</b>		\$68,078,134	\$7,791,846	\$3,588,201	\$79,458,181
	<b>2021 Total</b>	\$264,704	\$30,297	\$0	\$295,001
<b>Emergency Relief Total</b>		\$264,704	\$30,297	\$0	\$295,001
	<b>2021 Total</b>	\$5,480,035	\$462,315	\$0	\$5,942,350
<b>HSIP Total</b>		\$5,480,035	\$462,315	\$0	\$5,942,350
	<b>2021 Total</b>	\$9,657,777	\$0	\$70,090	\$9,727,867
<b>HSIP (100%) Total</b>		\$9,657,777	\$0	\$70,090	\$9,727,867
	<b>2021 Total</b>	\$17,312,410	\$1,460,534	\$0	\$18,772,944
	<b>2022 Total</b>	\$1,274,119	\$107,490	\$0	\$1,381,609
	<b>2023 Total</b>	\$12,997,435	\$1,096,509	\$0	\$14,093,944
	<b>2024 Total</b>	\$3,819,854	\$322,256	\$0	\$4,142,110
<b>HSIP (92.22) Total</b>		\$35,403,818	\$2,986,789	\$0	\$38,390,607
	<b>2021 Total</b>	\$0	\$0	\$7,851,513	\$7,851,513
	<b>2023 Total</b>	\$0	\$0	\$200,344	\$200,344
<b>LOCAL Total</b>		\$0	\$0	\$8,051,857	\$8,051,857
	<b>2021 Total</b>	\$0	\$0	\$28,973,700	\$28,973,700
<b>Local (Wash Co) Total</b>		\$0	\$0	\$28,973,700	\$28,973,700
	<b>2021 Total</b>	\$618,917	\$70,838	\$0	\$689,755
<b>Metro PL (5303) Total</b>		\$618,917	\$70,838	\$0	\$689,755
	<b>2021 Total</b>	\$1,907,827	\$218,359	\$0	\$2,126,186
<b>Metro Planning (Z450) Total</b>		\$1,907,827	\$218,359	\$0	\$2,126,186
	<b>2021 Total</b>	\$40,466,901	\$3,413,929	\$0	\$43,880,830
	<b>2022 Total</b>	\$4,307,691	\$363,411	\$0	\$4,671,102
	<b>2023 Total</b>	\$6,423,653	\$541,922	\$0	\$6,965,575
<b>NHPP (92.22%) Total</b>		\$51,198,245	\$4,319,262	\$0	\$55,517,507
	<b>2021 Total</b>	\$30,068,463	\$3,441,469	\$0	\$33,509,932
	<b>2022 Total</b>	\$2,321,360	\$265,691	\$0	\$2,587,051



Table 5.5 Summary  
 Demonstration of Fiscal Constraint  
 All 2021-24 MTIP Programming  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2023 Total	\$9,526,341	\$1,090,331	\$0	\$10,616,672
	2024 Total	\$11,767,106	\$1,346,798	\$0	\$13,113,904
NHPP (Z001) Total		\$53,683,270	\$6,144,289	\$0	\$59,827,559
	2021 Total	\$0	\$0	\$2,762,988	\$2,762,988
OTHER Total		\$0	\$0	\$2,762,988	\$2,762,988
	2021 Total	\$0	\$0	\$7,190,887	\$7,190,887
OTHER - LOCAL Total		\$0	\$0	\$7,190,887	\$7,190,887
	2021 Total	\$270,000	\$0	\$30,000	\$300,000
Rail Safety (LS40/50) Total		\$270,000	\$0	\$30,000	\$300,000
	2021 Total	\$1,131,861	\$129,547	\$830,973	\$2,092,381
State STP (M240) Total		\$1,131,861	\$129,547	\$830,973	\$2,092,381
	2021 Total	\$0	\$0	\$1,800,000	\$1,800,000
STATE-GEN Total		\$0	\$0	\$1,800,000	\$1,800,000
	2021 Total	\$57,194,926	\$6,546,216	\$2,656,937	\$66,398,079
	2022 Total	\$23,649,884	\$2,706,837	\$0	\$26,356,721
	2023 Total	\$3,833,046	\$438,708	\$0	\$4,271,754
	2024 Total	\$9,659,796	\$1,105,607	\$0	\$10,765,403
STBG - STATE Total		\$94,337,652	\$10,797,368	\$2,656,937	\$107,791,957
	2021 Total	\$41,261,693	\$4,722,586	\$13,322,541	\$59,306,820
	2022 Total	\$31,900,135	\$3,651,111	\$713,627	\$36,264,873
	2023 Total	\$22,100,879	\$2,529,546	\$0	\$24,630,425
	2024 Total	\$24,203,306	\$2,770,175	\$610,972	\$27,584,453
	2025 Total	\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
	2026 Total	\$10,943,581	\$1,252,541	\$4,625,627	\$16,821,749
STBG-URBAN Total		\$135,737,842	\$15,535,801	\$20,529,709	\$171,803,352
	2021 Total	\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
STP - Urban Total		\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
	2021 Total	\$1,682,468	\$192,566	\$0	\$1,875,034
TA - STATE Total		\$1,682,468	\$192,566	\$0	\$1,875,034
	2021 Total	\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
TA - URBAN Total		\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
	2021 Total	\$318,740	\$36,481	\$0	\$355,221
TAP Metro Total		\$318,740	\$36,481	\$0	\$355,221
Grand Total		\$965,500,525	\$159,377,013	\$82,358,159	\$1,207,235,697
2021 Total		\$445,717,804	\$70,530,672	\$73,090,484	\$589,338,960

Table 5.5 Summary  
 Demonstration of Fiscal Constraint  
 All 2021-24 MTIP Programming  
 (By Federal Fiscal Year)

FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
	2022 Total	\$206,622,108	\$33,403,117	\$713,627	\$240,738,852
	2023 Total	\$147,347,684	\$26,339,719	\$200,344	\$173,887,747
	2024 Total	\$142,900,533	\$26,481,080	\$1,331,144	\$170,712,757
	2025 Total	\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
	2026 Total	\$17,584,148	\$2,012,583	\$5,765,618	\$25,362,349

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
20874	SMART Bus Purchase/PM/Amenities and Technology 2021	SMART	Transit	5307	2021	\$298,758	\$74,690	\$0	\$373,448
					<b>2021 Total</b>	\$298,758	\$74,690	\$0	\$373,448
				<b>5307 Total</b>		\$298,758	\$74,690	\$0	\$373,448
20829	TriMet Bus and Rail Preventive Maintenance (2021)	TriMet	Transit	5337	2021	\$25,333,200	\$6,333,300	\$0	\$31,666,500
					<b>2021 Total</b>	\$25,333,200	\$6,333,300	\$0	\$31,666,500
22180	TriMet Bus and Rail Preventive Maintenance (2022)	TriMet	Transit	5337	2022	\$25,839,864	\$6,459,966	\$0	\$32,299,830
					<b>2022 Total</b>	\$25,839,864	\$6,459,966	\$0	\$32,299,830
22181	TriMet Bus and Rail Preventive Maintenance (2023)	TriMet	Transit	5337	2023	\$26,356,662	\$6,589,166	\$0	\$32,945,828
					<b>2023 Total</b>	\$26,356,662	\$6,589,166	\$0	\$32,945,828
22182	TriMet Bus and Rail Preventive Maintenance (2024)	TriMet	Transit	5337	2024	\$26,883,795	\$6,720,949	\$0	\$33,604,744
					<b>2024 Total</b>	\$26,883,795	\$6,720,949	\$0	\$33,604,744
				<b>5337 Total</b>		\$104,413,521	\$26,103,381	\$0	\$130,516,902
20823	TriMet Bus and Rail Preventive Maintenance (2021)	TriMet	Transit	5307 (FF91 - 80/20)	2021	\$41,348,348	\$10,337,087	\$0	\$51,685,435
					<b>2021 Total</b>	\$41,348,348	\$10,337,087	\$0	\$51,685,435
22177	TriMet Bus and Rail Preventive Maintenance (2022)	TriMet	Transit	5307 (FF91 - 80/20)	2022	\$42,175,315	\$10,543,829	\$0	\$52,719,144
22192	SMART Bus Purchase/PM/Amenities and Technology 2022	SMART	Transit	5307 (FF91 - 80/20)	2022	\$298,758	\$74,690	\$0	\$373,448
					<b>2022 Total</b>	\$42,474,073	\$10,618,519	\$0	\$53,092,592
22178	TriMet Bus and Rail Preventive Maintenance (2023)	TriMet	Transit	5307 (FF91 - 80/20)	2023	\$43,018,821	\$10,754,705	\$0	\$53,773,526
22195	SMART Bus Purchase/PM/Amenities and Technology 2023	SMART	Transit	5307 (FF91 - 80/20)	2023	\$298,758	\$74,690	\$0	\$373,448
					<b>2023 Total</b>	\$43,317,579	\$10,829,395	\$0	\$54,146,974
22179	TriMet Bus and Rail Preventive Maintenance (2024)	TriMet	Transit	5307 (FF91 - 80/20)	2024	\$43,879,198	\$10,969,800	\$0	\$54,848,998
22198	SMART Bus Purchase/PM/Amenities and Technology 2024	SMART	Transit	5307 (FF91 - 80/20)	2024	\$298,758	\$74,690	\$0	\$373,448
					<b>2024 Total</b>	\$44,177,956	\$11,044,490	\$0	\$55,222,446
				<b>5307 (FF91 - 80/20) Total</b>		\$171,317,956	\$42,829,491	\$0	\$214,147,447
22187	Portland Milwaukie Light Rail	TriMet	Transit	5309 (55.88%)	2021	\$20,464,288	\$16,157,559	\$0	\$36,621,847
					<b>2021 Total</b>	\$20,464,288	\$16,157,559	\$0	\$36,621,847
				<b>5309 (55.88%) Total</b>		\$20,464,288	\$16,157,559	\$0	\$36,621,847
20838	TriMet Elderly and Disabled Program (2021)	TriMet	Transit	5310 (80/20)	2021	\$1,350,863	\$337,716	\$0	\$1,688,579
20868	SMART Senior and Disabled Program (2021)	SMART	Transit	5310 (80/20)	2021	\$41,000	\$10,250	\$0	\$51,250
					<b>2021 Total</b>	\$1,391,863	\$347,966	\$0	\$1,739,829
22183	TriMet Elderly and Disabled Program (2022)	TriMet	Transit	5310 (80/20)	2022	\$1,377,880	\$344,470	\$0	\$1,722,350
22190	SMART Senior and Disabled Program (2022)	SMART	Transit	5310 (80/20)	2022	\$41,000	\$10,250	\$0	\$51,250
					<b>2022 Total</b>	\$1,418,880	\$354,720	\$0	\$1,773,600
22184	TriMet Elderly and Disabled Program (2023)	TriMet	Transit	5310 (80/20)	2023	\$1,405,437	\$351,359	\$0	\$1,756,796
22193	SMART Senior and Disabled Program (2023)	SMART	Transit	5310 (80/20)	2023	\$41,000	\$10,250	\$0	\$51,250
					<b>2023 Total</b>	\$1,446,437	\$361,609	\$0	\$1,808,046
22185	TriMet Elderly and Disabled Program (2024)	TriMet	Transit	5310 (80/20)	2024	\$1,433,546	\$358,387	\$0	\$1,791,933
22196	SMART Senior and Disabled Program (2024)	SMART	Transit	5310 (80/20)	2024	\$41,000	\$10,250	\$0	\$51,250
					<b>2024 Total</b>	\$1,474,546	\$368,637	\$0	\$1,843,183
				<b>5310 (80/20) Total</b>		\$5,731,726	\$1,432,932	\$0	\$7,164,658
20820	TriMet Bus Purchase (2021)	TriMet	Transit	5339 FTA Bus & Bus Facilities	2021	\$3,433,101	\$858,275	\$0	\$4,291,376
20871	SMART Bus and Bus Facilities (Capital) 2021	SMART	Transit	5339 FTA Bus & Bus Facilities	2021	\$80,000	\$20,000	\$0	\$100,000
					<b>2021 Total</b>	\$3,513,101	\$878,275	\$0	\$4,391,376
22174	TriMet Bus Purchase (2022)	TriMet	Transit	5339 FTA Bus & Bus Facilities	2022	\$3,433,101	\$858,275	\$0	\$4,291,376

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
22191	SMART Bus and Bus Facilities (Capital) 2022	SMART	Transit	5339 FTA Bus & Bus Facilities	2022	\$80,000	\$20,000	\$0	\$100,000
					<b>2022 Total</b>	\$3,513,101	\$878,275	\$0	\$4,391,376
22175	TriMet Bus Purchase (2023)	TriMet	Transit	5339 FTA Bus & Bus Facilities	2023	\$3,433,101	\$858,275	\$0	\$4,291,376
22194	SMART Bus and Bus Facilities (Capital) 2023	SMART	Transit	5339 FTA Bus & Bus Facilities	2023	\$80,000	\$20,000	\$0	\$100,000
					<b>2023 Total</b>	\$3,513,101	\$878,275	\$0	\$4,391,376
22176	TriMet Bus Purchase (2024)	TriMet	Transit	5339 FTA Bus & Bus Facilities	2024	\$3,433,101	\$858,275	\$0	\$4,291,376
22197	SMART Bus and Bus Facilities (Capital) 2024	SMART	Transit	5339 FTA Bus & Bus Facilities	2024	\$80,000	\$20,000	\$0	\$100,000
					<b>2024 Total</b>	\$3,513,101	\$878,275	\$0	\$4,391,376
				<b>5339 FTA Bus &amp; Bus Facilities Total</b>		\$14,052,404	\$3,513,100	\$0	\$17,565,504
20435	OR99W: I-5 - McDonald St	ODOT	Construction	AC-HB2017 (89.73%)	2021	\$6,191,370	\$708,630	\$0	\$6,900,000
21178	US26 (Powell Blvd): SE 99th - East City Limits	ODOT	Other	AC-HB2017 (89.73%)	2021	\$2,691,900	\$308,100	\$0	\$3,000,000
					<b>2021 Total</b>	\$8,883,270	\$1,016,730	\$0	\$9,900,000
21178	US26 (Powell Blvd): SE 99th - East City Limits	ODOT	Construction	AC-HB2017 (89.73%)	2022	\$55,453,140	\$6,346,860	\$0	\$61,800,000
					<b>2022 Total</b>	\$55,453,140	\$6,346,860	\$0	\$61,800,000
				<b>AC-HB2017 (89.73%) Total</b>		\$64,336,410	\$7,363,590	\$0	\$71,700,000
21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	ODOT	Construction	AC-HB2017 (92.22%)	2021	\$2,914,111	\$245,845	\$0	\$3,159,956
					<b>2021 Total</b>	\$2,914,111	\$245,845	\$0	\$3,159,956
				<b>AC-HB2017 (92.22%) Total</b>		\$2,914,111	\$245,845	\$0	\$3,159,956
21606	OR224 at SE Monroe St	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$553,161	\$46,667	\$0	\$599,828
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$293,635	\$24,772	\$0	\$318,407
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Preliminary engineering	AC-HSIP (92.22%)	2021	\$156,750	\$13,224	\$0	\$169,974
					<b>2021 Total</b>	\$1,003,546	\$84,663	\$0	\$1,088,209
21606	OR224 at SE Monroe St	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$13,081	\$1,104	\$0	\$14,185
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$117,735	\$9,933	\$0	\$127,668
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Other	AC-HSIP (92.22%)	2022	\$13,081	\$1,104	\$0	\$14,185
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Purchase right of way	AC-HSIP (92.22%)	2022	\$52,327	\$4,414	\$0	\$56,741
					<b>2022 Total</b>	\$196,224	\$16,555	\$0	\$212,779
21606	OR224 at SE Monroe St	ODOT	Other	AC-HSIP (92.22%)	2023	\$19,976	\$1,685	\$0	\$21,661
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Construction	AC-HSIP (92.22%)	2023	\$1,338,111	\$112,888	\$0	\$1,450,999
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Other	AC-HSIP (92.22%)	2023	\$13,913	\$1,174	\$0	\$15,087
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Construction	AC-HSIP (92.22%)	2023	\$514,179	\$43,378	\$0	\$557,557
					<b>2023 Total</b>	\$1,886,179	\$159,125	\$0	\$2,045,304
21606	OR224 at SE Monroe St	ODOT	Construction	AC-HSIP (92.22%)	2024	\$2,251,062	\$189,907	\$0	\$2,440,969
					<b>2024 Total</b>	\$2,251,062	\$189,907	\$0	\$2,440,969
				<b>AC-HSIP (92.22%) Total</b>		\$5,337,011	\$450,250	\$0	\$5,787,261
18841	OR217 Southbound: OR10 to OR99W	ODOT	Construction	ACP0 - Advance CN	2021	\$74,655,360	\$8,544,640	\$2,000,000	\$85,200,000
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Purchase right of way	ACP0 - Advance CN	2021	\$294,696	\$33,729	\$111,354	\$439,779
20465	I-5 Bridges: Multnomah Blvd Capital Hwy Ramp Barbur Blvd	ODOT	Construction	ACP0 - Advance CN	2021	\$4,628,131	\$529,710	\$0	\$5,157,841
					<b>2021 Total</b>	\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
				<b>ACP0 - Advance CN Total</b>		\$79,578,187	\$9,108,079	\$2,111,354	\$90,797,620
20410	I-84: I-205 - NE 181st Avenue	ODOT	Construction	ACP0 (92.22%)	2021	\$7,657,518	\$646,015	\$0	\$8,303,533
21219	I-5 Over NE Hassalo St and NE Holiday St (BR#08583)	ODOT	Construction	ACP0 (92.22%)	2021	\$3,688,800	\$311,200	\$0	\$4,000,000
					<b>2021 Total</b>	\$11,346,318	\$957,215	\$0	\$12,303,533
				<b>ACP0 (92.22%) Total</b>		\$11,346,318	\$957,215	\$0	\$12,303,533

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21495	OR212/224 Arterial Corridor Management	ODOT	Other	ATCMTD (100%)	2021	\$75,000	\$0	\$0	\$75,000
21495	OR212/224 Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$2,425,000	\$0	\$0	\$2,425,000
21496	NE Airport Way Arterial Corridor Management	ODOT	Other	ATCMTD (100%)	2021	\$50,000	\$0	\$0	\$50,000
21496	NE Airport Way Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$1,040,000	\$0	\$0	\$1,040,000
21500	Cornelius Pass Road Arterial Corridor Management	ODOT	Construction	ATCMTD (100%)	2021	\$1,160,000	\$0	\$295,200	\$1,455,200
2021 Total						\$4,750,000	\$0	\$295,200	\$5,045,200
				ATCMTD (100%) Total		\$4,750,000	\$0	\$295,200	\$5,045,200
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	CMAQ	2021	\$1,359,410	\$155,591	\$0	\$1,515,001
18026	Cedar Creek/Tonquin Trail: OR99W - SW Pine St	Sherwood	Construction	CMAQ	2021	\$3,418,526	\$391,266	\$0	\$3,809,792
19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	Tigard	Construction	CMAQ	2021	\$3,000,000	\$343,363	\$0	\$3,343,363
2021 Total						\$7,777,936	\$890,220	\$0	\$8,668,156
				CMAQ Total		\$7,777,936	\$890,220	\$0	\$8,668,156
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Other	CMAQ - URBAN	2021	\$67,010	\$7,670	\$25,320	\$100,000
20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	West Linn	Construction	CMAQ - URBAN	2021	\$2,687,441	\$307,590	\$1,015,190	\$4,010,221
20808	NE Cleveland Ave.: SE Stark St - NE Burnside	Gresham	Construction	CMAQ - URBAN	2021	\$2,313,096	\$264,744	\$687,528	\$3,265,368
20834	HCT and Project Development Bond Payment (FFY 2021)	TriMet	Transit	CMAQ - URBAN	2021	\$11,000,000	\$1,258,999	\$0	\$12,258,999
2021 Total						\$16,067,547	\$1,839,003	\$1,728,038	\$19,634,588
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Purchase right of way	CMAQ - URBAN	2022	\$1,076,760	\$123,240	\$0	\$1,200,000
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Other	CMAQ - URBAN	2022	\$89,730	\$10,270	\$0	\$100,000
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Preliminary engineering	CMAQ - URBAN	2022	\$921,814	\$105,506	\$0	\$1,027,320
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Preliminary engineering	CMAQ - URBAN	2022	\$1,185,333	\$135,667	\$0	\$1,321,000
22148	HCT and Project Development Bond Payment (FFY 2022)	TriMet	Other	CMAQ - URBAN	2022	\$11,000,000	\$1,258,999	\$0	\$12,258,999
2022 Total						\$14,273,637	\$1,633,682	\$0	\$15,907,319
22149	HCT and Project Development Bond Payment (FFY 2023)	TriMet	Other	CMAQ - URBAN	2023	\$11,000,000	\$1,258,999	\$0	\$12,258,999
22188	Electric Bus Purchase (Metro Fund Exchange)	TriMet	Transit	CMAQ - URBAN	2023	\$4,946,372	\$566,134	\$0	\$5,512,506
2023 Total						\$15,946,372	\$1,825,133	\$0	\$17,771,505
16986	NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave	Gresham	Construction	CMAQ - URBAN	2024	\$3,361,733	\$384,765	\$720,172	\$4,466,670
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Purchase right of way	CMAQ - URBAN	2024	\$608,818	\$69,682	\$0	\$678,500
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Other	CMAQ - URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Purchase right of way	CMAQ - URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Other	CMAQ - URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Other	CMAQ - URBAN	2024	\$11,000,000	\$1,258,999	\$0	\$12,258,999
2024 Total						\$15,150,011	\$1,733,986	\$720,172	\$17,604,169
22131	Courtney Ave Complete Street: River Rd - OR99E	Clackamas County	Construction	CMAQ - URBAN	2026	\$3,459,630	\$395,970	\$0	\$3,855,600
22133	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	Portland	Construction	CMAQ - URBAN	2026	\$3,180,937	\$364,072	\$1,139,991	\$4,685,000
2026 Total						\$6,640,567	\$760,042	\$1,139,991	\$8,540,600
				CMAQ - URBAN Total		\$68,078,134	\$7,791,846	\$3,588,201	\$79,458,181
21221	232nd Drive at MP 0.3	Clackamas County	Construction	Emergency Relief	2021	\$264,704	\$30,297	\$0	\$295,001
2021 Total						\$264,704	\$30,297	\$0	\$295,001
				Emergency Relief Total		\$264,704	\$30,297	\$0	\$295,001
20304	City of Portland Safety Project	Portland	Purchase right of way	HSIP	2021	\$111,586	\$9,414	\$0	\$121,000
20304	City of Portland Safety Project	Portland	Other	HSIP	2021	\$57,176	\$4,824	\$0	\$62,000
20304	City of Portland Safety Project	Portland	Construction	HSIP	2021	\$5,311,273	\$448,077	\$0	\$5,759,350
2021 Total						\$5,480,035	\$462,315	\$0	\$5,942,350

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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
				<b>HSIP Total</b>		\$5,480,035	\$462,315	\$0	\$5,942,350
18794	OR8: SW Watson Ave - SW 110th Ave (Beaverton)	ODOT	Construction	HSIP (100%)	2021	\$1,723,407	\$0	\$0	\$1,723,407
20336	Systemic Signals and Illumination (Clackamas)	Clackamas County	Construction	HSIP (100%)	2021	\$830,810	\$0	\$70,090	\$900,900
20414	Road Safety Audit Implementation	ODOT	Other	HSIP (100%)	2021	\$1,689,244	\$0	\$0	\$1,689,244
20438	OR99W (Barbur Blvd) at SW Capitol Hwy	ODOT	Construction	HSIP (100%)	2021	\$2,116,600	\$0	\$0	\$2,116,600
20479	Region 1 Bike Ped Crossings	ODOT	Construction	HSIP (100%)	2021	\$654,599	\$0	\$0	\$654,599
20480	I-205 Exits Ramps at SE Division St	ODOT	Construction	HSIP (100%)	2021	\$2,643,117	\$0	\$0	\$2,643,117
					<b>2021 Total</b>	\$9,657,777	\$0	\$70,090	\$9,727,867
				<b>HSIP (100%) Total</b>		\$9,657,777	\$0	\$70,090	\$9,727,867
20300	US26: OR217 - Cornell Road	ODOT	Construction	HSIP (92.22)	2021	\$396,825	\$33,478	\$0	\$430,303
20303	City of Gresham Safety Project	ODOT	Construction	HSIP (92.22)	2021	\$997,083	\$84,117	\$0	\$1,081,200
20334	Central Systemic Signal and Illumination (Portland)	Portland	Purchase right of way	HSIP (92.22)	2021	\$58,560	\$4,940	\$0	\$63,500
20334	Central Systemic Signal and Illumination (Portland)	Portland	Other	HSIP (92.22)	2021	\$16,692	\$1,408	\$0	\$18,100
20334	Central Systemic Signal and Illumination (Portland)	Portland	Construction	HSIP (92.22)	2021	\$735,233	\$62,027	\$0	\$797,260
20335	Central Systemic Signals and Illumination (ODOT)	ODOT	Purchase right of way	HSIP (92.22)	2021	\$286,066	\$24,134	\$0	\$310,200
20335	Central Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$2,607,807	\$220,004	\$0	\$2,827,811
20339	East Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$2,388,567	\$201,508	\$0	\$2,590,075
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Purchase right of way	HSIP (92.22)	2021	\$32,277	\$2,723	\$0	\$35,000
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Other	HSIP (92.22)	2021	\$225,939	\$19,061	\$0	\$245,000
20374	Systemic Signals and Illumination (Beaverton)	Beaverton	Construction	HSIP (92.22)	2021	\$1,025,349	\$86,502	\$0	\$1,111,851
20376	West Systemic Signals and Illumination (ODOT)	ODOT	Construction	HSIP (92.22)	2021	\$4,808,674	\$405,676	\$0	\$5,214,350
20439	OR99W (Barbur Blvd): MP 8.01 to MP 11.50	Tigard	Construction	HSIP (92.22)	2021	\$616,030	\$51,970	\$0	\$668,000
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$20,866	\$1,760	\$0	\$22,626
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$511,677	\$43,167	\$0	\$554,844
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$429,860	\$36,264	\$0	\$466,124
21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Oregon City	Preliminary engineering	HSIP (92.22)	2021	\$197,016	\$16,621	\$0	\$213,637
21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$16,492	\$1,391	\$0	\$17,883
21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$28,749	\$2,425	\$0	\$31,174
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Multnomah County	Preliminary engineering	HSIP (92.22)	2021	\$3,763	\$317	\$0	\$4,080
21623	SW 257th Dr at Sturges Dr/Cherry Park Rd (Multnomah County)	Multnomah County	Construction	HSIP (92.22)	2021	\$40,382	\$3,407	\$0	\$43,789
21624	W Burnside at SW St Clair Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$105,712	\$8,918	\$0	\$114,630
21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$64,995	\$5,483	\$0	\$70,478
21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$48,902	\$4,126	\$0	\$53,028
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Preliminary engineering	HSIP (92.22)	2021	\$62,095	\$5,239	\$0	\$67,334
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$444,883	\$37,532	\$0	\$482,415
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$241,415	\$20,367	\$0	\$261,782
21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$30,869	\$2,604	\$0	\$33,473
21632	NW West Union Rd at Neakahnne Ave (Washington County)	Washington County	Preliminary engineering	HSIP (92.22)	2021	\$142,773	\$12,045	\$0	\$154,818
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$180,655	\$15,241	\$0	\$195,896
21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$167,598	\$14,139	\$0	\$181,737
21635	SE Flavel St at 72nd Ave (Portland)	Portland	Preliminary engineering	HSIP (92.22)	2021	\$164,154	\$13,849	\$0	\$178,003
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2021	\$110,690	\$9,338	\$0	\$120,028
21638	OR213: I-205 - OR211	ODOT	Purchase right of way	HSIP (92.22)	2021	\$44,501	\$3,754	\$0	\$48,255
21638	OR213: I-205 - OR211	ODOT	Preliminary engineering	HSIP (92.22)	2021	\$59,261	\$4,999	\$0	\$64,260

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					2021 Total	\$17,312,410	\$1,460,534	\$0	\$18,772,944
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Preliminary engineering	HSIP (92.22)	2022	\$303,067	\$25,568	\$0	\$328,635
21613	US30: Sandy River - OR35	ODOT	Preliminary engineering	HSIP (92.22)	2022	\$128,470	\$10,838	\$0	\$139,308
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Purchase right of way	HSIP (92.22)	2022	\$5,821	\$491	\$0	\$6,312
21614	US26: SE 8th Ave - SE 87th Ave	ODOT	Construction	HSIP (92.22)	2022	\$69,127	\$5,832	\$0	\$74,959
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Purchase right of way	HSIP (92.22)	2022	\$34,928	\$2,947	\$0	\$37,875
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Purchase right of way	HSIP (92.22)	2022	\$69,856	\$5,893	\$0	\$75,749
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Preliminary engineering	HSIP (92.22)	2022	\$35,117	\$2,963	\$0	\$38,080
21625	Pedestrian & Bike improvements (Beaverton)	Beaverton	Preliminary engineering	HSIP (92.22)	2022	\$67,927	\$5,731	\$0	\$73,658
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Purchase right of way	HSIP (92.22)	2022	\$5,821	\$491	\$0	\$6,312
21632	NW West Union Rd at Neakahnne Ave (Washington County)	Washington County	Purchase right of way	HSIP (92.22)	2022	\$1,455	\$123	\$0	\$1,578
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Purchase right of way	HSIP (92.22)	2022	\$33,764	\$2,848	\$0	\$36,612
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Purchase right of way	HSIP (92.22)	2022	\$127,539	\$10,760	\$0	\$138,299
21638	OR213: I-205 - OR211	ODOT	Other	HSIP (92.22)	2022	\$13,916	\$1,174	\$0	\$15,090
21638	OR213: I-205 - OR211	ODOT	Construction	HSIP (92.22)	2022	\$377,311	\$31,831	\$0	\$409,142
					2022 Total	\$1,274,119	\$107,490	\$0	\$1,381,609
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Purchase right of way	HSIP (92.22)	2023	\$12,341	\$1,041	\$0	\$13,382
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Other	HSIP (92.22)	2023	\$38,484	\$3,247	\$0	\$41,731
21613	US30: Sandy River - OR35	ODOT	Purchase right of way	HSIP (92.22)	2023	\$6,541	\$552	\$0	\$7,093
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Other	HSIP (92.22)	2023	\$51,349	\$4,332	\$0	\$55,681
21615	Washington County Safety Bike and Pedestrian Improvements	ODOT	Construction	HSIP (92.22)	2023	\$2,052,054	\$173,118	\$0	\$2,225,172
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Other	HSIP (92.22)	2023	\$11,685	\$986	\$0	\$12,671
21616	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave	ODOT	Construction	HSIP (92.22)	2023	\$1,790,224	\$151,030	\$0	\$1,941,254
21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	Oregon City	Construction	HSIP (92.22)	2023	\$923,806	\$77,935	\$0	\$1,001,741
21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$73,829	\$6,228	\$0	\$80,057
21621	S Redland Rd: OR213 - Springwater Rd (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2023	\$273,228	\$23,050	\$0	\$296,278
21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	Portland	Construction	HSIP (92.22)	2023	\$128,434	\$10,835	\$0	\$139,269
21624	W Burnside at SW St Clair Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$463,176	\$39,075	\$0	\$502,251
21625	Pedestrian & Bike improvements (Beaverton)	Beaverton	Construction	HSIP (92.22)	2023	\$623,868	\$52,632	\$0	\$676,500
21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$314,834	\$26,560	\$0	\$341,394
21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$214,467	\$18,093	\$0	\$232,560
21628	Lighting and Rectangular Rapid Flash Beacons (Gresham)	Gresham	Construction	HSIP (92.22)	2023	\$511,070	\$43,116	\$0	\$554,186
21629	SE Division St: 148th Ave - 174th Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$1,949,044	\$164,428	\$0	\$2,113,472
21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$1,057,646	\$89,227	\$0	\$1,146,873
21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$135,515	\$11,433	\$0	\$146,948
21632	NW West Union Rd at Neakahnne Ave (Washington County)	Washington County	Construction	HSIP (92.22)	2023	\$854,763	\$72,111	\$0	\$926,874
21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	Portland	Construction	HSIP (92.22)	2023	\$734,251	\$61,944	\$0	\$796,195
21635	SE Flavel St at 72nd Ave (Portland)	Portland	Construction	HSIP (92.22)	2023	\$776,826	\$65,536	\$0	\$842,362
					2023 Total	\$12,997,435	\$1,096,509	\$0	\$14,093,944
21612	OR224: SE 17th Ave - Rainbow Campground	ODOT	Construction	HSIP (92.22)	2024	\$1,366,197	\$115,257	\$0	\$1,481,454
21613	US30: Sandy River - OR35	ODOT	Other	HSIP (92.22)	2024	\$7,326	\$618	\$0	\$7,944
21613	US30: Sandy River - OR35	ODOT	Construction	HSIP (92.22)	2024	\$390,231	\$32,921	\$0	\$423,152
21633	SW Shattuck Rd at OR10 (Portland)	Portland	Construction	HSIP (92.22)	2024	\$833,893	\$70,350	\$0	\$904,243
21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	Clackamas County	Construction	HSIP (92.22)	2024	\$1,222,207	\$103,110	\$0	\$1,325,317



## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					2024 Total	\$3,819,854	\$322,256	\$0	\$4,142,110
				HSIP (92.22) Total		\$35,403,818	\$2,986,789	\$0	\$38,390,607
19299	Central City in Motion	Portland	Purchase right of way	LOCAL	2021	\$0	\$0	\$111,445	\$111,445
19299	Central City in Motion	Portland	Construction	LOCAL	2021	\$0	\$0	\$4,346,372	\$4,346,372
20883	Transit Oriented Development Program (2021)	Metro	Other	LOCAL	2021	\$0	\$0	\$3,393,696	\$3,393,696
					2021 Total	\$0	\$0	\$7,851,513	\$7,851,513
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Purchase right of way	LOCAL	2023	\$0	\$0	\$100,344	\$100,344
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Other	LOCAL	2023	\$0	\$0	\$100,000	\$100,000
					2023 Total	\$0	\$0	\$200,344	\$200,344
				LOCAL Total		\$0	\$0	\$8,051,857	\$8,051,857
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Construction	Local (Wash Co)	2021	\$0	\$0	\$28,173,000	\$28,173,000
21500	Cornelius Pass Road Arterial Corridor Management	ODOT	Other	Local (Wash Co)	2021	\$0	\$0	\$800,700	\$800,700
					2021 Total	\$0	\$0	\$28,973,700	\$28,973,700
				Local (Wash Co) Total		\$0	\$0	\$28,973,700	\$28,973,700
20597	Portland Metro Planning SFY22	Metro	Planning	Metro PL (5303)	2021	\$618,917	\$70,838	\$0	\$689,755
					2021 Total	\$618,917	\$70,838	\$0	\$689,755
				Metro PL (5303) Total		\$618,917	\$70,838	\$0	\$689,755
20597	Portland Metro Planning SFY22	Metro	Planning	Metro Planning (Z450)	2021	\$1,907,827	\$218,359	\$0	\$2,126,186
					2021 Total	\$1,907,827	\$218,359	\$0	\$2,126,186
				Metro Planning (Z450) Total		\$1,907,827	\$218,359	\$0	\$2,126,186
20411	I-5: I-205 Interchange - Willamette River	ODOT	Construction	NHPP (92.22%)	2021	\$8,309,670	\$701,033	\$0	\$9,010,703
20486	I-5 Over 26th Avenue Bridge	ODOT	Construction	NHPP (92.22%)	2021	\$26,793,259	\$2,260,373	\$0	\$29,053,632
21218	I-5: Boone (Willamette River) Bridge	ODOT	Construction	NHPP (92.22%)	2021	\$2,951,040	\$248,960	\$0	\$3,200,000
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Preliminary engineering	NHPP (92.22%)	2021	\$845,192	\$71,303	\$0	\$916,495
21799	I-5: E Burnside St - Marquam Bridge	ODOT	Planning	NHPP (92.22%)	2021	\$645,540	\$54,460	\$0	\$700,000
21800	I-84: NE Martin Luther King Jr Blvd - I-205	ODOT	Preliminary engineering	NHPP (92.22%)	2021	\$922,200	\$77,800	\$0	\$1,000,000
					2021 Total	\$40,466,901	\$3,413,929	\$0	\$43,880,830
20298	I-84: Fairview - Marine Drive	ODOT	Construction	NHPP (92.22%)	2022	\$4,289,147	\$361,847	\$0	\$4,650,994
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Purchase right of way	NHPP (92.22%)	2022	\$18,544	\$1,564	\$0	\$20,108
					2022 Total	\$4,307,691	\$363,411	\$0	\$4,671,102
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Other	NHPP (92.22%)	2023	\$61,810	\$5,215	\$0	\$67,025
21602	I-5: Marquam Bridge - Capitol Highway (2)	ODOT	Construction	NHPP (92.22%)	2023	\$6,361,843	\$536,707	\$0	\$6,898,550
					2023 Total	\$6,423,653	\$541,922	\$0	\$6,965,575
				NHPP (92.22%) Total		\$51,198,245	\$4,319,262	\$0	\$55,517,507
20208	US30: NW Saltzman Rd - NW Bridge Ave	ODOT	Construction	NHPP (Z001)	2021	\$5,397,862	\$617,809	\$0	\$6,015,671
20300	US26: OR217 - Cornell Road	ODOT	Construction	NHPP (Z001)	2021	\$7,930,940	\$907,732	\$0	\$8,838,672
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Purchase right of way	NHPP (Z001)	2021	\$89,730	\$10,270	\$0	\$100,000
20328	OR8 Corridor Safety and Access to Transit II	ODOT	Construction	NHPP (Z001)	2021	\$2,097,964	\$240,121	\$0	\$2,338,085
20435	OR99W: I-5 - McDonald St	ODOT	Construction	NHPP (Z001)	2021	\$8,020,044	\$917,930	\$0	\$8,937,974
20451	OR8 at River Rd	ODOT	Purchase right of way	NHPP (Z001)	2021	\$82,146	\$9,402	\$0	\$91,548
20451	OR8 at River Rd	ODOT	Construction	NHPP (Z001)	2021	\$988,974	\$113,192	\$0	\$1,102,166
20472	OR99E: Clackamas River(McLoughlin) Bridge	ODOT	Preliminary engineering	NHPP (Z001)	2021	\$224,325	\$25,675	\$0	\$250,000
21598	OR224: SE 17th Ave - OR213	ODOT	Preliminary engineering	NHPP (Z001)	2021	\$2,348,893	\$268,841	\$0	\$2,617,734
21606	OR224 at SE Monroe St	ODOT	Preliminary engineering	NHPP (Z001)	2021	\$298,728	\$34,191	\$0	\$332,919

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Preliminary engineering	NHPP (2001)	2021	\$703,899	\$80,564	\$0	\$784,463
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Preliminary engineering	NHPP (2001)	2021	\$452,448	\$51,785	\$0	\$504,233
21617	OR8: SE Brookwood Ave - OR217	ODOT	Preliminary engineering	NHPP (2001)	2021	\$403,930	\$46,232	\$0	\$450,162
21712	OR99W : Rock Creek Bridge	ODOT	Construction	NHPP (2001)	2021	\$618,334	\$70,771	\$0	\$689,105
21779	US30: Watson Rd - NW Hoge Ave	ODOT	Preliminary engineering	NHPP (2001)	2021	\$410,246	\$46,954	\$0	\$457,200
<b>2021 Total</b>						\$30,068,463	\$3,441,469	\$0	\$33,509,932
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Preliminary engineering	NHPP (2001)	2022	\$1,627,675	\$186,295	\$0	\$1,813,970
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Purchase right of way	NHPP (2001)	2022	\$444,410	\$50,865	\$0	\$495,275
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Purchase right of way	NHPP (2001)	2022	\$161,621	\$18,498	\$0	\$180,119
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Other	NHPP (2001)	2022	\$59,455	\$6,805	\$0	\$66,260
21617	OR8: SE Brookwood Ave - OR217	ODOT	Purchase right of way	NHPP (2001)	2022	\$28,199	\$3,228	\$0	\$31,427
<b>2022 Total</b>						\$2,321,360	\$265,691	\$0	\$2,587,051
21606	OR224 at SE Monroe St	ODOT	Other	NHPP (2001)	2023	\$17,660	\$2,021	\$0	\$19,681
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Other	NHPP (2001)	2023	\$130,919	\$14,984	\$0	\$145,903
21607	OR213 at NE Glisan St and NE Davis St	ODOT	Construction	NHPP (2001)	2023	\$3,060,959	\$350,340	\$0	\$3,411,299
21608	OR8 at 174th Ave Armco Ave Main St and A&B Row	ODOT	Construction	NHPP (2001)	2023	\$2,267,849	\$259,565	\$0	\$2,527,414
21617	OR8: SE Brookwood Ave - OR217	ODOT	Construction	NHPP (2001)	2023	\$3,091,714	\$353,861	\$0	\$3,445,575
21779	US30: Watson Rd - NW Hoge Ave	ODOT	Construction	NHPP (2001)	2023	\$957,240	\$109,560	\$0	\$1,066,800
<b>2023 Total</b>						\$9,526,341	\$1,090,331	\$0	\$10,616,672
21597	US26: Glencoe Rd - Cornelius Pass Rd	ODOT	Construction	NHPP (2001)	2024	\$9,857,047	\$1,128,183	\$0	\$10,985,230
21606	OR224 at SE Monroe St	ODOT	Construction	NHPP (2001)	2024	\$1,910,059	\$218,615	\$0	\$2,128,674
<b>2024 Total</b>						\$11,767,106	\$1,346,798	\$0	\$13,113,904
<b>NHPP (2001) Total</b>						\$53,683,270	\$6,144,289	\$0	\$59,827,559
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	OTHER	2021	\$0	\$0	\$1,727,616	\$1,727,616
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Purchase right of way	OTHER	2021	\$0	\$0	\$20,000	\$20,000
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	OTHER	2021	\$0	\$0	\$1,015,372	\$1,015,372
<b>2021 Total</b>						\$0	\$0	\$2,762,988	\$2,762,988
<b>OTHER Total</b>						\$0	\$0	\$2,762,988	\$2,762,988
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	OTHER - LOCAL	2021	\$0	\$0	\$3,900,000	\$3,900,000
19297	East Portland Access to Employment and Education	Portland	Other	OTHER - LOCAL	2021	\$0	\$0	\$80,000	\$80,000
19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	Tigard	Construction	OTHER - LOCAL	2021	\$0	\$0	\$1,500,000	\$1,500,000
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Purchase right of way	OTHER - LOCAL	2021	\$0	\$0	\$107,900	\$107,900
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Construction	OTHER - LOCAL	2021	\$0	\$0	\$645,047	\$645,047
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Construction	OTHER - LOCAL	2021	\$0	\$0	\$907,940	\$907,940
20814	Jade and Montavilla Multi-modal Improvements	Portland	Other	OTHER - LOCAL	2021	\$0	\$0	\$50,000	\$50,000
<b>2021 Total</b>						\$0	\$0	\$7,190,887	\$7,190,887
<b>OTHER - LOCAL Total</b>						\$0	\$0	\$7,190,887	\$7,190,887
20451	OR8 at River Rd	ODOT	Other	Rail Safety (LS40/50)	2021	\$270,000	\$0	\$30,000	\$300,000
<b>2021 Total</b>						\$270,000	\$0	\$30,000	\$300,000
<b>Rail Safety (LS40/50) Total</b>						\$270,000	\$0	\$30,000	\$300,000
18832	Willamette Greenway Trail: Columbia Blvd Bridge	Metro	Construction	State STP (M240)	2021	\$1,131,861	\$129,547	\$830,973	\$2,092,381
<b>2021 Total</b>						\$1,131,861	\$129,547	\$830,973	\$2,092,381
<b>State STP (M240) Total</b>						\$1,131,861	\$129,547	\$830,973	\$2,092,381
21603	Portland Metro and Surrounding Areas Traffic Signal Upgrades	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
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ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
21604	Portland Metro and Surrounding Areas Pavement Marking	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
21605	Portland Metro and Surrounding Areas Signal Detection	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
21618	Portland Metro & Surrounding Area Audible Crosswalk Signals	ODOT	Construction	STATE-GEN	2021	\$0	\$0	\$200,000	\$200,000
22075	Columbia Bottomlands Mitigation/Conservation	ODOT	Purchase right of way	STATE-GEN	2021	\$0	\$0	\$1,000,000	\$1,000,000
<b>2021 Total</b>						\$0	\$0	\$1,800,000	\$1,800,000
<b>STATE-GEN Total</b>						\$0	\$0	\$1,800,000	\$1,800,000
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STBG - STATE	2021	\$1,615,497	\$184,901	\$0	\$1,800,398
18794	OR8: SW Watson Ave - SW 110th Ave (Beaverton)	ODOT	Construction	STBG - STATE	2021	\$439,677	\$50,323	\$0	\$490,000
18837	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Port of Portland	Construction	STBG - STATE	2021	\$2,585,775	\$295,954	\$0	\$2,881,729
18841	OR217 Southbound: OR10 to OR99W	ODOT	Construction	STBG - STATE	2021	\$21,912,819	\$2,508,020	\$0	\$24,420,839
20298	I-84: Fairview - Marine Drive	ODOT	Purchase right of way	STBG - STATE	2021	\$2,366	\$271	\$0	\$2,637
20330	Stark Street Multimodal Connections	ODOT	Construction	STBG - STATE	2021	\$2,519,127	\$288,325	\$478,343	\$3,285,795
20333	Seventies Neighborhood Greenway	ODOT	Construction	STBG - STATE	2021	\$1,566,001	\$179,236	\$2,178,594	\$3,923,831
20474	Regionwide ITS Improvements and Upgrades	ODOT	Construction	STBG - STATE	2021	\$1,410,017	\$161,383	\$0	\$1,571,400
20479	Region 1 Bike Ped Crossings	ODOT	Construction	STBG - STATE	2021	\$1,329,666	\$152,186	\$0	\$1,481,852
20487	OR99E Over UPRR at Baldwin Street Bridge	ODOT	Construction	STBG - STATE	2021	\$3,663,863	\$419,346	\$0	\$4,083,209
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Purchase right of way	STBG - STATE	2021	\$385,839	\$44,161	\$0	\$430,000
20488	North Dakota Street: Fanno Creek Bridge	Tigard	Construction	STBG - STATE	2021	\$2,170,524	\$248,426	\$0	\$2,418,950
20522	US30 at Bridge Ave Ramps	ODOT	Construction	STBG - STATE	2021	\$2,518,003	\$288,197	\$0	\$2,806,200
21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	ODOT	Construction	STBG - STATE	2021	\$10,572,662	\$1,210,088	\$0	\$11,782,750
21255	US26/OR213 Curb Ramps	ODOT	Construction	STBG - STATE	2021	\$1,000,490	\$114,511	\$0	\$1,115,001
21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	Portland	Construction	STBG - STATE	2021	\$1,589,049	\$181,874	\$0	\$1,770,923
21600	Portland Metro/Surrounding Area Traffic Monitoring & Control	ODOT	Other	STBG - STATE	2021	\$628,110	\$71,890	\$0	\$700,000
21609	Portland Metro and Surrounding Areas Traffic Monitoring Cameras	ODOT	Construction	STBG - STATE	2021	\$578,759	\$66,242	\$0	\$645,001
21707	US30B: St. Johns Bridge	ODOT	Purchase right of way	STBG - STATE	2021	\$222,765	\$25,496	\$0	\$248,261
21709	OR120: Columbia Slough Bridge	ODOT	Planning	STBG - STATE	2021	\$448,650	\$51,350	\$0	\$500,000
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Purchase right of way	STBG - STATE	2021	\$35,267	\$4,036	\$0	\$39,303
<b>2021 Total</b>						\$57,194,926	\$6,546,216	\$2,656,937	\$66,398,079
20298	I-84: Fairview - Marine Drive	ODOT	Construction	STBG - STATE	2022	\$260,222	\$29,784	\$0	\$290,006
20384	NW Thurman St Over Macleay Park	Portland	Construction	STBG - STATE	2022	\$3,907,149	\$447,191	\$0	\$4,354,340
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Preliminary engineering	STBG - STATE	2022	\$294,707	\$33,731	\$0	\$328,438
21704	US30B: Bridge Over Private Driveway	ODOT	Preliminary engineering	STBG - STATE	2022	\$238,143	\$27,257	\$0	\$265,400
21707	US30B: St. Johns Bridge	ODOT	Construction	STBG - STATE	2022	\$10,225,975	\$1,170,409	\$0	\$11,396,384
21882	Hawthorne Bridge Ramps	Multnomah County	Construction	STBG - STATE	2022	\$7,118,759	\$814,774	\$0	\$7,933,533
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Preliminary engineering	STBG - STATE	2022	\$1,604,929	\$183,691	\$0	\$1,788,620
<b>2022 Total</b>						\$23,649,884	\$2,706,837	\$0	\$26,356,721
21704	US30B: Bridge Over Private Driveway	ODOT	Purchase right of way	STBG - STATE	2023	\$12,008	\$1,374	\$0	\$13,382
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Other	STBG - STATE	2023	\$103,460	\$11,841	\$0	\$115,301
21710	US30: Troutdale (Sandy River) Bridge	ODOT	Construction	STBG - STATE	2023	\$3,717,578	\$425,493	\$0	\$4,143,071
<b>2023 Total</b>						\$3,833,046	\$438,708	\$0	\$4,271,754
21601	Portland Metro and Surrounding Areas Variable Message Signs	ODOT	Construction	STBG - STATE	2024	\$1,179,128	\$134,956	\$0	\$1,314,084
21611	Portland Metro and Surrounding Area Operations	ODOT	Other	STBG - STATE	2024	\$508,908	\$58,247	\$0	\$567,155
21704	US30B: Bridge Over Private Driveway	ODOT	Construction	STBG - STATE	2024	\$1,494,233	\$171,022	\$0	\$1,665,255
21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	Multnomah County	Construction	STBG - STATE	2024	\$6,477,527	\$741,382	\$0	\$7,218,909

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					2024 Total	\$9,659,796	\$1,105,607	\$0	\$10,765,403
				<b>STBG - STATE Total</b>		<b>\$94,337,652</b>	<b>\$10,797,368</b>	<b>\$2,656,937</b>	<b>\$107,791,957</b>
19297	East Portland Access to Employment and Education	Portland	Construction	STBG-URBAN	2021	\$3,737,420	\$427,764	\$5,205,001	\$9,370,185
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Preliminary engineering	STBG-URBAN	2021	\$589,309	\$67,449	\$0	\$656,758
19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Tualatin Hills PRD	Construction	STBG-URBAN	2021	\$3,103,903	\$355,256	\$827,115	\$4,286,274
19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Washington County	Purchase right of way	STBG-URBAN	2021	\$2,805,879	\$321,145	\$873,976	\$4,001,000
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Purchase right of way	STBG-URBAN	2021	\$147,320	\$16,861	\$0	\$164,181
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Other	STBG-URBAN	2021	\$44,865	\$5,135	\$0	\$50,000
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	STBG-URBAN	2021	\$1,071,762	\$122,668	\$2,485,309	\$3,679,739
20814	Jade and Montavilla Multi-modal Improvements	Portland	Construction	STBG-URBAN	2021	\$1,768,475	\$202,410	\$3,069,907	\$5,040,792
20834	HCT and Project Development Bond Payment (FFY 2021)	TriMet	Transit	STBG-URBAN	2021	\$10,390,000	\$1,189,182	\$0	\$11,579,182
20842	Bus and Rail Preventive Maintenance (RFFA-2021)	TriMet	Transit	STBG-URBAN	2021	\$2,506,749	\$286,909	\$0	\$2,793,658
20877	Regional MPO Planning (2021)	Metro	Planning	STBG-URBAN	2021	\$1,359,877	\$155,644	\$0	\$1,515,521
20880	Regional Travel Options (2021)	Metro	Other	STBG-URBAN	2021	\$2,676,405	\$306,327	\$0	\$2,982,732
20884	Transportation System Mgmt Operations/ITS (2019)	Metro	Other	STBG-URBAN	2021	\$1,693,574	\$193,837	\$0	\$1,887,411
20885	Transportation System Mgmt Operations/ITS (2020)	Metro	Other	STBG-URBAN	2021	\$1,744,598	\$199,677	\$0	\$1,944,275
20886	Transportation System Mgmt Operations/ITS (2021)	Metro	Other	STBG-URBAN	2021	\$1,801,828	\$206,227	\$0	\$2,008,055
20889	Corridor and Systems Planning (2021)	Metro	Planning	STBG-URBAN	2021	\$571,070	\$65,362	\$0	\$636,432
21267	TriMet Preventive Maintenance (TOD) 2021	TriMet	Other	STBG-URBAN	2021	\$3,393,696	\$388,424	\$0	\$3,782,120
21593	Transportation Demand Management (Portland)	Portland	Other	STBG-URBAN	2021	\$126,400	\$14,467	\$0	\$140,867
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Preliminary engineering	STBG-URBAN	2021	\$1,016,176	\$116,306	\$0	\$1,132,482
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Preliminary engineering	STBG-URBAN	2021	\$712,387	\$81,536	\$861,233	\$1,655,156
					<b>2021 Total</b>	<b>\$41,261,693</b>	<b>\$4,722,586</b>	<b>\$13,322,541</b>	<b>\$59,306,820</b>
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Preliminary engineering	STBG-URBAN	2022	\$1,871,768	\$214,232	\$0	\$2,086,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Preliminary engineering	STBG-URBAN	2022	\$200,000	\$22,891	\$0	\$222,891
22130	Council Creek Tr: Douglas St-Hatfield Govt Ctr	Forest Grove	Planning	STBG-URBAN	2022	\$1,345,950	\$154,050	\$0	\$1,500,000
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Preliminary engineering	STBG-URBAN	2022	\$908,740	\$104,009	\$713,627	\$1,726,376
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Preliminary engineering	STBG-URBAN	2022	\$987,030	\$112,970	\$0	\$1,100,000
22136	Red Rock Creek Tr Alignment Study: Fanno Ck Tr- SW 64th	Tigard	Planning	STBG-URBAN	2022	\$314,055	\$35,945	\$0	\$350,000
22137	Sandy Blvd: Gresham to 230th Ave	Multnomah County	Planning	STBG-URBAN	2022	\$1,275,985	\$146,042	\$0	\$1,422,027
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Preliminary engineering	STBG-URBAN	2022	\$585,040	\$66,960	\$0	\$652,000
22139	Trolley Tr Bridge: Portland Ave-Clack River Greenway Tr	Clackamas County	Planning	STBG-URBAN	2022	\$1,228,800	\$140,642	\$0	\$1,369,442
22140	US26 at Cornelius Pass Rd: Bike/Ped Xing	Washington County	Planning	STBG-URBAN	2022	\$628,110	\$71,890	\$0	\$700,000
22142	Willamette Falls Path/OR 99E Enhance: 10th St - Railroad Ave	Oregon City	Planning	STBG-URBAN	2022	\$673,000	\$77,028	\$0	\$750,028
22145	Freight and Economic Development Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$74,263	\$8,500	\$0	\$82,763
22148	HCT and Project Development Bond Payment (FFY 2022)	TriMet	Other	STBG-URBAN	2022	\$10,830,000	\$1,239,542	\$0	\$12,069,542
22151	Regional MPO Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$1,400,673	\$160,313	\$0	\$1,560,986
22154	Next Corridor Planning (FFY 2022)	Metro	Planning	STBG-URBAN	2022	\$588,202	\$67,322	\$0	\$655,524
22157	Regional Travel Options (RTO) program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$2,756,697	\$315,516	\$0	\$3,072,213
22160	Safe Routes to Schools program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$530,450	\$60,712	\$0	\$591,162
22163	Transit Oriented Development (TOD) program (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$3,495,507	\$400,076	\$0	\$3,895,583
22166	TSMO Program Sub-allocation Funds (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$1,667,158	\$190,814	\$0	\$1,857,972
22169	TSMO Administration (FFY 2022)	Metro	Other	STBG-URBAN	2022	\$188,707	\$21,598	\$0	\$210,305
22172	Statewide Travel Survey	Metro	Other	STBG-URBAN	2022	\$350,000	\$40,059	\$0	\$390,059

