

## Appendix III

### Table of Contents

3.1 2021-2024 MTIP Financial Forecast (2018).....	1
TPAC and JPACT materials and presentations	
3.2 Metro 2022-2024 Regional Flexible Fund Allocation.....	53
2022-2024 Regional Flexible Fund Policy Statement	
2022-2024 Regional Flexible Fund – Solicitation Packet and Public Engagement Guide	
2022-2024 Regional Flexible Fund – Project Booklet and Public Comment Memo Update	
2022-2024 Regional Flexible Fund – Resolution and Adoption	
3.3 ODOT Administered Funding Allocation of 2022-2024 Funds.....	197
Oregon Transportation Commission Policy Direction for the 2021-2024 STIP	
Allocation of 2022-2024 Funds – Allocation Guidance to ODOT Regions	
ODOT Region 1 (include Portland MPO) Allocation Process – Draft 150 Percent and 100 Percent Allocations	
3.4 SMART Annual Budget Process.....	244
Executive Summary of Fiscal Year 20 Budget (the most recently adopted budget)	
Fiscal Year 2020 Programming of Projects	
Fiscal Year 2021 Programming of Projects (proposed and in development with fiscal year 21 budget)	
<i>See Metropolitan Transportation Improvement Program Coordination presentation in appendix 4.3</i>	
3.5 TriMet Annual Budget Process.....	256
Executive Summary of Proposed Fiscal Year 21 Budget	
Fiscal Year 2021 Programming of Projects	
<i>See Annual Budget Process and Capital Improvement Program presentation in appendix 4.3</i>	
3.6 TriMet Special Transportation Fund Allocation.....	314
Policy direction	
Application packet	
2019-2021 Special Transportation Fund Allocation – Resolution and Adoption	


**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

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## 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.  
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# 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

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## 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

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## 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

<p>Congestion Mitigation Air Quality (CMAQ) Improvement Funds – MPO allocation</p>	<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>	<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</p>
<p>Surface Transportation Program (STBG) Funds – MPO allocation</p>	<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>	<p>ODOT Long Range Funding Assumptions (LRFA) workgroup recommendation at 2.2% annual growth from 2016-2018.</p>
<p>Transportation Alternatives (TA-Metro)</p>	<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>	<p>ODOT Long Range Funding Assumptions (LRFA) workgroup recommendation at 2.2% annual growth from 2016-2018.</p>



# 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

	portion of the transportation system. This is the non-capacity enhancing operations and maintenance (O&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.	
Fix-It Program – Culvert	<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 Culvert program addresses the rehab and replacements of roadway culverts.	
Fix-It Program – Operations	<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 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.	
All Roads Transportation Safety (ARTS)	<u>Description:</u> A data-driven, jurisdictionally blind safety program to address safety on all public roads.	
Enhance (ODOT from FHWA)	<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	
Leverage – Active Transportation	<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.	

## 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 orther eligible federal funds	\$ 2,812,320	\$ 2,887,650	\$ 2,937,870	\$ 3,013,200	\$ 11,651,040	81% of 31% fromula 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

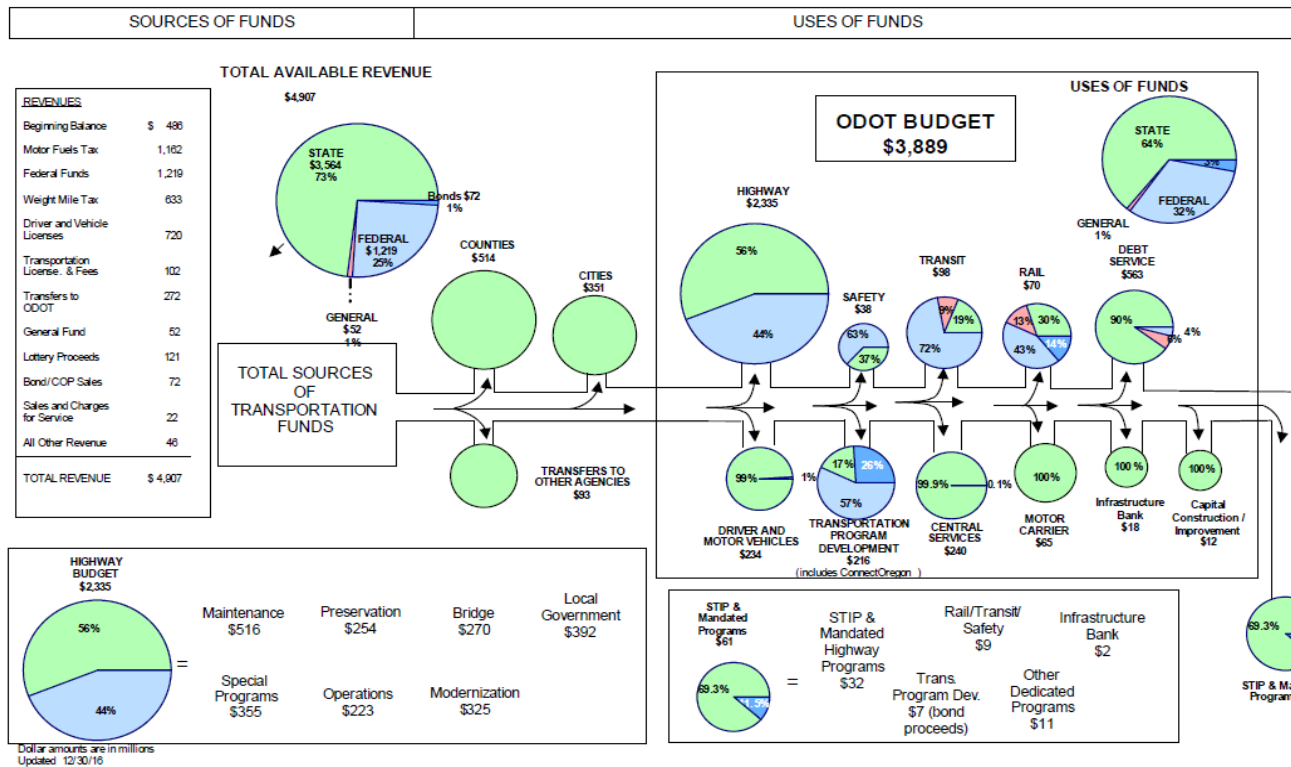
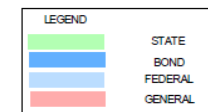


Fund Type or Funding Program	Federal Fiscal Year				Total (YOE)	Funding Notes	Other Notes
	FY 2021 (YOE)	FY 2022 (YOE)	FY 2023 (YOE)	FY 2024 (YOE)			

## 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?



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## 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?

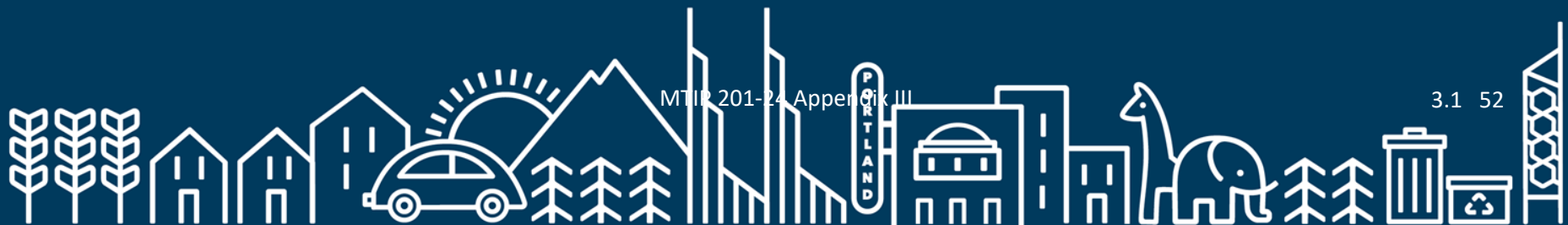




# Request

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 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.

**TABLE OF CONTENTS**

• Introduction	1
• Regional Six Desired Outcomes	2
• 2018 Regional Transportation Plan Investment Priorities	2
• Regional Transportation Finance Approach	4
• Regional Flexible Funds Allocation Objectives	4
• 2022-2024 Regional Flexible Funds Structure	5
○ Step 1 – Regional Commitments	5
○ Step 2 – Capital Investments	7
• Step 2 Project Selection Process	14



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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>	Purpose: Reduces freight vehicle delay at industrial centers and freight sites (intermodal hubs, terminals, distribution centers, et al) <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:

**Active Transportation and Complete Streets:** **\$29.74 Million**  
**Regional Freight Initiatives:** **\$9.91 Million**

**TOTAL Step 2:** **\$39.65 Million**

**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

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

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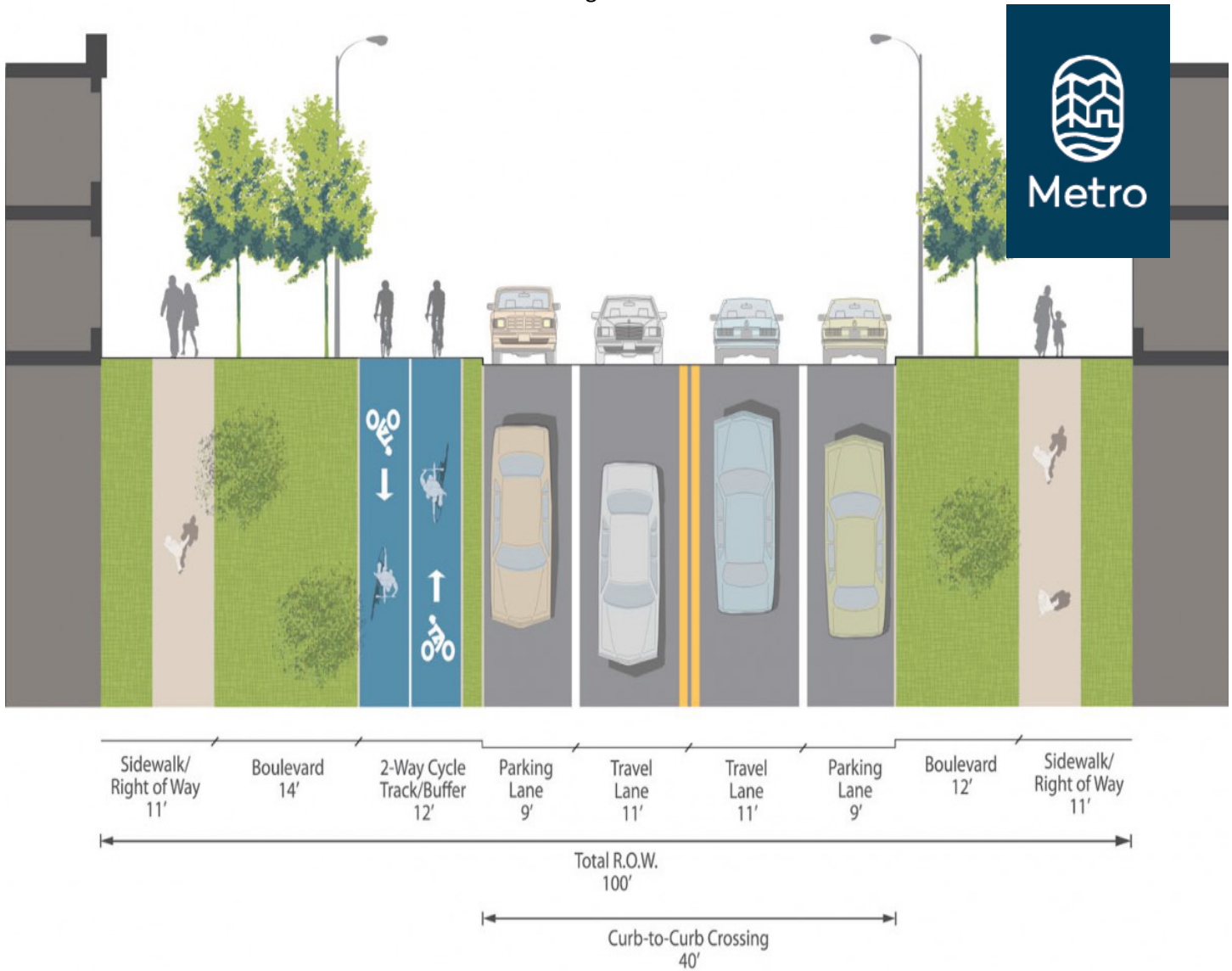
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# 2022 – 2024 Regional Flexible Funds Allocation (RFFA) project application instruction and guidance

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.

## **Table of Contents**

<b>About the Regional Flexible Fund Allocation</b>	<b>2</b>
<b>RFFA Policy Framework</b>	<b>2</b>
<b>Step 2 Project Proposal Evaluation Process &amp; Timeline</b>	<b>7</b>
<b>Data and Information</b>	<b>11</b>
<b>Submitting Proposals</b>	<b>12</b>
<b>Appendix A – Environmental Justice Compliance Guidance</b>	<b>13</b>
<b>Appendix B – GIS Shapefile Guidelines</b>	<b>23</b>
<b>Appendix C – Active Transportation Design Guidelines</b>	<b>25</b>
<b>Appendix D – Guidance for Incorporating Enhanced Transit Concept Project Elements</b>	<b>30</b>

## 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 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.

#### **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

	<b>ROW/Construction (total project cost)</b>	<b>Project Development only</b>
<b>AT/CS</b>	\$3 million	\$200,000 <sup>5</sup>
<b>FR/ED</b>	\$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				

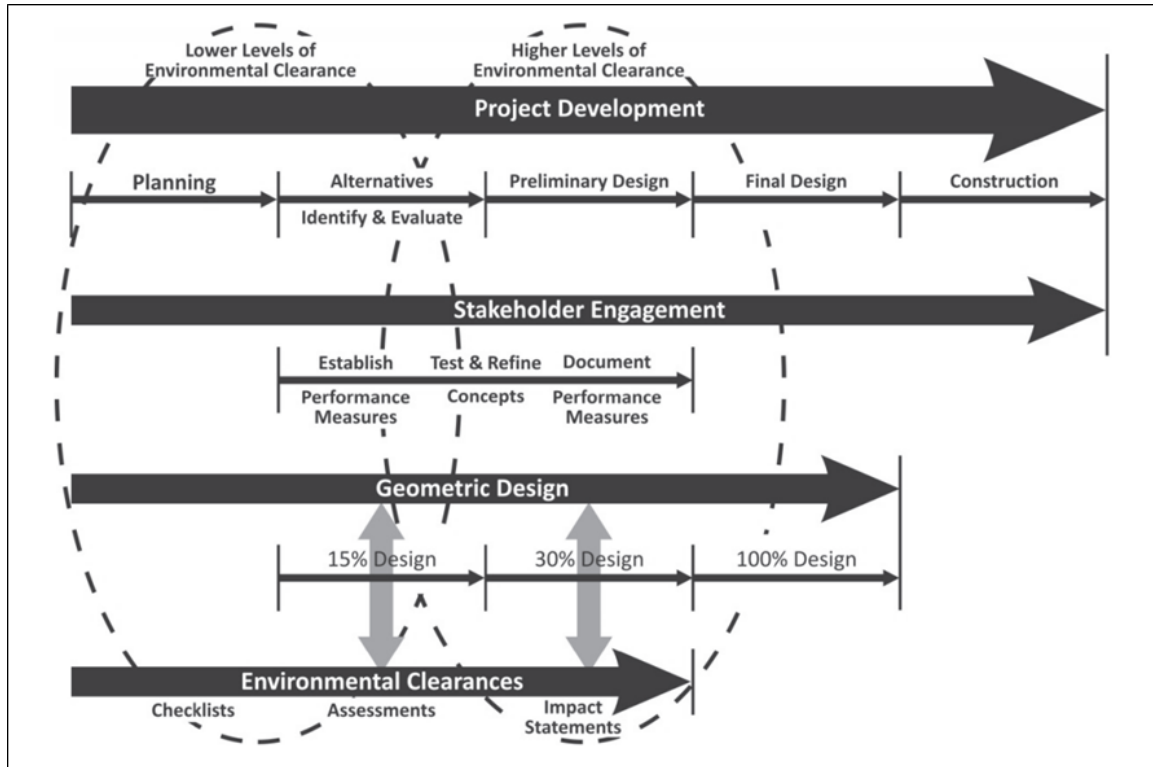
<sup>6</sup> From agencies not applying for RFFA funds

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**

<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 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.



# Metro

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 and acknowledge 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)



## TABLE OF CONTENTS

Purpose and background .....	1
Evaluation .....	1
Comment opportunity – Sept. 6 through Oct. 7, 2019 .....	1
Proposed projects .....	3
C1: Clackamas Industrial Area freight ITS .....	4
C2: Clackamas Industrial Area freight ITS .....	5
C2: Courtney Avenue biking and walking .....	6
C3: Highway 43 biking and walking.....	7
C4: Highway 99E biking and walking.....	8
C5: Monroe Greenway .....	9
C6: Trolley Trail Bridge replacement.....	10
M1: 122nd Avenue active transportation.....	11
M2: 223rd Avenue biking and walking .....	12
M3: Belmont/Morrison biking and walking.....	13
M 4: Columbia/Cully freight.....	14
M5: Divison Street biking and walking.....	15
M6: MLK Boulevard safety and access to transit.....	16
M7: Sandy Boulevard biking and walking .....	17
M8 Springwater Trail to 17 <sup>th</sup> Avenue Trail.....	18
M9: Stark/Washington biking and walking.....	19
M10 Taylors Ferry Road transit access safety.....	20
M11: Willamette Boulevard active transportation.....	21
W1: Aloha safe access to transit.....	22
W2: Blake Street design.....	23
W3: Bull Mountain Road biking and walking.....	24
W4: Cornelius Pass biking and walking bridge.....	25
W5: Council Creek Trail biking and walking.....	26
W6: Red Rock Creek Trail biking and walking .....	27

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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.**

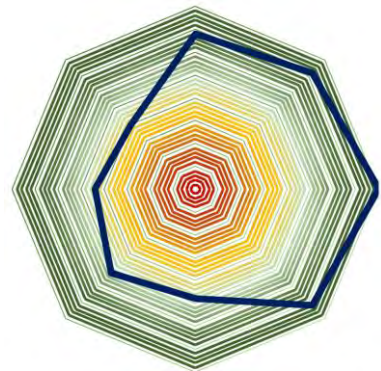
### Comment opportunity – Sept. 6 through Oct. 7, 2019

After reviewing project proposals, share your views in an online survey at [surveymonkey.com/r/43million](https://surveymonkey.com/r/43million) or by:

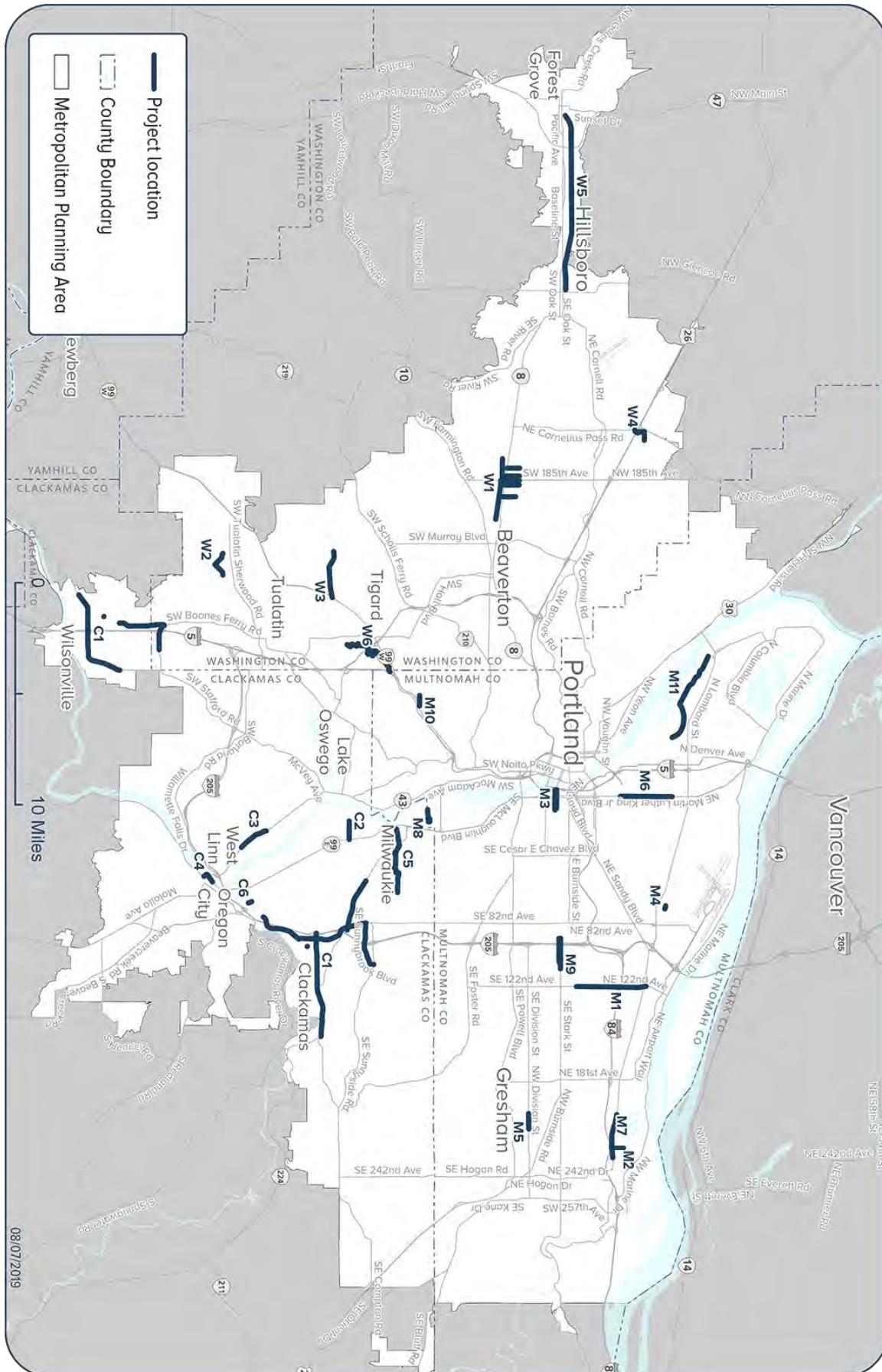
- email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- mail to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- phone at 503-797-1757 or TDD 503-797-1850.



