

**MAKING A  
GREAT  
PLACE**



**2015 – 2018  
Metropolitan  
Transportation  
Improvement Program**

Public Review Draft

March 2014

## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

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## List of Abbreviations

**ADA** Americans with Disabilities Act

**OAR** Oregon Administrative Rules

**ATMS** Advanced Traffic Management System

**ODOT** Oregon Department of Transportation (State)

**AQMA** Air Quality Maintenance Area

**ORS** Oregon Revised Statutes (State)

**CAA** Clean Air Act Amendments of 1990 (Federal)

**OTC** Oregon Transportation Commission (State)

**CONS** Construction

**PD Project** Development

**CMAQ** Congestion Mitigation/Air Quality Program

**PE Preliminary** Engineering

**DEIS** Draft Environmental Impact Statement

**RFP** Regional Framework Plan (Metro)

**DEQ** Department of Environmental Quality (State)

**ROW** Right-of-Way

**DOA** Design Option Alternatives

**RTC** Regional Transportation Council (MPO for Southwest Washington)

**EPA** Environmental Protection Agency

**RTP** Regional Transportation Plan (Metro)

**FDE** Final Design and Engineering

**RUGGO** Regional Urban Growth Goals and Objectives (Metro)

**FEIS** Final Environmental Impact Statement

**SMART** South Metro Area Rapid Transit (Wilsonville)

**FHWA** Federal Highway Administration

**SIP** Oregon State (Air Quality) Implementation Plan

**FTA** Federal Transit Administration

**SOV** Single-Occupancy Vehicle

**HCT** High-Capacity Transit

**STIP** Statewide Transportation Improvement Program

**HOV** High-Occupancy Vehicle

**STP** Surface Transportation Program

**ISTEA** Intermodal Surface Transportation Efficiency Act of 1991 (Federal)

**TAZ** Transportation Analysis Zones

**JPACT** Joint Policy Advisory Committee

**TCM** Transportation Control Measures

**LCDC** Land Conservation and Development Commission (State)

**TDM** Transportation Demand Management

**LRT** Light Rail Transit (MAX)

**TMA** Transportation Management Area (Federal)

**LOS** Level of Service

**TMA** Transportation Management Association

**PERC** Public Engagement Review Committee

**TOD** Transit-Oriented Development

**MIS** Major Investment Study

**MAP-21** Moving Ahead Towards Progress in the 21<sup>st</sup> Century (Federal)

**TPAC** Transportation Policy Alternatives Committee (Regional)

**MPO** Metropolitan Planning Organization (Metro)

**TPR** Transportation Planning Rule (State)

**MSTIP** Major Streets Improvement Program

**TriMet** Tri-County Metropolitan Transportation District

**MTIP** Metropolitan Transportation Improvement Program

**TSM** Transportation System Management

**NAAQS** National Ambient Air Quality Standards  
(Federal)

**USDOT** United States Department of  
Transportation

**NEPA** National Environmental Protection Act  
(Federal)

**NHS** National Highway System

**VMT** Vehicle Miles Traveled

**WSDOT** Washington State Department of  
Transportation

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

The Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The MTIP also demonstrates how the transportation projects to be implemented comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement. The MTIP serves as the first four years of the region's long-range transportation plan implementation strategy.

### **Federal Regulatory Context for the MTIP**

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

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

### **Regional Policy Context for the MTIP**

For projects to receive federal transportation funding, they must be included in the Regional Transportation Plan (RTP). The RTP is the guiding policy document which outlines the long-range vision of the region's urban transportation system. As a component of the policy document, it identifies priority transportation investments (i.e. projects and programs) for the next 25 years which will help achieve the long-range vision. The RTP list represents priorities beyond what can be afforded by the region in any given year. As a result, Metro is required to develop a four-year expenditure plan known as the Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP coordinates spending of federal and state transportation funds for four different public agencies: Metro, the Oregon Department of Transportation (ODOT), Tri-County Metropolitan Transportation District (TriMet), and South Metro Area Regional Transit (SMART). The MTIP process is used to determine which projects included in the RTP will be given funding priority year to year.

## **MTIP Content and Timeline**

The 2015-2018 MTIP represents an overall capital expenditure program for the regional transportation system in the four-year timeframe. Also referred to as projects, the transportation investments identified in the MTIP serves as a snapshot of the transportation expenditures for the Portland urbanized area during the four-year period beginning October 1, 2014 and ending September 30, 2018 (federal fiscal years 2015 through 2018) from its adoption date. Within the document, one is able to find the amount and type of federal funding being allocated to a specific transportation project, the amount of local dollars provided as match, and how much is estimated to be spent in each year. All transportation investments (i.e. projects) in the MTIP must address federally funded highway, public transit, and state or locally funded projects which have measurable affects to the region's air quality. The most detailed information is required for federally funded projects. For federal projects, the MTIP must:

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

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

Under federal regulations the MTIP snapshot must be revised at least every four years. However, in any given four-year period, many events or activities occur which changes the landscape of transportation expenditures. Because of the dynamic nature of transportation project delivery, Metro, like other MPOs in Oregon, elects to update each four-year MTIP every two years, overlapping the previous MTIP. Thus, the transportation investments in the last two years of the previous MTIP are carried into the next MTIP. The carryover programming does not remain static and reflects any slow progress on the early phases of some projects which have delayed the construction phases to later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated money anticipated for later years, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. It also illustrates the constantly changing nature of transportation priorities and investments based on revenue capacity, implementation schedule, or emerging priorities.

## **Who Prepares the MTIP?**

The MTIP is a joint effort between regional and state partners. Metro acts as the main author of the MTIP, but works closely with ODOT, TriMet, and SMART to reflect the expenditure of all federal as well as significant state and local transportation dollars in the urbanized area of Portland which contribute state and regional priorities. Each agency plays a different role in

advancing the region's transportation system based on enabling legislation and therefore all have authority over expending federal transportation dollars in the Portland metropolitan region. For example, TriMet and SMART's roles in the regional transportation system serve the public transit and utilize funding from the Federal Transit Administration (FTA) to support capital programs to operate services. Since Metro, ODOT, TriMet, and SMART each have a role, each agency is responsible for providing details of expenditures from year-to-year as well as demonstrating how the transportation expenditures help advance federal, state, and regional priorities. A brief synopsis of each agency's role is provided below.

***Metro***

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

***Oregon Department of Transportation (ODOT)***

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

***Tri-County Metropolitan Transportation District (TriMet)***

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

***South Metro Area Regional Transit (SMART)***

The South Metro Area Regional Transit (SMART) is a public transportation service provider for the City of Wilsonville. SMART provides local public transportation services.

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

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

### **Federal Policy Framework**

#### ***Fiscal Constraint***

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

Metro works in conjunction with its state and regional partners to develop the core of the MTIP's federal revenue projection which reflects anticipated federal appropriations for both highway and transit purposes. These federal revenue projections are outlined in the two-year federal transportation act Moving Ahead Towards Progress in the 21<sup>st</sup> Century (MAP-21), which is the source of federal assistance for Metro, TriMet, SMART and ODOT. Starting with MAP-21's authorization schedule, Metro works with ODOT to develop reasonable appropriation estimates. The main sources of discretionary funds come from three federal funding programs: local Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation/Air Quality (CMAQ) funds.

#### ***Federal Transportation Planning Factors***

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

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

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

### ***Congestion Management Process***

Federal transportation legislation also requires MPOs develop a comprehensive strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a performance-based, systematic approach for managing congestion that relies on analysis tools to diagnose congestion and select appropriate strategies. The CMP recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, transportation demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the 2014 RTP and further strengthen the connection between the RTP and the MTIP.

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

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

The region is actively implementing its CMP. System definition work has already occurred with the development of the mobility corridors concept and documentation of current multimodal network performance for each of the 24 corridors. The Portland metropolitan region continues to grow data collection capabilities that support the ability to monitor performance in order to address congestion in these corridors through targeted investments and active management. Further detail on Metro's MTIP activities related to the CMP is provided in chapter four.

### ***U.S. Environmental Protection Agency Clean Air Act***

As an EPA designated maintenance area for carbon monoxide (CO), the Portland Metropolitan region must not violate National Ambient Air Quality Standards (NAAQS) for criteria pollutants and required to implement strategies to reduce the amount of criteria pollutants from transportation sources. As a result, Metro must conduct a regional air quality analysis to ensure its long-term and short-term transportation priorities in aggregate do not violate NAAQS

standards for carbon monoxide and to monitor progress on implementation of air pollution reduction strategies. Demonstration of how the MTIP complies with the Clean Air Act is provided in chapter four.

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

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

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

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

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

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

## **Regional Policy Framework**

### ***Regional Transportation Plan***

The transportation investments included in the MTIP must be identified in or consistent with the financially constrained RTP. The RTP sets the policy framework for transportation investments in the region and provides the direction for the MTIP. The goals and objectives developed for the RTP are the starting point for how to prioritize investments in transportation projects and programs in the region. This policy direction serves as the starting point for developing the MTIP

process including the regional flexible fund allocation (described in greater detail in chapter three) and how other federal transportation funding is spent in the region. The following RTP goals provide the framework for transportation planning and implementation in the Portland metropolitan region:

**Goal 1: Foster vibrant communities and efficient urban form**

Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

**Goal 2: Sustain economic competitiveness and prosperity**

Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

**Goal 3: Expand transportation choices**

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

**Goal 4: Emphasize effective and efficient management of the transportation system**

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

**Goal 5: Enhance safety and security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

**Goal 6: Promote environmental stewardship**

Promote responsible stewardship of the region's natural, community and cultural resources.

**Goal 7: Enhance human health**

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

**Goal 8: Ensure equity**

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

**Goal 9: Ensure fiscal stewardship**

Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

**Goal 10: Deliver Accountability**

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on

transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

## **Forthcoming Policies**

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

### ***Federal Performance Measures***

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. As part of MAP-21 legislation, all agencies which receive federal transportation funding will be required to evaluate its progress and programs against a set of overarching federal performance measures. These measures remain in development at the federal level, so at the time of the development of the 2015-2018 MTIP the federal performance measures were not integrated into the 2015-2018 MTIP document. Nonetheless, certain performance measures from the RTP will be addressed in chapter four where implementation of the MTIP policy framework is the focus.

### ***Climate Smart Communities***

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

To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will frame a regional discussion about which investments and actions should be included in a preferred strategy for the Metro Council to consider for adoption in December 2014.

The development of the next MTIP cycle will incorporate recommended strategies from the Climate Smart Communities project.

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

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

The following sections will provide a brief summary of the prioritization processes undertaken by each agency to identify transportation investments to receive forecasted federal funds through federal fiscal years 2015 – 2018.

### ***Metro's Regional Flexible Fund Process***

Metro employs a regional flexible fund allocation (RFFA) process to determine which locally identified priorities are awarded funding to advance the goals of the RTP. The priorities must also satisfy federal requirements outlined by the CMP and the eight federal planning factors. The RFFA process typically, but not always, takes place on a two-year funding cycle to match closely with the update schedule of the MTIP.

### **Policy Direction for the Regional Flexible Fund Process**

With the beginning of each RFFA cycle, the Joint Policy Advisory Committee on Transportation (JPACT), as the MPO board, sets forth policy direction on broad transportation investment categories to direct forecasted transportation funding. As part of the 2016-2018 RFFA process, JPACT took action in November 2012 directing a three-step process for allocating an estimated \$94.58 million available to the region from federal fiscal years 2016-2018. The three-step policy direction built upon a hybrid allocation approach used for the 2014-2015 RFFA cycle, but expanded the policy direction by adding a new component focused on moving forward regionally significant economic development priorities as well as extending the allocation cycle to three fiscal years (2016, 2017, and 2018).

From the 2016-2018 regional flexible fund process, the three-step policy direction is composed of the following:

- Step 1 – Region-wide Programs
- Step 2 – Community Investment Funds for Active Transportation/Complete Streets and Green Economy/Freight Initiatives
- Step 3 – Regional Economic Opportunity Fund

#### **Step 1: Region-wide Programs**

A total of five region-wide priorities have been defined over time by their regional scope, program administration, and policy coordination. These five programs are:

- Transit-Oriented Development

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

As a result of JPACT's action to adopt the policy direction, regional flexible funds continue to support the five regional programs. Additionally, JPACT also carried over a program from the 2014-2015 regional flexible fund allocation cycle for regional freight analysis and project development and continue the region's multi-year commitment of flexible funds to construct regional high capacity transit. In previous cycles, the allocation of funding to these programs was competed in Step 1 of the process, prior to the allocation of funds to local projects.

#### Step 2: Community Investment Fund for Active Transportation/Complete Streets and Green Economy/Freight Initiatives

The priority focus areas established by JPACT during the 2014-15 RFFA for Step 2 were Active Transportation/Complete Streets and Green Economy/Freight Initiatives. Transportation investments for these focus areas are targeted to a 75/25 percent split of Step 2 funding respectively. The 2016-18 RFFA cycle continued to use the 2014-15 RFFA approach to investing in these focus areas in order achieve greater regional impact.

Step 3: After funding Step 1 and Step 2, \$34 million remained to allocate as part of the 2016-18 RFFA. At the September 2012 meeting, JPACT directed Metro staff to work with TPAC invest in new project categories. A proposal emerged which would prioritize the following type of nominated investment:

- Address economic opportunity and job creation
- Take a system wide approach
- Leverage private sector investments
- Consider corridor safety
- Reflect criteria from Transportation Investment Generating Economic Recovery (TIGER)
- Implement corridor planning work
- Improve access to industrial lands
- Consider the transportation needs of Environmental Justice and underserved communities

The Regional Economic Opportunity Fund (REOF) was created to respond to the JPACT direction. The fund is targeted at larger projects (\$5-\$10 million) that are difficult to fund at the local level and allowing for multi-agency projects.

#### Nomination and Selection Process

As part of the policy direction for the 2016-2018 RFFA, the nominations for transportation investments happened in three steps.

The first step considered the nomination of the region-wide programs administered by Metro. The Metro project managers of the five existing region-wide programs (Transit-Oriented Development, Regional Travel Options, Transportation System Management and Operations, Corridors and Systems Planning, and Regional MPO Planning) submitted a nomination application which demonstrated how each program advances the goals of the 2035 Regional Transportation Plan (RTP). At the June 2013 Transportation Policy Advisory Committee (TPAC) meeting and the July 2013 JPACT meeting, Metro staff provided a presentation of the

nominated region-wide programs and included information about the multi-year commitment to the region's high capacity transit system, as set forth by Metro Resolution No. 10-4185.

The nomination process for step two, occurred during a region-wide "call for projects" held from January 7, 2013 to March 15, 2013. For the second step, sub-regional funding targets were established using updated population and system data. Local jurisdictions and partner agencies nominated transportation priorities for funding consideration in the two focus areas: Active Transportation and Complete Street and Green Economy and Freight Initiatives. The nomination applications demonstrated how the transportation priority met the nomination criteria for the individual focus area set forth by the 2016-2018 RFFA policy direction. The nomination criteria including improving access, increasing safety, improving freight reliability, serving environmental justice populations, and generating economic benefits.