## 4.1 Demonstration of Fiscal Constraint – Tables 5.1 – 5.5 Summary and Detailed Constraint by Fund Code and Agency

Table 5.5 Detail  
Demonstration of Fiscal Constraint  
All 2021-24 MTIP Programming  
(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
					<b>2022 Total</b>	\$31,900,135	\$3,651,111	\$713,627	\$36,264,873
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Purchase right of way	STBG-URBAN	2023	\$193,304	\$22,125	\$0	\$215,429
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Other	STBG-URBAN	2023	\$44,865	\$5,135	\$0	\$50,000
22146	Freight and Economic Development Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$76,491	\$8,755	\$0	\$85,246
22149	HCT and Project Development Bond Payment (FFY 2023)	TriMet	Other	STBG-URBAN	2023	\$10,840,000	\$1,240,687	\$0	\$12,080,687
22152	Regional MPO Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$1,442,694	\$165,123	\$0	\$1,607,817
22155	Next Corridor Planning (FFY 2023)	Metro	Planning	STBG-URBAN	2023	\$605,848	\$69,342	\$0	\$675,190
22158	Regional Travel Options (RTO) program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$2,839,398	\$324,982	\$0	\$3,164,380
22161	Safe Routes to Schools program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$546,364	\$62,534	\$0	\$608,898
22164	Transit Oriented Development (TOD) program (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$3,600,373	\$412,079	\$0	\$4,012,452
22167	TSMO Program Sub-allocation Funds (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$1,717,173	\$196,538	\$0	\$1,913,711
22170	TSMO Administration (FFY 2023)	Metro	Other	STBG-URBAN	2023	\$194,369	\$22,246	\$0	\$216,615
					<b>2023 Total</b>	\$22,100,879	\$2,529,546	\$0	\$24,630,425
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Purchase right of way	STBG-URBAN	2024	\$323,028	\$36,972	\$0	\$360,000
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22129	Clackamas County Regional Freight ITS - Phase 2B	Clackamas County	Construction	STBG-URBAN	2024	\$1,019,815	\$116,722	\$610,972	\$1,747,509
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Other	STBG-URBAN	2024	\$89,730	\$10,270	\$0	\$100,000
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Purchase right of way	STBG-URBAN	2024	\$78,065	\$8,935	\$0	\$87,000
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Purchase right of way	STBG-URBAN	2024	\$404,682	\$46,318	\$0	\$451,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Other	STBG-URBAN	2024	\$44,865	\$5,135	\$0	\$50,000
22147	Freight and Economic Development Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$78,786	\$9,017	\$0	\$87,803
22150	HCT and Project Development Bond Payment (FFY 2024)	TriMet	Other	STBG-URBAN	2024	\$10,800,000	\$1,236,108	\$0	\$12,036,108
22153	Regional MPO Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$1,485,975	\$170,076	\$0	\$1,656,051
22156	Next Corridor Planning (FFY 2024)	Metro	Planning	STBG-URBAN	2024	\$624,024	\$71,422	\$0	\$695,446
22159	Regional Travel Options (RTO) program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$2,924,580	\$334,731	\$0	\$3,259,311
22162	Safe Routes to Schools program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$562,754	\$64,410	\$0	\$627,164
22165	Transit Oriented Development (TOD) program (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$3,708,384	\$424,441	\$0	\$4,132,825
22168	TSMO Program Sub-allocation Funds (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$1,768,688	\$202,434	\$0	\$1,971,122
22171	TSMO Administration (FFY 2024)	Metro	Other	STBG-URBAN	2024	\$200,200	\$22,914	\$0	\$223,114
					<b>2024 Total</b>	\$24,203,306	\$2,770,175	\$610,972	\$27,584,453
22132	Cully/Columbia & Columbia/Alderwood Improvements	Portland	Construction	STBG-URBAN	2025	\$2,179,847	\$249,493	\$1,256,942	\$3,686,282
22141	Washington/Monroe: SE Oak St - SE Linwood Ave	Milwaukie	Construction	STBG-URBAN	2025	\$3,148,401	\$360,349	\$0	\$3,508,750
					<b>2025 Total</b>	\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
22128	Aloha Access Improvements: OR8 Area Cornelius Pass-SW 160th	Washington County	Construction	STBG-URBAN	2026	\$1,587,898	\$181,742	\$1,522,485	\$3,292,125
22134	NE 122nd Ave Safety & Access: Beech - Wasco	Portland	Construction	STBG-URBAN	2026	\$3,545,230	\$405,767	\$713,627	\$4,664,624
22135	NE MLK Blvd Safety & Access to Transit: Cook-Highland	Portland	Construction	STBG-URBAN	2026	\$1,513,040	\$173,174	\$1,799,786	\$3,486,000
22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	Portland	Construction	STBG-URBAN	2026	\$4,297,413	\$491,858	\$589,729	\$5,379,000
					<b>2026 Total</b>	\$10,943,581	\$1,252,541	\$4,625,627	\$16,821,749
				<b>STBG-URBAN Total</b>		<b>\$135,737,842</b>	<b>\$15,535,801</b>	<b>\$20,529,709</b>	<b>\$171,803,352</b>
17268	Red Electric Trail: SW Bertha - SW Capitol Hwy	Portland	Construction	STP - Urban	2021	\$196,160	\$22,451	\$0	\$218,611
17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	Port of Portland	Construction	STP - Urban	2021	\$2,004,083	\$229,376	\$0	\$2,233,459
18311	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	Tigard	Construction	STP - Urban	2021	\$279,056	\$31,939	\$309,459	\$620,454
18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	Portland	Construction	STP - Urban	2021	\$449,242	\$51,418	\$0	\$500,660

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(By Federal Fiscal Year)

ODOT KEY	PROJECT NAME	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18758	OR8: SW Hocken Ave - SW Short St	ODOT	Construction	STP - Urban	2021	\$1,974,955	\$226,042	\$0	\$2,200,997
19276	Jennings Ave: OR 99E to Oatfield Rd	Clackamas County	Purchase right of way	STP - Urban	2021	\$403,785	\$46,215	\$0	\$450,000
19276	Jennings Ave: OR 99E to Oatfield Rd	Clackamas County	Construction	STP - Urban	2021	\$2,638,253	\$301,960	\$0	\$2,940,213
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	STP - Urban	2021	\$1,738,727	\$199,005	\$0	\$1,937,732
19289	Transportation System Management & Operations (TSMO) Program 2018	Metro	Other	STP - Urban	2021	\$200,000	\$22,891	\$0	\$222,891
21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	Beaverton	Preliminary engineering	STP - Urban	2021	\$134,595	\$15,405	\$0	\$150,000
21121	OR210: SW Scholls Ferry Rd to SW Hall ITS	Beaverton	Construction	STP - Urban	2021	\$304,939	\$34,902	\$0	\$339,841
21407	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	Portland	Construction	STP - Urban	2021	\$1,361,641	\$155,846	\$0	\$1,517,487
					2021 Total	\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
					STP - Urban Total	\$11,685,436	\$1,337,450	\$309,459	\$13,332,345
20332	I-205 Undercrossing (Sullivans Gulch)	Portland	Construction	TA - STATE	2021	\$1,682,468	\$192,566	\$0	\$1,875,034
					2021 Total	\$1,682,468	\$192,566	\$0	\$1,875,034
					TA - STATE Total	\$1,682,468	\$192,566	\$0	\$1,875,034
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Purchase right of way	TA - URBAN	2021	\$153,025	\$17,514	\$135,511	\$306,050
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Other	TA - URBAN	2021	\$44,865	\$5,135	\$0	\$50,000
20812	Brentwood Darlington Bike/Ped Improvements	Portland	Construction	TA - URBAN	2021	\$1,043,610	\$119,446	\$2,850,316	\$4,013,372
20813	NE Halsey Street Bike/Ped/Transit Improvements	Portland	Construction	TA - URBAN	2021	\$250,598	\$28,682	\$0	\$279,280
20814	Jade and Montavilla Multi-modal Improvements	Portland	Purchase right of way	TA - URBAN	2021	\$193,075	\$22,098	\$170,977	\$386,150
21593	Transportation Demand Management (Portland)	Portland	Other	TA - URBAN	2021	\$40,000	\$4,578	\$0	\$44,578
					2021 Total	\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
					TA - URBAN Total	\$1,725,173	\$197,453	\$3,156,804	\$5,079,430
19280	SE 129th Avenue - Bike Lane and Sidewalk Project	Happy Valley	Construction	TAP Metro	2021	\$318,740	\$36,481	\$0	\$355,221
					2021 Total	\$318,740	\$36,481	\$0	\$355,221
					TAP Metro Total	\$318,740	\$36,481	\$0	\$355,221
Grand Total						\$965,500,525	\$159,377,013	\$82,358,159	\$1,207,235,697
2021 Total						\$445,717,804	\$70,530,672	\$73,090,484	\$589,338,960
2022 Total						\$206,622,108	\$33,403,117	\$713,627	\$240,738,852
2023 Total						\$147,347,684	\$26,339,719	\$200,344	\$173,887,747
2024 Total						\$142,900,533	\$26,481,080	\$1,331,144	\$170,712,757
2025 Total						\$5,328,248	\$609,842	\$1,256,942	\$7,195,032
2026 Total						\$17,584,148	\$2,012,583	\$5,765,618	\$25,362,349



BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

WHEREAS, the 2021-2024 MTIP policy provides clarity as to the role of 2018 RTP and the 2018 RTP policy priorities will set policy foundation for transportation investment in the 2021-2024 MTIP; and

WHEREAS, the 2018 RTP policy priorities will inform the 2021-2024 MTIP performance-based programming and measuring MTIP progress; and

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



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

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

ADOPTED by the Metro Council this 4th day of April 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Nathan Sykes, Metro Attorney



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

April 2019

[oregonmetro.gov/mtip](http://oregonmetro.gov/mtip)

**Public service**

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

**Excellence**

*We aspire to achieve exceptional  
results*

**Teamwork**

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

**Respect**

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

**Innovation**

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

**Sustainability**

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

**Metro's values and purpose**

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

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## INTRODUCTION

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

### Purpose

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

### MTIP Basics

*What is the Metropolitan Transportation Improvement Program (MTIP)?*

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

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

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

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

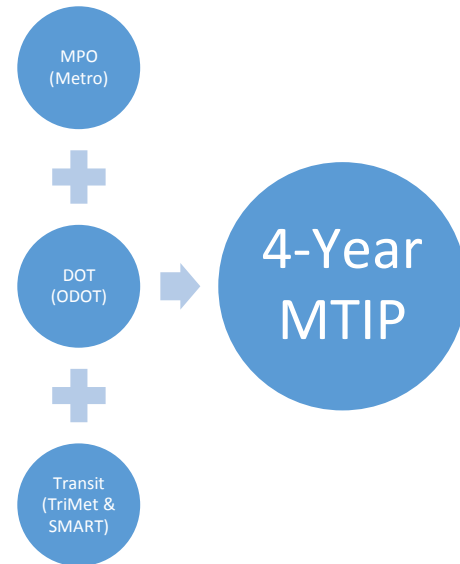
<sup>1</sup> 23 CFR 450.104 - Definitions

### *What is part of the Metropolitan Transportation Improvement Program?*

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

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

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



**Figure 1. Projects which comprise the four year MTIP**

#### Project List

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

#### Discussion Sections

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

#### Administration and Monitoring

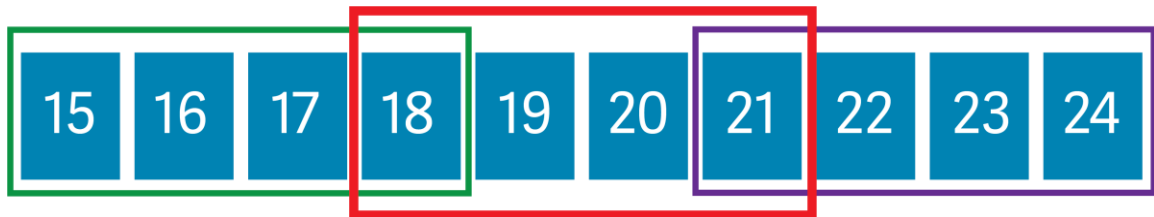
- A section discussing the policies, protocols, and expectations in the administration of the MTIP, including change management procedures (e.g. administrative modifications and amendments).

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

*How does the MTIP get used?*

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

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

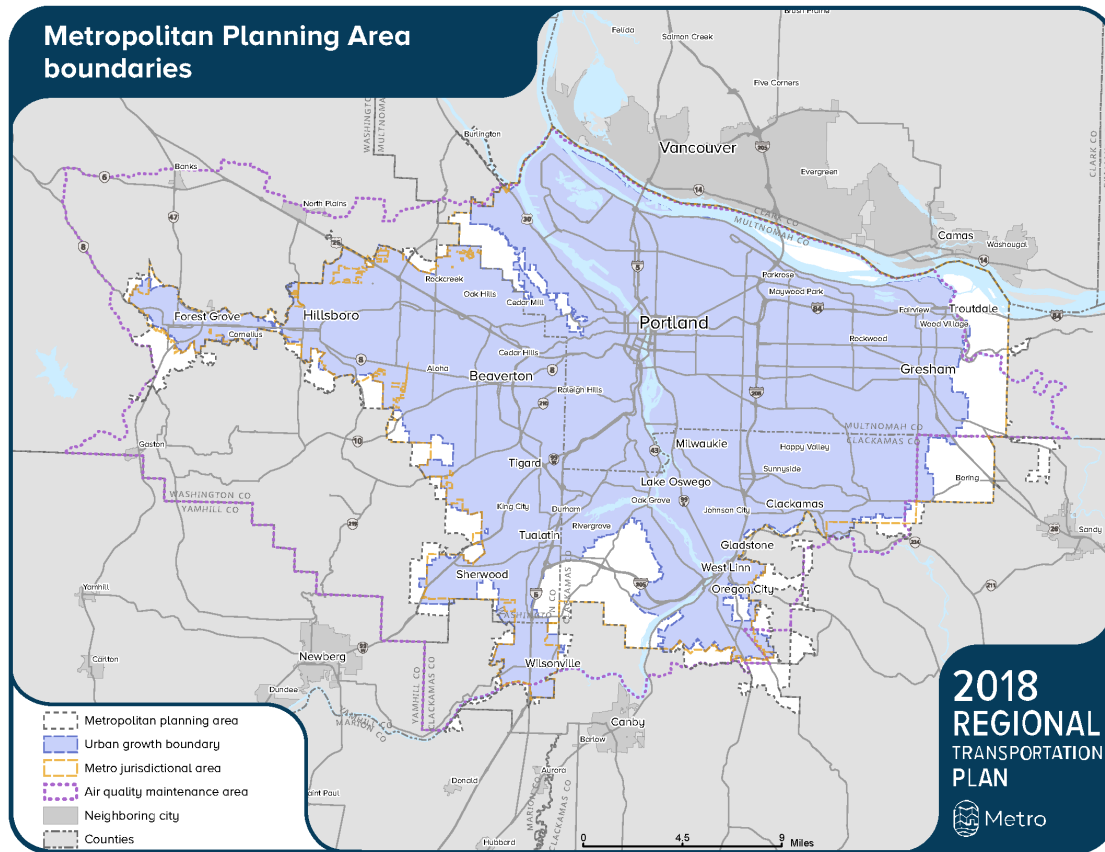


**Figure 2. The overlap of fiscal years between an effective MTIP and a MTIP under development. The red box represents the fiscal years encompassing the effective MTIP and the purple box represents the fiscal years for the MTIP in development**



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

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

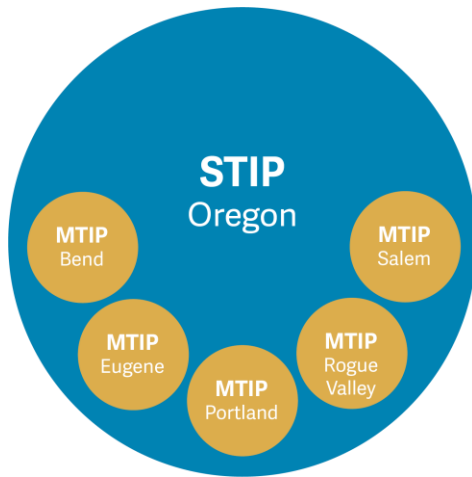


**Figure 3. Federal metropolitan planning area for the Portland (OR) metropolitan region**

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

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

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



**Figure 4. MTIP and STIP relationship – MTIPs are not to scale**

The MTIP is a joint effort between regional and state partners. Metro acts as the main author and administrator of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as regionally significant state and local transportation dollars in the urbanized area of Portland. Each agency plays a different role in advancing the region's transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART's roles in the regional transportation system is to provide public transit service and utilize funding from the Federal Transit Administration (FTA) to support capital programs to

operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.



**Metro** is a directly elected regional government, serving more than 1.5 million people in Clackamas, Multnomah and Washington counties. The agency's boundary encompasses Portland, Oregon and 23 other cities.

Metro's main function is to provide regionwide planning, coordination and services to manage growth, infrastructure, solid waste, and development issues that cross jurisdictional boundaries.

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

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

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

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

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



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



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



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

## DESIRED OUTCOMES AND GOALS FOR THE MTIP POLICY

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

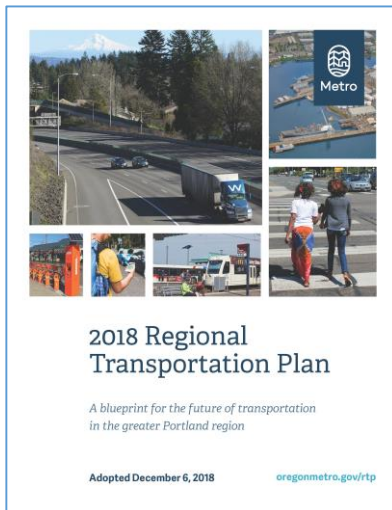
1. Implementing the policy priorities: safety, equity, addressing climate change, and managing congestion through the investments identified in the adopted 2018 Regional Transportation Plan; and
2. Complying with federal regulations pertaining to the development of the transportation improvement program (TIP) as outlined in the Code of Federal Regulations (CFR) 23 CFR 450.300 – 450.340 as well as addressing corrective actions, compliance actions, and recommendations to emerge from Transportation Management Association (TMA) certifications and/or State Transportation Improvement Program (STIP) approvals; and
3. Pursue and implement the regional finance approach; and
4. In looking at opportunities to take advantage of leveraging funding opportunities, do so in an open and coordinated manner.

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

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

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

## MTIP Policy 1 – Regional Policy Direction for Investments



The 2018 Regional Transportation Plan (RTP) is the foundation and guide for investments proposed for the 2021-2024 MTIP. As the policy direction for investments, regional partners agree to implement the policy priorities to emerge from the 2018 RTP.

These policy priorities – *equity, safety, addressing climate change, and managing congestion* – are described in chapter 6 and identified in the legislation adopting the 2018 RTP as the outcomes to make near-term progress by aligning investments to achieve the outcomes desired from these policy priorities.

In efforts to articulate and provide direction in how to achieve and make progress towards these outcomes, the policies identified in chapter 3 as well as the actions identified in the compendium 2018 RTP strategies (e.g. Regional Transportation Safety Strategy, Regional Transit Strategy) and other regional plans and actions (e.g. Climate Smart Strategy, Strategic Plan to Advance Racial Equity, Diversity, and Inclusion). –

As the 2021-2024 MTIP investments get compiled into a four-year investment program, the package of investments will be evaluated to assess how well the investments make progress towards the 2018 RTP policy priorities. Recognizing the role and function of 2021-2024 MTIP, the policy direction places greater emphasis to demonstrate that individual funding allocations administered by Metro, ODOT, TriMet and SMART considered, balanced, and used the 2018 RTP policy priorities for the prioritization and selection of projects and programs to award funds.

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

## MTIP Policy 2 – Compliance with Requisite Federal Regulations

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

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

Additionally, the findings to emerge from the 2017 Transportation Management Area (TMA) Certification and 2018-2021 MTIP and STIP Approval and Statewide Planning Findings are expected to be addressed and guide the development and implementation of the 2021-2024 MTIP.

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

## Regional Transportation Plan

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

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



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

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

In May 2009, JPACT developed a regional finance approach to direct how the transportation needs of the region are to be addressed by existing or potential transportation funding sources. Since 2009, this regional finance approach provides a starting point for the various funding programs or sources that are addressed in the MTIP and State Transportation Improvement Program (STIP).

The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation system in the region. The approach has been utilized in the development of RFFA policies since the 2010-2013 and 2012-2015 MTIP cycle, with the most recent regional finance approach adopted as part of the 2018-2021 MTIP and 2019-2021 Regional Flexible Fund Allocation policy statement.<sup>3</sup>

The most recently adopted regional finance approach is included as Attachment 1. However, since the adoption of the 2018-2021 MTIP and 2019-2021 RFFA policy statement in 2016, new revenue sources (e.g. House Bill 2017) as well as administrative and process changes to certain sources of funds (e.g. consolidation of certain federal fund sources under federal transportation funding reauthorizations MAP-21 and FAST, restructuring of ODOT allocation programs) necessitates administrative updates to the adopted regional finance approach.

Attachment 2 is an updated version of the regional finance approach reflecting these administrative changes for the purposes of outlining a regional financial approach to pursue as part of the development and implementation of the 2021-2024 MTIP policy. As further discussion takes place regarding any of the source funds identified, periodic administrative updates will be made.

### **MTIP Policy 4 – Regional Funding Coordination**

#### **National Discretionary Funding Opportunities - Regional Coordination**

As part of the implementation of the Regional Finance Approach, the region's partners agree to regional coordination and information sharing when competing on the national stage for federal competitive discretionary funding programs. Examples of these programs include, but not limited to: FTA's Capital Investment Grants – New Starts and Small Starts, U.S. DOT's

<sup>3</sup> See Metro Council Resolution 16-4702



Better Utilizing Investment to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA). Regional coordination is to make regional partners aware of what competitive applications are being put forward and ensure any necessary MPO programming or planning requirements have been met to allow access to funds if awarded. Information of these coordinated efforts may also be shared with the region's congressional delegation to inform them of regional funding priorities.

#### **Coordination and Leveraging of Federal Funds Across Funding Allocation Programs**

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

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

It is expected if regional partners wish to coordinate and leverage opportunities to fund (or partially fund) projects or programs through a funding program administered by a different administering agency, the partner bring the funding proposal to the MPO for information

#### **Currently Agreed Upon Fund Leveraging**

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

and discussion. Funding proposals, especially with federal funds or for a regionally significant project, will not be considered without discussion and if necessary approval undertaken by the MPO (for federal funds or regionally significant projects). A process for bringing forward funding proposal entails:

1. Initial MPO staff and administering agency staff consultation of proposal;
2. Discussion, recommendation, and approval by the MPO (if necessary);<sup>4</sup>
3. Discussion and approval by the leadership entities of other administering agencies (if necessary).

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

### **2021-2024 MTIP Policy Implementation Process**

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

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

<sup>4</sup> MPO approval may come in the form of adopting policy direction for a specific funding program or through the MTIP change management process. Will be dependent on the context and nature of the leveraging opportunity being proposed.

**Attachment 1: Adopted Regional Finance Approach (June 2016)**

The following table is the 2018-2021 MTIP regional finance approach as adopted in June 2016.

**Table A.1: Regional Transportation Finance Approach – Adopted June 2016**

<b>Transportation Project/ Activity Type</b>	<b>Existing Funding Sources</b>	<b>Strategy for Sources of Additional Funding</b>
Local/Arterial street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Active Transportation (includes bicycle, pedestrian, and small on-street transit capital improvements like bus shelters)	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Connect Oregon</li> <li>• ODOT Region 1 competitive allocation – dedicated</li> <li>• Local contributions</li> <li>• Development (Frontage, Impact Fees, SDC's)</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; weight/mile tax</li> <li>• ODOT Region 1 preservation, maintenance, and operations allocation program</li> <li>• NHPP</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• Section 5310</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 competitive allocation program</li> <li>• <b>Regional Flexible Funds<sup>5</sup></b></li> <li>• TIGER</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regionally raised revenue</li> <li>• Increase in state gas tax or VRF</li> </ul>

<sup>5</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Highway expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation program</li> <li>• NHPP</li> <li>• National Freight Program</li> <li>• Modernization Program</li> <li>• Fed/state earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent</li> <li>• Regionally raised revenue</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>• Federal New Starts</li> <li>• Federal Small Starts</li> <li>• State lottery</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>
TSMO/Travel Options	<ul style="list-style-type: none"> <li>• State operations</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TIGER</li> </ul>	<ul style="list-style-type: none"> <li>• Regional VRF or equivalent</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• Strategy under development</li> </ul>

**Attachment 2: Updated Regional Finance Approach (December 2018)**

The following table is an updated version of the 2016 adopted regional finance approach. The updates reflect new revenue sources and administrative changes to funding sources and the eligible activities. As policy direction for funds may change, federal transportation reauthorization may change eligibility requirements of existing funds, or through JPACT and the Metro Council direction, the regional finance approach will be updated to reflect the administrative or policy direction changes. The 2021-2024 MTIP policy describes the purpose and function of the regional finance approach.

**Table A.2: Updated Regional Transportation Finance Approach – (As of December 2018)**

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

Transportation Project/ Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
	<ul style="list-style-type: none"> <li>• Other state (e.g. House Bill 2017) earmarks</li> </ul>	
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Employee tax</li> <li>• Passenger fares</li> <li>• Section 5307 urbanized area formula</li> <li>• Section 5310 special transportation</li> <li>• ODOT special transportation fund</li> <li>• Advertising revenue</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in employer and employer tax rate</li> <li>• New funding mechanism</li> <li>• Passenger fare increases</li> </ul>
Arterial Expansion, Improvements, and Reconstruction	<ul style="list-style-type: none"> <li>• Development Fees (e.g. Frontage, Impact Fees, System Development Charges)</li> <li>• Urban Renewal</li> <li>• ODOT Region 1 allocation program – Fix It Leverage – Enhance or Safety</li> <li>• ODOT Region 1 operations allocation program (Fix-it)</li> <li>• Other federal or state (e.g. House Bill 2017) earmarks</li> <li>• Regional Flexible Funds<sup>6</sup></li> <li>• BUILD</li> <li>• National Freight Program</li> </ul>	<ul style="list-style-type: none"> <li>• Development fees rate increases</li> <li>• New local or regional funds</li> <li>• Increase in state gas tax</li> <li>• Increase in vehicle registration fee</li> </ul>
Highway Expansion	<ul style="list-style-type: none"> <li>• ODOT Region 1 competitive allocation – Fix It Leverage – Enhance</li> <li>• ODOT 2021-2024 STIP Strategic Investment Fund</li> <li>• Regional Flexible Funds<sup>7</sup></li> <li>• National Highway Preservation Program</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• Pricing/tolling</li> <li>• Increase in state gas tax or equivalent (e.g. HB 2017)</li> <li>• New local or regional funds</li> </ul>

<sup>6</sup> Limited to arterial freight facilities for ITS, small capital projects, and project development.

<sup>7</sup> Limited to project development with large discretionary funding leverage opportunities to address multiple transportation issues around the mainline facilities, focusing on the multi-modal portions of these projects that are on the regional arterial network adjacent to the freeway interchange.

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



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.

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Sam Chase, District 5

Bob Stacey, District 6

**Auditor**

Brian Evans

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Portland, OR 97232-2736

503-797-1700



## 2021-24 MTIP Data Exchange Project Details Request Sheet

### PURPOSE

We recently identified the timing and necessity for 5 major data exchange points for the development of the 2021-24 MTIP. The purpose of this form is to clarify our expectations, consolidate our individual data requests, and incorporate the additional data needed for the performance measure analysis.

#### **August/September 2019 – Initial Draft ODOT Project List (Ken – for preliminary analysis)**

- *For new projects - send whatever draft project, cost, and programming data you have at this point in an excel spreadsheet*
- *For review of existing projects, provide preliminary re-programming of ODOT and local agency projects.*

#### **Nov/Dec. 2019 – Draft Project List w/programming (Grace–MTIP/Performance analysis)**

- *Please include information for data fields shown below in bold, the GIS/Modeling data, and answer the project questions for MTIP Analysis for each project*

#### **Feb 1, 2020 – New ODOT Project List w/programming (Jodie/Ken – for MTIP database import)**

- *New Projects - Provide excel spreadsheet with all Project and Programming Details*

#### **March 15, 2020 – Final ODOT Project List w/programming (Jodie/Ken – for MTIP database import)**

- *This will be the official STIP/MTIP lock-down date between ODOT and Metro.*
- *New projects – Provide master list of changes from Feb 1st w/STIP Impact Reports*
- *Existing projects - Provide excel spreadsheet with all Project and Programming Details*
  - *Please highlight any/all proposed changes made to existing projects*

#### **May 15, 2020 – Final adjustments to programming after public comment (Jodie/Ken)**

- *Please provide an errata sheet with list of any/all project changes to STIP that occurred after March lock-down date.*

Lock down dates in red to be confirmed with ODOT.

### METRO TIMELINE

Metro has a timeline for development of the 21-24 MTIP based on the Regional Flexible Fund Allocation cycle. However, for coordination purposes, we have embedded Metro's tasks directly into ODOT's Timeline for the Development of the 2021-24 STP.

### SECTION 1 – TIMELINE FOR MTIP/STIP DEVELOPMENT

4.3 2021-2024 MTIP Development – Data Exchange and Programming Guidance to Partners (ODOT, SMART, and TriMet)

		Timeline for Development of the 2021-24 STIP and MTIP																						
		Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug	Sep-20	
STIP	OTC															OTC releases draft 21-24 STIP for public review			OTC review of public comments	OTC approval of final 21-24 STIP	Final STIP to USDOT for approval		USDOT approval of final 21-24 STIP	
	HQ									STIP-FP open for STIP/MTIP project entry	STIP-FP open for STIP/MTIP project entry	STIP-FP open for STIP/MTIP project entry	STIP-FP locked down	Financial Constraint occurs	Draft STIP prepared for OTC/AQC (Jan-May)		STIP Public Review	STIP Public Review	ODOT/MPOs adjust Draft STIP					
	REGIONS									STIP project entry	STIP project entry	STIP project entry												
MTIP (Metro)	Process	2018 RTP adopted; sets MTIP Policy Direction		2022-2024 RFFA policy begins		2022-2024 RFFA solicitation process			2022-2024 RFFA technical evaluation		2022-2024 RFFA Public Comment and courtesy tribal resource consult				2022-2024 Regional Flexible Fund Allocation Adopted		Tribal and Resource Agency Consultation	Public Comment		Public Comment Report and Responses - Document proposed adjustments (response to comment/analysis, tech corrections, amendments)	TPAC and JPACT approval and Metro Council Adoption of 2021-2024 MTIP			
	Policy and Document Production													Begin and draft initial federal compliance documentation Begin and draft process documentation	2022-2024 RFFA programming	Package public review draft to include: -Draft programming (all projects) -System performance results and findings -MAP-21 performance measure compliance -Federal compliance documentation and findings -Prioritization and allocation process -Administrative procedures		Develop Self-Certification Report	Update the 2021-2024 MTIP public review draft to include adjustments through public comment and technical corrections in programming	Package and prepare adopted 2021-2024 MTIP to submit to ODOT and the Governor for inclusion in the 2021-2024 STIP				
	Evaluation and Assessment								Initial project data collection and exchange with ODOT & Transit			Identify project carryovers and slips for 2019-2021 RFFA projects and external partner projects	Project data collection (external partners): -GIS -Modeling details -RTP IDs -Detailed project descriptions etc.	2021-2024 MTIP Performance Assessment: -System performance analysis of safety, equity (via access or other), greenhouse gas emissions, and congestion -MAP-21 data collection and reporting -CMAQ emissions analysis										
Leverage Programs					Identify Leverage Opp's in Final Business Cases	Identify Leverage Opp's in Final Business Cases	Identify Leverage Opp's in Final Business Cases	Final allocation of leverage funds	Leverage funds included in 100% lists for entry into STIP															
FIX-IT	HMT																							
	HQ	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final Business Cases and Identify Leverage Opp's	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps																	
	REGION	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps	Determine Delivery Methods	Finalize 100% Lists for entry into STIP															
ARTS		Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final business cases	Final business cases	Determine delivery methods	Finalize 100% Lists for entry into STIP															
Local Bridge					LABSC meet to select projects	Final selections list		Award letters to owners	Response return to bridge owners															
ADA Targeted		Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final business cases and documenting priority justifications	Final business cases and documenting priority justifications	Final business cases and documenting priority justifications		Finalize 100% Lists for entry into STIP															
ADA Leveraged		scope and identify opps	scope and identify opps	scope and identify opps	Coordinate with Program for viable options	Coordinate with Program for viable options	Coordinate with Program for viable options		Finalize 100% Lists for entry into STIP															

## PROJECT INFORMATION

Metro has developed a project programming worksheet (Excel file) for documentation of project information that will be directly downloaded into our TransTracker TIP database (see hardcopy in Attachment). We have also created a project questionnaire for project data relevant to travel forecasting and performance analysis (see Section 3). Some of this project data may be stored in TransTracker but will not be part of the direct download. The worksheet and the questionnaire need to be completed for each project to be incorporated into the 2021-24 TIP. For each project that has geographic attributes (as opposed to programmatic spending) will need to submit a GIS file consistent with the instructions in Section 4.

## SECTION 2: PROJECT PROGRAMMING (SEE ATTACHED WORKSHEET) 3 PAGE EXCEL DOCUMENT – FIELDS INCLUDE:

**ODOT Key # (if available)**

**Project Name\* (using ODOT's naming convention)**

**Mile points (if applicable)**

**Detailed Description\*** Use public friendly phrasing and avoiding technical jargon where possible. (e.g. Widen street from two lanes to four lanes; one lane in each direction to two lanes in each direction with turn lanes and signals at intersections, sidewalks, bike lanes, and traffic signal coordination). List the specific project elements and describe the changes from the existing facility elements. List the project beginning and ending points. Describe the specific streets/intersections/interchanges that are included in the project area.

**Lead Agency**

Location: City, County (list all applicable)

Project Type (Functional Class/Work Class/Work Type ID)

**Estimated Project Completion Date**

**Phase**

**Current STIP Year**

Initial STIP Year

Funding Responsibility

Fund Type/Fund Code (federal Program Code)

Fund Description (short/long)

Federal Amount

Federal Percent/Fund Code default (% on fed amount)

Local Amount

Local Percent/Fund Code default (% on local amount)

State Amount

State Percent/Fund Code default (% on state amount)

Other Amount (overmatch)

**Total Project Programming (Current STIP Amount)**

**Total Project Cost Estimate (Total Current Estimate – All phases)**

**RTP# (Regional Transportation Plan # required)**

Comment

Footnote

**SECTION 3: PROJECT MODELING AND PERFORMANCE QUESTIONNAIRE****ODOT Project Lead Contact Information**

Name:

Email:

Phone number:

**ODOT Modeling Contact Information**

Name: Chi

Email:

Phone number:

**Road Capacity Project Modeling Details**

a. Describe facility details.

Circle Direction	Number of Through Lanes		Number of Turning Lanes		Posted Speed		Number of Traffic Signals	
	Before Project	After Project	Before Project	After Project	Before Project	After Project	Before Project	After Project
NB or WB	1	1	0	0	25	25	2	2
SB or EB	2	2	0	0	25	25	2	2

Table note: Please list the number of through lanes. Turn lanes should be counted as .5 for each turn lane. For example, a project with two lanes in each direction with a single turn lane would count as 2.5 lanes in each direction.

b. Describe type of turn lane(s) (i.e. a right turn, double left turn, continuous left turn).

*e.g. Left turn lane from SB 10<sup>th</sup> to EB Baseline and left turn lane from NB 10<sup>th</sup> to WB Adair will each be extended about 100 feet. No other changes will occur to turn lanes from the project.*

c. Describe turn lane restrictions that should be assumed in the traffic model.

*e.g. Currently a restriction exists on right turns by large trucks from WB Adair to NB 10<sup>th</sup>. With the reconstruction of this intersection, this restriction will be eliminated.*

d. List the locations of all existing &amp; anticipated traffic signals. Provide any signal timing information if known.

*e.g. Traffic signals exist at 10<sup>th</sup>/Baseline and 10<sup>th</sup>/Adair. These signals will be reconstructed and tied into the railroad signals just south of Baseline. Also, the project will connect the signals at 4<sup>th</sup>/Baseline, 10<sup>th</sup>/Baseline, 14<sup>th</sup>/Baseline, 14<sup>th</sup>/Adair, 10<sup>th</sup>/Adair, and 4<sup>th</sup>/Adair allowing for better coordination of the signals for managed traffic progressionMod in the Hwy. 8 corridor.*

e. Describe any other details and **attach modeling diagram(s)** for project, identifying street names at project start and end locations and other important intersections.

None

- f. Please provide a link to any planning studies, engineering drawings, or other preliminary design work. Or attach any appropriate diagrams/drawings.

None

### Bicycle Modeling Details

- a. Describe the location of the project including the project boundaries. Identify the main facility. (If different from above)

Facility Name: <i>10<sup>th</sup> Avenue in Cornelius</i>			
Project Start Location:	<i>Council Creek Bridge north of Holladay Street</i>	Project End Location:	<i>Alpine Street, south of Baseline</i>

- a. Describe the type of planned bicycle facility. (e.g. cycletrack, bike boulevard, off-street trail, bike lane, sharrows)

*e.g. Bike lanes*

- b. Describe the surface type of the bike facility. (e.g. paved off-street trail, scored concrete, etc.)

*e.g. Asphalt*

- c. Describe any other details and **attach modeling diagram(s)** (if available) for project.

None

### Other Project Performance Details

- What is the RTP Project ID #? [Click here to enter text.](#)
- Is this project on the 2018 RTP Constrained list? <sup>1</sup> ☐ Yes ☐ No
- What is the anticipated opening date for this project? [Click here to enter text.](#)
- In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification in the text box.
  - ☐ High Injury Corridor (or ODOT ARTS Hotspot map) [Click here to enter text.](#)
  - ☐ Bicycle [Click here to enter text.](#)
  - ☐ Pedestrian [Click here to enter text.](#)
  - ☐ Freight [Click here to enter text.](#)

☐ Transit [Click here to enter text.](#)

5. What network gap(s) will be completed by this project? Are network gaps known for the project area and being infilled or are network gaps still to be determined in the project area? How will system connectivity or network deficiencies be improved? [Click here to enter text.](#)
6. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? [Click here to enter text.](#)
7. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. [Click here to enter text.](#)
8. Is the project in an Equity Focus Area? ☐ Yes ☐ No If yes, please indicate which Focus Area (refer to 2018 RTP Equity Analysis at <https://www.oregonmetro.gov/regional-transportation-plan> >). [Click here to enter text.](#)
9. List the community places<sup>2</sup>, affordable housing, and Title 1 schools within ¼ mile of project. [Click here to enter text.](#)
10. *(Need to provide guidance on what data source and instructions for answering this question)* What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?<sup>3</sup> [Click here to enter text.](#)
11. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project (can reference needs expressed in Question 5 if included in scope)? [Click here to enter text.](#)
12. Is the project included in an adopted local transportation safety plan or audit? ☐ Yes ☐ No If yes, please identify/describe the plan. [Click here to enter text.](#)
13. Describe the project elements and countermeasures that address safety. Highlight countermeasures included that reduce, remove or mitigate conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings). Use Appendix C design checklist, indicate all that apply. [Click here to enter text.](#)
14. What specific project design elements are aimed at reducing environmental impacts (street trees, bio-swailes, etc.)?<sup>4</sup> [Click here to enter text.](#)
15. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? [Click here to enter text.](#)

## SECTION 4 – MAPPING/GIS SHAPEFILE GUIDELINES

### GIS shapefile guidelines

For each project that has a geographic attribute, submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

Projected Coordinate System\*:

---

<sup>2</sup> Community places as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

Source - 2022-2024 Regional Flexible Funds Project Application

<sup>3</sup> Suggested data sources includes the U.S. Decennial Census, American Community Survey, Portland State University's Population Research Center or Metro's Data Research Center Metro Map tool. Suggested methods for analysis includes creating a ¼ mile buffer around the project area and assessing the demographics of the census tracts in the project area. Qualitative data, such as information on cultural or ethnic businesses in the project area, retirement facilities, etc. can also be used to provide context and estimate. Estimates should also be informed by public outreach undertaken as part of the project development and implementation.

<sup>2</sup> Project must be on the 2018 RTP Constrained list, available for download at: [oregonmetro.gov/RTP](https://oregonmetro.gov/RTP) or [oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls](https://oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls)

<sup>4</sup> Please refer to guidance found in the RFFA nomination process handbook.



1. NAD\_1983\_HARN\_StatePlane\_Oregon\_North\_FIPS\_3601
2. Projection: Lambert\_Conformal\_Conic
3. False\_Easting: 8202099.73753281
4. False\_Northing: 0.00000000
5. Central\_Meridian: -120.50000000
6. Standard\_Parallel\_1: 44.33333333
7. Standard\_Parallel\_2: 46.00000000
8. Latitude\_Of\_Origin: 43.66666667
9. Linear Unit: Foot
10. Geographic Coordinate System: GCS\_North\_American\_1983\_HARN
11. Datum: D\_North\_American\_1983\_HARN
12. Prime Meridian: Greenwich
13. Angular Unit: Degree

### GIS Data Submission Instructions

The geodatabase and shapefiles contain Metro's most recent RLIS street centerlines and all the projects included in the 2018 RTP project list. The geodata can be viewed in the RTP Resource Guide and downloaded from the following ftp site:

<ftp://ftp.oregonmetro.gov/dist/tran/RTP/>

Projects sponsors must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

Project sponsors can zoom into the general areas of the project and use the "identify tool" to find the existing project and verify the spatial extent or make any necessary extent or shape adjustments.

Projects should be illustrated in one of three ways:

A. Linear Projects: Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

B. Point projects: Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and submit the polygon feature titled with the RTP ID number and project name. If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

4.3 2021-2024 MTIP Development – Data Exchange and Programming Guidance to Partners (ODOT, SMART, and TriMet)  
2021-2024 Project Details Request Sheet

If you have questions about the requirements or need help with this process, please call Matthew Hampton, 503-797-1748, or email [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)



## 2021-24 MTIP Data Exchange Project Details Request Sheet

### PURPOSE

We recently identified the timing and necessity for 3 major data exchange points for the development of the 2021-24 MTIP. The purpose of this form is to clarify our expectations, consolidate our individual data requests, and incorporate the additional data needed for the performance measure analysis.

**Late Nov/Dec. 2019 – Draft Project List w/programming (Grace–MTIP/Performance analysis)**

- *Please include information for data fields shown below in bold, the GIS/Modeling data, and answer the project questions for MTIP Analysis for each project*

**Feb 1, 2020 – Final Project List w/programming (Jodie/Ken – for MTIP database import)**

- *New Projects - Provide excel spreadsheet with all Project and Programming Details*
- *Existing Projects – Include existing projects programmed in 2021 and any project slips from 2019 and 2020 that you are aware of at this time*

**April 1, 2020 – Final adjustments to programming (Jodie/Ken – for MTIP database import)**

- *This will be the official STIP/MTIP lock-down date between ODOT and Metro.*
- *Provide list of changes from Feb 1st w/STIP Impact Reports*

Lock down date in red to be confirmed with ODOT.

### METRO TIMELINE

Metro has a timeline for development of the 21-24 MTIP based on the Regional Flexible Fund Allocation cycle. However, for coordination purposes, we have embedded Metro's tasks directly into ODOT's Timeline for the Development of the 2021-24 STP.

### SECTION 1 – TIMELINE FOR MTIP/STIP DEVELOPMENT

4.3 2021-2024 MTIP Development – Data Exchange and Programming Guidance to Partners (ODOT, SMART, and TriMet)

		Timeline for Development of the 2021-24 STIP and MTIP																						
		Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug	Sep-20	
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	Evaluation and Assessment								Initial project data collection and exchange with ODOT & Transit			Identify project carryovers and slips for 2019-2021 RFFA projects and external partner projects	Project data collection (external partners): -GIS -Modeling details -RTP IDs -Detailed project descriptions etc.		2021-2024 MTIP Performance Assessment: -System performance analysis of safety, equity (via access or other), greenhouse gas emissions, and congestion -MAP-21 data collection and reporting -CMAQ emissions analysis									
Leverage Programs					Identify Leverage Opp's in Final Business Cases	Identify Leverage Opp's in Final Business Cases	Identify Leverage Opp's in Final Business Cases	Final allocation of leverage funds	Leverage funds included in 100% lists for entry into STIP															
FIX-IT	HMT																							
	HQ	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final Business Cases and Identify Leverage Opp's	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps																	
	REGION	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps	Final Business Cases and Identify Leverage Opps	Determine Delivery Methods	Finalize 100% Lists for entry into STIP															
ARTS		Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final business cases	Final business cases	Determine delivery methods	Finalize 100% Lists for entry into STIP															
Local Bridge					LABSC meet to select projects	Final selections list		Award letters to owners	Response return to bridge owners															
ADA Targeted		Scoping of 150% lists	Scoping of 150% lists	Scoping of 150% lists	Final business cases and documenting priority justifications	Final business cases and documenting priority justifications	Final business cases and documenting priority justifications		Finalize 100% Lists for entry into STIP															
ADA Leveraged		scope and identify opps	scope and identify opps	scope and identify opps	Coordinate with Program for viable options	Coordinate with Program for viable options	Coordinate with Program for viable options		Finalize 100% Lists for entry into STIP															

## PROJECT INFORMATION

Metro has developed a project programming worksheet (Excel file) for documentation of project information that will be directly downloaded into our TransTracker TIP database (see hardcopy in Attachment). We have also created a project questionnaire for project data relevant to travel forecasting and performance analysis (see Section 3). Some of this project data may be stored in TransTracker but will not be part of the direct download. The worksheet and the questionnaire need to be completed for each project to be incorporated into the 2021-24 TIP. For each project that has geographic attributes (as opposed to programmatic spending) will need to submit a GIS file consistent with the instructions in Section 4.

## SECTION 2: PROJECT PROGRAMMING (SEE ATTACHED WORKSHEET) 3 PAGE EXCEL DOCUMENT – FIELDS INCLUDE:

**ODOT Key # (if available)**

**Project Name\* (using ODOT's naming convention)**

**Mile points (if applicable)**

**Detailed Description\*** Use public friendly phrasing and avoiding technical jargon where possible. (e.g. Widen street from two lanes to four lanes; one lane in each direction to two lanes in each direction with turn lanes and signals at intersections, sidewalks, bike lanes, and traffic signal coordination). List the specific project elements and describe the changes from the existing facility elements. List the project beginning and ending points. Describe the specific streets/intersections/interchanges that are included in the project area.

**Lead Agency**

Location: City, County (list all applicable)

Project Type (Functional Class/Work Class/Work Type ID)

**Estimated Project Completion Date**

**Phase**

**Current STIP Year**

Initial STIP Year

Funding Responsibility

Fund Type/Fund Code (federal Program Code)

Fund Description (short/long)

Federal Amount

Federal Percent/Fund Code default (% on fed amount)

Local Amount

Local Percent/Fund Code default (% on local amount)

State Amount

State Percent/Fund Code default (% on state amount)

Other Amount (overmatch)

**Total Project Programming (Current STIP Amount)**

**Total Project Cost Estimate (Total Current Estimate – All phases)**

**RTP# (Regional Transportation Plan # required)**

Comment

Footnote

### SECTION 3: PROJECT MODELING AND PERFORMANCE QUESTIONNAIRE

#### ODOT Project Lead Contact Information

Name:

Email:

Phone number:

#### ODOT Modeling Contact Information

Name: Chi

Email:

Phone number:

#### Road Capacity Project Modeling Details

a. Describe facility details.

Circle Direction	Number of Through Lanes		Number of Turning Lanes		Posted Speed		Number of Traffic Signals	
	Before Project	After Project	Before Project	After Project	Before Project	After Project	Before Project	After Project
NB or WB	1	1	0	0	25	25	2	2
SB or EB	2	2	0	0	25	25	2	2

Table note: Please list the number of through lanes. Turn lanes should be counted as .5 for each turn lane. For example, a project with two lanes in each direction with a single turn lane would count as 2.5 lanes in each direction.

b. Describe type of turn lane(s) (i.e. a right turn, double left turn, continuous left turn).

*e.g. Left turn lane from SB 10<sup>th</sup> to EB Baseline and left turn lane from NB 10<sup>th</sup> to WB Adair will each be extended about 100 feet. No other changes will occur to turn lanes from the project.*

c. Describe turn lane restrictions that should be assumed in the traffic model.

*e.g. Currently a restriction exists on right turns by large trucks from WB Adair to NB 10<sup>th</sup>. With the reconstruction of this intersection, this restriction will be eliminated.*

d. List the locations of all existing & anticipated traffic signals. Provide any signal timing information if known.

*e.g. Traffic signals exist at 10<sup>th</sup>/Baseline and 10<sup>th</sup>/Adair. These signals will be reconstructed and tied into the railroad signals just south of Baseline. Also, the project will connect the signals at 4<sup>th</sup>/Baseline, 10<sup>th</sup>/Baseline, 14<sup>th</sup>/Baseline, 14<sup>th</sup>/Adair, 10<sup>th</sup>/Adair, and 4<sup>th</sup>/Adair allowing for better coordination of the signals for managed traffic progressionMod in the Hwy. 8 corridor.*

e. Describe any other details and **attach modeling diagram(s)** for project, identifying street names at project start and end locations and other important intersections.

None

- f. Please provide a link to any planning studies, engineering drawings, or other preliminary design work. Or attach any appropriate diagrams/drawings.

None

### Bicycle Modeling Details

- a. Describe the location of the project including the project boundaries. Identify the main facility. (If different from above)

Facility Name: <i>10<sup>th</sup> Avenue in Cornelius</i>			
Project Start Location:	<i>Council Creek Bridge north of Holladay Street</i>	Project End Location:	<i>Alpine Street, south of Baseline</i>

- a. Describe the type of planned bicycle facility. (e.g. cycletrack, bike boulevard, off-street trail, bike lane, sharrows)

*e.g. Bike lanes*

- b. Describe the surface type of the bike facility. (e.g. paved off-street trail, scored concrete, etc.)

*e.g. Asphalt*

- c. Describe any other details and **attach modeling diagram(s)** (if available) for project.

None

### Other Project Performance Details

- What is the RTP Project ID #? [Click here to enter text.](#)
- Is this project on the 2018 RTP Constrained list? <sup>1</sup> ☐ Yes ☐ No
- What is the anticipated opening date for this project? [Click here to enter text.](#)
- In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification in the text box.
  - ☐ High Injury Corridor (or ODOT ARTS Hotspot map) [Click here to enter text.](#)
  - ☐ Bicycle [Click here to enter text.](#)
  - ☐ Pedestrian [Click here to enter text.](#)
  - ☐ Freight [Click here to enter text.](#)



☐ Transit [Click here to enter text.](#)

5. What network gap(s) will be completed by this project? Are network gaps known for the project area and being infilled or are network gaps still to be determined in the project area? How will system connectivity or network deficiencies be improved? [Click here to enter text.](#)
6. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address? [Click here to enter text.](#)
7. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process. [Click here to enter text.](#)
8. Is the project in an Equity Focus Area? ☐ Yes ☐ No If yes, please indicate which Focus Area (refer to 2018 RTP Equity Analysis at <https://www.oregonmetro.gov/regional-transportation-plan> >). [Click here to enter text.](#)
9. List the community places<sup>2</sup>, affordable housing, and Title 1 schools within ¼ mile of project. [Click here to enter text.](#)
10. *(Need to provide guidance on what data source and instructions for answering this question)* What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?<sup>3</sup> [Click here to enter text.](#)
11. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project (can reference needs expressed in Question 5 if included in scope)? [Click here to enter text.](#)
12. Is the project included in an adopted local transportation safety plan or audit? ☐ Yes ☐ No If yes, please identify/describe the plan. [Click here to enter text.](#)
13. Describe the project elements and countermeasures that address safety. Highlight countermeasures included that reduce, remove or mitigate conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings). Use Appendix C design checklist, indicate all that apply. [Click here to enter text.](#)
14. What specific project design elements are aimed at reducing environmental impacts (street trees, bio-swailes, etc.)?<sup>4</sup> [Click here to enter text.](#)
15. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate? [Click here to enter text.](#)

## SECTION 4 – MAPPING/GIS SHAPEFILE GUIDELINES

### GIS shapefile guidelines

For each project that has a geographic attribute, submit project information in shapefile format, clearly identified using the project name, and conform to the following specifications:

Projected Coordinate System\*:

---

<sup>2</sup> Community places as key local destinations such as schools, libraries, grocery stores, pharmacies, hospitals and other medical facilities, general stores, parks, greenspaces, and other places that provide key services and/or daily needs.

Source - 2022-2024 Regional Flexible Funds Project Application

<sup>3</sup> Suggested data sources includes the U.S. Decennial Census, American Community Survey, Portland State University's Population Research Center or Metro's Data Research Center Metro Map tool. Suggested methods for analysis includes creating a ¼ mile buffer around the project area and assessing the demographics of the census tracts in the project area. Qualitative data, such as information on cultural or ethnic businesses in the project area, retirement facilities, etc. can also be used to provide context and estimate. Estimates should also be informed by public outreach undertaken as part of the project development and implementation.

<sup>2</sup> Project must be on the 2018 RTP Constrained list, available for download at: [oregonmetro.gov/RTP](https://oregonmetro.gov/RTP) or [oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls](https://oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Master-Project-List-All-Projects-20190315.xls)

<sup>4</sup> Please refer to guidance found in the RFFA nomination process handbook.

1. NAD\_1983\_HARN\_StatePlane\_Oregon\_North\_FIPS\_3601
2. Projection: Lambert\_Conformal\_Conic
3. False\_Easting: 8202099.73753281
4. False\_Northing: 0.00000000
5. Central\_Meridian: -120.50000000
6. Standard\_Parallel\_1: 44.33333333
7. Standard\_Parallel\_2: 46.00000000
8. Latitude\_Of\_Origin: 43.66666667
9. Linear Unit: Foot
10. Geographic Coordinate System: GCS\_North\_American\_1983\_HARN
11. Datum: D\_North\_American\_1983\_HARN
12. Prime Meridian: Greenwich
13. Angular Unit: Degree

### GIS Data Submission Instructions

The geodatabase and shapefiles contain Metro's most recent RLIS street centerlines and all the projects included in the 2018 RTP project list. The geodata can be viewed in the RTP Resource Guide and downloaded from the following ftp site:

<ftp://ftp.oregonmetro.gov/dist/tran/RTP/>

Projects sponsors must digitize the extent of their project by snapping to RLIS street lines (see below for examples) and saved as shapefiles or features in a geodatabase.

Project sponsors can zoom into the general areas of the project and use the "identify tool" to find the existing project and verify the spatial extent or make any necessary extent or shape adjustments.

Projects should be illustrated in one of three ways:

A. Linear Projects: Projects on roads, sidewalks, and other continuous paths associated with roadways should be created as a line feature that consists of RLIS street segments (e.g., traffic signal timing in a corridor or multiple corridors within a jurisdiction.) Please select the RLIS street lines for the project extent and export the feature titled with the RTP ID number and project name.

B. Point projects: Projects that are in discreet locations (e.g., intersection improvements, bridge projects, etc.) should be created as a point feature in a geodatabase or a shapefile and snapped to the street network. Please export the point feature titled with the RTP ID number and project name.

C. Area projects: Transportation projects that do not conform to lines or points can be represented with a polygon. These include region-wide projects, or projects that are programmatic in nature. In these cases please submit a polygon of the project extent in a geodatabase or as a shapefile. For instance, if your project is to implement a safe routes to school program in a city, you can submit the city boundary. Please export and submit the polygon feature titled with the RTP ID number and project name. If more than one project is contained within a shapefile, please provide the RTP ID number and project name for each project in the attribute table.

4.3 2021-2024 MTIP Development – Data Exchange and Programming Guidance to Partners (ODOT, SMART, and TriMet)  
2021-2024 Project Details Request Sheet

If you have questions about the requirements or need help with this process, please call Matthew Hampton, 503-797-1748, or email [matthew.hampton@oregonmetro.gov](mailto:matthew.hampton@oregonmetro.gov)



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Thursday, June 13, 2019  
To: Joint Transportation Policy Advisory Committee on Transportation and Interested Parties  
From: Grace Cho, Metro  
Jeff Owen, TriMet  
Nicole Hendrix, SMART  
Subject: 2021-2024 MTIP – Transit Agency Annual Budget Process and Programming of Projects

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## Purpose

To provide JPACT an overview on TriMet and SMART's programming of federal revenues and local service investment recommendations from their annual budget process.

## Introduction and Background

As part of Metro's responsibilities as a metropolitan planning organization, Metro is responsible for developing and implementing the Metropolitan Transportation Improvement Program (MTIP). The MTIP is the programming document and process for how federal transportation funding gets invested and spent across transportation projects at the state, regional, and local levels in the greater Portland region over the next four years.

The current MTIP represents fiscal years 2018 -2021. As part of coordination efforts and recognizing JPACT's role in overseeing and approving the MTIP investment program and amendments, partners who administer federal funds – namely ODOT, TriMet and SMART – provide a periodic update and discuss where federal and relevant state-local funds are planned for investment in the near-term.

The annual presentation of the transit agency budget by the transit agencies is part of the 2018-2021 MTIP implementation process and the 2021-2024 MTIP development process. The information provided gives an overview of the proposed and final annual budget and identifies where federal and relevant state-local funds are planned for investment in the near-term. In addition, the budget process and budget priorities provide information and context to the programming of projects for the 2021-2024 MTIP in development and come before JPACT in 2020 for approval.

## Attachment and Materials

Attached to this memorandum are the following:

- SMART's programming of projects for FY20
- TriMet's programming of projects for FY20
- SMART budget process presentation (to TPAC in May 2019)
- TriMet budget process presentation (to TPAC in May 2019)

The presentations provide a brief overview of each agency's planned investments for fiscal year 2020. The programming of projects illustrate the planned spending of federal dollars over fiscal year 2020, running from July 1, 2019 – June 30, 2020.



**Public Notice: SMART Programs for Federal Transit Administration Funding  
Proposed for FY 2020 (July 1 2019 to June 30 2020)**

SMART is offering three opportunities to submit or present comments at a Public Hearing on the proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity to submit comments in person rather than via the email to [hendrix@ridessmart.com](mailto:hendrix@ridessmart.com). Opportunity for comments regarding the POP are associated with the City's annual budget process and will be held at Wilsonville City Hall on:

May 16, 2019 6:00 PM – Budget Committee

May 28, 2019 6:00 PM – Budget Committee

June 3, 2019 7:00 PM – City Council

A SMART staff member will be present at the Hearings listed above and the Hearings will be recorded. A translator is available upon request. *Un traductor está disponible a petición.* If no requests for public comment are received before or at the June 3 2019 hearing, the proposed POP shown below will become the final POP along with the City budget for the year.

*Projects listed below show the anticipated maximum amount to be expended. The final amounts are contingent upon final federal transportation appropriations bill for the next fiscal year.*

<b>Funding Source</b>	<b>Federal Amount</b>	<b>Federal Percent</b>	<b>Local Amount</b>	<b>Local Percent</b>	<b>Total</b>
<b>1. 5307 Formula</b>	\$1,268,061	80%	\$317,015	20%	\$1,585,076
<b>2. STBG to 5307</b>	\$181,039	89.73%	\$20,721	10.27%	\$201,760
<b>3. STP Transfer</b>	\$32,000	80%	\$8,000	20%	\$40,000
<b>4. 5310 Formula</b>	\$54,472	80%	\$13,618	20%	\$68,090
<b>5. 5339 (a)</b>	\$139,635	80%	\$34,909	20%	\$174,544
<b>6. 5339 (b)</b>	\$529,600	80%	\$132,400	20%	\$662,000

## Program Descriptions

### **1. 5307 Urbanized Area Formula**

Project name: Capital Projects, Preventive Maintenance, Technology

Description: For preventive maintenance of existing vehicle fleet (including .5 service worker), bus stop improvements, integrated bus technology, administration building parking lot expansion, and the acquisition of one electric bus.