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

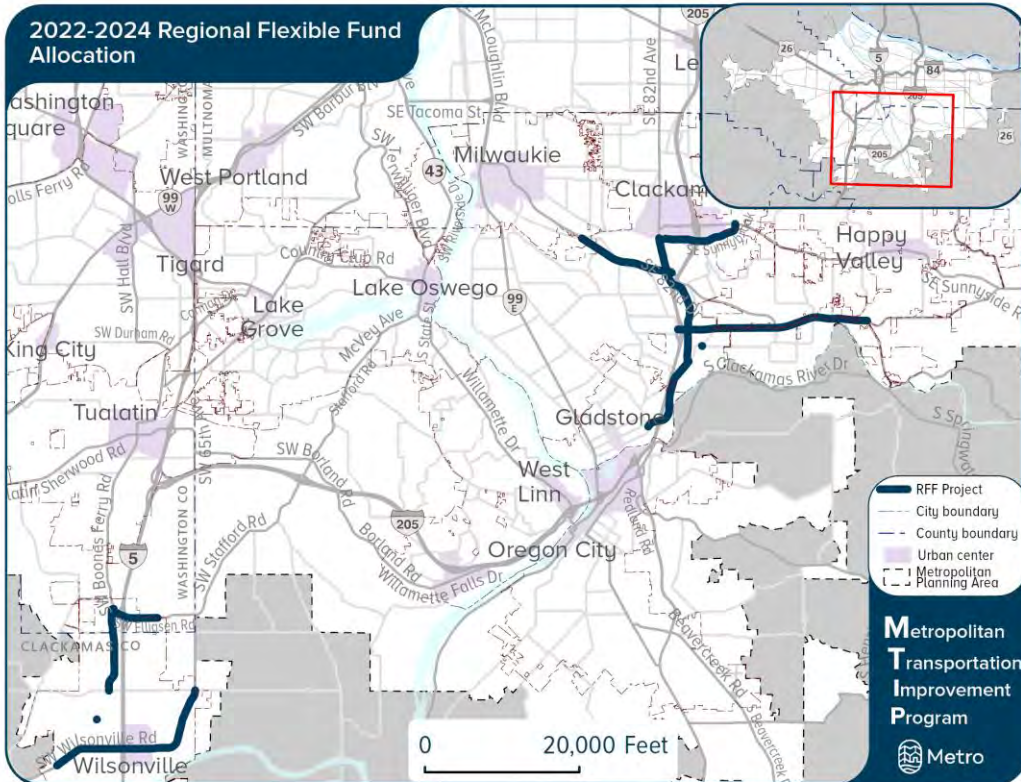
**W4:** Cornelius Pass biking and walking bridge

**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

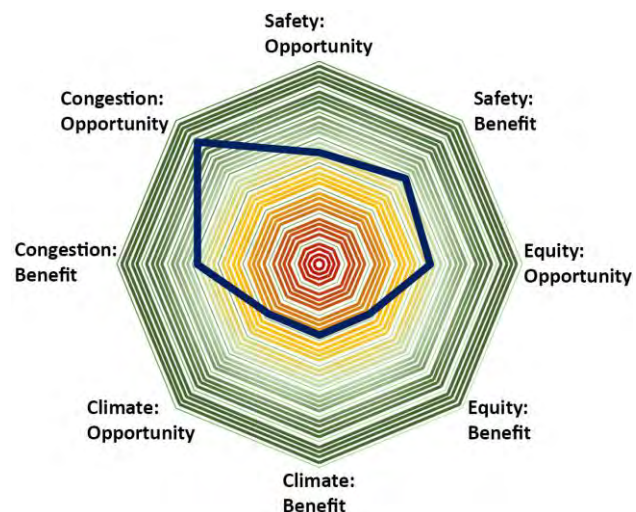
**Requested amount:** \$1,768,040

**Total project cost:** \$1,970,400

**Purpose:** Construction

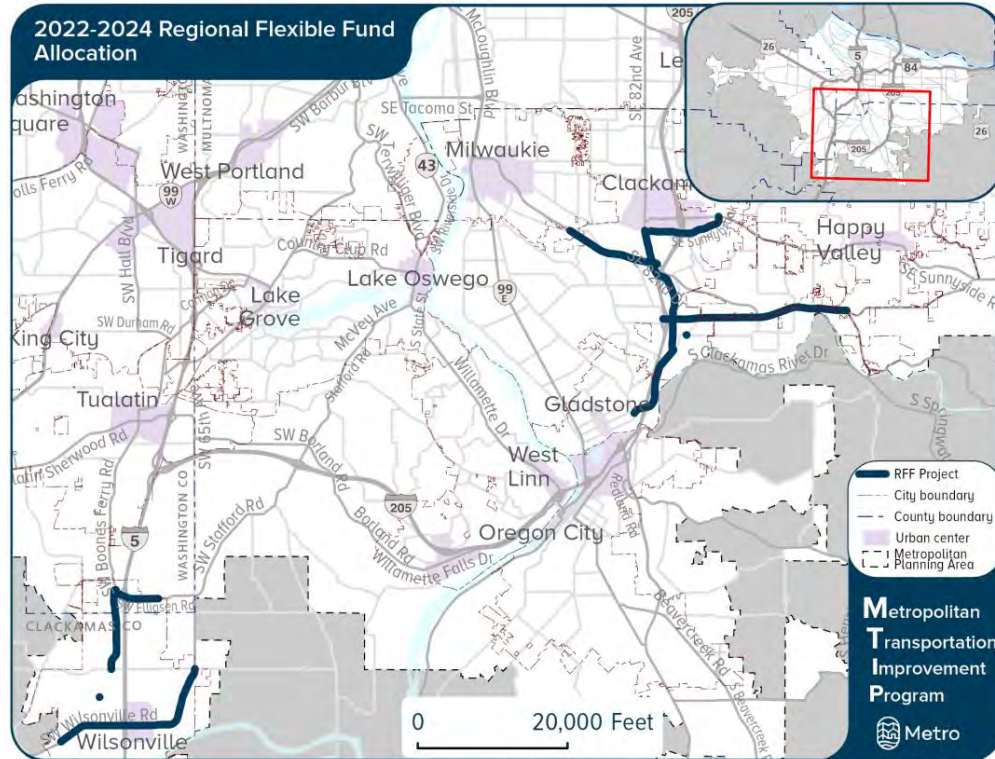
**Description:** Builds intelligent transportation system technological improvements to improve freight movement, reliability and safety.

#### 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

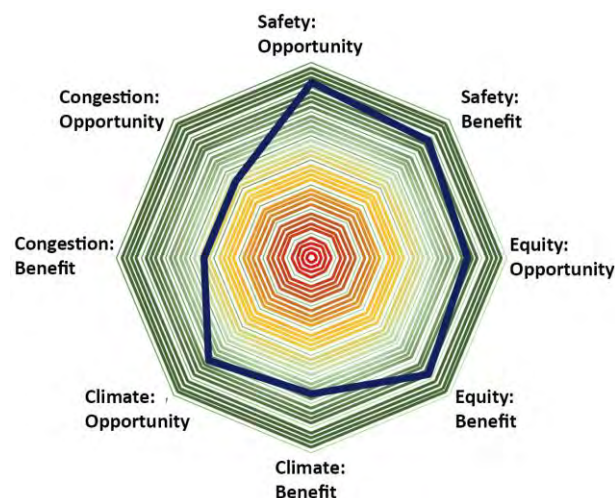
**Requested amount:** \$5,079,992

**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



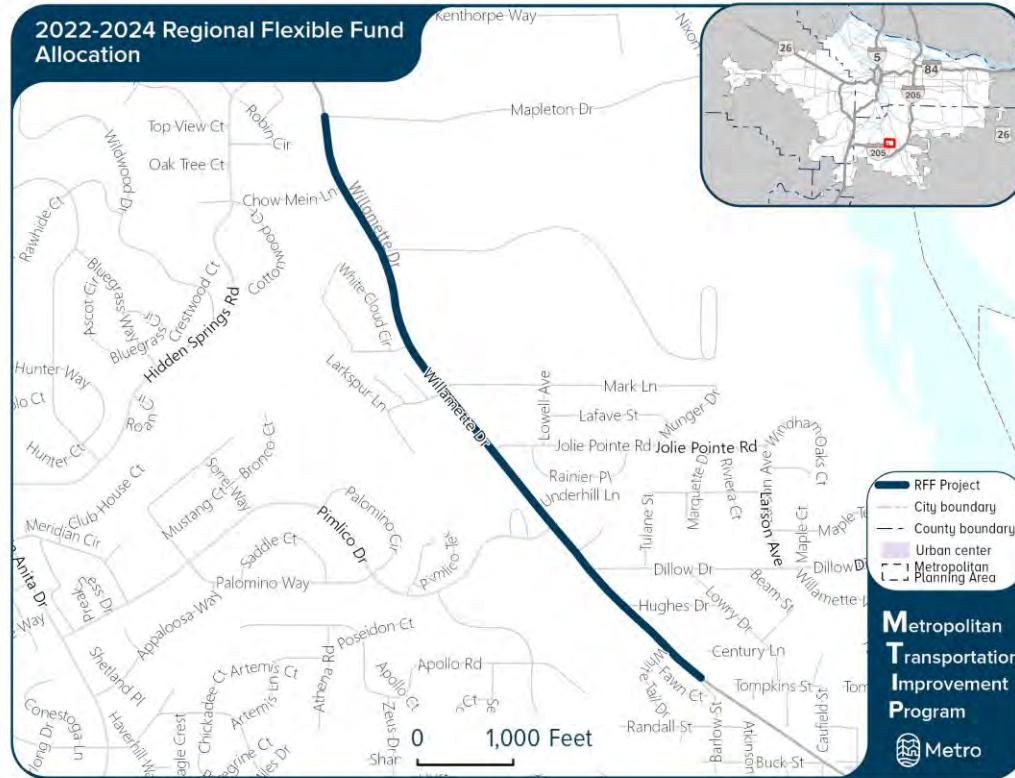
Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.







### C3: Highway 43 biking and walking



#### OR43 (Willamette Dr): Mapleton Drive to Barlow Street

**Sponsor:** City of West Linn

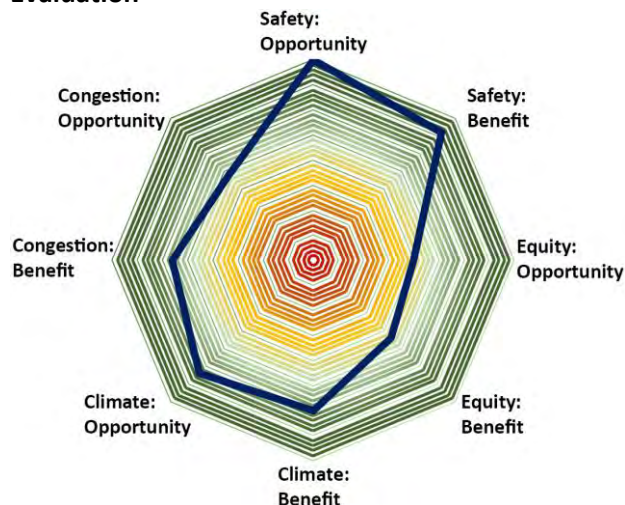
**Requested amount:** \$6,468,000

**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

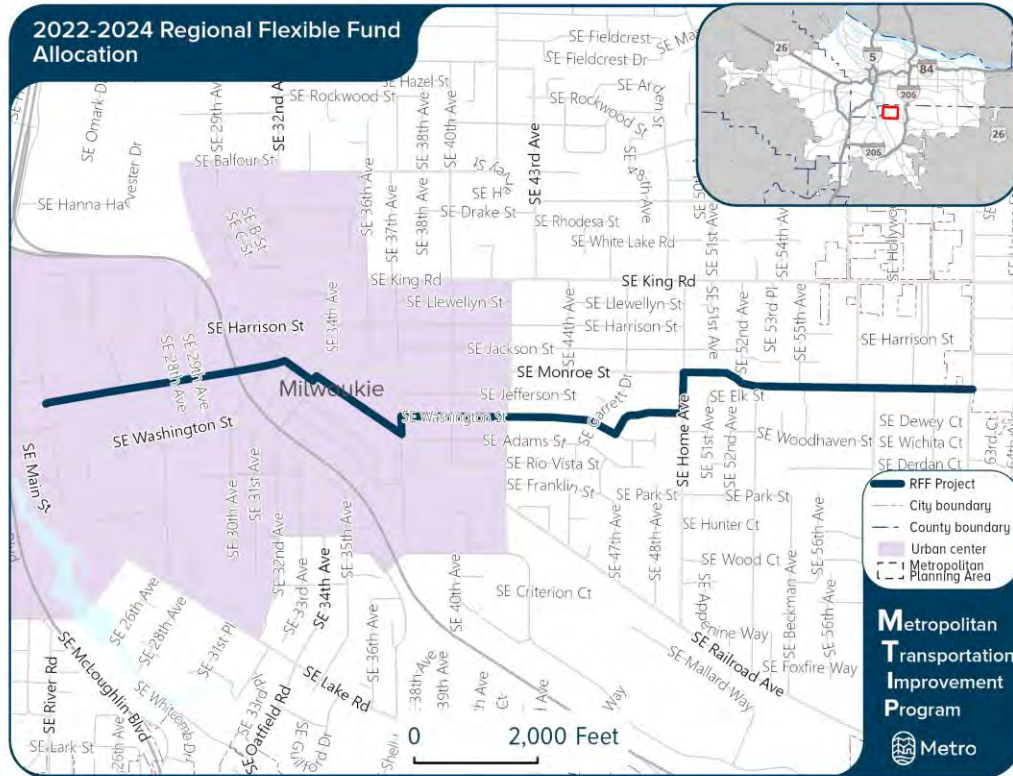


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.





## C5: Monroe Greenway



**Monroe Street Greenway: 21st Avenue to Linwood Avenue**

**Sponsor:** City of Milwaukie

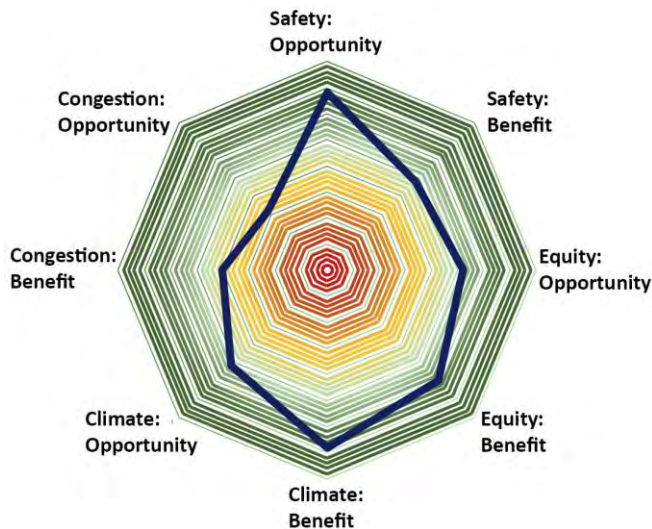
**Requested amount:** \$3,860,788

**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

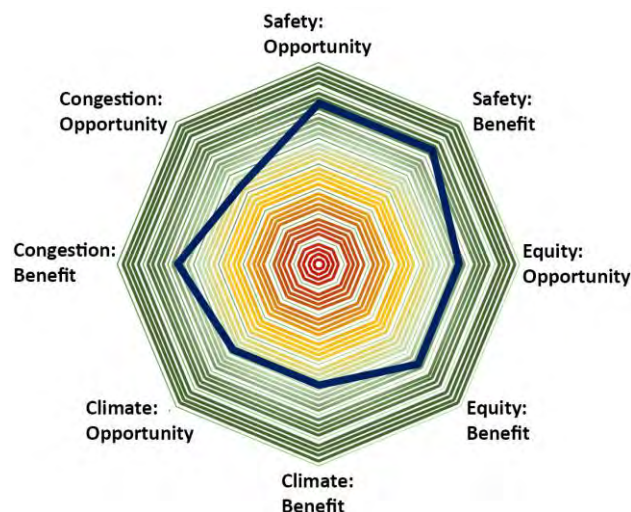
**Requested amount:** \$1,228,800

**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

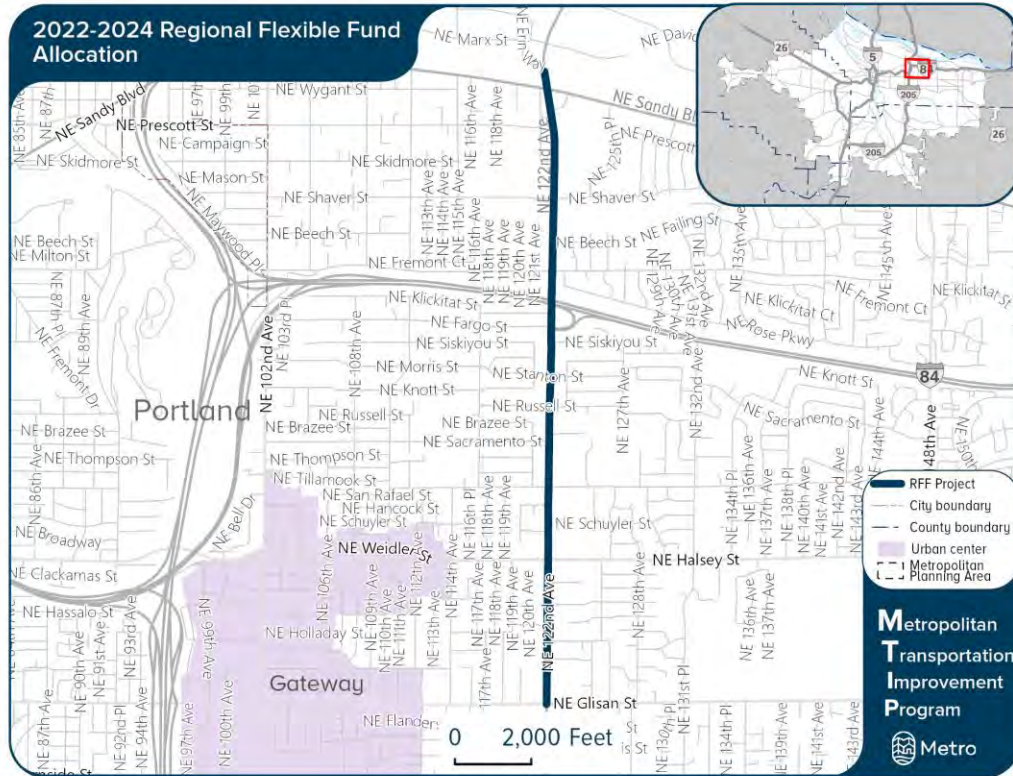


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



### 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

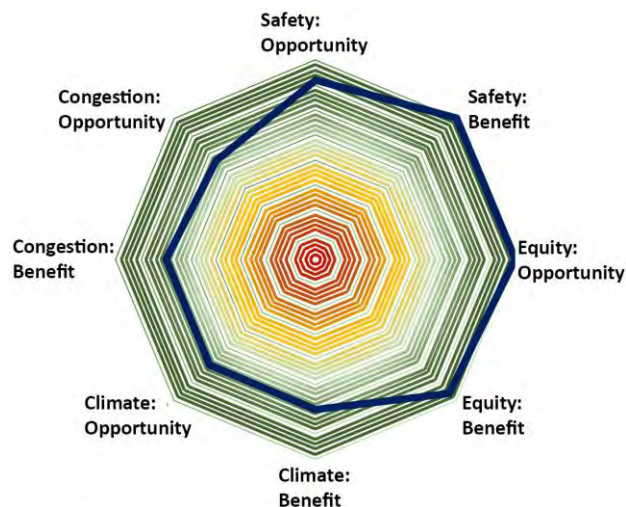
**Requested amount:** \$4,543,700

**Total project cost:** \$6,491,000

**Purpose:** Project development, construction

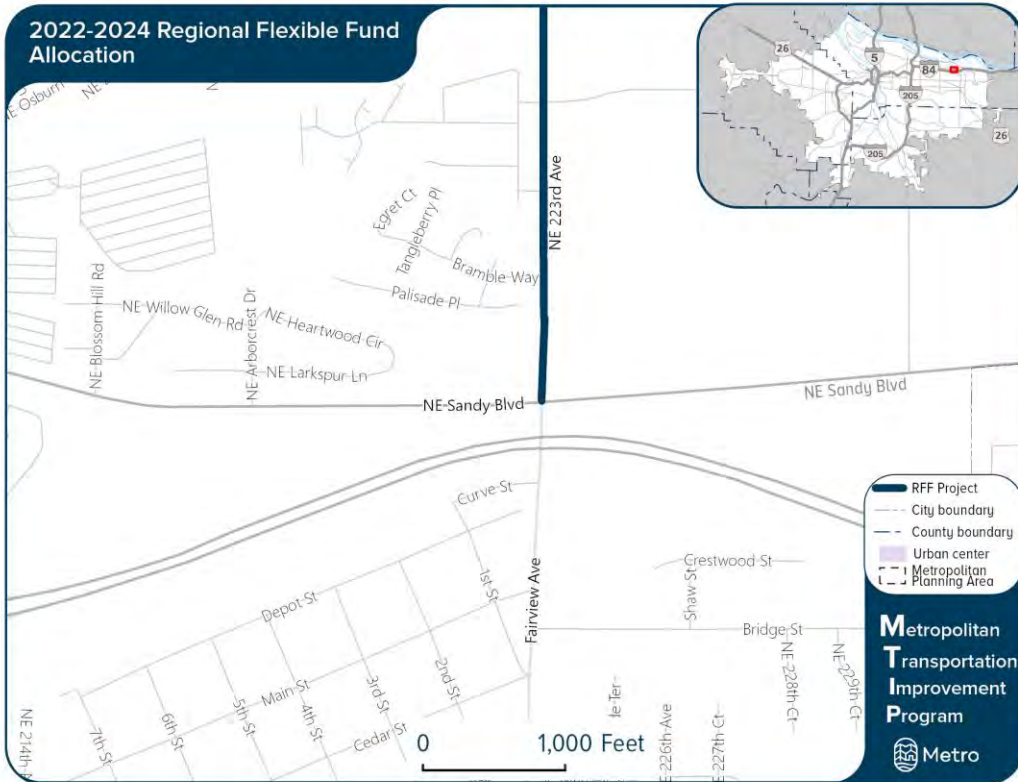
**Description:** Constructs high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Avenue.

#### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.

## M2: 223rd Avenue biking and walking



*223rd Avenue: UPRR undercrossing to Sandy Boulevard*

**Sponsor:** Multnomah County

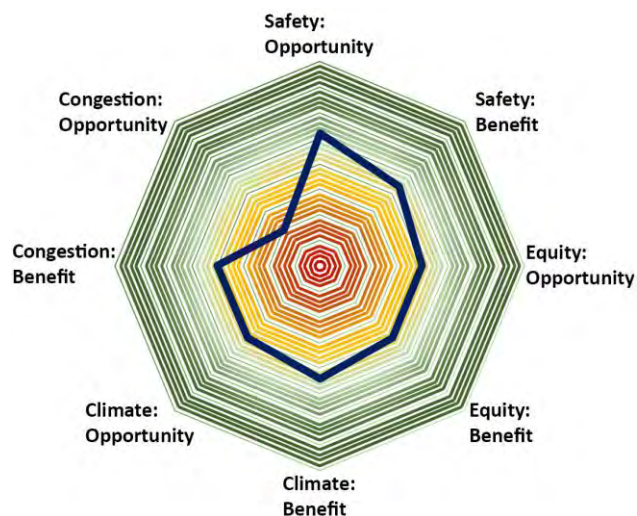
**Requested amount:** \$3,862,190

**Total project cost:** \$4,304,234

**Purpose:** Project development, construction

**Description:** Provides walking and biking access along 223rd Avenue between Sandy Boulevard to north of Townsend Way.

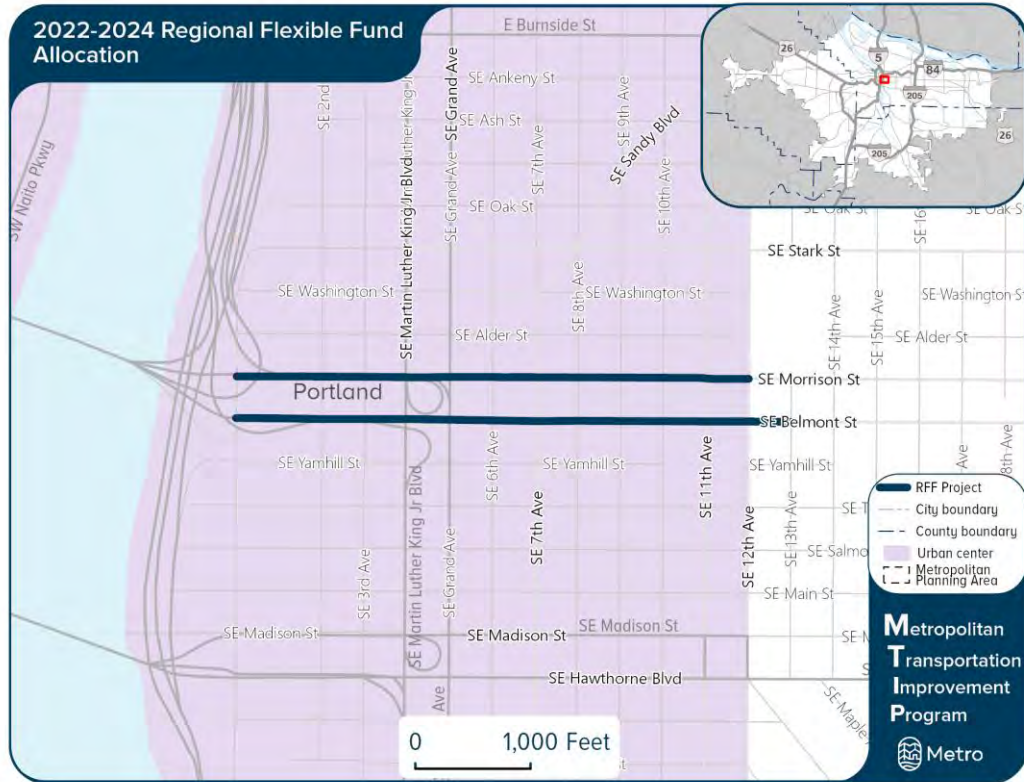
### Evaluation



Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.