The transportation coordinating committees and the City of Portland provided the coordination for submitting nominations and prioritizing a final list of transportation priorities to recommend to JPACT and the Metro Council to award federal funding. Following the "call for projects," the transportation coordinating committees and the City of Portland were directed to hold a local process which resulted in a final recommendation list of transportation priorities that met the allocated sub-regional funding targets. The local process included a technical evaluation of nominated transportation priorities to the nomination criteria, a local public comment period, and endorsement by local decision-makers.

The step three nominations for the REOF priorities occurred at the regional policy-makers table prior to the early 2013 "call for projects." An initial identification of projects to nominate for the REOF was conducted in winter 2012, where each of the transportation coordinating committees, City of Portland, the Port of Portland and TriMet identified priorities which met the specific criteria set by the adopted policy direction. These nominations were considered at the December 2012 or January 2013 JPACT meetings. The five nominated transportation priorities emerged on the basis that projects had been identified in previous processes and competitions (e.g. previous TIGER grant announcements) as regional priority projects. Once identified and accepted by JPACT to move forward in the RFFA process at the December 2012 meeting, these five projects completed a nomination application demonstrating the project met the REOF criteria.

In total, five region-wide programs, 16 local transportation priorities which met the criteria of Active Transportation/Complete Streets and Freight/Green Economy, and five REOF priorities were recommended for award of federal transportation funding for federal fiscal years 2016-2018.

#### Public Involvement

The 2015-2018 RFFA process employed a different approach than previous cycles to public involvement. As part of the 2016-2018 RFFA process, Metro held a 30 day regional public comment period between May 8 and June 7, 2013 after the "call for projects" window close and applications were reviewed. This was an initial step to gain public feedback on the 24 local projects, five REOF projects, and five region-wide programs nominated for 2016-2018 flexible funds. The purpose of this comment period was to ask the public how the proposed projects could be improved to meet community needs. For the regional public comment process, Metro took a "cast a wide net" approach to contacting stakeholders for input as well as targeting

communities in proposed project areas including equity and EJ-focused groups, faith-based organizations, agencies and community media – and providing language assistance where needed. Comments were accepted by web-form, phone, email and letters. All supporting materials, written and electronic, were translated into LEP-analysis identified languages: Spanish, Russian, Chinese and Vietnamese. Local partners utilized the resources developed to support outreach to LEP populations, but despite greater efforts to provide access and encourage LEP communities to comment, no written or verbal comments were received requiring translation.

Nearly 800 comments were received, the majority coming through the use of the online web comment form. Additionally, a total of 26 people provided testimony at a joint Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) public hearing held May 30, 2013.

All public comment responses were compiled into the 2016-2018 regional flexible funds public comment matrix. In general, the following were the main themes of the comments:

- Support of pedestrian and bicycle safety;
- Support connecting people to jobs and improved access to businesses and industrial areas;
- Specific project design issues for specific projects;
- Opposition to the use of transportation funds for bicycle improvements;
- Support for investing in tools that can provide data and analysis to effectively make decisions for freight improvements.

Following the end of the regional public comment period for the 2016-2018 RFFA nominated project priorities, public comments received were forwarded to each sub-region to distribute to the nominating agencies and local decision makers. Additionally, Metro and ODOT staff provided technical comments. Metro asked all nominating agencies to respond to the comments and to consider how their projects could be improved to meet community needs. All responses to comments were requested to be completed prior to the local process public comment opportunity to allow stakeholders the opportunity to comment on the most recent version of the project. The responses to comments were allowed to be bundled based on comment theme, which was summarized in the regional public comment report.

Following the regional public comment period for the 2016-18 RFFA, the sub-regional coordinating committees and the City of Portland undertook a local engagement process to provide opportunity for public comment and solicit feedback to help prioritize which projects to recommend award of 2016-18 Regional Flexible Funds. The Clackamas County and East Multnomah County coordinating committees conducted a combined open house and a public hearing to provide stakeholders an opportunity to ask more about projects and provide testimony to staff and local elected officials. The Washington County sub-region held an open house to allow community members ask questions directly to the project managers, while the City of Portland held a public hearing where stakeholders testified to staff and elected officials. In total, the four sub-regions combined had approximately 170 participants (85 at Clackamas County, 45 at City of Portland, 15 at E. Multnomah County, 35 at Washington County) at the open houses and public hearings. All four sub-regions had a local public comment period in addition to the in person opportunity to comment. The sub-regions documented the input received during the local engagement process and provided summary responses to the comments received.

### Adoption

JPACT took action on the recommended priority projects to award discretionary transportation funds on October 10, 2013. The Metro Council followed with approval on November 7, 2013. The list of awarded projects and further detail about Metro's RFFA process can be found in **Appendix A**.

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

### ***ODOT's Statewide Transportation Improvement Program (STIP)***

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year capital improvement program. The STIP serves not as a planning document, but rather a project scheduling and funding program. Projects in the STIP come from data-driven transportation management systems and planning processes involving local and regional governments, Area Commissions on Transportation (ACTs), other state agencies and the public. ODOT updates its STIP every two years.

### Policy Direction for the 2015-2018 STIP Process

Oregon's long range transportation plan is known as the Oregon Transportation Plan (OTP). The OTP is accompanied by several more specific plans known as modal plans. The Oregon Transportation Commission (OTC) utilizes the OTP, supporting modal plans and federal guidance to set the vision, policy direction, decision framework and investment priorities for the STIP. For the 2015-18 STIP update, ODOT and the OTC changed how the STIP was developed to support adopted priorities and focus limited funds to maintain existing transportation assets. Beginning in the summer of 2012, ODOT divided STIP funds into two broad categories: Fix-It and Enhance. Enhance was defined as activities that expand, or improve the transportation system. Fix-it was defined as activities that fix or preserve the transportation system.

### Nomination and Selection Process

For the Enhance process, ODOT developed a single application process for all projects. The applications were reviewed by state modal committees and ACTs prior to consideration by the OTC. Region 1, which includes the three-county MPO and Hood River County, does not currently have an ACT. Therefore, the OTC directed the department to establish a region-wide, project selection committee to review and select projects for the 2015-18 STIP. The committee was composed of local government and private sector representatives from each county in the region, a MPO representative (Metro Councilor), the ODOT Region 1 Manager, and representatives from TriMet, the Port of Portland and the City of Portland.

Fix-It projects were identified and prioritized through ODOT's program management systems. Information about Fix-It projects was provided and coordinated with the Enhance project selection committee to align resources and maximize state investment.

The Project Selection Committee met four times to review, prioritize and develop a project list for review by the OTC. After the committee adopted a 150% list of recommended Enhance

projects, ODOT staff worked in concert with applicants to scope each project. After the completion of scoping process for both Enhance and Fix-It projects, ODOT staff presented more detailed design and cost information on each project to the project selection committee to inform its final decision. The committee's ultimate recommended project list was agreed to unanimously on September 11, 2013.

The OTC adopted the proposed list of Fix-It and Enhance projects, in the form of the draft 2015-18 STIP at its January 22, 2013 meeting.

#### Public Involvement

The Region 1 public involvement process was handled through a variety of methods. Region 1 staff visited county transportation advisory committee meetings (TAC's), county coordinating committees, the Portland Freight Advisory Committee, TPAC, JPACT as well as other meetings with local stakeholders. In addition, Region 1 also had a STIP website available for sharing the list of projects, maps of the projects, project descriptions and receiving public comments throughout the process. The website received hundreds of emails from local citizens regarding proposed projects before their selection to into the Draft STIP. These comments were shared regularly with the STIP Project Selection Committee. Additionally all four of the committee's meetings were open to the public and provided opportunity for public comment and engagement.

#### Adoption

The 2015-2018 STIP will be adopted by the OTC in the late fall/early winter of 2014 with approval from FHWA and the FTA in early 2015.

#### ***TriMet's Capital Asset Management and Investment Program (CAMIP)***

TriMet's Capital Asset Management and Investment Program (CAMIP) include a comprehensive capital plan that identifies capital asset condition, and establishes future repair and replacement schedules and investment priorities. Continuously investing in capital is critical to operating safe, reliable, efficient and financially sustainable service. Funds are always limited, so TriMet emphasizes cost-effectively extending the useful life of equipment, vehicles, and facilities.

While the CAMIP covers just the next five years, most of TriMet's assets have very long lives requiring continual on-going or preventive maintenance to maintain in "as new condition" throughout life. Some assets, like light rail vehicles are replaced every 35-40 years, buses are replaced every 15 years. Stations and other facilities are refurbished but not replaced. To maintain our capital assets in a state of good repair, TriMet will invest \$90 million a year on average net of grants in capital replacement (the capital budget) between FY15 and FY30 and will additionally invest about \$70 million a year, or approximately 20% of the operating budget, in the maintenance of capital assets (FY14\$). TriMet's capital asset management and improvement program is forecast for each asset class for the next 20 to 30 years, depending on the asset, and included in the agency's financial forecast. The plan ties together the on-going maintenance of capital assets (operating budget) and the replacement and repair of the same assets (capital budget) by including narratives that explain TriMet's asset management program for each asset class. These narratives address asset maintenance and replacement, including backlogs, where they exist. It presents plans to bring assets up to a State of Good Repair. It explains how each asset class is maintained throughout its life and how an asset's condition is continually evaluated and maintained throughout its life.

TriMet is a capital intensive agency with \$2 billion of capital assets, primarily buses, light rail vehicles and light rail right of way. TriMet financial forecasts include an additional \$1.0 billion of investments (FY13\$) in the replacement of capital assets and level of service improvements over the next 15 years. Of that, \$653 million (FY13\$) will be invested in bus, light rail and paratransit vehicle replacement and additional vehicles as the region grows.

#### Policy Direction for TriMet's Capital Improvement Plan Process

TriMet views its capital projects as either additions to the capital plant or as rehabilitation and replacement of the existing capital. All projects are considered for funding; however, cost effective capital maintenance, replacement and safety are highest priority.

The following prioritization level (in order) is the criteria TriMet uses to evaluate proposed projects.

- State of Good Repair (SGR) – *high, medium, low*
- Safety (S) – *high, medium, low*
- Legal Contract, Mandate, Obligation (CMO) – *high, medium, low*
- Service Delivery (SD) – *high, medium, low*
- Efficiency (E) – *high, medium, low*
- Expanded Service (ES) – *high, medium, low*

Projects with high state of good repair and safety scores receive highest priority. Expanded Service projects are lower priority and usually require new revenue to move forward. Each project is evaluated to ensure the best and most efficient use of public funds.

While replacement projects may occasionally be deferred for one or two years, they are not elective. Adequate maintenance and replacement is necessary to maintain safe, reliable and attractive service for our customers and minimize future maintenance and replacement costs. It attracts new customers and helps keep current customers.

#### Nomination and Selection Process

TriMet plans and budgets replacement projects as follows:

- Each department maintains an inventory and condition assessment of capital items. The purpose of the inventory is to estimate the life expectancy, condition and replacement costs of TriMet's existing capital assets, whether or not they will be programmed for replacement during the next five years. With this information, TriMet plans for future expenditures, sets replacement schedules and establishes infrastructure standards.
- This inventory is updated and refined each year prior to the budget process, with another year added for planning purposes.
- During the annual budget process, replacement projects must be justified based on the actual condition or repair history of the facility or equipment. While an item may be programmed or scheduled for replacement within the next five years, the actual replacement date may be adjusted each year depending on the condition of the item when annual budget decisions are made. A significant amount of reallocation occurs each year during the capital budgeting process when these adjustments are made. By realizing the full life of equipment and facilities, replacement costs are spread over a longer period. This approach is the best use of limited funds and sometimes permits additional new projects to be funded. All requested replacement must be true replacement, where the item being replaced is being taken out of service.

- Because of their importance in maintaining safe, reliable and attractive service, and in saving costs, replacement projects that meet the criteria above receive first priority for budgeting.
- The inter-divisional Capital Committee reviews capital project requests in the Draft CAMIP and sets priorities for capital spending. The Information Technology Committee (ITC) plans and sets priorities for IT capital spending. This input is provided to the Capital Committee at Budget time.
- Additions to the capital plan begin with a service plan and are implemented in the budget each year based on TriMet's financial situation, executive direction and budget committee recommendations.

#### Public Involvement

As noted above, the CAMIP is updated and adopted through each year's annual budget process, which includes Board adoption after completion of public involvement. TriMet's public involvement program is guided by the agency's Public Engagement and Outreach Framework. For the current budget adoption process for FY15, TriMet will be engaging stakeholders, including riders (including transit-dependent riders), employers and employees (especially those along proposed improvements), neighborhood groups (especially those along proposed improvements), underserved populations, business and community leads and general public. Outreach channels will include standalone and "piggybacking" community events (such as meetings of neighborhood groups and other CBOs, hiring and transportation fairs), onboard outreach, email, web and social media, earned media. There will also be opportunities for public comment at TriMet Board of Directors meetings as part of the adoption process.

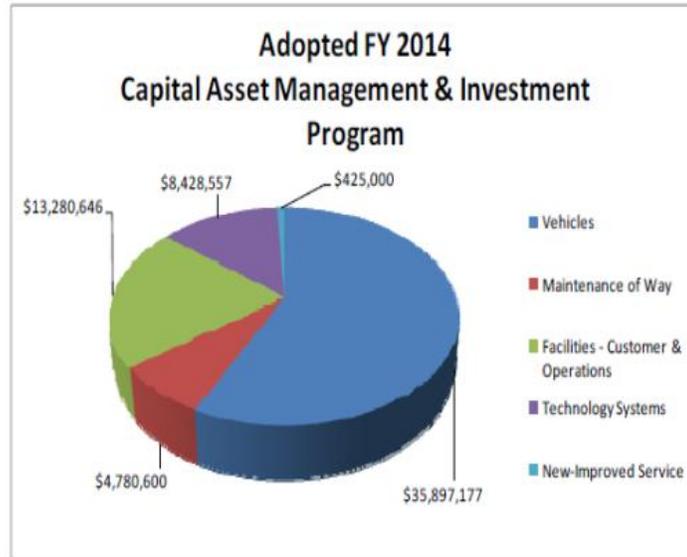
#### Adoption

For FY15 adoption, the first reading of the budget adoption resolution and any accompanying public comment, including on the CAMIP, will occur at the April 23<sup>rd</sup> Board meeting. Public comment is then open until the second reading and adoption vote at the May 28<sup>th</sup> Board meeting.

The following chart summarizes the planned investments in the current (FY14) CAMIP by asset category.

*Summary of Capital Asset Management & Investment Program by Asset Category*

Category Type	FY2014	FY2015	FY2016	FY2017	FY2018	5-Yr Total
Vehicles	\$ 35,897,177	\$ 47,651,600	\$ 54,394,756	\$ 23,959,561	\$ 20,024,983	\$ 181,928,077
Maintenance of Way	4,780,600	2,538,250	5,942,000	8,305,300	9,256,500	30,822,650
Facilities - Customer & Operations	13,280,646	9,969,695	9,503,179	5,378,989	3,837,152	41,969,661
Technology Systems	8,428,557	8,352,800	8,008,350	8,141,100	4,199,190	37,129,997
New-Improved Service	425,000	6,050,000	24,927,536	17,272,520	50,000	48,725,056
Total	\$ 62,811,980	\$ 74,562,345	\$ 102,775,821	\$ 63,057,470	\$ 37,367,825	\$ 340,575,441



***SMART's Capital Improvement Plan***

Over the next five years SMART will continue to focus on updating the bus fleet and ensuring that internal systems are up to date. This includes replacing vehicles that have met their useful life with fuel efficient and alternative fuel vehicles as well as purchasing upgraded technology to enhance service efficiency and system safety. In addition, SMART expects to make passenger and access improvements at key bus stops within Wilsonville including shelters, benches, traveler information systems and lighting.