### **2. Surface Transportation Block Grant (STBG) to 5307**

Project name: SMART Options Program

Description: Supports staff time for the Transportation Demand Management (TDM) Program called "SMART Options" includes one Outreach Coordinator, a Grants and Programs Manager, two summer interns, and one TDM technician. In addition, funds special outreach projects to reduce single occupancy vehicle trips.

### **3. Surface Transportation Program (STP) Transfer Funds**

Project Name: Marketing of Transit Services

Description: Marketing of fixed-route public transit services that highlight transit connections to Portland.

### **4. 5310 Formula Enhanced Mobility of Seniors and Individuals with Disabilities**

Project Name: Travel Training

Description: Contract with Ride Connection, a non-profit mobility management and special transportation service provider in the greater Portland region, to provide free travel training for seniors and people who have a disability.

Project Name: Demand Response Operations

Description: Pending FTA guidance to apply funds to demand response operating costs.

### **5. 5339 (a) Bus and Bus Facilities**

Project Name: CNG Bus

Description: To purchase one 26-foot CNG cutaway.

Project Name: Software

Description: To purchase scheduling software.

### **6. 5339 (b) ODOT**

Project Name: Bus and Support Vehicle Replacements

Description: To replace four vehicles that have reached the end of their useful life: two cutaway buses, one supervisor van and one rubber-tired trolley.

Project Name: CNG Infrastructure

Description: To expand CNG fueling station.

# Metropolitan Transportation Improvement Program Coordination

TPAC Presentation

May 3, 2019



# About SMART



THINK SMART OPTIONS

- ▶ Department of the City of Wilsonville
- ▶ 21,000+ employed in Wilsonville
- ▶ 25,000+ reside in Wilsonville
- ▶ Nine routes: Six in-town and connections to Canby, Salem, Tualatin/Barbur
- ▶ 300,000 riders annually
- ▶ Programs: Dial-A-Ride, SMART Options, Ride Connection Travel Training
- ▶ All in-town service is free



2021-2024 MTIP Appendix IV

# FY19 Accomplishments

- ▶ House Bill 2017 project planning
- ▶ Began neighborhood pilot shuttle
- ▶ Partnership with Canby to provide mid-day service
- ▶ New team members - Mobility Specialist, TDM Technician
- ▶ Cinema advertisement
- ▶ Dial-A-Ride Steering Committee
- ▶ Installation of electric chargers



2021-2024 MTIP Appendix IV

# Budget Timeline

**May 7:** Draft budget open for public comment

**May 16:** Budget Committee first hearing

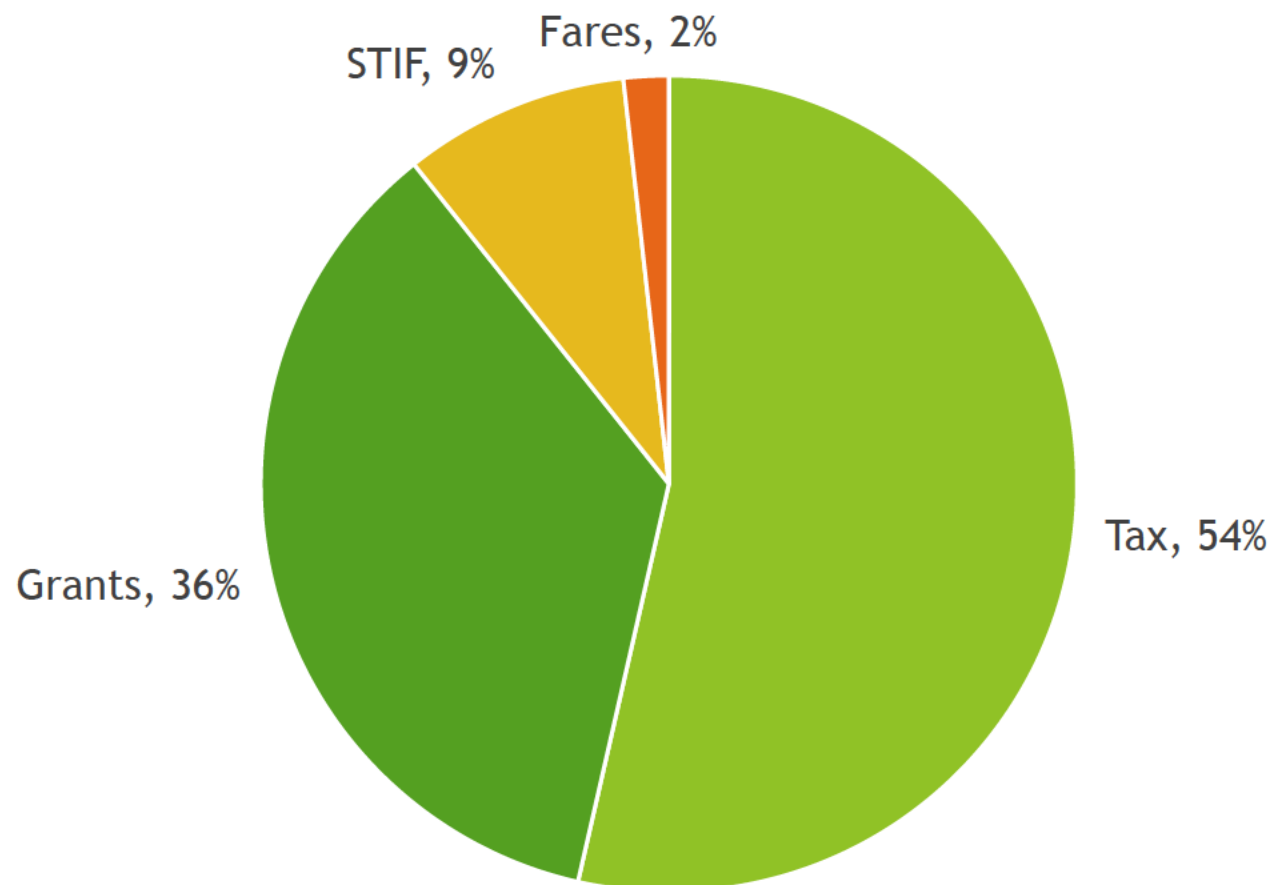
**May 28:** Budget Committee second hearing

**June 3:** City Council to adopt budget

**July 1:** New fiscal year begins



# FY20 Budget Revenue Estimates





# Proposed Program of Projects FY20

*To be finalized June 3, 2019*

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

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

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

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

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

- ▶ Marketing - Cinema advertisement for transit connections to Portland.

# Services for Seniors and Individuals with Disabilities *(POP Continued)*

## 5310 Urban Formula: \$68,090

- ▶ RideWise Travel Training - A partnership with Ride Connection to host a travel trainer at SMART to provide free assistance on navigating fixed route transit.
- ▶ Senior Trips - Provide seniors within the community trips to desired destinations through third-party.



2021-2024 MTIP Appendix IV

# Fleet Replacement *(POP Continued)*

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

- ▶ Bus and Bus Facilities - Purchase one CNG cutaway and scheduling software.

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

- ▶ Bus and Support Vehicle Replacements - To replace four vehicles that have reached end of useful life: Two cutaways, one supervisor van and one rubber-tired trolley.
- ▶ CNG system update - Expand the current CNG fueling station.



# Questions/Comments?

**Eric Loomis**

Transit Operations Manager

[loomis@ridessmart.com](mailto:loomis@ridessmart.com)

Office: 503.570.1577

**Nicole Hendrix**

Transit Management Analyst

[hendrix@ridessmart.com](mailto:hendrix@ridessmart.com)

Office: 503.685.9095



2021-2024 MTIP Appendix IV

## Public Notice: Provide Comments or Request a Public Hearing on TriMet's plan for Federal Transit Administration funding for Fiscal Year 2020

TriMet is offering an opportunity to submit comments or request a Public Hearing on the proposed Program of Projects (POP) described in this notice. The Public Hearing is an opportunity for you to submit comments in person rather than via the email link [federal\\_funding@trimet.org](mailto:federal_funding@trimet.org). If requested, the Public Hearing will be held at TriMet's Harrison Square Building on Wednesday, May 15, 2019. A TriMet staff member will be present at the Public Hearing, with a tape recorder to record your comments; however, there will be no members of TriMet's Board of Directors present. If no request for a Public Hearing is received by 5 p.m. on Wednesday, May 1, 2019, the proposed Program of Projects shown below will become the final Program of Projects.

Funding Source	Federal Amount	Federal %	Local Amount	Total Project
<b>Section 5307</b> Urbanized Area Formula Program	\$ 41,865,249	80%	\$10,466,312	\$ 52,331,561
<b>Section 5337</b> State of Good Repair	\$ 27,116,729	80%	\$ 6,779,182	\$ 33,895,911
<b>Section 5310</b> Enhanced Mobility of Seniors & Individuals w/Disabilities	\$ 1,272,900	80%	\$ 318,225	\$ 1,591,125
<b>Section 5339(a)</b> Bus & Bus Facilities	\$ 4,902,815	80%	\$ 1,225,704	\$ 6,128,519
<b>STBG</b> Surface Transportation Block Grant Program	\$ 18,478,792	89.73%	\$ 2,114,980	\$ 20,593,772
<b>CMAQ</b> Congestion Mitigation & Air Quality	\$ 11,000,000	89.73%	\$ 1,258,999	\$ 12,258,999
<b>TOTAL</b>	<b>\$104,636,485</b>		<b>\$22,163,402</b>	<b>\$126,799,887</b>

**Details of the proposed FY2020 Program of Projects are as follows:**

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

- a. Project name: Bus & Rail Preventive Maintenance - \$41,515,249 (capital expense)  
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.
- b. Project name: 162<sup>nd</sup> Ave Pedestrian Access Improvements - \$350,000 (capital expense)  
Description: Design and construction costs to improve pedestrian access near bus stops along 162<sup>nd</sup> Avenue that includes curb extensions, medians, signage and/or striping.

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

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

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

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

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

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

Subrecipient: Ride Connection

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

Project name: Bus purchases (capital expense)

Description: Purchase fixed route buses.

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

- a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)  
Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.
- b. Project name: Regional Transportation Options Program – \$400,000 federal (capital expense)  
Description: Promotes transportation services via outreach and marketing, and educates employers about the range of commute options available to their employees.
- c. Project name: Bus & Rail Preventive Maintenance – \$7,688,792 federal (capital expense)  
Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

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

Project name: Regional Rail Debt Service (capital expense)

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

*Actual receipt of grant funds and the accounting recognition of grant revenue are contingent on a final federal transportation appropriations bill for next federal fiscal year. These projects show the plan for the maximum expected amount.*

**Details of additional eligible program to include in FY2019 Program of Projects is as follows:**

Funding Source	Federal Amount	Federal %	Local Amount	Total Project
<b>Surface Transportation Block Grant (STBG) Program</b>	<b>\$965,717</b>	<b>89.73%</b>	<b>\$110,531</b>	<b>\$1,076,248</b>
<b>Section 5339(c) Bus Program</b>	<b>\$2,290,000</b>	<b>49.00%</b>	<b>\$2,383,469</b>	<b>\$4,673,469</b>

**Surface Transportation Block Grant (STBG) Program** – \$965,717 federal

Project name: Bus Purchase (capital expense)

Description: Purchase fixed route buses.

**Section 5339(c) Bus Program** - \$2,290,000 federal

Project name: Bus Purchase (capital expense)

Description: Purchase of 5 zero emission, battery electric buses with depot-based and on-route charging equipment, including facility and infrastructure design and construction. Project includes professional service costs for project management.

Projects have been selected through TriMet's planning process, which incorporates public involvement and are included in the Metropolitan and State Transportation Improvement Programs.



# TPAC Update: Annual Budget Process and Capital Improvement Program



Jeff Owen  
Strategic Planning  
Coordinator



TriMet, Public Affairs  
Planning & Policy

[owenj@trimet.org](mailto:owenj@trimet.org)  
503-962-5854

May 3, 2019  
4.4 88



# Today's Highlights

- FY20 Budget Process Overview
- Use of Federal funds
- Key Highlights from FY Budget
- Capital Improvement Program
- Full Proposed Budget Available online:  
<https://trimet.org/budget/>



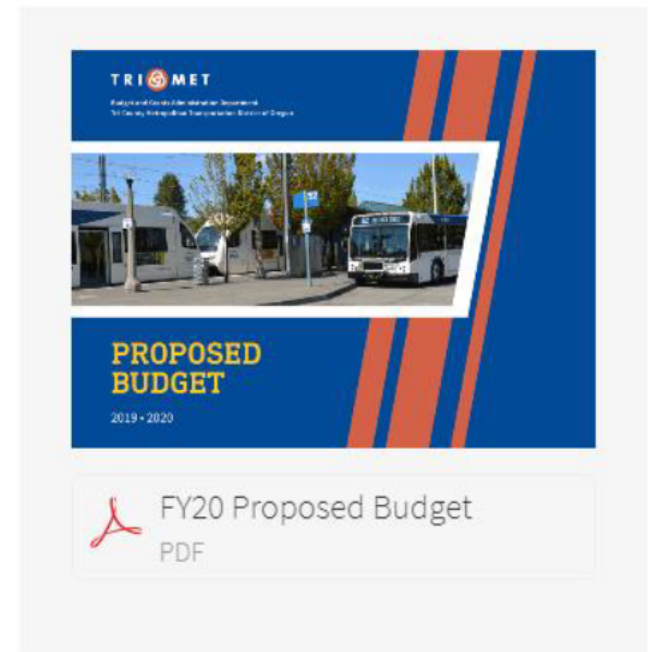


# Proposed FY20 Budget

(July 1, 2019 – June 30, 2020)

Timeline up to July 1, 2019:

- Proposed: April 2019
  - Includes review by Multnomah County Tax Supervising & Conservation Commission
- Approved: May 2019
- Adopted: June 2019
- Starts: July 1, 2019



FY20 Proposed Budget:  
<https://trimet.org/budget/>



# Budget Overview

- FY20 Proposed Budget totals \$ 1.44 billion:
  - Operating Requirements: \$ 684.2 million
  - Capital Improvement Program: \$ 271.7 million
  - Pass Through, Fund Exchanges and Special Payments: \$ 22.9 million
  - Fund Balances and Contingency: \$ 464.1 million





# FY20 Proposed Budget Themes

- Operating and maintaining the existing transit system
- Improving and increasing service; Service changes; Expanding service and operation of a Transit Assistance Program
- Maintaining headways and capacity of bus and rail service
- Vehicle replacements of all types
- Costs of ADA complementary paratransit service
- Costs associated with further development of Hop Fastpass™
- Capital and operating project expenditures from the Capital Improvement Program
- Mid-life overhaul of light rail vehicles
- Debt service expense
- Continued commitment to strengthen pension reserves



# Use of Federal funding for FY20

See the printed handout, available online:

<https://trimet.org/meetings/pdf/trimet-fy20-proposed-pop-comment-meeting.pdf>

- **5307:** Urbanized Area Formula
- **5337:** State of Good Repair
- **5310:** Enhanced Mobility of Seniors & Individuals with Disabilities
- **5339(a):** Buses & Bus Facilities Formula
- **STBG:** Surface Transportation Block Grant
- **CMAQ:** Congestion Mitigation & Air Quality



# Buses

- Planning to replace 46 buses in FY20, plus 19 expansion buses
- Entire bus fleet will be low-floor low emission, air conditioned, and at our desired standard average age of 8 years
- Bus fleet growing to 712
- New paint scheme and other improvements





## Buses: Electric Bus Pilot

- TriMet has committed to a non-diesel bus fleet by 2040
- FTA Low-No Grant provides bulk of initial funding for first five pilot buses
- Line 62-Murray Blvd will see all 5 battery-electric buses that will be powered by PGE's Clean Wind<sup>SM</sup> renewable energy program
- More at: <https://trimet.org/electricbuses>





# Sample Bus Service Improvements:

- Upgrade **Line 20-Burnside/Stark** and **Line 76-Beaverton/Tualatin** to Frequent Service, with buses arriving every 15 minutes or better most of the day, every day.
- Add Sunday service on **Line 30-Estacada** and **Line 32-Oatfield**.
- Add more trips in the morning, afternoon and late night, as well as run buses on Saturdays and Sundays on **Line 74-162nd Ave**.
- Adjust the routes of **Line 19-Woodstock/Glisan** and **Line 70-12th/NE 33rd Ave** to improve reliability.







## Fourth Bus Base (4421 NE Columbia Blvd):

- As bus service expands and we grow the bus fleet, the agency needs a new bus garage to store and maintain even more vehicles
- Will employ about 330 bus operators, plus up to 100 maintenance, cleaning, training, management and other positions.
- Estimated \$ 56 million budget
- More at: <https://trimet.org/betterbus/pdf/columbia-bus-base.pdf>





# LIFT Vehicles

- Vehicles replaced at the scheduled interval of 8 years, approximately 125,000 to 150,000 miles
- Assumes 27% funded with 5310 and another 40% from STIF funding







# Light Rail Vehicles

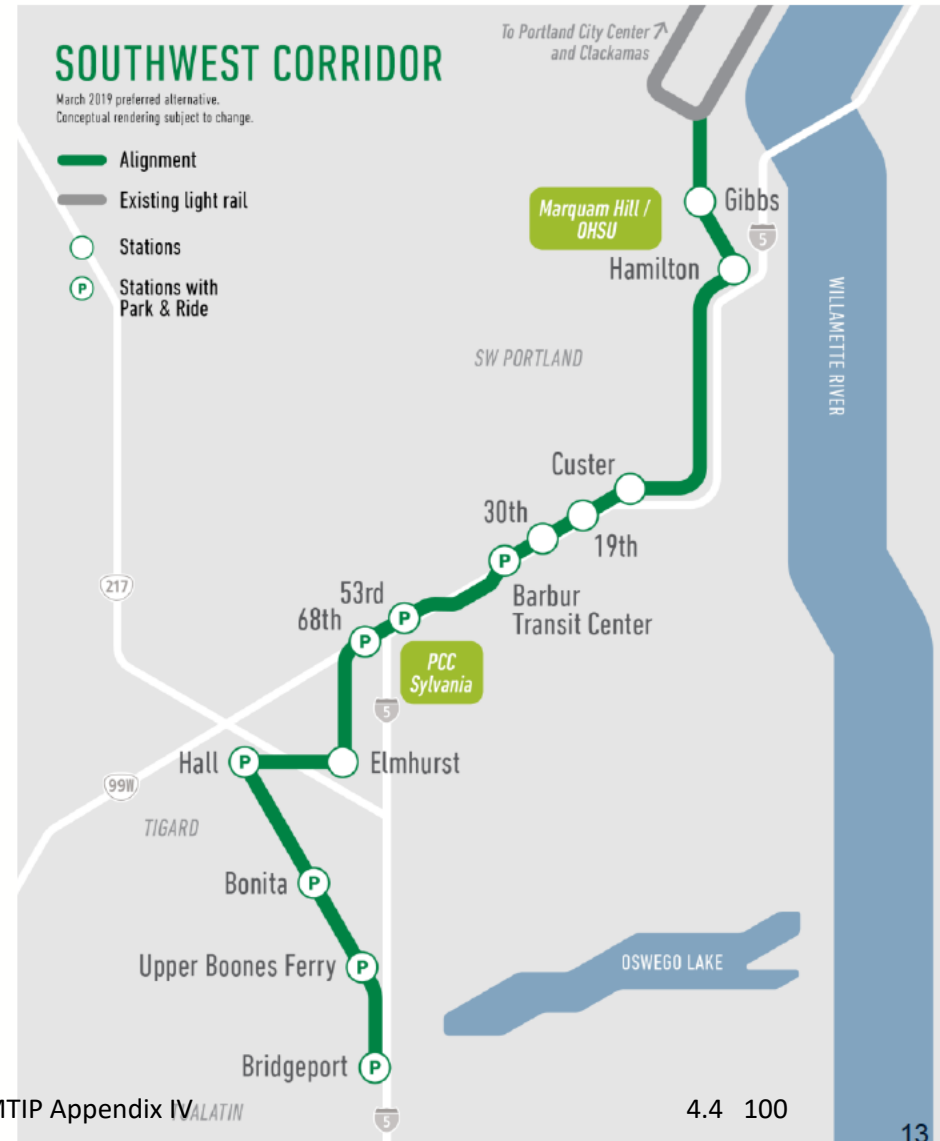
- FY20 includes major overhauls of light rail vehicles as part of a 7-year, \$105.5 million project
- FY20 includes \$ 18.7 million for continued design work and initial construction on the next generation of LRVs, expected to enter service in 2021





# Southwest Corridor Project

- FY20 includes funds to continue engineering (design) and Federal environmental impact work
- Expected construction starting in late 2022, opening in late 2027
- More details at:  
<https://trimet.org/swcorridor>





## Division Transit Project

- FY20 includes funding to complete design and begin construction - Initial construction is scheduled to begin in late 2019, with service beginning in 2022
- The FTA announced its expected Capital Investment Grant recipients, including \$ 87.4 million for Division Transit Project
- More at: <https://trimet.org/division>

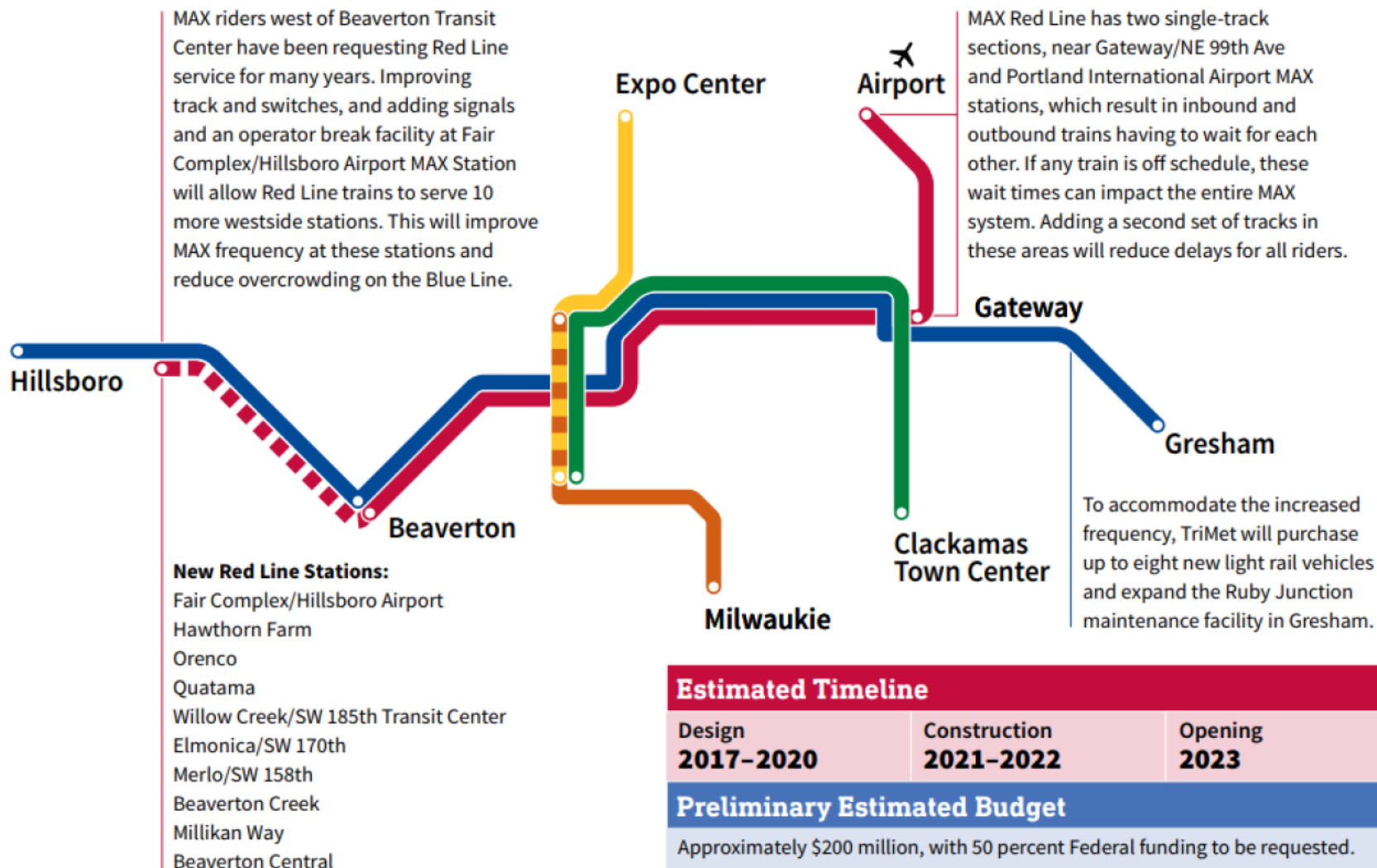


# MAX Red Line Improvements Project

4.4 Annual Transit Agency Budget Process Presentation to TPAC and JPACT Budget presentations for 2019



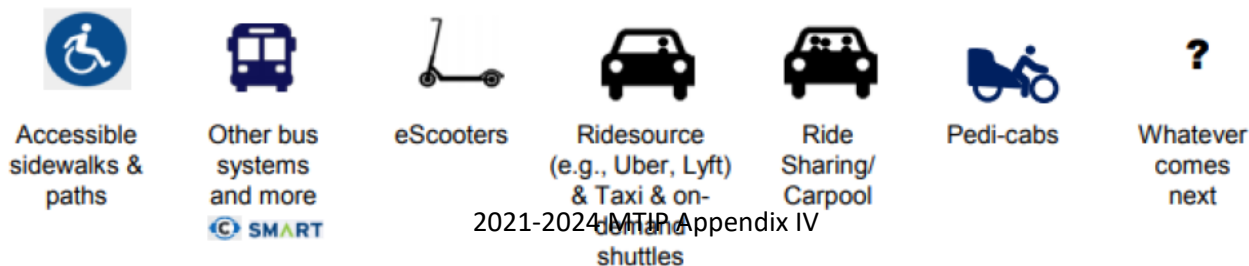
*Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro*





# Mobility is Evolving

- TriMet partners with mobility providers to give you more options to get around
- Beta Trip Planner:  
<https://betaplanner.trimet.org>





# Memo

## Appendix IV – 2021-2024 MTIP

Date: April 17, 2020  
 To: Federal Partners and Interested Members of the Public  
 From: Grace Cho, Senior Transportation Planner  
 Subject: 2018-2021 MTIP Transportation Equity Evaluation – Results, Findings, and Formal Determinations

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### Summary:

Based on the results of the 2021-2024 MTIP transportation equity evaluation the investment program does not create a disproportionate or disparate impact to people of color, people with lower incomes, and people with limited English proficiency skills. Nonetheless, the transportation equity evaluated demonstrated areas of improvement to bridge the ongoing disparities gap and to better serve historically marginalized communities' transportation needs and further the technical research needed.

### Introduction

As part of the 2021-2024 MTIP, a transportation equity evaluation is conducted to look at how well the region's planned federal transportation investments will perform relative to the region's equity goals and demonstrate compliance with federal civil rights and environmental justice laws as they relate to transportation planning. Modeled from the 2018 Regional Transportation Plan (RTP) Transportation Equity Evaluation, the assessment takes a programmatic look at the region's short-term (federal fiscal years 2021 – 2024) planned investments, to determine whether: 1) progress is being made towards desired 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. to avoid, minimize, or mitigate) are necessary; and 3) continue to learn from the assessment to propose technical refinements for the 2023 RTP and other evaluations.

The following memorandum discusses the results and provide the formal findings and recommendations from the 2021-2024 MTIP Transportation Equity Evaluation. Further detail on the methodology can be found as part of the 2021-2024 MTIP performance assessment within the 2021-2024 MTIP document.

### Summary of Transportation Equity Evaluation

The 2021-2024 MTIP Transportation Equity Evaluation is a sub-set analysis of the performance assessment on the 2021-2024 MTIP investment package and the analysis method is consistent with the transportation equity evaluation deployed as part of the 2018 RTP. At its core, the 2021-2024 MTIP transportation equity evaluation is an equity-focused scenario planning analysis looking at base-year or no-build conditions and comparing those conditions to the anticipated conditions with a future package of transportation investments (i.e. the 2021-2024 MTIP investments).<sup>1</sup> Additionally, the evaluation took a closer look at how well these transportation investments performed relative to the priority transportation issues in historically marginalized communities,

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<sup>1</sup> No build refers to a situation or scenario where the transportation system sees no additional investment beyond those with transportation projects currently in progress and has full funding commitment through construction. For the 2021-2024 MTIP, the no build scenario assumes transportation projects currently in progress with full funding commitment as of late 2019/early 2020.

determined as areas with a concentration of people of color, people with lower incomes, or people with limited English proficiency reside.

The following were identified as the priority transportation issues by historically marginalized communities, and include: increased access, affordability, safety, and environment.<sup>2</sup> In performing a scenario analysis, the core performance measures are derived from the priorities and desired outcomes historically marginalized communities want to see from the region's transportation system.<sup>3</sup> These priorities translated into the following system evaluation measures:

- Access to travel options – system connectivity and completeness
- Access to jobs
- Access to community places
- Share of safety projects
- Affordability (combined housing and transportation expenditure)<sup>4</sup>

More detail on the 2021-2024 MTIP performance assessment methodology, technical approach, and other evaluation measures can be found in Chapter 3 of the 2021-2024 MTIP and as part of Appendix II.

### Results

A summary of the results for the 2021-2024 MTIP transportation equity evaluation is provided below. The results are described by performance measure.

#### Access to Travel Options – Active Transportation System Completeness

With the 2021-2024 MTIP investments:

- The region continues to complete gaps in the regional active transportation network. The completion of sidewalk, bike, and trail gaps on the active transportation network is greater in equity focus areas.
- Active transportation network completion in equity focus areas outpaces the percentage of system completion for the region and non-equity focus areas.
  - In particular, sidewalk completion in equity focus areas near transit reaches 74 percent.
- Nonetheless, the region remains far from its goal of reaching 100 percent completion and build out of the regional active transportation network.

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<sup>2</sup> Reflects the priority issues within the limits of Metro's available analytical tools and what scenario planning 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.

<sup>3</sup> The identified desired outcomes are from the significant public engagement and focus engagement with historically marginalized communities undertaken in the 2018 RTP process.

<sup>4</sup> Due to resource and capacity constraints, the pilot launch of the combined housing and transportation expenditure tool for the purposes of evaluating affordability was not deployed with the 2021-2024 MTIP evaluation as originally proposed for the technical evaluation.



Tables 1 – 3. Active Transportation System Completeness

System Completeness - Region-wide		Base Year		MTIP 2021-2024	
		miles	% complete	miles	% complete
Sidewalks	Regional	580	57%	589	58%
	Equity Focus Area	361	69%	368	70%
	Non-Equity Focus Area	219	44%	221	45%
On-street bike	Regional	603	52%	632	55%
	Equity Focus Area	345	60%	363	63%
	Non-Equity Focus Area	258	45%	269	47%
Off-street bike	Regional	224	37%	234	39%
	Equity Focus Area	97	44%	105	48%
	Non-Equity Focus Area	127	33%	129	34%
Trails	Regional	216	41%	228	43%
	Equity Focus Area	86	45%	96	50%
	Non-Equity Focus Area	130	39%	132	40%

System Completeness - On Arterials		Base Year		MTIP 2021-2024	
		miles	% complete	miles	% complete
Sidewalks	Regional	536	36%	552	37%
	Equity Focus Area	323	52%	335	54%
	Non-Equity Focus Area	213	25%	217	25%
On-street bike	Regional	562	38%	590	40%
	Equity Focus Area	310	50%	329	53%
	Non-Equity Focus Area	252	29%	261	30%

System Completeness - Around Transit		Base Year		MTIP 2021-2024	
		miles	% complete	miles	% complete
Sidewalks	Regional	555	63%	563	64%
	Equity Focus Area	351	72%	357	74%
	Non-Equity Focus Area	204	52%	206	52%
On-street bike	Regional	539	58%	564	60%
	Equity Focus Area	325	62%	342	65%
	Non-Equity Focus Area	213	52%	222	54%
Off-street bike	Regional	160	46%	169	48%
	Equity Focus Area	80	51%	87	56%
	Non-Equity Focus Area	81	42%	82	42%
Trails	Regional	148	48%	159	52%
	Equity Focus Area	69	50%	78	56%
	Non-Equity Focus Area	79	47%	81	49%

The 2021-2024 MTIP investments make relatively small increases in active transportation system completion region-wide. However, within equity focus areas – comprising of concentrations of people of color, households of lower income, and people with limited English proficiency – there are higher rates of completion relative to non-equity focus areas and the region. Sidewalk, on-street and off-street bicycle, and trail network completion reaches 50 percent or greater in equity focus areas. Sidewalk completion is the greatest in equity focus areas, reaching 70 percent. The higher completion rate in equity focus areas reflects the policy direction set forth in the 2018 RTP and reinforced by the 2021-2024 MTIP policy direction to prioritize the needs and desired outcomes of historically marginalized communities. Active transportation system completion has and remains a priority for historically marginalized communities, as heard through public outreach and engagement with these communities. Additionally, the need to complete the active transportation network in historically marginalized communities is supported through travel survey data. The Oregon Household Activity Survey found that people of color and lower income households tend to use active transportation and transit more for work and non-work trips.<sup>5</sup>

In addition to equity focus areas, the rates of sidewalk and on-street bicycle network completion near transit also outpace the region-wide rates of network completion. This emphasis on the active transportation network near transit recognizes that transit trips often start and end by active transportation. These investment are aligned with the region’s significant investment in the transit system. The rates of sidewalk and on-street bicycle network completion near transit are 64 percent and 60 percent respectively, compared to the regional system completion of sidewalks and on-street bicycle network at 58 percent and 55 percent respectively. The most significant network completion was observed around transit in equity focus areas where, sidewalk, on-street bicycle, and trail network completion with the 2021-2024 MTIP investments reaches 74 percent, 65 percent, and 56 percent respectively.<sup>6</sup>

### Performance Measure: Access to Jobs and Community Places

With the 2021-2024 MTIP investments:

- Access to jobs and community places in equity focus areas produced mixed results.
  - Region-wide access to jobs and community places by transit and automobile (i.e. driving) increases.
    - The increase in access is primarily by transit, while access by automobiles see a very slight increase – ranging from one to three percent. Access to jobs and community places by bicycling and walking remains the same region-wide, but bicycling access does change in Clackamas County.
  - Access to jobs also increases in equity focus areas, but the increase is less than the increases seen in non-equity focus areas.
    - Access to low and middle wage jobs by transit increases between nine and 16 percent
  - Overall, there is a greater increase in access to community places in equity focus areas during the peak and off-peak travel periods, but particularly by transit.
    - The most significant increases in access to community places by transit was seen during the off-peak period in equity focus areas and particularly equity focus areas in suburbs.

<sup>5</sup> Oregon Household Activity Survey, 2011

<sup>6</sup> Active transportation system completeness maps can be found in Appendix II.



Job Access -- All Jobs													Job Access -- All Jobs													Job Access -- All Jobs													Job Access -- All Jobs																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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AP	ADP	TP	TOP	B	W	AP	ADP	TP	TOP	B	W	AP	ADP	TP	TOP	B	W										
Region	2%	1%	11%	13%	0%	0%	Washington County	2%	1%	11%	21%	0%	0%	Clarkamas County	2%	2%	11%	20%	0%	0%	East Multnomah County	2%	1%	11%	15%	0%	0%
Non-Equity Focus Areas	3%	1%	10%	12%	0%	0%	Non-Equity Focus Areas	3%	1%	10%	26%	0%	0%	Non-Equity Focus Areas	3%	2%	10%	15%	0%	0%	Non-Equity Focus Areas	3%	0%	10%	4%	0%	0%
Equity Focus Areas	2%	1%	12%	15%	0%	0%	Equity Focus Areas	2%	1%	12%	5%	0%	0%	Equity Focus Areas	2%	2%	12%	23%	0%	0%	Equity Focus Areas	2%	1%	12%	16%	0%	0%
Access to Community Places -- Food		Access to Community Places -- Food						Access to Community Places -- Food						Access to Community Places -- Food													
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Region	2%	1%	12%	16%	0%	0%	Washington County	2%	1%	12%	21%	0%	0%	Clarkamas County	2%	2%	12%	21%	0%	0%	East Multnomah County	2%	0%	12%	16%	0%	0%
Non-Equity Focus Areas	3%	1%	12%	15%	0%	0%	Non-Equity Focus Areas	3%	1%	12%	27%	0%	0%	Non-Equity Focus Areas	3%	2%	12%	18%	0%	0%	Non-Equity Focus Areas	3%	0%	12%	2%	0%	0%
Equity Focus Areas	2%	1%	12%	15%	0%	0%	Equity Focus Areas	2%	1%	12%	6%	0%	0%	Equity Focus Areas	2%	2%	12%	22%	0%	0%	Equity Focus Areas	2%	0%	12%	19%	0%	0%
Access to Community Places -- Medical		Access to Community Places -- Medical						Access to Community Places -- Medical						Access to Community Places -- Medical													
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AP	ADP	TP	TOP	B	W	AP	ADP	TP	TOP	B	W	AP	ADP	TP	TOP	B	W										
Region	3%	2%	11%	13%	0%	0%	Washington County	3%	1%	11%	21%	0%	0%	Clarkamas County	3%	1%	11%	21%	0%	0%	East Multnomah County	3%	1%	11%	10%	0%	0%
Non-Equity Focus Areas	3%	1%	10%	12%	0%	0%	Non-Equity Focus Areas	3%	1%	10%	27%	0%	0%	Non-Equity Focus Areas	3%	2%	10%	14%	0%	0%	Non-Equity Focus Areas	3%	0%	10%	1%	0%	0%
Equity Focus Areas	2%	1%	11%	13%	0%	0%	Equity Focus Areas	2%	1%	11%	5%	0%	0%	Equity Focus Areas	2%	2%	11%	24%	0%	0%	Equity Focus Areas	2%	1%	11%	11%	0%	0%
Access to Community Places -- All Others		Access to Community Places -- All Others						Access to Community Places -- All Others						Access to Community Places -- All Others													
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Region	2%	1%	11%	14%	0%	0%	Washington County	2%	1%	11%	21%	0%	0%	Clarkamas County	2%	2%	11%	20%	0%	0%	East Multnomah County	2%	0%	11%	17%	0%	0%
Non-Equity Focus Areas	3%	1%	10%	12%	0%	0%	Non-Equity Focus Areas	3%	1%	10%	25%	0%	0%	Non-Equity Focus Areas	3%	2%	10%	15%	0%	0%	Non-Equity Focus Areas	3%	0%	10%	6%	0%	0%
Equity Focus Areas	2%	1%	12%	16%	0%	0%	Equity Focus Areas	2%	1%	12%	6%	0%	0%	Equity Focus Areas	2%	2%	12%	22%	0%	0%	Equity Focus Areas	2%	1%	12%	19%	0%	0%

The 2021-2024 MTIP investments produced mixed results in increasing access to jobs and community places, particularly for equity focus areas. Similar to the results of the transportation 2018 RTP equity evaluation, access to jobs and community places increased region-wide with the 2021-2024 MTIP package of investments, where transit has the biggest access gains. In general the 2021-2024 MTIP investment package made very minor changes in people's ability to access jobs and community places by automobile, bicycle, and walking. This held true region-wide and in equity focus areas and sub-regions, with the exception of Clackamas County. Within the equity focus areas of Clackamas County, bicycling access to jobs, regardless of wage type (i.e. low, medium, high wage) changed with the investments. The Monroe Street Greenway, included in the 2021-2024 MTIP, is likely the reason for the increase in access by bicycle observed in Clackamas County. (Further discussion about the change in access to jobs by bicycle in Clackamas County can be found in Chapter 3 of the 2021-2024 MTIP.)

The increase in access to jobs and community places by transit overall is likely a result of the significant transit investments in the 2021-2024 MTIP. In the upcoming four federal fiscal years, two major transit capital investments are expected to open: the MAX Red Line Extension and the Division Transit Project. These two capital projects will add and improve existing transit service in the region. Additionally, the MAX Red Line Extension project will fix a major light rail operational bottleneck at the Gateway Transit Center, which will increase the service and capacity of the entire light rail network.

Nonetheless, the mixed results for access to jobs and community places by transit in equity focus areas point to opportunities for improvements. Specifically, for access to jobs by transit, during the peak and off-peak travel period, non-equity focus areas see a greater increase in access to jobs by transit compared to equity focus areas. For access to community places by transit, non-equity focus areas see a greater increase in access only for the peak travel period. However, the percent change may not tell the complete story. The total number of jobs accessible to the average household in an equity focus area is overall much greater than in non-equity focus areas. (See jobs and community places total tables in Appendix II). This means additional access to five jobs for an equity focus area may only have marginal impact to those households because the total number of accessible jobs is very abundant. Whereas compared to a non-equity focus area the additional access to five jobs has a larger impact since the total number of accessible jobs is less abundant.

With 2021-2024 MTIP investments, access to community places by transit see a similar pattern as access to jobs where the non-equity focus areas see a greater increase in access to places like libraries, grocery stores, and hospitals compared to equity focus areas. However, this is only during the peak travel period (i.e. morning and evening rush hour), where during the non-peak travel period, the equity focus areas see greater increases in access to community places by transit compared to non-equity focus areas.

When looking at sub-regions, there was increased transit access to jobs and community places during the peak and off-peak travel periods in the equity focus areas in Portland and East Multnomah County, both at rates greater than the region and non-equity focus areas. East Multnomah County has particularly high increases in access to community places in its equity focus areas, which ranged from 12 percent increases to 17 percent increases.

In Washington County, access to jobs and community places by transit for equity focus areas increases at greater rates than the non-equity focus areas, but only during the peak travel period, when transit service levels are highest. When looking at the off-peak period, the non-equity focus areas in Washington County see greater increases in access. In Clackamas County regardless of time of day, the increase in access to jobs is lower in equity focus areas than non-equity focus areas.



However, the increased access to community places in equity focus areas in Clackamas County is greater than in non-equity focus areas. Some of these sub-regional results may possibly be attributed to anticipated service improvements on specific transit lines between 2021 through 2024. For example, headway improvements for TriMet transit line 57 are anticipated in both the peak and off-peak period. This line serves a number of equity focus areas along the Tualatin Valley Highway in Forest Grove, Cornelius, Hillsboro, and Beaverton. This service improvement can partially explain some of the access results seen with the 2021-2024 MTIP investments in Washington County.

### Findings

Ultimately, the 2021-2024 MTIP investment program's mixed results of the access to jobs and community places performance measures reflects both progress and opportunities for additional work. The improvements in accessing jobs and community places by transit in equity focus areas in select areas or times of day reflects the priorities identified by historically marginalized communities were acted on and reflected in the 2021-2024 MTIP investments. In particular, the better transit service during the off-peak period serves people who need to access jobs outside of traditional work hours and run errands in the middle of the day. Nonetheless, it is important to recognize that the 2021-2024 MTIP investment package results in a greater increase in access to jobs by transit all times of day in non-equity focus areas than in equity focus areas. The results also indicate providing focused transit service may not be enough to be able to service historically marginalized communities. For example, the lesser performance of increasing transit access to jobs in equity focus areas in Clackamas County during the peak period – despite five transit lines in Clackamas County with improved headways – points to a need for combination of strategies and partner agencies to work creatively and collaboratively to help make transit successful in serving the historically marginalized communities in Clackamas County. Further prioritization, focus, and additional strategies are necessary to increase access to jobs for households in equity focus areas.

### Performance Measure: Level of investment in safety projects by cost and percentage and subdivided by equity focus areas and high injury corridors

With the 2021-2024 MTIP Investments:

- The region's level of investment to address crashes that result in fatalities and serious injuries is a little over \$458 million across 69 safety projects.
- Of the 69 safety projects, 48 projects address safety issues on the region's high injury corridors and intersections. All 48 projects that address safety issues on the region's high injury corridors and intersections are in equity focus areas.
- A total of \$440 million (out of \$458 million) of the region's safety investment is directed in the region's equity focus areas. A little over \$385 million of the \$440 million is focused on the high injury corridors in the equity focus areas.
- At a sub-regional scale, the City of Portland and Clackamas County have proportionately the greatest level of investment dedicated to addressing crashes that result in fatalities and serious injuries. Both sub-regions have also focused their investment to address safety issues on high injury corridors in equity focus areas.



Tables 6-9. Level of Investment in Safety and Number of Safety Projects

Region					
	Total Projects: All 2021-2024 MTIP Projects*	Number of Safety Projects	Number of Safety Projects on High Injury Corridors	Percent of Safety Projects out of all 2021-2024 MTIP Projects	Percent of Safety Projects on High Injury Corridors out of all 2021-2024 MTIP Projects
Number of Projects	150	69	48	46%	32%
City of Portland	73	38	29	52%	40%
Washington County	39	16	13	41%	33%
Clackamas County	29	13	8	45%	28%
East Multnomah County	17	7	5	41%	29%

Equity Focus Areas					
Total 2021-2024 MTIP Projects in Equity Focus Areas*	Percent of 2021-2024 MTIP Projects in Equity Focus Areas	Number of Safety Projects in Equity Focus Areas	Number of Safety Projects on High Injury Corridors in Equity Focus Areas	Percent of 2021-2024 MTIP Safety Projects in Equity Focus Areas	Percent of 2021-2024 MTIP Safety Projects on High Injury Corridors in Equity Focus Areas
122	81%	62	48	51%	39%
63	86%	37	29	59%	46%
32	82%	15	13	47%	41%
21	72%	10	8	48%	38%
15	88%	7	5	47%	33%

Region					
	Total Programming: All MTIP Projects***	Total Programming of Safety Projects	Total Programming of Safety Projects on High Injury Corridors	Percent of Safety Programming out of all 2021-2024 MTIP Programming	Percent of Safety Programming on HIC out of all 2021-2024 MTIP Programming
Total Programming**	\$ 1,491,674,573	\$ 458,818,447	\$ 385,524,891	31%	26%
City of Portland	\$ 559,273,989	\$ 278,262,605	\$ 259,877,964	50%	46%
Washington County	\$ 641,540,721	\$ 88,984,359	\$ 66,579,083	14%	10%
Clackamas County	\$ 109,182,877	\$ 74,219,886	\$ 52,259,455	68%	48%
East Multnomah County	\$ 36,748,982	\$ 16,237,352	\$ 6,808,389	44%	19%

Equity Focus Areas					
Total 2021-2024 MTIP Programming in Equity Focus Areas***	Percent of 2021-2024 MTIP Programming in Equity Focus Areas	Total Programming of Safety Projects in Equity Focus Areas	Total Programming of Safety Projects on High Injury Corridors in Equity Focus Areas	Percent of 2021-2024 MTIP Safety Programming in Equity Focus Areas	Percent of 2021-2024 MTIP Safety Programming on High Injury Corridors in Equity Focus Areas
\$ 1,321,447,147	89%	\$ 440,187,386	\$ 385,524,891	33%	29%
\$ 502,093,477	90%	\$ 277,125,854	\$ 259,877,964	55%	52%
\$ 566,710,823	88%	\$ 87,901,089	\$ 66,579,083	16%	12%
\$ 78,325,145	72%	\$ 58,923,091	\$ 52,259,455	75%	67%
\$ 30,503,943	83%	\$ 16,237,352	\$ 6,808,389	53%	22%

The 2021-2024 MTIP investments continues to emphasize investments that address the crashes that result in fatalities and serious injuries. At a little over \$458 million, these investments account for nearly one-third (1/3) of the 2021-2024 MTIP investment profile and a little under half the projects (69 out of 150) evaluated as part of the analysis.<sup>77</sup> A significant portion of the region's investment in safety, \$385 million, is focused on addressing the crashes on the region's most problematic crash prone facilities – the high injury corridors and intersections. Across the four sub-regions –

**Safety Project** - Has the primary purpose of reducing fatal and severe injury crashes or reducing crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasures.

<sup>77</sup> 2021-2024 MTIP investment profile presented based on programming provided to partners as of December 2019.

the City of Portland, Washington County, Clackamas County, and East Multnomah County – the majority of the sub-region’s safety projects and investments are focused on the high injury corridors.

The reduction of crashes that result in fatalities and serious injuries has been expressed by historically marginalized communities as a significant concern. Crash history data shows people living in equity focus areas appear to suffer from a higher number of serious injury crashes and pedestrian fatalities.<sup>8</sup> Of the \$458 million in safety investments in the 2021-2024 MTIP, a little over \$440 million is focused in equity focus areas. Furthermore, a significant portion safety investment in equity focus areas, \$385 million, is directed to high injury corridors and intersections within those areas. At the sub-regional level, a significant portion of safety investment is directed towards the high injury corridors within equity focus areas. The City of Portland and Clackamas County are putting forward over half of all the investments within their jurisdictions towards safety.

While Metro’s 2018 State of Safety report indicates the crashes that result in fatalities and serious injuries are increasing, the greater level of investment towards safety the 2021-2024 MTIP investment is a proactive step towards trying to reverse the trend and moving towards the region’s Vision Zero goal.<sup>9</sup> Whether the 2021-2024 MTIP investment level in safety is adequate to change the trajectory of the trend is yet to be determined. There is also a significant role in finding ways to implement region’s Transportation Safety Action Plan and the other elements necessary – roadway user education, traffic rule enforcement, proactive planning and street design – to create streets which are safe for all users. While the greater investment in safety in the 2021-2024 MTIP investments is a reflection of the region’s acknowledgment of the urgency of and the effort to advance address safety, particularly for the most vulnerable communities, the investments must be made in tandem with further action towards implementing the other necessary and complimentary strategies.

### **Findings and Recommendations**

The results of the 2021-2024 MTIP transportation equity evaluation demonstrates the region’s transportation investments slated for federal fiscal years 2021-2024 tend to invest heavily in areas where there is a high concentration of historically marginalized communities on aspects of the transportation system these communities care about – safety and accessibility. However, the outcomes of the 2021-2024 MTIP investments perform with mixed results. In such cases as completing the active transportation network, the investments directly move the region forward towards addressing the active transportation infrastructure gaps in historically marginalized communities. In other cases, such as increasing access to jobs and community places or safety, the regions planned investments into transit and prior investments in safety countermeasures is not resulting in the outcomes anticipated. The results are in indication for the need for the implementation of other complimentary strategies in addition to likely further focused investment.

Nonetheless, the 2021-2024 MTIP investments illustrate a focus on addressing the priorities and outcomes identified by historically marginalized communities. Embedded throughout the development of the 2021-2024 MTIP is the focus on advancing equity and serving people of color, people with lower incomes, and people with limited English proficiency skills. In looking at the results of the 2021-2024 MTIP transportation equity evaluation, the focus on accessibility and safety for historically marginalized communities is present, but the outcomes mixed. While the results are mixed, the positive results in access and increased investments into safety outweigh the relative lack of progress in job access improvements and the inability to forecast whether the increased safety investments will reverse current trends and put the region on track to meet

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<sup>8</sup> 2018 State of Safety Report, Metro.

<sup>9</sup> The annual average number of fatalities increased from 62 in 2015 to 75 in 2018, an increase of 17 percent. Forty-one percent of people killed were pedestrians, up from 35percent in 2015

desired safety outcomes in equity focus areas. Therefore, the 2021-2024 MTIP does not present a disproportionate or disparate impact to historically marginalized communities.

Acknowledging the evaluation results of the 2021-2024 MTIP show room for improvement, the following is a list of recommendations for future planning and implementation work.

*Table 1. Recommendations and Refinements*

<i>Recommendations and Refinements</i>
Monitor the implementation progress of the 2021-2024 MTIP investments to ensure the positive progress being made in transportation safety and accessibility becomes realized.
As part of the development of the 2023 RTP and the 2024-2027 MTIP, review other technical methods to measure access to jobs and community places to provide more meaningful information about performance of the system for these topics in equity focus areas.
Prior to or as part of the development of the 2023 RTP, complete the affordability – housing and transportation cost expenditure tool – and pilot the tool to assess affordability impacts.
Look at corresponding planning opportunities to implement other complimentary strategies and better leverage the 2021-2024 MTIP investments effectiveness in advancing accessibility and safety for historically marginalized communities. Example opportunities could include: <ul style="list-style-type: none"> <li>• Further implementation of enhance transit projects through local jurisdiction partnerships with transit agencies</li> <li>• Coordination with other programs or agencies implementing relevant programs or strategies. Examples include further coordination with the Metro affordable housing bond or partnerships with local transportation departments and police bureaus/departments on traffic enforcement.</li> </ul>
Continued focus on equity as a policy priority in regional plans and investments.

As reflected throughout the 2021-2024 MTIP – from the policy direction to the funding allocations criteria to the evaluation and assessment – the focus on equity to address the priorities of historically marginalized communities was and remains present. But more efforts are necessary that extend beyond capital investments into the system to address the priorities of historically marginalized communities.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
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Portland Transportation Conformity Interagency Consultation Group  
c/o Ms. Martha Bennett, Chief Operating Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

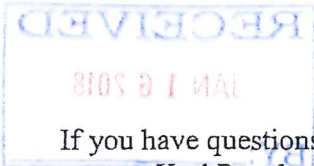
Dear Portland Transportation Conformity Interagency Consultation Group:

Congratulations on reaching the end of the 20-year maintenance period for carbon monoxide!

The U.S. Environmental Protection Agency is providing this letter in its consultative role to document that the transportation conformity requirements under Clean Air Act (CAA) section 176(c), for the Portland, Oregon carbon monoxide (CO) area ended on October 2, 2017. This date marks 20 years from the effective date of redesignation of the area to attainment for the CO National Ambient Air Quality Standard (NAAQS). See 62 FR 46208 (October 2, 1997).

Under 40 CFR 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to transportation related pollutants and their precursors for which an area is designated nonattainment or is subject to a maintenance plan approved under CAA section 175A for areas redesignated to attainment. The EPA further clarified this conformity provision in its January 24, 2008 final rule (73 FR 4420, 4434-5).

This letter documents that, because the approved maintenance plan for the Portland CO area did not extend the maintenance period beyond 20 years from redesignation, transportation conformity requirements for CO ceased to apply after October 2, 2017 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the area to attainment for the CO NAAQS). As a result, Metro may reference this letter to indicate that the transportation conformity requirements of 40 CFR Part 93 no longer apply for the CO NAAQS. In addition, project sponsors can reference this letter to indicate that as of October 2, 2017, transportation conformity requirements also no longer apply for the CO NAAQS for FHWA/FTA projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plan remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the state plan. See *GM Corp. v. United States*, 496 U.S. 530 (June 14, 1990). Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(1), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.



If you have questions about the transportation conformity requirements in the Portland area, please contact Karl Pepple, of my staff, at (206) 553-1778 or [pepple.karl@epa.gov](mailto:pepple.karl@epa.gov).

Sincerely,

Timothy B. Hamlin  
Director

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## Appendix V

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Meeting: 2021-2024 MTIP Public Comment Prep – Disposition of Comments  
Date: Friday, April 17, 2020  
Time: 11 a.m. to 12:15 p.m.  
Place: Virtual – Zoom (Details in Meeting Invite)  
Purpose: Discuss process for the disposition of public comments for the 2021-2024 MTIP & follow up material needs for the adoption draft of the 2021-2024 MTIP

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11 a.m. 2021-2024 MTIP schedule overview

11:10 a.m. Response to comments expectations

- Schedule for responding to comments
- What type of comments are expected to be responded to
- Agency comments
  - E.g. programming edits and changes
  - Agency comment letter submission
- Process for adjustments

11:30 a.m. Partner comments and edits to sections of the 2021-2024 MTIP

- Walk through of itemized list
- Schedule for content and materials

12:15 p.m. Adjourn

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**2021-2024 MTIP – Timeline – As of April 8, 2020****Key Dates:**

- 2021-2024 MTIP Public Comment: April 17 – May 18, 2020
- 2021-2024 MTIP Adoption Draft Completed: May 29, 2020 (TPAC mailing date for June meeting)
- 2021-2024 MTIP request for JPACT approval: June 5, 2020 (TPAC)
- 2021-2024 MTIP request for adoption: July 16, 2020 (JPACT)
- 2021-2024 MTIP adoption: July 23, 2020 (Metro Council)

**Public Involvement and Public Comment Response**

<b>Activity</b>	<b>Timeframe/Deadline</b>
Public comment period opens	Friday, April 17, 2020
Provide partners process and procedures for responding to MTIP public comments and timeline <ul style="list-style-type: none"> <li>• Project specific comments</li> <li>• Thematic comments related to MTIP assessment</li> </ul>	April 17, 2020
Public hearing	April 23, 2020
Partner content due to Metro (all missing pieces)	April 24, 2020
Tribal and resource agency consultation	April – May 2020
Metro staff does first pull of public comments <ul style="list-style-type: none"> <li>• Project specific comment identified and pushed out to partners</li> </ul>	May 1, 2020
Public comment period closes	Monday, May 18, 2020
Develop public comment report with responses <ul style="list-style-type: none"> <li>• Agency comment letters to Metro by May 18th</li> </ul>	May 18 – 22, 2020
Draft thematic comments summarized and general direction for responses	May 19, 2020
All public comment responses due <ul style="list-style-type: none"> <li>• Includes any comment responses identified by Metro as necessary for agency response</li> </ul>	May 22, 2020
Finalize public comment report and 2021-2024 MTIP public review draft	May 22 – May 28, 2020
Publish public comment report with adoption draft of 2021-2024 MTIP	May 29, 2020 (TPAC mailing)
Public comment report available for audience	

**Committee and Adoption Process**

<b>Activity</b>	<b>Timeframe/Deadline</b>
TPAC: 2021-2024 MTIP – Overview and analysis results	May 1, 2020 (mailing April 24, 2020)

## 5.1 2021-2024 MTIP Public Comment Coordination

TPAC: 2021-2024 MTIP – Adoption draft, analysis results, and public comment report <ul style="list-style-type: none"><li>• Highlight any revisions from public comment</li><li>• Request recommendation to JPACT</li></ul>	June 5, 2020 (mailing is May 29, 2020)
JPACT: 2021-2024 MTIP – Adoption draft, analysis results, and public comment report <ul style="list-style-type: none"><li>• Information only</li></ul>	June 18, 2020 (Tentative) (mailing is on June 11, 2020)
JPACT: 2021-2024 MTIP – Adoption draft and public comment report <ul style="list-style-type: none"><li>• Request recommendation to Metro Council</li></ul>	July 16, 2020
Metro Council: 2021-2024 MTIP – Adoption draft and public comment report <ul style="list-style-type: none"><li>• Public hearing</li></ul>	July 23, 2020 (confirmed)

Tribe and Resource Agency Consultation Contacts

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Portland Bureau of Environmental Services	Michael	Jordan	Director	<a href="mailto:mike.jordan@portlandoregon.gov">mike.jordan@portlandoregon.gov</a>	400 SW 6th Ave	Portland	OR	97204	Felicia	Heaton	Administration	<a href="mailto:Felicia.heaton@portlandoregon.gov">Felicia.heaton@portlandoregon.gov</a>
Clackamas Water Environment Services	Greg	Geist	Director	<a href="mailto:wescustomerservice@clackamas.us">wescustomerservice@clackamas.us</a>	150 Beavercreek Rd	Oregon City	OR	97045				
Oregon Department of Agriculture	Lisa	Charpilloz Hanson	Deputy Director	<a href="mailto:lhanson@oda.state.or.us">lhanson@oda.state.or.us</a>	635 Capitol St NE	Salem	OR	97301	Jim	Johnson	Land Use & Water Planning Coordinator	<a href="mailto:jjohnson@oda.state.or.us">jjohnson@oda.state.or.us</a>



600 NE Grand Ave.  
Portland, OR 97232-2736  
[oregonmetro.gov](http://oregonmetro.gov)

**Council President Lynn Peterson**

Tuesday, May 5, 2020

Tribal Chairwoman Cheryle Kennedy  
Confederated Tribes of Grand Ronde  
9615 Grand Ronde Road  
Grand Ronde, OR 97347

Dear Tribal Chairwoman Kennedy:

As the Metro Council President, I invite and respectfully ask the Confederated Tribes of Grand Ronde to consult on the greater Portland region's draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP). The program records how all federal transportation money will be spent in the Portland metropolitan area from 2021 to 2024. It also monitors and records state- and locally-funded projects that may significantly affect the region's air quality. I would appreciate your review and comments on the draft MTIP, available at [oregonmetro.gov/mtip2021-24](http://oregonmetro.gov/mtip2021-24).