## M3: Belmont/Morrison biking and walking



*Belmont and Morrison streets: Water Avenue to 13th Avenue*

**Sponsor:** City of Portland

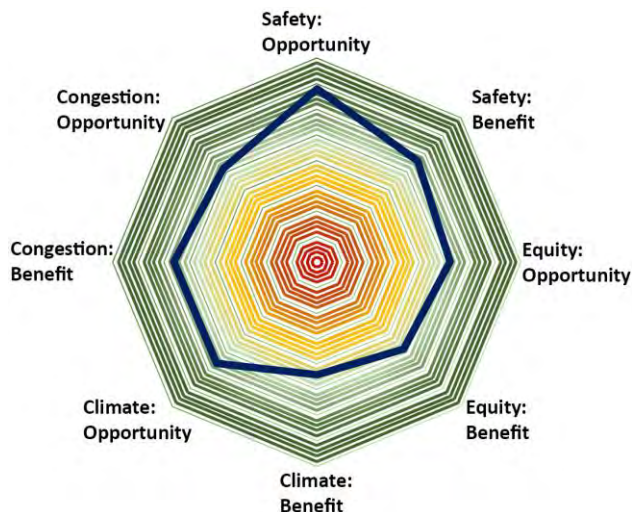
**Requested amount:** \$4,523,400

**Total project cost:** \$6,462,000

**Purpose:** Project development, construction

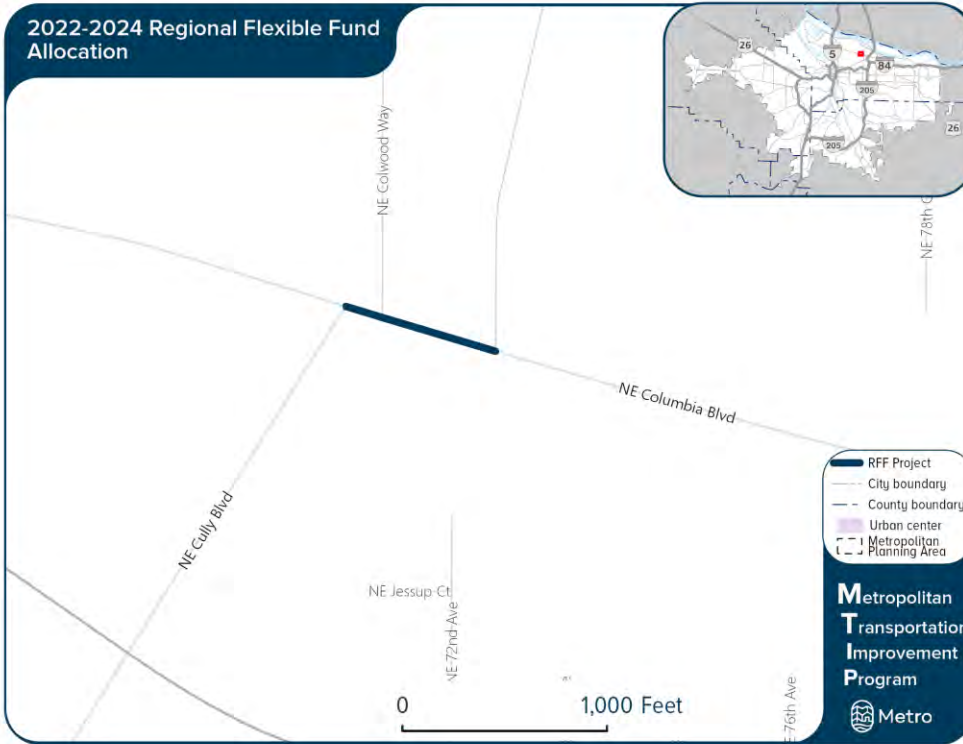
**Description:** Constructs pedestrian crossings, protected bike lanes and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.

### 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

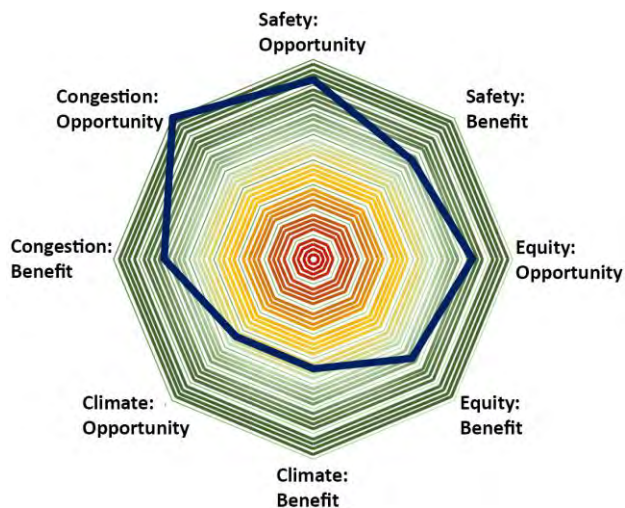
**Requested amount:** \$3,434,193

**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.

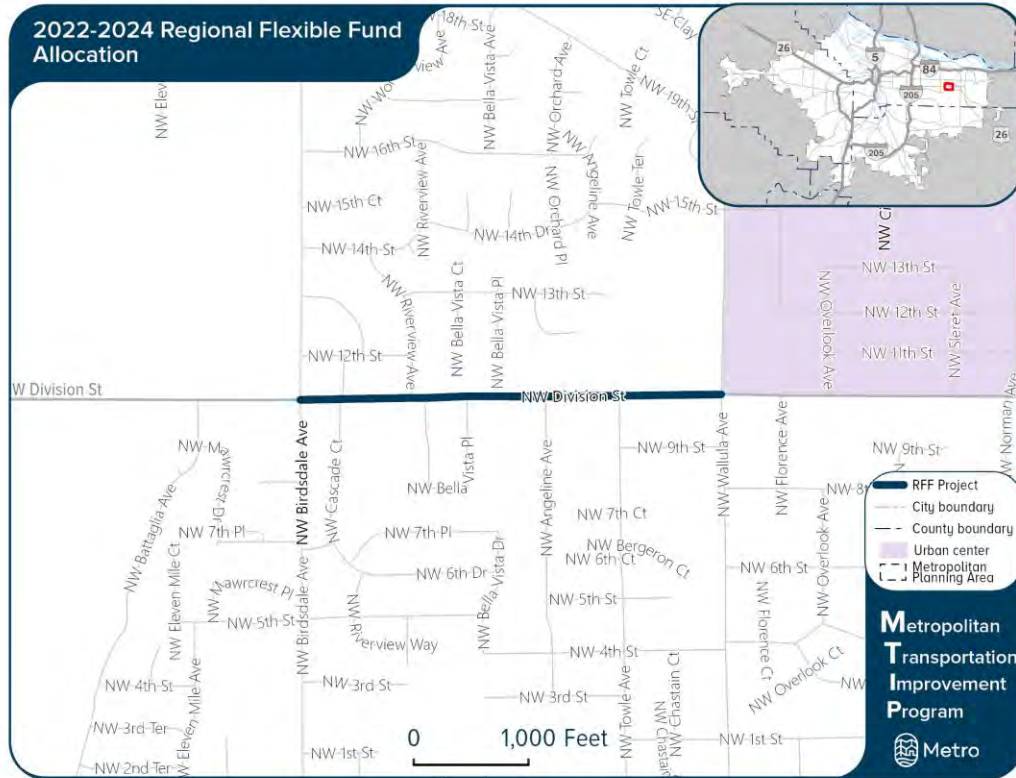
#### Evaluation



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

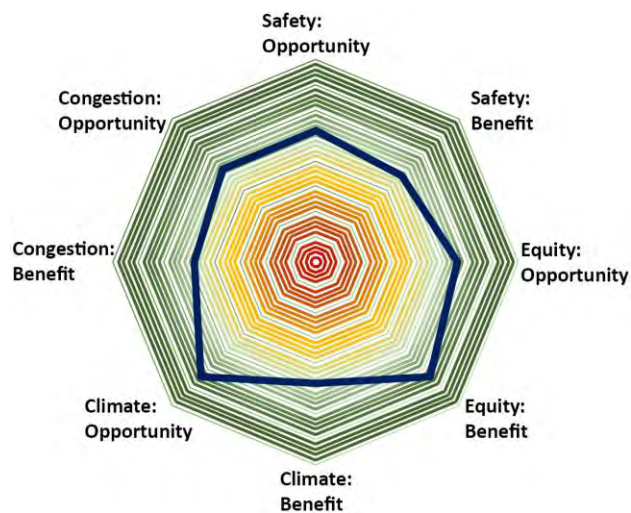
**Requested amount:** \$5,240,760

**Total project cost:** \$6,840,760

**Purpose:** Project development, construction

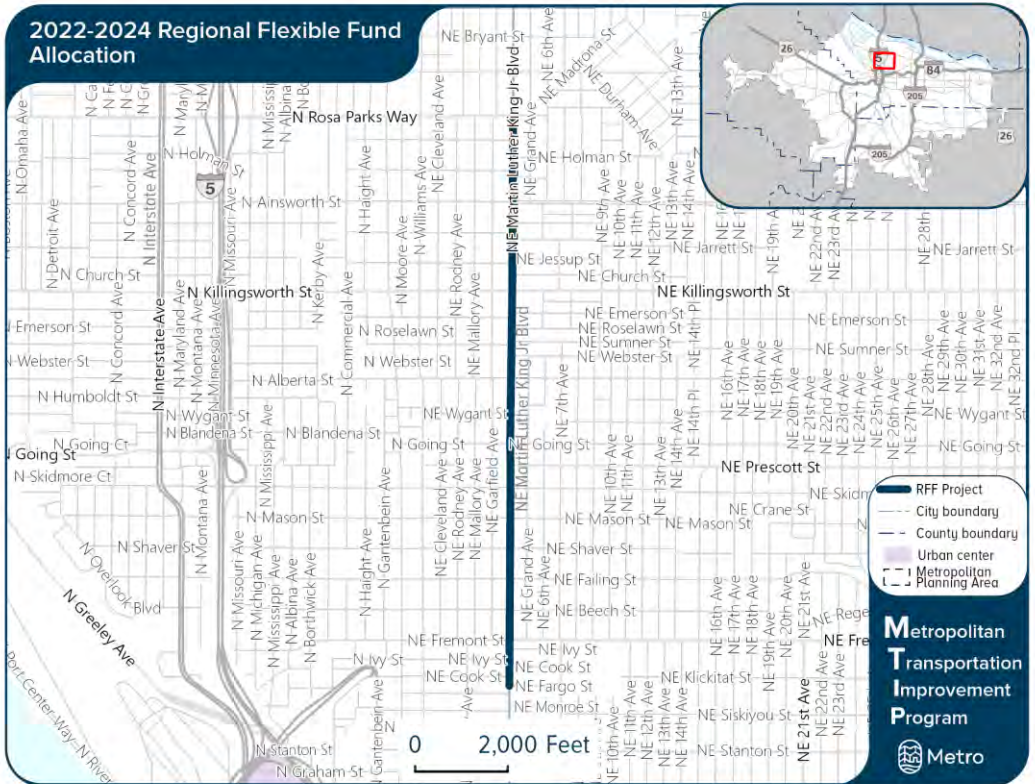
**Description:** Extends walking and biking connections on Northwest Division between Wallula and Birdsedale avenues. Adds continuous and ADA-compliant sidewalks, curbs, curb ramps and bike lanes.

### 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

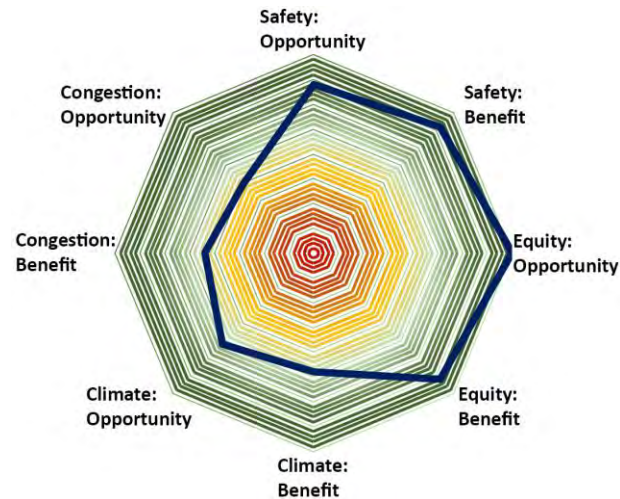
**Requested amount:** \$4,123,000

**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



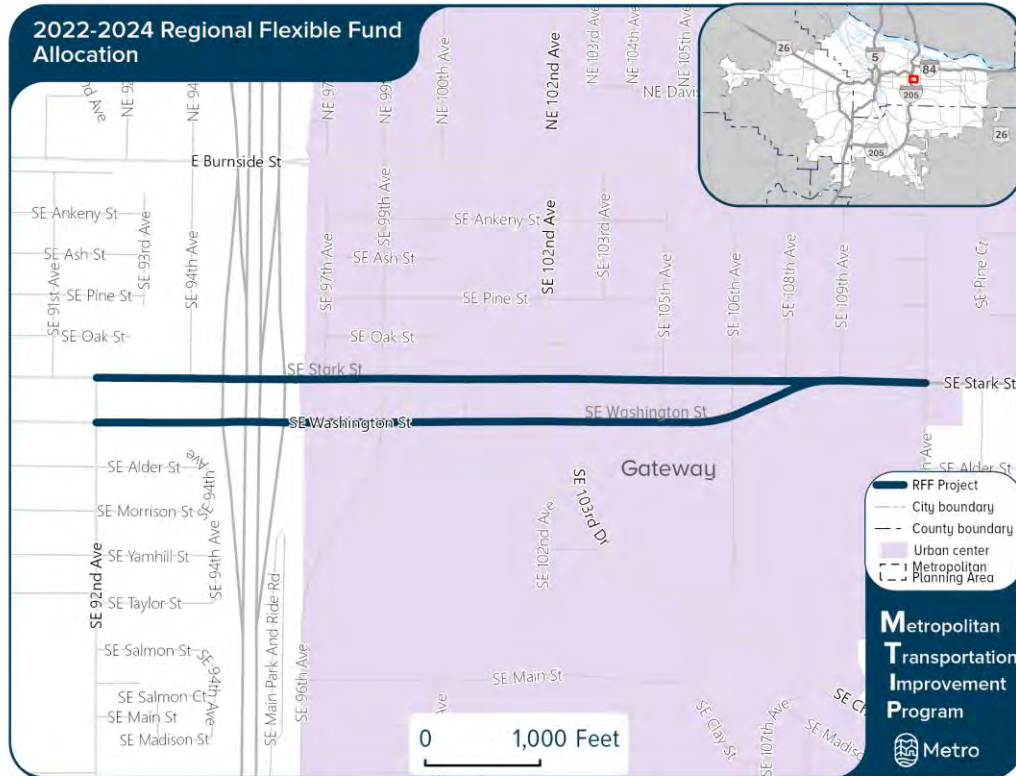
Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.







## M9: Stark/Washington biking and walking



*Stark and Washington streets: 92nd Avenue to 109th Avenue*

**Sponsor:** City of Portland

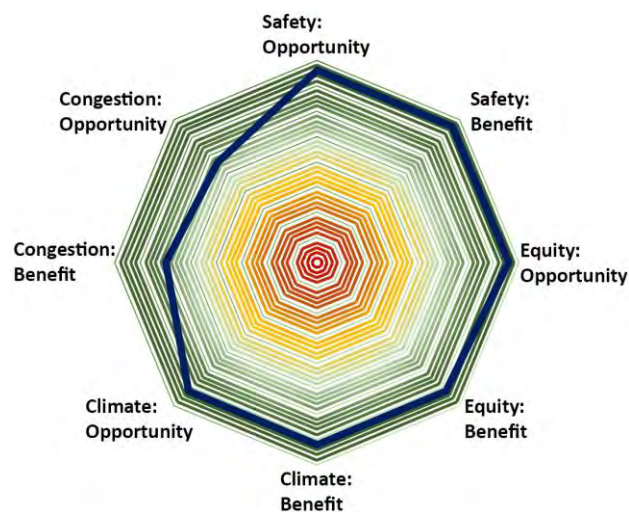
**Requested amount:** \$5,332,000

**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

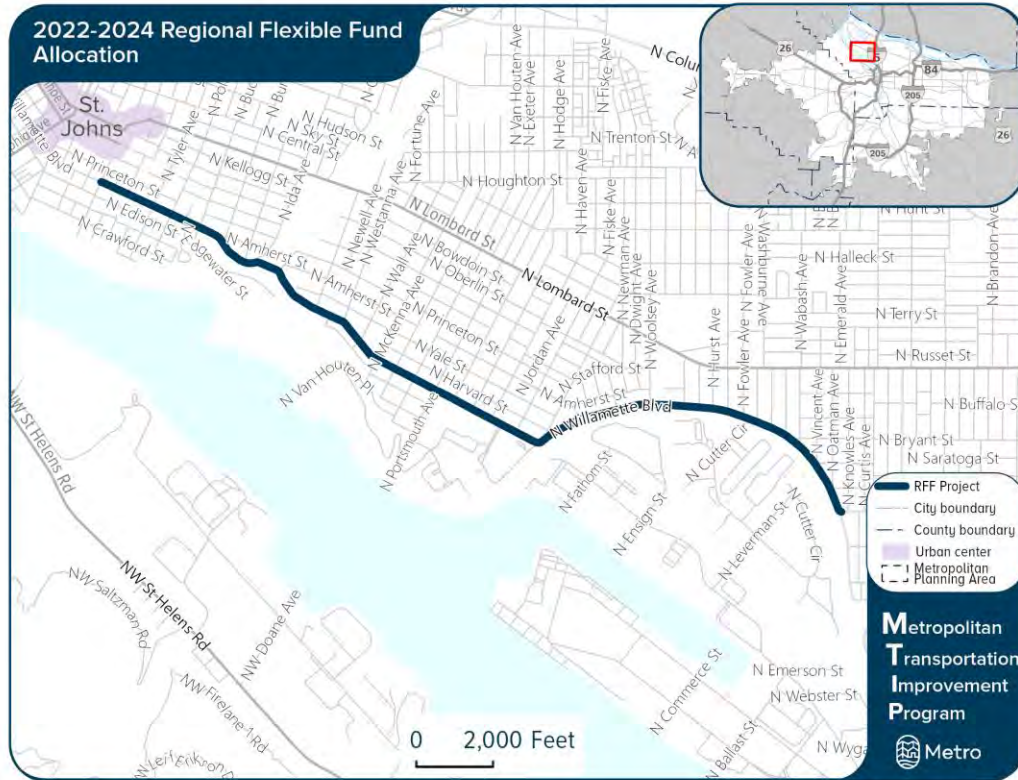


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.





## M11: Willamette Boulevard active transportation



*Willamette Boulevard: Richmond Avenue to Rosa Parks Way*

**Sponsor:** City of Portland

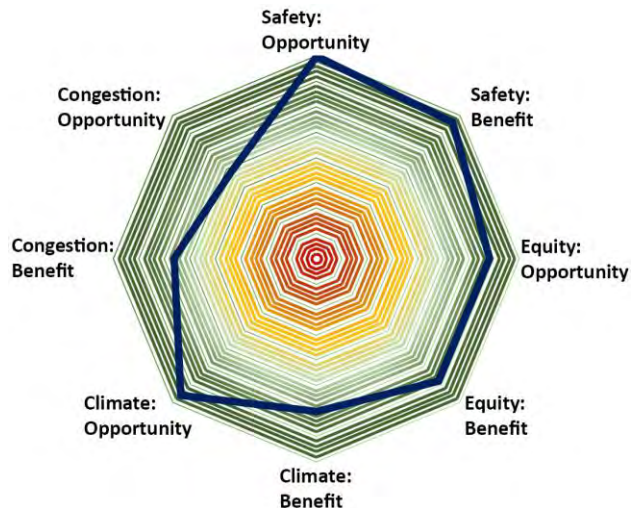
**Requested amount:** \$4,456,000

**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



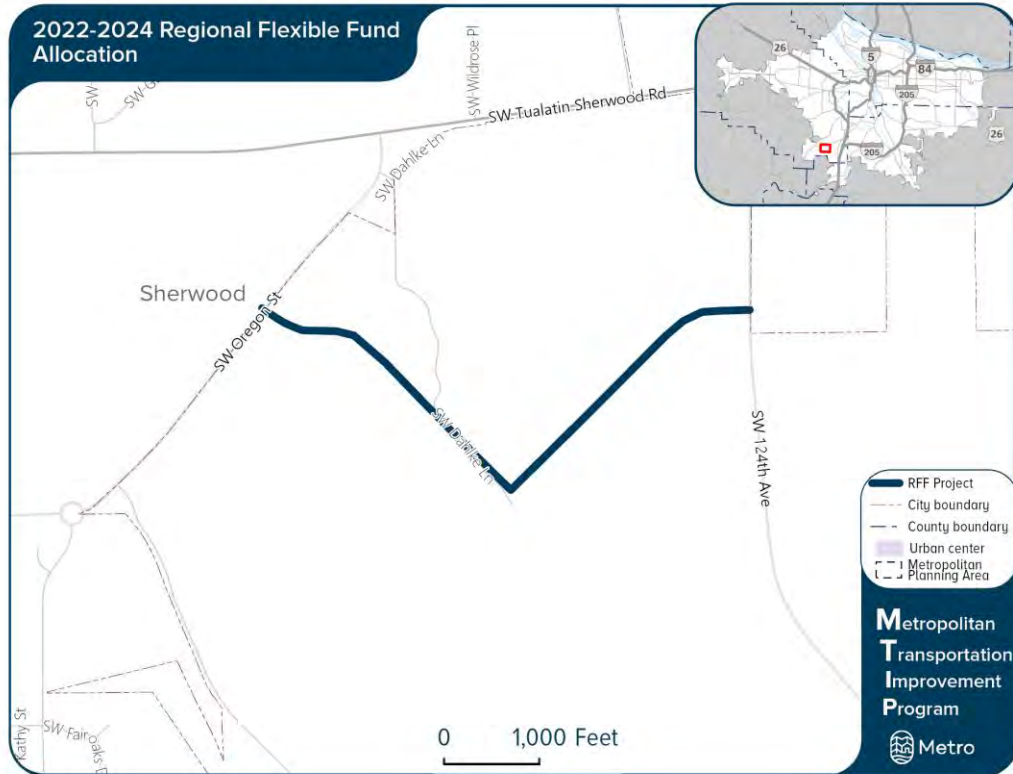
Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.







## W2: Blake Street design



*Blake Street: Oregon Street to 124th Avenue*

**Sponsor:** City of Sherwood

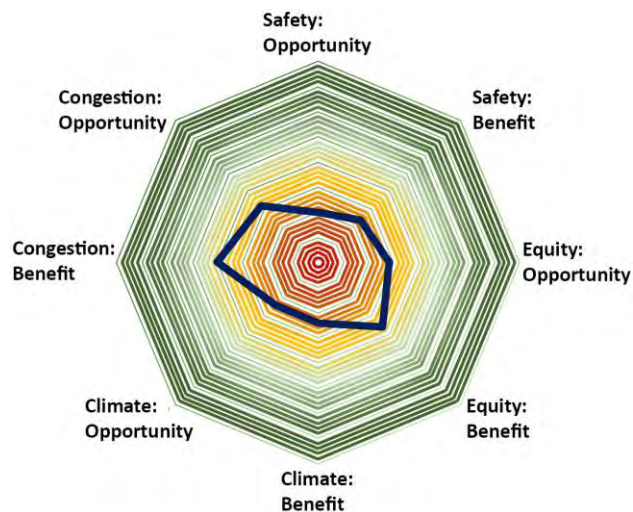
**Requested amount:** \$785,137

**Total project cost:** \$875,000

**Purpose:** Project development

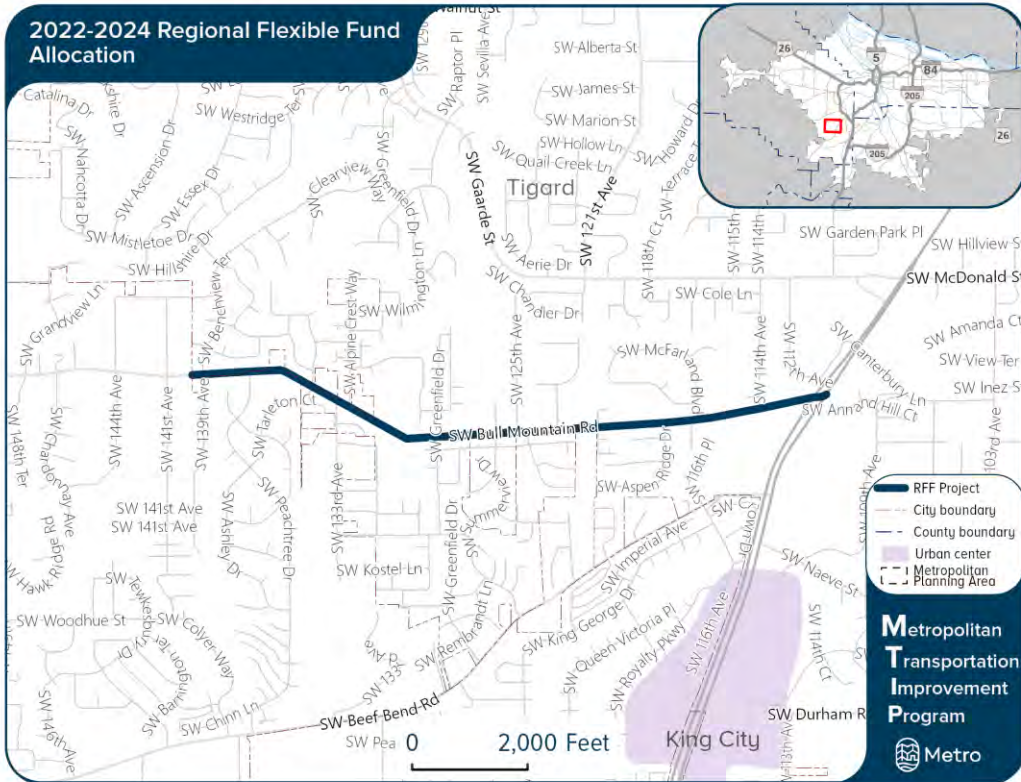
**Description:** Completes project development and preliminary design of Blake Street between Oregon Street and 124th Avenue to support development of the Tonquin Employment Area.