Policy Direction for SMART's Capital Improvement Plan Process

SMART long-term capital priorities are identified in the 2008 Transit Master Plan and associated Bus and Facilities Maintenance Plan. The SMART Transit Master Plan included an extensive public involvement process that allowed for stakeholder involvement and community input. SMART selects individual capital improvement expenditures to be included in the City budget each year. Project selection includes a review of priorities, funding and citywide coordination opportunities.

Nomination and Selection Process

SMART gathers input on transit priorities through a variety of venues including City Council Hearings, open houses, and individual outreach efforts. In addition, SMART receives annual input and public testimony on its capital investment priorities as part of the City budget process. Budget Committee meetings and City Council review are typically conducted in the Spring of each year.

Public Involvement

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

#### Adoption

The SMART Transit Master Plan is typically updated every five years. Updates to the 2008 plan are scheduled to begin this year. In addition, the Wilsonville City Council formally adopts SMART's budget (which includes Capital Improvements) in June of each year.

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

The federal and regional policy framework sets the stage and helps determine the transportation investments reflected in the MTIP. As all the individual transportation investments come together in a four-year expenditure package, the different goals and objectives each individual transportation investment accomplishes are assessed in aggregate to determine how the MTIP as a whole is performing relative to the federal and regional policies which guides the program. The following section addresses how the 2015-2018 MTIP achieves the goals set by federal and regional policy direction.

### **Fiscal Constraint**

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

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

### ***Metro Regional Flexible Funds***

As there is no way to precisely predict how much will actually be appropriated for the regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in MAP-21, corrected to account for actual funding limitations as they occur and impact available revenues. Further adjustments are made as revenue forecasts are updated with actual appropriations and limitations through a combination of: the biennial update of the four-year program, the cooperation of state funding sources temporarily covering regional obligations if available, project delays from original programming, and ultimately the project selection process that may delay projects or programs.

As the current federal authorization bill is operating under a continuing resolution to extend previous authorization levels into the first year of the four-year MTIP, the years 2014-18 STP and CMAQ revenue forecast used a 1.5% increase in revenues factor applied to the actual 2013 revenues appropriated (at a 93% limitation rate). This method represents a slightly conservative forecast of historic trends of recent limitation rates and utilizes the Congressional Budget Office forecast of growth in the Highway Trust Fund. 2015 has a large funding authority of urban STP funds due to a carry forward of unallocated authority from the 2010 through the 2014 fiscal years. These years produced larger funding levels than previously forecasted for allocation due to the elimination of High Priority Projects (aka earmarks). The elimination of earmarks resulted in larger amounts of funding to formula programs such as STP than in prior years.

The urban STP and CMAQ revenue projections and programmed project costs for years 2015 through 2018 are summarized in Table X.X below. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs.

A total of \$181.1 million in revenues and \$181.1 million of project costs are forecast for use of regional flexible funds during the 2015-18 period. ODOT Highway Programming Office has agreed that should projects over obligate available revenue in any one year, ODOT would use its revenue authority to cover the Metro area local program expenses. Should ODOT's financial circumstances change, the Metro region will institute project selection procedures to delay obligation of projects whose costs exceed available revenues.

### ***Metro Regional Flexible Fund Project Costs***

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

### ***ODOT – State Program Revenues***

ODOT relies on its Economic and Financial Analysis Unit to provide Highway Fund revenue forecasts (done semi-annually), feasibility studies, cash flow forecasting, revenue impact analysis, and DMV transaction forecasting

### ***ODOT – State Program Costs***

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

### ***TriMet – Public Transit Revenues***

Federal formula funds in total constitute about 15% of TriMet's continuing resources for operations. In addition to approximately \$51 million of Section 5307 Urbanized Area and Section 5337 State of Good Repair funds, TriMet receives \$16 million dollars a year in federal highway program funds through the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) Program to support the regional rail program, passenger amenity improvements and Regional Travel Options.

In July 2012, Congress passed MAP-21 (Moving Ahead for Progress in the 21st Century) reauthorizing the transportation program for two years. The authorizing legislation is funded with general fund transfers plus 10 years of revenue increases and spending cuts in other programs. Future appropriation levels, after the fiscal cliff and when current balances in the Mass Transit Account are depleted in early FY15, remain uncertain. TriMet's long-term financial forecast assumes that Congress continues to appropriate the amounts authorized by MAP-21 and finds long-term funding to continue the federal transit program at MAP-21 levels increased annually for inflation. Additionally, given that gas tax provides 50% of federal transportation and

balances of the Mass Transit Fund provide 50% (which will be fully depleted in early FY15, general fund transfers or new taxes will be required to maintain the program at MAP-21 levels. Given this risk, TriMet expects lower federal formula funding levels, possibly resulting in a 5% reduction or \$2.6 million less per year.

The most significant changes to the transit program in MAP-21 are the elimination of 5309 bus discretionary funds, the elimination of 5316 Jobs Access and Reverse Commute program and the transformation of the Fixed Guideway Modernization program with additional funding into the State of Good Repair (SGR) program to bring the nation's rail systems up to a state of good repair.

Except for New Starts, nearly all programs are now distributed by formula. MAP-21 increased TriMet's State of Good Repair (SGR) funding (the old Fixed Guideway Modernization program) \$5.6 million in FY13 over FY12's Fixed Guideway Modernization appropriation of \$11.8 million for a total of \$17.4 million. Additional SGR revenues will pay for additional rail capital maintenance that had not been previously incorporated into the forecast. TriMet's long-term financial forecast assumes the higher SGR revenue and a like amount of offsetting additional expenditures for rail SGR continue throughout the forecast. State of Good Repair revenues are projected to remain \$17.4 million through FY16 then increase 2.7% annually with inflation. In addition:

- SGR funds increase 20% in FY18 when WES and Green Line MAX are 8 years old
- SGR funds increase 5% in FY21 when Eastside Streetcar is 8 years old
- SGR funds increase 10% in FY26 when PMLR is 8 years old

Urbanized area formula funds, which were \$34.6 million in FY12, and \$34.6 million in FY13 are projected to be \$34.6 million in FY14, FY15 and FY16 growing 2.7% per year subsequent years. Under MAP-21 TriMet will receive funds for bus purchases on a formula basis. TriMet's FY13 appropriation of Section 5339 – Bus and Bus Facilities funds was \$2.7 million. TriMet's long-term financial forecast assumes an additional \$2.7 million per year in FY14, FY15 and FY16 growing 2.7% annually in subsequent years.

The Job Access Reverse Commute program, which provided approximately \$600,000 a year to TriMet via formula to provide transportation for low-income individuals, has been eliminated. TriMet is spending down the remaining JARC funds and reviewing which programs funded by JARC will continue. The New Freedom program has been folded into an expanded 5310 Elderly and Disabled Transportation program, which funds service to address the transportation needs of elderly and persons with disabilities. TriMet had been receiving about \$400,000 a year from New Freedom to provide community-based transportation services for elders and people with disabilities through Ride Connection. MAP-21 increased this allocation to about \$1.2 million a year. Additional funds maintain Ride Connection service levels.

### ***TriMet – Public Transit Costs***

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

- Each department maintains an inventory and condition assessment of capital items. The purpose of the inventory is to estimate the life expectancy, condition and replacement costs of TriMet's existing capital assets, whether or not they will be programmed for replacement during the next five years. With this information, TriMet plans for future expenditures, sets replacement schedules and establishes infrastructure standards.

- This inventory is updated and refined each year prior to the budget process, with another year added for planning purposes.
- During the annual budget process, replacement projects must be justified based on the actual condition or repair history of the facility or equipment.

***SMART - Public Transit Revenues***

To estimate the amount of available revenue for fiscal years 2015-2018, SMART used a methodology that is consistent with Metro's projections, based on historic trends and is updated with actual appropriations and limitations. SMART collaborates with other regional transit agencies to estimate shares of the Urbanized Area Formula Funds as authorized in MAP-21.

***SMART - Public Transit Costs***

To estimate SMART's public transit costs for fiscal years 2015-2018, our methodology included using the planning level worksheets provided by Metro and the project cost inflation factors recommended by ODOT. Finally, as a department of the City of Wilsonville, SMART uses inflation factors consistent with the City's annual budgetary process.

***Table 4.1 Demonstration of Fiscal Constraint***

	<b>2015*</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>Total 2015-18</b>
<b>STP Revenues</b>	\$44,167,295	\$24,399,245	\$24,765,234	\$25,136,712	\$119,917,676
<b>CMAQ Revenues</b>	\$13,777,924	\$13,984,593	\$14,194,362	\$14,407,277	\$56,364,157
<b>TAP Revenues</b>	\$1,999,590	\$1,387,880	\$1,408,698	\$1,429,828	\$6,225,995
<b>Total Regional Flex Fund Revenues</b>	\$59,994,809	\$39,771,718	\$40,368,293	\$40,973,747	\$181,058,638
<b>Funds Programmed to Project Costs</b>	\$44,189,821	\$36,786,305	\$39,040,089	\$58,819,102	\$178,835,317
<b>Difference</b>	\$15,804,988	\$2,985,413	\$1,328,204	(\$17,845,284)	<b>\$2,223,321</b>

\*STP revenues for 2015 includes carry forward of \$ revenues from 2011-14 that were unallocated due to under-forecasting of revenues during those years.

Table 4.1 demonstrates more revenue is forecast during the four-year period of the MTIP than has been scheduled for spending on projects and programs.

The current authorizing legislation, MAP-21, will expire in September 2014. To date, it is unclear whether new federal transportation legislation will be adopted before the expiration or if the federal government will continue to operate under continuing resolution. The revenue estimates for 2015 through 2018 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and program of projects, however, utilizes Congressional Budget Office forecast in anticipated growth of the Highway Trust Fund of 1.5% annually and is consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

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

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

- *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency; (Federal Planning Factor #1, RTP Goal 2)*
  - The regional flexible fund policy direction to focus 25% of regional transportation investments in freight and the green economy initiatives in the 2014-2015 and 2016-2018 regional flexible fund allocations signifies the importance of projects that support economic vitality in the region.
  - Industrial and freight projects are evaluated on their impact on jobs and businesses in the “traded sector.”
  - Light Rail Transit investments support regional and town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments support a healthy regional economy by helping realize the 2040 Growth Concept.
- *Increase safety of the transportation system for motorized and non-motorized users; (Federal Planning Factor #2, RTP Goal 5)*
  - Regional flexible fund projects for 2016-18 were evaluated using safety criteria and points given by a safety panel and included whether a project would have negative safety impacts on other modes or solves a known safety issue. Additionally project locations were influenced by the provision of bike and pedestrian crash data and evaluated on how well nominated projects met safety related criteria.
  - All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.
- *Increase the security of the transportation system for motorized and non-motorized users; (Federal Planning Factor #3, RTP Goal 5)*
  - Regional flexible funds, ODOT funds and public transit funds have been programmed to traffic management operations centers, closed-circuit cameras and other ITS infrastructure that is coordinated with and used by emergency response and security personnel.
- *Increase the accessibility and mobility of people and freight; (Federal Planning Factor #4, RTP Goal 2 and 3)*
  - Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept were a criterion for regional flexible funded projects.
  - The 2014-2015 and the 2016-2018 RFFA almost exclusively invest in focus areas that improve non-auto mobility and freight movement.
  - Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.
- *Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (Federal Planning Factor #5, RTP Goal 1 and 6)*
  - The MTIP conforms to the Clean Air Act.
  - The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative-modes (STIP).

- All projects funded with regional flexible funds incorporate best practices for stormwater management.
- Over \$27 million of regional flexible funds was allocated to bike and pedestrian projects for FFY 2015-18 which improve quality of life in the region's neighborhoods and have a positive air quality benefit by reducing auto trips.
- Over \$27 million was allocated to active transportation projects for FFY 2015-18.
- *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (Federal Planning Factor #6, RTP Goal 3)*
  - Projects funded through the RFFA must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.
- *Promote efficient management and operations; (Federal Planning Factor #7, RTP Goal 4)*
  - The Regional Travel Options program at Metro received funding to conduct transportation demand management projects and programs throughout the region to reduce single occupancy vehicle (SOV) trips and relieve pressure on congested corridors.
  - Funding has been allocated through regional flexible funding cycles to the Transportation System Management and Operations program at Metro to work on increasing efficiency of existing systems throughout the region.
- *Emphasize the preservation of the existing transportation system. (Federal Planning Factor #8, RTP Goal 9)*
  - ODOT prioritized funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

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

*Goal 7: Enhance human health*

- The regional flexible fund policy direction to focus 75% of regional transportation investments in active transportation initiatives in the 2014-2015 and 2016-2018 regional flexible fund allocations signifies the importance of projects that support alternative modes and active forms of transportation to get the minimum amount of physical activity per day.

*Goal 8: Ensure equity*

- The regional flexible fund allocation process had applicants demonstrate how the needs of environmental justice communities
- Criteria regarding meeting environmental justice communities' needs and expanding transportation access for environmental justice communities were used in determining which projects to recommend for award of funding.
- Demographic data which highlighted concentrations of environmental justice communities were provided prior to the nomination process of transportation projects for federal funds to help inform locals which projects to nominate.
- An expanded programmatic analysis of disproportionate burden and disparate impact is being conducted for the 2015-2018 MTIP.

*Goal 10: Deliver Accountability*

- The 2014-2015 and 2016-2018 RFFA cycles expanded on processes to provide stakeholders, including traditionally underrepresented populations, opportunities for input on the nominated transportation investments.

- The development of the 2015-2018 MTIP is undertaking a deliberate process to check in with stakeholders, primarily through the advisory committees, to gather feedback and input regarding the contents of the transportation expenditure.
- The retrospective process for the 2016-2018 RFFA provides a medium for elected officials, local jurisdictions, and community participants in the 2016-2018 RFFA process to reflect on ways to improve the process and better align the outcomes with the policy direction.

### **Demonstration of Compliance with Congestion Management Process**

The 2015-18 MTIP is the investment vehicle for advancing the region’s CMP implementation. The MTIP draws on the RTP for direction on the CMP-supportive policies, objectives, strategies, and performance measurement, and then incorporates these into the regional decision making process for allocating funding. Most recently, the 2016-18 RFFA process incorporated the six desired outcomes and performance targets adopted into the 2035 RTP, applying these elements as guides for Step 1 and Step 2 funding allocations. The result was continuing support for Step 1 program allocations to the Transportation System Management and Operations, Regional Travel Options and Transit Oriented Development programs, which implement key CMP strategies. Additionally, the Step 2 Community Investment Fund project prioritization factors utilized CMP performance measures to direct investments.

A significant addition to the 2016-18 RFFA process was the inclusion of a Data Resource Guide intended to support local jurisdictions in the development of their project applications. The guide provided both system performance and demographic data for the CMP network, defined by Metro’s planning area boundary. Categories of information included Regional Travel Options, Active Transportation, Safety, Roadway, Transit and Equity. Click on the link to view the region’s transportation system monitoring and performance activities.