We invite this consultation in accordance with the spirit of 23 CFR 450.316, specifically section (c), which states:

When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

Though we currently do not show land in trust for the Confederated Tribes of Grand Ronde in the greater Portland region, Metro wants to honor the historic and ongoing interest the tribe has in the lands and resources of the region. In particular, your perspective on transportation needs of tribal members living in the tri-county region and impacts of transportation projects on lands of significance to the tribe would be helpful. We would appreciate submission of your comments by Monday May 18, 2020.

Metro is designated by Congress and the Governor of Oregon as the metropolitan planning organization for the greater Portland region. As part of its responsibilities, Metro develops and implements two planning and policy documents: the MTIP and the Regional Transportation Plan (RTP). Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. The 2021-2024 MTIP is expected to be finalized and acted on by the Metro Council in July 2020.

As part of this consultation opportunity, Metro will host a meeting to provide a brief overview of the draft MTIP and address questions or concerns that you, other agencies and

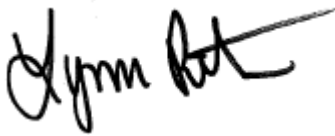
Native American Tribes may have about the MTIP. We are offering two times. Please join us for one of them:

- **Monday, May 11, 2020, 9 to 11 a.m.**
- **Friday, May 15, 2020, 1 to 3 p.m.**

Please RSVP for the consultation meeting time that works best for you by **Friday May 8 at 5 p.m.** to Pamela Blackhorse at [Pamela.Blackhorse@oregonmetro.gov](mailto:Pamela.Blackhorse@oregonmetro.gov). If neither of these consultation meeting times work for you, get in touch with Pamela and we can arrange another time to meet with you before May 18. We are happy to discuss transportation planning in greater Portland beyond the MTIP at any time.

I thank you for your time and attention to this matter. Please direct your comments and any questions you have about this consultation request to: Molly Cooney-Mesker, Communications specialist at 503-797-1750 or [molly.cooney-Mesker@oregonmetro.gov](mailto:molly.cooney-Mesker@oregonmetro.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Peterson", with a stylized flourish at the end.

Lynn Peterson  
Metro Council President

CC:

Michael Karnosh, Ceded Lands Program Manager, Confederated Tribes of Grand Ronde  
Marissa Madrigal, Metro Chief Operating Officer  
Elissa Gertler, Metro Planning and Development director  
Margi Bradway, Metro Planning and Development deputy director  
Ted Leybold, Planning manager  
Grace Cho, Senior transportation planner  
Clifford Higgins, Communications manager  
Molly Cooney-Mesker, Community engagement specialist

May 4, 2020

Chris Hladick  
Regional Administrator  
United States Environmental Protection Agency  
805 SW Broadway, #500  
Portland, OR 97205

Subject: Request for consultation on draft 2021-2024 Metropolitan Transportation Improvement Program

Dear Chris Hladick:

I am pleased to inform you that the greater Portland region's draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP) has been released for public comment. I invite the United States Environmental Protection Agency to consult with Metro on the plan. I would appreciate your review and comments on the draft MTIP, available at [oregonmetro.gov/mtip2021-24](https://oregonmetro.gov/mtip2021-24). Please submit your comments by Monday, May 18, 2020.

Metro is designated by Congress and the Governor of Oregon as the metropolitan planning organization for the greater Portland region. As part of its responsibilities, Metro develops and implements two planning and policy documents: the MTIP and the Regional Transportation Plan (RTP). Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. The Metro Council shares decision-making authority for this responsibility with the Joint Policy Advisory Committee on Transportation. The 2021-2024 MTIP is expected to be finalized and acted on by the Metro Council in July 2020.

As part of this consultation opportunity, Metro will host a meeting to provide a brief overview of the draft MTIP and address questions or concerns that you, other agencies and Native American Tribes may have about the MTIP. We are offering two times. Please join us for one of them:

- **Monday, May 11, 2020, 9 to 11 a.m.**
- **Friday, May 15, 2020, 1 to 3 p.m.**

Please RSVP for the consultation meeting time that works best for you by **Friday May 8 at 3 p.m.** to Pamela Blackhorse at [Pamela.Blackhorse@oregonmetro.gov](mailto:Pamela.Blackhorse@oregonmetro.gov).

We invite this consultation in accordance with 23 CFR 450.316, specifically section (b), which states, in part:

In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

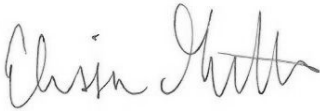


And section (f), which states:

Include in their plans and programs “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

I thank you for your time and attention to this matter. Please direct your comments and any questions you have about this consultation request to: Molly Cooney-Mesker, Communications specialist at 503-797-1750 or [molly.cooney-mesker@oregonmetro.gov](mailto:molly.cooney-mesker@oregonmetro.gov).

Sincerely,



Elissa Gertler  
Metro Planning and Development Director

CC: Anthony Barber, OR Operations Office Director  
Elaine Somers, NEPA Reviewer  
Margi Bradway, Metro Planning and Development Deputy Director  
Ted Leybold, Planning Manager  
Grace Cho, Senior Transportation Planner  
Clifford Higgins, Communications Manager  
Molly Cooney-Mesker, Community Engagement Specialist



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Agenda

Meeting:	2021-2024 Metropolitan Transportation Improvement Program (MTIP) consultation with tribes and federal, state and local agencies
Date:	Monday, May 11, 2020
Time:	9 – 11:00 a.m.
Place:	Zoom virtual meeting
Purpose:	Receive feedback from tribes and federal, state and local agencies on the 2021-2024 MTIP
Outcome(s):	Questions and comments from tribes and resource agencies about the 2021-2024 MTIP are addressed; the next MTIP incorporates partners' guidance.

---

9 a.m.	Welcome, introductions, purpose, Zoom instructions/notes
9:10 a.m.	What is the metropolitan planning process and consultation? <ul style="list-style-type: none"> <li>• MTIP - what is, what isn't, how often, how it works with other plans and what are we consulting on?</li> </ul>
9:20 a.m.	2021-2024 MTIP process and results summary <ul style="list-style-type: none"> <li>• What is the MTIP?</li> <li>• How did we get here?</li> <li>• MTIP performance results for regional goals</li> <li>• Q&amp;A</li> </ul>
9:55 p.m.	Consultation with tribal and federal, state and local partners <ul style="list-style-type: none"> <li>• Given the results that Grace just shared, is the MTIP on track in advancing the region's priorities of safety, equity, climate and reducing traffic congestion?</li> <li>• As we look toward the 2024-2027 MTIP investment cycle, should there be a different focus in investments?</li> </ul>
10:50 p.m.	Thank you and next steps <ul style="list-style-type: none"> <li>• Next steps</li> <li>• Thank you</li> <li>• Receiving public comments through May 18</li> </ul>



# **2021-24 MTIP Consultation meeting**

May 11, 2020

# Regional transportation planning

Metro is the designate **metropolitan planning organization (MPO)**

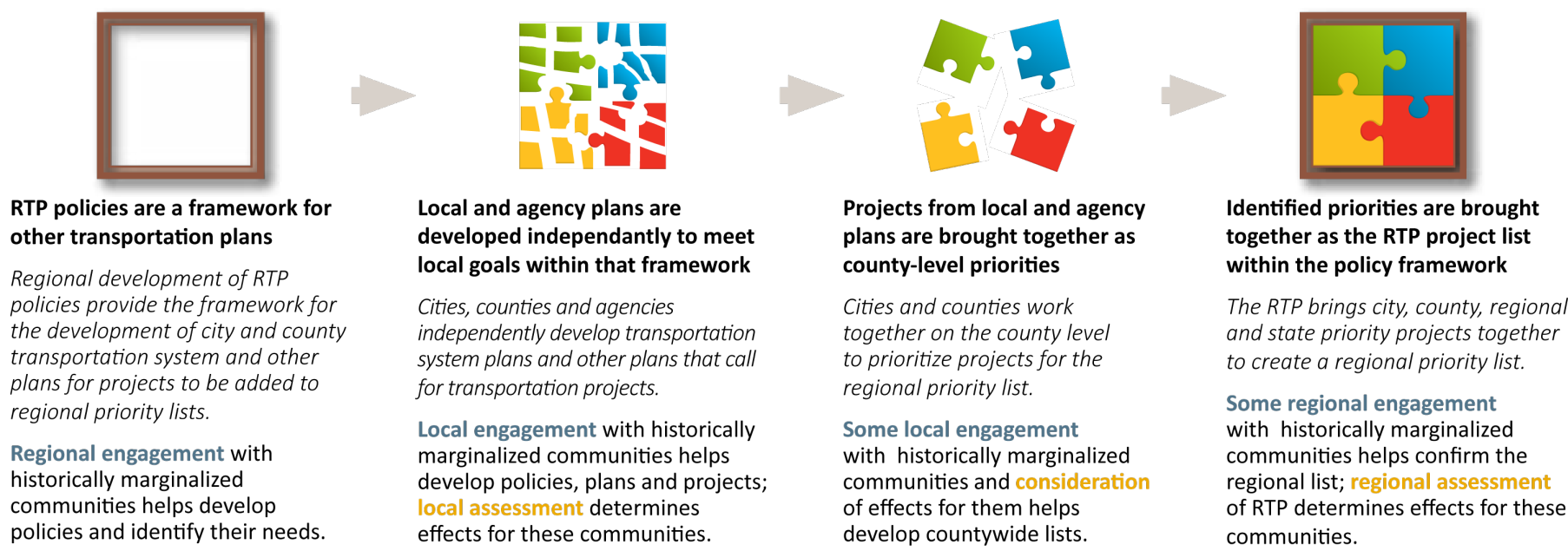
**Regional Transportation Plan (RTP):** 25-year blueprint for greater Portland's transportation system

**Metropolitan Transportation Improvement Program (MTIP):** “The RTP in action” – 3-year list of projects scheduled to receive federal funding

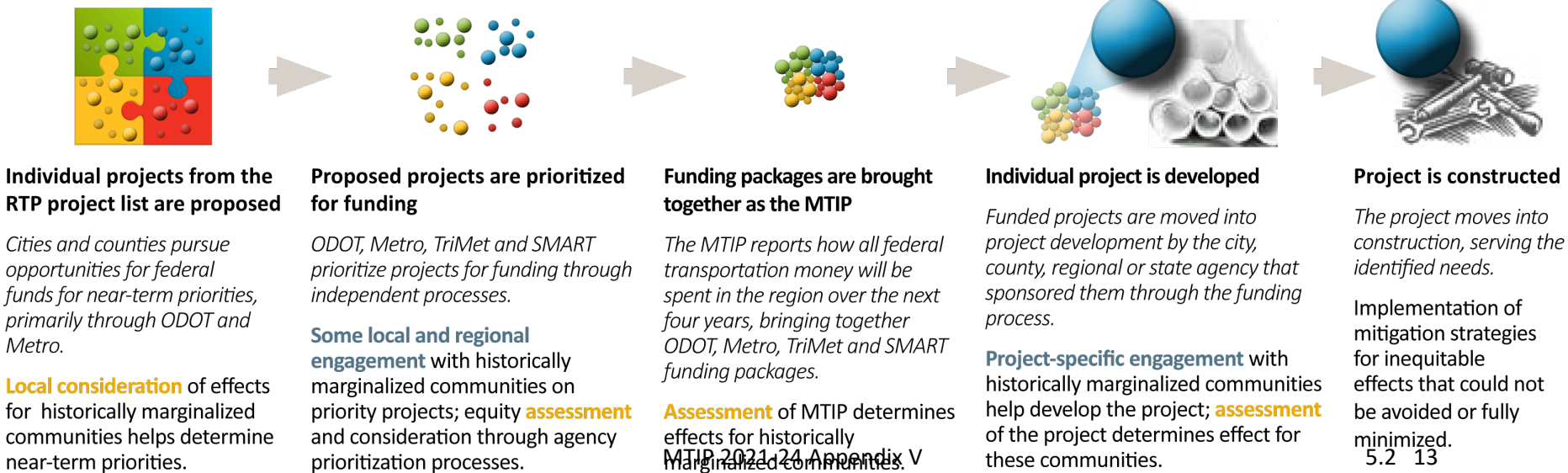
# Stages of RTP to project development with equity and civil rights engagement and impact assessment

(Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) 5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

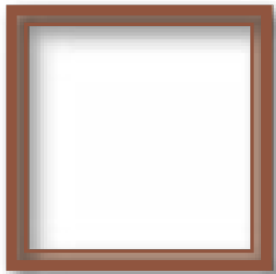
## Updating the Regional Transportation Plan



## The Metropolitan Transportation Improvement Program to project development



# RTP development



RTP policies are a framework for other transportation plans

*Consultation*



Local and agency plans are developed independently to meet local goals within that framework



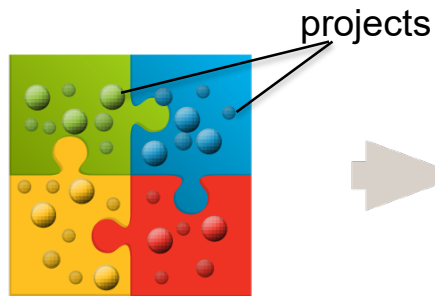
Projects from local and agency plans are brought together as county-level priorities

MTIP 2021-24 Appendix V



Identified priorities are brought together as the RTP project list within the policy framework

# MTIP development



**Individual projects from the RTP project list are proposed**

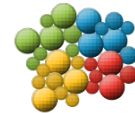


**Proposed projects are prioritized for funding**

- ODOT
- TriMet
- SMART
- Metro (regional flexible funds)



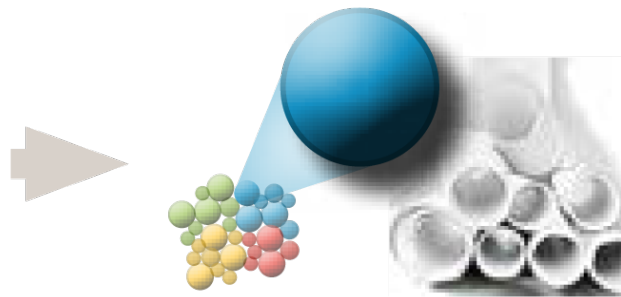
*We are here.*



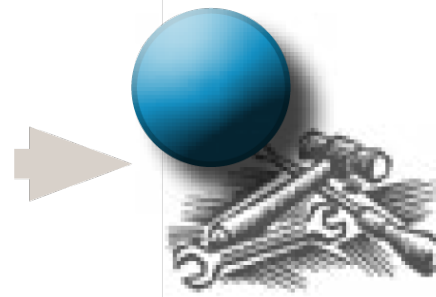
**Funding packages are brought together as the MTIP**



# Project development, construction



**Individual project is developed**



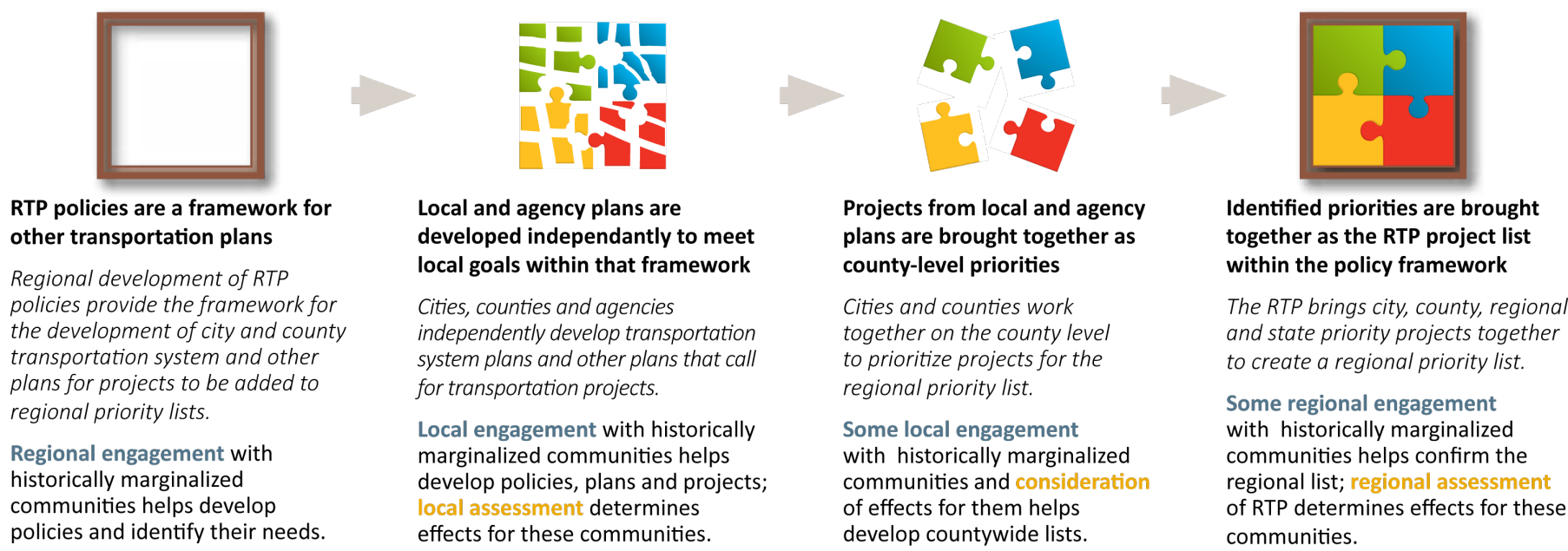
**Project is constructed**

*NEPA consultation during project development as appropriate*

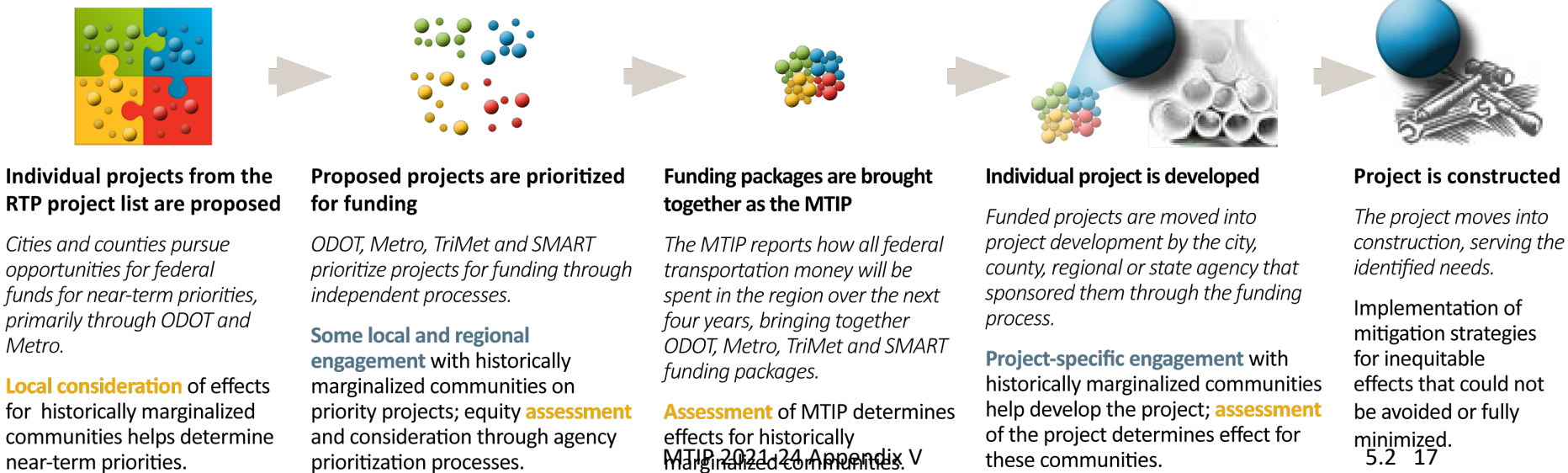
# Stages of RTP to project development with equity and civil rights engagement and impact assessment

(Title VI of the Civil Rights Act and the Executive Order on Environmental Justice) 5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

## Updating the Regional Transportation Plan



## The Metropolitan Transportation Improvement Program to project development





Metro

# 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Tribal & Resource  
Agency Consultation  
May 11, 2020



# Metropolitan Transportation Improvement Program (MTIP)





# What is the MTIP?

MTIP = Metropolitan Transportation Improvement Program

- Short-term investment plan
  - Details project delivery and spending
- Process of aligning investments to advance regional goals
- Document of administrative procedures



*Effective MTIP*

# MTIP purpose

## Implementation

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

## Monitoring

- Track delivery progress and fund availability
- Confirm federal funding eligibility

# Building the 2021-2024 MTIP





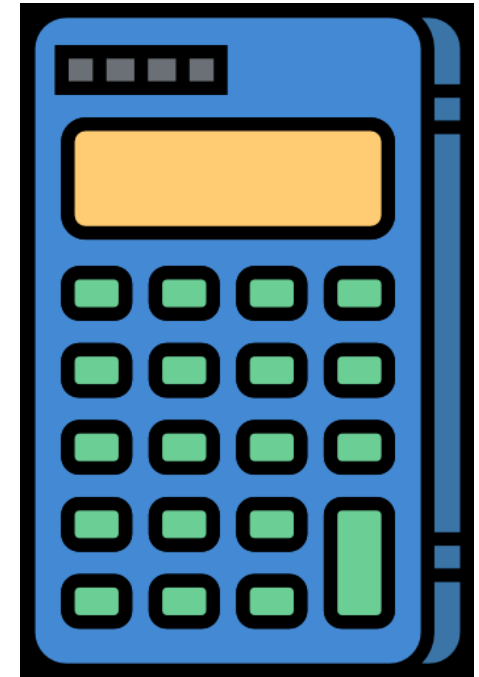
# Projecting Funding and Cost Estimating

## Financial Forecasting

- Revenue estimates for FY2022-2024

## Cost Estimating

- Reviewing project cost estimates proposals for accuracy



# Allocating Funds

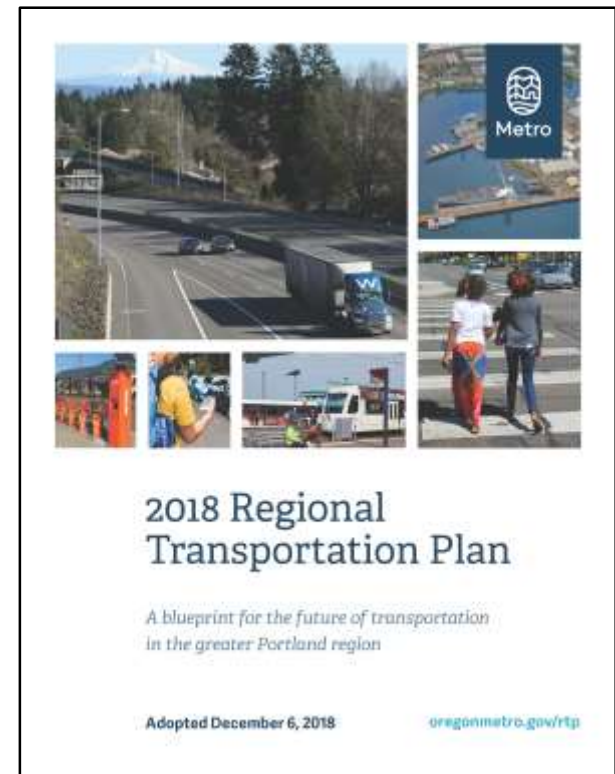
Four allocation processes:

- Metro (MPO) – Regional Flexible Fund (FY2022-2024)
- ODOT (State DOT) – Region 1 Federal & State Funds (FY2022-2024)
- SMART & TriMet (Transit) – Annual Budget Process and Programming of Projects (POP)

# Allocation Factors and Criteria

## General factors and criteria:

- Federal and/or state eligibility
  - Funding restrictions, limitations
- Regional Transportation Plan
  - Safety, Equity, Climate, and Congestion
- Project delivery and fund leverage
  - E.g. ODOT “Fix-It Leverage”





A map of the Portland, Oregon metropolitan area, showing various cities and towns including Vancouver, Camas, Troutdale, Gresham, Tigard, Lake Oswego, Tualatin, Sherwood, Wilsonville, and Newberg. The map highlights urban growth boundaries in yellow and county boundaries in light blue. The word "OREGON" is written in large, light blue letters across the bottom left. The text "2021-2024 MTIP Performance Evaluation – Approach, Results & Draft Findings" is overlaid in large, bold, dark blue font in the center of the map.

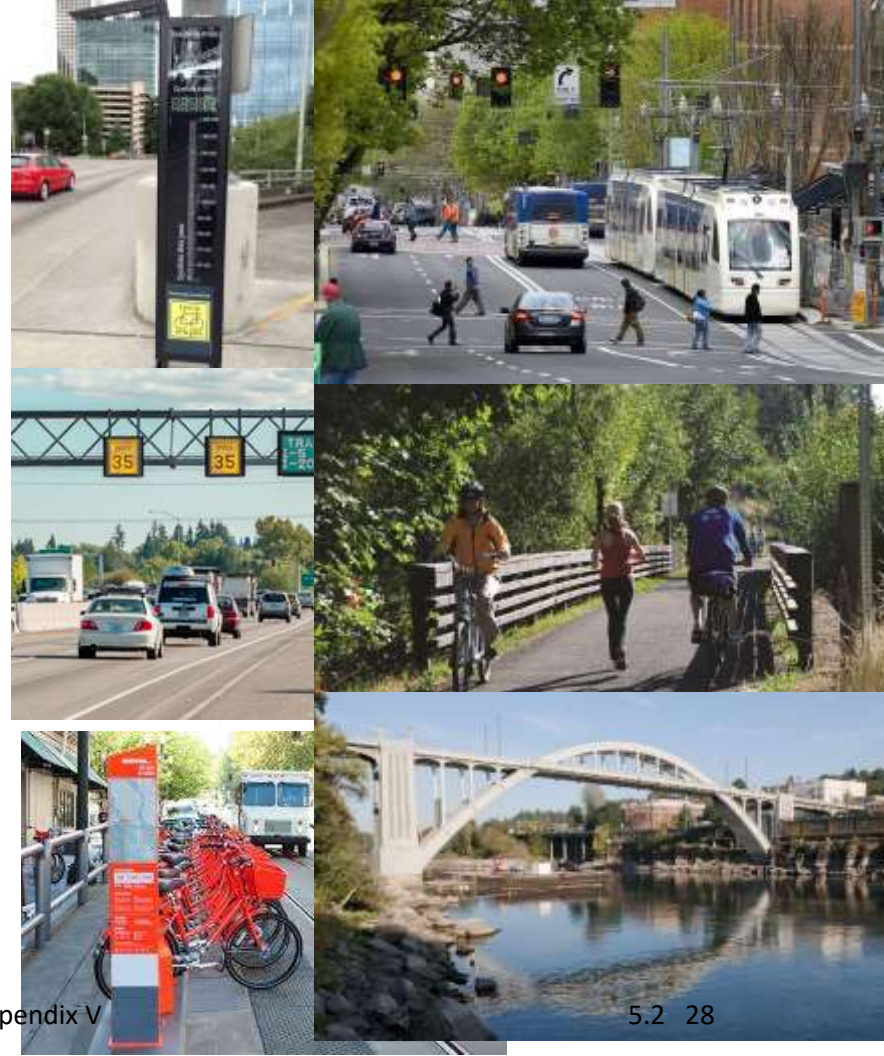
# 2021-2024 MTIP Performance Evaluation – Approach, Results & Draft Findings



# 2021-2024 MTIP Performance Evaluation Purpose

Purpose: Assess 2021-2024 MTIP progress on RTP goals and federal performance targets

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



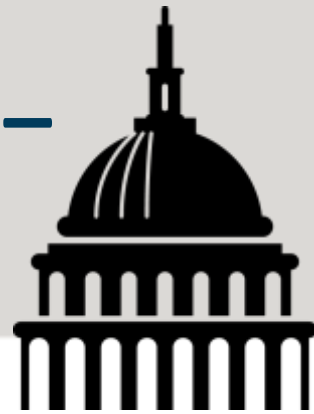
# 2021-2024 MTIP Evaluation Approach – RTP Priorities

- Apply associated 2018 RTP performance measures

Priority	Evaluation Measure
Safety	<ul style="list-style-type: none"> <li>• Level of investment to address fatalities and serious injuries</li> <li>• Level of safety investment on high injury corridors</li> </ul>
Equity	<ul style="list-style-type: none"> <li>• Access to jobs and community places</li> <li>• System completeness of active transportation network</li> <li>• Safety measures (see above)</li> </ul>
Climate Change	<ul style="list-style-type: none"> <li>• Percent reduction of greenhouse gases per capita</li> </ul>
Congestion	<ul style="list-style-type: none"> <li>• Evaluates mid-day and pm peak travel time between regional origin-destination pairs by mode of travel (e.g. transit, bicycle)</li> <li>• Mode shift</li> <li>• Miles traveled</li> </ul>



# 2021-2024 MTIP Evaluation Approach – Federal Performance Targets



Transportation Performance Management

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

# 2021-2024 MTIP – Overall Results

Making progress towards RTP goals and federal performance targets

- Some areas doing better than others
- Continue to focus on equity/disparities and safety
- Some further technical research and refinement needed for methodology

# Safety Results

Crash data trending in wrong direction

Investing more and strategically

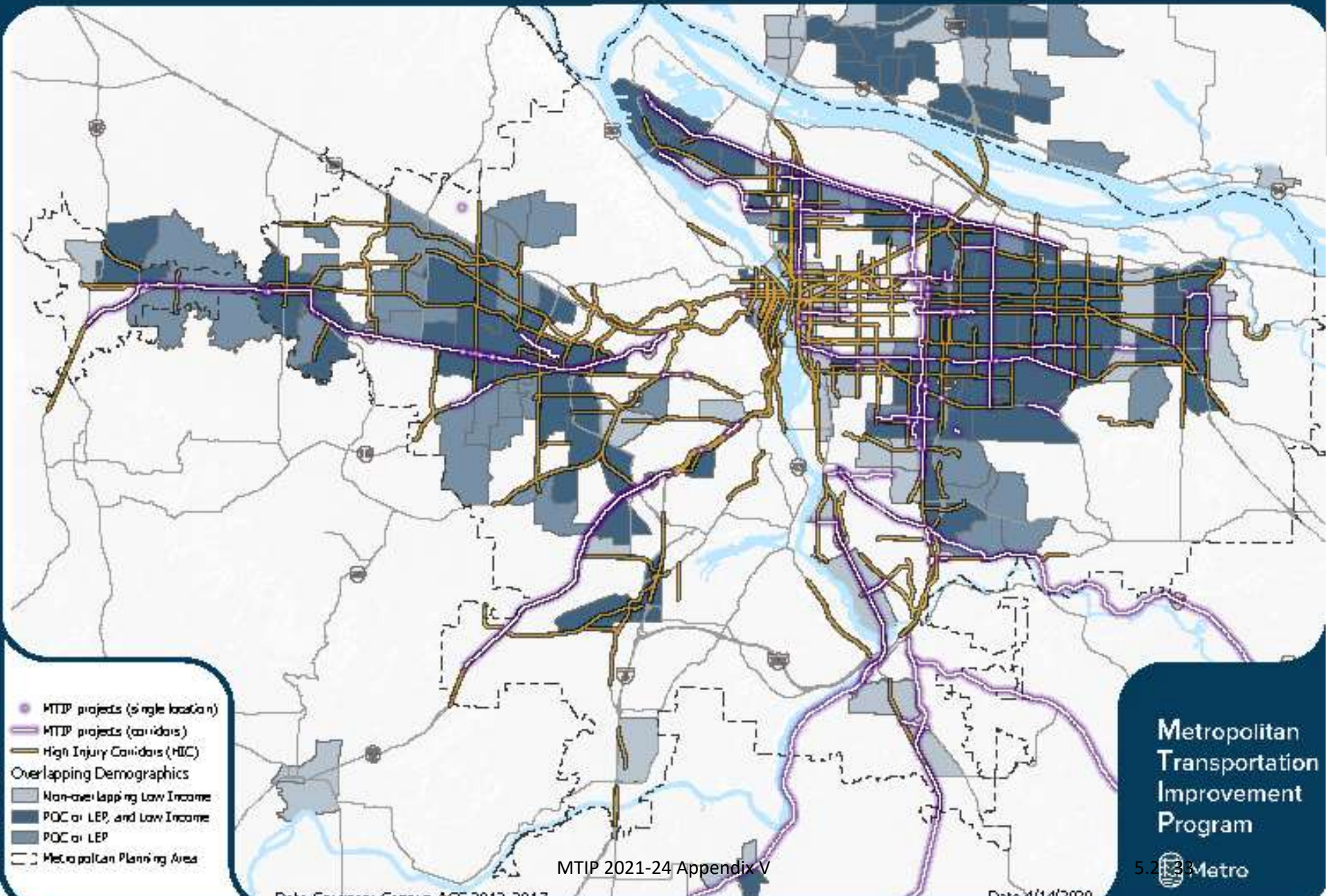
- Focus on high injury corridors and intersections in equity focus areas



# 2021-2024 MTIP Safety Projects Overlapping Equity Focus Areas and High Injury Corridors

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

This map shows the overlap of MTIP safety projects with designated High Injury Corridors as well as Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and Limited English Proficiency (LEP).



Metropolitan  
Transportation  
Improvement  
Program



# Equity Results

Moving towards equitable outcomes, but more work to do

- Greater active transportation system completeness in equity focus areas compared to region and non-equity focus areas
- Access to jobs and community places by transit increases, but mixed results for equity focus areas



## APPENDIX E

2018 Regional Transportation Plan

### Transportation equity evaluation

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

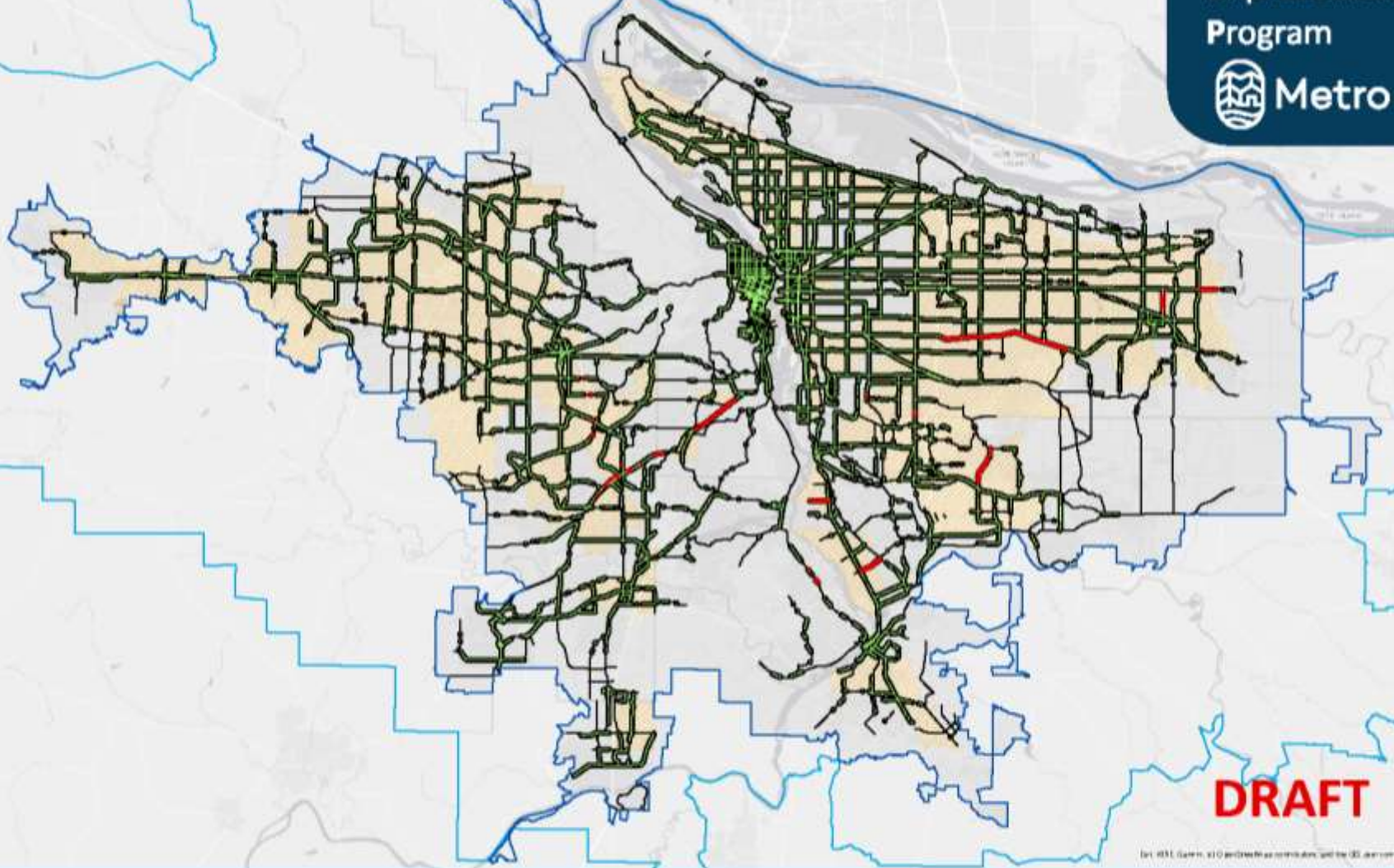
December 6, 2018

[oregonmetro.gov/rtp](http://oregonmetro.gov/rtp)

# Completeness of Regional Sidewalk Network

5.2 2021-2024 MTIP Tribal and Resource Agency Consultation

Metropolitan  
Transportation  
Improvement  
Program



**DRAFT**

For MTA, Garen, and O and the community

- Planned regional sidewalk network
- Existing sidewalk
- completed with MTIP 2021-24 project

- Transportation analysis zones
- Non-EFA
- EFA
- Metropolitan Planning Area
- Analysis area

February 2020

# Equity Results

Access to Community Places -- All						
	% Change in Community Places with 2021-2024 MTIP					
	AP	AOP	TP	TOP	B	W
Region	2%	1%	11%	13%	0%	0%
Non-Equity Focus Areas	3%	1%	10%	12%	0%	0%
Equity Focus Areas	2%	1%	12%	15%	0%	0%



# Equity Results

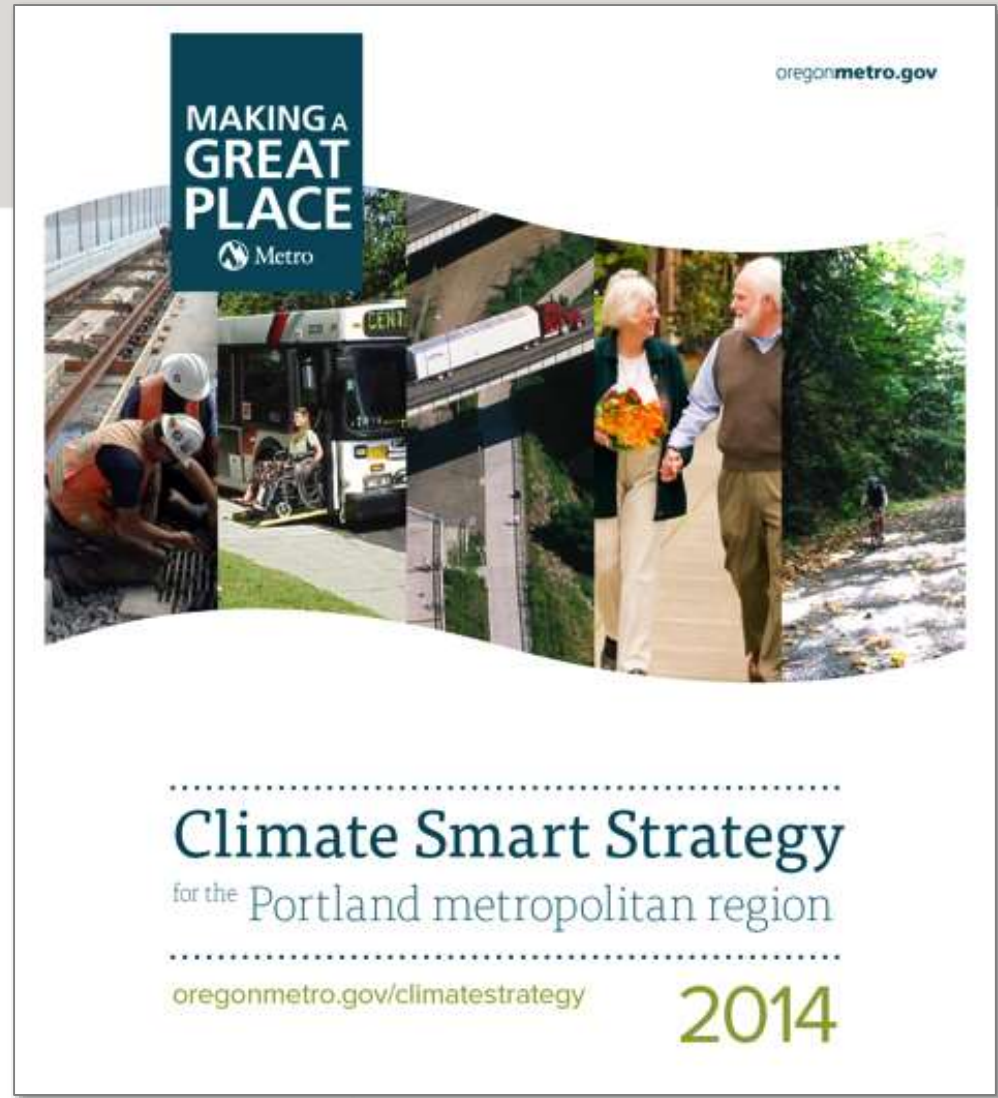
## Job Access -- All Jobs

	% Change in Jobs with 2021-2024 MTIP Investments					
	AP	AOP	TP	TOP	B	W
<b>Region</b>	2%	1%	10%	13%	0%	0%
<b>Non-Equity Focus Areas</b>	2%	1%	11%	13%	0%	0%
<b>Equity Focus Areas</b>	2%	1%	10%	13%	0%	0%

	% Change in Jobs with 2021-2024 MTIP Investments					
	AP	AOP	TP	TOP	B	W
<b>City of Portland</b>	2%	1%	11%	14%	0%	0%
<b>City of Portland Non-Equity Focus Areas</b>	2%	1%	10%	13%	0%	0%
<b>City of Portland Equity Focus Areas</b>	1%	1%	13%	15%	0%	0%

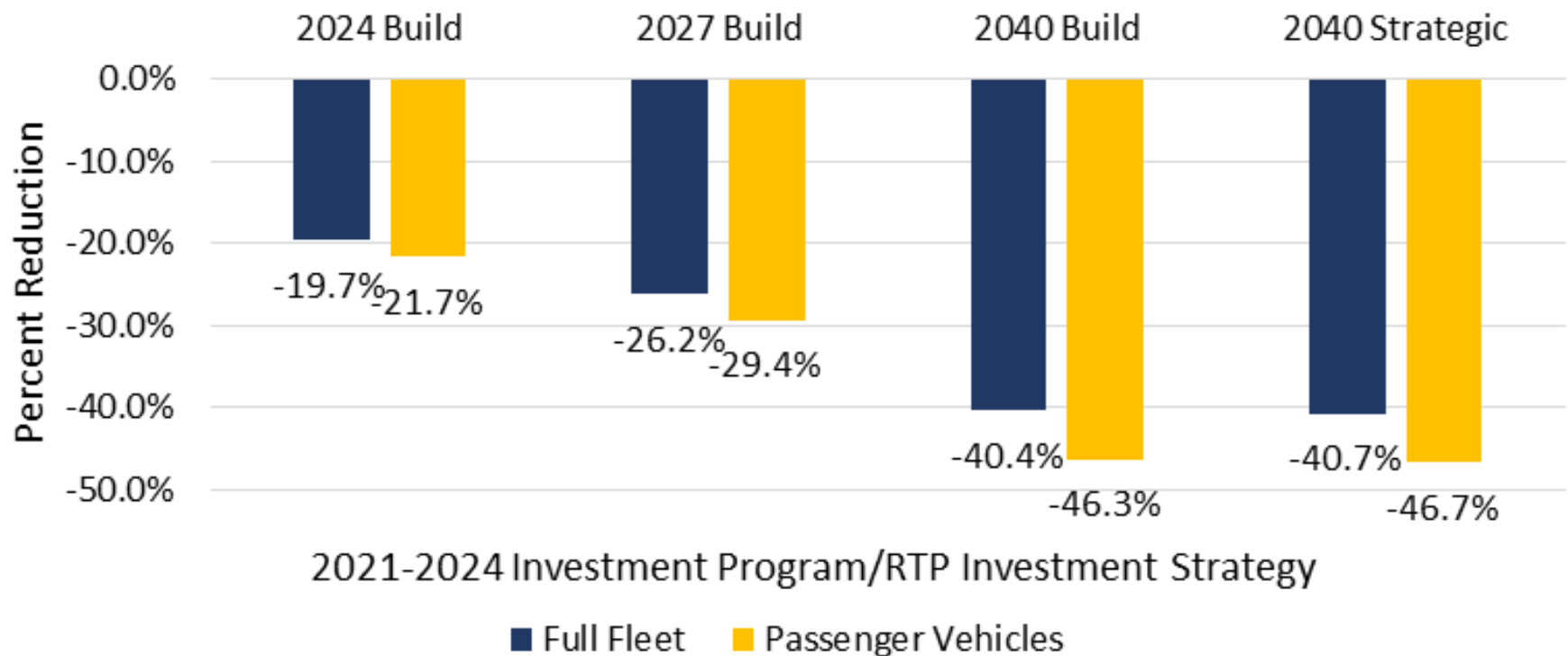
# Climate Results

- Region is on track w/Climate Smart target
- 21% decrease greenhouse gases per capita by 2024 (from 2015)



# Climate Results

## Annual Greenhouse Gas Emissions Reduction Per Capita



# Congestion Results

- Slight change in vehicle miles per capita decreases/person miles traveled increases
- 70,000 vehicle trips shift to transit, bicycling, and walking
- Some corridors see travel time savings in driving or taking transit, but not both



# Federal Performance Management Results

Meeting or exceeding	On track	Got some work to do
Asset Management: Pavement - % Interstate in good; poor; % non-interstate NHS in good condition	Asset Management: Pavement - % non-interstate in poor condition	Safety – fatalities and serious injuries
National Highway System Performance - % PMT non-interstate NHS reliable; % PMT on interstate reliable	Asset Management: Bridge - % NHS bridges in good; poor condition	Asset Management: Transit Equipment – Automobiles; Facilities (TriMet)
Freight Movement – Truck travel time reliability	Asset Management: Transit Infrastructure – light rail (TriMet)	Asset Management: Transit Rolling Stock (SMART); Equipment (SMART)
Environment - Total emission reductions for CO	Asset Management: Transit Facilities (SMART)	
Asset Management: Transit Rolling Stock – Buses and cutaway vehicles; Equipment – Trucks; Infrastructure – Hybrid (TriMet)	MTIP 2021-24 Appendix V	5.2 41

# Consultation Questions & Discussion

- Is the 2021-2024 MTIP on track in advancing the region's priorities of safety, equity, climate and reducing traffic congestion?
- What change in policy recommendations or emphasis should be considered for the 2024-2027 MTIP?
- Contact information for individual projects?





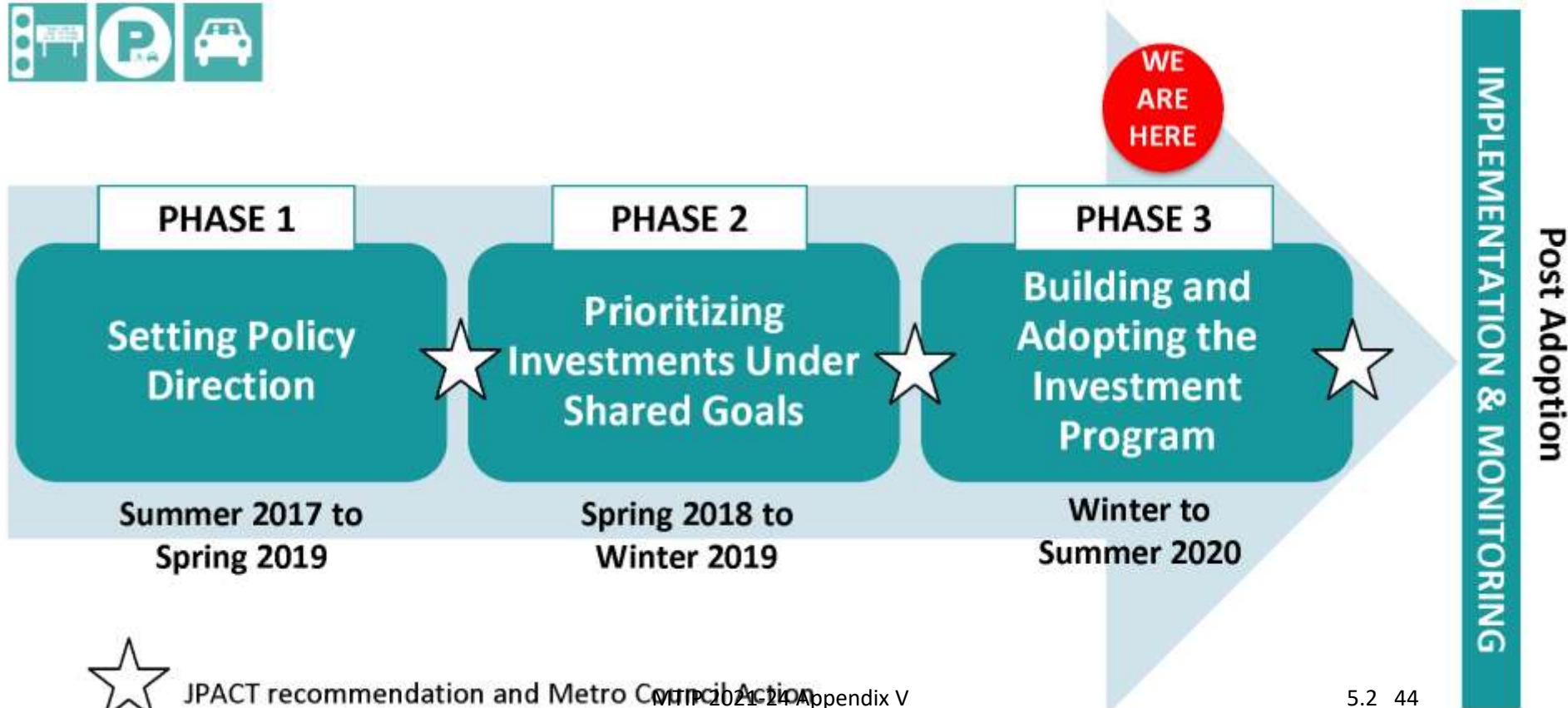
# 2021-2024 MTIP Development Timeline



## 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

### Timeline

Pre-adoption



# Next Steps

## June - July 2020

- Develop TPAC recommendation
- Request JPACT approval and recommend adoption
- Request Metro Council adoption

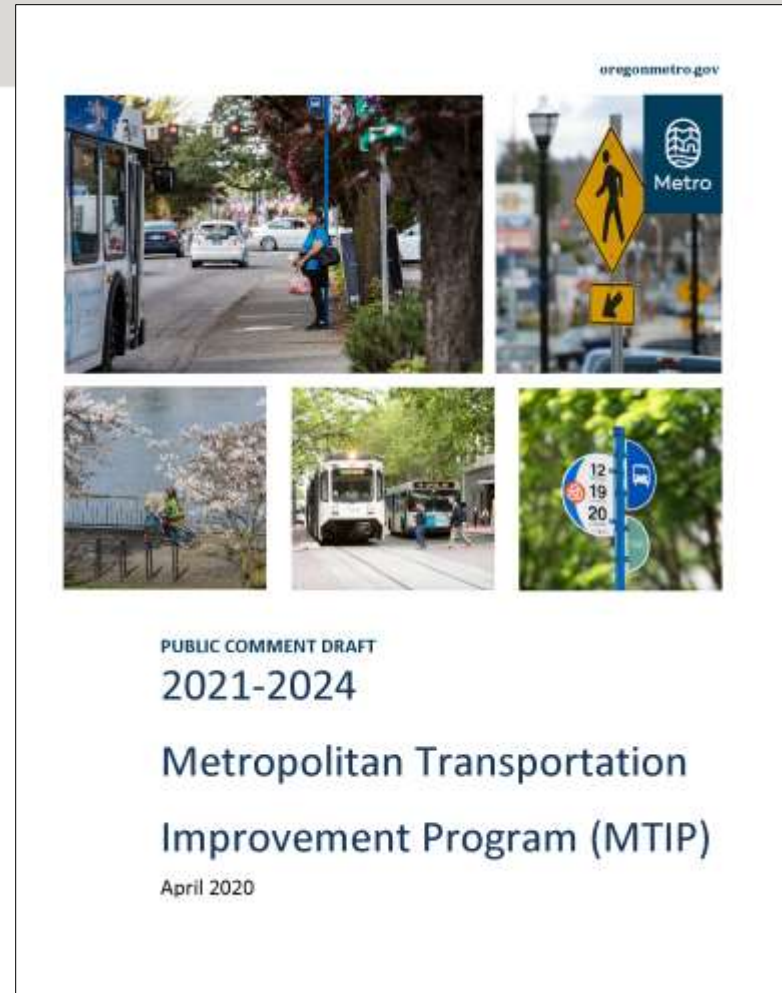
## Summer – Fall 2020

- Submit to Governor for approval and inclusion in 2021-2024 STIP
- Approval by federal partners

# Public Comment Open!

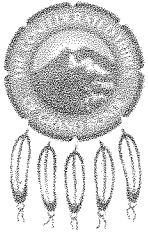
Public comment: April 17<sup>th</sup> –  
May 18<sup>th</sup>

[https://www.oregonmetro.gov/  
public-projects/2021-24-  
metropolitan-transportation-  
improvement-program](https://www.oregonmetro.gov/public-projects/2021-24-metropolitan-transportation-improvement-program)



**oregonmetro.gov**





## The Confederated Tribes of the Grand Ronde Community of Oregon

Ceded Lands Program  
9615 Grand Ronde Road  
Grand Ronde, Oregon 97347

Phone (503) 879-2383  
1-800-422-0232

May 18, 2020

Metro

*via email*

ATTN: Molly Cooney-Mesker, Community Engagement Specialist  
600 NE Grand Avenue  
Portland, Oregon 97232

RE: Draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Cooney-Mesker:

Thank you for Metro's outreach dated May 5, and the opportunity for the Confederated Tribes of the Grand Ronde Community of Oregon ("Grand Ronde" or "Tribe") to comment on the MTIP. The current Tribal state of emergency relating to the COVID-19 pandemic precludes a more formal response from Tribal Council at this time (please see the Notice below and the attached Tribal Council Resolution), but as Tribal staff responsible for coordinating intergovernmental participation, I am submitting interim Tribal comments.

Grand Ronde is made up of more than 30 antecedent tribes and bands having homelands in western Oregon, southwest Washington, and northern California, areas that are rich in resources and to which the Tribe has had a strong connection since time immemorial. In Metro's service area our ancestors include the Clackamas, Multnomah, Cascades or Wamlalla, Willamette Tumwaters or Clowwewalla, and Tualatin Band of Kalapuya. These tribes and bands among others signed the ratified Willamette Valley Treaty of 1855, ceding their homelands to the United States in exchange for certain rights and benefits. They were later removed from their homelands to the Grand Ronde Indian Reservation. Our people's strong connections to our homelands, which include the entire Metro service area, have endured to this day.

As a sovereign Tribal nation, Grand Ronde often chooses to avail itself of public comment processes but is primarily a partner through government-to-government consultation. Grand Ronde defines consultation as an ongoing, equal dialogue between sovereigns or their agencies, which includes but is not limited to leaders at the highest level. Grand Ronde requests an ongoing dialogue with Metro regarding the MTIP that will satisfy the Tribe's definition of consultation. The Tribe appreciates the offer of a comment period and an open stakeholder conference, but a total comment window of eight business days following the outreach letter would be insufficient even in the best of times for full and meaningful Tribal consultation. We are confident, however, that we can coordinate with Metro staff to explore avenues for Tribal input congruent with Grand Ronde's meaning of consultation.