### 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

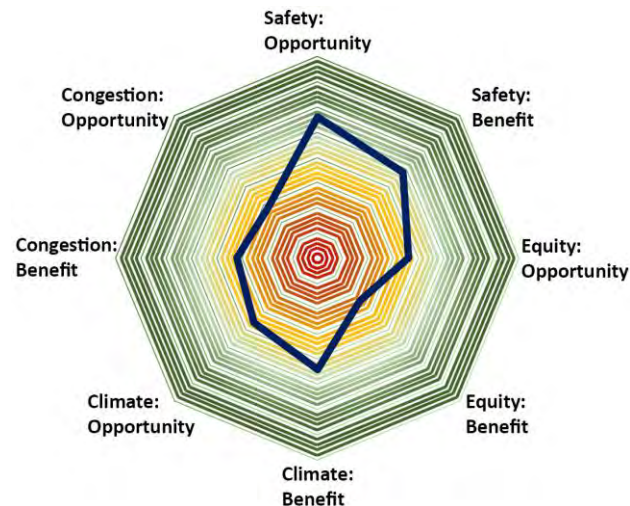
**Requested amount:** \$4,486,500

**Total project cost:** \$5,000,000

**Purpose:** Construction

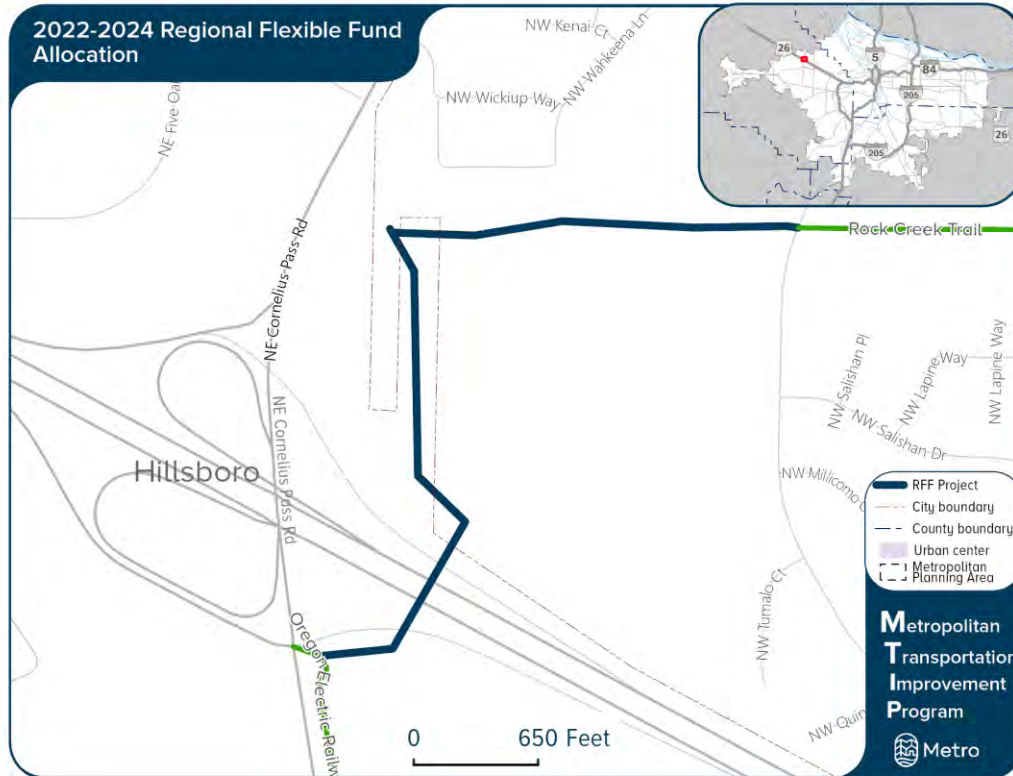
**Description:** Completes missing bike lane and shoulder sections and fills missing sidewalk gaps on Bull Mountain Road. Provides pedestrian crossing safety improvements near parks and schools.

### 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

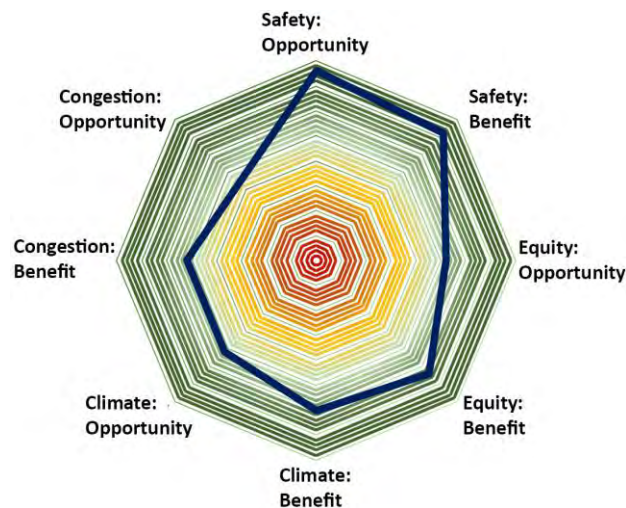
**Requested amount:** \$628,110

**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

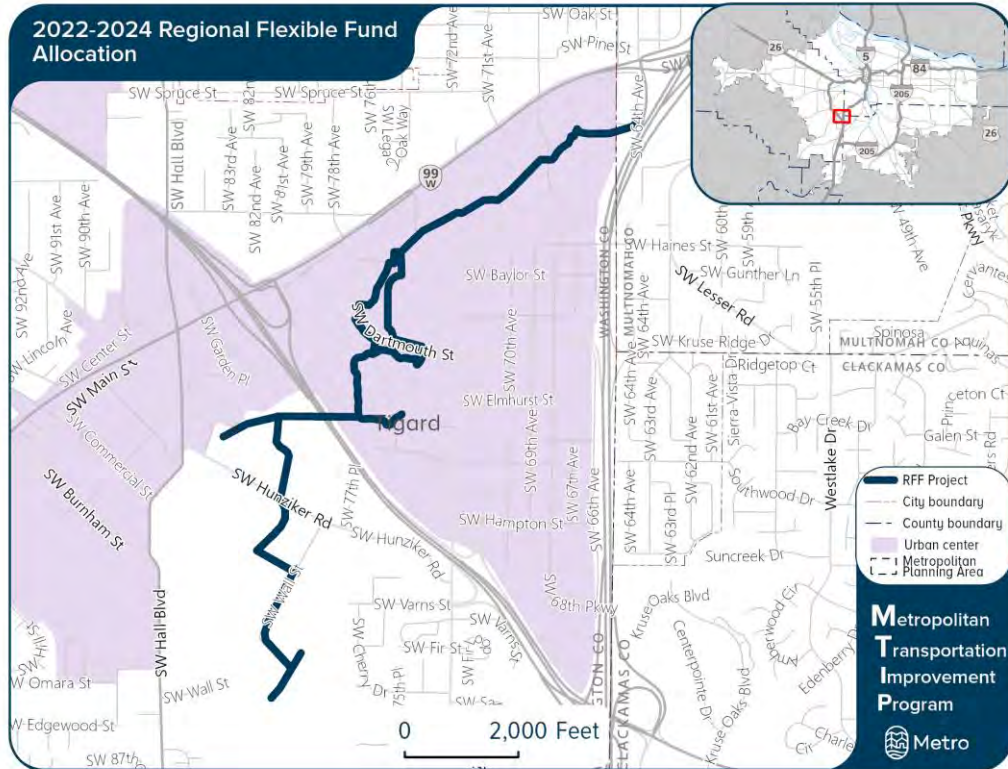


Points further from the center of the chart show greater opportunity or benefit in the four policy priority areas.





## W6: Red Rock Creek Trail biking and walking



*Red Rock Creek Trail: Fanno Creek Trail to 64th Avenue*

**Sponsor:** City of Tigard

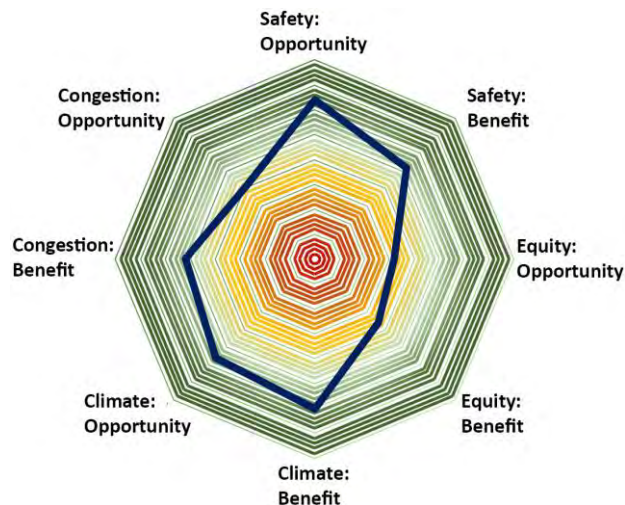
**Requested amount:** \$314,055

**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.

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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[oregonmetro.gov/news](http://oregonmetro.gov/news)

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Bob Stacey, District 6

**Auditor**

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.

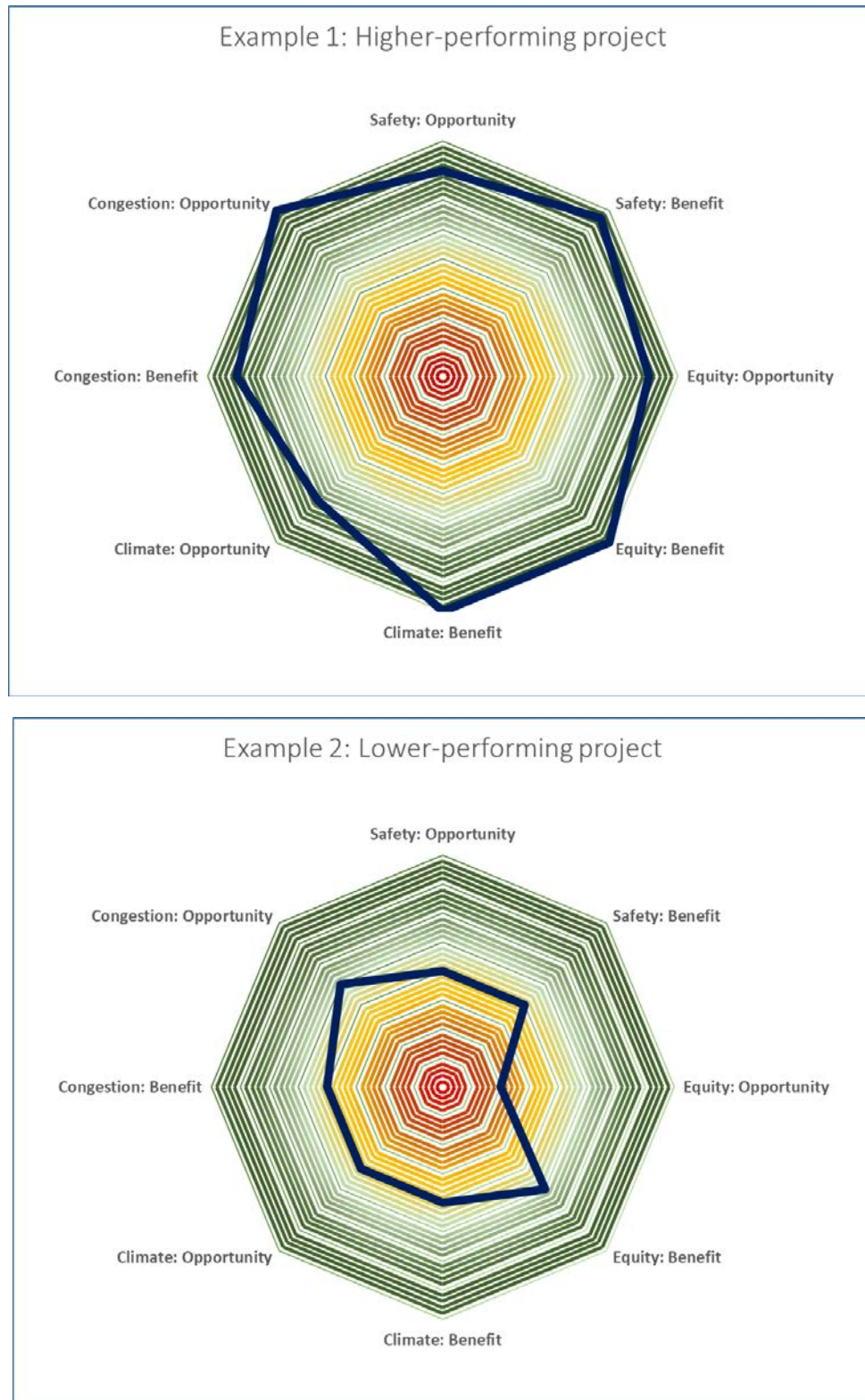
**Figure 1. – RFFA Scoring Definitions**

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**

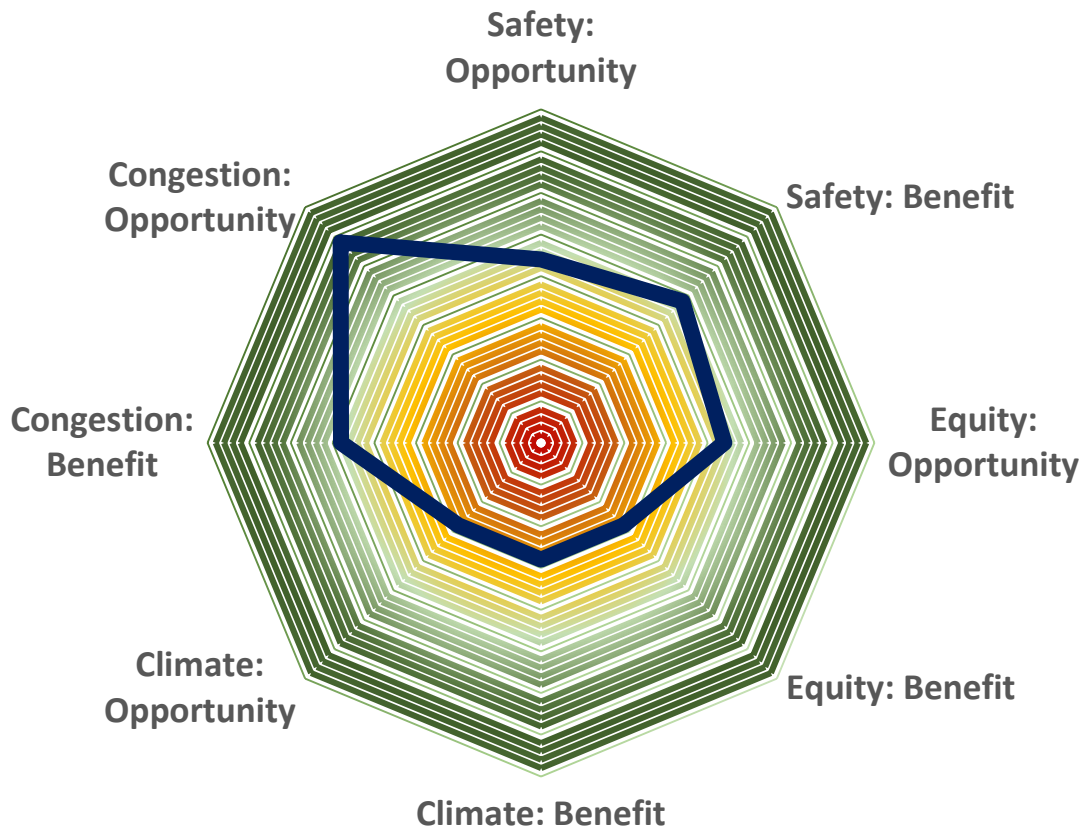
<b>Technical analysis &amp; public input</b>	Project evaluation & risk assessment	June- August
	Public comment period	Sept. 6 – Oct. 7
	Council public hearing (with JPACT members invited)	September 26
<b>Identifying county coordinating committee priorities</b>	Report and discussion with TPAC/JPACT on 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

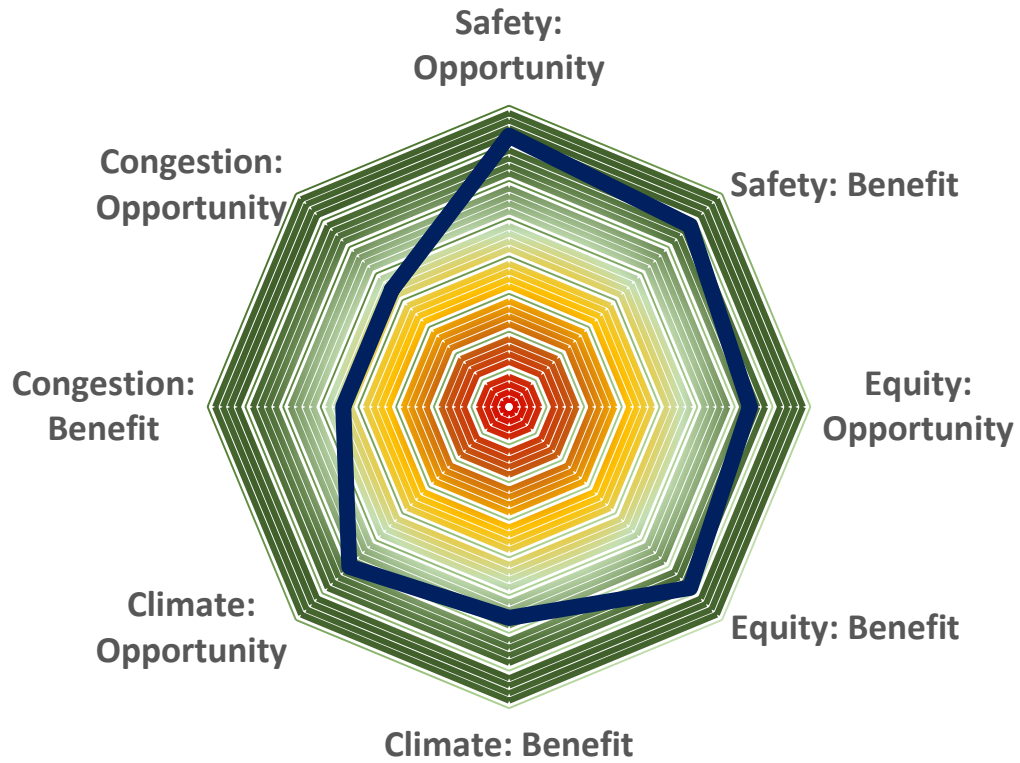
	<u>County</u>	<u>Applicant</u>	<u>Project name</u>	<u>RFFA request</u>	<u>Total project</u>	<u>Purpose</u>
<b>Active Transportation &amp; Complete Streets</b>						
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$ 5,079,992	\$ 5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$ 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>		

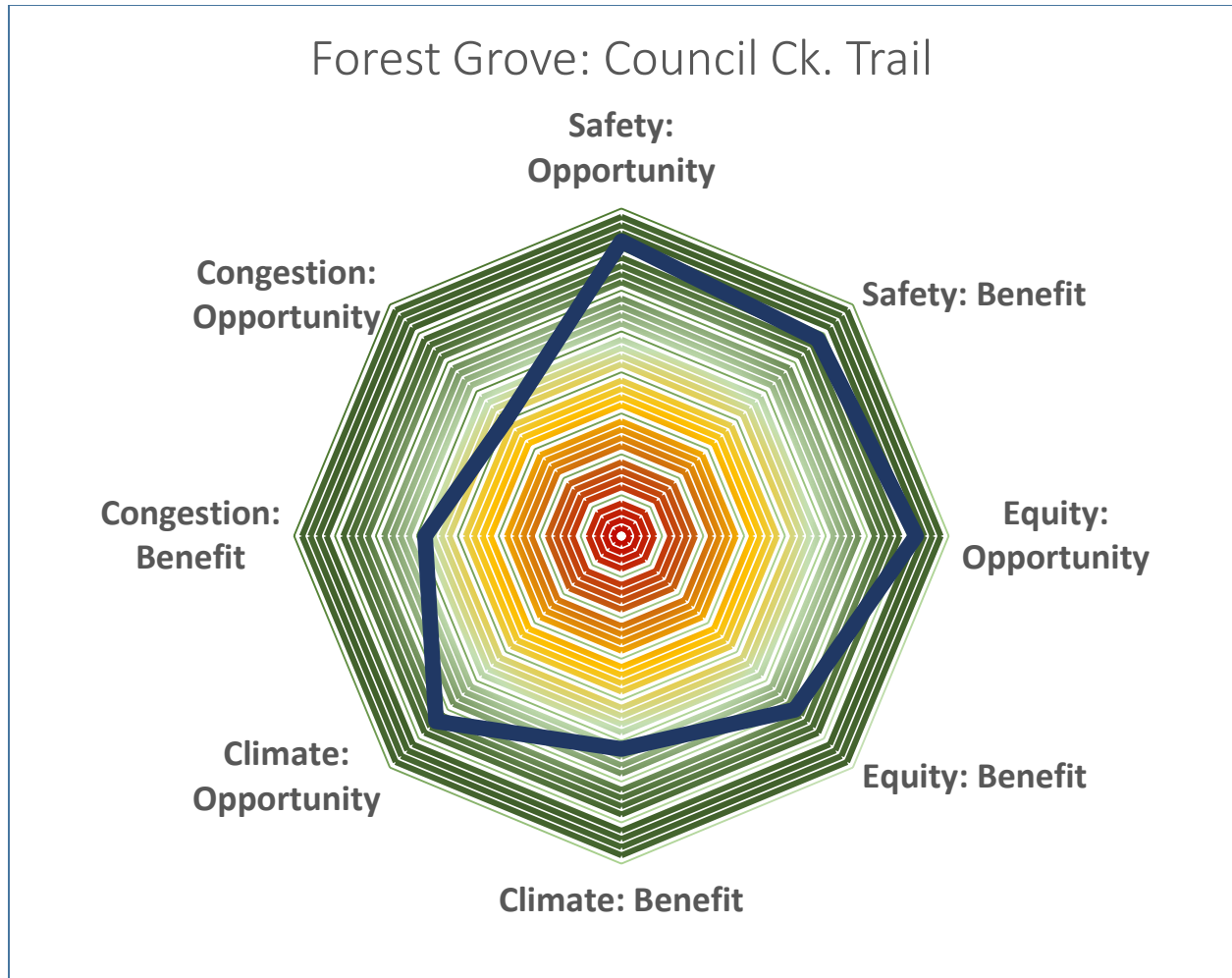
## Clackamas Co.: Clackamas Industrial Area ITS