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=42795>

The evaluation of the effectiveness of the 2015-18 MTIP investments on congestion will be captured in the CMP periodic monitoring as they are implemented.

### **Demonstration of Compliance with Federal Clean Air Act**

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro prepared an air quality conformity determination that documents the region’s transportation investments is in compliance with emissions budgets allocated by the SIP.

The conformity determination report also identifies how this MTIP meets the Transportation Control Measures (TCMs) required by the Oregon SIP. TCMs include measurement of bike and pedestrian system facility improvements each biennium and a cumulative average annual increase of public transit service by 1% in the region. Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

**Table 4.2 Bicycle projects implementing transportation control measures for air quality**

The following table shows the bicycle projects TCM are calculated for the period between 2006 and 2018. The total miles planned to be constructed by 2018 is 52.68 miles, which exceeds the TCM of 28 miles to be built by the year 2017.

**Table 4.2 Bicycle Projects Funded (by Allocation Year)**

2006-2007 Funding	Length (mi)	2012-2013 Funding	Length (mi)
Beaverton Powerline Trail	1.95	NE/SE 20s Bikeway	5.5
Washington SQ RC multi-use trail	0.57	Westside Trail	0.75
McLoughlin: I-205 to Hwy 43 bridge	0.1	40 Mile Loop	1.7
102nd Ave Blvd improvements	0.8	Red Electric Trail	0.24
Hwy 99E: River Rd to Park Ave bike lanes	0.57	<b>Total</b>	<b>8.19</b>
<b>Total</b>	<b>3.99</b>		Length (mi)
2008-2009 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Springwater Trail	0.9	Cedar Creek Greenway Trail	3.9
Marine Dr bike lanes	1.5	East Portland Active Transportation to Transit	0.9
Gresham-Fairview Trail	1.9	Burgard Rd at N Time Oil Rd	0.6
Gresham MAX trail	1.9	Arata Rd-Wood Village Blvd to 238th Ave	0.34
Rock Creek Trail	0.8	Sandy Blvd: 230th - 238th Dr	0.21
Trolley Trail	6.0	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.97
SE 92 <sup>nd</sup> Ave bike lanes	0.38	<b>Total</b>	<b>15.02</b>
Waud Bluff Trail	0.25		Length (mi)
<b>Total</b>	<b>13.63</b>	2016-2018 Funding	Length (mi)
		Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
		Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave	1.52
	Length (mi)	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
2010-2011 Funding	Length (mi)	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety	2.3
NE/SE 50s Bikeway	4.3	Jennings Ave: OR 99E to Oatfield Rd Sidewalk and Bicycle Lane	.69
East Baseline St, Cornelius bike lanes	0.54	SE 129 <sup>th</sup> Ave Bikelane and Sidewalk	.20
East Burnside bike lanes	0.55	<b>Total</b>	<b>6.46</b>
<b>Total</b>	<b>5.39</b>		
<b>Total miles, 2006-2018:</b>	<b>52.68</b>		

**Table 4.3 Pedestrian projects implementing transportation control measures for air quality**

As shown in the Table, the region has allocated funding for at least 8.95 miles of new pedestrian improvements in mixed-use centers for 2006-2017. This represents an average of 2.26 miles per biennium, approximately 51% above the 1.5 mile per biennium target for new pedestrian improvements.

**Table 4.3 Pedestrian Projects Funded (by Allocation Year)**

2006-2007 Funding	Length h (mi)	2012-2013 Funding	Length (mi)
St John's Ped/Freight Improvement	0.45	Red Electric Trail	0.5
Hillsboro Regional Center Ped Project	1.77	McLoughlin (Ph 2)	0.5
Central Eastside Bridgeheads	0.1	Rose Biggi	0.16
Hwy 224 Preservation (99E to I-205)	0.15	102 <sup>nd</sup> Ave	0.5
<b>Total</b>	<b>2.47</b>	<b>Total</b>	<b>1.66</b>
2008-2009 Funding	Length h (mi)	2014-2015 Funding	Length (mi)
Forest Grove TC*	0.65	Arata Rd: 223rd - 238th and Wood Village Blvd trail	0.2
Milwaukie TC	0.26	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.34
92 <sup>nd</sup> Ave	0.38		
Gresham MAX trail	0.4		
<b>Total</b>	<b>1.69</b>	<b>Total</b>	<b>0.54</b>
2010-2011 Funding	Length h (mi)	2016-2018 Funding	Length (mi)
Hood Street: Se Division to SE Powell	0.18	Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
Foster-Woodstock: SE 87 <sup>th</sup> to SE 101 <sup>st</sup>	1.13	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
E. Baseline, Cornelius: 10 <sup>th</sup> to 19 <sup>th</sup>	0.18	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety Phase II	2.3
Burnside: 3 <sup>rd</sup> Ave to 14 <sup>th</sup> Ave	1.1		
<b>Total</b>	<b>2.59</b>	<b>Total</b>	<b>4.62</b>
<b>Total miles, 2006-2018:</b>	<b>13.57</b>		

**Table 4.4 Public Transit Service - implementing transportation control measures for air quality**

The data in the table it show that the transit service TCM concerning transit service increase has been met because the analysis of weighted transit service hours shows a cumulative average transit service increase of 1.85 percent, which exceeds the TCM of 1.0 percent.

**Table 4.4 Transit Service Hours – Weighted by Capacity**

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	10-year Average Transit Service Increase
2000	1,443,948	633,581		N/A	2,077,529	
2001	1,467,660	642,531		N/A	2,110,191	
2002	1,497,564	712,922	37,781	N/A	2,210,486	
2003	1,515,648	745,502	37,444	N/A	2,261,150	
2004	1,527,228	754,804	40,065	N/A	2,282,032	
2005	1,516,296	889,851	46,723	N/A	2,406,147	
2006	1,458,564	857,752	50,827	N/A	2,367,114	
2007	1,481,460	862,843	55,604	N/A	2,399,907	1.39
2008	1,511,880	900,884	67,220	N/A	2,479,983	2.36
2009	1,534,068	955,377	68,307	5,754	2,563,506	2.70
2010	1,461,396	1,104,526	67,385	13,892	2,647,199	2.84
2011	1,336,572	1,097,353	66,745	13,938	2,514,608	1.27
2012	1,342,296	1,117,717	66,416	13,846	2,540,275	1.23
2013	1,348,524	1,111,054	93,940	14,110	2,567,627	1.21
Cumulative Average						<b>1.85%</b>

### **Demonstration of Compliance with Environmental Justice and Title VI**

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

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

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

#### ***Public Involvement***

##### ***Metro***

In the two RFFA cycles included in the 2015-2018 MTIP, several new approaches to integrating environmental justice and Title VI consideration were applied. These efforts focused on expanding outreach to stakeholders to improve Metro’s understanding of the transportation needs facing these communities. As a baseline, Metro shaped the public involvement efforts in

accordance with the Transportation Planning Public Involvement Policy which is consistent with federal regulations. Metro recently updated the agency public involvement plan (PIP) to include strategies for engaging historically underrepresented groups in the planning process and describes engagement strategies for informing and involving key stakeholders and the general public throughout the decision-making process.

With Metro's 2016-2018 RFFA process, Metro developed a two-step process which offered several opportunities for public involvement at different stages of the RFFA project nomination and selection. A regional public comment period was held after the transportation priority nomination process where over 800 comments were received. Following the comment period, the nominating agencies responded and considered project revisions based on comment received. The sub-regional coordinating committees also conducted local public involvement process to inform which projects would be recommended for 2016-2018 discretionary funding. Both the regional and local public involvement processes incorporated outreach resources developed by Metro including translated project materials and extended outreach to environmental justice, faith-based, and community organizations.

For the entire MTIP, a joint 45-day public comment period with the 2014 RTP will be held from March 21<sup>st</sup> through May 5<sup>th</sup>. The main way to comment includes an online tool with public focus questionnaire, asking participants:

- if the region is on the right track with decisions related to the 2040 Growth Concept, the urban growth boundary and associated investment decisions;
- what they want the region to look like in 20 years to help shape current investment decisions.

Whether the mix of projects allocated funding through the regional flexible fund process, the ODOT administered process, and the transit agencies processes, are the correct mix of priorities to implement progress of the Regional Transportation Plan.

### ***ODOT***

ODOT holds public meetings to view and comment on the STIP. Summaries of the public comments related to projects proposed for state administered funding is reported in the STIP. A summary of the public involvement efforts undertaken in the 2015-2018 STIP can be found in chapter three. Further information about the STIP is available from the ODOT website at [www.oregon.gov/ODOT](http://www.oregon.gov/ODOT).

### ***TriMet***

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

### ***SMART***

SMART allocates its formula funding through the annual City of Wilsonville budget and Capital Improvements Program (CIP) processes. A summary of the public involvement activities for updating the City's CIP can be found in chapter three. Further information on these processes may be found on the agency's website: [www.ridesmart.com](http://www.ridesmart.com).

**Analytical**

**Metro**

In addition to the public involvement requirements, the agencies which help develop the MTIP must conduct demographic analysis and program assessment to determine the effects policy decisions may have on environmental justice and Title VI communities. The outcomes of the demographic analysis and program assessments are intended to inform public involvement approaches for the agencies as well as draw conclusions on methods through which agency programs can improve the impacts of policy decisions for environmental justice communities.

**Table 4.5 Environmental Justice and Title VI Analytical Requirements Demonstration**

Regulatory Framework	Analytical Requirement	Compliance Activity
Executive Order 12898 on Environmental Justice	Demographic profile of the metro area that includes identification of locations of environmental justice populations in aggregate	<p>Metro staff undertook a process to utilize newly released federal decennial census data and other new data sources to map populations of environmental justice and Title VI that are above the regional average at the census block or census tract level.</p> <p>Composite maps and GIS data were provided to local agencies to consider while determining where to locate projects during the 2014-2015 and 2016-2018 RFFA nomination process to better meet the needs of communities with mobility and economic challenges. Providing this information enabled Metro to assist project sponsors in meeting the criteria for serving Environmental Justice communities transportation needs.</p> <p>Additional demographic mapping work was conducted as part of the 2015-2018 MTIP as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.</p>
	Benefits and Burdens Analysis	Benefits and Burdens analysis conducted for the 2015-2018 MTIP as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.
Title VI of the 1964 Civil Rights Act	Demographic maps that overlay the percent minority and non-minority populations as identified by census data	Disparate impact analysis conducted as part of the 2014 RTP and 2015-2018 Environmental Justice and Title VI assessment.
	Charts that analyze the impacts of the distribution of state and federal funds in the aggregate for public	

	transportation purposes	
	An analysis of impacts that identified any disparate impacts on the basis of race, color, or national origin	

***ODOT***

ODOT certifies compliance of the STIP to Title VI including Environmental Justice requirements with the Federal Highway Administration.

***TriMet and SMART***

TriMet and SMART certifies compliance with Title VI and environmental justice requirements with the Federal Transit Administration.

**Demonstration of Compliance with Americans with Disabilities Act**

The Portland metropolitan region is aggressively implementing the requirements of the Americans with Disabilities Act (ADA) in its transportation system. The following actions are examples of the region's commitment to meet the intent of the Act:

- Per the requirement outlined in CFR 49, Sec. 37.47(d), TriMet submitted its Key Station Plan to FTA in July of 1992. The regional public transit system met the conditions of the complementary paratransit plan in 1997. There is no further capital projects needed to implement the plan to track in the MTIP.
- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.
- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.
- The rate of growth of LIFT paratransit has been slowing with a strong travel training program. TriMet began in-person assessment of LIFT applicants and existing LIFT clients in spring 2010.
- TriMet has extended its pioneering use of low-floor light rail vehicles with continued bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.
  - The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP provides funding to a category of pedestrian projects. These projects provide important access within neighborhoods and to public transportation. This is essential for both fully ambulatory citizens, but also to persons requiring mobility devices or assistance.

**Metropolitan Transportation Improvement Program Investment Delivery Progress**

### ***Major Projects Implemented***

The 2012-2015 MTIP serves as the current expenditure program for the Portland metropolitan region. Since the adoption of the program in 2012, the region has accomplished a number of the projects it had anticipated. The following list of projects, in order by geography, has been completed since January 2012 – January 2014.

#### ***Clackamas County***

##### **Project Name**

- FFO – I-5: Wilsonville Road Interchange
- SE King Road and 145<sup>th</sup>: Safe Routes to School Sidewalks
- Main Street: 5<sup>th</sup> – 10<sup>th</sup> Street
- Barber Street: Boones Ferry Road – Boberg Road
- I-205: Glen Jackson and Geo Abernethy Bridge
- I-5 at I-205 Interchange
- OR224: Rock Creek – Deep Creek
- OR224: I-205 UPRR Overcrossing , WB right turn lane

#### ***Multnomah County***

##### **Project Name**

- Willamette River Morrison Bridge Ped/Bike
- SW Gibbs Street Pedestrian Bridge over I-5
- N Lombard Street: N Columbia Slough Overcrossing
- N Ivanhoe: N Richmond – N St. Louis
- US30B: NE 60<sup>th</sup> Ave – NE 82<sup>nd</sup> Ave
- FFO – I-5: Holiday-Marquam and I-405 Fremont
- Laurelwood Ave and 87<sup>th</sup> Ave Sidewalks
- I-205: SE Foster Road – SE 82<sup>nd</sup> Drive
- Halsey Street and Stark Street Sidewalks
- US26: E Burnside – SE Cherryville Drive
- US26: SE 51<sup>st</sup> Ave – I-205

#### ***Washington County***

##### **Project Name**

- OR217: Sunset Highway – Tualatin Valley Highway
- FFO – US26: NW 185<sup>th</sup> Ave – Cornell Road
- OR8: TV Highway at 178<sup>th</sup> Ave
- I-5 SB: Carman Drive – Lower Boones Ferry
- OR8: SW 331<sup>st</sup> Ave – Quince Street

#### ***Regional Projects***

##### **Project Name**

- Region 1 Traffic Signal Upgrade 4
- 2009 ITS Rural and Urban Corridors
- 2010 Rural and Urban Corridor ITS

### ***Delays to Planned Implementation and Carry Over***

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is

unduly delayed in expending and delivering its approved transportation projects. If projects that are scheduled to spend funds in a given year are delayed, through a formal request process, the local jurisdiction can receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

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

### ***Clackamas County***

#### **Project Name**

- FFO - I-5: Wilsonville Road Interchange
- Trolley Trail: SE Kellogg Creek - SE Glen Echo Ave
- Main St: 5th - 10th St (Oregon City)
- FFO: OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)
- Springwater Trail: Rugg Rd - Dee St (Boring)
- OR99E: Roethe Rd - Clackamas River Br
- OR99E: Clackamas River Bridge - Dunes Dr (Oregon City)