NOTICE: The Confederated Tribes of the Grand Ronde Community of Oregon ("Grand Ronde" or "Tribe") has declared an ongoing Tribal state of emergency as of March 18, 2020, due to the effects of the COVID-19 pandemic. The Tribe has taken numerous measures to protect Tribal members, employees, and the general public from the novel coronavirus. These measures include but are not limited to a partial

Metro

May 18, 2020

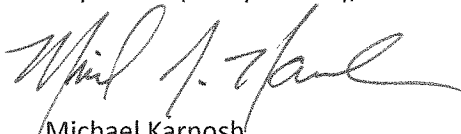
Page 2

shutdown of Tribal government operations. As a result, normal Tribal government procedures are largely disrupted; many reviews, approvals, communications and other processes involving non-life-threatening topics have been suspended at this time, severely reducing Tribal capacity in responding to the Tribe's partner governments on such topics. This is expected to continue for as long as the pandemic continues to pose a risk to the community.

For this reason, the Tribe respectfully requests from its partner governments an immediate extension of time for all applicable deadlines on proposed actions potentially impacting resources of Tribal importance. In order to be fair and effective, avoiding any prejudice to or bias against the Tribe, the extension currently must be indefinite; upon the return to normal Tribal government operations, the Tribe should be able to determine the time needed to respond meaningfully to each proposed action. Whether or not this extension request is granted fully and immediately, Grand Ronde acknowledges and reserves the right to take steps it deems necessary for protection of Tribal resources. These steps may include but are not limited to: submitting interim Tribal comments within the comment period that may be later modified by official comments from Tribal Council; submitting technical comments while reserving the Tribe's right to later submit policy comments; requesting Tribal consultation on the proposed action upon a return to normal Tribal operations; or choosing not to comment within the comment period while reserving the Tribe's right to comment later. The Tribe respectfully notifies its partner governments that such is the case until further notice. Please see attached Tribal Council Resolution 106-20, passed on April 1, 2020. In this case the Tribe will submit interim Tribal comments within the comment period that may be later modified by official comments from Tribal Council.

Our Tribal staff team will be reaching out soon to Metro staff on the MTIP, and we greatly appreciate Metro's openness and collaboration on many projects past and present. We are generally available for phone and web conferences during this time. Please feel free to contact me at [Michael.Karnosh@grandronde.org](mailto:Michael.Karnosh@grandronde.org) or at (503) 879-2383 with any questions. Thank you again for this opportunity.

Hayu-masi (Many thanks),

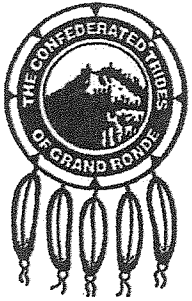


Michael Karnosh

Ceded Lands Program Manager

CC: Stacia Hernandez, Tribal Council Chief of Staff  
David Fullerton, General Manager  
John Mercier, Public Works Coordinator  
Briece Edwards, Manager, Historic Preservation Office

Attachment: Tribal Council Resolution No. 106-20



## The Confederated Tribes of the Grand Ronde Community of Oregon

*Umpqua Molalla Rogue River Kalapuya Chasta*

Tribal Council  
Phone (503) 879-2301  
Fax (503) 879-5964

1-800-422-0232  
9615 Grand Ronde Road  
Grand Ronde, OR 97347

### Resolution No. 106-20

**WHEREAS**, the Grand Ronde Tribal Council, pursuant to Article III, Section I of the Tribal Constitution approved November 30, 1984, by the Acting Deputy Assistant Secretary of the Interior, Indian Affairs, is empowered to exercise all legislative and executive authority not specifically vested in the General Council of the Confederated Tribes of the Grand Ronde Community of Oregon; and

**WHEREAS**, the Tribe's antecedent tribes and bands ceded their ancestral homelands to the United States through seven ratified treaties in exchange for certain rights and benefits, and subsequently were forcibly relocated to the Grand Ronde Indian Reservation; and

**WHEREAS**, the Tribe maintains ongoing connections with its ceded lands and other homelands, seeking to protect, restore and enhance Tribal cultural and natural resources; and

**WHEREAS**, the Tribe advocates for its Tribal resources and interests through government-to-government consultation, participation in review and comment periods, and other governmental processes, particularly on actions potentially affecting important Tribal resources; and

**WHEREAS**, the Tribal Council through Resolution No. 101-20 has declared a Tribal state of emergency due to the threats to human health, safety and well-being posed by the novel coronavirus COVID-19 pandemic, in order to protect and serve its Tribal Members, employees, and the general public; and

**WHEREAS**, due to the Tribal state of emergency, restrictions on employee work and travel, and the threats posed by COVID-19, Tribal capacity to participate in governmental processes has been severely reduced, including but not limited to a partial Tribal government shutdown; and

**WHEREAS**, the Tribe acknowledges and exercises its sovereign right to government-to-government consultation, its right to be consulted on matters involving Tribal cultural and natural resources over its homelands, and its right to a reasonable opportunity to participate in review and comment periods and other governmental processes, undue hardships notwithstanding; and

**WHEREAS**, the Legislative Action Committee has recommended: 1) requesting from the Tribe's partner governments an immediate extension of time for Tribal participation in all projects and actions potentially affecting resources of Tribal importance for the duration of the COVID-19 public health emergency's impacts on the Tribe, and (2) acknowledging the Tribe's right to take immediate steps to advocate for its Tribal resources and interests, including but not limited to the submission of interim Tribal comments by Tribal departments, regardless of whether an extension of time is granted.

#### *Treaties*

*Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854  
Willamette Valley 1855 ~ Molalla 1855*

*This is a copy, not the original.*

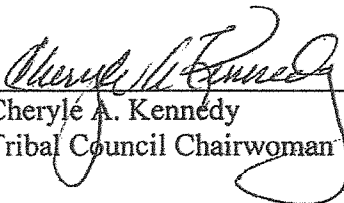



Resolution No. 106-20  
Page 2

**NOW THEREFORE BE IT RESOLVED**, that the Tribal Council hereby requests from the Tribe's partner governments an immediate extension of time for Tribal participation in all projects and actions potentially affecting resources of Tribal importance for the duration of the COVID-19 public health emergency's impacts on the Tribe; and

**BE IF FURTHER RESOLVED**, that the Tribal Council hereby acknowledges the Tribe's right to take immediate steps to advocate for its Tribal resources and interests, including but not limited to the submission of interim Tribal comments by Tribal departments, regardless of whether an extension of time is granted.

**CERTIFICATION:** the Tribal Council of the Confederated Tribes of the Grand Ronde Community of Oregon adopted this resolution at a regularly scheduled meeting, with a quorum present as required by the Grand Ronde Constitution, held on **April 01, 2020** by a vote of 8 yes, 0 no, and 0 abstentions.

  
Cheryl A. Kennedy  
Tribal Council Chairwoman

  
Jon A. George  
Tribal Council Secretary

*Treaties*  
*Rogue River 1853 & 1854 ~ Umpqua-Cow Creek 1853 ~ Chasta 1854 ~ Umpqua & Kalapuya 1854*  
*Willamette Valley 1855 ~ Molalla 1855*

This is a copy, not the original.


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Meeting minutes

Meeting: 2021-2024 MTIP Consultation – Resource Agencies and Tribal Governments (invited)  
 Date/time: Monday, May 11, 2020  
 Place: Zoom virtual meeting  
 Purpose: Receive feedback from tribes and federal, state and local agencies on the 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

---

## Attendees

### Resource Agencies

Amanda Warner Thorpe – USDA Forest Service, Regional Transportation Program Manager, Alaska & Pacific Northwest Regions  
 Theo Mbabaliye, U.S. EPA Region 10, Regional Administrator’s Division (RAD)  
 Melody White, Team Lead, Regulatory Branch, U.S. Army Corps of Engineers, Portland District  
 Sally Bird-Gauvin, Program Manager, 408/IIS/FERC, U.S. Army Corps of Engineers, Portland District  
 Jim Hagar, Economic Development Project Manager, Port of Vancouver  
 Jeff Owen – TriMet  
 Glen Bolen – ODOT Region 1

### Metro Staff

Grace Cho – Metro  
 Ted Leybold – Metro  
 Molly Cooney-Mesker – Metro  
 Cliff Higgins - Metro

## Major Themes Heard from Consultation

The following are the main comments and themes heard at the consultation meeting.

- Further consider travel outside of the metropolitan boundary. As part of this consideration, resource agencies requested consideration of the travel that begins or ends outside of the metropolitan areas. In particular, have interconnectivity and travel sheds to outdoor recreation and natural areas help inform the potential selection of capital investments.
- More aggressive measures are necessary to meet the region’s goals. While the investment strategy seems aligned and making progress towards the region’s goals, more action and investment is necessary to meet them.
- Ensure coordination with federal agencies as transportation go through project development and design. While the federal aid process is complex and needs to cover across a number of disciplines, agencies delivering projects need to ensure they are coordinating with the necessary federal agencies.
- Recognizing the effects of the global pandemic on travel, re-evaluate the role of transportation demand strategies, particularly teleworking, to manage demand on the system to reduce traffic congestion for the long-term and when activity begins to resume again. Additionally, considerations of complementary infrastructure, such as fiber optic cable for high speed internet should be considered to support these demand management strategies.

## Actions agreed upon

Metro agreed to follow up with partners delivering the transportation projects and programs in the 2021-2024 MTIP and remind them to reach out and coordinate with the U.S. Army Corps of Engineers if the transportation project or program may impact waterways or need a necessary permit.

## APPENDIX 5.3: 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY AND RESPONSES

### **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](http://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](http://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](http://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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## INTRODUCTION

This report summarizes the comments received during the comment opportunity from April 17 through May 18, 2020, on the 2021-2024 Metropolitan Transportation Improvement Program.

### 2021-2024 Metropolitan Transportation Improvement Program Overview

The Metropolitan Transportation Improvement Program, or MTIP, is the region's short-term investment plan that documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects deemed regionally significant. 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 and programs scheduled in the region between 2021 and 2024.

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 period, and is updated every three years.

## RESOURCE AGENCY AND TRIBE CONSULTATION

Metro invited directors and staff of resource agencies and tribes to consult and provide comment on the 2021-2024 MTIP. Two consultation meeting times were offered. Six agencies participated in a two-hour meeting on Monday May 11, 2020. Agencies included: U.S. Forest Service, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Port of Vancouver and TriMet and Oregon Department of Transportation (ODOT), Region 1. A complete list of agencies and tribes that received consultation invitations, samples of the invitation letters, and a summary of the letter are included in Appendix 5.2 of the 2021-2024 MTIP.

Resource agencies provided four comments at the consultation meeting. . Comments included considerations for future transportation policies, analyses and processes. Comments did not include any requests for substantive changes to the MTIP. A meeting summary including the list of participants and overview of comments received are in the 2021-2024 MTIP Appendix 5.2

Additionally, the Confederated Tribes of Grand Ronde submitted a letter requesting additional time for consultation. The letter is in Appendix 5.2

## PUBLIC COMMENT OPPORTUNITY

Public comment on the public review draft of the 2021-2024 Metropolitan Transportation Improvement Program was solicited from April 17 through May 18, 2020. Stakeholders 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](mailto:transportation@oregonmetro.gov)
- by phone at 503-797-1750 or TDD 503-797-1804
- “in person” at a hearing held by Metro Council on Thursday, April 23, 2020, virtually on Zoom.
- Through an online comment survey

Metro received one comment by phone from a member of the public and two comment letters, one from Trimet and one from the Oregon Department of Transportation. No comments were received by mail. One comment was made at the public hearing. All comments received are attached to this report.

Notice of the public comment period was provided through Metro News and distributed to members of the Metro transportation committees interested persons list, Metro’s list of committees for community involvement and Metro’s Transportation Policy Alternatives Committee. As a result of these email notifications, the City of Portland posted the comment opportunity to its Community & Civic Life notice webpage. Print advertisements were placed local newspapers in the following places: Beaverton, Clackamas County, Hillsboro, Gresham, Lake Oswego, Portland Tribune West Linn and Wilsonville. A copy of the print ad is attached to this report.

Technical corrections were made to the 2021-2024 MTIP after the close of the public comment period. An errata sheet describing the changes will be made available for public comment from May 29 to June 29, 2020. A memorandum describing the comment process for the errata is included in the appendix of this report.

## RESULTS OF ONLINE SURVEY AND PUBLIC COMMENT

The online comment survey received responses from 201 participants. The survey was designed to provide high level information about the 2021-2024 MTIP to allow for community members to comment without needing read the full document. The survey focused on the MTIP’s performance in advancing the region’s priorities established by the Regional Transportation Plan (RTP). Those priorities include equity, safety, climate and managing traffic congestion. The survey is attached to this report with all responses.

This summary includes the results of the rating for each survey question, which corresponded to one of the RTP priorities. The results are followed by a synopsis of



comments. Several common themes emerged from the comments. These themes are captured below with specifics bulleted below each theme.

### Key takeaways

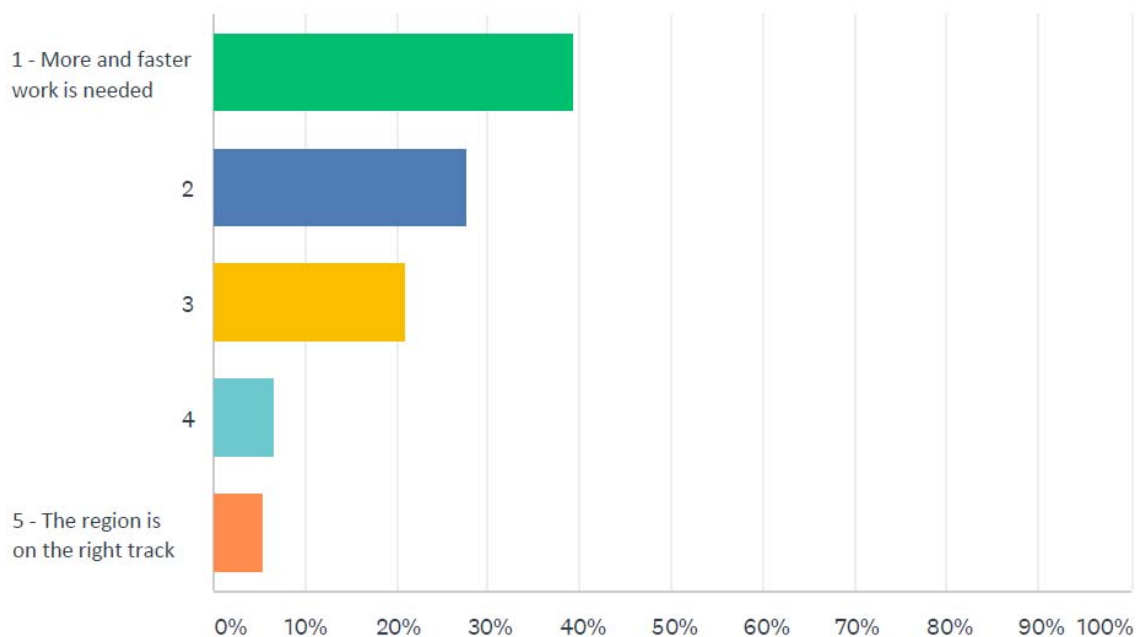
- Across the regional priorities of advancing equity, advancing climate, and reducing congestion, more than 50% of respondents indicated strongly (selected 1 or 2 on the rating questions) that more and faster work is needed.
- Survey responses indicate climate change is where there is the greatest need for more and faster work and investments should work to reduce greenhouse gas emissions. The focus on climate change is reflected in the comments submitted through the survey as well as the comment made during the Metro Council hearing.
- Comments made about addressing climate change often pointed to strategies to reduce congestion as well as investments in transit and active transportation. Although most comments about reducing traffic congestion were connected to a desire to address climate change, there were also comments that requested congestion be addressed through increased investment in the motor vehicle network, including expanding roadways.
- There is also a strong interest in more and faster work to advance equity. Comments discussed the need to increase a variety of types investments in historically marginalized communities, including improved and expanded transit service, affordability of transit, a better connected active transportation system and safety improvements. Comments also highlighted the disproportionate impacts of transportation-related air pollution on communities of color and low income communities.
- Survey responses indicate the lowest level of urgency related to safety, although more respondents indicated more and faster work is needed to advance safety than indicated that the region is on the right track. There were also fewer comments related to safety than the other regional priorities, although there were still 58 responses related to safety.

### Regional priorities: survey rating results

The survey asked respondents to review a brief description of how investments in the MTIP address each of the regional priorities and then rate whether the 2021-2024 MTIP makes enough progress toward each priority. The rating tool was a scale of 1 through 5, with 1 indicating that more and faster work is needed to advance the regional priority and 5 indicating the region is on the right track to advance the regional priority.

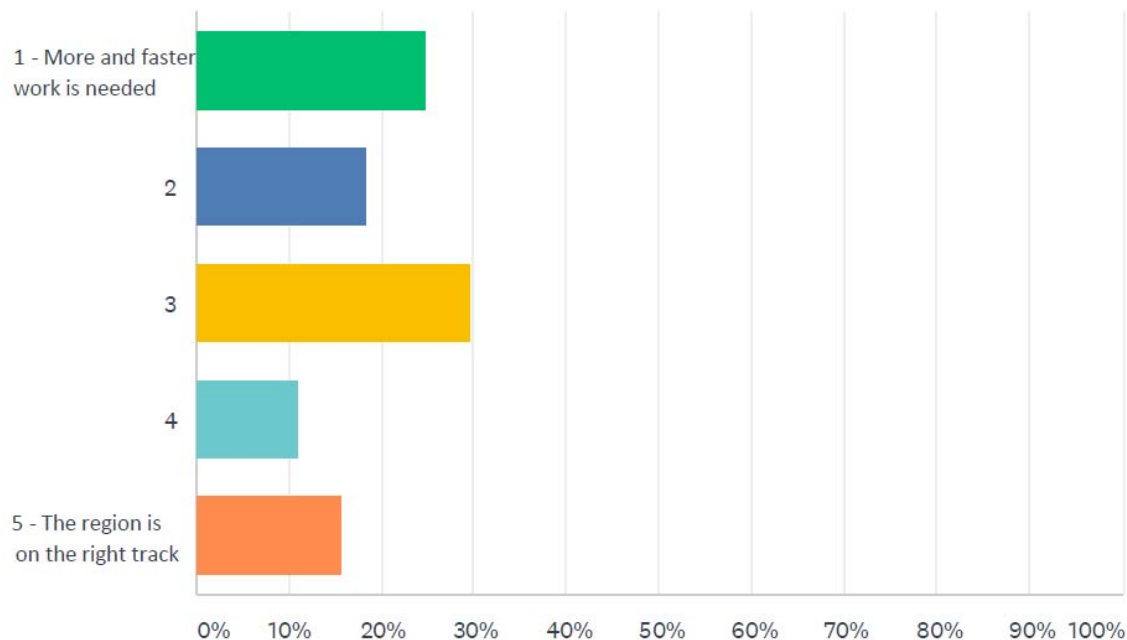
### Advancing equity

**Figure 1: Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system? (Total responses: 163)**



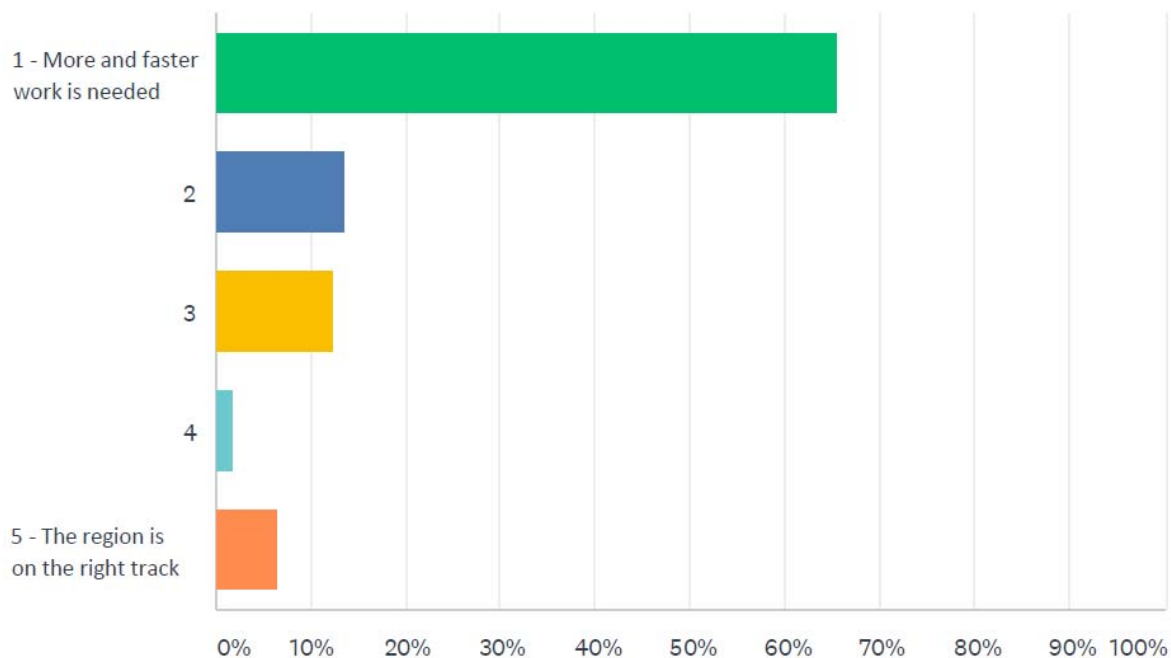
### Advancing safety

**Figure 2: Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system (Total responses: 152)**



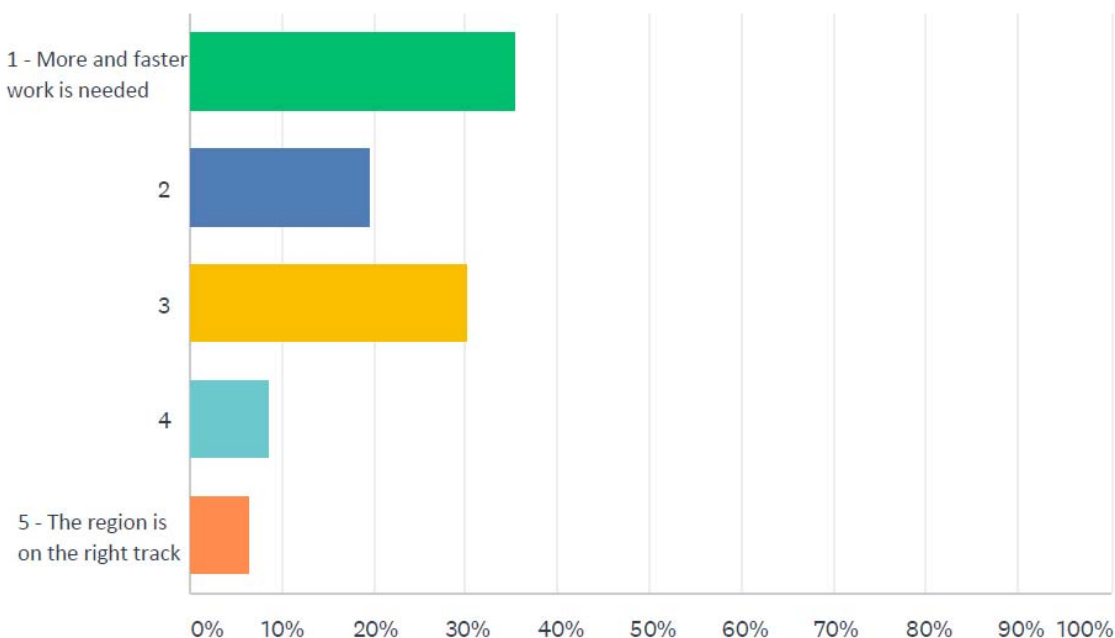
### Advancing climate

**Figure 3: Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments? (Total responses: 154)**



### Reducing traffic congestion

**Figure 4: Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion? (Total responses: 153)**



### Comment summary

For each regional priority survey respondents could provide a comment following the rating question. At the end of the survey, respondents were also invited to share other thoughts with agencies implementing the projects and programs in the MTIP. Staff analyzed these comments, alongside the other public comments to the 2021-2024 MTIP, and a number of common themes were expressed by a majority of the public comments provided for the 2021-2024 MTIP. These themes can be categorized into high level priorities including: invest in transit and active transportation, address climate change and traffic congestion and advance equity. The themes are categorized under these priorities and are summarized below in bold text followed by specific comments made about each them. All comments provided through the survey are attached to this report.

### Invest in transit and active transportation

**Greater investment in transit is needed to build out the transit system faster** (28 comments), **make transit a viable option to the car** (10 comments), and **expand/increase transit access to underserved communities in a way that supports those communities.** (20 comments)

*Regional goals mentioned in comments: equity, climate and manage congestion*

- Invest more in the transit system and faster, especially in historically marginalized communities
- The MTIP overinvests in auto-related transportation projects and does not invest enough in transit

- Make transit move faster by implementing more enhanced transit features (e.g. dedicated bus lanes, signal priority for buses)
- Increase access to jobs, homes and food in communities of color/historically marginalized communities via efficient and frequent mass transit, not just providing additional miles of MAX or restricting car traffic
- Consider the needs of transit dependent riders first

**Transition vehicles and transit fleet to alternative fuels and/or electrification.**

(21 comments)

*Regional goals mentioned in comments: equity and climate*

- Transition vehicles and transit fleet away from diesel-gasoline/transition transit fleet to electric
- Make alternative fuel/electrified vehicles more available to historically marginalized communities to address air pollution disproportionately experienced by communities of color and low income communities. This need is particularly acute considering respiratory risk as witnessed during the COVID pandemic
- Consider alternative fuel and electrified freight trucks

**Make the transit system more affordable for riders by lowering the cost, making transit free or expanding the existing programs (e.g. youth pass, low income fare).**

(7 comments)

*Regional goals mentioned in comments: equity*

- Expand youth pass; transit youth pass for east Portland schools is needed
- Cap fare hikes
- Continue and expand the low income fare program
- Make transit free

**Increase investment in active transportation to complete the system, immediately and with focus on completing the network in historically marginalized communities.**

(24 comments)

*Regional goals mentioned in comments: equity, safety, climate, and managing congestion*

- Need to implement more tactile and quick bicycle and transit supportive infrastructure
- Need more completion of the active transportation networks
- Continue to invest in active transportation and transit for historically marginalized communities.

**Invest in safety**

**Invest in and emphasize designing/redesigning streets to make them safer for people walking, bicycling, and rolling. (22 comments)**

*Regional goals mentioned in comments: equity and climate*

- Need to redesign streets for safety (e.g. protected bike lanes, wider sidewalks neighborhood greenways) – especially in historically marginalized communities
- More emphasis and greater investment is needed to protect bicycle and pedestrians from vehicles
- Make certain key areas car free (e.g. downtown Portland)
- Reduce speeds on roadways; enforcement to reduce speeding is needed

**Address climate change and congestion****Take more and bolder actions to address the greenhouse gas emissions from transportation.** (38 comments)*Regional goals mentioned in comments: Climate*

- The current draft does not help Oregon meet the requirements of Governor Brown’s Executive Order No. 20-04. The MTIP needs to take MUCH bolder action toward transit and active transportation, to curb transportation-related emissions.
- Implement congestion pricing and other transportation demand management strategies to manage traffic congestion and reduce emissions (12 comments)

**Prioritize/reprioritize investments that support alternatives to driving.** (41 comments)*Regional goals mentioned in comments: Equity, climate and managing congestion*

- Transportation project investments (all of them) should focus on making alternate modes of transportation more convenient than driving.
- Reducing traffic congestion is important for both environmental and economic reasons as well as the livability of the city. Efforts to reduce congestion must be made in ways that do not simply increase demand for single-occupancy vehicle trips however, so must be managed carefully.
- No more freeway or roadway expansions (21 comments)

**Increase investment in the motor vehicle network to address traffic congestion.** (12 comments)*Regional goals mentioned in comments: Managing congestion*

- Don’t sacrifice driving and the ease of driving, but invest in more efficient transit to make it easier to drive. Further expansion of transit options is a must, but not neglecting expansion of the road network.
- Improve, enhance and expand the efficient use of independent motor vehicles, regardless of how they are powered, or whether they are privately or individually owned
- Address traffic congestion on local streets, arterials, freeways

- Build the westside bypass
- Not enough balance in the system; MTIP needs to have more investments in roads/cars

#### **Advance equity**

**The investments in the MTIP is not doing enough to advance equity and address disparities in the transportation system experienced by historically marginalized communities.** (27 comments)

- Investments are not doing enough for equity transit access, infrastructure, travel time
- Focusing on transit, bike, and walking is not necessarily helping people of color
- Areas of the region with significant historically marginalized communities (ex. east Portland, east Multnomah County) are not getting much in the way of active transportation and transit investment
- Address air quality impacts of freight on communities of color



### Survey respondent demographics

Participants who participated in the 2021-2024 MTIP online comment survey were asked to provide some demographic information. Responses were not required. Complete demographic responses are also included in the survey results attached to this report.

**Age:** 154 respondents indicated their age. No respondents were younger than 18 years old.

- 18 to 24: 9 respondents
- 25 to 34: 14 respondents
- 35 to 44: 28 respondents
- 45 to 54: 24 respondents
- 55 to 64: 21 respondents
- 65 to 74: 43 respondents
- 75 and older: 13 respondents
- Prefer not to answer: 2 respondents

**Race and ethnicity:** 152 respondents provided race and ethnicity information.

Respondents could choose multiple ethnicities, as applicable. There were 130 respondents (85.5%) include White in their identity; 7 respondents (4.6%) include Hispanic/Latino/a/ in their identity, and 4 respondents (2.6%) include Asian or Asian America in their identity; 2 (1.3%) indicated their ethnicity was not included and 13 (8.6%) selected prefer not to answer. No other race and ethnicities were identified by respondents.

**Gender:** Respondents were encouraged to choose all applicable gender identities; there were 148 responses.

- Female: 85 respondents
- Male: 56 respondents
- Transgender: 1 respondent
- Non-binary, genderqueer or third gender: 6 respondents
- A gender not listed above (please describe): 2 respondents

**Children under 18 in household:** Responded could indicate if and how many children live in their household. There were 154 responses.

- No children: 121 respondents
- 1 child: 10 respondents
- 2 children 13 respondents
- 3 children: 1 respondent
- Prefer not to answer: 9 respondents

**Household annual income before taxes:** There were 152 responses.

- Less than \$40,000: 28 respondents
- \$40,000 to \$74,999: 41 respondents
- \$75,000 to \$149,999: 47 responses
- \$150,000 or more: 16 respondents
- Don't know / Prefer not to answer: 21 respondents

**Living with a disability:** Respondents could select all that apply. There were 145 responses.

- Hearing difficulty (deaf or have serious difficulty hearing): 5 respondents
- Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses): 2 respondents
- Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions): 3 respondents
- Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs): 4 respondents
- Self-care difficulty (unable to bathe or dress or having difficulty doing so): 1 respondent
- Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so): 3 respondents
- No disability: 114 respondents
- Prefer not to answer: 16 respondents
- A disability not listed above (please describe): 7 respondents

**County of residence:** Respondents were asked to select the County where they live. There were 154 responses.

- Clackamas: 13 responses
- Multnomah: 116 responses
- Washington: 24 responses
- Other: 1 response

## RESPONSES TO PUBLIC COMMENT

Many of the public comments request certain regional goals be addressed more quickly and with more investment. The requests for increasing funding across a range of investment types demonstrates the competing interests and tradeoffs decision-makers endeavor to balance when prioritizing projects to receive limited available funding to advance regional goals. In aggregate, the comments echo the vision established in the 2018 Regional Transportation Plan— a safe, reliable, healthy, and affordable transportation system with travel options – but opinions differ as to how best to invest federal transportation dollars. Overall, the 2021-2024 MTIP package of investments continues to move the region toward this vision.

For the purpose of responding to comments cohesively and with limited redundancy, comments are addressed by the following categories: equity, safety, climate, transit investments, active transportation investments and congestion. Community interests and priorities identified through this comment period will also be considered during the development of future transportation planning and policy documents.

### Overall Response

The public comment period for the 2021-2024 MTIP garnered more public response than any previous cycle of the MTIP. These comments will further the ongoing dialogue regarding how best to invest limited federal transportation funding to advance regional goals and objectives.

The development of the MTIP is comprised of the funding allocation decisions made by Metro and MTIP partners – ODOT, SMART, and TriMet – between 2017 through 2020. Each of these individual agencies undertake funding allocation processes, guided by policy direction from decision-makers, to determine where to spend transportation dollars. These allocation processes take place throughout a three-year period and undergo public involvement and stakeholder engagement processes to inform final allocations. Because the 2021-2024 MTIP reflects the allocation priorities of the four partner agencies, Metro does not recommend the reprogramming or reallocation of funds as proposed in response to the public comments.

Nonetheless, Metro and MTIP partners encourage continual engagement on how best to invest in the transportation system to help the region meet safety, equity, climate, and congestion reduction goals. With the adoption of the 2021-2024 MTIP, the process to discuss the policy direction for investments begins for the 2024-2027 MTIP cycle. Metro and MTIP partners encourage greater public engagement with the ODOT STIP development process, the transit agencies annual budget process, the Special Transportation Fund biennial allocation, and the Regional Flexible Funds allocation. In addition, the discussion and dialogue raised through the public comment on the 2021-2024 MTIP will be brought

forward to decision-makers to help inform the policy direction and funding allocation discussions.

## Safety

Comments included the need to design safer streets and reduce speeds. Some positive feedback and comments were received about the region's focus and increased investment to address crashes on the roadways most prone to crashes – the high injury corridors.

**Metro Response:** The increased investment in safety is a response to the alarming increase in crashes resulting in fatalities and serious injuries happening on the region's roadways in the past few years. Metro and the other MTIP partners – ODOT, SMART, and TriMet – continue to hear from stakeholders about the importance of making the roadway safe for all users, but especially for people walking, bicycling, rolling, or taking transit.

Designing the region's roadways to make travel safer for all users is an on-going effort requiring partnerships and further investments. Metro has produced design guidelines and other resources for jurisdictional partners and facility owners, like ODOT, to design roadways for greater safety.

Metro also recognizes that to improve safety, partnerships are needed for education and enforcement of speeding, and aggressive, distracted and impaired driving.

## Equity

Comments about a range of policies and types of investments emphasized that transportation investments, especially in transit and active transportation must be made in equity focus areas. Some comments voiced concern that not enough investment was being made in these areas. Many comments expressed disappointment the investments in the MTIP are not doing enough to address inequities marginalized communities experience with the transportation system.

**Metro Response:** While the performance evaluation of the investments show an overall increase in access to jobs and community places by transit, the increase in access by transit for historically marginalized communities was mixed. Some historically marginalized communities saw a greater increase in access than the region, but others did not. Accessibility by active transportation did not show change, but the investments continue to contribute towards the building out of a complete network of friendly and safe spaces to walk, ride a bike, or roll (i.e. wheelchairs, scooters, skateboards, strollers.) with a greater focus on completing the network in historically marginalized communities.

Nonetheless, to reduce the disparities gap historically marginalized communities experience with the transportation system in accessibility, safety, and affordability, more than capital investments are needed. Metro is continuously working with communities and partners to identify, prioritize, and implement the complementary strategies necessary to improve outcomes for historically marginalized communities. Some of those strategies are reflected in some of the programs identified in the MTIP, such as a transit-oriented development program, which has focused significantly on developing affordable housing near frequent transit or the safe routes to school program which has prioritized working with Title I schools. Additionally, Metro's partnership with TriMet and jurisdictional partners to implement enhanced transit – small capital and infrastructure improvements to help prioritize and move buses through traffic – is also making gains at increasing accessibility for historically marginalized communities. Lastly, efforts outside of the MTIP such as Metro's affordable housing bond, which is constructing 3,900 permanent affordable homes, and the 2040 growth concept grant program, support land use planning and infrastructure to compliment transportation investments to make the system work better for historically marginalized communities.

## Climate

Comments emphasized the need for reprioritization of investments as well as fast and aggressive actions in the region's transportation system to address climate. Some examples include more expedient build of the transit system, increased transit service coverage, and reprioritization of transportation investments which promote automobile travel.

**Metro Response:** The investments in the 2021-2024 MTIP implements the different key strategies identified and adopted in the region's Climate Smart Strategy. Climate Smart includes a diverse set of actions to reach the region's greenhouse gas reduction target, including implementing land use plans, building out the transit and active transportation networks, manage travel demand on the roads, and limited roadway expansions to address bottlenecks. The investments in the MTIP reflect implementation of the actions to address climate including investments in transit, biking and walking – approximately \$630 million combined – and congestion reduction.

Metro recognizes stakeholders demand for urgency and aggressive actions to reduce greenhouse gas emissions to address the climate crisis. However, the analysis of the 2021-2024 MTIP show the region is on track to reduce greenhouse gas emissions consistent with the region's Climate Smart emission reduction targets. Furthermore, the 2021-2024 MTIP is comprised of limited funding in the short-term investment plan and many of those funds remain restricted for specific uses, namely federal transportation funds required to be spend on maintenance of roadway, bridges, transit bus replacements, or track work, which comprises nearly 52% of the overall profile of the investment plan.

Metro is also actively working with its state agency partners to pursue emission reductions as directed by Governor Brown’s Executive Order No. 20-04. The result of the work to address Governor Brown’s executive order, in addition to other input such as the expressed comments on this 2021-2024 MTIP, may result in an increased focus on emission reductions for the investment strategy of the 2024-2027 MTIP cycle.

While some comments were directed to specific freeway expansion investments identified in the 2021-2024 MTIP, ODOT sees a benefit to these projects as one strategy to reduce emissions from vehicles. The Oregon Highway Plan and the Regional Transportation Plan sets standards for mobility and describes the acceptable levels of congestion within the Metro area. In the Portland Metro area, strategic capacity investments, when balanced with area investments in transit and demand management techniques, can help reduce carbon emission levels from idling vehicles on highly congested facilities. Safety and mobility improvements to the state’s transportation system support Oregon’s climate goals through investments in ODOT’s transportation options program, transit capacity and by using demand management techniques such as congestion pricing and providing other less carbon intensive multimodal options, such as those planned for the Rose Quarter Improvement Project. This will also be aided by Governor Brown’s Executive Orders 20-24 and 17-21 that focus state efforts on carbon reduction and increased adoption of electric vehicles.

TriMet and SMART have both been actively working towards transitioning the transit fleet to electric and cleaner fuels. TriMet is moving away from diesel buses, and plans to operate a full fleet of Zero Emission buses by 2040 as reflected in the TriMet Non-Diesel Bus Plan, adopted in September 2018. To advance this goal, TriMet has secured grants from the Federal Transit Administration, utilized federal and local funding to procure thirteen (13) battery electric buses from different manufacturers test the bus best suited to TriMet’s needs. In addition, TriMet has also contracted with Complete Coach Works to refurbish four (4) diesel buses and convert them to electric, to test if the conversion of buses can also play a part. In addition to buying new electric buses, TriMet has entered into partnership with Portland General Electric to provide power from non-fossil fuel sources (e.g. wind).

While recent efforts have focused on electrifying the fleet, TriMet currently operates eight hybrids and has invested heavily in clean diesel technology by incorporating biodiesel into its fuel and switching to ultra-low sulfur diesel to reduce bus emissions significantly while continuing to expand service. Today 65 percent of TriMet’s fleet has post-2012 emissions technology, employing cleaner burning diesel engines and selective catalytic reduction (SCR) technology, which scrubs nitrogen oxides and particulates from the exhaust. SMART has replaced three diesel buses with electric buses and is in the process of replacing seven gas cutaways with compressed natural gas cutaways.

While these efforts are encouraging, the region recognizes the urgency to transit fleet vehicles to low or no emissions. The agencies and Metro continue to work together to identify additional funds to expedite transition to an electric powered fleet.

## Congestion

All comments related to congestion expressed a desire to see a decrease in traffic congestion. Some comments focused on increasing the ease of driving while others focused on deploying more aggressive demand management strategies or the short-sightedness of certain investments only providing temporary relief to traffic congestion while perpetrating auto-centric travel behaviors. Additionally, some comments focused on the negative impacts of congestion on the environment, such as air pollution, greenhouse gas emissions, and wildlife habitat impacts.

**Metro Response:** The 2021-2024 MTIP analysis of investments show some reductions in traffic congestion despite forecasted population growth and economic activity. The 2021-2024 MTIP includes a number of different types of investments and strategies to manage traffic congestion, including investments in expanding transit, transportation system management, and limited amounts of new roadway connectivity or expansion. Other transportation demand management strategies, such as congestion pricing, are not included as part of the MTIP but are being studied by Metro and the City of Portland. ODOT continues to work on the development and implementation of tolling on Interstate 5 and Interstate 205. (Also see response to Climate.)

## Transit investments

There were a range of comments related to transit investments, including:

- The need to build out the transit system quickly
- The need to make transit travel faster to be competitive with car travel
- The need for improved transit access, especially in equity focus areas
- The need for more affordable transit
- The need to transition the transit fleet to electric power.

**Metro Response:** The 2021-2024 MTIP includes over \$500 million in transit investments. These investments, while not comprehensive of all of the region's transit investments, are a mix of transit maintenance, system expansion, and providing service for special needs transportation. While transit investments make up the greatest amount of investment in the overall short term investment plan, the region's transit agencies – particularly TriMet – acknowledge and express a greater level of investment is needed for the system to support the region's goals. (See comment letter in Appendix 5.3)

TriMet uses a mix of different factors including considerations of racial equity in how it identifies where and how much transit service to provide. Additionally, federal mandates



require transit agencies to conduct an equity analysis of any proposed service changes to ensure historically marginalized communities are not disproportionately impacted.

Both Trimet and SMART continue to implement various policies and programs to make the system affordable for riders, especially those who need it most. TriMet's low-income fare program was implemented with funds from House Bill 2017 and expands on the honored citizen fare program. TriMet currently has over 30,000 participants enrolled in the Low Income Fare program, to assist those who qualify with reduced transit fare. Sign-ups are continuing online and by phone during the current crisis. For those who qualify, the fare is 50% to 72% less than the Adult fare. In addition to the reduced fare program, TriMet also offers over 1 million dollars annually in free fare grants to over 100 community based organizations and non-profits to be distributed to low income riders.

TriMet is also expanding its Access Transit program to offer public transportation grants to high schools across Clackamas, Multnomah & Washington Counties. Using resources from the Keep Oregon Moving HB2017 legislation, TriMet is engaging in a pilot program to support an annual grant process of approximately \$700,000 to provide fare assistance to the 16 qualifying school districts with high schools located in TriMet's service district. TriMet is committed to keeping public transportation affordable to vulnerable populations, including low-income youth. The goal of the Access Transit: High School Program initiative is to collaborate with school districts across the tri-county region to connect low-income students with fare supports and resources to help increase their ability to access the region's public transportation system. Finally, there is also potential for additional regional funding to create a new program for student fare assistance as part of the potential transportation ballot measure led by Metro.

(Also see response to Climate, which addresses electrification of transit fleet.)

### **Active transportation investments**

Comments requested more and faster investment in bicycling and walking infrastructure, especially in equity focus areas, to create a complete network.

**Metro Response:** The 2021-2024 MTIP includes over \$121 million in active transportation investments. The analysis of the MTIP investments also show a focus towards completing the active transportation network in historically marginalized communities. While roadway and transit investments are a larger portion of the allocated funds in the 2021-2024 MTIP, the roadway and transit investments represent a mix of maintenance and capital projects. The active transportation investments are primarily capital investments to upgrade or build new facilities. As a result, the active transportation investments are a little more balanced with the roadway capital investments (a little over \$221 million) and transit capital investments (a little under \$139 million).

Nonetheless, the active transportation investment is not as large as investments in roadways or transit. The completion of a network that provides connectivity and facilitates ease of traveling by walking, bicycling, or getting to transit will not occur for many funding

cycles at current investment rates. It is challenging to use Federal funds for smaller scale projects like sidewalk infill, building a protected bikeway, or a multiuse path because the federal aid process can be difficult to navigate. Local jurisdictions as well as ODOT will often try to fund active transportation projects with local or state funds to avoid the federal aid process. Therefore, as smaller, locally funded projects are not required to be in the MTIP, the region's investments in active transportation may not fully be represented in the MTIP investment summary.

## **ATTACHMENT A: PUBLIC COMMENTS RECEIVED**

**Metro Council hearing on the 2021-2014 MTIP**

**April 23, 2020**

**Transcription of public comment**

I'm Chris Smith.

I wear a number of hats. I'm a member of the planning and sustainability collision in Portland.

I'll also a candidate to succeed Councilor chase but the hat I'm wearing today is representing the no more freeways campaign.

We're probably best known for our opposition to the I-5 rose quarter project. I'm a little bit bemused by the technical factors of why that's not in this TIP, even though you just amended it into the last TIP, but I want to focus today on another project and let me check the designation.

It's MTIP ID 70782. On highway 217. And that is a project to construct additional lane segments connecting auxiliary lanes together to form a third lane both southbound and northbound.

So it is a classic freeway expansion for something like \$134 million. I want to note that we are adopting - having a public hearing on this the day after the 50<sup>th</sup> anniversary of Earth Day. It's disappointing that 50 years after we decided to save the planet, we are still contemplating freeway expansion in urban areas.

Our group is opposed to all freeway expansions within the urban district, not just our favorite project at the rose quarter and also currently, 42% of greenhouse gases in this region are from transportation. A number that at least until this month was rising. I don't think we want to manage our greenhouse gases by recurring global pandemics. We need a better idea and we would suggest that stopping expanding freeways would be one of the first things we should do. I would urge you to remove this project from the MTIP. Thank you.

Public comment left as phone message. No name provided. From number: 503-639-5823

“...a request for improvements to enhance and expand the efficient use of independent motor vehicles, regardless of how they are powered, or whether they are privately or individually owned.”

## **ATTACHMENT B: NOTICE OF PUBLIC COMMENT PRINT ADVERTISEMENT**

## Tell us what you think | 30-day comment period

Review and comment on the draft Metropolitan Transportation Improvement Program, which documents how greater Portland communities will invest federal transportation money from 2021 to 2024. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects complies with federal regulations regarding fiscal constraint and public involvement.

April 17 through May 18, 2020  
oregonmetro.gov/mtip2021-24



Submit comments April 17 through May 18, 2020: online at [oregonmetro.gov/mtip2021-24](https://oregonmetro.gov/mtip2021-24) | by mail to Metro Planning - MTIP, 600 NE Grand Ave., Portland, OR 97232 | by email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov) | by phone at 503-797-1750 or TDD 503-797-1804.

Provide written or verbal public comment at the Metro Council public hearings: **2 p.m. Thursday, April 23, 2020** and **2 p.m. Thursday, July 23, 2020**. Metro Council meetings are currently being held virtually. Check [oregonmetro.gov/council](https://oregonmetro.gov/council) for meeting information.

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**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 통지서**는 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.



**ATTACHMENT C: MEMO REGARDING PUBLIC COMMENT OPPORTUNITY  
ON TECHNICAL CORRECTIONS TO 2021-2024 MTIP**


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: Friday, May 29, 2020  
 To: Transportation Policy Alternatives Committee and Interested Parties  
 From: Ted Leybold, Planning Manager and Grace Cho, Senior Transportation Planner  
 Subject: Public comment opportunity on technical corrections to 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

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The Draft 2021-2024 Metropolitan Transportation Improvement Program (MTIP) was made available for public comment and review from April 17 through May 18, 2020. During the public comment period, staff at Metro and the Oregon Department of Transportation (ODOT) identified discrepancies between the two agencies' programming of projects. Some of these technical corrections were significant. There are some projects from the 2021-2024 MTIP public review draft that will not appear in the Adoption Draft of the 2021-2024 MTIP. There are other projects that have been updated to reflect a new project phase and in these cases a significant amount of new funds were added to an existing project. Because of time sensitivity and the need to have accurate and consistent programming in both the MTIP and Statewide Transportation Improvement Program (STIP) at the time of adoption, these technical corrections will be reflected in the Adoption Draft of the 2021-2024 MTIP.<sup>1</sup> A list of the technical corrections is attached to this memo. The 2021-2024 MTIP is scheduled to go to the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council for adoption in July 2020. This change will not impact the outcomes of the MTIP analysis.

Staff created an errata sheet that details the technical corrections reflected in the adoption draft that should have been part of the public review draft. The errata sheet will be made available for public comment from May 29 to June 29, 2020 at [oregonmetro.gov/mtip2021-24](http://oregonmetro.gov/mtip2021-24). Any public comments received between May 29 and June 29 regarding these changes will be provided to JPACT in July and will be documented in the 2021-2024 MTIP along with the errata sheet summary of programming changes. This public comment opportunity is in accordance with federal regulations for MTIP development (CFR 450.326), which require the following:

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

To avoid this type of discrepancy in the future, Metro is committed to working with its partners to establish more effective processes for coordinating programming information between the MTIP and the STIP.

If you have any questions or concerns about this change please contact Grace Cho at [Grace.Cho@oregonmetro.gov](mailto:Grace.Cho@oregonmetro.gov).

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<sup>1</sup> Per federal requirements, the MTIP and the STIP are to reflect the same programming of projects in the metropolitan/urbanized area. Discrepancies in the programming between the MTIP and the STIP can make transportation projects and programs ineligible to expend federal funds until the discrepancies are resolved.

Date: Wednesday, July 1, 2020  
To: Ted Leybold, Planning Manager and Grace Cho, Metro Senior Transportation Planner  
From: Molly Cooney-Mesker, Senior community engagement specialist  
Subject: Results of the public comment opportunity on technical change to 2021-2024  
Metropolitan Transportation Improvement Program (MTIP)

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An opportunity for public comment on technical corrections to the adoption draft of the 2021-2024 MTIP was available from May 29 to June 29, 2020. The comment period followed Metro's standard process for public comment on MTIP amendments. The comment period was noticed through Metro news and posted on the 2021-24 MTIP webpage. Comments could be submitted via email.

We did not receive any comments on the technical corrections between May 29 and June 29. The comment period is now closed.

## Attachment. Technical Corrections to the 2021-2024 MTIP Programming

STIP Key #	Project Name	Description of Proposed Change	How it effects the MTIP
21700	US26: SE 90th Place - Timberline Road	Delete project from the Draft MTIP. Project did not receive funding and will not be delivered by ODOT in this STIP cycle.	In deleting this project, a total of \$661K will be removed from the 2021-2024 MTIP programming.
21610	Portland Metro and Surrounding Areas Rockfall Mitigation	Delete project from the Draft 2021-24 MTIP to reflect the recent amendment to advance the project in the Current 2018-21 MTIP from FFY21 to FFY20.	In deleting this project, a total of \$250K will be removed from the 2021-2024 MTIP. Project was moved into in the current 2018-2021 MTIP.
21178	US26 (Powell Blvd): SE 99th Avenue - East City Limits	Add a Construction phase of \$61,800,000 in FFY 2022	The addition of the construction phase will add \$61.8 million to the 2021-2024 MTIP.
20471	OR99W: Tualatin River Northbound Bridge	Delete project from the Draft MTIP to reflect the recent amendment to advance the Construction phase from the Draft MTIP to the Current MTIP	In deleting this project, an approximate total of \$2.3M will be removed from the 2021-2024 MTIP. Project was moved into the current 2018-2021 MTIP.
20410	I-84: I-205 - NE 181st Avenue	Add project to the Draft, updating delivery year of the Construction phase to FFY 2021 per July 2019 Administrative Modification (AB19-18-JUL2)	The addition of the project will add an approximate total \$8.3M to the 2021-2024 MTIP
20329	OR43: Marylhurst Drive - Hidden Springs Road (West Linn)	Update project description and programming in Draft 2021-24 MTIP to reflect the recent amendment to reduce scope and shift funding between project phases.	The technical correction will describe the correct project scope, which is a modified and reduced version of the project described in the public review draft. Overall funding is unchanged.
20388	SW Farmington Road at 170 <sup>th</sup> Avenue	Delete project from the Draft 2021-24 MTIP to reflect prior administrative amendment by ODOT to advance the Construction phase of the project from 2021 to 2020.	In deleting this project, an approximate total of \$1.5M will be removed from the 2021-2024 MTIP. Project is in the current 2018-2021 MTIP.

## **ATTACHMENT D: ONLINE COMMENT SURVEY RESULTS**

Q1 Please provide your zip code (required)  
5.3 2021-2024 MTIP Public Comment Report

#	RESPONSES	DATE
1	97231	5/19/2020 12:40 AM
2	97202	5/18/2020 6:58 PM
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37	97219	5/16/2020 6:07 PM

Share your thoughts about transportation investments planned for the greater Portland area in the  
5.3 2021-2024 MTP Public Comment Report

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Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

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Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

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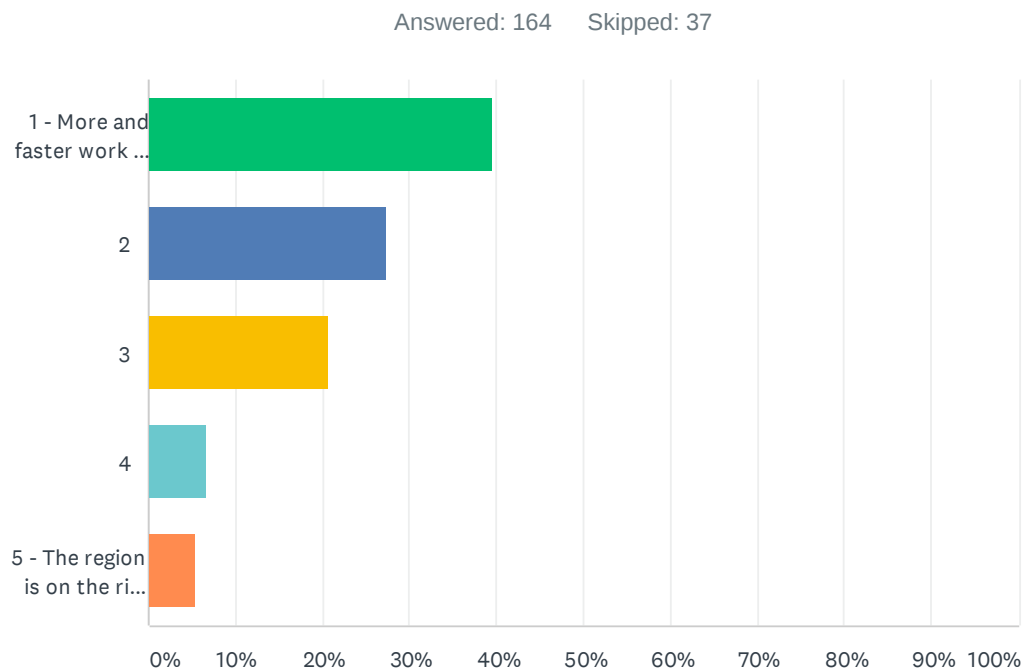
Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

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153	97212	5/7/2020 1:01 PM
154	97217	5/7/2020 6:56 AM
155	97080	5/6/2020 7:18 PM
156	97217	5/6/2020 1:00 PM
157	97030	5/6/2020 2:52 AM
158	97215	5/5/2020 7:14 AM
159	97219	5/4/2020 11:35 AM
160	97214	5/4/2020 7:51 AM
161	97231	5/1/2020 8:57 PM
162	97089	5/1/2020 8:44 AM
163	97024	4/30/2020 6:40 PM
164	97003	4/30/2020 3:37 PM
165	97227	4/29/2020 2:09 PM
166	97212	4/28/2020 8:10 PM
167	97232	4/27/2020 12:09 PM
168	97221	4/25/2020 9:22 AM
169	97089	4/25/2020 8:42 AM
170	97007	4/24/2020 5:01 PM
171	97045	4/24/2020 10:08 AM
172	97034	4/24/2020 8:33 AM
173	97140	4/23/2020 5:03 PM
174	97202	4/23/2020 2:27 PM
175	97070	4/23/2020 10:54 AM
176	97219	4/23/2020 9:57 AM
177	97239	4/22/2020 1:11 PM
178	97220	4/22/2020 8:07 AM
179	97030	4/21/2020 10:04 PM
180	97267	4/21/2020 4:29 PM
181	97218	4/21/2020 3:41 PM
182	97006	4/21/2020 1:04 PM
183	97214	4/21/2020 1:00 PM
184	97024	4/21/2020 11:43 AM
185	97206	4/21/2020 8:54 AM
186	97267	4/21/2020 6:18 AM
187	97219	4/20/2020 8:29 PM
188	97201	4/20/2020 5:45 PM
189	97070	4/20/2020 3:49 PM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

190	97209	4/20/2020 1:31 PM
191	97202	4/20/2020 12:15 PM
192	97224	4/20/2020 12:06 PM
193	97219	4/20/2020 11:55 AM
194	97034	4/20/2020 11:21 AM
195	97023	4/20/2020 11:01 AM
196	98661	4/20/2020 11:00 AM
197	97219	4/20/2020 10:49 AM
198	97219	4/20/2020 10:41 AM
199	97221	4/19/2020 9:57 PM
200	97229	4/17/2020 9:27 AM
201	97232	4/17/2020 9:11 AM

**Q2 Advancing equity** The region prioritized reducing disparities in the transportation system in communities with higher numbers of people of color, people with low incomes, and people with limited English proficiency. Metro calls these communities equity focus areas and they are communities where people generally face significant challenges traveling around the region and have the fewest options to meet everyday needs. The projects in the 2021-2024 MTIP are expected to make a greater rate of progress toward completing the regional walking and biking system in equity focus areas than outside equity focus areas. The rate of completion in these areas is nearly 74%. Access to community places by transit is expected to increase more in equity focus areas (12-15%) than in the rest of the region (11%) and in non-equity focus areas (10%). Projects in the MTIP are expected to increase job access by transit in equity focus areas by 10% to 13%. The rate of increase to job access by transit in equity areas is lower than in non-equity focus areas during rush hour, which is expected to be 11%. Do you think greater Portland is making the right level of progress toward advancing equity in the transportation system?