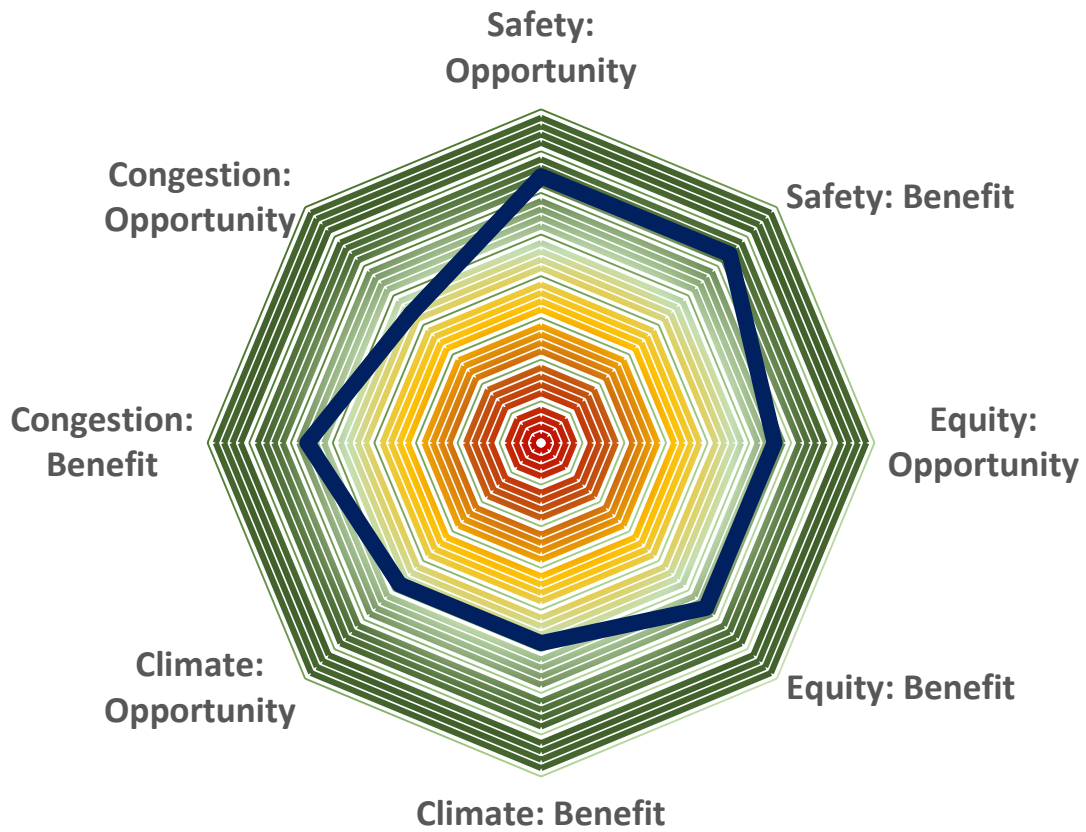


## Clackamas Co: Courtney Ave. Bike/Ped Improvements

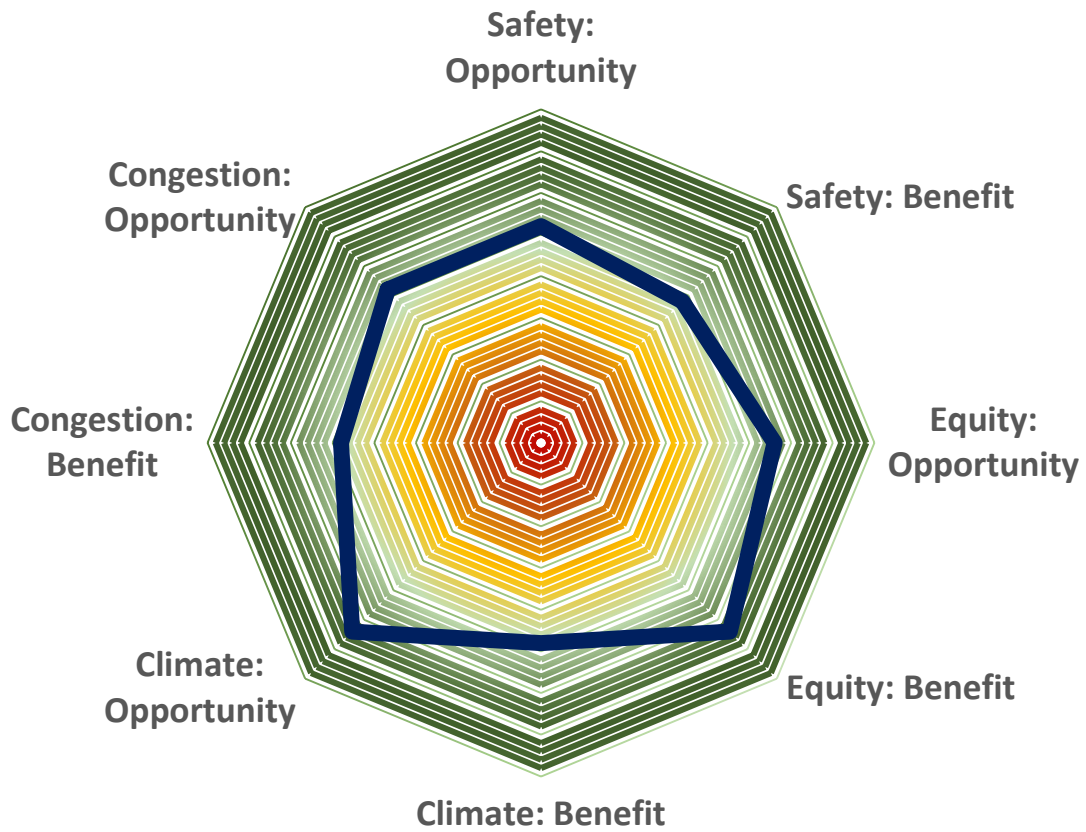


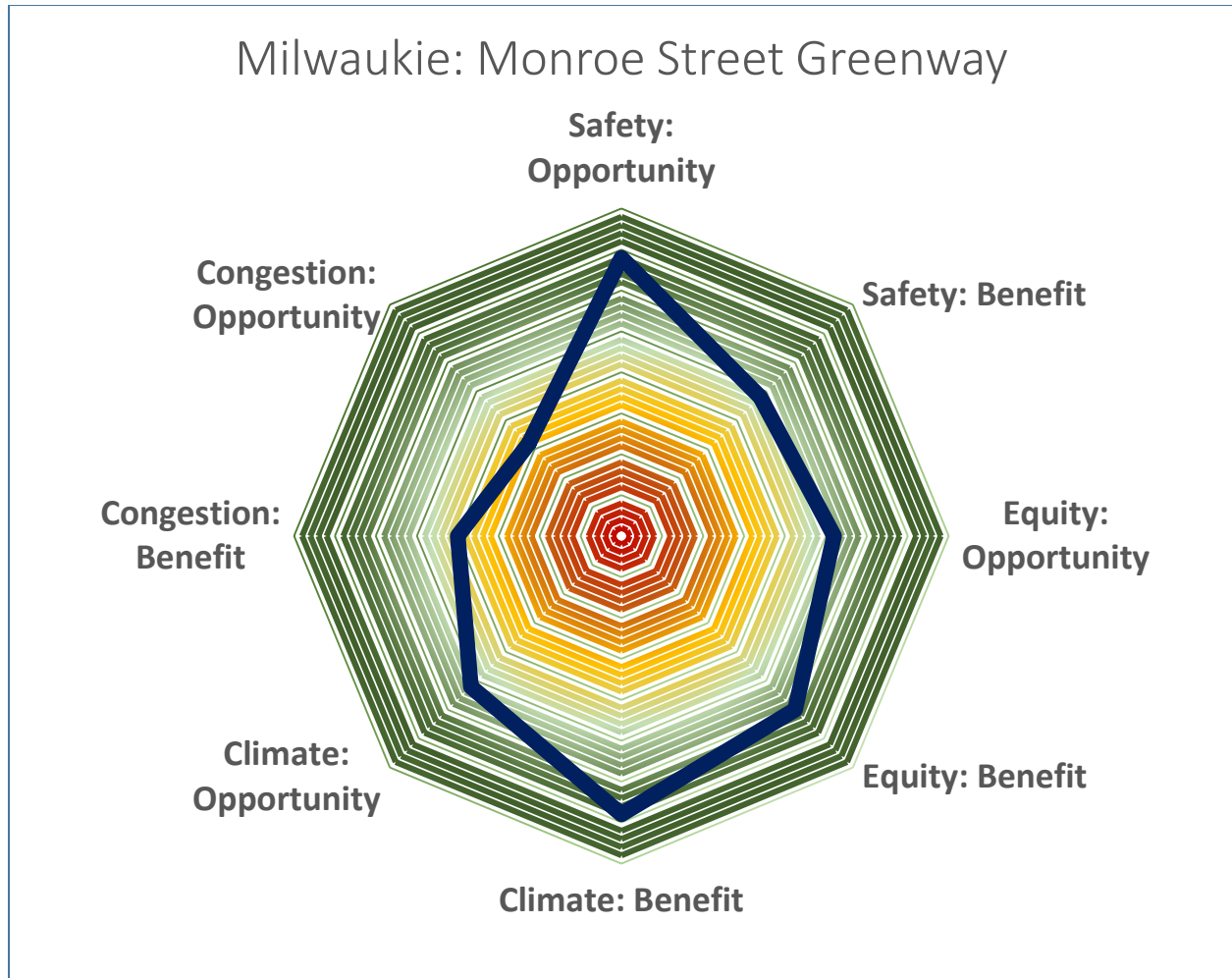


## Gladstone: Trolley Trail Bridge Replacement

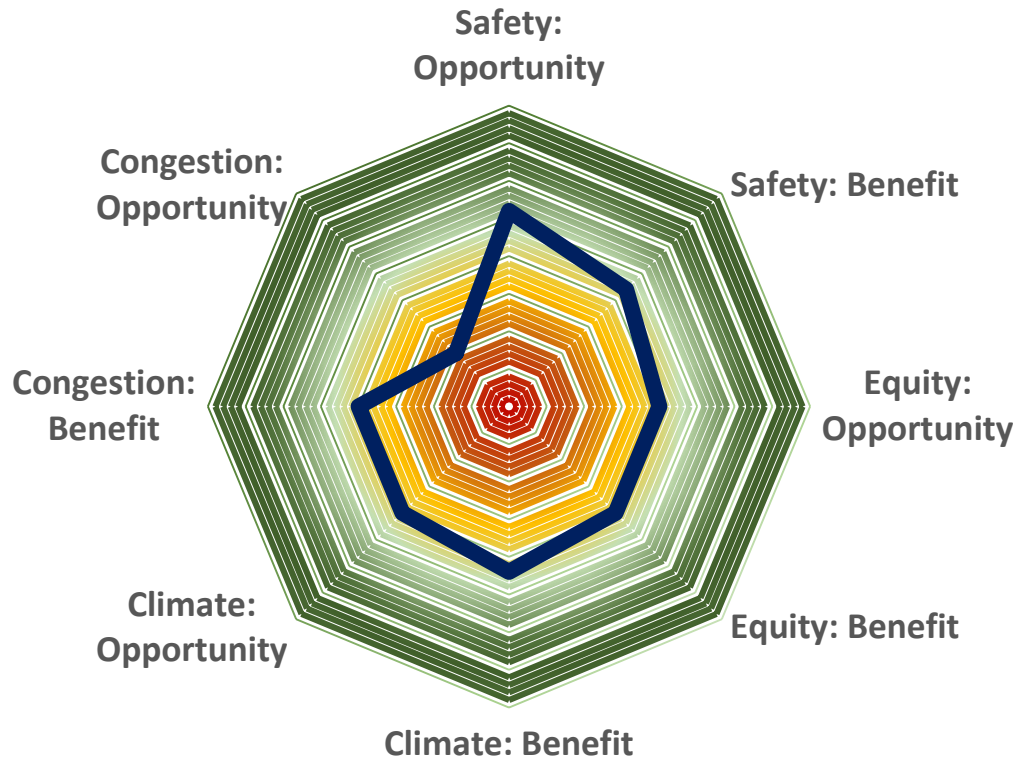


## Gresham: Division Street Complete Street



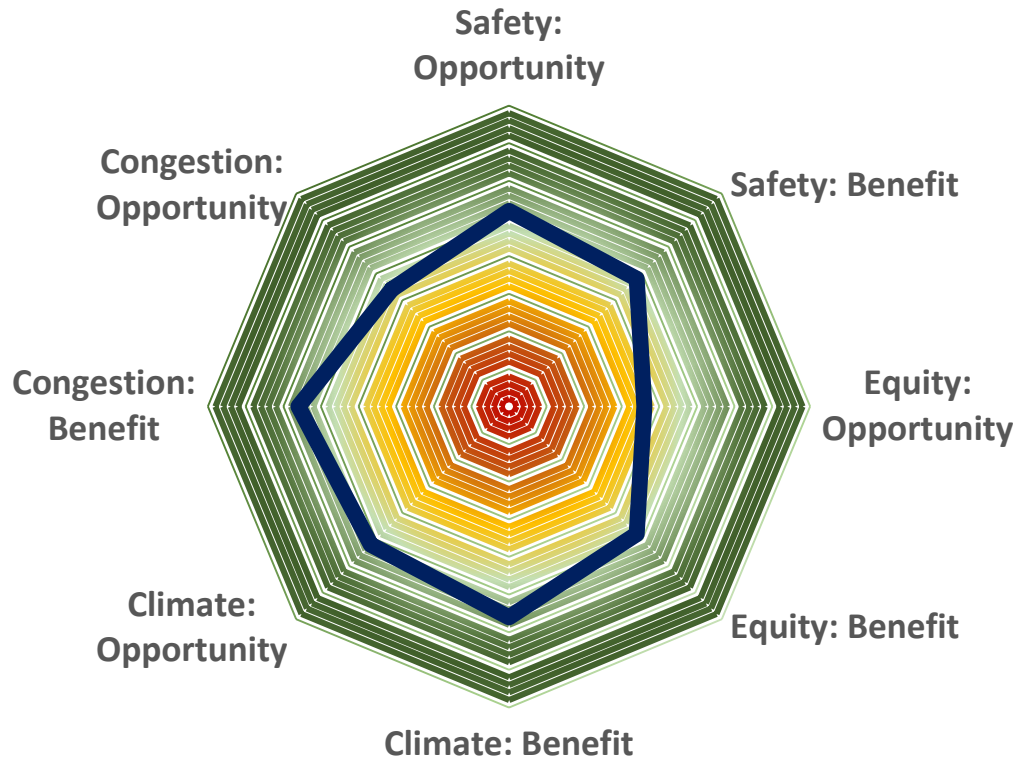


## Multnomah Co.: 223rd Ave - Sandy Blvd. to RR underpass

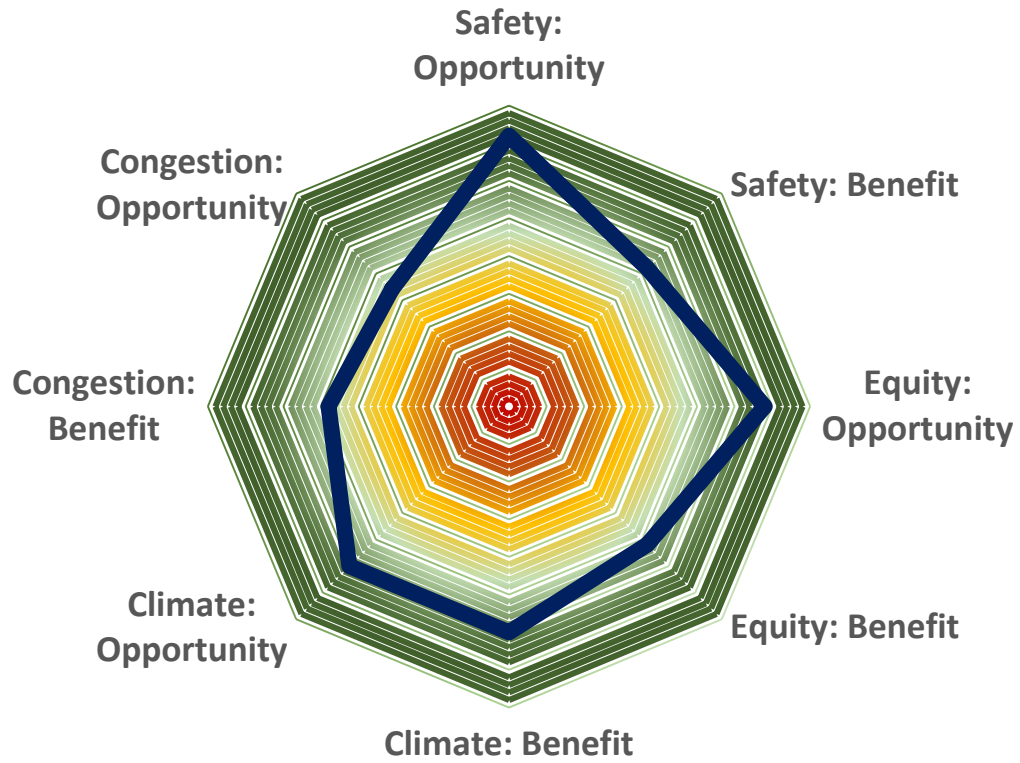


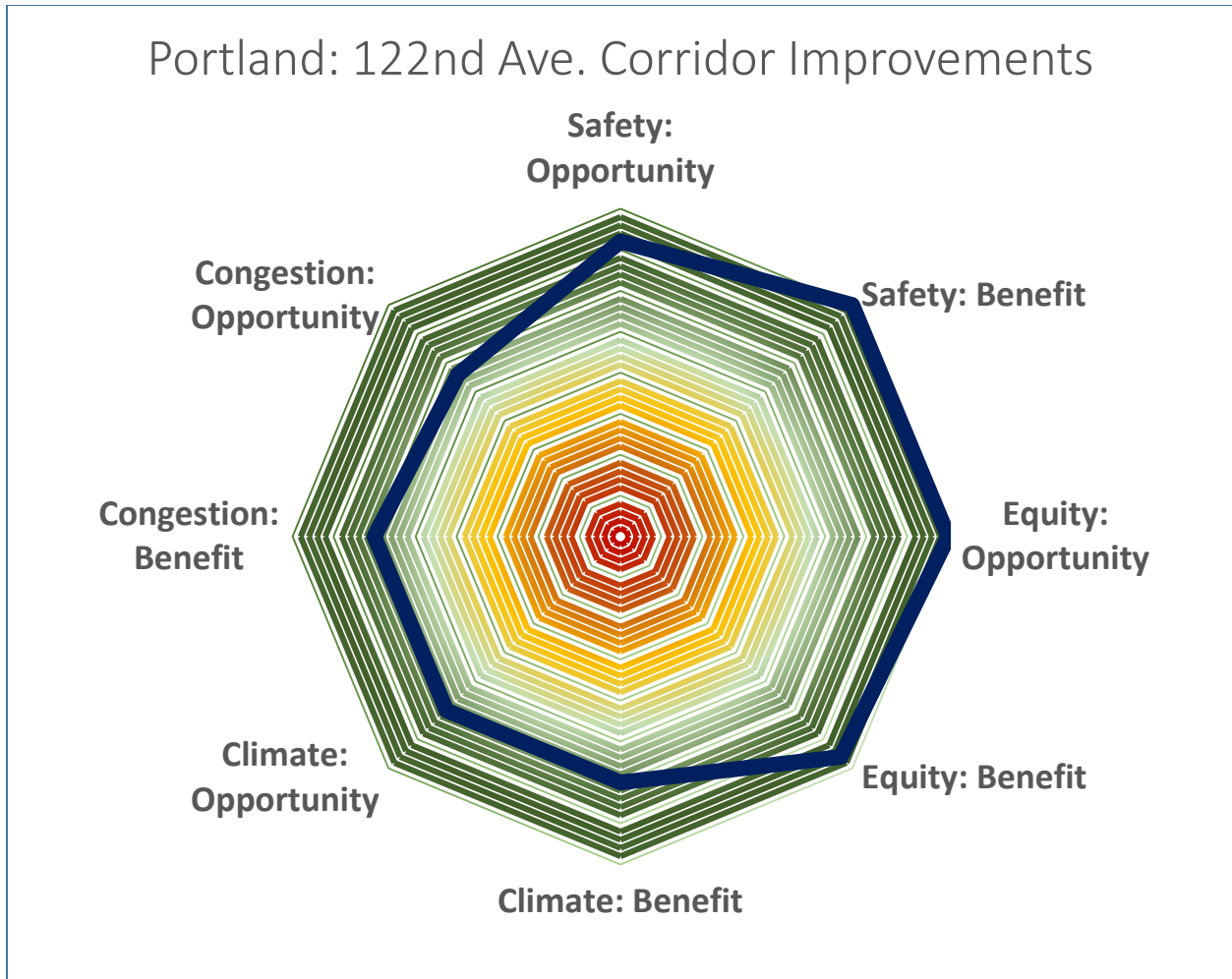


## Multnomah Co.: Sandy Blvd. - Gresham to 230th Ave

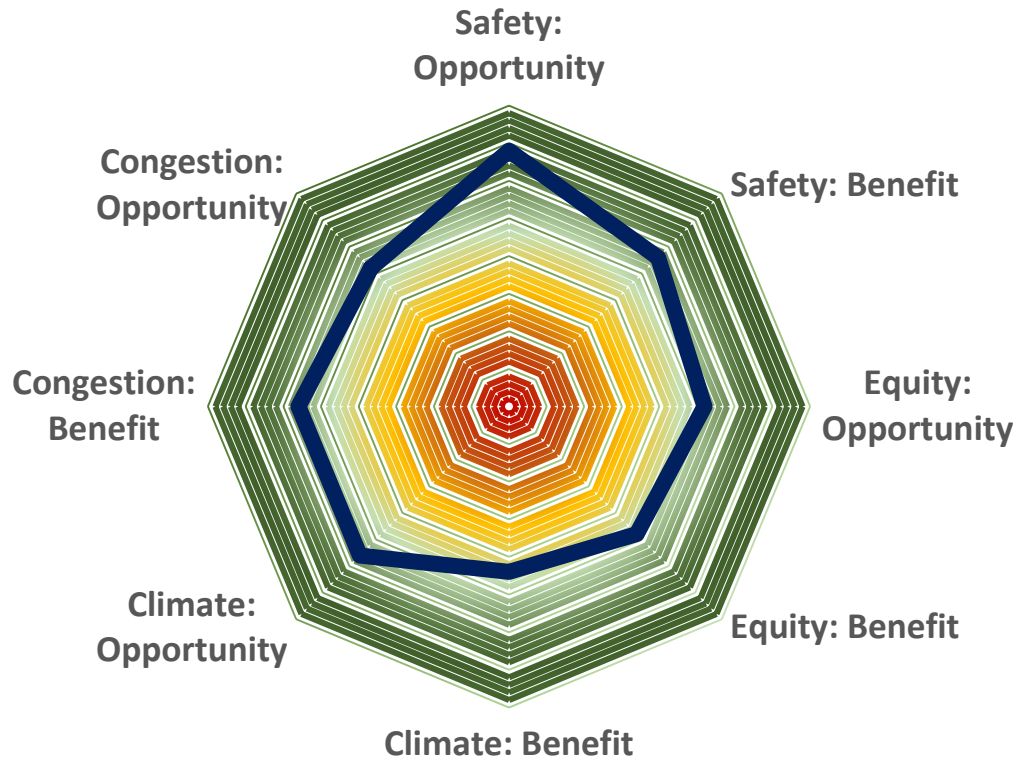


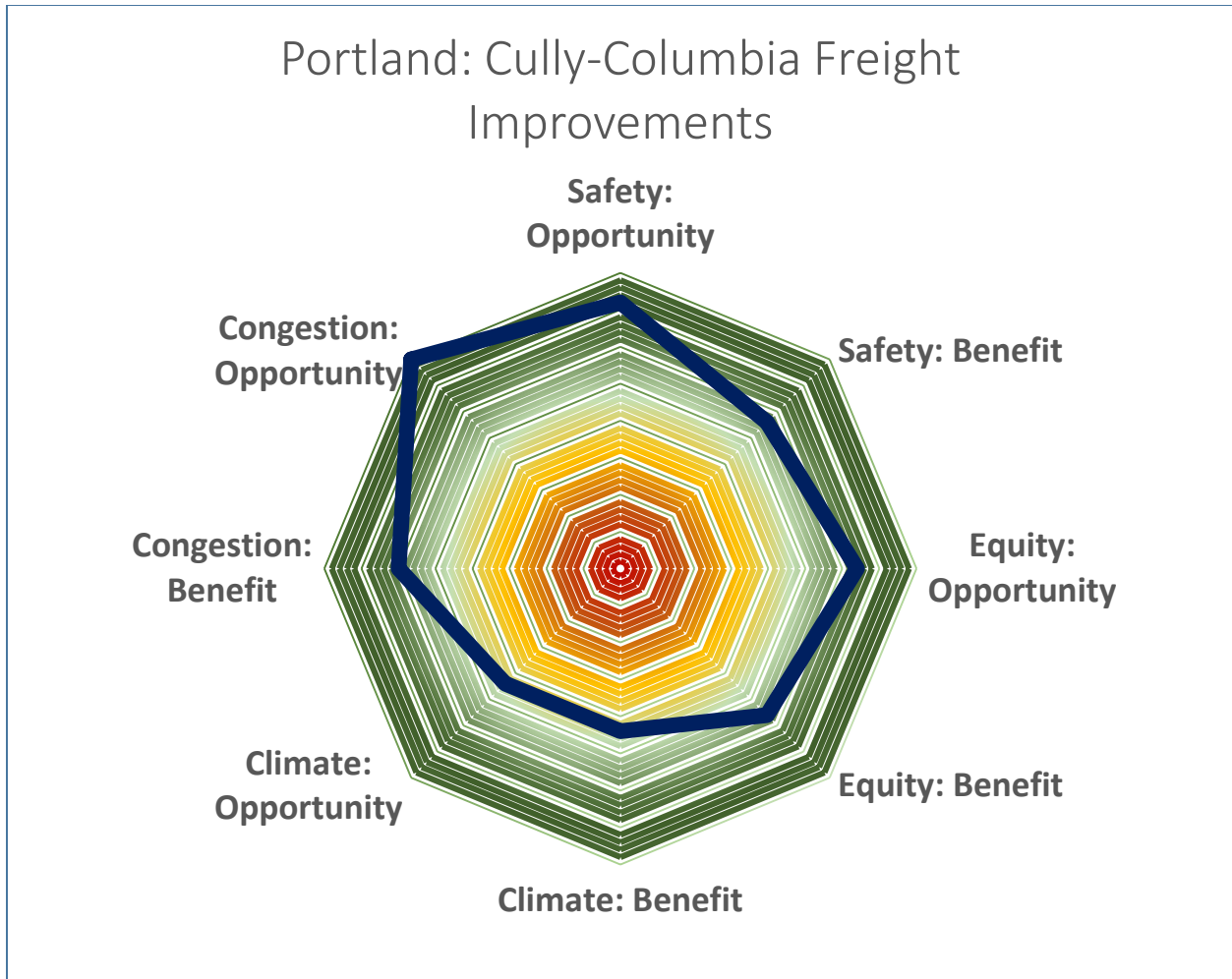
## Oregon City: Hwy. 99E Bike/Ped Improvements