### ***Multnomah County***

#### **Project Name**

- OR99E: MLK/Grand O-Xing UPRR #02115 & 08905 Viaduct
- I-405: Fremont Bridge - Marquam Bridge
- I-84: Sandy River - Jordan Rd - Bundle 210
- N Going Bike/Ped: N Vancouver Ave - N Channel Ave
- US30 Bypass: NE 122nd - M.P. 13.54
- I-84: Bridge Deck Overlays
- FFO - I-84: MLK Blvd to I-205
- FFO - I-84 EB to I-205 NB Auxiliary Lane
- US26 (SW Kelly Ave): SW 1st Ave - Ross Island Bridge
- US26: SE 111th to SE 176th Ave
- US26: Jefferson Rockfall Project
- FFO - OR99W: I-5 NB Ramps
- FFO - I-5: Hood Ave - Nyberg Cr Seismic Retrofit 2
- FFO - I-84: Troutdale Interchange (Marine Drive)
- OR99W: Newbury St & Vermont St Bridge Rehab

### ***Washington County***

#### **Project Name**

- OR217: Sunset Hwy - Tualatin Valley Hwy
- FFO - US26: NW 185th Ave - Cornell Road
- I-5 at I-205 Interchange
- OR8: TV Hwy @ 178th Ave
- Rock Creek Trail: Orchard Park - NW Wilkins St
- US26: Sunset Hwy @ Glencoe Road

- OR99W: Tualatin River Br - Sunset Blvd
- OR99W @ Beef Bend Road
- 2009 Signal Upgrades
- OR8: Minter Br Rd - SW 331st Ave Sec
- Old Tualatin Valley Hwy: Scoggins Creek Br Replacement
- OR8: N 10th Ave - N 19th Ave (Baseline St) Cornelius
- SW Birchwood Rd: SW 87th Ave - SW Laurelwood Ave
- SW Leahy Rd: 90th - 88th & W Stark: 89th - 88th (SRTS)
- US26 @ Brookwood/Helvetia (Shute Rd)
- Rose Biggi Ave (SW Hall Blvd to SW Crescent St)

### ***Regional Projects***

#### **Project Name**

- US26: VMS 185 to Cornell/Sherwood/I-84 at 223<sup>rd</sup>
- 2013 Signal Upgrade
- 2011 Rural & Urban Corridor ITS
- OR217: Active Traffic Management
- Corridor Upgrades
- 2010/2011 Signal Upgrades

### ***What's to come with the 2015-2018 MTIP***

The 2015-18 MTIP programs more than \$980 million of federal transportation funding expected to be made available to projects within the Metro region. Another \$494 million of local match and state transportation revenues are also programmed to projects, making total expected funding for transportation projects in the region during the four-year time period of the MTIP over 1.7 billion dollars. Some of the key differences and exciting investments are discussed from each prioritization program.

### ***Metro's Regional Flexible Fund Allocation – Highlights of Outcomes***

#### ***Awarded Transportation Investments – Differences between the 2014-2015 and the 2016-2018 RFFA cycles***

The 2016-2018 RFFA prioritization process took the foundation tested in the 2014-2015 RFFA and expanded on different elements. For the 2016-2018 RFFA, the step two policy areas and allocation split: active transportation and complete streets (75% of allocated target amount) as well as freight and green economy (25% of allocated target amount) were carried forward in the 2016-2018 transportation project nomination. However, under-forecasting of available revenues between 2012 and 2015 and the addition of new revenues from the MPO portion of Transportation Alternatives Program (TAP) funding from 2013-2015 opened an opportunity to direct the allocation of an additional \$33.8 million. Per direction provided by JPACT, the 2016-2018 RFFA included a third category focused towards large-scale transportation investments which are often a challenge to fund for an individual agency and supports economic development. Known as the Regional Economic Opportunity Fund (REOF) this new category changed the composition of the projects awarded funds, balancing large-scale regional projects and more locally-oriented projects.

**Table 4.5 Summary of Outcomes of 2014-2015 and 2016-2018 RFFA Cycles**

	2012-2015 RFFA Projects		2016-2018 RFFA Projects		
	Active Transportation and Complete Streets	Freight and Green Economy	Active Transportation and Complete Streets	Freight and Green Economy	Regional Economic Opportunity Fund
Number of Projects	7	6	12	4	5
Overall Funding Allocated	\$16.8 million	\$5.6 million	\$27.1 million	\$7.1 million	\$33.8 million
Local Funding Leveraged	\$6.6 million	\$.79 million	\$16.3 million	\$2.4 million	\$41.9 million
Average Cost (construction projects)	\$3.8 million	\$1.4 million	\$4.3 million	\$2.4 million	\$8.2 million
Total (%) of Allocated Funding	75%	25%	40%	10%	50%

Overall, more emphasis was placed on implementation and construction of transportation priorities in the 2016-2018 RFFA rather than planning and project development as seen in the 2014-2015 RFFA cycle. The 2016-2018 RFFA process also resulted in greater leveraging of local funding and higher cost projects. In particular, the REOF projects saw the largest local matches, but in all areas an increase in local funding was present. In both RFFA cycles, the region's commitment to building out the high capacity transit network continued through the bond payments and the funding region-wide programs (i.e. Regional Travel Options and Transit-Oriented Development) remained steady.

For the resulting freight and green economy projects, both RFFA cycles saw lower cost projects on average and focused much more on transportation system management and operations to help facilitate greater reliability.

Slightly greater differences were seen in the active transportation projects in the 2016-2018 RFFA cycle as compared to the 2014-2015 RFFA cycle. The active transportation projects focused on filling in gaps in the bicycle and pedestrian network and safety concerns, which prevent communities from utilizing forms of active transportation. Whereas in the 2014-2015 cycle, the active transportation projects tended to focus towards innovations, with the funding of the Portland bicycle share project, as well as trail completion and access to transit.

The new policy area of the REOF resulted in the region investing in several large-scale projects with three of the five projects focused on increasing access to industrial lands. The projects build on other long-term transportation priorities, such as the East Portland Access to Transit and Education project, which will build the local bicycle and pedestrian connections to help support future high capacity transit in East Portland.

### Prioritization Process – Differences between the 2014-2015 and the 2016-2018 RFFA cycles

The 2014-2015 RFFA tested many new elements of the transportation nomination and prioritization process. In the 2014-2015 RFFA, new elements including expanded public outreach and greater consideration of transportation investments serving environmental justice communities needs. From the recommendations and criteria set forth by the 2014-2015 RFFA joint task force and the environmental justice working group, the 2016-2018 RFFA process provided more opportunities for members of the public to comment on projects as well as transparency with the decision-making process.

The 2016-2018 RFFA utilized two public comment opportunities to allow stakeholders to weigh in on the nominated projects and help refine the projects to support community needs. One public comment opportunity was hosted by Metro and extra efforts were made to gather feedback from environmental justice communities. Metro developed different resource materials, including translated project descriptions, translation services, and advertisements to encourage environmental justice communities to provide feedback. Additionally, Metro reached out to community organizations and faith-based institutions to gather input. The result was over 800 public comments during the regional public comment on 2016-2018 RFFA nominated projects and several project revisions to reflect the feedback received.

The 2016-2018 RFFA also provided greater local control of the transportation investment prioritization process. The sub-regional coordinating committees were provided guidelines to ensure federal and regional policies were met, but had the flexibility to employ a locally-tailored prioritization process. Each sub-regional coordinating committee conducted their own local public comment period and utilized the Metro resources to support the local prioritization effort. The result was a list of recommended projects from each sub-region that reflected regional priorities, but also pressing local needs.

### ***ODOT's STIP – Highlights and Outcomes***

For the 2015-18 STIP update, ODOT and the OTC changed how the STIP was developed to support adopted priorities and focus limited funds to maintain existing transportation assets. Beginning in the summer of 2012, ODOT divided STIP funds into two broad categories: Fix-It and Enhance. Enhance was defined as activities that expand, or improve the transportation system. Fix-it was defined as activities that fix or preserve the transportation system.

### Nomination and Selection Process

For the Enhance process, ODOT developed a single application process for all projects. The applications were reviewed by state modal committees and Area Commissions on Transportation (ACTs) prior to consideration by the OTC. Region 1, which includes the three-county MPO and Hood River County, does not currently have an ACT. Therefore, the OTC directed the department to establish a region-wide, project selection committee to review and select projects for the 2015-18 STIP. The committee was composed of local government and private sector representatives from each county in the region, a MPO representative (Metro Councilor), the ODOT Region 1 Manager, and representatives from TriMet, the Port of Portland and the City of Portland.

Fix-It projects were identified and prioritized through ODOT's program management systems. Information about Fix-It projects was provided and coordinated with the Enhance project selection committee to align resources and maximize state investment.

The Project Selection Committee met four times to review, prioritize and develop a project list for review by the OTC. After the committee adopted a 150% list of recommended Enhance projects, ODOT staff worked in concert with applicants to scope each project. After the completion of scoping process for both Enhance and Fix-It projects, ODOT staff presented more detailed design and cost information on each project to the project selection committee to inform its final decision. The committee's ultimate recommended project list was unanimously agreed upon on September 11, 2013

All four of the committee's meetings were open to the public and provided opportunity for public comment and engagement.

The OTC adopted the proposed list of Fix-It and Enhance projects, in the form of the draft 2015-18 STIP at its January 22, 2013 meeting.

### ***TriMet's CAMIP – Highlights and Outcomes***

Over the past couple years, TriMet has been evolving its Capital Improvement Plan (CIP) into the Capital Asset Management and Investment Program (CAMIP), in order to better align with the federal priorities expressed in MAP-21. MAP-21 furthers several important goals of the U.S. Department of Transportation, including safety, state of good repair, performance, and program efficiency. The Act also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program and new asset management requirements. In addition, it aligns Federal funding with key goals and tracks progress towards these goals. The new law focuses on the following areas:

- Safety Authority
- State of Good Repair and Asset Management
- Streamlining and Program Efficiency

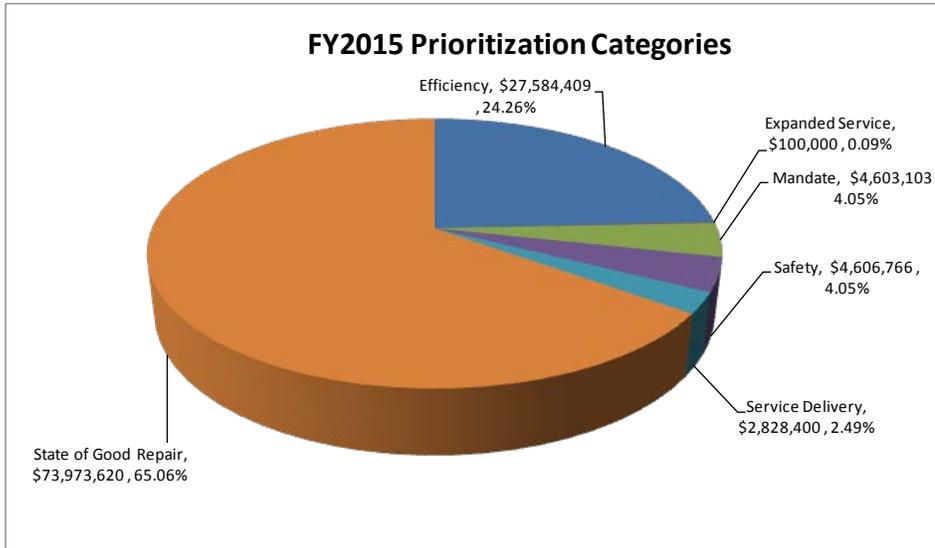
Each of the focus areas offers structure to enhance, improve and prioritize elements of the nation's transit infrastructure. In particular, the new structure and guidelines brought on by MAP-21 will allow TriMet to better its infrastructure and give customers service and safety they've become accustomed to. TriMet has responded to these new federal policy focuses in the way that it prioritizes its investments in the CAMIP. The following prioritization level (in order) is the criteria TriMet now uses to evaluate proposed projects:

- State of Good Repair (SGR) – high, medium, low
- Safety (S) – high, medium, low
- Legal Contract, Mandate, Obligation (CMO) – high, medium, low
- Service Delivery (SD) – high, medium, low
- Efficiency (E) – high, medium, low
- Expanded Service (ES) – high, medium, low

Projects with high state of good repair and safety scores receive highest priority. Expanded Service projects are lower priority and usually require new revenue to move forward. Each project is evaluated to ensure the best and most efficient use of public funds. This differs from previous prioritization criteria in place as of the FY13 CIP, which were:

- First Priority:
  - Mandatory Replacement
  - Mandatory Safety
  - Regulatory Requirements

- Second Priority:
  - Improvement Program



***SMART's Capital Improvement Program – Highlights and Outcomes***

The 2012-2015 Capital Improvement Program for SMART was largely focused on bus replacements to upgrade its aging fleet. During this time, SMART will have replaced 11 buses that were considered by FTA to be past their useful life and in doing so, the fleet is also more uniform, which allows for easier interlining of services and efficiency related to performance and maintenance.

The 2015-2018 Program still includes some bus replacements as warranted, but also looks to add information technology to our buses to improve performance and efficiency. With upgraded technology, SMART anticipates improved amenities for riders as well as the ability to streamline data collection to better plan for and measure system performance.

SMART's Transit Master Plan, which includes policy direction for capital and service programs, will undergo an update beginning in FY 2014-15.

## Chapter 5: MTIP Programming

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

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

These funds are awarded by Metro to sponsoring agencies, which then contract with ODOT to obtain access to the funds. These agencies are ultimately responsible for operation of newly constructed facilities. Unlike all the other regional funding sources discussed above, administrative responsibility for STP, TAP, and CMAQ funds is essentially split between Metro and a broad selection of local sponsoring agencies.

The next several pages include the programming for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2015-18. The transportation investments are organized by lead agency and are in alphabetical order.

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

<b>ODOT Key Number</b>	This is a unique identification number assigned to a program, project or project phase by the ODOT to organize all transportation projects within the State Transportation Improvement Program database.
<b>Estimated Total Project Cost</b>	This includes cost of the project spent prior to 2012 and costs that may be necessary to complete the project after 2015.
<b>Lead Agency</b>	The agency that is contractually responsible for managing and delivering the project.
<b>Phase</b>	The type of work being completed on the project with funds programmed for the fiscal year identified. Includes: <b>Planning:</b> activities associated with preparing for projects for implementation, from broad systems planning to project development activities. <b>Preliminary engineering:</b> work to create construction and environmental documents. <b>Right of way:</b> activities associated with investigating needs for use of land for

	<p>the construction or operation of a project.</p> <p><b>Construction:</b> activities associated with the physical construction of a project.</p> <p><b>Other:</b> Activities for programs or projects not defined by one of the other phase activities defined above.</p>
<b>Program Year:</b>	The federal fiscal year funds are available for the project. The federal fiscal year begins October 1st of the year prior to the identified year (FFY 2015 is October 1, 2014 through September 30, 2015).
<b>Federal funding:</b>	Federal funding authority made available to a project to reimburse eligible project related expenses.
<b>Minimum local match</b>	Funding required to be provided by the lead agency to qualify for the federal funding authority programmed to the project.
<b>Other funding</b>	Additional funding from non-federal sources identified as available to the project.
<b>Total funding</b>	The amount of funding programmed as available to the project within the timeframe of the 2015-18 Metropolitan Transportation Improvement Program.