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	39.63%	65
2	27.44%	45
3	20.73%	34
4	6.71%	11
5 - The region is on the right track	5.49%	9
TOTAL		164

#	RESPONSES	DATE
1	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/20/2020 11:36 AM
2	There is a need to do more and apply the changes faster. Several of last year's fatal accidents were in those communities. Accidents and speeding often occurs often in areas where there is less traffic calming infrastructure and trees = poorer communities. Improvements for pedestrians and bikes are still too fragmented. It is not safe for people to go to school, work or shop by bike or on foot. ODOT is planning the freeway expansion which impacts neighborhoods and schools for people of color. Public transportation: Start with implementing the 365-youth pass and several pilots until you reach free transportation for all. It is possible! Increase safety around bus stops and expand service in those neighborhoods and across the metro area.	5/18/2020 11:04 PM
3	the % difference between equity/non equity areas is too close given historical inequities in transportation. More investment in equity active transportation and access to work, including non traditional work hours, is needed.	5/18/2020 7:02 PM
4	Defining Equity Focus Areas is a good first step, but it can't end there. More access to public transportation and bicycles is needed in these areas.	5/18/2020 6:37 PM
5	Good start, but we need see proportional and concrete benefits in these areas. The MTIP shows that equity-focused areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/18/2020 3:45 PM
6	I think alot of the focus is on building road way expansion and it doesn't help with traffic at all. That's not equity if you're only thinking about car drivers and down town folks' transportation needs. It would be more equitable if you though about transit dependent folks and making transportation better in the outskirts of Portland.	5/18/2020 3:35 PM
7	we need more access to quicker public transport, walking/bike lanes and carpool lanes, etc to decrease emissions from cars/trucks.	5/18/2020 2:13 PM
8	We still need to do a better job of allowing people in equity focus areas to commute to work without a car, both by improving infrastructure for transit and bicycling (the Rose Lane project in Portland is a good start), and by working with regional planning to put more jobs into those areas.	5/18/2020 1:44 PM
9	Although it's it progress to define these areas, the projected increases in equity focus areas are not enough to fully address the scale of these challenges. We need to see more transit to jobs in these areas and strive for high walking and biking increases as well.	5/18/2020 12:48 PM
10	The goals in this section are all expressing equity concerns in terms of transporting people to places, which is important. But community health is another important concern - i.e. air quality, noise pollution, etc. Maybe other questions will focus on that, but I can't yet tell...	5/18/2020 11:51 AM
11	Cost of transit is high, especially as people who rely on transit are pushed out further from the city center bc of gentrification.	5/18/2020 11:15 AM
12	This plan needs to include greater access to rapid, frequent transit in equity areas as well as access to bicycle and walking paths.	5/18/2020 10:44 AM
13	Equity Focus Areas need to have proportionally more benefits from transportation projects than non-Equity Focus Areas. The performance assessment of the MTIP 2021-2024 projects shows insufficient improvements of Equity Focus Areas (i.e., smaller increase in access to jobs by transit compared to non-Equity Focus Areas and minimal/ no change in access by bicycles and walking). The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/18/2020 9:33 AM
14	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see	5/18/2020 6:32 AM



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.

15	We are taking some good steps, but more is needed. In particular, the cost of taking transit is much too high. The new low-income fares are a good start, but the reality is that if a family of several individuals wants to take the MAX or bus it will be prohibitively expensive--and families who have the option of driving instead will likely do so. Transit must be more accessible to low-income people.	5/17/2020 9:09 PM
16	We need to actually focus on Equity focus areas by allocating proportionally more resources to them than non-Equity Focus Areas. Access to transit is growing faster in non-equity focused areas, and there has been essentially no improvement in access to biking and walking in EFAs.	5/17/2020 3:29 PM
17	Transit times between job centers and equity areas are still far too long to provide a reasonable choice for folks who have mode options.	5/17/2020 2:56 PM
18	It is not enough to have these equity areas unless very significant increases are made to expand rapid, frequent access to healthy mass transit and eliminate or greatly reduce fares for low income residents. There needs to be protected biking lanes and wider sidewalks and pedestrian safety measures especially in the wake of Covid. We need to eliminate diesel busses and have a no zero emissions system both for climate concerns but also for respiratory safety since POC and low income communities experience greater exposure to air pollution and have increased respiratory risk as witnessed during Covid. We need to have dedicated bus lanes so that folks can get quickly to work and other critical appointments. We need to be moving away from investments that increase single occupancy vehicle trips or in any way expand highways or contribute to added greenhouse gas emissions.	5/17/2020 12:42 PM
19	My main complaint with street car and being disabled there should be hop click pole outside on platform. By the time I board and try to click it is always turned off it some one standing in front won't move. Streetcar us so hard to use being disabled. Your still using the test car that has no ramp button to use on the outside	5/17/2020 12:08 PM
20	Glad the % on equity areas is higher, but perhaps should be higher still.	5/17/2020 11:14 AM
21	It is a challenging topic and I value Metro's aspirations to create a more equitable region.	5/16/2020 6:09 PM
22	Work in the equity needs to have a greater increase as well as care for the condition of streets in the areas where poor people live is needed terribly now!	5/16/2020 5:40 PM
23	Public transportation needs a sliding fare option for students and lower income families to be equitable. This should be easy to apply for and managed in a method that is invisible to others (my HOP card is coded to me so I would be charged the rate I qualify for while the cards all look the same). Schedules must accommodate the full range of work schedules. Sidewalk and bike paths in low income neighborhoods and EV charging stations are essential. Plant more trees, separate bike from cars. We need to ask the question which comes first - industrial neighborhoods with fast highways where housing has a lower price OR communities of color that cannot 'fight off' the industry and freeways. Rose Quarter / Emanuel (formerly Albina neighborhood) being a prime example of 'taking' of inner City neighborhoods from low income people.	5/16/2020 5:21 PM
24	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/16/2020 3:17 PM
25	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/16/2020 1:32 PM
26	Public transit needs to be improved, so people can easily and affordably get to work, shopping,	5/16/2020 9:33 AM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

recreation. We need to reduce our dependence on personal cars, that many people cannot afford.

27	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas. This plan should also include defined improvement of the spaces, such as walk ways, to include better lighting, safer paved trails, and ADA accessible attention to the areas.	5/16/2020 8:08 AM
28	Not only do we need equitable transportation, but green alternatives that are truly addressing the needs to lesson dependence on fossil fuels and help to promote healthy environments	5/16/2020 12:31 AM
29	We need better bike infrastructure	5/15/2020 9:38 PM
30	In addition to transit access, Metro should be focusing on poor air quality caused by transportation in equity focus areas. With more highways, industrial businesses, and diesel trucks in seemingly ignored and economically challenged areas, these communities suffer most from the health effects of an auto-focused transportation system.	5/15/2020 8:12 PM
31	The outer east especially lacks adequate public transit.	5/15/2020 7:38 PM
32	too little too late for equity access	5/15/2020 3:28 PM
33	I think there needs to be greater affordability to transportation. As well as better integration of East Portland and the West Hills areas.	5/15/2020 3:12 PM
34	Transit ridership is going down and driving is going up. That is not equitable.	5/15/2020 2:44 PM
35	Equity How about putting trains everywhere ?	5/15/2020 1:34 PM
36	In Portland TriMet's low income fare is definitely a move in the right direction. When I was still working (in a low paying occupation) I had to choose between the company sponsored health plan or a monthly pass to get to work. The pass won. Were I able to obtain an HC pass (which I believe was something like 24\$ back then) I could have also afforded the health insurance.	5/15/2020 1:26 PM
37	I hear a lot of talk about equity. Hwy 99 near Gladstone is a disaster for pedestrians crossing the road.	5/15/2020 1:23 PM
38	A few percentage points for the non-equity focus areas above the is not adequate to close the gap between the rest of the region and the focus area	5/15/2020 11:35 AM
39	The MITP needs to do more on equity. Defining Equity Focus Areas is not enough — more need to be done to ensure proportionally more concrete benefits from transportation projects to Equity Focus Areas relative to others. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient, with those areas projected to enjoy a smaller increase in access to jobs by transit compared to non-Equity Focus Areas. Significantly more needs to be done to increase access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 11:16 AM
40	need better coverage in E Portland and other areas where poor people and people of color live.	5/15/2020 11:14 AM
41	It's not enough to just define what an Equity Focus area is - we need to make certain that these areas receive proportionally more benefits that are concrete to improving transportation than non-equity areas. Metro's own performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be substantially insufficient, especially given that those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas. Furthermore, there will be minimal to no change in access by bicycles and walking to jobs and community places, which is important for health of these areas. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 11:01 AM
42	Some good progress is being made but I still believe underserved communities need more viable options to get around safely that don't add more cars to the road.	5/15/2020 10:27 AM
43	We continue to invest in expanding freeways, parking structures and prioritizing driving. Equity	5/15/2020 9:57 AM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

looks like investing in transit, biking, and walking since this will clean up the air (low income folks are most impacted by poor air quality from cars) and make it easier for folks who can't afford a car to get around.

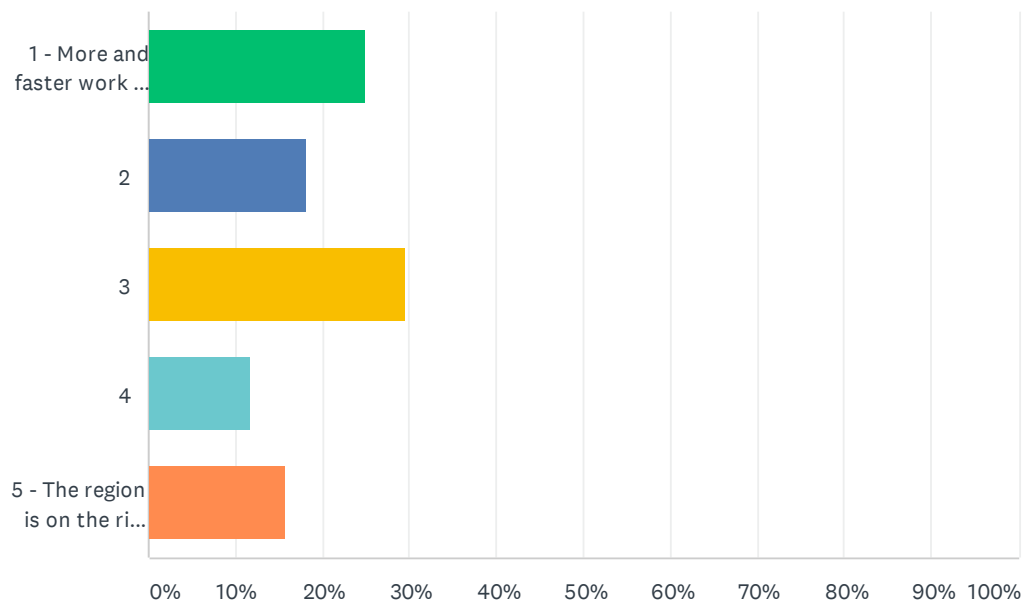
44	The city needs to invest in public transportation abd neighborhood safety projects, not freeway expansions, to increase equity.	5/15/2020 9:23 AM
45	Oregon's and Portland's move to expand projects that promote the use of automobiles over public transportation lacks foresight in terms of a post-carbon, post-fossil-fuel era. More needs to be done to improve public transportation, and force reduction of single-rider car use.	5/15/2020 9:04 AM
46	Why we are prioritizing anything to do with automobile infrastructure at this stage, when autonomous vehicles are imminent and will completely change automobile demands, but also more importantly when our destruction of the planet is in a runaway condition, is entirely beyond me. We are lucky to have his time to reflect on the necessary and the habitual and help lead the region in the right direction.	5/15/2020 8:56 AM
47	More attention needed sooner to bike lanes and bicycling safety measures.	5/15/2020 8:46 AM
48	Inequity needs to be aggressively addressed via incentives. This measure does not nearly go far enough to boost disadvantaged populations.	5/15/2020 8:33 AM
49	fossil fuel should not be part of the equation	5/15/2020 8:28 AM
50	need more money for improvements in equity focus areas	5/15/2020 8:21 AM
51	Low income wage earners have to travel long distances from home to work. We should make that much easier and faster. They should not have to buy a car to get to work!	5/15/2020 8:20 AM
52	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 8:09 AM
53	The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access and access by bicycles and walking to jobs and community places to equity areas.	5/15/2020 8:06 AM
54	It is challenging to get to work on weekends (even with the modest schedule changes that have been made). The changes to equity focus area outlined in your statement above are inadequate. You can do better on equity.	5/15/2020 7:41 AM
55	It's not enough to define Equity Focus Areas — we need to make sure that those areas will see proportionally more concrete benefits from transportation projects than non-Equity Focus Areas. Metro's performance assessment of the MTIP 2021-2024 projects shows the improvements in Equity Focus Areas to be insufficient. Those areas will see a smaller increase in access to jobs by transit compared to non-Equity Focus Areas, and there will be minimal to no change in access by bicycles and walking to jobs and community places. The 2021-2024 MTIP needs to include transit plans that will expand rapid, frequent transit access to equity areas.	5/15/2020 7:40 AM
56	I'd like to see more development of safe walking and biking infrastructure in equity areas, and more focus on frequent rapid transit.	5/14/2020 9:01 AM
57	While faster is best, I'm sure there are physical limitations. I appreciate the changes for more public transit and fewer cars on the road	5/13/2020 4:16 PM
58	Youth transit pass would be a good start. Eventually, we must have FREE public transit to get people out of their vehicles.	5/13/2020 3:51 PM
59	People are asking for more transit - more buses and more frequency. Metro should plan for how to fund more transit lines and operations.	5/12/2020 6:00 PM
60	No fare hikes Raise the youth age for free passes to 18 for all youth year round Add bus only lanes to make public transit more appealing Expand service (increase hours, weekend service, increased frequency and increased bus lines) Prioritize Ridership increase and Service over tech. upgrades	5/7/2020 6:57 AM
61	I think Portland needs to shift into a deeper alliance with environmental and social equity orgs to better serve its ridership and longterm community goals.	5/6/2020 1:03 PM
62	As a regional government, Metro should have always functioned to level playing field; however, that never happened until recently. It needs to address the huge socioeconomic disparities that	5/4/2020 8:14 AM

widened between Whites and people of color.

63	People of color tend not to work in downtown Portland, they tend to work in small businesses ill-suited to transit services. So focusing on transit, walking and biking, but not automobiles and carpools does not help them. In fact, it hinders people of color who cannot afford to live near their jobs and therefore spend more time commuting in congested traffic.	4/30/2020 6:45 PM
64	There are so many quick and cost effective ways that we can increase bikeway connectivity that are being put on hold or are pushed back. Additionally putting in more transit takes so long. I was at a meeting talking about a potential streetcar on NE Broadway and they said that even if it gets approved, it would be 10 years (YEARS!) out. We need to start figuring out ways to create multi-modal options much more quickly.	4/28/2020 8:16 PM
65	Making progress, but despite the rhetoric, the region continues to spend most of its funding on auto-related projects. Access to many work, shopping & recreational destinations via active transportation continues to be substandard, inconvenient, and time consuming.	4/25/2020 9:28 AM
66	Region is on wrong track we need more and better roads	4/24/2020 5:02 PM
67	Equity is advanced through making communities of color able to access jobs and homes and food via efficient and frequent mass transit, not just providing additional miles of MAX or restricting car traffic	4/23/2020 5:05 PM
68	Investment in transit still lags the spending on infrastructure for cars and trucks.	4/23/2020 2:29 PM
69	Not enough focus is being directed to outer East Portland Where the vast majority of Portland's diversity is.	4/22/2020 8:10 AM
70	This needs to be based on INCOME only. If a "community" holds minorities but not poor people, then how is "equity" achieved? (SHOW me one, to begin with). Well-intentioned racism has no place in these decisions.	4/21/2020 3:45 PM
71	I didn't see any projects in Fairview -- an area populated with POC, low income, and limited English. Fairview Ave/NE 223rd desperately needs sidewalks. People walk to their jobs and Walmart on very narrow road shoulders.	4/21/2020 11:47 AM
72	There should be no fare hikes, and youth pass for all under 18, including east county school areas should be permanently implemented	4/21/2020 9:00 AM
73	interesting list of options.	4/21/2020 6:19 AM
74	With all the people nowadays unemployed & likely in months/years to come, unemployed, it's time for the city to spearhead a massive "WPA" type of project to GET ALL ROADS FIXED. Portland has avoided this problem for 30 years. The once-pristine streets in Portland have eroded, literally, into what I recall seeing in Pittsburgh, Atlanta, and Toledo OH where similar neglect is seen. Put together a workforce, pay them well, & get these roads FIXED. You have a workforce of both men & women who are able-bodied & unemployed. Use them!	4/20/2020 12:20 PM
75	I would think in the wake of Covid-19, this would need to be revised.	4/20/2020 11:56 AM
76	None of the above; work should be selected regardless of demographics.	4/20/2020 11:03 AM
77	Choices are too limited...no possibility to choose less. This is a biased sampling and invalidates the response to this question.	4/20/2020 10:51 AM

**Q4 Advancing safety** The region is committed to getting to zero death and serious injuries on its roadways (Vision Zero). It does so by prioritizing investments, such as medians and pedestrian crossing islands and separation of travel modes on streets with higher traffic speeds, that would reduce the number of crashes with fatalities and serious injuries. Despite previous investments, fatal and serious injury crashes have increased in the region in recent years. Nearly one-third of the MTIP package invests in proven countermeasures to reduce crashes. The majority of the safety investments are focused on high injury corridors and intersections in historically marginalized communities. Nearly 70% of the safety projects in the MTIP are addressing safety issues on the region's high injury corridors and intersections – the roadways and intersections most prone to crashes. Nearly 80% of the safety investments in the MTIP are focused on those high injury corridors and intersections that are located in or that travel across historically marginalized communities. Do you think the greater Portland region is making the right level of investment in advancing safety in the transportation system?

Answered: 153 Skipped: 48



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	24.84%	38
2	18.30%	28
3	29.41%	45
4	11.76%	18
5 - The region is on the right track	15.69%	24
TOTAL		153



#	RESPONSES	DATE
1	Reducing transportation-related deaths and injuries is crucial work, and the MTIP does an adequate job of allocating money to safety projects. Thank you for focusing on historically marginalized communities.	5/20/2020 11:37 AM
2	Vision Zero is a great concept if you adopt its core principal: All planning and execution should always have the following order in mind: Most vulnerable people, pedestrians, bike/scooter, motorcycles and then cars. Portland still seems to prioritize cars over all other transportation methods. The result is accidents are on the rise. It is not safe to be on a road in many areas in Portland and it is getting worse with increase in people and traffic. We need more serious speed enforcement! There is too much a believe people doing the right thing. There is a significant amount of people who drive too fast and recklessly. Others are speeding up as well as there are no consequences or feel they must keep up not to be run over. People will not slow down because there is a sign with a lower number on it. Most people are not or choose not to see the signs. Additional lights and color are not sufficient. Consider narrowing streets (more space for bikes, scooters, pedestrians less for cars), lots of traffic circles, rumble strips, physical barriers between cars and bikes, no parking at intersections, more red light cameras, bus only lanes (requires increase in bus lines that better connect areas and more frequent). When changing traffic pattern do it continuously and not for just a few blocks as well a settle on 1-3 designs across the city. Example 1: SW Main St. there is a bike lane for a few blocks and when it gets tight at the circle bikes suddenly need to move in with busses and cars. N Williams Ave: Car/bike lane patterns changes multiple times. There are endless examples. Even people that have used the streets before are confused. Physically separate cars from bikes! Bike rider will never be safe when riding in the same space as cars. I support focusing on areas of marginalized communities and high crash corridors. But people also need to go from to these areas. Is there any opportunity to optimize internal processes so that projects can be implemented faster across the region? There seems to much focus on statistic of fatal accidents and the ones with serious. It is misleading and discredits the impacts on people, especially from marginalized communities. Smaller accidents also have huge impacts like wage lost, short-term and often long-term health issues, stress, no money to repair/replace vehicle, etc.	5/18/2020 11:04 PM
3	HARD NO. All you do is add more cops to transit and that makes it less safe for me and my family. We are Black and Latino and guess what your fare inspectors and transit police racially profile myself and my family all the time. I also experience quite a bit of sexual harassment that seems to not be a big deal to Trimet bus drivers or the civil rights department ever.	5/18/2020 3:36 PM
4	The increase in deaths among vulnerable road users in the past few years, unfortunately, speaks for itself.	5/18/2020 1:46 PM
5	The percent of safety projects allocated to the equity focus areas and high injury corridors seems like huge strides forward!	5/18/2020 12:54 PM
6	Yes, I have seen a lot of additional crosswalks with flashing lights places in my neighborhood that allow me to cross roads more safely. There still needs to be more enforcement of speeding cars (especially down Foster Rd).	5/18/2020 11:16 AM
7	MTIP is on the right track with regard to safety.	5/18/2020 10:45 AM
8	Safety is crucial and the MTIP does an adequate job of allocating money for it.	5/18/2020 9:35 AM
9	More transit, fewer cars.	5/17/2020 7:56 PM
10	The MTIP is putting its safety funding in the right places. As always more safety funding would have been nice.	5/17/2020 3:31 PM
11	The new designs by ODOT intersections impose a severe time penalty for pedestrians and bicyclist and allow for faster speeds at intersections than is safe. ODOT should not be allowed to design any streets or intersections in urban areas.	5/17/2020 2:57 PM
12	We should not be doing actions that add to greenhouse gas emissions or encourage more fossil fuel vehicle use. Safety must include clear plans towards zero emission public transit fleets and decreasing greenhouse emissions not only for climate concerns but also for respiratory risk concerns which are also fatal as we have seen most recently and inequitable in their distribution.	5/17/2020 12:45 PM
13	I would like to see additional reductions in speed limits as well as more enforcement.	5/17/2020 11:15 AM



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

5.3 2021-2024 MTP Public Comment Report

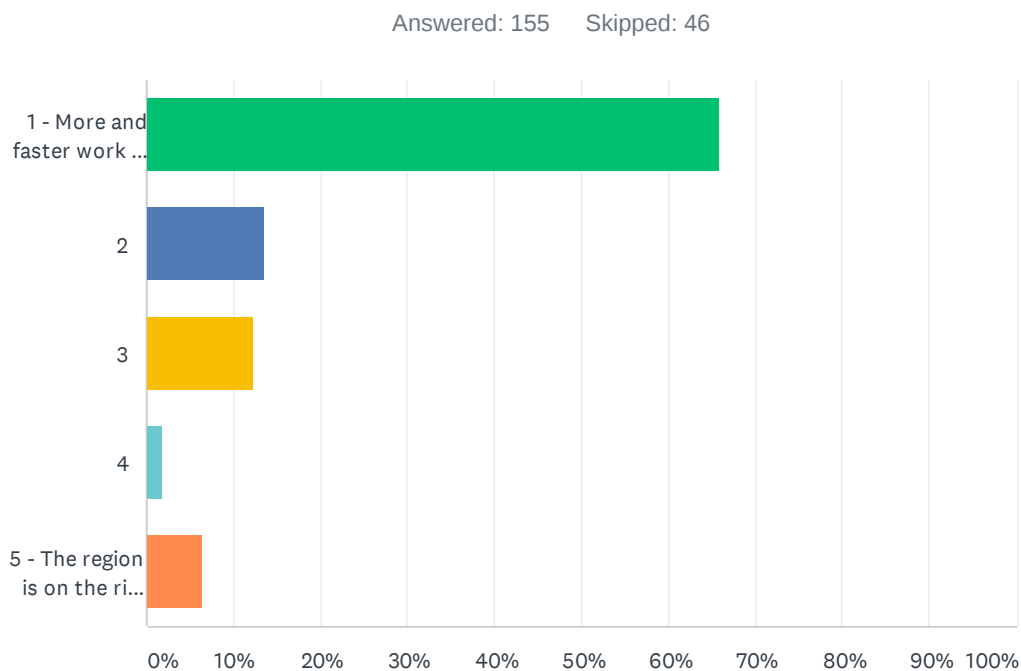
14	I will always grieve the loss of my friends, Steve Fritz and Cary Fairchild, when they died in an accident on I-5 due to a lack of median on the Interstate. So, every effort to make roadways and intersections safer makes me relieved.	5/16/2020 6:11 PM
15	In my neighborhood the speed was changed to 20 MPH and now everyone speeds. There was talk of removing trees from a major arterial because they make it difficult to see pedestrians (and the cars, in a 30 MPH zone are going 45). Goal need to be to get people out of their cars.	5/16/2020 5:24 PM
16	More pedestrian only areas are needed.	5/16/2020 4:13 PM
17	Could do better with bicycle/auto safety	5/16/2020 3:19 PM
18	I hope that MTIP can include more safety measures that include improving lighting and structure to walkways and trimet stops.	5/16/2020 1:27 PM
19	Bikers and walkers need to be given more priority since motorized vehicles cause the majority of serious injuries.	5/16/2020 9:36 AM
20	There are insufficient travel options for those without vehicles and those who prefer to travel without vehicles. There is a direct correlation to the car-centric infrastructure that has also reduced safety.	5/16/2020 8:31 AM
21	Again safety should include clean air	5/16/2020 12:32 AM
22	We need better outer South East Portland pedestrian protection!	5/15/2020 9:38 PM
23	Sure though it seems crashes went up. Maybe put more money into the police bureau.	5/15/2020 4:39 PM
24	separating bikes and cars essential here	5/15/2020 3:28 PM
25	Accidents continue to happen, with deaths included, at a higher rate in the Portland area.	5/15/2020 2:44 PM
26	All city vehicles should be green	5/15/2020 1:35 PM
27	I dislike hearing about bicyclist being killed. It makes people afraid to bike. Stop and go traffic is dangerous too.	5/15/2020 1:24 PM
28	More focus is needed for wider sidewalks and bike lanes in high injury corridors.	5/15/2020 11:36 AM
29	the MTIP does an adequate job of allocating money to safety projects, which are crucial.	5/15/2020 11:17 AM
30	less expensive cops and more and cheaper Tri-Met workers	5/15/2020 11:16 AM
31	Reducing fatalities and injuries is critical work to making people feel safe biking and traveling by other means. Metro is doing sufficient work on this front and admittedly will have challenges for a long time, but their goals here are admirable.	5/15/2020 11:03 AM
32	I live along the US26-E corridor and greatly appreciate that safety will be a higher priority here. I would love to be able to travel safely on my bike in this corridor and have access to more and safer pedestrian crossings. I also think it would be wonderful to have dedicated bus lanes where the street is four lanes wide, to give those of us who travel by transit a faster trip.	5/15/2020 10:31 AM
33	Reducing speed limits was a good step in the right direction. We need to go further and faster.	5/15/2020 9:58 AM
34	Again, reducing single-rider car use would greatly reduce the overcrowded streets, a measure which would reduce safety over almost any other measure.	5/15/2020 9:06 AM
35	The only way we are going to reduce deaths and injuries is to reduce motor vehicular travel. Anything else is wishful thinking. We need to provide alternatives in transit and bicycle infrastructure to compensate for the reduced ability to use motor vehicles.	5/15/2020 9:01 AM
36	Speed limits need to be reduced.	5/15/2020 8:48 AM
37	need more money to reduce deaths and injuries. i am a biker and walker. i don't feel safer	5/15/2020 8:21 AM
38	We need better safety for pedestrians and cyclists.	5/15/2020 8:21 AM
39	The MTIP needs to work harder for underserved communities, and should take bolder action towards establishing a climate-smart transportation system in the region.	5/15/2020 8:10 AM
40	I want to see greater safety and walkability in low income areas.	5/15/2020 7:42 AM
41	Overall I'd like to see more focus on single passenger automobile transit and increased focus	5/14/2020 9:04 AM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

on safe bike lanes, sidewalks and public transportation.

42	Protected bike lanes on the east side are a huge bonus. I would love to see more neighborhood greenways on the east side as well.	5/13/2020 4:17 PM
43	If the region continues to support building wide and fast roads and support ODOT building more highways, then safety needs will stay high. The region should invest in sidewalks and crosswalks, and build out the transit system so it's more frequent and convenient, then more people will take it and there will be fewer cars to cause safety problems.	5/12/2020 6:02 PM
44	I'm not sure that Vision Zero is working, although I know it will take some time to weigh in on the metrics of it. Please keep the public informed.	5/6/2020 1:10 PM
45	Your rating system is flawed. I don't want "more or faster" work in this area but different work. There is no mention that investment \$\$ will be in overall driver education: speeding and texting while driving	5/5/2020 7:18 AM
46	High injury corridors and intersections are almost always located in historically marginalized communities. I want to see a higher numbers of the safety investments in these areas.	5/4/2020 8:19 AM
47	I don't see a choice for the region is on the wrong track. Vision Zero is ineffective and has not worked. See the evidence in the last sentence of the first paragrah.	4/30/2020 6:48 PM
48	We need to focus more on street redesign to improve safety. The way our roads are set up locally not only invites people to speed (think N. Lombard), and we are relying only on police enforcement to reduce speeding. This is shortsighted and ineffective. We need to start redesigning our roads so that it forces people to drive slowly, which will decrease injury since people will actually be forced to pay attention to the road.	4/28/2020 8:18 PM
49	For pedestrians and cyclists, I see too many quick fix projects, like better crosswalk striping, without addressing what's making the intersection, bike route, etc. dangerous in the first place. Fundamentally bad design created through decades of an auto-first mentality, often can't be fixed with feel-good bandaids.	4/25/2020 9:35 AM
50	not enough safety around bike ped is happening, especially outside of the core. e.g. the rose garden area is now getting lots of funding. What happens to people who have NO access to any bike ped options?	4/25/2020 8:44 AM
51	roads are unsafe. They are falling apart.	4/24/2020 5:03 PM
52	deaths are up. the solutions advanced are not working. probably because they focus on the wrong causes.	4/23/2020 5:05 PM
53	Road design still encourages and enables hazardous speeds and other dangerous driving behavior. We need more road diets, intersection re-design and other measures that will effectively reduce risky behavior.	4/23/2020 2:31 PM
54	Provide union rider advocates versus rate monitoring payment personnel.	4/21/2020 9:01 AM
55	You are not on the right track and are veering further away from what we really need as a city and suburb community.	4/21/2020 6:20 AM
56	None of the above; we should be focusing on more traffic capacity.	4/20/2020 11:04 AM
57	Once again, this question is biased since there is no choice for less	4/20/2020 10:52 AM
58	SW Portland desperately needs sidewalks on collector streets. Hamilton, Shattuck, Cameron, Taylor's Ferry, etc.	4/19/2020 10:06 PM

**Q6 Advancing climate** The region is committed to reducing greenhouse gas emissions from transportation sources and make progress towards the implementation of the region's Climate Smart Strategy. The MTIP includes investments that are expected to reduce air pollution from cars and trucks. MTIP investments, such as transitioning transit vehicles to energy efficient vehicles, are expected to reduce greenhouse gas emissions by 21% per capita, which makes faster than planned progress towards the region's Climate Smart Strategy target. Do you think greater Portland is making the right level of progress toward advancing its climate priority through transportation investments?



ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	65.81%	102
2	13.55%	21
3	12.26%	19
4	1.94%	3
5 - The region is on the right track	6.45%	10
TOTAL		155

#	RESPONSES	DATE
1	Please be bolder!! This is the opportunity. This is the moment. We need you. The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/20/2020 11:40 AM
2	Portland residents are at higher cancer risks from air pollution than anywhere else in the state. Freight and industry are important sectors, but there needs to be more regulation and enforcement. Again, marginalized communities are the most impacted. No more oil trains through Portland! We are running out of time. We need more initiatives like the Portland Clean Energy Fund to catch up if we truly want to make a difference and want to have a livable city for future generations. Create more green jobs and green job training (including financing). Focus on people of color, women and provide more youth opportunities. More funding and support for clean up of abandoned vehicles and boats. Bolder initiatives and policy on clean up and stopping pollution at the source. More support (policies, grants) for the many great non-profits that are truly making a difference in climate justice. Reimage a public transportation system that works for all and incentives even so most car-centric person to use the system for many trips. Communication: Talk more about people participating in traffic than cars versus bikes versus scooters etc. This should be about what we all gain, not what we lose.	5/18/2020 11:28 PM
3	Climate change is coming at warp speed. MTIP must accelerate progress to meet the Governor's goals on climate change faster than the scenario above	5/18/2020 7:03 PM
4	The MTIP needs to do everything it can to reduce transportation-related emissions. "Induced demand" is real and widening any highways or freeways makes no sense in a world where we have a chance at a future. Single-occupancy vehicle use needs to be reduced drastically, and investing in mass and active transportation is the only way that makes sense going forward.	5/18/2020 6:44 PM
5	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04 for reductions in greenhouse gas emissions.	5/18/2020 4:00 PM
6	It seems like the city wants to promote biking to work and electric buses to stop climate change, but what doesn't quite add up is how am I supposed to bike to work when I don't have sidewalks to safely ride or walk on.	5/18/2020 3:37 PM
7	Implementing commuter carpooling asap. Limit large truck transportation on highways during commuter rush hour on I5 and 26	5/18/2020 2:26 PM
8	MTIP does not make adequate provisions for meeting Governor Brown's Executive Order NO 20-24. Climate impact should be the primary consideration for all present and future projects.	5/18/2020 1:56 PM
9	We need to do a better job of allowing people to live without cars unless they really need one for work (i.e. contractors, etc.), or due to diminished mobility. We cannot build our way out of the current congestion, and we cannot meet our climate goals without reducing the number of cars on the streets. We are stagnant or declining in the percentage of trips by bicycle, and we need to do better.	5/18/2020 1:49 PM
10	Transitioning to EEV vehicles is not enough. To have a resilient and adaptive community we need to invest further in public transportation and less in enabling single-driver vehicles. The MTIP includes too many dollars towards freeway expansions, which will increase emissions. Additionally, the MTIP needs to address Governor Brown's Executive Order No. 20-04 by including metrics and processes to reduce GHG emissions.	5/18/2020 12:59 PM
11	The lack of specificity in this question (i.e. what percentage of transit vehicles are being transitioned; what other investments are being contemplated vs which additional ones are possible) makes it hard to give a fact-based answer. In general terms, then, my sense is the agencies in this plan do not yet have as urgent an approach toward this problem as is needed given the climate crisis.	5/18/2020 11:57 AM
12	MTIP is grossly insufficient with regard to climate protections. The expansion of Highway 217 and other provisions in this plan only serve to increase car traffic. Bold, anti-fossil fuel action is	5/18/2020 10:47 AM

required, and I hope MTIP will step up to that.

13	The 2021-2024 MTIP is not bold enough in it's action towards reducing the metropolitan area's transportation-related emissions. The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. That executive order calls for the development of processes, metrics, and reductions in greenhouse gas emissions to be specified by the Oregon Transportation Commission, Oregon Department of Transportation, Land Conservation and Development Commision, Environmental Quality Commission, and Oregon Department of Energy—due to the Governor by June 30, 2020. Additionally, the Highway 217 expansion will likely increase emissions, and the performance assessment shows increases in greenhouse gas emissions from passenger and Full Fleet vehicles and no decrease in trips taken by single-occupancy transportation.	5/18/2020 9:42 AM
14	The MTIP is not a climate action plan, it is a direct pipeline to construction of fossil fuel infrastructure. Before we protest construction of this fossil fuel infrastructure in four years, let's begin shaping the future now.	5/18/2020 6:32 AM
15	Greater Portland is doing many good things on climate, but the fact is much more is needed. We should be moving toward a future where large areas of our downtowns--especially downtown Portland itself--are completely car free and open only to bikes, pedestrians, and transit. This will reduce traffic gridlock and crash fatalities as well as pollution. We must do everything possible to incentivize electric vehicles for ordinary people as well as vehicles used by government agencies. And we must avoid expanding highway, prioritizing safe, healthy transit instead.	5/17/2020 9:09 PM
16	This needs to speed up substantially.	5/17/2020 7:56 PM
17	The region needs decisive bold action on climate. The MTIP does not do that. The Expansion of HWY 217 will likely lead to increased emissions for the region. The MTIP does not include provisions to insure that projects meet Gov. Brown's Order # 20-04.	5/17/2020 3:33 PM
18	I'm not aware of any serious efforts by Portland to reduce transportation emissions. There is essentially no effort described in this and the previous MTIP.	5/17/2020 2:59 PM
19	According to the IPCC, we need to be reducing carbon emissions by over 8% globally per year with more expected in the industrialized nations which means these targets are too low given that transportation is 40% of carbon emissions. The plan needs to have detailed responses in the spirit of the governor's Executive Order No20-04 which also does not meet the IPCC goals. There needs to be around 40% reduction in greenhouse gas emissions in the next four years and a clear transition plan towards zero-emission public transit and support for climate smart vehicles. There needs to be huge reduction in diesel and single occupancy vehicle trips and no new monies for highway/roadway expansions contributing to the climate and respiratory risk issues.	5/17/2020 12:51 PM
20	I am concerned that the MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. I'm particularly concerned that the expansion of Oregon State Highway 217 will lead to increased emissions. Greater Portland is not making the right level of progress toward advancing its climate priority--it needs to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/17/2020 11:20 AM
21	This needs to be accelerated. Encouraging more freeway use with the I-5 interchange is not necessarily the right way to go - need congestion pricing and more carpool only lanes.	5/17/2020 11:16 AM
22	Metro should work to transition the entire fleet to all electric as soon as possible, reducing the tailpipe emissions by 100%. Set a bold vision for other metropolitan areas to follow.	5/16/2020 11:29 PM
23	Please keep working on these efforts! I appreciate your Climate Action Plan.	5/16/2020 6:12 PM
24	Too little too late!	5/16/2020 5:42 PM
25	This is not a big enough reduction. Goal should be net zero emissions from transportation by 2030. We need all electric buses, light rail, public car hire, and personal vehicles by 2030. Heavy delivery vehicles my take longer to be all EV because of battery capacity. In this case we need to create incentives and infrastructure for hydrogen fuel cells. We can expand public mass transit by including mid sized vehicles (vans) to help people get from their homes to the main lines and then again to their places of work. The idea of driverless cars, EV or not, must be secondary to public mass transit. In Oregon I would like to see us fund road repair by miles and weight rather than gas tax. The best way to measure share of the wear is weight and miles. We	5/16/2020 5:32 PM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

need to economically integrate our residential communities so people can be close to their work.

26	No new projects (Roads, bridges, or expansion of existing roads and bridges) that keep us tied to fossil fuels. Repair and maintain existing infrastructure to keep it safe. All other money should go to post fossil fuel projects.	5/16/2020 4:15 PM
27	Need to take bolder action on climate issues.	5/16/2020 3:20 PM
28	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/16/2020 1:32 PM
29	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. That executive order calls for the development of processes, metrics, and reductions in greenhouse gas emissions to be specified by the Oregon Transportation Commission, Oregon Department of Transportation, Land Conservation and Development Commission, Environmental Quality Commission, and Oregon Department of Energy—due to the Governor by June 30, 2020.	5/16/2020 1:27 PM
30	People need to be encouraged to use climate friendly alternatives. Roads should not be widened to encourage more vehicles=more pollution.	5/16/2020 9:38 AM
31	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/16/2020 8:32 AM
32	It seems as if there is far more that could be done	5/16/2020 12:32 AM
33	not clear on this information	5/15/2020 10:41 PM
34	Let's deprioritize single passenger cars	5/15/2020 9:38 PM
35	Unfortunately you can't expand highways and also expect to reduce traffic congestion or GHG emissions. You simply induce further vehicle traffic, adding to the number of cars that are congested, sitting, burning gasoline. We need a much bolder, faster plan to overhaul our transportation system, focused on transit, walking, bicycles, and electric vehicle charging infrastructure (along with careful community planning). Other than maintenance and safety investments, no investment should be made for "traditional" automobile transportation.	5/15/2020 8:21 PM
36	We need to get people out of their cars by making public transportation free for all and get gasoline buses off the road. More electric vehicles.	5/15/2020 7:40 PM
37	Portland fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation and to curb transportation-related emissions.	5/15/2020 6:55 PM
38	We need an all-electric bus fleet now! And dedicated bus lanes, and expanded light rail.	5/15/2020 6:35 PM
39	No, but mostly because of the laws introduced last year that make it harder for older homes to add solar panels to their roofs.	5/15/2020 4:40 PM
40	counting biofuels as energy efficient is fudging. More electric needed	5/15/2020 3:30 PM



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

5.3 2021-2024 MTIP Public Comment Report

41	Transportation money is focused on roads and expanding freeways. This induces demand and is a serious problem as our contribution to climate change is getting worse and worse in the Portland region, because of all the driving. Meanwhile, transit has been losing ridership over the last decade.	5/15/2020 2:46 PM
42	Address the issue of clogged highways	5/15/2020 1:36 PM
43	...I feel more emphasis on transit and other means of transportation need to be addressed. Even if all cars were electric, they'd still pose a serious environmental issue: traffic. If anything they could least it an increase in people driving because it would no longer have all the "dirty" baggage it has today. In many neighbourhoods streets cannot be widened to accommodate an increase in vehicular traffic without displacing much needed housing along with neighbourhood businesses.	5/15/2020 1:32 PM
44	We have reached the carrying capacity of the atmosphere (urgent climate change), land (for food, habitat), and water (water supply esp as dependent on carrying capacity). Growth is excessive already.	5/15/2020 1:25 PM
45	Absolutely the purchase of diesel buses must not go forward.	5/15/2020 11:38 AM
46	The 2021-2024 MTIP needs to take much bolder action to transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. Expanding Oregon State Highway 217 will lead to increased emissions through induced demand. The performance assessment shows projected increases in greenhouse gas emissions from passenger vehicles and the full fleet, and minimal to no decrease in trips taken by single-occupancy vehicles. The current draft does not help Oregon meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take MUCH bolder action toward transit and active transportation, to curb transportation-related emissions.	5/15/2020 11:20 AM
47	Need to get off fossil fuels NOW, gas is not a bridge fuel.	5/15/2020 11:17 AM
48	A climate crisis requires a faster, more immediate change	5/15/2020 11:07 AM
49	The 2021-2024 MTIP is failing to take bold action required for us to reduce the metropolitan area's transportation-related emissions. This is critical to a livable future. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 11:04 AM
50	All projects under consideration from 2021 forward should align with provisions outlined in executive order 20-04 with respect to greenhouse gas emissions. Though the state feels it has a mandate to move freeway widening projects through at this time, the only way we will get significant emission reductions in our state is to forcefully move away from the use of single occupancy, gas burning vehicles, and every project funded by taxpayer dollars needs to be able to explain how it will help accomplish this.	5/15/2020 10:37 AM
51	we need to transition to electric buses NOW! if the ridership is to come back there needs to be more shuttle style vehicles with less seats. This will require more drivers so provide more jobs! reassign all worker that fuel the fleet to SANITIZING!	5/15/2020 10:05 AM
52	We are increasing transportation emissions as a region. We need to be doing the opposite. We need to prioritize getting people out of their cars and on transit. We also need to start pricing our roads to end the handouts to cars.	5/15/2020 9:59 AM
53	Portland's approach to climate safety is weak and cowardly. The city needs bold investments and big plans to address this crisis. Preventing needless freeway expansions in the city limits should be #1 on this list.	5/15/2020 9:26 AM
54	Reducing single-rider car use through carpooling, and/or "central-zone" or "downtown-zone" tariffs, is greatly needed to push the Portland area into a post-carbon era.	5/15/2020 9:10 AM
55	Again, we need to reduce the use of motor vehicles. It is nice to switch to better transit vehicles but we need to get cars off the road and replacing them with transit and bicycles.	5/15/2020 9:03 AM



Share your thoughts about transportation investments planned for the greater Portland area in the 2021-2024 MTIP Public Comment Report

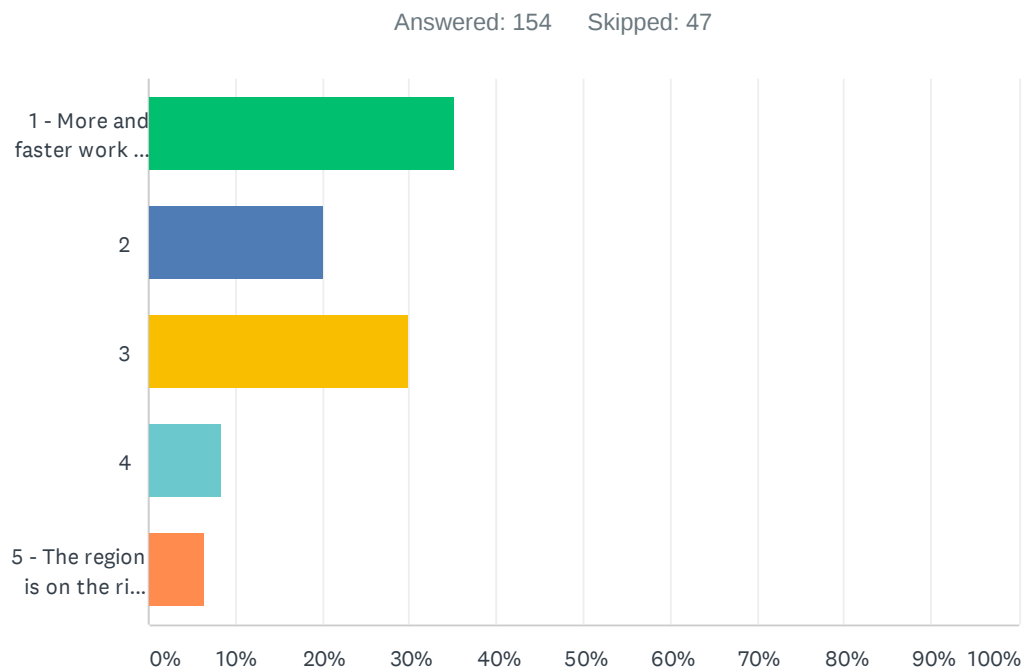
56	This description is apologetic, and it makes sense that it is. There should be a laundry list of improvements and aggressive changes here. We need to break with precedent. Keep the experience and understanding but change our perspective. There is no reason to increase capacity on our highways. We need to use every incentive to encourage people to make the right decision, and reducing the travel time difference between transit and single-occupant vehicles is effective. Increasing preference for those who use electric vehicles, carpool, or use high efficiency vehicles is another. There are so many other things we could be doing. These are proven and they are not being adequately put to use because of fears of being politically unpopular. You all are sending the planet down the toilet because you're afraid of being teased. s vehicles are imminent and will completely chan	5/15/2020 9:02 AM
57	Need more infrastructure, incentives and safety measures for bicycling and mass transit as well as coordination with businesses to promote more/continued work from home options.	5/15/2020 8:50 AM
58	Reducing greenhouse gas emissions, air pollution and dependence on single-occupancy vehicles and trucks needs to be the number one priority for our future.	5/15/2020 8:44 AM
59	Don't expand the 84 freeway! Studies show freeway expansion does NOT reduce congestion or traffic, it just adds more cars and traffic.	5/15/2020 8:36 AM
60	This plan does not work in coordination with Gov. Brown's executive order 20-04. The Earth must be protected by us with the ferocity of a parent protecting their child. Radical and bold steps to actively reduce our carbon footprint and reverse climate change must be taken now.	5/15/2020 8:36 AM
61	should be reducing green house emissions. need provisions to meet governor's 20-04 executive order	5/15/2020 8:22 AM
62	When climate change is front and center we should not be discussing a \$500 million improvement to move vehicle traffic a little faster. We must speed up our investments in transit and cycling.	5/15/2020 8:22 AM
63	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 8:11 AM
64	The MTIP does not include provisions to ensure that the projects meet the requirements of Governor's Executive Order No. 20-04. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles, as well as essentially no decrease in trips taken by single-occupancy vehicles.	5/15/2020 8:09 AM
65	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder action to shift the region towards transit and active transportation, and to curb transportation-related emissions.	5/15/2020 7:46 AM
66	I want to see many streets closed to cars (except home owners to gain access to thei property) so that more people can bike to work and achool. I want to see children able to bike safely to schools and parks city wide. This is the time for bold courageous history making changes. Please don't settle for more of the same. Please.	5/15/2020 7:46 AM
67	The 2021-2024 MTIP fails to take sufficiently bold action towards reducing the metropolitan area's transportation-related emissions. The MTIP draft will not reduce greenhouse gas emissions by transportation in the regional area. The expansion of Oregon State Highway 217 is very likely to lead to increased emissions through induced demand, and the performance assessment shows increases in greenhouse gas emissions from passenger vehicles and the full fleet, as well as essentially no decrease in trips taken by single-occupancy vehicles. Furthermore, it does not include provisions to ensure that the projects meet the requirements of Governor Brown's Executive Order No. 20-04. The MTIP needs to take significantly bolder	5/15/2020 7:42 AM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

action to shift the region towards transit and active transportation, and to curb transportation-related emissions.

68	The MTIP should include provisions to ensure projects meet the requirements of Gov. Browns Executive Order No 20-04	5/14/2020 9:06 AM
69	This is the biggest issue our generation has yet to face. I dont think anyone is moving fast enough.	5/13/2020 4:18 PM
70	NO. Portland needs to get to net-zero by 2025. Do more.	5/13/2020 3:53 PM
71	Stop investing in widening highways and adding auxiliary lanes to interstates - these shouldn't even be in the RTP. Focus on density, transit, walkability, and electrify transit, freight, and fleets.	5/12/2020 6:03 PM
72	Tri-met should not be buying new diesel buses.	5/11/2020 2:49 PM
73	I'm not sure what investments have been made in this regard. (Above doesn't describe that well.) Climate justice is transit justice. Increasing ridership should be a huge target.	5/6/2020 1:12 PM
74	Why is Trimet still buying diesel buses? The garbage haulers, under Metro, transitioned to natural gas many years ago.	4/30/2020 6:51 PM
75	We need to be more radical and quick in our transition. We're literally out of time to make this change, and making transit to fully electric vehicles, as well as pushing for electric vehicles for personal use is something we need to do now.	4/28/2020 8:20 PM
76	Tables 3-11 and 3-12 appear to show how weak the MTIP is (and historically been). If the build and no-build and miles traveled numbers prove to be correct, the total amount of driving (alone and shared) will stay essentially flat. Active transportation, except for a very slight uptick for transit will also stay flat. Claiming a 21% reduction in GHG per capita looks wildly optimistic, and it will need to come entirely from technological fixes, which may or may not be available.	4/25/2020 9:46 AM
77	energy efficient buses are great. trying to force everyone into bicycles and trains and scooters is not pragmatic or effective. Maybe make some express trains or bus lines so people might be willing to use them. Dedicated bus stop turn outs. Reducing car traffic jams will also reduce greenhouse emissions	4/23/2020 5:07 PM
78	50 years after the first Earth Day, we still aren't investing enough in policies and technologies that will prevent tremendous damage, including habitat loss, species extinction and human health consequences.	4/23/2020 2:33 PM
79	Let's incorporate significant tree planting in the equation to balance growing urban heat islands which, again, disproportionally affect outer East Portland.	4/22/2020 8:14 AM
80	Why are non-electric buses still being purchased! Need to move to all electric fleet, provide bus only lanes to increase efficiency of system and expand service to attract more customers to mass transit.	4/21/2020 9:03 AM
81	Please do not ignore the data.	4/21/2020 6:20 AM
82	Having sufficient roadways to minimize traffic backups would be better for the air and the economy.	4/20/2020 12:11 PM
83	None of the above; we should be focusing on more traffic capacity.	4/20/2020 11:04 AM
84	Without inclusion of a less option, this is a biased question will produce biased results	4/20/2020 10:54 AM
85	All new buses should be fully electric ASAP.	4/19/2020 10:06 PM

**Q8 Reducing traffic congestion** Putting a priority on reducing traffic congestion ensures that people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options. The assessment of the 2021-2024 MTIP shows that the region's continued investment in the transportation system will help to manage travel demand. It will also make targeted investments in motor vehicle capacity and reliable travel times. The 2021-2024 MTIP includes projects that are expected to shift nearly 70,000 car trips to walking, bicycling, and using transit. The 2021-2024 MTIP includes \$52 million to improve traffic signal timing, monitor road conditions, and invest in other systems that respond to incidents such as crashes, special events or extreme weather to make travel times more reliable. With 2021-2024 MTIP investments, it is expected to take less time to travel between Beaverton to Tigard, including Washington Square, and between Hillsboro and Tualatin. Do you think the greater Portland region is making the right level of progress toward reducing traffic congestion?



Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

ANSWER CHOICES	RESPONSES	
1 - More and faster work is needed	35.06%	54
2	20.13%	31
3	29.87%	46
4	8.44%	13
5 - The region is on the right track	6.49%	10
TOTAL		154

#	RESPONSES	DATE
1	I believe the expansion of Oregon State Highway 217 is very likely to lead to increased demand, and the performance assessment shows essentially no decrease in trips taken by single-occupancy vehicles.	5/20/2020 11:43 AM
2	If we really want to shift that many car trips to walking, bicycling and using transit it requires much bolder steps. I very much appreciate that I have the opportunity to participate in surveys, open houses and council meetings. As much as we need a level of consensus, we can't anymore stop projects or strip them down because someone does not want to lose a parking spot, can't park directly in front of store x (besides people with disabilities), can't drive as fast as they want, does not like a bus, .... The good news is that many cities in the world (and some are not that far away) are providing many options and ideas that have been successful. We do not need to reinvent the wheel. Just maybe slightly adjust it (that might include the way we have been planning and implementing the projects). Trying is not enough with the world we live in now and the direction the city has taking of continuing to significantly increase the population. Just do it!	5/18/2020 11:41 PM
3	Reducing traffic congestion needs to be done ONLY in ways that do not increase emissions, and ideally reduce emissions, such as the above-mentioned shift of car trips to walking, bicycling and using transit. Widening roads and freeways is not acceptable.	5/18/2020 6:48 PM
4	I do not believe expanding highways will help alleviate congestion, nor will it reduce greenhouse emissions. It will only incur further demand to use single-occupancy vehicles in those areas and push traffic problems into other areas.	5/18/2020 4:07 PM
5	NO. Like I said before adding more highways or bigger roads doesn't actually limit traffic. You could limit traffic by encouraging people to use public transit and creating more bus only lanes.	5/18/2020 3:39 PM
6	Traffic congestion should be addressed by greatly enhanced low cost public transportation and increased electric vehicle subsidies and infrastructure.	5/18/2020 1:58 PM
7	The MTIP freeway expansion is setting the region up for a system increasingly dependent on single-occupancy vehicle travel, which is counter productive to traffic congestion.	5/18/2020 9:46 AM
8	Not with the buidling of the I 94 corridor, which will just encourage more cars driving, which will have more cars on areas not expanded. A Lose-Lose situation	5/18/2020 6:33 AM
9	Add protected left turn signals to traffic lights in Portland ie on SE 60th crossing E Burnside	5/18/2020 5:58 AM
10	The steps described above are all positive. However, I am concerned about proposals I've read about in the news to expand highways--a counter-productive measure that will only encourage more people to drive instead of using transit or other options.	5/17/2020 9:11 PM
11	Too slow, needs to speed up.	5/17/2020 7:57 PM
12	more investment in demand management systems and technologies.	5/17/2020 3:36 PM
13	Any effort without congestion charging and increased access to frequent and rapid transit will not address congestion.	5/17/2020 3:01 PM
14	The goal of shifting from car trips to walking, biking and public transit is great but it needs to be a zero emissions fleet, that is efficient with expanded access and lower costs for low income and other riders. We need to not be investing in more roadways or highways. We need to have bus only lanes for rapid efficient transit to work. We need to have incentives for use of zero emissions public transit and zero emissions vehicles in addition to safer protected access to bike lanes and safer pedestrian options (particularly given the added pandemic concerns).	5/17/2020 12:56 PM
15	As noted before; need congestion pricing, tolling, etc., along with measures to prevent surface street substitution as well as additional reductions in local street speed limits and enforcement.	5/17/2020 11:18 AM
16	Building highways won't reduce congestion, it will make it worse. We should strive to get people into any mode of transportation other than a SOV; busses, trains, bikes, or walking. Consider the Boring Company's tunnel systems as a new alternative. The tunnels wouldn't clutter up the visual appeal of the region and vehicles could travel much faster in tunnels.	5/16/2020 11:32 PM
17	This is such a huge and expensive venture. With so many people moving to the region, we definitely need more alternative transportation options.	5/16/2020 6:13 PM
18	If COVID-19 stay at home orders have taught us anything it is that we do not have to have the	5/16/2020 5:39 PM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

grid lock congestion. Not part of the transit plan to encourage work from home but it's been a real gift. When we look at improving travel time between Metro area locations let's be sure that is mass transit time. We have a good start on light rail but it is slower than driving. I like congestion because it creates an incentive to use mass transit. Let's NOT add new streets and freeways so we can encourage use of mass transit. If it were not for the dangers of pot holes to bicyclists I would suggest not fixing them.