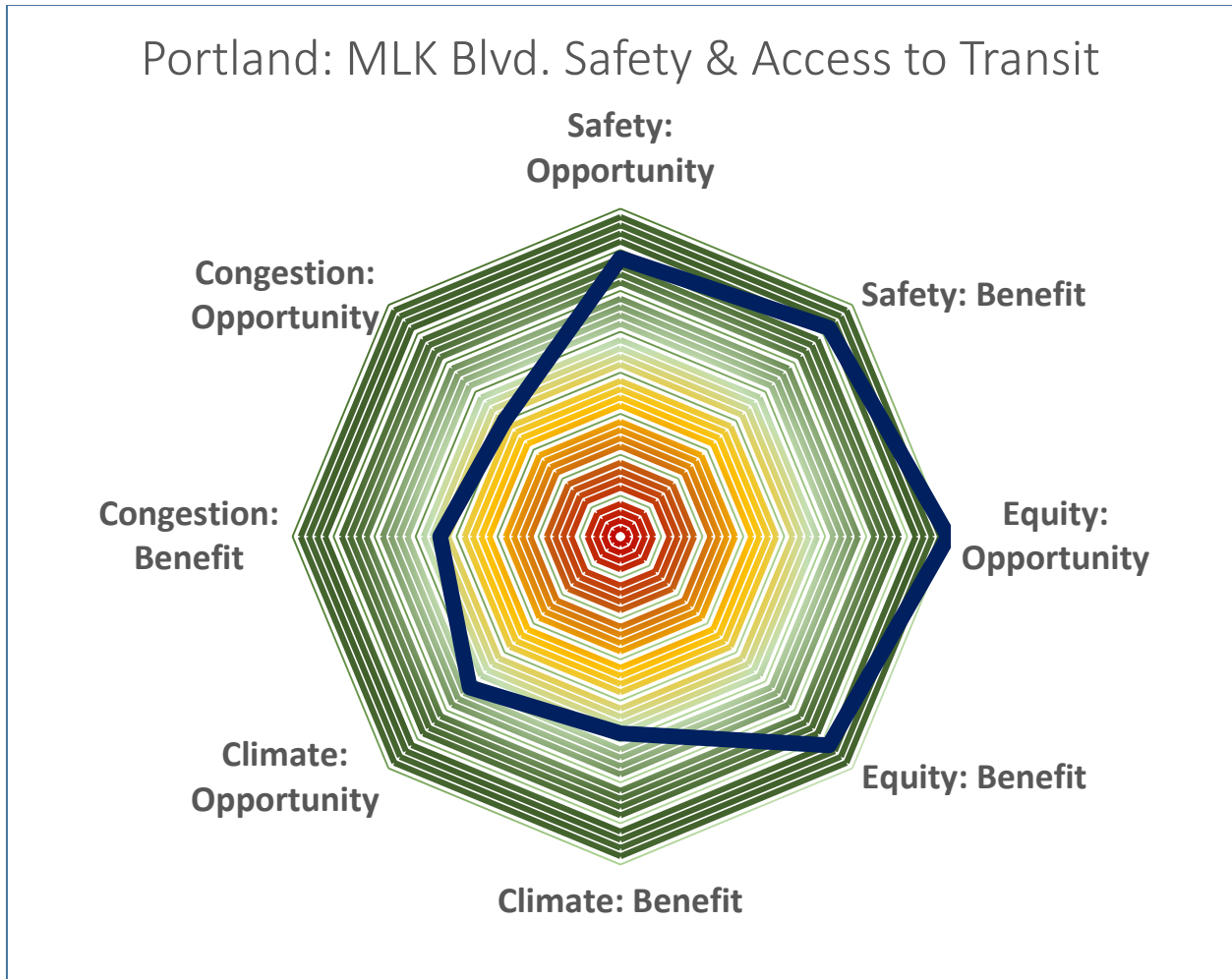




## Portland: Central City in Motion - Belmont-Morrison

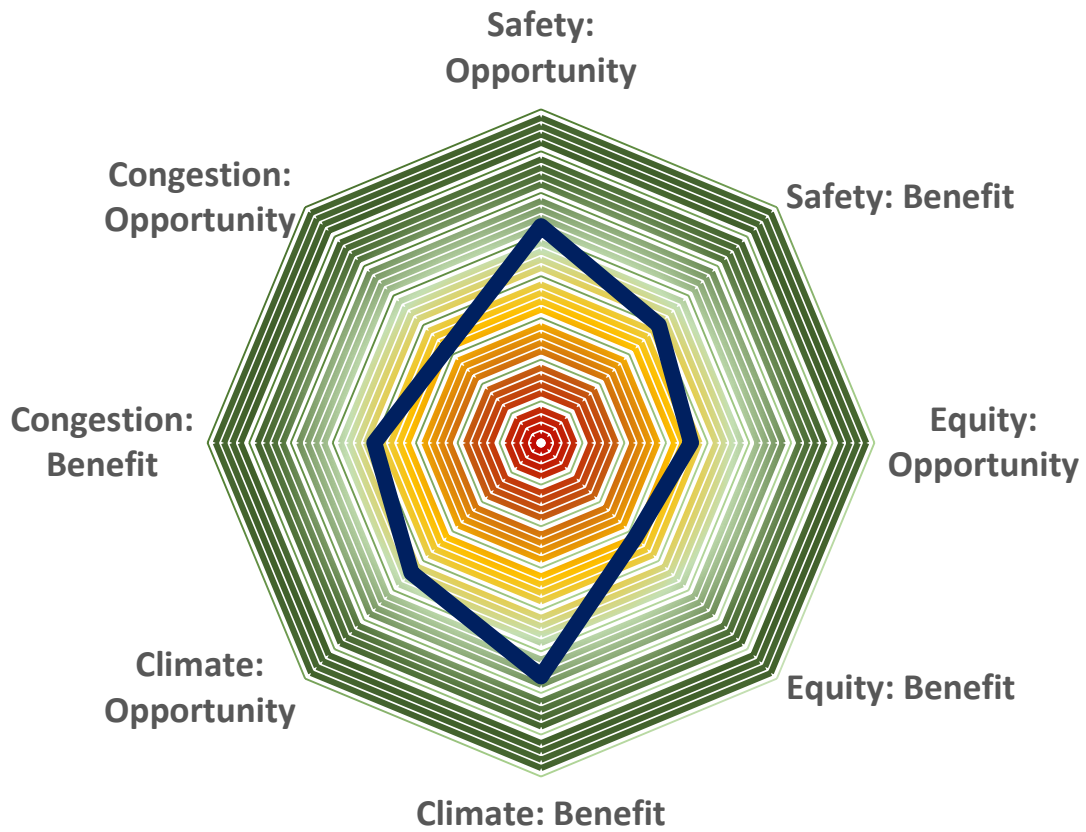


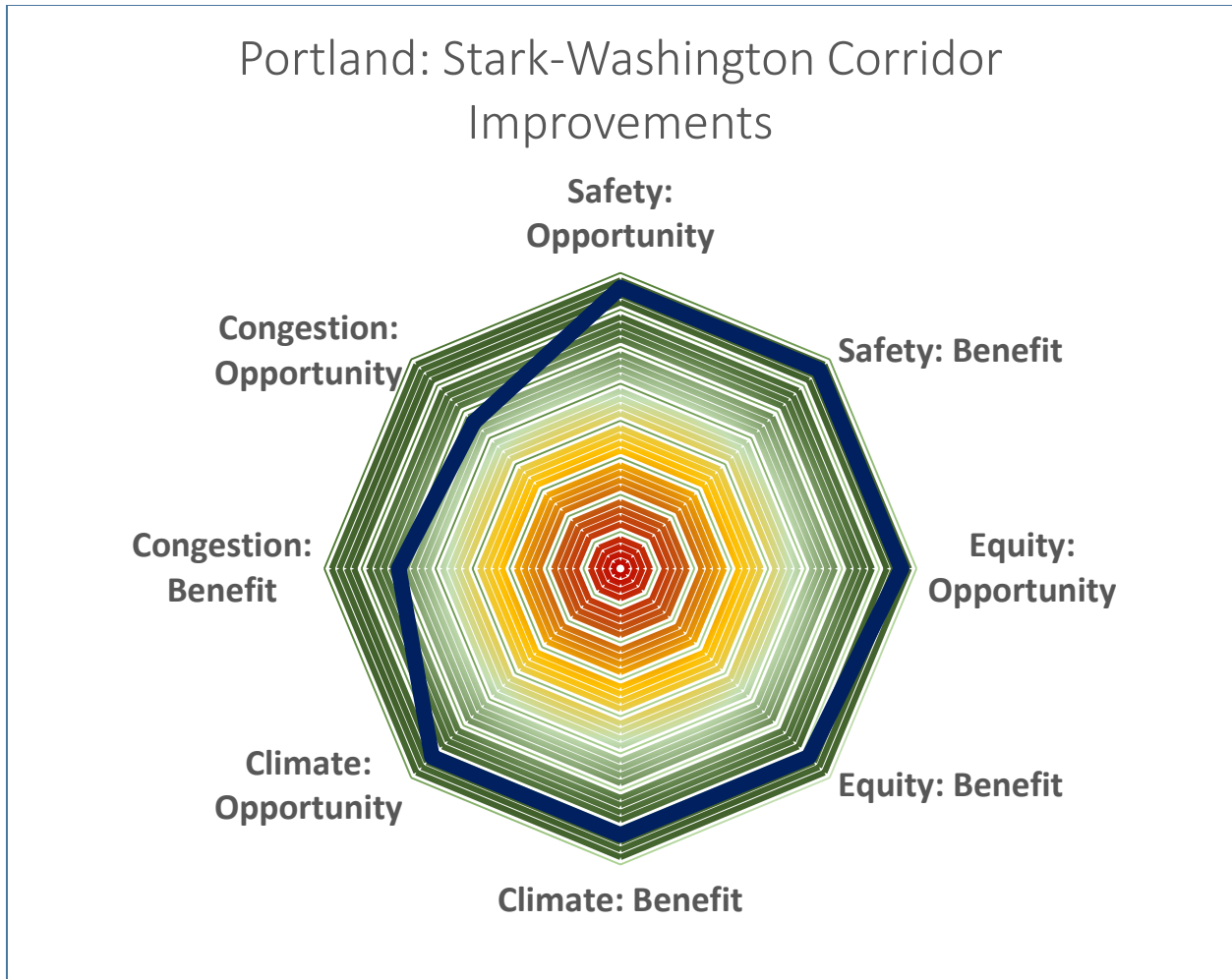




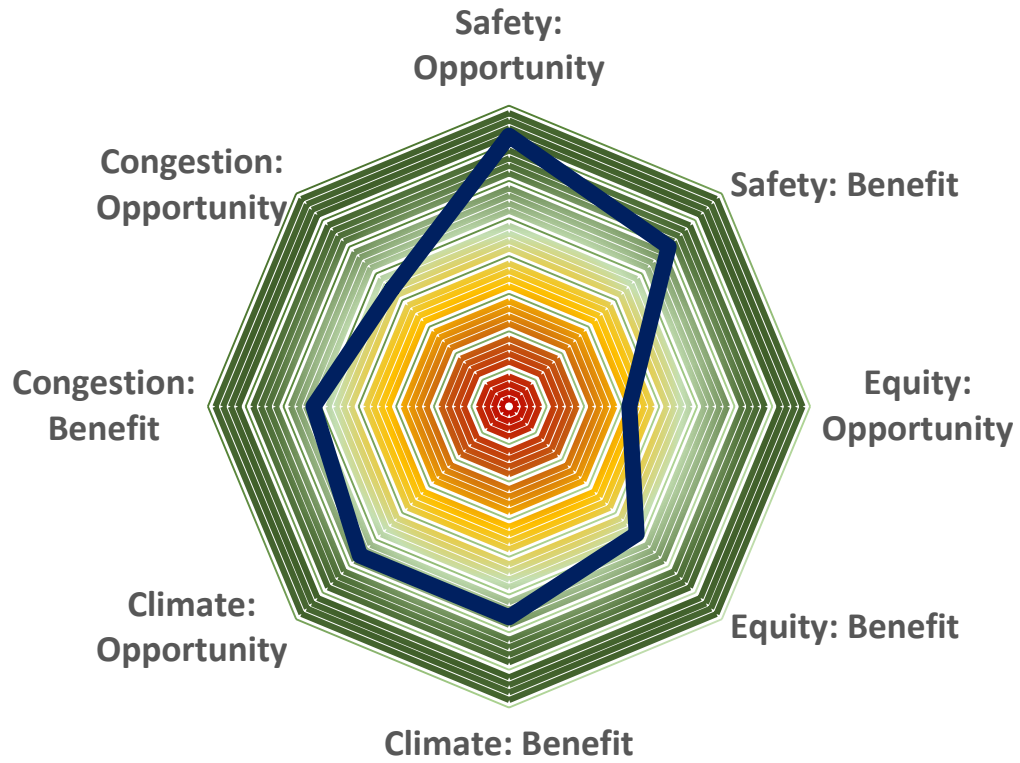


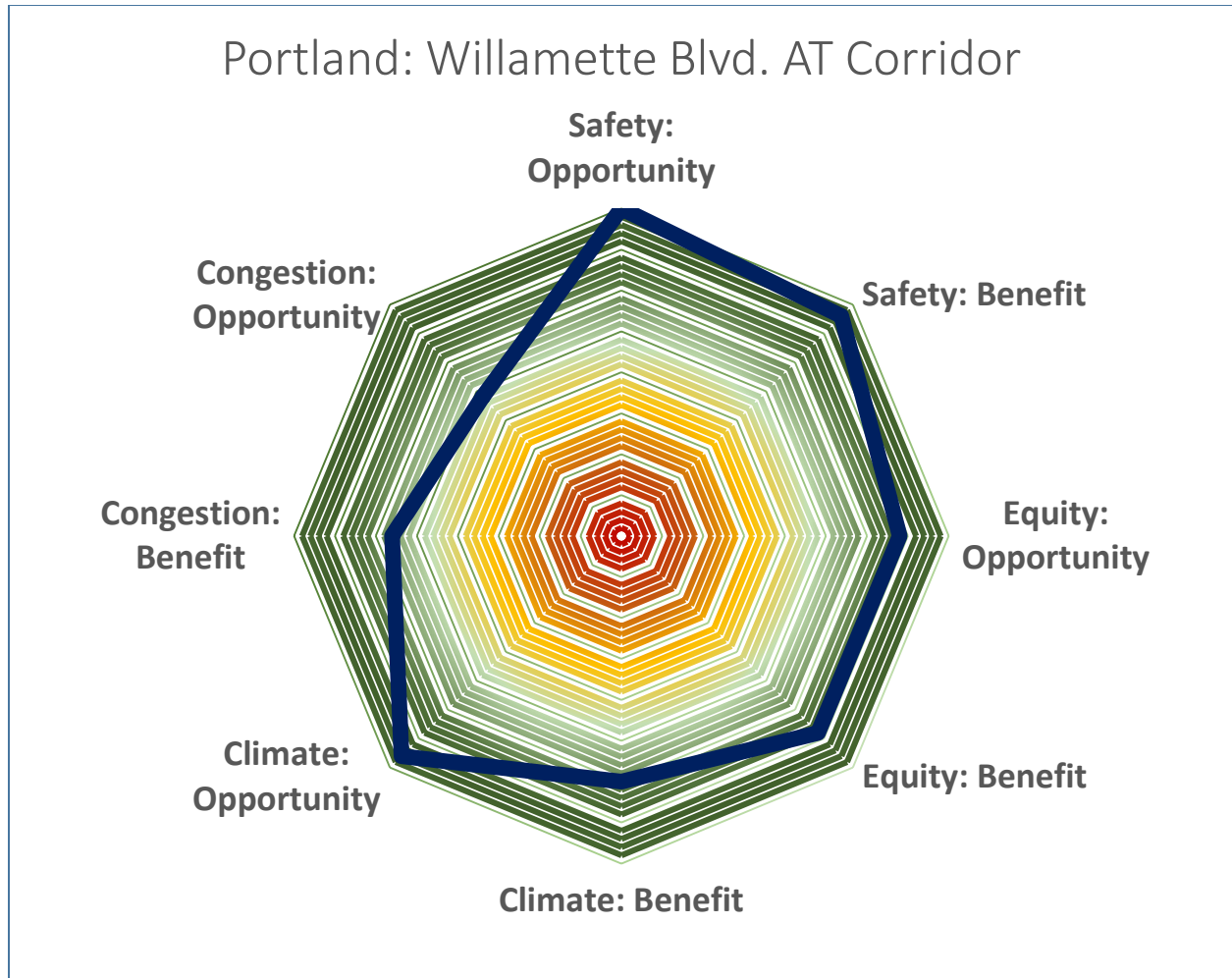
## Portland: Springwater to 17th Ave. Trail





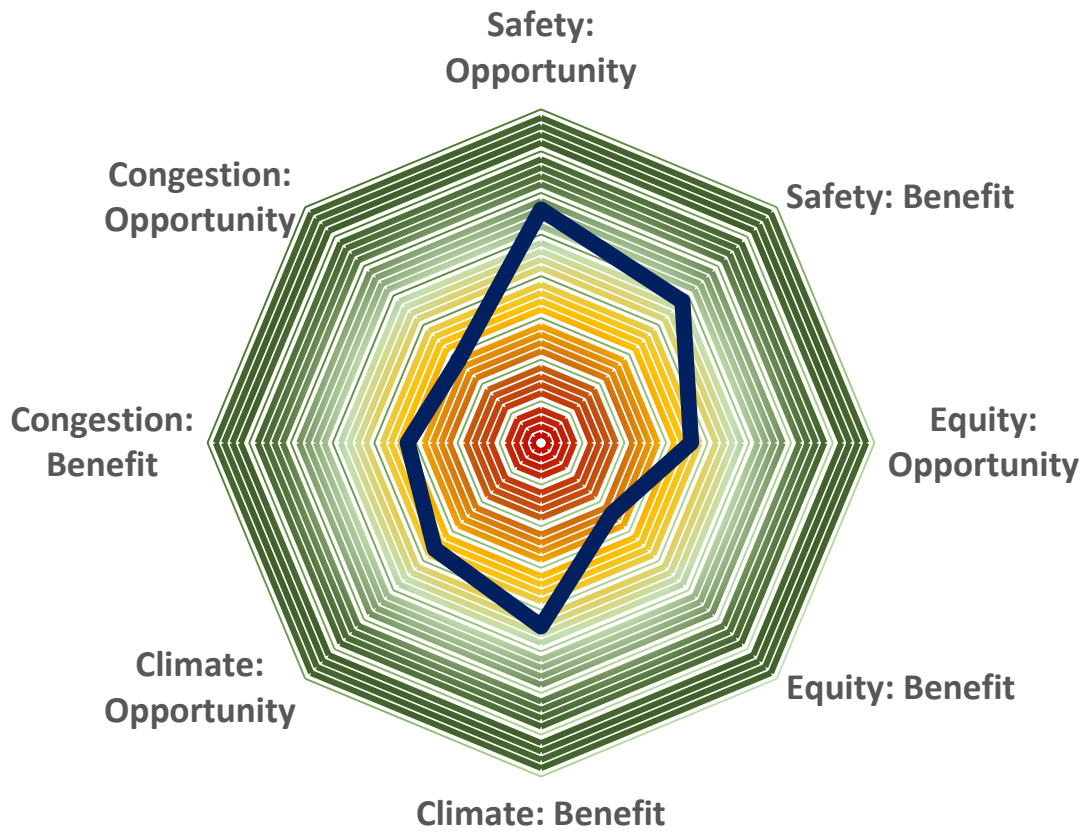
## Portland: Taylors Ferry Rd Transit Access & Safety