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18173	Beaverton	70601	Crescent Connection: Cedar Hills Blvd - Denney Rd.	Bike and Pedestrian Facilities		Preliminary engineering	STP	2012	\$314,055	\$35,945	\$0	\$350,000
						Purchase right of way	STP	2014	\$885,945	\$101,400	\$0	\$987,345
						Construction	OTHER	2015	\$0	\$0	\$2,806,813	\$2,806,813
					<b>\$4,144,158</b>							<b>\$4,144,158</b>
TBD	Beaverton	70687	Canyon Road	The project will design and construct intersection and crossing facilities as well as a short bike connection to parallel regional bike routes along Canyon Road (OR 8) between SW 117th Avenue to		Preliminary engineering	STP	2016	\$494,000	\$56,541	\$0	\$550,541
						Purchase right of way	STP	2017	\$79,000	\$9,042	\$0	\$88,042
						Construction	STP	2018	\$2,962,000	\$339,014	\$0	\$3,301,014
					<b>\$3,939,597</b>							<b>\$3,939,597</b>
15599	Clackamas County	70047	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	New intelligent traffic signals sidewalks and illumination on Harmony Road.		Preliminary engineering	STP	2012	\$222,530	\$25,470	\$0	\$248,000
						Purchase right of way	STP	2014	\$90,627	\$10,373	\$0	\$101,000
						Construction	STP	2015	\$1,186,843	\$135,839	\$0	\$1,322,682
					<b>\$1,671,682</b>							<b>\$1,671,682</b>
18001	Clackamas County	70478	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.		Planning	STP	2014	\$150,000	\$17,168	\$0	\$167,168
						Construction	STP	2015	\$1,068,997	\$122,351	\$0	\$1,191,348
					<b>\$1,358,516</b>							<b>\$1,358,516</b>
18305	Clackamas County	70645	Sunnyside Rd Adaptive Signal System	Design adaptive traffic signal system and transit signal priority on Sunnyside Rd.		Preliminary engineering	STP	2014	\$60,000	\$6,867	\$0	\$66,867
						Construction	STP	2015	\$440,000	\$50,360	\$0	\$490,360
					<b>\$557,227</b>							<b>\$557,227</b>
TBD	Clackamas County	70674	Jennings Ave: OR 99E to Oatfield Road Sidewalk and Bike Lanes	The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd.		Preliminary engineering	STP	2017	\$496,844	\$56,866	\$0	\$553,710
						Purchase right of way	STP	2018	\$285,611	\$32,689	\$0	\$318,300
						Construction	STP	2018	\$1,118,637	\$128,033	\$0	\$1,246,670
					<b>\$2,118,680</b>							<b>\$2,118,680</b>
TBD	Clackamas County	70680	Clackamas County ITS Plan Phase 2B	The project will implement several priority intelligent transportation system (ITS) projects to roadways located in the Clackamas Industrial area and the City of Wilsonville.		Preliminary engineering	STP	2016	\$275,000	\$31,475	\$0	\$306,475
						Construction	STP	2017	\$955,000	\$109,304	\$0	\$1,064,304
					<b>\$1,370,779</b>							<b>\$1,370,779</b>
TBD	Clackamas County	70681	Sunrise System: Industrial Area Freight Access and Multimodal Project	The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path.		Construction	STP	2018	\$8,267,000	\$946,195	\$0	\$9,213,195
					<b>\$9,213,195</b>							<b>\$9,213,195</b>
17270	Fairview	70007	40 Mile Loop: Blue Lake Park - Sundial Rd	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.		Purchase right of way	STP	2014	\$166,898	\$19,102	\$0	\$186,000
						Preliminary engineering	STP	2014	\$405,580	\$46,420	\$0	\$452,000
						Construction	STP	2015	\$1,749,943	\$200,289	\$0	\$1,950,232
					<b>\$2,588,232</b>							<b>\$2,588,232</b>

Table 5.1 Cities, Counties and Other Agency Programming

Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
16063	Forest Grove	70580	B Street: 23rd Ave - Primrose Ln (Forest	Install sidewalks	Preliminary engineering	SRTS	2012	\$121,438	\$0	\$0	\$121,438
					Construction	SRTS	2015	\$228,562	\$0	\$52,000	\$280,562
<b>\$402,000</b>											<b>\$402,000</b>
18003	Forest Grove	70486	OR8 & OR47: Pacific Ave & Quince St (Forest Grove)	This project will reduce freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and improves pedestrian safety by adding a pedestrian crossing where currently none	Preliminary engineering	STP	2013	\$157,028	\$17,973	\$0	\$175,001
					Planning	STP	2013	\$157,028	\$17,973	\$0	\$175,001
					Other (explain)	STP	2014	\$89,730	\$10,270	\$0	\$100,000
					Purchase right of way	STP	2015	\$366,098	\$41,902	\$0	\$408,000
					Construction	STP	2015	\$618,294	\$70,767	\$0	\$689,061
<b>\$1,547,063</b>											<b>\$1,547,063</b>
TBD	Gladstone	70682	Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	The project will study the feasibility of rehabilitating the Portland Avenue Historic Trolley Bridge as an extension of the Trolley Trail a shared-use path for bicyclists and pedestrians.	Design option alternatives	STP	2016	\$201,892	\$23,107	\$0	\$224,999
<b>\$224,999</b>											<b>\$224,999</b>
18306	Gresham	70609	East Metro Connections ITS	Update traffic signal hardware and communications: intsaall changeable message sign.	Preliminary engineering	NHS	2014	\$31,406	\$3,595	\$0	\$35,001
					Other (explain)	State STP (L240)	2014	\$71,784	\$8,216	\$0	\$80,000
					Other (explain)	NHS	2014	\$103,190	\$11,811	\$0	\$115,001
					Construction	State STP (L240)	2015	\$376,866	\$43,134	\$0	\$420,000
					Construction	CMAQ	2015	\$200,000	\$22,891	\$0	\$222,891
					Construction	OTHER	2015	\$0	\$0	\$202,109	\$202,109
<b>\$1,075,002</b>											<b>\$1,075,002</b>
TBD	Gresham	70684	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	The project will construction multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.	Preliminary engineering	STP	2016	\$596,350	\$68,255	\$0	\$664,605
					Purchase right of way	STP	2017	\$895,750	\$102,523	\$0	\$998,273
					Construction	STP	2018	\$2,091,000	\$239,324	\$0	\$2,330,324
<b>\$3,993,202</b>											<b>\$3,993,202</b>
TBD	Happy Valley	70683	SE 129th Avenue - Bike Lane and Sidewalk Project	The project will build a sidewalk and add bike lanes along SE 129th Avenue.	Preliminary engineering	TAP Metro	2015	\$572,691	\$65,547	\$0	\$638,238
					Purchase right of way	TAP Metro	2017	\$150,561	\$17,232	\$0	\$167,793
					Construction	TAP Metro	2018	\$2,382,393	\$272,676	\$0	\$2,655,069
<b>\$3,461,100</b>											<b>\$3,461,100</b>
TBD	Hillsboro	70688	US 26/Brookwood Interchange Industrial Access Project	The project will construct three new roadways: Huffman Road (from Brookwood Parkway to Sewell Road) 253rd Avenue (from Evergreen Road to Meek Road) and 264th Avenue (from Evergreen Road to Meek Road).	Construction	STP	2018	\$8,267,000	\$946,195	\$0	\$9,213,195
<b>\$9,213,195</b>											<b>\$9,213,195</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18807	King City	70769	King City Sidewalk Infill	Sidewalk infills		Preliminary engineering	State STP (100%)	2015	\$133,787	\$0	\$15,313	\$149,100
						Purchase right of way	State STP (100%)	2017	\$10,772	\$0	\$19,228	\$30,000
						Construction	State STP (100%)	2018	\$769,277	\$0	\$88,047	\$857,324
					<b>\$1,036,424</b>							<b>\$1,036,424</b>
18809	Lake Oswego	70770	Boones Ferry Rd: Oakridge/Reese-Madrona St	Bicycle and pedestrian improvements		Preliminary engineering	OTHER	2015	\$0	\$0	\$2,428,000	\$2,428,000
						Purchase right of way	OTHER	2017	\$0	\$0	\$3,573,000	\$3,573,000
						Construction	State STP (100%)	2018	\$4,000,000	\$0	\$12,441,182	\$16,441,182
					<b>\$22,442,182</b>							<b>\$22,442,182</b>
18018	Milwaukie	70479	17th Avenue Multi-use Trail: SE Ochoco - SE McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.		Preliminary engineering	STP	2013	\$969,000	\$110,906	\$0	\$1,079,906
						Construction	STP	2015	\$2,000,000	\$228,909	\$0	\$2,228,909
					<b>\$3,308,815</b>							<b>\$3,308,815</b>
17410	Multnomah County	70416	Broadway Bridge - Willamette River	Repair Bridge #06757		Preliminary engineering	HBRR -85% ON/OFF	2014	\$1,435,680	\$164,320	\$0	\$1,600,000
						Construction	HBRR -85% ON/OFF	2015	\$7,537,320	\$862,680	\$0	\$8,400,000
					<b>\$10,000,000</b>							<b>\$10,000,000</b>
18019	Multnomah County	70484	Arata Rd - 223rd - 238th (Fairview/Wood Village)	Improves pedestrian and bike safety along Arata Road with the addition of sidewalks lighting and landscaping.		Preliminary engineering	CMAQ	2012	\$300,000	\$34,336	\$0	\$334,336
						Preliminary engineering	State STP (L240)	2012	\$460,785	\$52,739	\$0	\$513,524
						Purchase right of way	State STP (L240)	2014	\$36,394	\$4,165	\$0	\$40,559
						Construction	CMAQ	2015	\$1,369,000	\$156,688	\$267,823	\$1,793,511
						Construction	State STP (L240)	2015	\$1,602,820	\$183,450	\$0	\$1,786,270
					<b>\$4,468,200</b>						<b>\$4,468,200</b>	
18020	Multnomah County	70485	Sandy Blvd: NE 230th Ave - NE 238th Dr	This project addresses the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and industrial lands and I-84 via Exit 16 at 238th Avenue.		Preliminary engineering	STP	2014	\$225,000	\$25,752	\$0	\$250,752
						Construction	STP	2015	\$434,000	\$49,673	\$0	\$483,673
					<b>\$734,425</b>							<b>\$734,425</b>
18833	Multnomah County	70775	NE 238th Dr: NE Halsey St - NE Glisan St	Multimodal roadway improvements		Preliminary engineering	State STP (100%)	2015	\$1,000,000	\$0	\$0	\$1,000,000
						Purchase right of way	State STP (100%)	2017	\$670,248	\$0	\$0	\$670,248
						Construction	State STP (100%)	2018	\$5,886,762	\$0	\$0	\$5,886,762
					<b>\$7,557,010</b>						<b>\$7,557,010</b>	

Table 5.1 Cities, Counties and Other Agency Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	Multnomah County	70685	NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Project	The project will design improvements to reduce the curvature of the road to allow for improved truck turning and bicycle and pedestrian facilities along NE 238th Drive between NE Halsey Street and NE Glisan Street in East Multnomah County.		Preliminary engineering	STP	2016	\$1,000,000	\$114,454	\$0	\$1,114,454
<b>\$1,114,454</b>												
18814	Port of Portland	70771	Connected Cully	Bicycle and pedestrian improvements		Preliminary engineering	State STP (100%)	2015	\$207,191	\$0	\$0	\$207,191
						Purchase right of way	State STP (100%)	2017	\$807,332	\$0	\$0	\$807,332
						Construction	State STP (100%)	2018	\$1,980,101	\$0	\$0	\$1,980,101
<b>\$2,994,624</b>												
18818	Port of Portland	70772	Downtown I-405 Ped Safety and Ops Imprvmts	Bike/pedestrian and operational improvements.		Preliminary engineering	State STP (100%)	2015	\$587,732	\$0	\$0	\$587,732
						Construction	State STP (100%)	2018	\$1,422,221	\$0	\$0	\$1,422,221
<b>\$2,009,953</b>												
18819	Port of Portland	70773	St Johns Truck Strategy Phase II	Freight mobility - bicycle and pedestrian safety improvements		Preliminary engineering	State STP (100%)	2015	\$733,764	\$0	\$0	\$733,764
						Purchase right of way	State STP (100%)	2017	\$78,334	\$0	\$0	\$78,334
						Construction	State STP (100%)	2018	\$2,190,258	\$0	\$0	\$2,190,258
<b>\$3,002,356</b>												
18837	Port of Portland	70778	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Intersection improvements		Preliminary engineering	State STP (100%)	2015	\$1,402,449	\$0	\$0	\$1,402,449
						Purchase right of way	State STP (100%)	2017	\$288,204	\$0	\$0	\$288,204
						Construction	State STP (100%)	2018	\$3,269,203	\$0	\$0	\$3,269,203
<b>\$4,959,856</b>												
TBD	Port of Portland	70686	Troutdale Industrial Access Project	The project will reconstruct and widen Graham Road providing sidewalk connections to the 40 Mile Loop Trail.		Construction	STP	2015	\$8,000,000	\$915,636	\$0	\$8,915,636
<b>\$8,915,636</b>												
13502	Portland	70110	NE Columbia Blvd at MLK Jr. Blvd	Construction right turn lane sidewalk ADA ramps and planting strip		Preliminary engineering	STP	2012	\$1,042,377	\$119,305	\$0	\$1,161,682
						Purchase right of way	STP	2014	\$457,623	\$52,377	\$0	\$510,000
						Construction	STP	2015	\$1,014,263	\$116,087	\$0	\$1,130,350
<b>\$3,266,269</b>												
14407	Portland	70062	Springwater Trail: Various SE Intersections	Project would provide missing link of the Springwater trail between SE 19th Avenue and SE Umatilla Street in Southeast Portland.		Preliminary engineering	HPP	2012	\$143,568	\$16,432	\$0	\$160,000
						Preliminary engineering	CMAQ	2012	\$89,730	\$10,270	\$0	\$100,000
						Construction	HPP	2015	\$510,432	\$58,421	\$0	\$568,853
<b>\$828,853</b>												