19	Toll the bridges, jack up parking fees, and watch congestion disappear and businesses in Vancouver prosper. Make it hard for us to rely on cars to do everything and easy to walk, bike and take public transport. Stop subsidizing our destruction.	5/16/2020 4:18 PM
20	Need to explore solutions other than building more or bigger roads and highways. See comment re environment.	5/16/2020 3:21 PM
21	I hope that MTIP can use their investments to make more plans that include the improvement and addition of more light rail options. Such as extending a light rail to Bridgeport, more connections between light rail stations, and imposing regulations onto downtown/major companies to provide free public transportation to their employees, and universities/colleges free transportation to their students, faculty, and staff.	5/16/2020 1:54 PM
22	Improve congestion through demand management (congestion pricing, land use), not through additional automobile capacity.	5/16/2020 10:34 AM
23	Roads need to stop being widened. The only way to get people out of cars is to make them want to try alternative transportation because of their wasted time in congestion.	5/16/2020 9:43 AM
24	More important is providing alternatives to car traffic which are less carbon intensive and would lead us all to live healthier lives.	5/16/2020 8:33 AM
25	It is terrible	5/16/2020 12:33 AM
26	It is important to reduce congestion by reducing overall dependence on single occupancy fossil fuel burning vehicles. I do not think creating more space for cars is an effective way to reduce congestion or reduce climate impact.	5/15/2020 9:58 PM
27	Please do not expand highways. This is a false solution that has never worked anywhere to reduce congestion.	5/15/2020 8:22 PM
28	We need to expand public transit to these areas	5/15/2020 7:40 PM
29	Riding transit should be free. Metro should partner with companies to allow their employees to work from home if possible, as much as possible.	5/15/2020 6:57 PM
30	Closing streets to car traffic, creating more, larger, and more protected bike lanes, and making more streets pedestrian friendly will decrease traffic congestion.	5/15/2020 6:35 PM
31	Given that there is so little money to go around I suppose it is doing what it can.	5/15/2020 4:41 PM
32	too much focus on moving cars vs getting folks out of cars	5/15/2020 3:31 PM
33	Expanding freeways does not reduce congestion, it induces demand which creates more congestion. Get people out of their cars with more and better transit and biking facilities.	5/15/2020 2:47 PM
34	I feel it has a ways to go. When I lived just off of SE Division, during the afternoon commute I'd often see cars bumper to bumper in the segment between SE 12th to past SE 39th. The Pearl is another area, particularly NW Lovejoy which goes by several apartment buildings where seniors live.	5/15/2020 1:37 PM
35	More work needs to be done to eliminate the need to travel by helping residents, jobs and services be closer together. Milwaukie Orange line and Clackamas Town Center need connection to relieve Oregon City driving.	5/15/2020 1:27 PM
36	Building out single car infrastructure is NOT the path forward for Portland, Oregon, or the future of the planet	5/15/2020 11:39 AM
37	Reducing traffic congestion is important for both environmental and economic reasons as well as the livability of the city. Efforts to reduce congestion must be made in ways that do not simply increase demand for single-occupancy vehicle trips however, so must be managed carefully.	5/15/2020 11:22 AM
38	More transit. Safer bike paths.	5/15/2020 11:18 AM

Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

5.3 2021-2024 MTP Public Comment Report

39	Great public transit is critical to reducing traffic.	5/15/2020 11:06 AM
40	With our city growing as it is, we need to put infrastructure into the highways. You've got this crazy portland plan that has invited so many people here and they all have cars! Please, don't forget about people with disabilities-- which there are vast numbers here because of the lack of vitamin d and autoimmune incidence. We HAVE TO DRIVE! My commute to work by bus is over an hour and a half and that's with walking straight up hill in the Hillsdale area.. I CAN NOT DO IT ANYMORE with my autoimmune disease. This city has gone too far and spent way too much money on Trimet and bike lanes and not nearly enough on keeping our streets safe for drivers as well.	5/15/2020 10:52 AM
41	Ultimately, most people choose cars out of convenience, so transportation project investments (all of them) should focus on making alternate modes of transportation more convenient than driving.	5/15/2020 10:40 AM
42	We should be investing in busses right now. We need to get BRT going since it is quick to deploy.	5/15/2020 10:00 AM
43	The focus should be on reducing the number of people traveling in cars, not on making more room for new cars. Public transportation improvements and easier, safer alternatives to car travel are necessary.	5/15/2020 9:27 AM
44	Less congestion means fewer vehicles on the road. Again, you need to get cars off the road and make transit and bicycles the best way to get around. We can't completely remove cars but by making it safer and easier to get around by transit and bicycle we can reduce congestion. Anything else is a pipe dream.	5/15/2020 9:05 AM
45	See previous comments. This is the wrong approach.	5/15/2020 9:02 AM
46	Shifting more/most car trips to walking, biking and other forms of clean energy transit should be the priority.	5/15/2020 8:47 AM
47	Traffic congestion is not a priority as much as public transit	5/15/2020 8:40 AM
48	These improvements are important to consider, but should be a factor and not a priority.	5/15/2020 8:36 AM
49	Traffic is congested in part because the alternatives are not there, such as light rail to Vancouver. We can't build enough capacity for more vehicles, we need other solutions like time-of-day fees.	5/15/2020 8:24 AM
50	need to do more to get people out of cars and into transit. must make driving a car inconvenient and expensive.	5/15/2020 8:23 AM
51	With the largest expenditure on freeway expansion, and a lack of investment in demand-management systems and technologies, the MTIP is setting the region up for a system increasingly dependent on single-occupancy vehicle travel.	5/15/2020 8:12 AM
52	Reduce congestion by reducing number of cars on the road, not by adding more lanes.	5/15/2020 7:47 AM
53	What about free public transit?!	5/15/2020 7:43 AM
54	Widening the I-5 freeway in NE Portland is madness, and environmental racism.	5/13/2020 3:54 PM
55	Congestion wouldn't need to be focused on if the priority was on massively expanding the transit system and supporting non-car-based travel for daily needs. So much more can be done to "reduce traffic congestion" but it's not going to happen by building more and wider roads for cars.	5/12/2020 6:05 PM
56	Focus on increasing the use of mass transit is the only way we will even come close to meeting our carbon reduction goals.	5/11/2020 2:52 PM
57	Need to increase service to all areas to encourage more public transit use, which is then better for the reducing traffic AND the climate	5/7/2020 6:58 AM
58	I don't know.	5/6/2020 1:14 PM
59	We have the 7th worse congestion in the US, but are only the 24th largest metropolitan area. This is evidence that other cities have done a better job than Portland.	4/30/2020 6:53 PM
60	Implement congestion pricing, and invest in upgrading the regional public transportation.	4/30/2020 3:40 PM



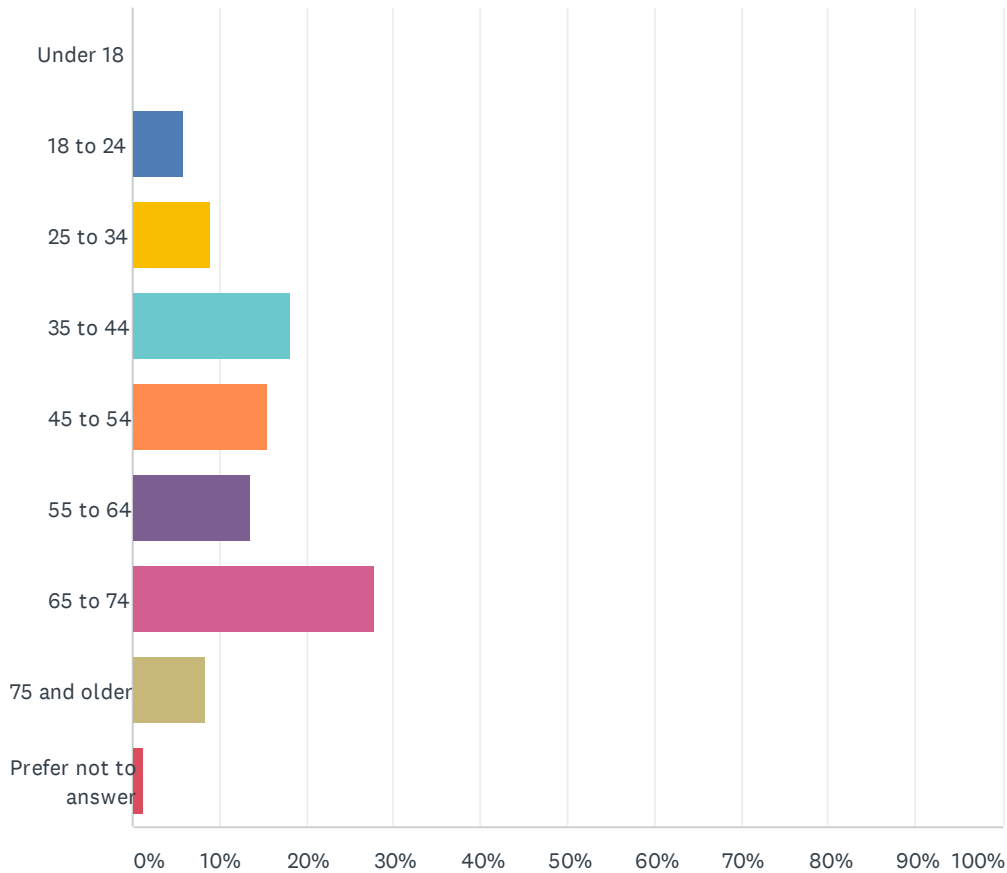
Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

5.3 2021-2024 MTP Public Comment Report

61	If I could list this as unimportant I would. If we increase multi-modal options like transit, biking, and walking then we will see a reduction in traffic congestion.	4/28/2020 8:21 PM
62	As long as we focus on fixing congestion, we'll continue to encourage driving because it will continue to be the safest, most convenient, and pleasant way to travel.	4/25/2020 9:48 AM
63	I hope COVID will hopefully help. Businesses providing people with options of telecommuting over driving everywhere?	4/25/2020 8:45 AM
64	No roads are needed to stop cut through traffic.	4/24/2020 5:05 PM
65	I highly doubt 70K car trips will convert to walks, bikes, max/bus. You've shown no data that is reliable. I don't trust Metro on this. Traffic engineering and road surface material (that doesn't rut every year, leading to hydroplane accidents that increase congestion & emissions) Try partnering with ODOT.	4/23/2020 5:10 PM
66	congestion pricing needs to happen ASAP	4/23/2020 2:34 PM
67	The current pandemic has taught us all we need to know about reducing congestion.	4/21/2020 10:12 PM
68	I think the region can be more aggressive, for example, pushing harder for the Rose Quarter Auxillary Lanes, advancing the MAX tunnel through downtown as an immediate need given the condition of the Steel Bridge and speeding commute times through downtown.	4/21/2020 1:11 PM
69	Bus only lanes are needed to make trips quicker, avoiding congestion cars face, thus increasing ridership.	4/21/2020 9:05 AM
70	We need improved interstates. Bike lanes will not solve the problem.	4/21/2020 6:21 AM
71	There is a proposal to reduce Barbur Blvd.To one lane each direction as part of the Southwest Max project. This is a terrible idea it was seriously aggravate congestion in this area	4/20/2020 8:32 PM
72	The best way to reduce traffic congestion in the greater Portland area is to build a westside bypass from I-5 south of the Portland area up through the area between Hillsboro and Forest Grove and join it with I-5 north of the Vancouver area. This would relieve a TREMENDOUS amount of traffic in Portland, especially the semi-trucks hauling goods from California to Seattle.	4/20/2020 12:17 PM
73	The whole Oregon economy, who will have jobs, who will have cars is now skewed. Might need to rethink your predictions.	4/20/2020 12:00 PM
74	Imagining that you're going to get people to bike in the rain is wishful thinking. Expanded traffic capacity and efficiency investments, such as eliminating traffic signals and stops and replacing them with roundabouts, should be the priority.	4/20/2020 11:05 AM
75	Without inclusion of a less option, this is a biased question will produce biased results	4/20/2020 10:54 AM

## Q10 Which of the following ranges includes your age

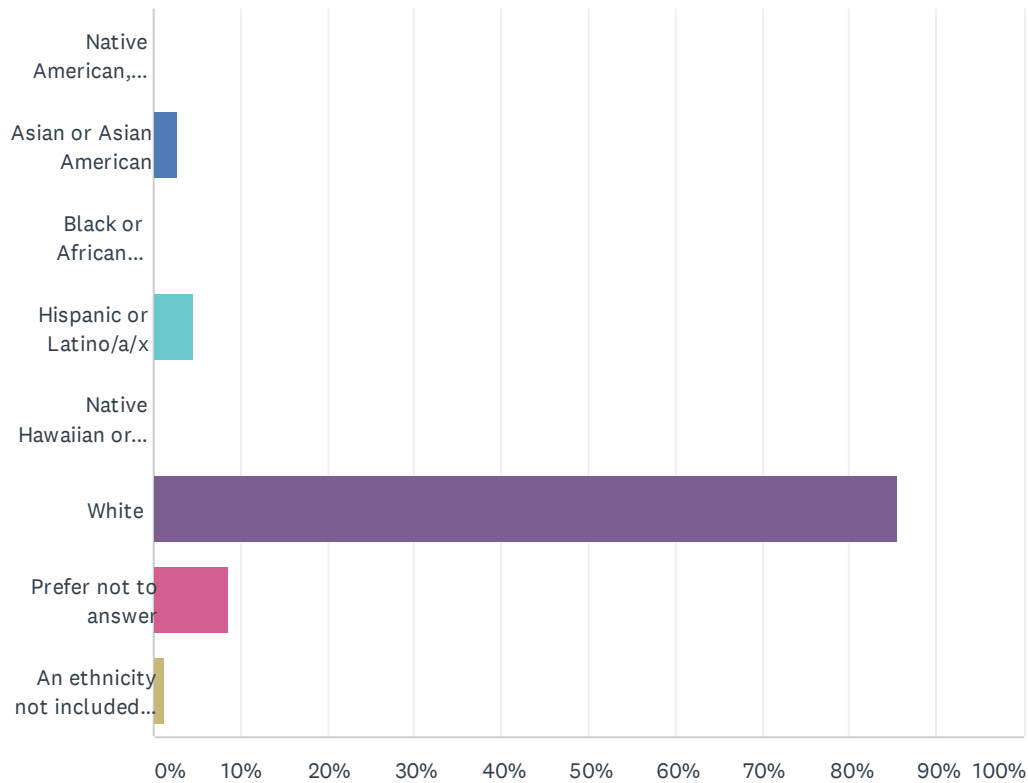
Answered: 154   Skipped: 47



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 to 24	5.84%	9
25 to 34	9.09%	14
35 to 44	18.18%	28
45 to 54	15.58%	24
55 to 64	13.64%	21
65 to 74	27.92%	43
75 and older	8.44%	13
Prefer not to answer	1.30%	2
<b>TOTAL</b>		<b>154</b>

## Q11 Within the broad categories below, where would you place your racial or ethnic identity? (Select all that apply)

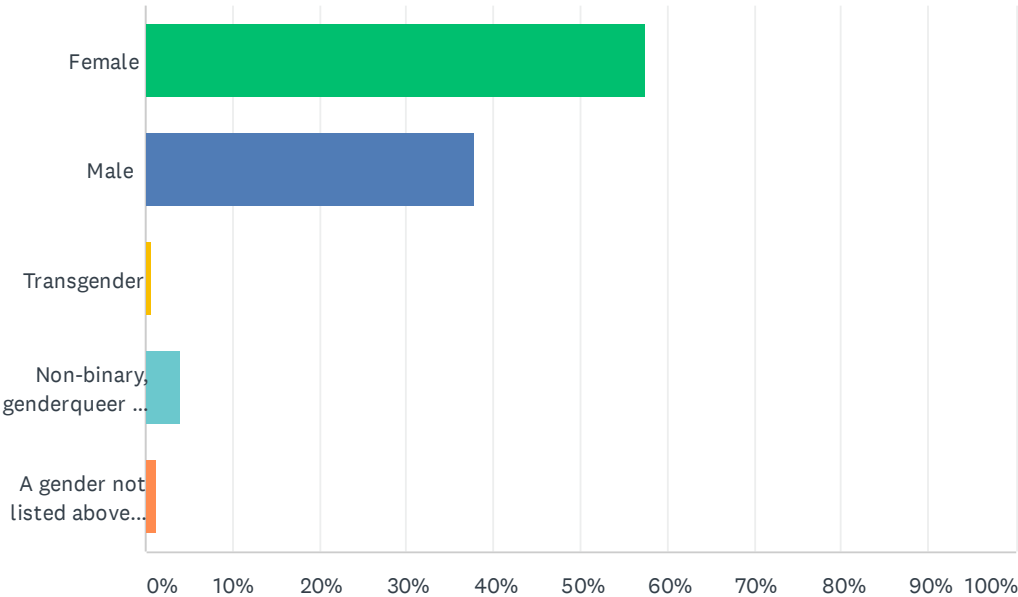
Answered: 152 Skipped: 49



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaska Native	0.00%	0
Asian or Asian American	2.63%	4
Black or African American	0.00%	0
Hispanic or Latino/a/x	4.61%	7
Native Hawaiian or other Pacific Islander	0.00%	0
White	85.53%	130
Prefer not to answer	8.55%	13
An ethnicity not included above (please specify)	1.32%	2
Total Respondents: 152		

Q12 How do you identify your gender? (Select all that apply)

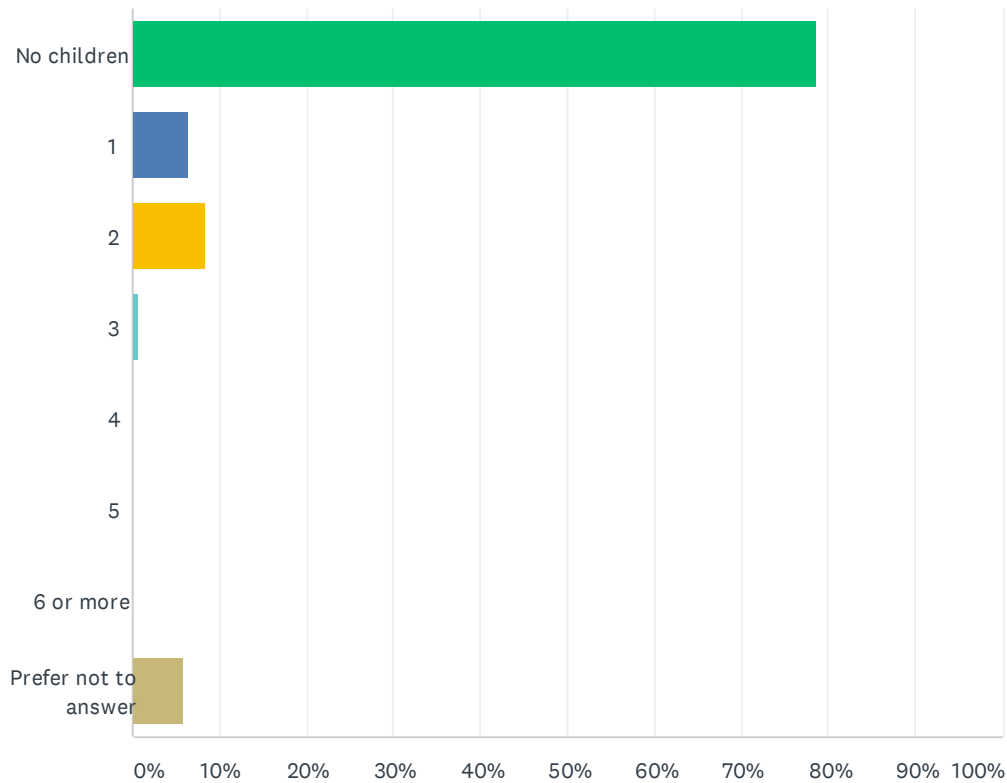
Answered: 148 Skipped: 53



ANSWER CHOICES	RESPONSES	
Female	57.43%	85
Male	37.84%	56
Transgender	0.68%	1
Non-binary, genderqueer or third gender	4.05%	6
A gender not listed above (please describe)	1.35%	2
Total Respondents: 148		

## Q13 How many children under the age of 18 live in your household? (Check one)

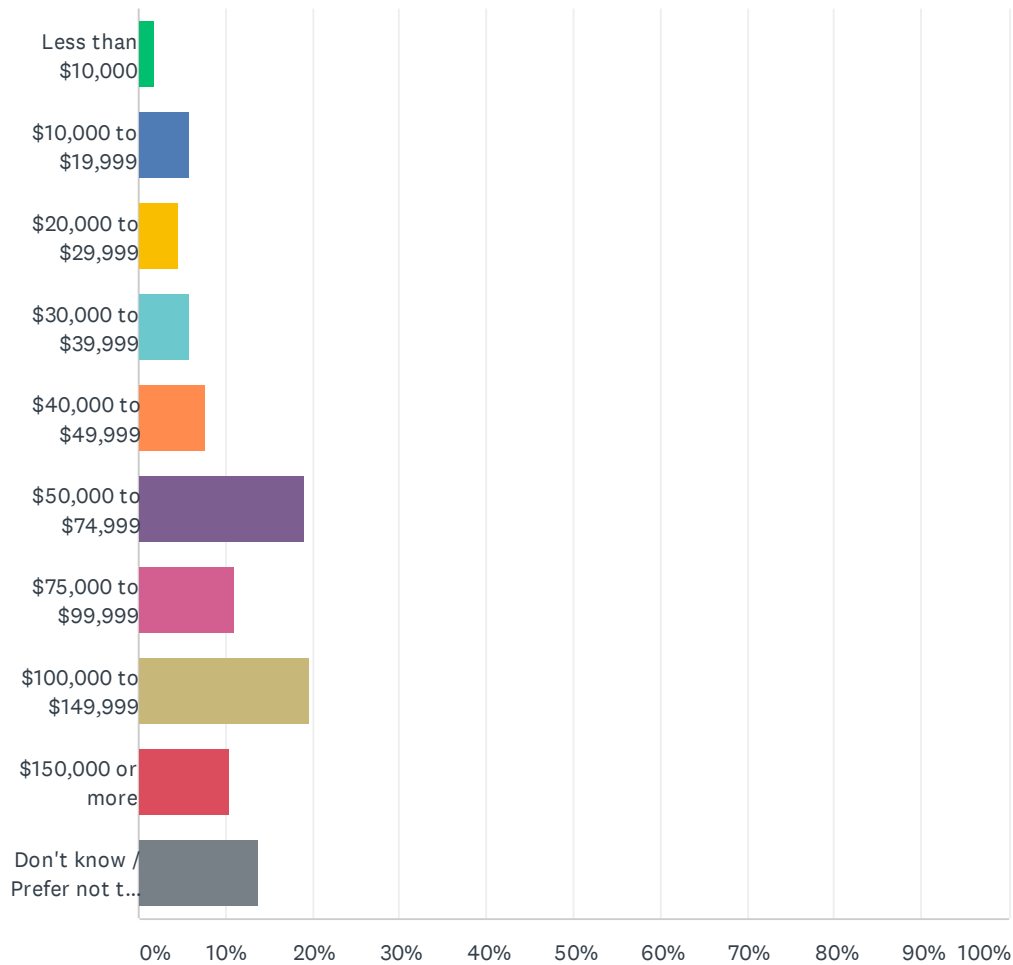
Answered: 154   Skipped: 47



ANSWER CHOICES	RESPONSES	
No children	78.57%	121
1	6.49%	10
2	8.44%	13
3	0.65%	1
4	0.00%	0
5	0.00%	0
6 or more	0.00%	0
Prefer not to answer	5.84%	9
TOTAL		154

## Q14 Which of the following best represents the annual income of your household before taxes?

Answered: 153 Skipped: 48



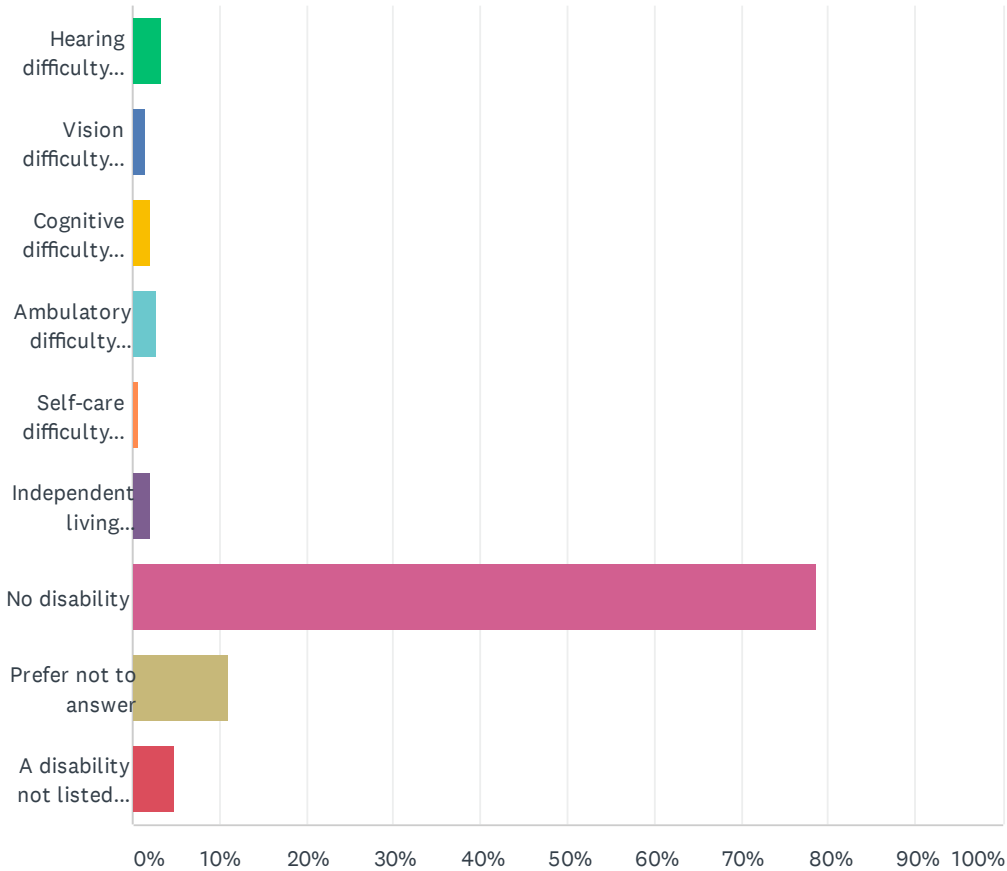
Share your thoughts about transportation investments planned for the greater Portland area in the next four years.

ANSWER CHOICES	RESPONSES	
Less than \$10,000	1.96%	3
\$10,000 to \$19,999	5.88%	9
\$20,000 to \$29,999	4.58%	7
\$30,000 to \$39,999	5.88%	9
\$40,000 to \$49,999	7.84%	12
\$50,000 to \$74,999	18.95%	29
\$75,000 to \$99,999	11.11%	17
\$100,000 to \$149,999	19.61%	30
\$150,000 or more	10.46%	16
Don't know / Prefer not to answer	13.73%	21
TOTAL		153



## Q15 Do you live with a disability? (Select all that apply)

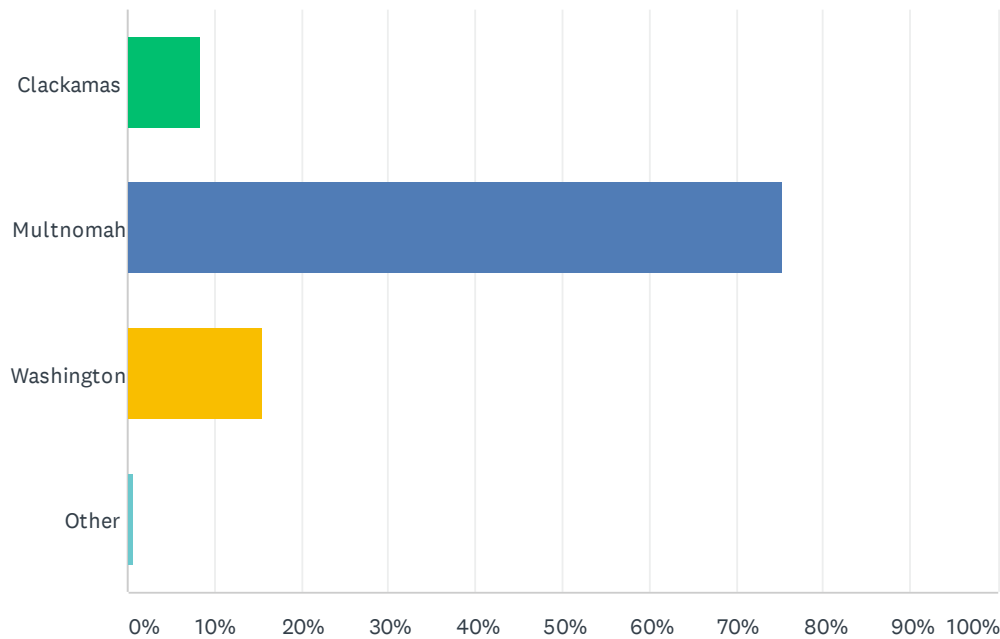
Answered: 145 Skipped: 56



ANSWER CHOICES	RESPONSES	
Hearing difficulty (deaf or have serious difficulty hearing)	3.45%	5
Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)	1.38%	2
Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)	2.07%	3
Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)	2.76%	4
Self-care difficulty (unable to bathe or dress or having difficulty doing so)	0.69%	1
Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)	2.07%	3
No disability	78.62%	114
Prefer not to answer	11.03%	16
A disability not listed above (please describe)	4.83%	7
Total Respondents: 145		

Q16 In which County do you live?

Answered: 154    Skipped: 47



ANSWER CHOICES	RESPONSES	
Clackamas	8.44%	13
Multnomah	75.32%	116
Washington	15.58%	24
Other	0.65%	1
TOTAL		154

## Q17 Is there anything else you would like Metro, cities, counties and transit agencies to know as they prepare to implement the projects and programs in the MTIP?

Answered: 88   Skipped: 113

## **Appendix VI**

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# **Metropolitan Transportation Improvement Program (MTIP) Change Management Procedures Manual**

**Metro  
May 2020**

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## **Introduction**

The Metropolitan Transportation Improvement Program governs the programming of all federally funded and regionally significant transportation projects in the Portland metropolitan region. It is administered by Metro, as the region's Metropolitan Planning Organization (MPO). Its purpose is to ensure these transportation projects meet certain federal regulations, as described in the Code of Federal Regulations (23 CFR 450.326) and guidance issued by the U.S. Department of Transportation.

A key feature of the MTIP is the programming of projects, which documents funding to be made available to a project, or project phase in any one fiscal year. As funding availability and project costs are dynamic over the course of the four-year MTIP, the programming of projects also requires an ability to change.

The policies and approach used by Metro to manage these changes is described in the MTIP document. The current version of the document is the 2021-24 MTIP and the policies are included in Chapter 8. This Change Management Procedures Manual builds on the change management policies documented in the MTIP and describes in more detail the procedures used to administer the proposed changes to the MTIP.

## **MTIP Change Management Policies**

The MTIP document includes the following policies and description of the MTIP change management process.

### **Classification of Changes to the MTIP**

There are two types of changes to the MTIP: formal amendments and administrative modifications.

The Oregon Division of the Federal Highway Administration (FHWA), the Region X Federal Transit Administration (FTA), and the Oregon Department of Transportation (ODOT) developed an amendment matrix to further describe distinctions between amendments and administrative modifications. Metro follows the amendment matrix when evaluating and processing MTIP administrative modifications or amendments. The Amendment Matrix (see below) provides the summary of allowable changes that qualify as amendments or as administrative modifications. This matrix may be updated and the most current version is included in the MTIP Change Management Procedures Manual.



Table 8-1: ODOT-FHWA-FTA Amendment Matrix

**Type of Change**

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

To help determine whether proposed project changes are processed as amendments or administrative modifications and to provide information to decision-makers who must approve MTIP amendments, Metro TIP staff works with the project lead agency staff to understand the effect of the proposed change, if any, on the following:

- consistency with the adopted policies, goals, strategies and financially constrained project list of the adopted Regional Transportation Plan (RTP),
- consistency with the Metro regional travel demand model project inputs for motor vehicles, transit, freight, bicycle and pedestrian facilities,
- the current RTP and/or MTIP regional emissions analysis,

- the timely implementation of Transportation Control Measures (TCMs) and other requirements of the State Implementation Plan (SIP) for air quality,
- funding adjustment impacts to the financial constraint finding,
- progress toward achieving regionally adopted performance targets.

### **Description of the MTIP Change Process**

When project changes are needed, they occur to both the MTIP and STIP. This action requires a coordinated effort among the Metro, ODOT Region 1, ODOT Headquarters, and the US Department of Transportation (USDOT).

Amendments and administrative modifications each have a similar development process, but their approval steps differ. The approval of administrative modifications is delegated to the MTIP Manager. Once the MTIP manager approves the administrative modification, it may be added into the current approved MTIP. The State STIP Coordinator approves administrative modification for STIP inclusion. There are no required USDOT approval steps for administrative modifications.

For amendments, the Metro approval process includes:

- a public notification and comment process,
- a recommendation from Metro's Transportation Policy Alternatives Committee (TPAC),
- approval action by the Joint Policy Advisory Committee on Transportation (JPACT), and
- final approval from the Metro Council.

Once approved by Metro, all amendments are sent to the ODOT Region 1 STIP Coordinator to initiate the final STIP review and approval process by USDOT. A final review and approval of amendments by the State STIP Coordinator and final USDOT approval occurs before the amended project is included into the MTIP and STIP.

### **MTIP Change Management Procedures Manual**

The specific procedures to receive, consider and process amendments are documented in the MTIP Change Management Procedures Manual. This manual is available on the Metro website or by request to the Metro Planning and Development Department. The version current as of May 2020 is included as Appendix X to this MTIP.

These procedures may be updated by Metro MTIP staff as needed to respond to the circumstances presented by individual change requests or changes to federal regulations and guidance.

The procedures are managed with the following objectives:

- Ensure that federal requirements are properly met for use of available federal funds.
- Ensure consideration of proposed amendments on progress toward regional policies and system performance targets for use of limited available resources.
- Provide opportunity for consideration of proposed amendments on other jurisdictions or transportation assets or services provided by other agencies in the region.

- Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.
- Ensure routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
- Provide for dealing with emergency situations.
- Ensure projects are progressing to fully obligate programmed funding in order to avoid a lapse of funds.

These MTIP policies set the framework for the following MTIP change management procedures.

### **Types of MTIP Amendments**

As a result of the guidance stated in 23 CFR 450.326, plus MTIP rules and objectives USDOT has passed down to the MPOs, MPOs receive, evaluate, process and approve two categories of changes to the MTIP. The two types include:

#### **1. Full/Formal 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
- b. Second, any financial or funding changes proposed does not negatively impact the approved fiscal constraint finding and must be shown how fiscal constraint is maintained as a result of the amendment.
- c. 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.
- d. The proposed changes must complete a consistency validation with the Regional Transportation Plan (RTP) that the project amendment remains consistent with the approved RTP policies, goals, and strategies.
- e. All proposed full/formal amendments are subject to a performance measures assessment to identify the area(s) where performance measurement data may be required.
- f. The summary approval process for Formal amendments include:
  - i. Notification and approval recommendation to Metro's Transportation Policy Advisory Committee (TPAC)
  - ii. Approval by JPACT
  - iii. Approval by Metro Council
  - iv. Submission to ODOT Salem for approval recommendation to USDOT
  - v. Final approval by USDOT (FHWA or FTA for Transit projects)
- g. Types of common project changes that per the FHWA/FTA/ODOT/MPO Amendment Matrix will require a formal amendment
  - i. Large funding changes (normally cost increases) above the maximum thresholds established in the Amendment Matrix
  - ii. Project limit changes in excess of 0.25 miles.
  - iii. Major scope changes to the project resulting in the addition or deletion of arrived work elements.

- iv. Major scope work element changes, additions, or deletions in alignment, limits, or final delivery configurations that significantly change the project from the original approved funding award.
- v. Major scope changes to the project that result in final deliverable elements that are no longer consistent with the approved goals and strategies of the approved RTP.
- vi. Major changes to the environmental footprint due to environmental, scope, or limits adjustments that impact the project's final design making it inconsistent with the original project award.
- vii. Adding or cancelling a project in the MTIP.
- viii. Project changes resulting in a change in air quality conformity due to significant alternative changes, alignment deviations, limits changes, and or the addition or deletion of major scope work elements.
- ix. Project changes to capacity enhancing scope elements resulting in a major variance to how the project is modeled in the Metro transportation modeling network.
- x. Proposed major legal scope, limit, or funding changes that result in public sensitivity concerns, or potential political concerns from the impact of changing the project from the original award.

**2. Administrative Modifications:**

- a. Administrative modifications also are referred to incorrectly as administrative amendments.
- b. Administrative modifications represent minor changes to the projects.
- c. The changes are below the threshold for the category as stated in the Amendment Matrix.
- d. Project changes that clearly demonstrate that the change has no impact upon conformity or fiscal constraint fall into the category of "Administrative Amendments".
- e. The administrative project changes do not require a verification of "no conformity impact" or a "negative impact finding to fiscal constraint".
- f. Only require Metro approval for update in the MTIP.
- g. Added note: While the proposed project changes may qualify to be processed as an administrative modification, Metro Council and JPACT reserve the right to require any proposed administrative modification to proceed as a formal amendment. JPACT and Council can include additional approval conditions (e.g. presentations to Council and JPACT, addressing specific questions or concerns raised by Council or JPACT, etc.) due to public sensitivity, political discussions, support of the RTP goals and strategies, or to other RTP consistency issues if identified.

**3. Subcategories and Special Case Amendments:** Within each amendment category are amendment subcategories and special case amendments that are then classified as either a formal/full amendment or an administrative modification. These include the following examples:

- a. **Technical Corrections (Minor Administrative Modifications):**
  - i. Represent extremely minor changes to a project (spelling, typo, etc.)

- ii. Are required to complete the approval as if they are an Administrative Modification for documentation purposes.
- iii. Are considered to be minor administrative modifications

**b. Emergency Relief (ER) project amendments:**

- i. ER amendments represent responses of environmental impacts for the needed repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of:
  - a. Natural disasters
  - b. Catastrophic failures from an external cause.
  - c. This program, commonly referred to as the emergency relief or ER program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.
  - d. As of 2017, the Oregon FHWA office has determined that ER in Oregon do not need to be programmed in the MTIP or STIP.

**c. Emergency Amendments:**

- i. An emergency amendment may be any type formal amendment that USDOT grants an exception to be processed and approved as an Administrative Modification.
- ii. They are extremely rare.
- iii. Generally, a formal amendment may be declared as an emergency amendment by USDOT due to an urgency to obligate the federal funds.
- iv. At that time USDOT will provide any special process or approval exceptions or requirements. Approval speed is critical to enable the project funding to be obligated as soon as possible.
- v. Under these circumstances, USDOT may waive a project change which normally would proceed as a formal amendment and allow it to proceed as an administrative modification.

**d. Rebalancing or Transitional Block Amendments:**

- i. Under special circumstances, USDOT may authorize a formal amendment bundle of projects to be processed and approved as an Administrative Modification.
- ii. The 2018 STIP Rebalancing Amendment is an example where programming cost increases were impacting so many STIP projects that the 2018-21 STIP would not be delivered as programmed. USDOT grant a re-balancing amendment under administrative modification approval rules to correct projects and push out some projects to the next STIP cycle that normally would require a formal amendment to complete.
- iii. The application of a Rebalancing or Transitional amendment is approved by USDOT on a case-by-case basis.
- iv. Past approvals do not set a precedent or guarantee that USDOT will approve a similar future re-balancing or transitional amendment request.
- v. In other cases, USDOT may leave it up to the MPO and ODOT to define the approval process and condition if the associated project changes should proceed as a formal amendment. When these situations occur, the MPO will

normally provide written guidance back to USDOT on their amendment processing steps and approval recommendations.

**e. Other Special One-time Amendment Situations:**

- i. Periodically, one or a group of project changes will fit in both formal and administrative modification categories depending on the interpretation of the required changes.
- ii. When this situation occurs, normally the Metro MTIP Manager, ODOT Region 1 STIP Coordinator, ODOT Region 1 LAL, and ODOT-Salem STIP Staff will convene a meeting or teleconference with the impacted MPOs to determine the appropriate course of action.
- iii. ODOT Salem will normally then present the action-plan to USDOT for approval or modification.
- iv. USDOT will either approve, deny, or approve with conditions the proposed amendment processing and approval strategy.
- v. USDOT will normally also identify what areas of the Amendment Matrix are being waived or enforced.
- vi. Finally, as noted above, these amendment situations are considered to be a “one time-special circumstance” which USDOT allows one or more areas of the Amendment Matrix to be waived and replaced with the special amendment guidance.

**Summary of the Formal Amendment Process:**

- a. Prior to submitting a formal amendment to Metro, the lead agency, ODOT, the Local Agency Liaison (LAL), Region 1 STIP Coordinator, or Metro will evaluate if the change to the project is required to keep the project on delivery schedule.
- b. Project review meetings, project assessment discussions, reviews by USDOT, etc. may occur to verify the project change (e.g. financial, scope, timing, or a combination of all three). This period can take weeks or months to complete.
- c. If the review determines that the next applicable federal approval step can’t occur, or phase obligation can’t move forward then a project amendment to the MTIP and STIP is considered required.
- d. The final decision to move forward with the amendment will occur from the ODOT LAL (for Metro funded projects), Region 1 STIP Coordinator, and/or the Metro MTIP Programming Manager.
- e. Generally, consensus among the (LAL – for Metro funded projects, STIP Region 1 Coordinator, MTIP Programming Manager) needs to exist to initiate the STIP and MTIP amendment process.
- f. If the project changes impact only an ODOT managed project, then consensus is only required between the Region 1 STIP Coordinator and the Metro MTIP Programming Manager.
- g. Any of the three also has the ability to stop and place the amendment on hold if necessary.
- h. If the project is ODOT managed, then the Region 1 STIP Coordinator will determine if approval by the Oregon Transportation Commission (OTC) is required.

- i. If OTC approval is first required for STIP amendment action, the Region 1 STIP Coordinator will oversee OTC actions with ODOT-Salem, and normally seek OTC approval before submitting the MTIP amendment request to Metro.
- j. While concurrent amendment processing is allowed (the amendment is submitted to Metro at the same time the amendment is proceeding through the STIP approval process with OTC), ODOT normally will seek OTC approval first before submitting the amendment to Metro.
- k. Once an amendment is determined to be required, the project changes will be examined against the approved Amendment Matrix to determine if a formal amendment is required, or if the changes can occur via an administrative modification.
- l. The required project changes will then proceed either under the formal amendment approval process, or as an administrative modification.
- m. Added note: Due to the public sensitivity, financial, composition, unique scope elements, or public interest, Metro Council and the Metro Joint Policy Advisory Committee on Transportation (JPACT) reserve the right to require any project change proposed to proceed as a formal amendment and require a information/status update presentations as part of the amendment approval process.

### **Formal Amendment and Administrative Modification Dispute Resolution:**

#### **1. Formal Amendments:**

- a. Pre-Metro Approval process submission: If a dispute arises over a project formal amendment is disputed prior to submission through the Metro committee approval process, then the project will be removed from the monthly amendment bundle for evaluation and discussion among the leaf agency/project manager, ODOT Salem staff, Region 1 LAL, Region 1 STIP Coordinator, and Metro staff as required.
- b. The project will not proceed to TPAC for notification or be posted along with other formal amendment projects in the Public Notification Tables and complete the required 30-day public notification
- c. If the dispute occurs at TPAC, then TPAC members can request the project progress to JPACT as a separate stand-alone project separate from the monthly formal amendment bundle.
- d. The amendment will be added to the JPACT agenda separately from the bundle under its own resolution number and:
  - i. JPACT will discuss and determine if they can approve the amendment and allow it to proceed on to Metro Council for final Metro approval.
  - ii. JPACT can recommend a modification to the resolution, Exhibit A to the Resolution, or to the staff report as deemed necessary to approve the project.
  - iii. JPACT can also table or delay the amendment approval depending upon the dispute.
- e. If the dispute arises from a submitted public comment, the MTIP Manager, Metro Legal and Legislative staff will review the comment determine the appropriate response, and evaluate if the project amendment must be removed from the monthly amendment bundle and proceed separately, or removed the amendment approval process until the dispute is resolved.

#### **2. Administrative Modifications:**



- a. Since Administrative Modifications involve minor changes already approved by USDOT, disputes over the requested changes are rare.
- b. When they occur, they usually involve the shifting of federal funds from one phase to another phase such as shifting unobligated construction federal fund back to the PE phase to address a funding shortfall. The emerging dispute is over why local agency funds can't be used to cover the shortfall.
- c. Usually, these types of disputes are resolved with additional background details in an email from the project manager, LAL, ODOT Salem, or the Region 1 STIP Coordinator.
- d. If this is deemed insufficient, Metro and the involved staff will conduct a teleconference or hold a special project review meeting to discuss and resolve the issue.
- e. Note: Most of the time, the issues are raised and resolved before the administrative modification is developed and submitted to Metro.

## **MTIP Amendment Submission and Approval Process**

### **1. Summary:**

- a. Metro and ODOT operate the MTIP and STIP amendment submission process through an integrated and concurrent approach to help resolve issues and reduce the processing and approval time.
- b. Much of the MTIP and STIP amendment process is manually based due to operating conflicts and limitations between the STIP Financial Plan System and Metro's TransTracker MTIP database.
- c. As noted, the integrated approach functions to reduce amendment processing and approval time, plus also adds additional quality control steps to minimize mistakes and required technical corrections. As such, the process is labor intensive due to the lack of sophisticated data base management systems, and the technological conflicts between the STIP and MTIP databases.
- d. Over the next four years during the life of the 2021-24 MTIP, Metro will be undertaking a MTIP development, management and amendment systems upgrade to develop and employ more a technologically advanced MTIP database that will provide expanded features and abilities.
- e. As a result of the effort which is just now beginning, some or all of the below amendment processing steps and guidance may be modified, changed, replaced or deleted as development of the new MTIP database commences.

### **2. Formal/Full Amendments:**

- a. **General formal amendment Metro Committee processing actions:**
  - i. Metro normally completes one formal amendment per month using a bundle approach and employing a single resolution.
  - ii. The formal amendment bundle may include one, or many projects in the amendment bundle and is covered by the single amendment number and resolution number.
  - iii. The monthly formal amendment bundle will start its notification, review and approval process at Metro's monthly TPAC meeting.
  - iv. Metro staff normally will provide TPAC with a formal overview of the amendment bundle contents and provide time for questions and discussion.

- v. Assuming TPAC provides an approval recommendation, the amendment will then proceed to JPACT for approval of the amendment resolution.
- vi. Assuming JPACT approves the amendment resolution, the amendment bundle will continue on to Metro Council for final Metro approval.
- vii. Unless TPAC raises any issues or concerns about any of the projects in the amendment bundle, the MTIP formal amendment bundle will be scheduled as consent items for both JPACT and Metro Council.
- viii. However, both JPACT and Metro Council reserve the right to require a presentation or discussion of any or all of the projects within the amendment bundle if questions or concerns are present.
- ix. Additionally, if one or more projects are deemed politically sensitive during the TPAC notification and discussion, TPAC may recommend one or more projects within the amendment bundle be split-off and proceed separately under their own resolution number.
- x. JPACT may also pull a project for discussion and decide to separate it from the regular monthly bundle and have it proceed separately to Metro Council. JPACT may impose additional approval conditions as deem necessary to resolve questions or concerns about the separated project(s).
- xi. Any project TPAC recommends be separated from the monthly amendment bundle automatically will become a discussion “Action item” for JPACT to address and approve.
- xii. Through their approval discussion, JPACT can determine to return the separated project(s) to TPAC for additional discussion if the issues or questions are not satisfactorily resolved.

**b. Submitting and Processing Formal Amendments – Prior to Submission to Metro:**

- i. The lead agency project manager, ODOT LAL, or ODOT Region 1 STIP Coordinator will normally identify the need to change the project name, description, approved scope of work, funding, locations, and/or limits.
- ii. The ODOT Region 1 STIP Coordinator or ODOT LAL will evaluate the need for the change and determine if the change is required and is beyond the administrative modification thresholds for funding, scope, limits, or location.
- iii. Once the LAL or Region 1 STIP Coordinator will identify a formal amendment is required, they will begin collecting the background documentation justifying the need for the formal amendment.
- iv. **ODOT funded/managed Projects:** If the project is ODOT managed, or contains ODOT managed funding, then ODOT region 1 STIP Coordinator will:
  - 1. Determine if OTC approval is first required.
  - 2. Coordinate with ODOT Salem to complete and submit required materials to be included in the designated OTC agenda and meeting date.
  - 3. Work with the project manager to collect the required back-up and support materials (e.g. Change Management Request (CMR), construction phase cost update, etc.) to include as part of the OTC agenda.

4. Determine if the formal amendment first requires OTC approval and then submission on to Metro during the following month.
5. Determines if concurrent processing is authorized (i.e. submitting the formal amendment to OTC and Metro to be processed during the same month.
6. Notify the Metro MTIP Manager that a formal amendment will be submitted to OTC and will need a formal amendment submitted to Metro as well to the MTIP.
7. Identify the urgency for the MTIP amendment for inclusion in the next available monthly MTIP formal amendment bundle.
- v. **Metro Funded Projects – General:** If the project is Metro funded, the ODOT LAL and/or STIP Region 1 STIP Coordinator may request a meeting or teleconference to discuss the need for the project change and formal amendment.
- vi. **Metro Funded – Scope Changes:** if the project change and formal amendment involves a major scope change then the ODOT LAL will:
  1. Notify Metro that the lead agency is proposing a significant scope change to a Metro funded project.
  2. Institute a project delivery “temporary hold” to evaluate the need for the scope change with Metro staff.
  3. Have the lead agency complete a project change request (PCR) or other summary documentation explaining:
    - a. The reason for the scope change (i.e. why and how it happened).
    - b. The proposed solution (e.g. scope downsizing, change the alignment, etc.).
    - c. The impact to the project budget.
    - d. The impact to the delivery schedule.
    - e. Identify specific changes to the project name, description, phase funding, total project funding scope of work elements.
    - f. How the scope change still maintains the spirit of the original Metro funding award and why Metro should approve it.
    - g. Contact and discuss with FHWA if necessary the proposed scope change to ensure the proposed changes are legal and will not outside the bounds of the federal transportation delivery process.
  4. Send Metro the PCR, or other background documentation explaining the need for the scope change.
  5. Notify the lead agency project manager they he/she must obtain Metro’s approval for the scope change.
  6. Conduct or participate with Metro staff as requested in meetings and/or teleconferences to discuss the pros and cons of the submitted proposed scope change. Provide Metro staff with the official opinion or position in favor or against the scope change.
  7. Advise the Region 1 STIP Coordinator of Metro’s decision to accept or deny the proposed scope change.
  8. Finish collecting required items for the amendment and submit to the STIP Region 1 Coordinator for review and evaluation to initiate the STIP



schedule TPAC meeting to be included in that month's formal amendment bundle.

3. TPAC usually meets on the first Friday of each month except for August and sometimes during December when Metro committees are stand-down. The amendment request submission two weeks prior to this date is based on the following requirements:
  - a. TPAC requires a copy of the complete agenda mailed to them no later than one week prior to the meeting date.
  - b. This leave Metro staff one week from receipt of the amendment request to prepare all required TPAC agenda materials and address any questions, issues, or concerns with the submitted amendment.
  - c. The nature and size of the monthly formal amendment may require a slightly earlier submission, or allow a few added days beyond the regular deadline for submission to Metro.
  - d. Where and when possible, submission flexibility will be considered and added into the monthly submission process to help ensure the project amendment is included as part of the monthly amendment bundle.

ii. **ODOT managed/funded, project grouping buckets:**

1. The Region 1 STIP Coordinator will normally submit the request to add or change the ODOT managed or funded project grouping bucket with the following support items on behalf of other ODOT sections:
  - a. Completion of the MTIP New Project Amendment Form.
  - b. Grant award verification (proof of funding).
  - c. STIP Summary Report.
  - d. Project location map.
  - e. OTC staff Memo and attachments (if OTC approval was required)
  - f. **Project Grouping Bucket Project Composition List.** This list provides proof that the project grouping bucket is not empty. For each project or improvement, the project list will include the following information:
    - i. Name of each sub-project or improvement site location name.
    - ii. Brief description of the proposed improvement.
    - iii. Approximate funding required to complete the construction for each sub-project or site location.
    - iv. Planned obligation year for the Preliminary Engineering (PE) and Construction phase.
    - v. An acknowledgement of project grouping bucket assumptions:
      1. Each identified sub-project or site improvement location are consist of improvements declared exempt for air quality analysis as stated in 40 CFR 93.126, Table 2, and/or 40 CFR 93/127, Table 3.

2. None of the projects included in the bucket are capacity enhancing.
      3. The expected NEPA environment document for the project grouping bucket will be a PCE.
      4. Any sub-project or site location improvement will be removed and programmed as a stand-alone project in the MTIP if the sub-project or site location improvement will not qualify under the environmental PCE criteria, or is found to be capacity enhancing.
      5. The PE phase is assumed will be obligated for all approved projects in the project grouping bucket. If not, an explanation will be included as to why multi-PE Phase obligations will need to occur.
      6. The Construction phase normally will be obligated in the programmed year of obligation for all approved sub-projects or site improvement locations. If this is not the case, the amendment submission will include an explanation why a spit construction phase obligation is necessary and justified.
    - g. Additional and relevant back-up support documentation in support of fiscal constraint and RTIP consistency if deemed necessary (e.g. copy of approved Oregon Legislation, Committee reports, project summary overview from ODOT website, etc.)
    - h. Final note: The submission of the project grouping sub-project or site improvement locations composition list is a mandatory component of the formal amendment. Failure to include the project list will result in denial of inclusion in the monthly formal amendment bundle.
  2. The amendment submission request is normally due to Metro no later than the end of the second week of the month prior to the next schedule TPAC meeting. As with non-project formal amendment submissions, submission flexibility will be considered depending upon the size and nature of the monthly formal amendment.
- iii. **Metro awarded non-project grouping buckets:**
  1. For new and existing Metro funded, Metro staff will complete the following steps:
    - a. The Metro MTIP Manager will notify the ODOT Region 1 STIP coordinator and the appropriate LAL and inform them on the pending new project
    - b. The Metro MTIP Manager will secure the grant award source documentation for proof of funding and fiscal constraint verification (proof of funding).
    - c. The Metro MTIP manager will complete the MTIP Worksheet which provides the programming summary.

- d. The amendment submission will include a project location map.
- e. The Region 1 STIP Coordinator will complete the STIP Summary Report and send it to the MTIP Programming Manager that STIP and MTIP programming will match
- f. Additional and relevant back-up

Figure 2  
Sample MTIP Worksheet

The form is titled "Metro 2021-25 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET". It includes a "Formal Amendment New Spill Project Initial Project Programming" stamp. The form is divided into several sections: Project Information, Project Description, and Project Funding Details.

Project Information		Project Description	
Lead Agency	Project Name	Project Type	Other
Metro	2020 TSMO Strategy Planning Update	Other	Operations
Project Description: The TSMO Strategy Update will position the region for increasing levels of coordination to manage the transportation system in an increasingly technology-enabled operations environment and support improved operations out to the year 2030		Capacity Enhancing	Yes
		Conformity Change	Yes
		On State Hwy Sys	No
		Mile Post Begin	N/A
		Mile Post End	N/A
		Length	N/A

PROJECT FUNDING DETAILS						
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)
STIP-2006	2230	2019	\$	271,728		
			\$	271,728		
State Funds			\$			
Local Funds			\$			
Local	Match 2019	\$	11,100			
Local Total			\$	11,100		
Phase Totals Before Amend			\$			
Phase Totals After Amend			\$	282,828		
Year Of Expenditure (YOE)			\$	282,828		

- f. Additional and relevant back-up support documentation will be included in support of fiscal constraint and RTIP consistency if deemed necessary (e.g. copy of Metro Council action, etc.)
2. The formal amendment submission will adhere to the monthly amendment submission schedule.
3. If the changes are occurring to an existing MTIP programmed project, completion of the same process as noted for new projects will be followed. The major difference is that the Region 1 STIP Coordinator may initiate and submit the formal amendment request by sending the amendment items first to Metro.

iv. **Metro awarded project grouping buckets:**

1. Metro uses project grouping buckets from a few Regional Flexible Fund Allocation (RFFA) Step 1 allocations and for TSMO.
2. Most of the time the project grouping buckets will be added to the MTIP during the four-year update.
3. If a new project bucket is required to be added between MTIP Updates, the Metro MTIP Manager will follow a similar process identified for ODOT project grouping buckets.
4. The submission for Metro includes the following:
  - a. Completion of the MTIP New Project Amendment Form, submission of an email amendment request, or other official notification to document the need for the project grouping bucket.
  - b. Obtaining grant award verification (proof of funding) source documents.
  - c. Completion of the MTIP Worksheet.
  - d. Obtaining a project location map.
  - e. Obtaining additional approved documents in support of fiscal constraint and RTP consistency.



f. **Securing the Project Grouping Bucket Project Composition List** (mandatory submission item) which will include the following information for the approved sub-projects or site improvement locations:

- i. Name of each sub-project or improvement site location name
- ii. Brief description of the proposed improvement
- iii. Approximate funding required to complete the construction for each sub-project or site location
- iv. Planned obligation year for the Preliminary Engineering (PE) and Construction phase
- v. An acknowledgement of project grouping bucket assumptions:
  1. Each identified sub-project or site improvement location are consist of improvements declared exempt for air quality analysis as stated in 40 CFR 93.126, Table 2, and/or 40 CFR 93/127, Table 3.
  2. None of the projects included in the bucket are capacity enhancing.
  3. The expected environment document for the project grouping bucket will be a PCE.
  4. Any sub-project or site location improvement will be removed and programmed as a stand-alone project in the MTIP if the sub-project or site location improvement will not qualify under the environmental PCE criteria.
  5. The PE phase will be obligated for all approved projects in the project grouping bucket. If not, an explanation will be included as to why multi-PE Phase obligations will need to occur
  6. The Construction phase normally will be obligated in the programmed year of obligation for all approved sub-projects or site improvement locations. If this is not the case, the amendment submission will include an explanation why a spit construction phase obligation is necessary and justified.

g. The amendment submission request is normally due to Metro no later than the end of the second week of the month prior to the next schedule TPAC meeting.

5. Changes to existing project grouping buckets requiring a formal amendment will follow the above procedures as well.

v. **Transit projects:**

1. Although many of TriMet's and SMART's federally funded formula projects are added to the MTIP through the 4-year MTIP Update cycle, both receive discretionary grant awards throughout the year. Both also

require adjustments to their annual formula allocation projects when FTA does not fully approval of their TrAMS grant application resulting in project slip amendments or next year carryover funding adjustments to a prior year project.