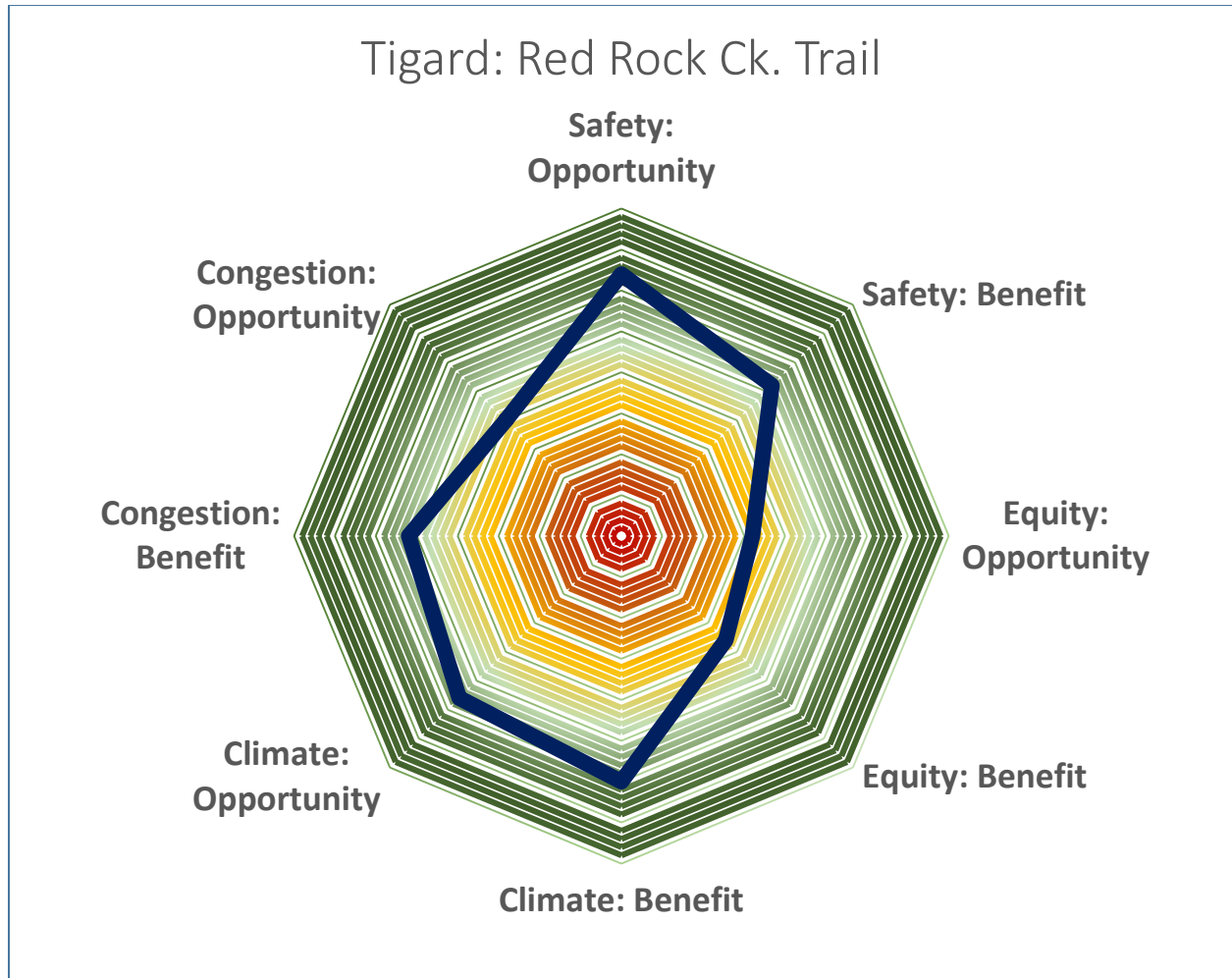




## Tigard: Bull Mt. Rd. Complete Street

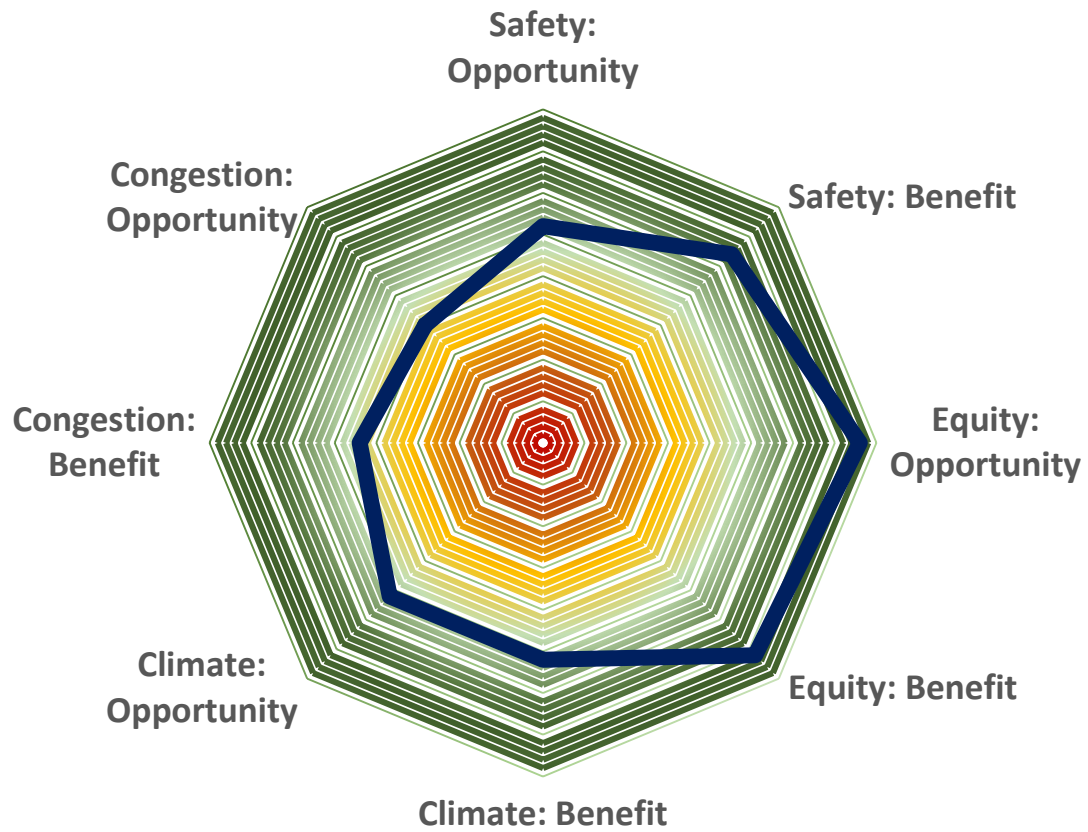




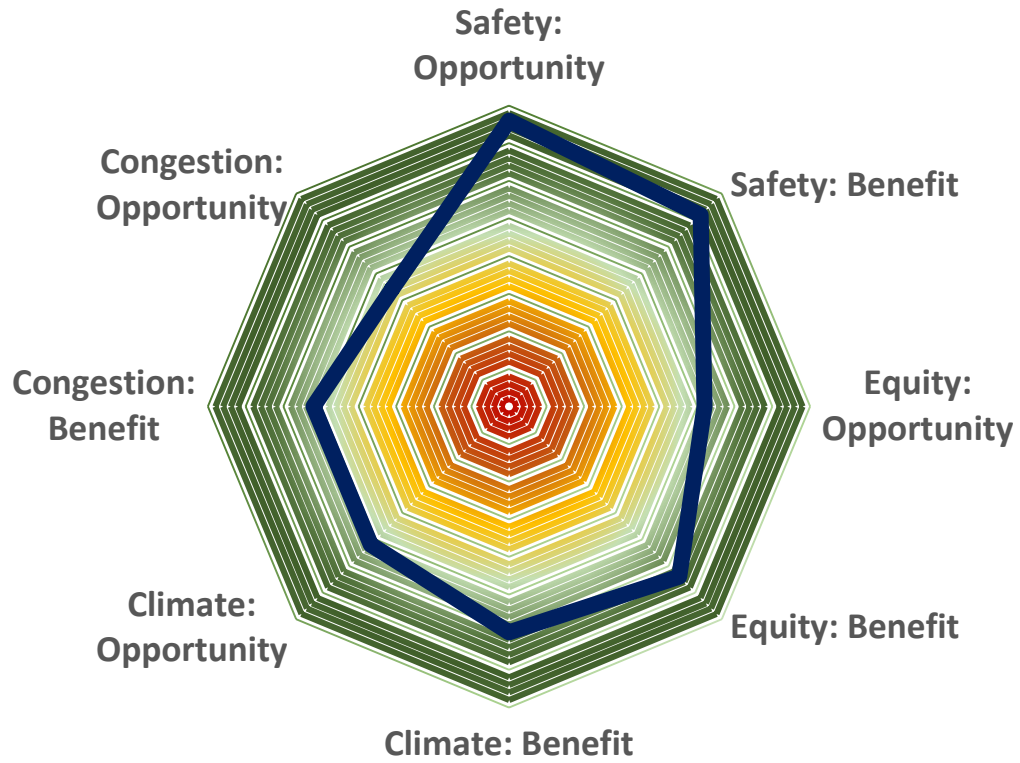




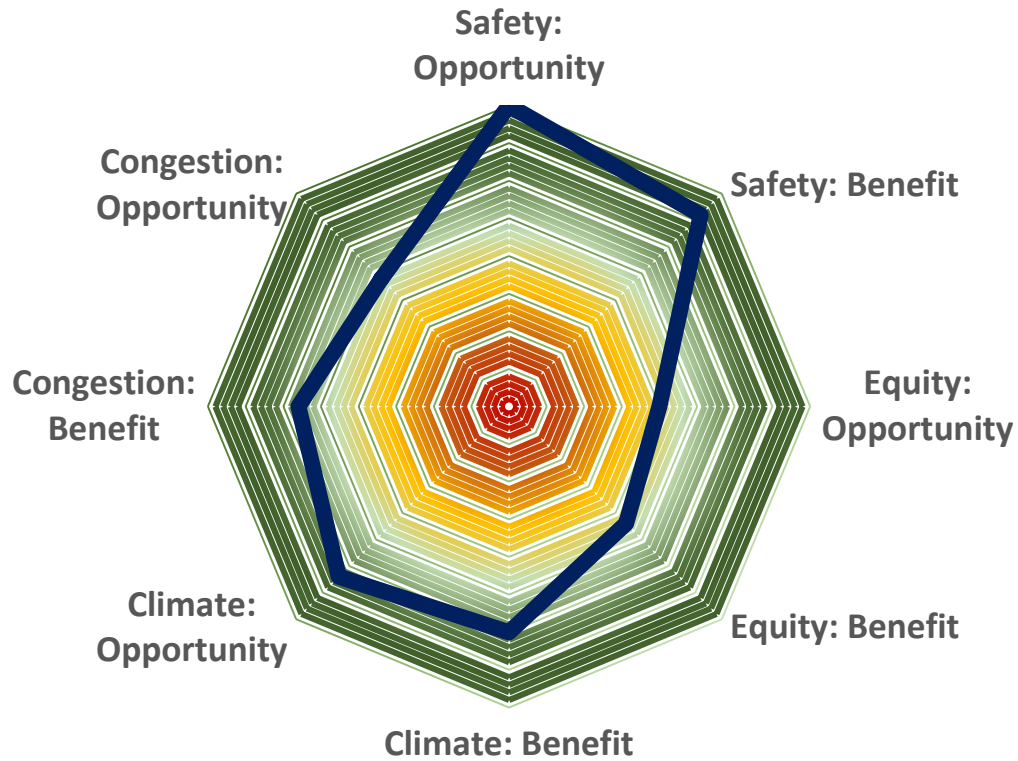
## Washington Co.: Aloha Safe Access to Transit



## 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 Averbeck	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***

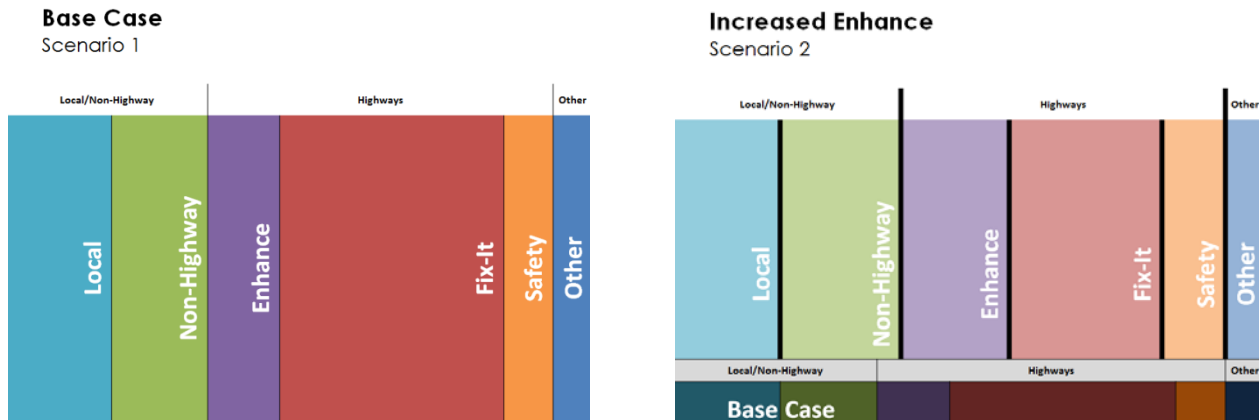
- [2021-2024 STIP Funding Allocations Memo](#)
- [PowerPoint Presentation](#)
- [Monthly Summary for Stakeholders](#)
- [Meeting Video](#)

#### **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.

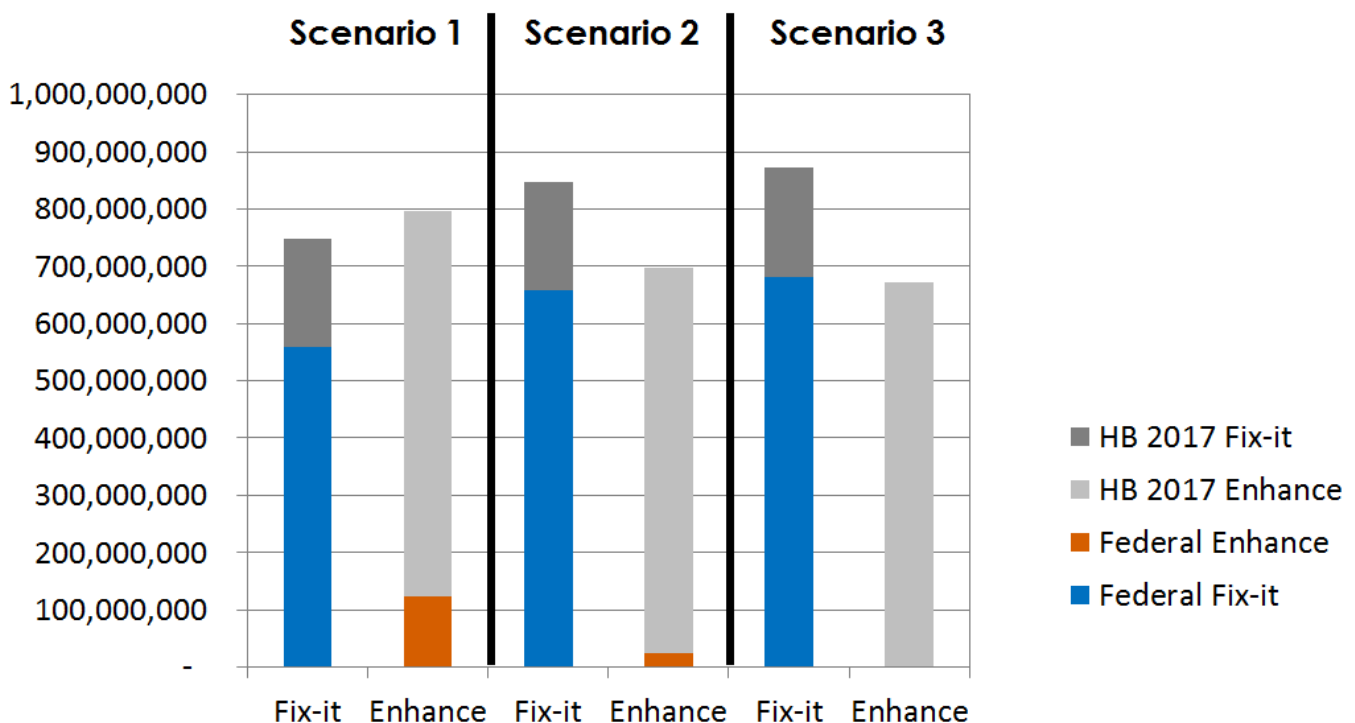
<sup>3</sup> Updated name and category descriptions for consistency.

- **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.

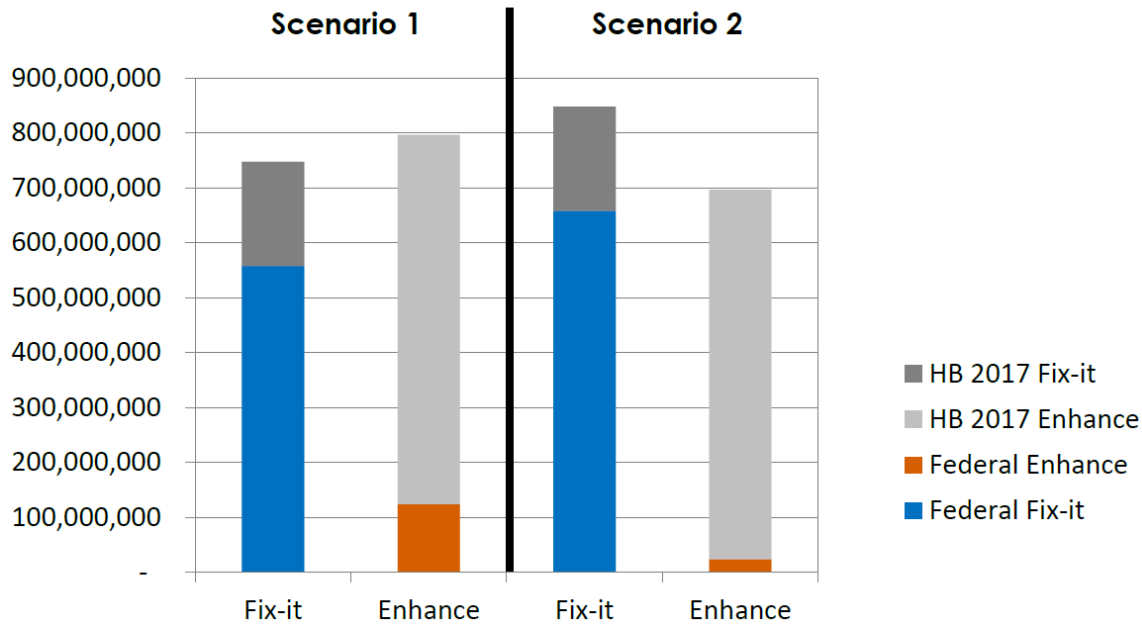
For both Scenario 1 and Scenario 2, any additional federal highway funding that comes in above the assumed funding level would go into Fix-It programs.

#### 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.

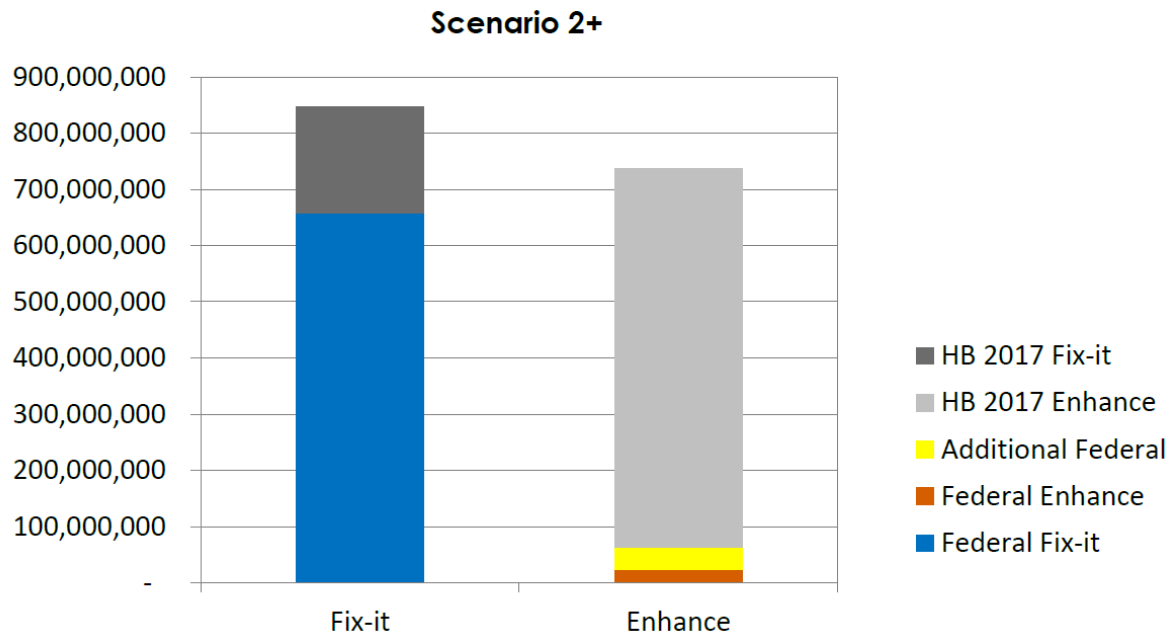
## Fix-it & Enhance Funding Scenarios

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

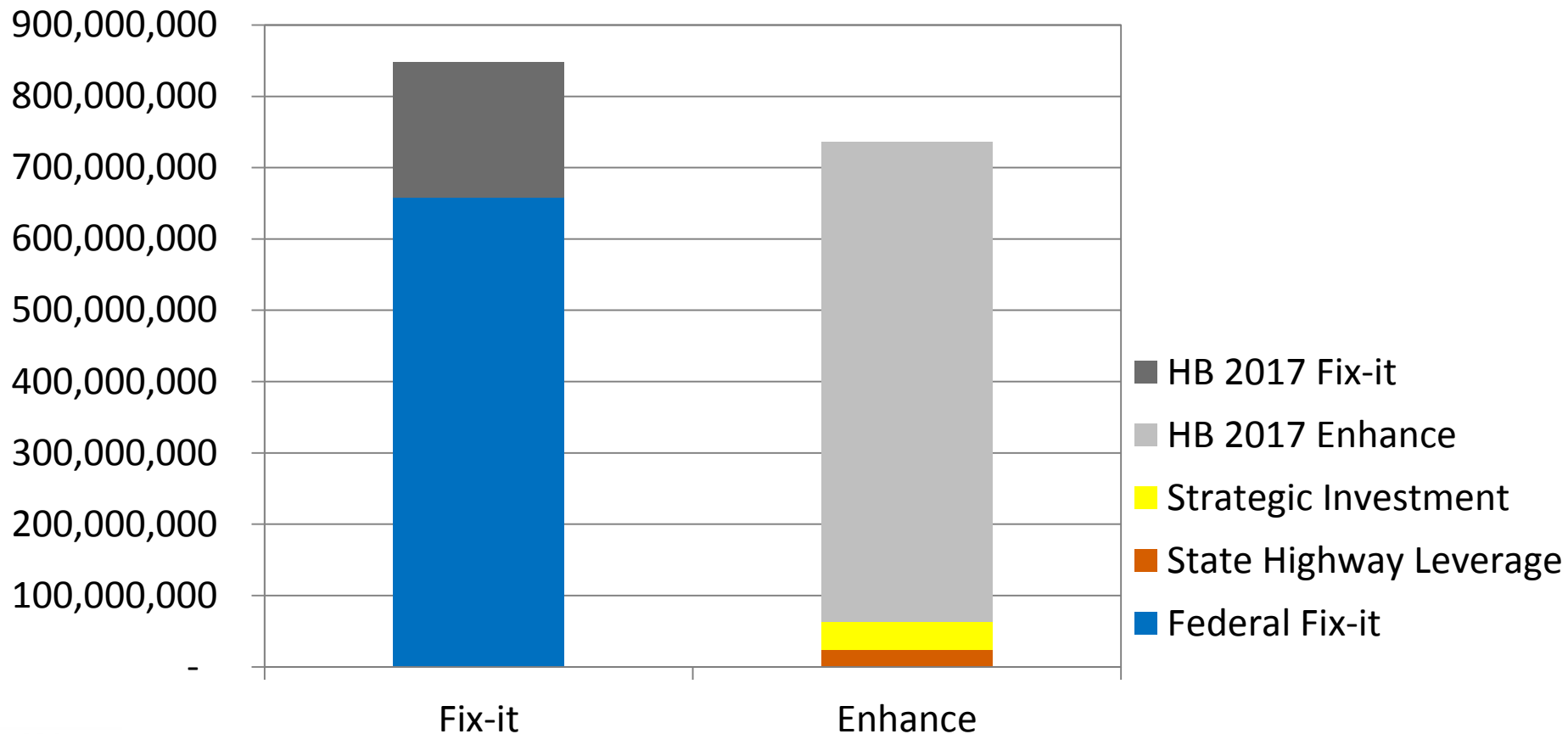
<b>Fix-It</b>
<b>Enhance Highway</b>
<b>Safety</b>
<b>Non-Highway</b>
<b>Local Programs</b>
<b>Other Functions</b>



# Recommended Allocation: Federal Discretionary Funds

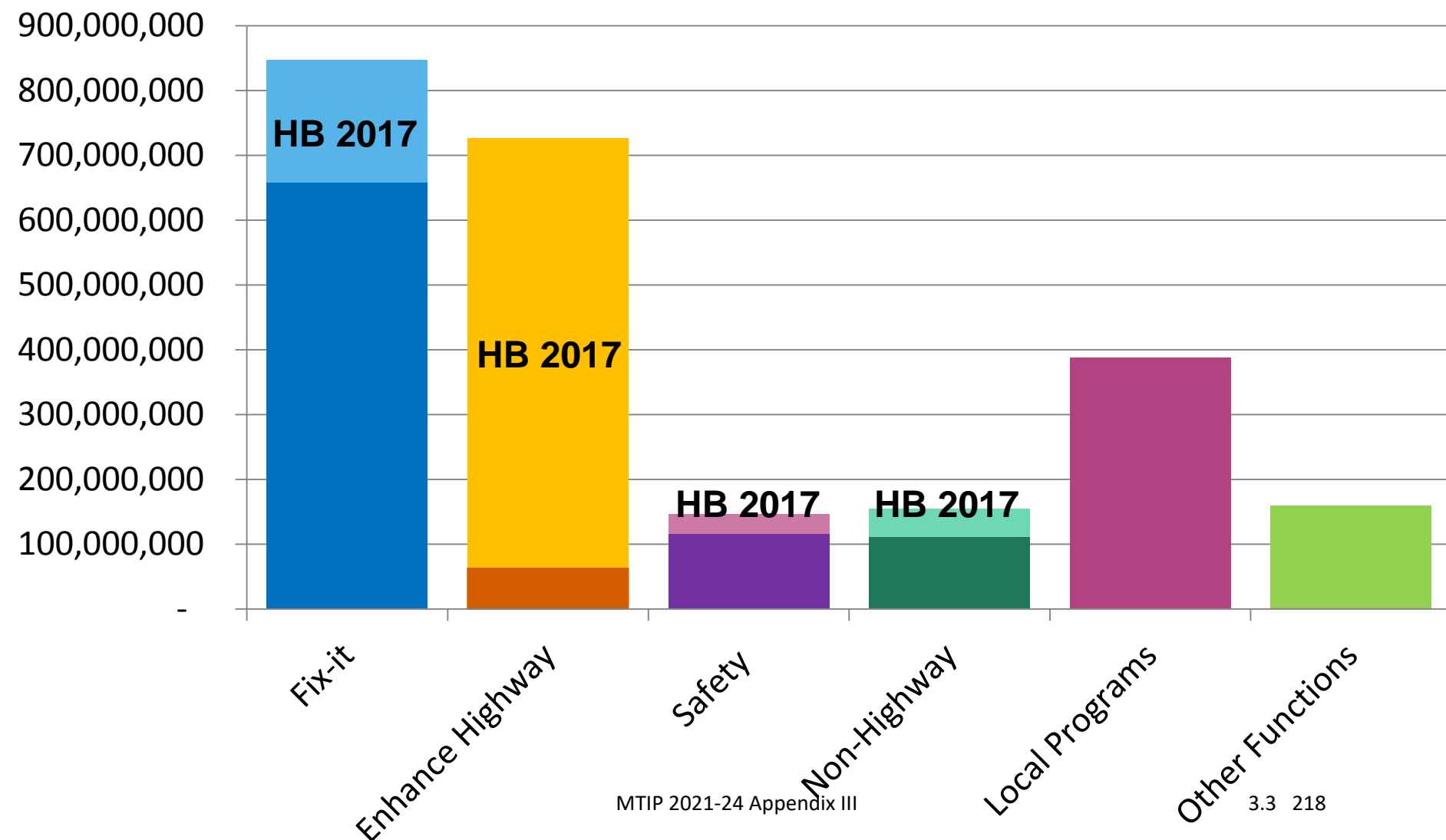
3.3 CSOT Administered Funding Allocation of 2022-2024 Fund