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
14409	Portland	70063	Marine Dr. Path: NE Ave-NE 185th Ave	Three segments of off-street path and one segment of on-street path with signal crossings	<b>1,076,563</b>	Preliminary engineering	CMAQ	2014	\$250,347	\$28,653	\$0	\$279,000
						Construction	CMAQ	2015	\$715,653	\$81,910	\$0	\$797,563
<b>\$1,076,563</b>												
17267	Portland	70004	Twenties Bikeway: NE Lombard - SE Harney Drive	6.9 miles of bicycle boulevard improvements running north-to-south routed along the Northeast and Southeast Twenties blocks as through movements permit.	<b>\$2,337,958</b>	Preliminary engineering	STP	2014	\$259,300	\$29,678	\$0	\$288,978
						Other (explain)	STP	2014	\$8,973	\$1,027	\$0	\$10,000
						Construction	STP	2015	\$1,829,577	\$209,403	\$0	\$2,038,980
<b>\$2,337,958</b>												
17268	Portland	70005	Red Electric Trail: SW 30th - SW Vermont	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	<b>\$2,149,987</b>	Purchase right of way	STP	2014	\$180,360	\$20,643	\$0	\$201,003
						Preliminary engineering	CMAQ	2014	\$389,413	\$44,570	\$0	\$433,983
						Construction	CMAQ	2015	\$1,359,410	\$155,591	\$0	\$1,515,001
<b>\$2,149,987</b>												
18021	Portland	70481	East Portland Active Transportation to Transit	Elevate transit bicycling and walking rates in East Portland by developing a bikeway network that connects to light rail and improving the pedestrian-transit connection with sidewalk infill and street crossing improvements.	<b>\$4,472,306</b>	Purchase right of way	STP	2014	\$50,000	\$5,723	\$0	\$55,723
						Preliminary engineering	State STP (L240)	2014	\$640,000	\$73,251	\$0	\$713,251
						Other (explain)	STP	2015	\$314,055	\$35,945	\$0	\$350,000
						Construction	STP	2015	\$3,008,945	\$344,387	\$0	\$3,353,332
<b>\$4,472,306</b>												
18022	Portland	70482	Foster Road Streetscape: SE 50th - SE 84th	Design and construct priority elements of the Foster Road Transportation and Streetscape Plan (2003) along SE Foster Rd focusing on pedestrian and bicycle crossing safety and access to transit.	<b>\$3,250,000</b>	Preliminary engineering	OTHER	2013	\$0	\$0	\$500,000	\$500,000
						Construction	STP	2015	\$1,250,000	\$143,068	\$1,356,932	\$2,750,000
<b>\$3,250,000</b>												
18023	Portland	70483	Burgard/Lombard @ North Time Oil Road Intersection	Intersection safety features to improve freight mobility safety and industrial land access by adding a turn lane bike lanes and sidewalks and increasing vehicle sight lines.	<b>\$2,633,456</b>	Purchase right of way	STP	2014	\$190,000	\$21,746	\$0	\$211,746
						Preliminary engineering	STP	2014	\$530,000	\$60,661	\$0	\$590,661
						Construction	STP	2015	\$1,643,000	\$188,049	\$0	\$1,831,049
<b>\$2,633,456</b>												
18308	Portland	70646	N/NE Columbia Blvd Traffic/Transit Signal Upgrade	Construct upgrade to traffic signal hardware communications and signal timing	<b>\$557,227</b>	Preliminary engineering	STP	2014	\$150,000	\$17,168	\$0	\$167,168
						Construction	STP	2015	\$350,000	\$40,059	\$0	\$390,059
<b>\$557,227</b>												
18416	Portland	70639	Springwater Trail Gap: SE Umatilla - SE 13th Ave	Construct a trail to close the existing gap in the trail sections	<b>\$1,278,581</b>	Preliminary engineering	CMAQ	2014	\$205,482	\$23,518	\$0	\$229,000
						Other (explain)	CMAQ	2014	\$154,336	\$17,664	\$0	\$172,000
						Purchase right of way	CMAQ	2015	\$8,973	\$1,027	\$0	\$10,000
						Construction	CMAQ	2015	\$778,480	\$89,101	\$0	\$867,581
<b>\$1,278,581</b>												

Table 5.1 Cities, Counties and Other Agency Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	Portland	70675	East Portland Access to Employment and Education Multimodal Project	The project will build and improve sidewalks crossings bus stops bike facilities and other safety facilities in East Portland from I-205 east to 174th Avenue south of I-84 to SE Foster Road.		Preliminary engineering	STP	2016	\$2,000,000	\$228,909	\$0	\$2,228,909
						Purchase right of way	STP	2017	\$500,000	\$57,227	\$0	\$557,227
						Construction	STP	2018	\$5,767,000	\$660,059	\$0	\$6,427,059
					<b>\$9,213,195</b>							<b>\$9,213,195</b>
TBD	Portland	70676	OR 99W: SW 19th Avenue to SW 26th (Portland) Barbur Boulevard Demonstration	This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections along SW Barbur Boulevard.		Preliminary engineering	STP	2016	\$400,000	\$45,782	\$0	\$445,782
						Purchase right of way	STP	2017	\$100,000	\$11,445	\$0	\$111,445
						Construction	STP	2018	\$1,294,000	\$148,104	\$0	\$1,442,104
					<b>\$1,999,331</b>							<b>\$1,999,331</b>
TBD	Portland	70677	Portland Central City Multimodal Safety Project - Phase 2	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.		Preliminary engineering	CMAQ	2016	\$1,500,000	\$171,682	\$0	\$1,671,682
						Purchase right of way	CMAQ	2017	\$100,000	\$11,445	\$0	\$111,445
						Construction	CMAQ	2018	\$3,900,000	\$446,372	\$0	\$4,346,372
					<b>\$6,129,499</b>							<b>\$6,129,499</b>
TBD	Portland	70678	South Rivergate Freight Project	The project will develop a circulation strategy and begin preliminary engineering and construction of freight improvements throughout the South Rivergate district in Portland.		Construction	STP	2017	\$3,222,000	\$368,772	\$0	\$3,590,772
					<b>\$2,590,772</b>							<b>\$3,590,772</b>
TBD	Portland	70679	Southwest in Motion (SWIM)	The project will develop a 5 year active transportation implementation strategy for all of Southwest Portland.		Design option alternatives	STP	2016	\$272,000	\$31,132	\$0	\$303,132
					<b>\$303,132</b>							<b>\$303,132</b>
TBD	Portland	70693	Foster Road: SE Powell Boulevard to SE 90th Avenue: Pedestrian/Bicycle Phase 2	The project will construct pedestrian bicycle and transit access improvements along SE Foster Road from SE Powell Boulevard to SE 90th Avenue.		Construction	STP	2016	\$2,063,400	\$236,165	\$0	\$2,299,565
					<b>\$2,299,565</b>							<b>\$2,299,565</b>
TBD	Portland	70694	N. Going to the Island Freight Project	The project will improve the safety and efficiency of the N Going Street corridor by implementing several intelligent transportation system (ITS) treatments.		Preliminary engineering	STP	2016	\$100,000	\$11,445	\$0	\$111,445
						Construction	STP	2017	\$400,000	\$45,782	\$0	\$445,782
					<b>\$557,227</b>							<b>\$557,227</b>
18318	PSU	70415	PORTAL Archived Data User Services - 2015	Support of archiving and analysis of real time highway traffic data by OTREC at PSU.		Other (explain)	STP	2015	\$125,000	\$14,307	\$0	\$139,307
					<b>\$478,614</b>							<b>\$139,307</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18026	Sherwood	70480	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.		Purchase right of way	CMAQ	2014	\$500,000	\$57,227	\$0	\$557,227
						Preliminary engineering	CMAQ	2014	\$800,000	\$91,564	\$0	\$891,564
						Construction	CMAQ	2015	\$3,392,961	\$388,340	\$0	\$3,781,301
									<b>\$5,230,092</b>			<b>\$5,230,092</b>
17757	Tigard	70594	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit pedestrian amenities street lights		Purchase right of way	STP	2014	\$150,000	\$17,168	\$0	\$167,168
						Preliminary engineering	STP	2014	\$400,000	\$45,782	\$0	\$445,782
						Construction	STP	2015	\$684,424	\$78,335	\$2,237,241	\$3,000,000
									<b>\$3,612,950</b>			<b>\$3,612,950</b>
TBD	Tigard	70690	Fanno Creek Trail: Woodward Park to Bonita Road and 85th Avenue to Tualatin Brdg	This project will construct four sections of the Fanno Creek Trail from Woodward Park to Bonita Road and 85th Avenue to Tualatin River Bridge in Tigard.		Preliminary engineering	CMAQ	2016	\$700,000	\$80,118	\$0	\$780,118
						Construction	CMAQ	2017	\$3,650,000	\$417,759	\$0	\$4,067,759
									<b>\$4,847,877</b>			<b>\$4,847,877</b>
17273	Tualatin Hills PRD	70010	Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.		Preliminary engineering	STP	2011	\$605,678	\$69,323	\$0	\$675,001
						Purchase right of way	STP	2014	\$173,736	\$19,885	\$0	\$193,621
						Construction	STP	2015	\$1,619,924	\$185,408	\$0	\$1,805,332
									<b>\$2,673,954</b>			<b>\$2,673,954</b>
TBD	Tualatin Hills PRD	70689	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.		Preliminary engineering	STP	2016	\$800,000	\$91,564	\$0	\$891,564
												<b>\$891,564</b>
17414	Washington County	70417	SW Oleson Road: Fanno Creek Bridge	Bridge Replacement (BR #671201) and project development for road realignment		Purchase right of way	HBRR -85% ON/OFF	2012	\$89,730	\$10,270	\$0	\$100,000
						Purchase right of way	OTHER	2012	\$0	\$0	\$315,000	\$315,000
						Purchase right of way	STP	2012	\$1,000,000	\$114,454	\$0	\$1,114,454
						Preliminary engineering	HBRR	2012	\$585,040	\$66,960	\$0	\$652,000
						Other (explain)	HBRR -85% ON/OFF	2014	\$4,487	\$514	\$0	\$5,001
						Construction	HBRR -85% ON/OFF	2015	\$2,692,007	\$308,112	\$0	\$3,000,119
						Construction	HPP	2015	\$538,380	\$61,620	\$0	\$600,000
			<b>\$5,786,574</b>				<b>\$5,786,574</b>					
18317	Washington County	70654	Cornell Rd/Cornelius Pass Rd Adaptive System	Design expansion of adaptive traffic signal system; add bicycle detection		Preliminary engineering	OTHER	2014	\$0	\$0	\$111,445	\$111,445
						Construction	OTHER	2015	\$0	\$0	\$334,336	\$334,336
									<b>\$445,781</b>			<b>\$445,781</b>

Table 5.1 Cities, Counties and Other Agency Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	Washington County	70691	Washington County Arterial Pedestrian Crossings	The project will look at specific roadway segments to enhance existing and create new designated arterial crossings along Walker Road Baseline Road Cornell Road 185th and 170th Avenues.		Design option alternatives	STP	2015	\$136,000	\$15,566	\$0	\$151,566
						Preliminary engineering	STP	2016	\$500,000	\$57,227	\$0	\$557,227
					<b>\$708,793</b>							<b>\$708,793</b>
TBD	Washington County	70692	Tonquin Road / Grahams Ferry Road Intersection Project	The project will reconstruct the intersection and approach of Tonquin Road and Grahams Ferry Road in unincorporated Washington County between Tualatin and Wilsonville.		Preliminary engineering	STP	2016	\$1,000,000	\$114,454	\$0	\$1,114,454
						Purchase right of way Construction	STP	2017	\$1,000,000	\$114,454	\$0	\$0
							STP	2018	\$132,000	\$15,108	\$0	\$147,108
					<b>\$1,261,562</b>							<b>\$1,261,562</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18008	Metro	70490	Regional Planning 2015	Metro's work to meet federally mandated Metropolitan Planning Organization activities. Among these requirements are to develop the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP)		Planning	STP	2015	\$1,138,500	\$130,306	\$0	\$1,268,806
					<b>\$1,266,806</b>							<b>\$1,268,806</b>
18014	Metro	70494	Regional Travel Options Program 2015	RTO is the region's tool to manage congestion and reduce air pollution. It implements transportation demand management strategies such as carpool and bicycle parking to help employees choose options other than driving alone.		Other (explain)	STP	2015	\$1,735,120	\$198,592	\$0	\$1,933,712
					<b>\$1,933,712</b>							<b>\$1,933,712</b>
18016	Metro	70495	Corridor & Systems Planning 2015	Planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs functions desired outcomes performance measures and investment strategies.		Planning	STP	2015	\$500,000	\$57,227	\$0	\$557,227
					<b>\$557,227</b>							<b>\$557,227</b>
18017	Metro	70496	Metropolitan Mobility Funding Preparedness	These funds would be used to prepare consensus-based regional strategy and funding applications to more successfully compete against other metropolitan regions for state and federal funding targeted to mobility projects in metropolitan areas.		Other (explain)	STP	2015	\$1,000,000	\$114,454	\$0	\$1,114,454
					<b>\$1,114,454</b>							<b>\$1,114,454</b>
18313	Metro	70650	Regional TSMO Program 2015	Facilitate implementation of Regional TSMO Plan; grant coordination and management; performance data development and tracking.		Other (explain)	STP	2015	\$60,000	\$6,867	\$0	\$66,867
					<b>\$66,867</b>							<b>\$66,867</b>
18832	Metro	70774	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge		Preliminary engineering	State STP (100%)	2015	\$448,650	\$0	\$0	\$448,650
						Purchase right of way Construction	OTHER State STP	2017 2018	\$0 \$1,131,861	\$0 \$0	\$20,000 \$830,973	\$20,000 \$1,962,834
					<b>\$2,431,484</b>							<b>\$2,431,484</b>
TBD	Metro	70669	Regional Planning - 2016	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support		Planning	STP	2016	\$1,173,042	\$134,260	\$0	\$1,307,302
						Planning	STP	2017	\$1,208,234	\$138,288	\$0	\$1,346,522
						Planning	STP	2018	\$1,244,481	\$142,436	\$0	\$1,386,917
					<b>\$4,040,741</b>							<b>\$4,040,741</b>

Table 5.2 Metro Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	Metro	70670	Transit Oriented Development Program - 2017	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.		Other (explain)	STP	2017	\$3,065,816	\$350,896	\$0	\$3,416,712
					<b>\$10,260,397</b>							<b>\$3,416,712</b>
TBD	Metro	70670	Transit Oriented Development Program - 2018	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.		Other (explain)	STP	2018	\$3,075,023	\$351,950	\$0	\$3,426,973
					<b>\$10,260,397</b>							<b>\$3,426,973</b>
TBD	Metro	70671	Transportation System Management & Operations Program - 2016	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regional's system management and operations strategies to enhance multi-modal mobility for people and goods.		Other (explain)	STP	2016	\$1,543,455	\$176,655	\$0	\$1,720,110
						Other (explain)	STP	2017	\$1,543,455	\$176,655	\$0	\$1,720,110
						Other (explain)	STP	2018	\$1,548,090	\$177,186	\$0	\$1,725,276
					<b>\$5,165,496</b>							<b>\$5,165,496</b>
TBD	Metro	70672	Regional Travel Options Program -	The Regional Travel Options (RTO) program implements strategies to help diversify people trip choices reduce pollution and improve mobility.		Other (explain)	STP	2016	\$2,335,247	\$267,279	\$0	\$2,602,526
						Other (explain)	STP	2017	\$2,335,247	\$267,279	\$0	\$2,602,526
						Other (explain)	STP	2018	\$2,342,260	\$268,082	\$0	\$2,610,342
					<b>\$7,815,394</b>							<b>\$7,815,394</b>
TBD	Metro	70673	Corridor & Systems Planning - 2016	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.		Planning	STP	2016	\$510,000	\$58,372	\$0	\$568,372
						Planning	STP	2017	\$510,000	\$58,372	\$0	\$568,372
						Planning	STP	2018	\$525,000	\$60,089	\$0	\$585,089
					<b>\$1,721,833</b>							<b>\$1,721,833</b>
TBD	Metro	70695	Regional Freight Analysis and Project Development	Develop analysis tools and project strategies that support freight movement in the region.		Planning	STP	2016	\$500,000	\$57,227	\$0	\$557,227
					<b>\$557,227</b>							<b>\$557,227</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	SMART	70716	5307 Bus Capital & PM FY 16	Maintenance and Bus Fleet Replacement FY16		Transit	5307	2016	\$440,000	\$110,000	\$0	\$550,000
					<b>\$550,000</b>							<b>\$550,000</b>
TBD	SMART	70717	5307 Bus Capital & PM FY 17	Maintenance and Bus Fleet Replacement FY17		Transit	5307	2017	\$480,000	\$120,000	\$0	\$600,000
					<b>\$600,000</b>							<b>\$600,000</b>
TBD	SMART	70718	5307 Bus Capital & PM FY 18	Maintenance and Bus Fleet Replacement FY18		Transit	5307	2018	\$500,000	\$125,000	\$0	\$625,000
					<b>\$625,000</b>							<b>\$625,000</b>
TBD	SMART	70719	5307 FY16 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements		Transit	5307	2016	\$4,400	\$1,100	\$0	\$5,500
					<b>\$5,500</b>							<b>\$5,500</b>
TBD	SMART	70720	5307 FY17 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements		Transit	5307	2017	\$4,800	\$1,200	\$0	\$6,000
					<b>\$6,000</b>							<b>\$6,000</b>
TBD	SMART	70721	5307 FY18 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements		Transit	5307	2018	\$5,000	\$1,250	\$0	\$6,250
					<b>\$6,250</b>							<b>\$6,250</b>
TBD	SMART	70722	5310 FY14 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY14		Transit	5310	2014	\$30,000	\$3,434	\$0	\$33,434
					<b>\$33,434</b>							<b>\$33,434</b>
TBD	SMART	70723	5310 FY15 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY15		Transit	5310	2015	\$33,000	\$3,777	\$0	\$36,777
					<b>\$36,777</b>							<b>\$36,777</b>
TBD	SMART	70724	5310 FY16 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY16		Transit	5310	2016	\$36,000	\$4,120	\$0	\$40,120
					<b>\$40,120</b>							<b>\$40,120</b>
TBD	SMART	70725	5310 FY17 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY17		Transit	5310	2017	\$39,000	\$4,464	\$0	\$43,464
					<b>\$43,464</b>							<b>\$43,464</b>
TBD	SMART	70726	5310 FY18 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY18		Transit	5310	2018	\$41,000	\$4,693	\$0	\$45,693
					<b>\$45,693</b>							<b>\$45,693</b>