2. A second issue complicating FTA based transit funded projects for TriMet and SMART involves the appropriation and allocation of FTA funds. Both agencies fall outside of Metro and ODOT's financial oversight role. FTA formula section funds (e.g. 5307) are appropriated directly to the Urbanized Area (UZA). They do not pass through ODOT or the MPO. Both agencies also seek discretionary FTA funds through various competitive funding programs. Notification of the awards proceed directly to the submitting agency. Upon award notification, TriMet and SMART will then notify Metro or ODOT with a programming request.
3. Since neither ODOT or Metro have any oversight role involving the appropriation and allocation of FTA funds, neither agency is clear on funding oversight and who is responsible for initiating MTIP or STIP amendments. Therefore, ODOT Region 1 and Metro take a joint approach with Transit funded formal amendments. Who is notified first of a needed transit amendment will advise the other and then work together to complete the amendment. Either Metro will complete the MTIP worksheet, or ODOT will complete the STIP Summary Report and notify each other of the projected programming for the new project.
4. Submission of new transit funded projects will generally follow the same process as identified for ODOT and Metro funded projects. Submission of a new transit formula funded or discretionary transit project will include the following in their submission:
  - a. Completion of the MTIP New project Form – Transit Funded, email notification request, or other formal notification as appropriate.
  - b. A copy of the FTA funding award announcement from the FTA website
  - c. Copy of the FTA award notification email or letter to TriMet or SMART
  - d. Other items that will assist in programming and completing the transit amendment:
    - i. FTA funding program overview (from the FTA website to support the amendment staff report)
    - ii. A copy of the FTA Notice of funding Opportunity from the Federal Register to verify fund type code and required minimum match.
    - iii. Any special programming guidance from FTA District 10 about when funds will be available for a TrAMS grant submission
    - iv. A reconfirmation of when the TriMet or SMART will submit their TrAMS grant too obligate and expend the FTA funds to ensure the funds are programmed in the correct federal fiscal year.

- v. A copy of the grant application submitted by TriMet or SMART for the discretionary program funding to assist in completing the project name and description.
  - vi. A copy of the approved or draft environmental document for larger transit capital projects to assist with the project name and description.
  - vii. A copy of the program overview and goals as stated on TriMet or SMART's website to assist in with the project name, description, and programming years for TrAMS grant obligation needs.
  - viii. A copy of applicable Board action supporting the grant program
  - ix. A copy of the approved Program of Projects (POP) as part of the fiscal constraint/proof of funding requirement.
  - x. Identification of any shelf-life use-it-or lose it conditions of funding related to the grant
5. Changes to existing programmed transit projects will follow the same base process ad noted above. The only difference will be if the Regional 1 STIP Coordinator initiates the amendment request, or it comes from Metro.

vi. **Transit Projects with FHWA based federal funding:**

1. Both Metro and ODOT periodically award TriMet and SMART project awards with FHWA based funds (e.g. Congestion Mitigation Air Quality (CMAQ), or Surface Transportation Block Grant (STBG)).
2. For these projects TriMet and SMART will not obligate the federal through FHWA's Financial Management Information System (FMIS).
3. The transit agencies will obtain approval to expend the funds through FTA's Transit Award Management System (TrAMS).
4. In order for TriMet and SMART to receive approval to expend the federal funds, they first must submit a TrAMS grant application and wait for FTA grant award approval.
5. However, before this can occur, the FHWA based federal funds must be flex-transferred from FHWA to FTA.

Figure 3  
FTA TRAMS Users Guide



**FTA Transit Award Management  
System (TrAMS) User Guide**

**Vol 1, Getting to Know TrAMS  
Recipient User Guide**

6. ODOT will complete the flex-transfer to FTA once the project funds are programmed and included in the approved MTIP and STIP.
7. Programming the FHWA based federal funds for transit agencies is no different than programming other federally funded projects in the MTIP and STIP.
8. One area to remember is the time to complete the flex-transfer to FTA and the TrAMS grant approval by FTA can take months to complete.
9. ODOT-Salem normally completes a statewide flex-transfer twice per year: During December and in June.
10. Therefore, on order to meet the flex transfer deadlines, the transit formal amendment must be in the approved MTIP and STIP by November or May.
11. To meet the November programming deadline, the new transit project must start the MTIP and STIP formal amendment as part of the September formal amendment, or March formal amendment bundles.
12. Additionally, when the amendment begins and the Metro staff report is completed, it is important to identify to the Region 1 STIP Coordinator that the amendment bundle contains a project that requires federal fund flex-transfer. The staff report should include a brief statement about the lead agency's timing to submit their TrAMS grant as well.

**vii. Planning Projects:**

1. Metro is responsible for managing all regional federally funded Planning through the Unified Planning Work Program (UPWP).
2. There are basically three categories of UPWP projects Metro provides federal funding:
  - a. Metro-led, in-house, staff driven projects that are incorporated into the UPWP Master agreement and obligated under the single Metro annual UPWP planning project in the MTIP.
  - b. Metro-lead led projects that will include the use of consultants as part of the study scope elements. For these projects, MTIP programming is required if:
    - i. External consultants will be used as part of the scope of work.
    - ii. This normally will require a separate Intergovernmental Agreement (IGA) and stand-alone programming in the MTIP
    - iii. Some funded studies are actually project development studies to develop preliminary alignments, complete early NEPA activities, and complete preliminary design actions up to 30%.
    - iv. Normally will be programmed using the Planning phase if it is clear that upon completion of the project development work, the project will not progress directly into Preliminary Engineering to complete Plans Specifications, and Estimates (PS&E – or final design)
    - v. And, may require an UPWP amendment to first occur before MTIP programming can commence.

- c. External agency led regional planning projects. These projects:
      - i. May be funded from RFFA Step 1 or RFFA Step 2 allocations depending on the nature of the project.
      - ii. May or may not use consultants as part of the project
      - iii. Normally will be federally funded with Metro STBG allocated funds.
      - iv. Are required to be programmed in the MTIP in order to obligate the committed federal funds.
      - v. Will normally be programmed in the Planning phase of the MTIP unless the lead agency has committed funds to move forward into final design. In these situations, the study needs to be confirmed that the scope of work is project development. It can then be programmed in the PE phase in the MTIP with the expectation that it will progress immediately into final design to complete PS&E actions.
      - vi. May require an UPWP amendment to first occur before MTIP programming can commence.
- 3. For Metro led planning projects that appear to require MTIP programming and for external agency led federal funded planning projects, the following pre-programming actions need to first occur:
  - a. Verify the project inclusion in the approved constrained RTP.
  - b. If not included in the RTP, convene a meeting with the UPWP manager to determine if an UPWP amendment needs to occur to add the planning study first to the UPWP.
  - c. If an UPWP amendment is required, the Metro UPWP manager will complete the necessary items to add the project to the UPWP.
  - d. Upon meeting with the UPWP Manager, determine if the MTIP amendment can proceed concurrently or should wait one month and proceed after the UPWP amendment is approved.
- 4. Normally, planning projects that are part of the UPWP, but funded with local funds are not required to be added to the MTIP. The UPWP captures the required project information. Programming in the MTIP would be an unnecessary duplication.
- 5. Reference additional guidance in the annual and approved UPWP to help determine if the project requires MTIP programming.
- 6. Changes to existing programmed planning projects that require a formal amendment will follow the above process as well. The major difference concerns:
  - a. Scope and limits changes to planning projects. FHWA authorizes a more liberal interpretation for scope and limits changes to planning projects. Planning studies are exempt for air quality analysis per 40 CFR 93.126, Table 2. Their deliverables focus on cost identification, alignments, feasibility analyses, opportunity costs in theoretical aspects.

- b. Therefore, most scope changes can proceed as administrative modifications as long as the original intent of the project study is maintained.
- c. However, if the changes involve funding increases/decreases, then the thresholds identified in the Amendment Matrix apply.
- d. When in doubt consult with the UPWP planning manager to determine if the scope and/or limits changes are significant enough to require a UPWP amendment. If “No”, then the change probably can proceed as an administrative modification. If “Yes”, a formal MTIP amendment may need to occur. The decision is a judgment call.

**d. Formal Amendments and the MTIP Worksheet:**

- i. Once the submitted backup and support materials have been submitted, the first step in developing the formal amendment bundle is to create a MTIP Worksheet for each project
- ii. The worksheet provides the before and after changes as a result of the amendment.
- iii. The MTIP Worksheet is used for both new and existing projects in formal amendment bundles or part of administrative modification bundles.
- iv. The worksheet updates the following areas as required:
  - 1. Project Name.
  - 2. Project short and detailed descriptions in the MTIP, plus includes a STIP description field to compare against the MTIP descriptions.
  - 3. Current project status reference and project code updates (project type, ID numbers, Milepost references, RFFA and UPWP references, OTC approval status, and MTIP plus STIP amendment numbers).
  - 4. Changes to funding by listing the fund type code, phase, year, and amount programmed. The funding table shows the existing programming and what new changes are made through the amendment.
  - 5. The final section is a narrative that summarizes the amendment changes, includes RTP references, provides a fund code dictionary, and includes other project or RTP reference details.
- v. Once completed, the MTIP worksheet should be shifted over to the Public Notification Tables section.

**e. Formal Amendments and Public Notification Tables:**

- i. Additional details are included in Section 2i about the public notification requirement for formal amendment.
- ii. The MTIP worksheet is used as part of the public notification tables to visibly show the changes occurring through the amendment.
- iii. The public notification tables are posted on the Metro MTIP webpage with instructions about the opportunities to comment via email about the formal amendment.
- iv. The first of the public notification page is the summary and provides the overview of the public notification requirement and process.

- v. After this page, the MTIP Worksheets are attached for all projects in the formal amendment bundle.
- vi. Support staff will handle the posting and monitoring of comments submitted. Please note that webpage posting process can be time consuming. It is essential that support staff receive the public notification tables (in Excel and Adobe Acrobat format) at least one day ahead of the start of the 30-day public notification posting period.

**f. Formal Amendments and Exhibit A to the Amendment Resolution:**

- i. Exhibit A acts as the visual record for the required changes to the project.
- ii. The MTIP Worksheet functions as the Exhibit A.
- iii. Once all of the MTIP worksheets have been created and shifted into the public notification file, cut the first page from the public notification tables and you now have a completed Exhibit A funding table to the draft Resolution.

**g. Summary of the MTIP Worksheets:** The Excel based worksheet covers three requirements as part of the formal MTIP amendment process:

- i. They are used as reference documents displaying the before and after changes to the project from the amendment action. The worksheet provides the MTIP Manager, Region 1 STIP Coordinator, ODOT LAL, and the lead agency project manager with an amendment tool for review and discussion as needed.
- ii. They are used as the key part of Exhibit A to the draft resolution again displaying the before and after changes resulting from the formal amendment.
- iii. They provide the core portion to the public notification tables allowing the public to see online the project changes occurring through the formal amendment.

**h. Formal Amendments and the Staff Report:**

- i. A staff report is required to be submitted as part of the formal amendment bundle.
- ii. There will be multiple updates to the staff report and required modifications as the staff report progresses through the Metro Committee approval process.
- iii. The staff report provides an overview of the amendment bundle and summaries of each project included in the bundle.
- iv. Note: JPACT and Metro Council have conditioned that the staff report will contain sufficient details clearly explaining the need for the amendment and include all needed supporting details to provide that clear explanation. As a result of JPACT and Council's conditions, they allow non-controversial formal amendment bundles to progress through JPACT and Council for final Metro approval as consent items.
- v. The basic contents of the Formal amendment staff report include the following sections (Note: You will use the same format for TPAC, JPACT, and Council):
  - 1. Background summary: Provides the Purpose Statement, short summary of why the amendment is occurring, and the requested action from TPAC, JPACT, or Metro Council
  - 2. Programming Summary Table: This table provides a summary of the projects in the amendment bundle and includes the project Key



number, MTIP ID, lead agency name, project description and a brief description of the amendment action

3. Project amendment Summaries: An amendment summary table is included for each project in the amendment bundle. The amendment summary table of reach project includes the following:
  - a. SUMMARY: Before and after project name (if changes are occurring), lead agency, STIP key number, and MTIP, ID number.
  - b. PROJECT DESCRIPTION: Narrative description (before and after if changes are occurring to the description), new or existing project, funding source project type, location, cross street limits, mile post limits, current status, and STIP plus MTIP amendment numbers
  - c. WHAT IS CHANGING: This section includes the amendment action (e.g. cost Increase, add funding, phase slip, etc.). The section primarily includes a summary explanation of WHAT project changes are occurring through the amendment, and WHY
  - d. ADDITIONAL DETAILS: This section is included for other project auxiliary details, project exhibits, photos, locations maps, etc. that may help provide added context to the project amendment.
  - e. WHY A FORMAL AMENDMENT IS REQUIRED: This section explains briefly why the project changes require a formal MTIP amendment. Usually, providing a reference back to the Amendment Matrix with a brief explanation about the change to the change will be sufficient
  - f. TOTAL PRGRAMMED AMOUNT: This section provides a brief summary of the change in funding as a result of the amendment.
  - g. ADDED NOTES: This is an added section use to call-out other aspects of the project amendment not covered in the other sections. Example: The most common comment added into this section is “OTC Approval was required.” and the date the approval occurred,
4. Performance Measurement Compliance Project Tagging: Generally, this applies for new projects added into the MTIP through the formal amendment process. Projects in the MTIP are subject to performance measurement tracking. When a new project is added to the MTIP, the MTIP will include a performance measurement identification based on the project’s scope of work. The MTIP formal amendment will not complete the formal amendment process, but “tag” the project for the areas that appear will be subject to performance measurement targets. The performance measurement assessment includes the following items:
  - a. Safety
  - b. Asset Management – Pavement
  - c. Asset Management - Bridge
  - d. National Highway System designation

- e. Freight/Goods Movement
  - f. CMAQ
  - g. Transit
  - h. RTP Priority Investment Areas – Equity
  - i. RTP Priority Investment Areas – Climate
  - j. RTP Priority Investment Areas – Congestion Mitigation
5. MTIP Required Project Amendment Reviews: This section provides an acknowledgment of the pre-amendment submission reviews and action Metro must complete as part of our MPO responsibilities. This is standard boiler-plate legal reminders and include:
- a. Acknowledgement that 23 CFR 450.316-328 provides the governing responsibilities for the MPO in the management, update, and amendment to the MTIP.
  - b. Providing a copy of the current approved FHWA/FTA/ODOT/MPO Amendment Matrix and a statement that Metro follows the Amendment Matrix in the review, submission, and approval of MTIP amendments.
  - c. Completing MTIP amendment reviews that include:
    - i. Verification that the project is eligible to be included in the MTIP.
    - ii. Validation that proof of funding supporting the project was provided.
    - iii. Confirmation that the committed funds to the project are eligible to be used as proposed to be programmed
    - iv. Verification that fiscal constraint in the MTIP is still maintained as a result of the amendment.
    - v. Confirmation that the project is included in the current constrained RTP.
    - vi. The RTP and MTIP versions are generally consistent in their estimated total project cost. If the project cost variance is greater than 30%, then has the lead agency addressed this by securing additional funds and explaining the cost increase satisfactorily at the time of MTIP programming?
    - vii. Verification the project name, scope and limits are consistent with the project entry in the RTP
    - viii. If a capacity enhancing project, the project is verified to be included in the appropriate Metro modeling system network, has complete any and all required air conformity analyses, and is consistent with project as proposed to be programmed in the MTIP.
    - ix. Has or will provide appropriate performance measurement data to Metro?
    - x. Confirmation that if a planning project and is not included in the RTP, the project is included in the current UPWP.

- xi. Validation that If not in the UPWP, an UPWP amendment is proceeding ahead of, or concurrently with the MTIP amendment to add the planning project to the UPWP.
- xii. Verified that the project meets a t least one or more RTP goals and strategies.
- xiii. Evaluate and determine if the project qualifies to be a Transportation Control Measure (TCM). If yes, ensure a “(TCM)” tag is added at the end of the project’s short description in the MTIP.
- xiv. Verified that the project as a formal amendment has completed the required 30-day public notification period.

- d. Amendment approval steps and timing: The staff report will include a proposed amendment approval schedule that includes estimated committee

Figure 4  
Staff Report Amendment Approval Schedule

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April 2020 Formal MTIP amendment (AP20-11-APR) will include the following:

Action	Target Date
• Initiate the required 30-day public notification process.....	March 26, 2020
• TPAC notification and approval recommendation.....	April 3, 2020
• <b>JPACT approval and recommendation to Council.....</b>	<b>April 16, 2020</b>
• Completion of public notification process.....	April 24, 2020
• Metro Council approval.....	May 7, 2020

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

**USDOT Approval Steps:**

Action	Target Date
• Amendment bundle submission to ODOT for review.....	May 12, 2020
• Submission of the final amendment package to USDOT.....	May 12, 2020
• ODOT clarification and approval.....	Late May, 2020
• USDOT clarification and final amendment approval.....	Mid-May, 2020

approval and submission dates as shown in Figure 4.

6. Analysis/Information Section & Recommended Action:

- a. This final section provides the Metro legal acknowledgments that include
- b. The staff report concludes with the recommended action Staff or committee motion. It should also include prior committee approvals as appropriate. Finally, a list of attachments will be stated that will be part of the Adobe Acrobat staff report version.

vi. Staff Report Critical Reminders:

- 1. If significant discussion or questions are raised at TPAC or JPACT, then the staff report will include a summary of the key points of the discussion in the Background section after the request action statement. The summary does not need to be as detailed as the committee minutes. However, the summary information should be detailed enough that the next approval committee or Metro Council is clear of the issues, concerns, questions, or discussion the MTIP amendment generated.
- 2. If a significant discussion does occur at the lower committee, then this normally will preclude the amendment from being included in the next committee or Council consent agenda. The amendment will proceed as an action to the next committee or Council.

3. However, the Legislative Coordinator will make the final decision whether or not the MTIP amendment will go consent or as an action item to JPACT and Council. Provide details to the Legislative Coordinator of the amendment discussion at TPAC to help determine the appropriate course of action for JPACT and Council.

**i. Formal Amendments and the Amendment Resolution:**

- i. All MTIP Formal Amendments require a resolution to be submitted with the amendment falling within it.
- ii. The resolution is the approval document for the formal amendment.
- iii. The Metro Legislation section will assign the resolution number (e.g. 20-5094) and provide the

MTIP

Programming

Manager the

number to

complete the  
resolution.

- iv. Obtaining the  
resolution

begins by

submitting a request to the Legislative Coordinator along with the Resolution Purpose Statement.

- v. The purpose statement provides the summary of the amendment along with the MTIP amendment number
- vi. The main body of the resolution is divided into three sections:
  1. The body introduction begins with five primary overview statements about the MTIP.
  2. The amendment section which contains specific statements then about the projects being amendment, the need for the changes, why they require a formal amendment, their grant award funding, or other pertinent project information supporting the amendment.
  3. The body conclusion includes five statements about RTP consistency verification, fiscal constraint validation, and Metro committee approval reaffirmations and the request to Metro Council to approval the MTIP amendment resolution.
- vii. After the main body, the resolution signature blocks are located.
- viii. See the MTIP Programming User guide for specific instructions on how to develop the MTIP Formal Amendment Resolution.

Figure 5  
Sample Resolution Purpose Statement

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES PROJECT CHANGES TO FIVE PROJECTS IMPACTING GRESHAM, ODOT, AND TRIMET (AP20-11-APR)	) ) ) ) ) ) )	RESOLUTION NO. 20-5094  Introduced by: Chief Operating Officer Andrew Scott in concurrence with Council President Lynn Peterson
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**j. Formal Amendments and the Public Notification Process:**

- i. All MTIP formal/full amendments must complete a public notification/opportunity to comment process. This is in addition to the opportunities to provide comment through the Metro approval committees of TPAC and JPACT and at Metro Council.
- ii. The public notification/opportunity to comment period for formal/full MTIP is set normally at 30 days. However, due to holidays or other calendar issues, the

MTIP Programming Manager may establish a comment window longer than 30 days.

- iii. The public notification process offers the public two tracks to submit comments:
  1. At the Metro advisory committees of TPAC and JPACT, or at Metro Council. Comments can be provided in written format or via personal testimony at the committees/Council.
  2. The second track offers the public the ability to submit comments online via email directly to Metro staff.

iv. **The Online Email Public Notification Process:**

1. Public notification tables are created for each project included in the formal amendment bundle. The tables provide a visual summary of the before and after changes to the project as a result of the amendment. The public notification tables are currently formatted in Excel, An example is shown at left.
2. The public notification tables are then bundle and converted into an Adobe acrobat file to be posted on the Metro Website on the MTIP webpage.
3. The Public Notification Tables are actually the MTIP Worksheets that are first created to visually display the
4. Instructions about the comment period, purpose and length) and who to submit email comments are provided along with the tables.
5. All submitted comments are logged-in with an acknowledgement sent back to the submitting person.
6. All submitted comments are sent to the MTIP Programming Manager to review, summarize, and forward to the lead agency, or directly respond if needed.

Table 2  
Sample Public Notification Table

[illegible]

- [illegible]

- b. The MTIP Programming Manager will advise Senior Management if justification is present to remand the project back to JPACT for additional discussion.
  - c. The amendment will be from the bundle and declared it to be a stand-alone project and an action item for Metro Council, or hold the project(s) in abeyance until further discussions can occur to resolve the issues raised from the submitted comments.
  - d. Metro Senior Management along with the Metro Legislative Section will determine the appropriate next steps to approve the project amendment, hold it for additional discussions, or remove it from Metro Council approval consideration.
- k. **Formal Amendments and the Approval Process:** Once the amendment bundle is completed, the Metro approval process requires notification to TPAC and approvals from JPACT and Metro Council. The basic approval steps are as follows:
  - i. **TPAC:**
    - 1. TPAC notification begins the approval process.
    - 2. The formal amendment will be presented to TPAC members.
    - 3. TPAC usually meets on the first Friday of the month except for August when the committee is dark.
    - 4. The TPAC agenda is sent out 1 week prior to the meeting (the prior Friday to the meeting). The completed amendment bundle is due to the TPAC Coordinator NLT the Wednesday prior to agenda send-out date on Friday.
    - 5. Amendment slides for the presentation are normally due NLT Wednesday prior to the TPAC Friday meeting.
    - 6. The presentation is a recurring standing item on the TPAC agenda.
    - 7. The agenda will briefly cover the amendment composition, changes being made, completed reviews and recommendation to JPACT. The MTIP formal amendment presentation to TPAC is provided to be completed in 10 minutes or less unless the amendment is large (bundles greater than 8 projects). See the user guide for presentation contents and suggestions.
    - 8. The purpose of the presentation provides TPAC members (who act as part of the public) their official notification and opportunity to discuss and comment.
    - 9. Added Note: FHWA considers the presentation to TPAC an important part of the public notification process, and watches Metro to ensure the requirements of the public notification process are adhered to.
  - ii. **JPACT:**
    - 1. Once TPAC provides an approval recommendation to JPACT, the MTIP formal amendment bundle can move forward to JPACT. Submitting the amendment bundle is different from the TPAC process. The following steps are required:
      - a. The amendment bundle needs to be updated for JPACT. If the TPAC discussion requires any updates to the draft resolution, Exhibit A, or staff report, these corrections need to be accomplished immediately after the TPAC meeting.

- b. The updated amendment bundle needs to be submitted to the designated support staff for Granicus upload via an email as soon as possible after the TPAC meeting. JPACT normally meets on the third Thursday of the month. The Legislative Coordinator requires the amendment bundle submission two weeks ahead of JPACT. Since TPAC meets on the first Friday, submitting the updated amendment bundle immediately after TPAC is already one late to JPACT. Be cognizant that that the Legislative Coordinator needs the updated materials as soon as possible.
    - c. Submit the updated amendment materials via email to the designated Support Staff and include an original file version (e.g. Word, Excel, etc.) and an Adobe Acrobat version.
    - d. The Legislative Coordinator holds a JPACT Prep Meeting normally one week prior to the committee meeting. During the prep meeting. A final review of the legislative materials and staff report will occur among the Legislative Section and other JPACT impacted staff to ensure the MTIP formal amendment bundle is ready for JPACT. The JPACT Prep meeting will also confirm if the item will proceed on the consent calendar or as an action item.
  2. Finally, based on the discussion at TPAC, provide a recommendation to the Legislative Coordinator, if the MTIP amendment bundle can proceed on the consent calendar or needs to be a discussion item. Unless issues arose at TPAC, plan on the item proceeding through JPACT as a consent item or action item.
- iii. **Council:** Assuming JPACT approves the Resolution and amendment bundle, the final Metro approval step is Metro Council. The submission and approval process with Metro Council is virtually the same as for JPACT and include:
  1. Update all MTIP amendment bundle materials as needed after JPACT.
  2. The tentative amendment bundle approval schedule will schedule the item for Council agenda two weeks after JPACT. Note: The Metro Council schedule often changes and planned approval date for Council may need to be adjusted.
  3. Submit all updated materials to the designated Support Staff for upload into Granicus.
  4. Submission and upload into Granicus is required to occur not later than two weeks ahead of the Council.
  5. Unless there was significant discussion at JPACT prior to approval, plan in submitting the MTIP amendment bundle to be included on the consent agenda.
  6. If the item is required to proceed as an action, then a follow-on meeting with Planning Department Senior Management and the Legislative Coordinator needs to occur immediately to discuss how the amendment bundle will be presented and discussed.
- iv. **Post Metro Council MTIP Formal Amendment Approval Actions:**
  1. Upon approval by Metro Council, the draft Legislation requires final approval signatures and recording.



2. With Council occurring on a Thursday, the final signed and approved Resolution should be loaded in the **Metro Online Records** database no later than the following Tuesday. If not, send a reminder email to the Legislative Coordinator to complete this key task.
3. Once the Resolution is signed and recorded, it can be downloaded and included in the formal amendment bundle package to be sent on to ODOT and USDOT for final reviews and approvals.
4. The Metro approved MTIP formal amendment bundle consist of the following items (See attachment X for a sample):
  - a. Cover letter addressed and containing the following:
    - i. ODOT Region 1 STIP Coordinator
    - ii. FHWA Oregon Office Senior Community Planner/Metro Liaison
    - iii. FTA District 10 Transportation Program Specialist (include FTA if there are FTA funded transit projects included in the amendment bundle)
    - iv. Amendment bundle summary table
    - v. Review and certification statements
    - vi. Metro submission signature
  - b. Approved and sign resolution
  - c. Exhibit A to the Resolution
  - d. Amendment narratives/staff report
  - e. Attachments/support documentation to the narratives/staff report
5. The final Metro approved MTIP formal amendment bundle will be sent as an Adobe Acrobat package to the addresses noted on the cover letter via email. The email will be sent to the ODOT Region 1 STIP Coordinator with a copy to the FHWA Liaison (and FTA staff member if transit projects are included in the bundle).
6. Upon submission to ODOT and USDOT, ODOT will complete their final review of the projects in the bundle. ODOT will review and approve the projects individually. The State STIP Coordinator will approve the project and then send it on to FHWA or FTA for final approval.
7. If questions or issues arise, the ODOT Region 1 STIP Coordinator will contact the MTIP Programming Manager with the issue. Together, both will work to resolve the issue to allow approval of the project amendment.
8. Corrections may require submission of an updated modified amendment package, clarifying questions raised, agreeing to complete a change in programming, correct a minor type, or complete other updates as required.
9. Once USDOT provides the final approval, the amended project will show up in the next published online approved STIP. At that time, the update to the MTIP can also occur.

### 3. Formal Amendments and Required Support Documentation:

- a. Each project amendment may require additions or adjustments in the type of support documentation needed to complete the formal amendment. Under the email submission process used to submit MTIP formal amendment requests for new and existing projects, the following items are normally required to be included in the submission:
  - i. Email request for amendment.
  - ii. STIP Summary Report.
  - iii. Approved ODOT Project Change Request (PCR): Note: The requirement for the PCR may be waived by the MTIP Programming manager if prior email summaries, teleconferences, or project review meetings have occurred and the needed changes are clear and well understood.
  - iv. Phase cost update: Used to help justify phase cost increases.
  - v. Project location map: Required for FHWA understanding of the project location
  - vi. Project exhibit: Needed for scope changes and limit changes to explain the change in scope or limits.
  - vii. STIP Impacts Worksheet: Use by ODOT in place of the Change Management Request (CMR) form for ODOT funded projects to explain the project changes.
  - viii. Grant award notifications, screen prints, or funding award letters used to verify new funding being added to the project.
  - ix. Agency grant application (normally for new project funding awards) to help provide the project description, scope, and location
  - x. CMAQ Emission Reduction Analysis for CMAQ funded projects)
  - xi. Copy of the ODOT IGA identifying the scope or other changes to the project
  - xii. OTC staff report memo documenting the change approval.
  - xiii. Project Grouping Bucket improvement sites or sub-project composition lists.
- b. Back-up support documentation for scope changes may also require pre-amendment project change proposals, and if Metro funded, approval documentation for the scope change. If ODOT funded, OTC approval again may become a factor.
- c. Added Note: Metro is initiating development of an online MTIP and amendment submission system. This will include online amendment submission forms which will replace the need for some of the above identified back-up and support documents. Until they are developed, the current email submission approach requires the addition of applicable support documentation as noted above will continue.

**4. Formal Amendments and Obligation Targets Critical Reminders:**

- a. Metro is under annual obligation targets for the STBG, CMAQ and TA funds allotted each year. As a result, an amendment change to funding, schedule, or scope can impact the planned obligation timing for the project phase.
- b. For Metro funded CMAQ, STBG, and TA funded projects, the MTIP Programming Manager must consider the following impacts the amendment may have upon the annual obligation targets:
  - i. If the amendment will delay the planned phase obligation, the lead agency will submit a detailed reason why the amendment lead to occur and why the phase can't obligate in schedule as programmed.
  - ii. If an external reason outside the control of the lead agency or ODOT LAL exists for the amendment and phase obligation delay, then Metro will submit an exception request to have the obligation target removed from the annual target list.

- iii. If the reasons for the obligation delay is not external and could have been prevented by the lead agency, then Metro will “red flag” the project as part of the next project monitoring update to TPAC and JPACT.
- iv. The MTIP Programming Manager and ODOT LAL will monitor the project through monthly review meetings, special reviews, email update requests, etc. and try to identify required amendments early to avoid obligation delays and negative impacts to the annual obligation targets.

**5. Formal Amendments and the Use of the Advance Construction Fund Type Code:**

- a. Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible.
- b. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements.
- c. Per FHWA guidance (at [https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_aid/ac\\_pcac/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/)), the following process steps will be completed by the State DOT and FHWA for the approval to use Advance Construction:
  - i. State identifies project(s) and requests AC designation.
  - ii. FHWA Division Office ensures state meets financial preconditions for AC.
  - iii. FHWA reviews and approves AC designation for project. Project agreement executed.
  - iv. State constructs project following Federal-aid requirements.
  - v. State requests conversion to Federal-aid project full or partial and project agreement is modified.
  - vi. FHWA obligates Federal-aid funds per modified project agreement.
  - vii. State requests reimbursement for costs incurred full or partial as needed. FHWA reimburses Federal-aid share of costs of state.
- d. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.
- e. Advance construction acts as a fund type code placeholder. It allows ODOT to designate a project phase will be federally funded. Once programmed and approved, the phase can obligate, but ODOT will cover the phase costs until the federal fund type code is identified for the phase. At that time, a fund type code conversion occurs with the federal fund type code (e.g. STBG, NHPP, etc.) replacing the ADVCON fund type code. When the conversion occurs, the project needs to complete an administrative modification to replace ADVCON with the designated
- f. The fund type code used is ADVCON and the fund code is ACP0.
- g. Advance Construction is used by ODOT. It is not used by Metro when programming Metro funded projects.
- h. If ODOT proposes to program a project phase through a formal (or administrative modification), Metro will program the project phase with the applicable AC Conversion fund type code as shown in the below table:



Table 3: Advance Construction (AC) Programming Codes

Programmatic Fund Type Code	Advance Construction Applicable Programmatic Code	Fund Program
ATCMTD	AC-ATCMTD	Advance Transportation and Congestion Management Technologies Deployment
CMAQ	AC-CMAQS AC-CMAQU	Congestion Mitigation Air Quality improvement program
Equity B	AC-Equity	Equity Bonus
EM-REL	AC-EMREL	Emergency Relief funds
FLAP	AC- FLAP	Federal Lands Access Program
HPP	AC-HPP (80%)	Highway Infrastructure Program (80/20)
HPP	AC-HPP (89.73%)	Highway Infrastructure Program (89.73/10.27)
HSIP	AC-HSIP (89.73%)	Highway Safety Improvement Program (89.73/10.27)
HSIP	AC-HSIP (92.22%)	Highway Safety Improvement Program (92.22/7.78)
Sec 164	AC-164	Section 164-Highway Safety Improvement Program
ITS	AC-ITS	Intelligent Transportation Program
PL	AC-PL	MPO Planning funds
NHFP	AC-NHFP	National Highway Freight Program
NHPP	AC-NHPP (89.73%)	National Highway Performance Program (89.73/10.27)
NHPP	AC-NHPP (92.22%)	National Highway Performance Program (92.22/7.78)
Rail Safety	AC-RAIL	Railway-Highway Crossing Program
REDIST	AC-REDST	Annual Redistribution
STBG	AC-STPS AC-STPU AC-STBGS AC-STBGU	Surface Transportation Block Grant
TA	AC-TAS AC-TAU	Transportation Alternatives
State Programmatic Revenue Codes		
BIKEWAYS	AC-BIKE	
HB2017	AC-HB2017	Transportation
Notes:		
If the State allocated revenues to a project were determined to be federalized, then using Advance Construction is possible		
Transit projects and federal FTA Section codes (e.g. 5307, 5309, 53100, etc.) normally will not utilize the Advance Construction fund type code		

- i. In order to complete the AC programming request, ODOT must identify the applicable planned federal conversion code as shown above. If no conversion code is provided, the project amendment stops and is to be removed from formal amendment or administrative modification bundle.
- j. Identification of the appropriate federal conversion code must be a fund type code and not an ODOT funding programs (e.g. ARTS, Fix-It, etc.). If ODOT cites a funding program and not an appropriate federal fund type code, then the requested amendment should be denied until the appropriate federal conversion fund type code is provided.
- k. A federal conversion fund type code must be identified when advance construction is first proposed for the project to ensure the MTIP can complete fiscal constraint computations and verify the MTIP fiscal constraint finding is maintained.

#### 6. Formal Amendments and Transportation Control Measures (TCM) Critical Reminders:

- a. Although Metro is currently in air quality attainment status, Metro retains several older identified TCMS from the prior CO Maintenance Plan.
- b. The State and Federal conformity regulations require the air quality conformity determination demonstrates compliance with Transportation Control Measures (TCMs) included in the CO Maintenance Plan by providing for the timely implementation of all TCMs.

- c. The air quality conformity determination must also demonstrate activities in the MTIP program or RTP amendments which interfere with the implementation of TCMs.
- d. Two TCM categories remain. These are active transportation commuter bicycle paths and pedestrian paths.
- e. TCMs identified in the 2021-2026 MTIP include the following projects in the below table.

<b>Table 4</b> <b>Transportation Control Measure (TCM) Carryover Projects</b> <b>Programmed in the 2021-2026 MTIP</b>		
Key Number	Lead Agency	Project Name
19276	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd
19280	Happy Valley	SE 129th Avenue - Bike Lane and Sidewalk Project
20808	Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside
17270	Portland	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd
17268	Portland	Red Electric Trail: SW Bertha - SW Capitol Hwy
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements
20812	Portland	Brentwood Darlington Bike/Ped Improvements
18026	Sherwood	Cedar Creek/Tonquin Trail: OR99W – SW Pine St
19327	Tigard	Fanno Creek Trail: Woodward Park to Bonita Rd/85 <sup>th</sup> Ave – Tualatin Bridge
19357	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave
20329	West Linn	OR43: Arbor Dr - Hidden Springs Rd

- f. The MTIP Programming Manager must evaluate any proposed amendment to the above projects and ensure the amendment:
  - i. Does not result in a phase obligation delay or construction phase delivery delay
  - ii. Does not include a major scope change that would change the TCM.
  - iii. If a major scope change is involved, the proposed amendment will be suspended in order to complete an evaluation of the scope change. The evaluation is required to determine if the scope change acts as a proper TCM suitable substitute.
  - iv. The RTP air quality staff will complete the scope change evaluation and determine if it is acceptable as a TCM suitable substitute. The MTIP Programming Manager will assist the RTP to obtain the required project details, exhibits, maps, etc. to complete the TCM suitable substitute evaluation
  - v. If the evaluation produces a negative finding as a suitable substitute, the MTIP Programming Manager will deny the proposed project amendment.
  - vi. Discussions among Metro senior management and the project manager will occur to determine other options available to deliver the TCM, or completely replace it with a separate approved TCM project.

## 7. Formal Amendments Submission and Processing Critical Reminders:

- a. The following table provides quick-reference reminders about submission and processing issues that currently impact project amendment submissions.
- b. They are included to help avoid submission, processing and final approval issues with submitted project amendments

- c. Additional and detailed guidance about the issues is stated in the MTIP Programming Guide.

<b>Table 5</b> <b>Formal Amendments Submission and Processing Critical Reminders</b>		
Focus Area	Issue or Challenge	Discussion and Reminder
Project Name	Limited field characters	<p>The STIP is limited to 55 character spaces for the project name. The name needs to reflect the route or arterial name, improvement type, and cross street references in 55 or less character spaces. Transit project names normally call out the improvement type and obligation year. The MTIP description fields will call out the main scope elements. Note: Assigning a project name is an art not science in the MTIP. Name examples include:</p> <ul style="list-style-type: none"> <li>- NW Division Complete St Phase I: Wallula Ave-Birdsdale Ave</li> <li>- SW 139<sup>th</sup> Ave Bike Lane and Sidewalk Project</li> <li>- Regional Travel Options (RTO) Program (FY 2022)</li> <li>- Washington/Monroe: SE Oak St-SE Linwood Ave</li> <li>- Hawthorne Bridge Ramps</li> <li>- TriMet Bus and Rail Preventative Maintenance (2021)</li> </ul> <p>Reminder: Work with the Region 1 STIP Coordinator to develop a an agreed upon name that matches up in the STIP{ and MTIP, or very close</p>
Project Descriptions	Limited field space in short description	<p>Both the MTIP Short Description and the STIP are limited to about 1 sentence to call out the project's main scope elements or site locations for the proposed improvements. Use the MTIP's Detailed Description field to identify the full scope elements. The Short description provides a basic overview of what he project will improve. Below are a few examples:</p> <ul style="list-style-type: none"> <li>- Name: NE 122nd Ave Safety &amp; Access: Beech – Wasco Short Description: Construct new enhanced and marked crossings in the vicinity of NE Beech NE Sacramento/ NE Brazee NE Broadway/ NE Hancock St and NE Wasco St/NE Multnomah St. (Transit: ETC)</li> <li>- Name: I-5: I-205 Interchange – Willamette River Remove and replace asphalt surface to repair rutted pavement Includes driving surface on bridges #17995 #17996 #09743B #09743C &amp; #09743A</li> </ul> <p>Reminder: Between the project name and MTIP short description, you should understand where the project is located and the key improvements the project will provide</p>
Fund Type Code	Programmatic code versus the fund code	<p>The MTIP programs committed and approved funding by fund type code that relates to the federal or state funding program. Examples include CMAQ, STBG, TA, NHPP, etc.</p> <p>The STIP programs by the specific fund type code the funds are appropriated or allocated from. Example: Instead of using the fund type code of HSIP, the STIP will reflect the fund code of ZS30. This is confusing to most as they don't understand what a fund code is. Additionally, ODOT may set up the HSIP fund type code obligation</p>



		<p>against multiple fund codes (e.g. ZS30 = \$350,000, MS30 = 400,000, total HSIP = \$750,000.)</p> <p>Reminder: The MTIP programs by the fund type code (HSIP) and will reflect the total HSIP programming as \$750,000. Generally, the fund type code programmed in the MTIP will not be split into fund codes as the STIP practices.</p>
Advance Construction	Use and Limitations of the ADVCON fund type code	<p>The use of Advance Construction is a legal and useful option for ODOT to keep projects moving when federal fund liquidity issues arise. ODOT does require the flexibility to use Advance Construction. However, the planned conversion needs to be identified when AC is proposed. Otherwise, Metro can't complete our fiscal constraint verification steps when formal amendments or administrative modifications occur.</p> <p>Reminders:</p> <ol style="list-style-type: none"> <li>1. When AC is proposed, ODOT must identify the appropriate federal conversion code to complete the amendment. The federal conversion fund type code should be included in the STIP Summary Report Financial Plan section for the project amendment.</li> <li>2. The MTIP will program the proper MTIP AC code based on the planned federal conversion fund type code ODOT identifies for the project phase. <ul style="list-style-type: none"> <li>- Example: ODOT identifies NHPP at 92.22% federal share as the planned federal conversion fund type code for</li> <li>- The MTIP will program AC-NHPP (92.22%).</li> <li>- The federal fund amount is charged to NHPP for fiscal constraint accounting.</li> </ul> </li> <li>3. When ODOT is ready to complete the AC conversion to the appropriate federal fund type code, complete an administrative modification to change the AC-NHPP to the correct final federal fund type code.</li> <li>4. The final chosen conversion code may not be the one identified for Advance Construction. If the final code is different, make the change and update the fiscal constraint tables.</li> </ol>
Funding Changes	Impact Upon Fiscal Constraint	<p>Funding changes or fund swaps can occur through an administrative modification. However, if you replace one fund type code with a different one, then the fiscal constraint tables have to be updated as well. Even if the action does not add new funds, the fiscal constraint tables must be update to demonstrate that fiscal constraint is being maintained.</p>
Backward Fund Shifts	Funding shortfall impacts upon ROW or Construction phases	<p>Also known as robbing construction to pay for PE...</p> <p>Once the PE phase has been obligated and funds are being expended, many projects often learn that their obligated PE federal funds are insufficient to complete the phase activities. Since the EA is open, the most requested action is to transfer additional federal funds from ROW or construction to cover the PE shortfall. This action only requires an administrative modification.</p>

		<p>However, the transfer leaves the construction phase now short. So, what is the advantage of this transfer? PE may be fully funded, but the construction phase is now short.</p> <p>The basic rule for any phase funding shortfall is that the lead agency will use their local funds to cover the shortfall. The exception to this grants the phase transfer normally if external consultants are being use, and there is a logic in continuing the expenditure of federal funds rather than local funds for the PE phase. The project's LAL will advise Metro of this situation and request the phase transfer. The conditions to complete a funding transfer from construction or ROW back to PE ae as follows:</p> <ol style="list-style-type: none"> <li>1. The LAL or Region 1 STIP Coordinator will advise the MTIP Programming Manager that the PE phase is short and a phase transfer from ROW or construction is being requested.</li> <li>2. The request will include a clear justification why local or state funds (for ODOT funded projects) are not the preferred option.</li> <li>3. If the project is Metro funded, then the LAL will normally include a PCR or other documentation with the justification for the backwards fund shift.</li> <li>4. If ODOT funded, then the Region 1 STIP Coordinator will provide the justification in the STIP Impacts Worksheet, or other acceptable justification documentation.</li> <li>5. If the justification determines that the construction or ROW phase can be reduced without backfilling with local or state funds, then a ROW or construction phase cost update will be included. The cost update is a mandatory requirement. The formal amendment or administrative modification must include the phase cost update, or the amendment/ modification will be denied.</li> <li>6. If the backwards fund transfer result in a funding shortfall to ROW or construction, then local state, or other federal funds will be used to backfill the phase shortfall.</li> <li>7. The backward phase funding transfer can only occur if a clear and logical reason exists to take funds from the ROW or Construction phase if phase backfilling is still required.</li> <li>8. The MTIP Programming Manager will challenge the need for any requested backwards phase funding transfers.</li> <li>9. The use of local funds to backfill a funding shortfall in the PE phase remains the preferred option to address the funding shortfall</li> </ol>
Active Transportation	Project Scoping Required Actions	<p>Most active transportation projects that Metro funds are submitted by planners who propose the project based on conceptual designs and little else. As a result, most active transportation projects Metro funds have not been properly, or marginally scoped to determine if they are ready to initiate the NEPA environmental process.</p> <p>Once funding has been awarded, the MTIP Programming Manager and ODOT LAL need to meet and review the project to determine if additional scoping actions are required. The two need to determine if</p>

		<p>the project can progress through NEPA and PS&amp;E, or should be pushed back to compete additional project development.</p> <p>The project application and a complete project Prospectus will help determine the degree the lead agency has completed pre-NEPA project development/scoping actions to ensure the project can complete NEPA and PS&amp;E</p>
2+2+2 Phase Programming Standards	Avoiding Phase Slips	<p>The general phase programming logic is as follows:</p> <ol style="list-style-type: none"> <li>1. PE: 2 years (Years 1 + 2)</li> <li>2. ROW &amp; UR: 2 years (Years 3 + 4)</li> <li>3. Construction: Year 5</li> </ol> <p>Rationale:</p> <ul style="list-style-type: none"> <li>- PE = Pre-design/NEPA + PS&amp;E. This phase requires a minimum of the years to complete.</li> <li>- ROW &amp; UR = completion of right of way acquisition and utility relocation. Program ROW and UR over two years. Projects have not been completing their ROW phase in one year.</li> <li>- Cons = Construction. Normally program in year 5 of the project's life</li> </ul> <p>Programming Example:</p> <ul style="list-style-type: none"> <li>• PE: obligation year = 2021</li> <li>• ROW &amp; UR obligation Year = 2023</li> <li>• Construction = 2025</li> </ul> <p>Final note: Now that the MTIP is a six document, the construction phase can be programmed in year 5 or six if needed. However, years 5 and 6 are non-constrained years. If Construction is ready to proceed in year 4, a formal amendment is required to advance the project phase. The STIP retains its four-year programming span. If the MTIP programs construction in year 5 or 6, the STIP will not include it as it only covers the constrained years of 1-4.</p>
Planning Projects	Project Name Reminders	<p>Any federally planning project normally will be included in the UPWP, If MTIP programming is required, the project will include "Study" in the project name. This is to identify the project as a study versus a project development action. Finally, the inclusion of the word "Study" in the project name was recommended by JPACT due to the confusion over CBOS II Study when this project moved forward for programming,</p>
TSMO/ITS Projects	When to Program	<p>The existing approved TSMO/ITS projects in the TSMO buckets are conceptual and lack a detailed scope of work and budget. As a result, they should not be split off from the TSMO bucket and programmed as a stand-alone project until they contain a well-developed scope of work and budget. If Metro funded, have the agency LAL review the project. Collectively, determine if the scope and budget are adequate and if only ConOps (Concept of Operations in the Other phase) should be programmed.</p> <p>Most ITS project may need a significant ConOps to be completed before the PE, ROW, and Construction phase scope of work and budget needs. Do not rush the programming of TSMO/ITS projects. They may face one or more delivery issues. They may need FHWA review and</p>

		approval. Buy America or software procurement issues may be present. TSMO/ITS projects require additional planning steps prior to programming. Do not program until the possible issues, delays, and conflicts have been addressed.
Phase De-Obligations	Delay to Amendments	<p>Near the end of a non-construction phase, the total amount of obligated funds in the phase may not be required. Once confirmation of this occurs, ODOT will move forward and de-obligate the remaining phase unexpended funds. Usually, the PE, ROW, or UR de-obligated funds will be moved to the construction phase.</p> <p>The phase de-obligation process takes about two weeks to complete. If the process is tied to a formal amendment or administrative modification, then plan extra time to complete the amendment or admin modification. Also, a project amendment which includes the de-obligated funds may have to wait a month as amendment approval can't occur until the de-obligation process has been completed.</p>
Transit Award Programming Prior to Award	Do not Complete unless FTA provides Approval	Discretionary grant awards normally can't be programmed in the MTIP until proof of the grant award is provided. Periodically, FTA may authorize Section 5309 Small Starts or New Starts funds to be programmed ahead of the award date. If TriMet or SMART is high on appears will receive a discretionary 5309 grant and requests early programming, FTA approval must provide the approval to program the funds. Otherwise, the discretionary grant must wait to be programmed when proof of funding and grant award is provided.

## 8. Administrative Modifications:

### a. Overview:

Minor amendments to the MTIP are called administrative modifications. The project adjustments allowed include changes that are below the stated thresholds in the Amendment Matrix. USDOT has already determine certain changes are allowable as they are exempt from required air conformity modeling analysis or do not impact the fiscal constraint finding. Some examples from the Amendment Matrix include the following:

- i. Funding changes to projects less than 20% for projects with a total cost of \$1 million or greater.
- ii. Minor description changes for clarification purposes that do not involve scope changes.
- iii. Changes in milepost limits which total less than 0.25 miles.
- iv. The addition of minor non-capacity improvement scope elements that are considered exempt per 40 OCFR 93.126, Table 2, and 40 CFR 93.127, Table 3 assuming they don't not increase the total project cost above the Amendment Matrix funding.
- v. Adjustments to the project name for clarification purposes. These can occur as long as they do not reflect a major scope adjustment or involve cost changes above the Amendment Matrix threshold.
- vi. Technical corrections (typos, spelling corrections, etc.) that are intended to correct the programming and is not intended to be a change.

- vii. Phase slips to the next fiscal year due to schedule delivery delays.
- viii. Phase advancements from the next constrained fiscal year into the present constrained year. Note: A phase advance from non-constrained years (years 5 or 6 of the MTIP) into the current constrained year requires a formal amendment to meet fiscal constraint requirements).

**b. Administrative Modification Eligibility Reminders:**

Review the approved Amendment Matrix when project changes are proposed to determine if the changes meet the parameters and limitations for administrative modifications. If the proposed changes cover multiple categories, and if any one crosses the threshold and requires a formal amendment, then the entire group of changes must be processed as a formal amendment. Finally, even if the requested project changes are eligible as an administrative modification, remember that JPACT and Council reserve the right to require the changes progress as a formal amendment.

**c. Administrative Modifications – Requests and Processing Steps:**

Since administrative modifications have approved changes and set limitations for requested changes in the Amendment Matrix, the approval process is less complicated than for formal amendments.

- i. The administrative modification request is basically the same as used for formal amendments. The Regional 1 STIP Coordinator, ODOT Local Agency Liaison (LAL), or project lead agency will submit an amendment request via email to the Metro MTIP Programming Manager.
- ii. Most of the amendment requests will originate from the Region 1 STIP Coordinator or LAL.
- iii. Both will have reviewed the needed project changes and determined they are eligible to proceed as an administrative modification.
- iv. The official request and contents will follow the same basic process as established for formal amendments. Administrative modification submission materials using the email approach will include the following items:
  - 1. Email request for the administrative modification sent by the Region 1 STIP Coordinator, LAL, or lead agency project manager.
  - 2. Signed and approved Project Change Request (PCR) for metro funded projects
  - 3. STIP Summary Report from the Region 1 STIP Coordinator detailing the changes to the project.
  - 4. STIP Impacts worksheet (normally for ODOT funded projects which provides the justification for the project changes.
  - 5. Additional support documentation (e.g. construction phase funding update for funding phase shifts, updated project listings for project grouping bucket changes, updated project scope exhibits if minor scope changes are involved, etc.). The additional support documentation will be used to clarify and help explain the need for the project change. The level of detail required will depend upon the nature of the change for the project. Often only a STIP Summary Report with the email request may be required to complete the administrative modification

6. If the Metro is initiating the administrative modification, then the MTIP Programming manager will notify the Region 1 STIP Coordinator (and LAL as appropriate) of the upcoming administrative modification and send both a copy of a completed MTIP worksheet for their review.

**d. Administrative Modifications – Package Submission and Approval Process:**

- i. Once all required project materials have been submitted, an MTIP worksheet will be developed for each project in the bundle. The MTIP worksheet will include the applicable name, description and funding changes included in the administrative modification.
- ii. An Administrative Modification narrative will be developed that provides a summary of the changes. The narrative is different from the one used for formal amendment. It is a simplified format which follows a “cook book” format allowing review and approval to occur much faster.
- iii. The narrative includes the following information and updates (See Attachment X):
  1. Project Summary table listing the projects included in the Administrative Modification
  2. Project Summary Updates: This section includes identification and required updates to the project name, lead agency, short and detailed description, plus includes a brief summary of the modification change (e.g. Fund Swap. Fund Phase Shift, Minor Limits Change, etc.)
  3. Project Funding Changes: This section identifies the specific funding changes to each project phase. The changes are listed in a cook book format with the revised phase totals at the end
  4. Administrative Modification Justification: a brief justification is provided in this section validating the changes can proceed as an administrative modification
  5. Funding Change Details: This section provides a summary of the submitted material supporting the project changes and a short narrative explaining the changes to the project. Unlike formal amendments which requires a detailed explanation for the changes for the Metro committees, the administrative modification narrative can be brief and include only a few sentences to explain why the changes are occurring.
  6. MTIP Review and Certification Details: This section provides a summary of the required review certification areas for the administrative modification. The section provides the summary that the MPO has completed its required MTIP evaluation and reviews, plus demonstrates that the changes are authorized and certain formal amendment

**Table 6**  
**Administrative Modification MTIP Review & Certification Details**

- **Administrative Modification Authorized: Yes.** The funding adjustments are a correction. The total project cost and scope remain unchanged.
- **Metro Legislation Required: No**
- **MTIP Eligibility Verification: Yes**
  - Includes federal transportation funds: **Yes**

- Located on the Metro roadway network: **Yes**, the project is located on the Metro Motor Vehicle, Pedestrian, and Bicycle modeling networks
- Provides transportation system improvement: **Yes**
- **Considered a Regionally Significant Project: Yes** – project has federal funds and is located on system
- **Fiscal Constraint Review and Verification: Yes.**
- **RTP Consistency Review: Yes**
  - **In Current RTP: Yes.** Project ID – 12095 - Safety & Operations Projects
  - **RTP Description:** Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
  - **RTP and MTIP Costs Consistent: Yes.**
- **Considered Included in ODOT O&M RTP Project Grouping: Yes**
  - Bridge Rehabilitate & Repair
  - Culvert Replacement & Repair
  - Highway Pavement Maintenance
  - **Safety and Operations Project**
- **Project located on the National Highway System (NHS): Yes** – OR 8 is identified as an “Other NHS Route” in the NHS system
- **Capacity Enhancing Project: No:** The project is no a capacity enhancing project and is considered exempt under 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and Bicycle facilities
- **Satisfies 2018 RTP Goals and Strategies: Yes.** Goal #3 – Transportation Choices
  - **Objective 3.4 – Access to Active Travel Options**
  - **Description:** Build Increase household and job access to planned regional bike and walk networks.
- **MPO Responsibilities/Public Notification included: No** Administrative Modifications are not subject to the 30 –day Public Notification/Opportunity to comment process.
- **OTC action required: No.** OTC approval was not required for this Administrative Modification
- **JPACT & Metro Council action required: No.** JPACT and Metro Council approval were not required for this Administrative Modification

7. Completed MTIP Worksheet: The completed MTIP worksheet follows the MTIP Review and Certification section in the administrative modification bundle
8. Support Documentation: If any support documentation is required to be included to help explain the project changes, they are attached after the MTIP Worksheet. Typical support documentation could include updated construction phase cost update tables, email guidance, etc. The purpose of including the support documentation provides extra clarity for the administrative modification.

- iv. As stated previously, administrative modifications are submitted in a multi-project bundle. Metro normally completes at least one administrative modification bundle per month. However, administrative modifications may be submitted to Metro any time during the month and usually they are urgent. Therefore, it is not uncommon to submit multiple administrative modification bundles per month. Usually, two administrative modification bundle per moth are sufficient to cover the demand.



- v. Final approval of the administrative modification bundle: Unlike formal amendments, administrative modifications may be approved by the MIP Programming Manager. The MTIP may be updated at that time. The final administrative modification bundle with a cover letter should be sent to the Region 1 STIP Coordinator for review and in the STIP. Administrative Modifications do not require any Metro committee approval or are required to complete a public notification process. MTIP Approval of the Administrative Modification bundles has been delegated to the MTIP Programming manager.
- vi. After submission to the Region 1 STIP Coordinator, the administrative modification bundle will be sent on to the State STIP Coordinator for final approval for STIP inclusion.

## 9. Redaction of Metro Awarded Funds:

### a. Overview:

The following applies only to Metro funded projects. Any funding redactions impacting ODOT funded projects will adhere to ODOT's conditions of funding.

All Metro funded projects (through RFFA, TSMO, project development, or other funding programs) are expected to be implemented and progress in a timely fashion. Once a project completes PS&E and obligates the ROW phase, the project has reach implementation and should progress towards final delivery based on the current delivery schedule. However, starting a project and completing preliminary engineering in a timely fashion has resulted in significant delays that Metro considers unacceptable. At this point of the project's life, Metro will consider if the reasons that are delaying the timely completion of the PE phase are justified, or if funding for the project should be redacted.

Depending on where the project stands in the PE phase (completing pre-NEPA project development activities, completing NEPA, or completing final design/Project Specifications and Estimates), along with the delivery barriers that have arisen will determine the options Metro will consider.

### b. Redaction Evaluation and Steps:

When an external delay occurs outside of the lead agency's control, Metro will evaluate the delivery barriers and consider possible options that could include:

- i. Terminating further progress and offering the lead agency the opportunity to develop a suitable substitute project.
- ii. Removing the project's obligation timing and targets if an external environmental issues is the cause of the delay to allow additional time to work through the delay.
- iii. Evaluating a major project re-scoping effort to keep the project within budget and to maneuver around the external project delay.
- iv. Terminating future works on the project and moving forward to redact the remaining awarded funds if no external reason can be found that justifies the project delay.

Conversely, if the project delay is determined not to be an external barrier outside of the agency's control, then JPACT will consider project termination and redaction of remaining awarded funds. Some reasons that could result in a recommendation of funds redaction include the following:

- Insufficient staff to lead and manage the project.
- Unqualified staff managing the project resulting in barriers and excessive delays in reaching project delivery milestones.
- Determination that the project is severely short funded and having no funding plan to resolve the shortfall.
- Loss of prior committed funding to the project due to various reasons resulting excessive delays to develop a new funding plan for the project.
- A decision to change the project to a completely new scope and delivery objective from the awarded application.
- Change in the lead agency delivery priorities resulting in the awarded project being temporarily shelved.
- Including unreasonable scope of work elements that simply can't be accomplished and delivered.

Proposing redaction of Metro awarded funds will normally be the last option Metro considers when project delivery delays occur. Through ongoing project monitoring and delivery of project milestones will determine if the project delivery is on an acceptable delivery schedule. Metro uses a green, yellow, and red flag status tagging and reporting system to identify problem projects. Project status meetings will be called to work through the project delay issues with options provided to JPACT as required and if redaction of Metro awarded funds is a necessary outcome. If funding redaction is deemed necessary, the project will be submitted as a formal amendment to the MTIP to rescind the funding and proceed through the Metro committee approval process.

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.

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