Includes \$40 million in additional federal funding for Strategic Investment Program



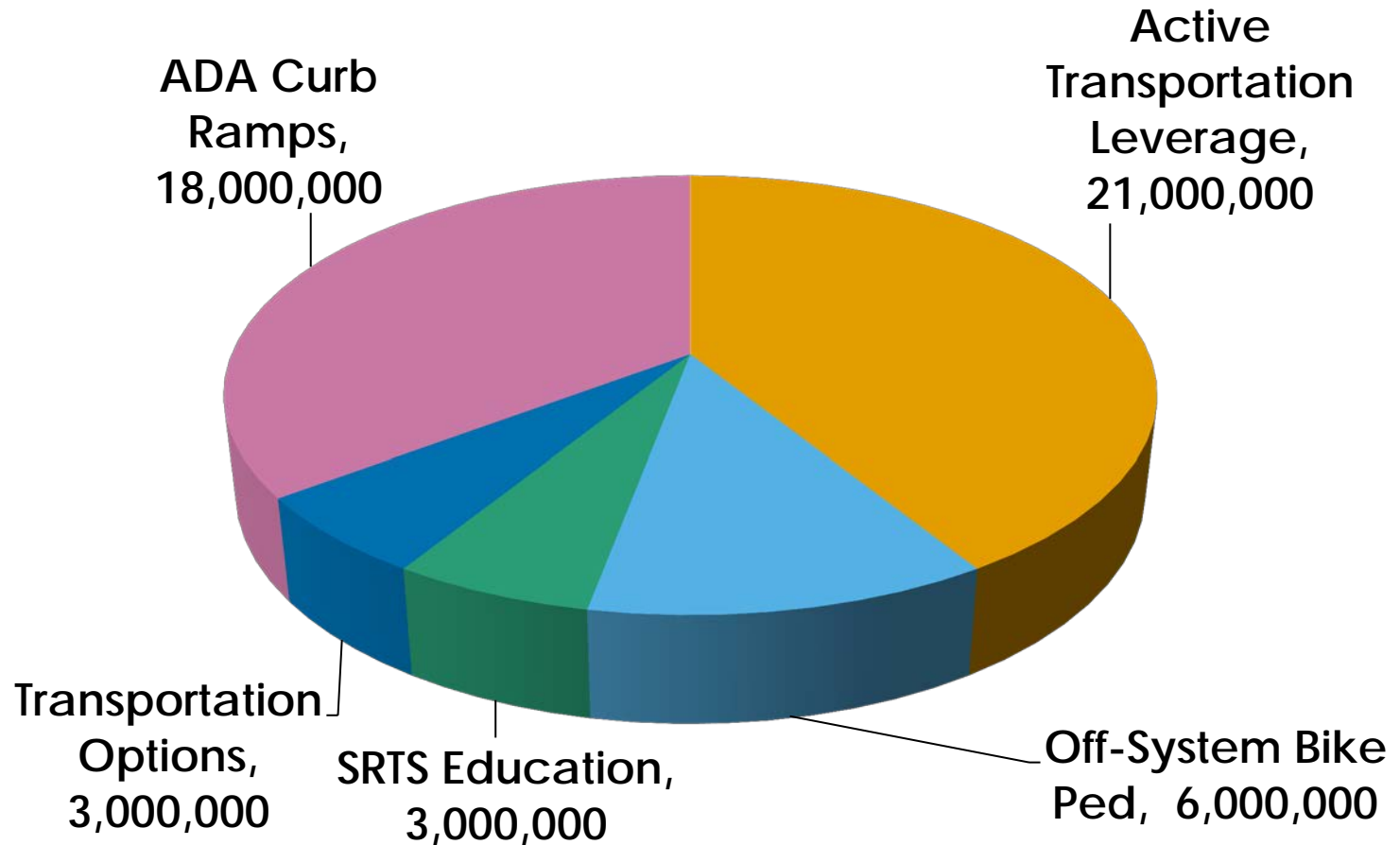
# Recommended Allocation: All STIP Categories

\$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</b> <b>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>										
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**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




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## 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 Neahkahnne Ave (Washington County)	Widen West Union at Neahkahnne and install a left turn lane westbound from West Union onto Neahkahnne	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@ridesmart.com](mailto:hendrix@ridesmart.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

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[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.

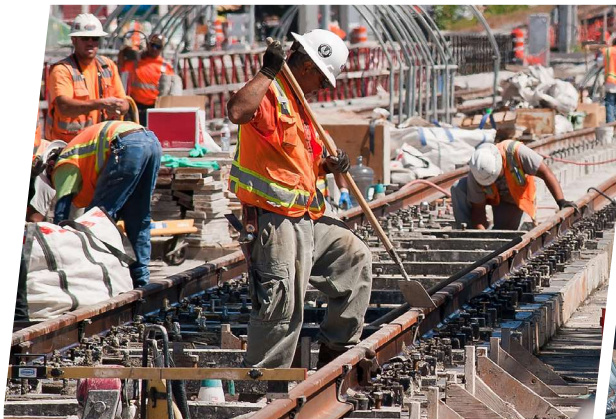
### **5. 5339 (b) ODOT**

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

### TABLE OF CONTENTS

#### 3.5 TriMet Annual Budget Process - FY21

<u>Page</u>	<u>Page</u>
Overview	General Manager Division
Board of Directors..... Overview-1	Division Summary ..... GM-1
TriMet Officials ..... Overview-1	Office of the General Manager ..... GM-2
Budget Message ..... Overview-2	Diversity and Transit Equity ..... GM-6
2020-2021 TriMet Budget Organization Chart ..... Overview-20	Internal Audit..... GM-9
Financial Summary	Chief Operating Officer Division
Resource Summary ..... Financial Summary-1	Division Summary ..... CO-1
Requirement Summary..... Financial Summary-2	Office of the Chief Operating Officer ..... CO-2
CIP Resource Summary ..... Financial Summary-5	Operations Planning & Development ..... CO-6
CIP Requirement Summary ..... Financial Summary-6	Business Planning & Asset Management ..... CO-10
Summary of Fund History..... Financial Summary-7	Operations Training & Planning..... CO-14
Pass through Revenues and Requirements..... Financial Summary-8	Transportation Division
Resources	Division Summary ..... TR-1
Resources Graph ..... Resources-1	Transportation Administration..... TR-2
Resource Summary ..... Resources-2	Bus Transportation..... TR-6
Resource Summary by Source ..... Resources-3	Field Operations..... TR-10
Federal & State/Local Grant Summary..... Resources-4	Service Delivery ..... TR-13
Requirements	Accessible Transportation Programs ..... TR-17
Requirements Graph..... Requirements-1	Rail Transportation ..... TR-22
Requirement Summary..... Requirements-2	Commuter Rail..... TR-26
Requirements by Object Class ..... Requirements-5	Streetcar ..... TR-31
Personnel Services Schedule ..... Requirements-6	Safety & Security Division
Materials & Services Schedule ..... Requirements-7	Division Summary ..... SS-1
Summary of Employees ..... Requirements-8	Safety & Security Administration..... SS-2
Summary of Fixed Route Service ..... Requirements-11	Safety & Environmental Services..... SS-6
Summary of Fixed Route and Accessible	Security & Emergency Management..... SS-10
Transportation Vehicles..... Requirements-12	Bus Transportation Training ..... SS-14
Debt Service	Rail Transportation Training ..... SS-17
Summary of Debt Service ..... Debt Service-1	Maintenance Division
Summary of Debt Service Principal and Interest ..... Debt Service-2	Division Summary ..... MT-1
TriMet Continuing Revenues and Calculation	Maintenance Administration..... MT-2
of Payroll Tax Debt Service Ratio ..... Debt Service-3	Bus Maintenance ..... MT-6
Other Post Employment Benefits ..... OPEB-1	Facilities Management Bus-Rail..... MT-11
	Rail Maintenance of Way ..... MT-17
	Rail Equipment Maintenance..... MT-22

### 3.5 TriMet Annual Budget Process - FY21

	<u>Page</u>
Information Technology Division	
Division Summary .....	IT-1
IT Administration .....	IT-2
IT Operations & Infrastructure .....	IT-6
Information Security .....	IT-10
Enterprise Systems .....	IT-14
Intelligent Transportation Systems .....	IT-18
Public Affairs Division	
Division Summary .....	PA-1
Public Affairs Administration .....	PA-2
Planning & Policy .....	PA-6
GIS & Location Based Services .....	PA-10
Transit Equity, Inclusion & Community Affairs .....	PA-13
Government Services and Public Affairs .....	PA-17
Communications & Marketing .....	PA-21
Customer Information Services .....	PA-25
Finance & Administrative Services Division	
Division Summary .....	FA-1
Finance & Administrative Services .....	FA-2
Financial Services .....	FA-6
Budget & Grants Administration .....	FA-10
Risk Management .....	FA-14
Procurement & Supply Chain Management .....	FA-18
Fare Revenue & Administrative Services .....	FA-22
Labor Relations & Human Resources Division	
Division Summary .....	HR-1
Human Resources Administration .....	HR-2
Benefits & HRIS .....	HR-6
Talent Management .....	HR-10
Labor Relations .....	HR-14
Compensation .....	HR-18
Legal Services Division	
Division Summary .....	LS-1
Legal Services Administration .....	LS-2
Litigation .....	LS-6
Real Estate & Transit Oriented Development .....	LS-10

	<u>Page</u>
Engineering & Construction Division	
Division Summary .....	EC-1
Engineering & Construction Administration .....	EC-2
Design & Construction .....	EC-6
Major Projects .....	EC-10
Project Development & Permitting .....	EC-14
Capital Improvement Program (CIP)	
CIP Resource Summary .....	CIP-1
CIP Requirement Summary .....	CIP-2
CIP Detail .....	CIP-3
CIP Division Summary .....	CIP-7
General Information	
Exhibit 1 Ridership and Service (Fixed Route) .....	General-1
Exhibit 2 Fares and Passenger Revenue (Fixed Route) .....	General-2
Exhibit 3 Employer Taxes (Unadjusted CPI-W) .....	General-3
Exhibit 4 Expenses (Fixed Route) .....	General-4
Exhibit 5 Fixed Route Financial Indicators .....	General-5
Exhibit 6 LIFT Revenue, Ridership and Service .....	General-6
Exhibit 7 Local Economic Trends .....	General-7
Exhibit 8 Debt and Capital Investment .....	General-8
Local Economic Trends .....	General-9
Ridership .....	General-10
Service .....	General-11
Expense .....	General-12
Revenue .....	General-13
Personnel Profile .....	Personnel Profile-1
Appendix	
Glossary .....	Appendix-1
Acronyms .....	Appendix-7

### 3.5 TriMet Annual Budget Process - FY21

#### BOARD OF DIRECTORS

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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 -*

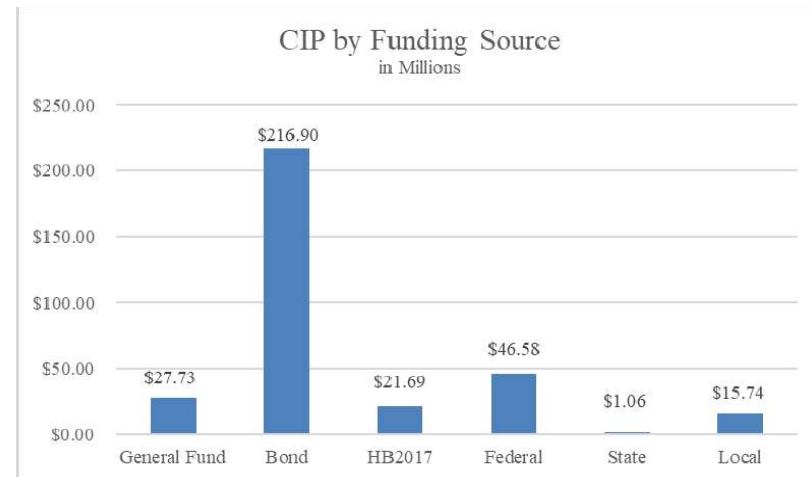
With the passage of Keep Oregon Moving, TriMet received a partial year receipt of \$24.6 million in grant funding in May 2019. TriMet expects to receive \$12.45 in FY2020 and estimates \$20.19 in FY2021. In addition, TriMet may receive discretionary STIF monies, which are awarded based on a proposal 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.

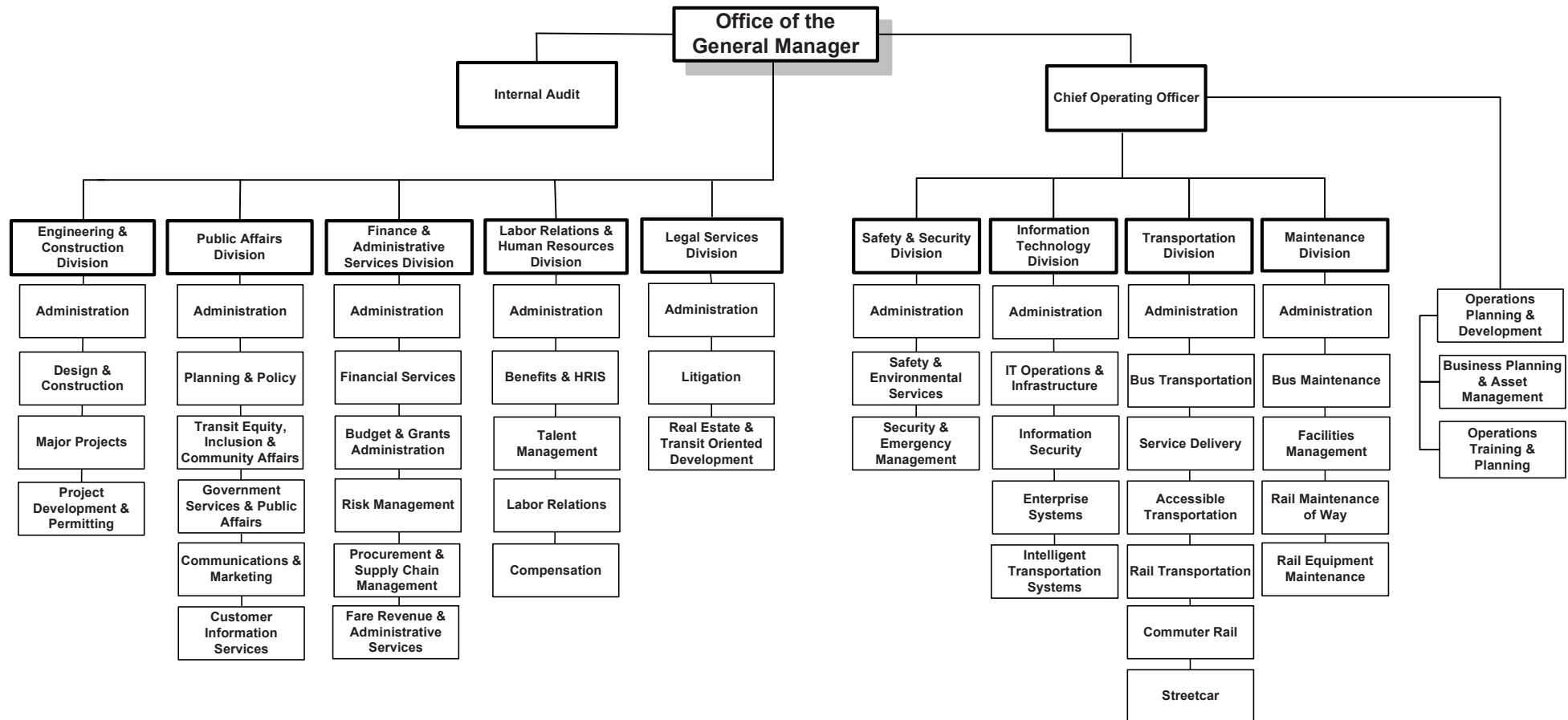
The fiscal plan is consistent with Board policy to fund the non-union unfunded pension liability over a closed 10-year period and funding the union unfunded pension liability over a closed 15-year to an open 5-year amortization.

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

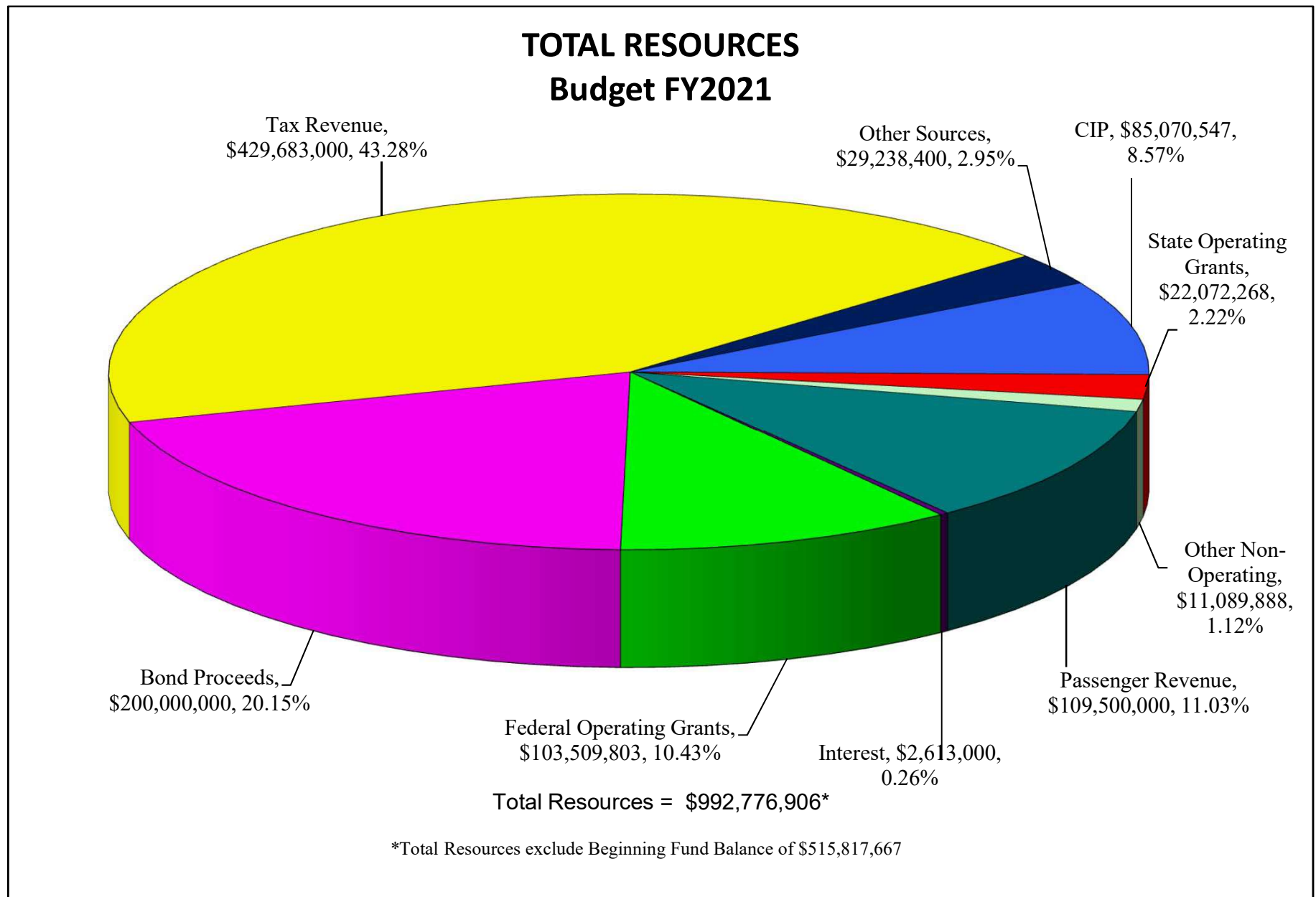
	FY2018 Actual	FY2019 Actual	FY2020 Budget	FY2020 Estimate	FY2021		
					Proposed	Approved	Adopted
Special Transportation Fund Formula	4,002,543	3,902,407	3,456,875	3,456,875	3,456,875		
Special Transportation Fund Discretionary		609,054					
Title XIX Match Clackamas, Multnomah & Washington Counties		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

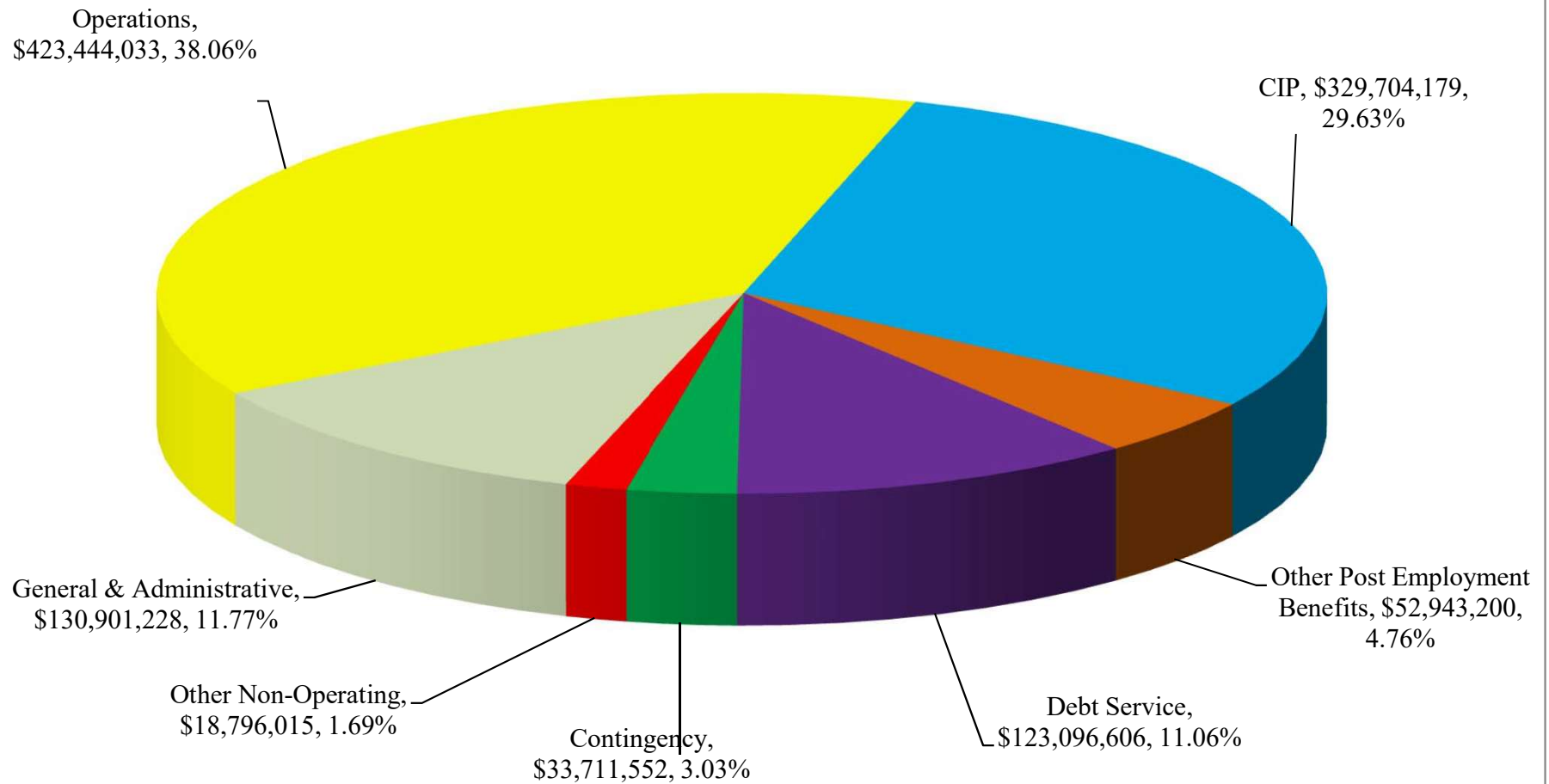
#### Federal & State Grant/Local Contribution Summary

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

\_\_\_\_\_  
Presiding Officer

Attest:

\_\_\_\_\_  
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		

Grant Recipients and Projects	STF Formula	Section 5310	STIF
<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>