Table 5.3 Public Transit Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	SMART	70727	5339 FY14 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY14)		Transit	5339 FTA Alt Analysis	2014	\$50,000	\$12,500	\$0	\$62,500
<b>\$62,500</b>												
TBD	SMART	70728	5339 FY15 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY15)		Transit	5339 FTA Alt Analysis	2015	\$55,000	\$13,750	\$0	\$68,750
<b>\$68,750</b>												
TBD	SMART	70729	5339 FY16 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY16)		Transit	5339 FTA Alt Analysis	2016	\$60,000	\$15,000	\$0	\$75,000
<b>\$75,000</b>												
TBD	SMART	70730	5339 FY17 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY17)		Transit	5339 FTA Alt Analysis	2017	\$65,000	\$16,250	\$0	\$81,250
<b>\$81,250</b>												
TBD	SMART	70731	5339 FY18 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY18)		Transit	5339 FTA Alt Analysis	2018	\$70,000	\$17,500	\$0	\$87,500
<b>\$87,500</b>												
18028	SMART	70501	SMART Preventive Maintenance FY15	Maintenance and Bus Fleet Replacement FY15		Other (explain)	5307	2015	\$350,000	\$87,500	\$0	\$437,500
<b>\$437,500</b>												
18030	SMART	70503	SMART Bus/Rail Transit Enhancements FY15	1% Of Sec 5307 Appropriations For Transit Amenities Improvements		Other (explain)	5307	2015	\$3,500	\$875	\$0	\$4,375
<b>\$4,375</b>												
18032	SMART	70505	SMART Job Access/Reverse Commute FY15	Program to improve access for low/mod income FY15		Other (explain)	5316	2015	\$8,000	\$8,000	\$0	\$16,000
<b>\$16,000</b>												
18034	SMART	70507	SMART New Freedom Program FY15	Services & Facility Improvements for Elderly & Disabled Customers FY15		Other (explain)	5317	2015	\$8,000	\$8,000	\$0	\$16,000
<b>\$16,000</b>												
19054	SMART	70702	Wilsonville SMART Employer Program - 2015	TDM strategies to manage congestion and reduce air pollution		Other (explain)	STP	2015	\$74,407	\$8,516	\$0	\$82,923
<b>\$82,923</b>												
TBD	TriMet	70732	Bus Purchase (5339 Funds)	Bus Purchase		Transit	5339 FTA Alt Analysis	2016	\$3,168,908	\$792,227	\$25,000,000	\$28,961,135
<b>\$28,961,135</b>												
TBD	TriMet	70733	Bus Purchase (5339 Funds)	Bus Purchase		Transit	5339 FTA Alt Analysis	2017	\$3,263,976	\$815,994	\$25,000,000	\$29,079,970
<b>\$29,079,970</b>												

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	TriMet	70734	Bus Purchase (5339 Funds)	Bus Purchase		Transit	5339 FTA Alt Analysis	2018	\$3,361,895	\$840,474	\$25,000,000	\$29,202,369
					<b>\$29,202,369</b>							<b>\$29,202,369</b>
TBD	TriMet	70735	FY16 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail		Transit	5307	2016	\$37,642,864	\$9,410,716	\$0	\$47,053,580
					<b>\$47,053,580</b>							<b>\$47,053,580</b>
TBD	TriMet	70736	FY17 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail		Transit	5307	2017	\$38,659,221	\$9,664,805	\$0	\$48,324,026
					<b>\$48,324,026</b>							<b>\$48,324,026</b>
TBD	TriMet	70737	FY18 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail		Transit	5307	2018	\$38,987,712	\$9,746,928	\$0	\$48,734,640
					<b>\$48,734,640</b>							<b>\$48,734,640</b>
TBD	TriMet	70738	FY16 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities		Transit	5307	2016	\$376,429	\$94,107	\$0	\$470,536
					<b>\$470,536</b>							<b>\$470,536</b>
TBD	TriMet	70739	FY17 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities	\$483,240	Transit	5307	2017	\$386,592	\$96,648	\$0	\$483,240
					<b>\$483,240</b>							<b>\$483,240</b>
TBD	TriMet	70740	FY18 TM Bus/Rail Transit Enhancements	1% Of Sec 5307 Appropriations For Transit Amenities		Transit	5307	2018	\$389,877	\$97,469	\$0	\$487,346
					<b>\$487,346</b>							<b>\$487,346</b>
TBD	TriMet	70741	FY16 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail		Transit	5337	2016	\$18,180,000	\$4,545,000	\$29,200,000	\$51,925,000
					<b>\$51,925,000</b>							<b>\$51,925,000</b>
TBD	TriMet	70742	FY17 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail		Transit	5337	2017	\$18,394,940	\$4,598,735	\$29,200,000	\$52,193,675
					<b>\$52,193,675</b>							<b>\$52,193,675</b>
TBD	TriMet	70743	FY18 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail		Transit	5337	2018	\$22,669,925	\$5,667,481	\$29,200,000	\$57,537,406
					<b>\$57,537,406</b>							<b>\$57,537,406</b>
TBD	TriMet	70744	2016 State of Good Repair Program	Capital Maintenance For Bus And Rail		Transit	5337	2016	\$330,000	\$82,500	\$0	\$412,500
					<b>\$412,500</b>							<b>\$412,500</b>
TBD	TriMet	70745	2017 State of Good Repair Program	Capital Maintenance For Bus And Rail		Transit	5337	2017	\$340,000	\$85,000	\$0	\$425,000
					<b>\$425,000</b>							<b>\$425,000</b>
TBD	TriMet	70746	2018 State of Good Repair Program	Capital Maintenance For Bus And Rail		Transit	5337	2018	\$350,000	\$87,500	\$0	\$437,500
					<b>\$437,500</b>							<b>\$437,500</b>

Table 5.3 Public Transit Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
TBD	TriMet	70747	2016 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require		Transit	5310	2016	\$1,989,187	\$227,671	\$0	\$2,216,858
<b>\$2,216,858</b>												
TBD	TriMet	70748	2017 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require		Transit	5310	2017	\$2,048,863	\$234,502	\$0	\$2,283,365
<b>\$2,283,365</b>												
TBD	TriMet	70749	2018 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require		Transit	5310	2018	\$2,110,330	\$241,537	\$0	\$2,351,867
<b>\$2,351,837</b>												
TBD	TriMet	70750	Portland to Milwaukie Light Rail	Capital Project		Transit	5309 (50/50)	2016	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>\$200,000,000</b>												
TBD	TriMet	70751	Portland to Milwaukie Light Rail	Capital Project		Transit	5309 (50/50)	2017	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>\$200,000,000</b>												
TBD	TriMet	70752	Portland to Milwaukie Light Rail	Capital Project		Transit	5309 (50/50)	2018	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>\$200,000,000</b>												
18010	TriMet	70492	2015 TriMet Preventative Maintenance (TOD)	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.		Other (explain)	STP	2015	\$2,975,000	\$340,502	\$0	\$3,315,502
<b>\$3,315,502</b>												
18039	TriMet	70525	Bus & Rail Preventive Maintenance (FY15)	Capital Maintenance For Bus And Rail		Other (explain)	5307	2015	\$37,642,864	\$9,410,716	\$0	\$47,053,580
<b>\$47,053,580</b>												
18041	TriMet	70527	Rail Preventive Maintenance (FY15)	Capital Maintenance For Rail		Transit	5309 Fixed Guideway	2015	\$18,500,000	\$4,625,000	\$0	\$23,125,000
						Other (explain)	OTHER	2015	\$0	\$0	\$29,200,000	\$29,200,000
<b>\$52,325,000</b>												
18043	TriMet	70529	2015 Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.		Other (explain)	CMAQ	2015	\$9,300,000	\$1,064,427	\$0	\$10,364,427
<b>\$10,364,427</b>												
18045	TriMet	70511	2015 TriMet Rail Prev Maint (Reg Transit Bond Pmt)	Capital Maintenance for Bus and Rail		Other (explain)	STP	2015	\$5,000,000	\$572,272	\$0	\$5,572,272
<b>\$5,572,272</b>												

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18047	TriMet	70513	2015 Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.		Other (explain)	CMAQ	2015	\$700,000	\$80,118	\$0	\$780,118
<b>\$780,118</b>												
18049	TriMet	70515	2015 Trimet Enhance Mobility Program	Services And Facility Improvements In Excess Of Ada Requirements		Other (explain)	5310	2015	\$1,931,250	\$1,931,250	\$0	\$3,862,500
<b>\$3,862,500</b>												
18051	TriMet	70517	TriMet Bus/Rail Transit Enhancements (FY15)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage		Other (explain)	5307	2015	\$379,369	\$94,842	\$0	\$474,211
<b>\$474,211</b>												
18055	TriMet	70521	Portland to Milwaukie Light Rail (FY15)	Capital Project		Other (explain)	5309 (50/50)	2015	\$100,000,000	\$100,000,000	\$0	\$200,000,000
<b>\$200,000,000</b>												
18166	TriMet	70596	2014 TriMet Preventative Maintenance (Intertwine Trail)	Preventative maintenance		Other (explain)	State STP (L240)	2014	\$265,000	\$30,330	\$0	\$295,330
						Construction	State STP	2015	\$220,135	\$25,195	\$0	\$245,330
<b>\$540,660</b>												
18454	TriMet	70628	2015 State of Good Repair Program	Maintain and refurbish light rail vehicles tracking and stations		Other (explain)	5337	2015	\$320,000	\$80,000	\$0	\$400,000
<b>\$400,000</b>												
18704	TriMet	70637	2015 TriMet Bus and Bus Facilities	Replace rehabilitate purchase buses and related equipment		Other (explain)	5339 FTA Alt Analysis	2015	\$2,900,000	\$725,000	\$0	\$3,625,000
18704	TriMet					Other (explain)	OTHER	2015	\$0	\$0	\$25,000,000	\$25,000,000
<b>\$28,625,000</b>												
18838	TriMet	70779	OR99W: Corridor Safety and Access to Transit	Improve safety active transportation access and transit operations		Preliminary engineering	State STP (100%)	2015	\$620,509	\$0	\$71,020	\$691,529
						Purchase right of way	State STP (100%)	2017	\$132,221	\$0	\$15,133	\$147,354
						Construction	State STP (100%)	2018	\$2,482,036	\$0	\$248,080	\$2,730,116
<b>\$3,568,999</b>												
18839	TriMet	70780	OR8 Corridor Safety and Access to Transit	Improve safety active transportation access and transit operations		Preliminary engineering	State STP (100%)	2015	\$289,648	\$0	\$33,152	\$322,800
						Construction	State STP (100%)	2018	\$1,158,594	\$0	\$132,606	\$1,291,200
<b>\$1,614,000</b>												

Table 5.3 Public Transit Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18840	TriMet	70781	Powell-Division Corridor Safety & Access to Transit	Improve safety active transportation access and transit operations		Preliminary engineering	State STP (100%)	2015	\$502,488	\$0	\$57,512	\$560,000
						Construction	State STP (100%)	2017	\$2,009,952	\$0	\$230,048	\$2,240,000
					<b>\$2,800,000</b>							<b>\$2,800,000</b>
TDB	TriMet	70715	High Capacity Transit Bond 2016	Funding for development and construction of the region's high capacity transit system.		Other (explain)	CMAQ	2016	\$11,000,000	\$1,258,999	\$0	\$12,258,999
						Other (explain)	STP	2016	\$5,000,000	\$572,272	\$0	\$5,572,272
						Other (explain)	CMAQ	2017	\$11,000,000	\$1,258,999	\$0	\$12,258,999
						Other (explain)	STP	2017	\$5,000,000	\$572,272	\$0	\$5,572,272
						Other (explain)	CMAQ	2018	\$11,000,000	\$1,258,999	\$0	\$12,258,999
						Other (explain)	STP	2018	\$5,000,000	\$572,272	\$0	\$5,572,272
					<b>\$53,493,813</b>							<b>\$53,493,813</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
18757	ODOT	70756	OR213 Operational Improvements	Signal upgrades		Preliminary engineering	State STP (100%)	2015	\$945,754	\$0	\$0	\$945,754
						Planning	State STP (100%)	2015	\$2,692	\$0	\$0	\$2,692
						Purchase right of way	State STP (100%)	2016	\$358,920	\$0	\$0	\$358,920
						Other (explain)	State STP (100%)	2016	\$57,427	\$0	\$0	\$57,427
						Construction	State STP (100%)	2017	\$3,728,282	\$0	\$0	\$3,728,282
<b>\$5,093,075</b>											<b>\$5,093,075</b>	
18758	ODOT	70757	OR8 Operational Improvements	Signal upgrades		Preliminary engineering	State STP (100%)	2015	\$148,503	\$0	\$0	\$148,503
						Purchase right of way	State STP (100%)	2016	\$121,136	\$0	\$0	\$121,136
						Construction	State STP	2017	\$595,807	\$0	\$0	\$595,807
<b>\$865,446</b>											<b>\$865,446</b>	
18759	ODOT	70758	OR99E Railroad Tunnel Illumination	Illumination upgrades		Preliminary engineering	State STP (100%)	2016	\$406,477	\$0	\$0	\$406,477
						Construction	State STP (100%)	2018	\$1,334,285	\$0	\$0	\$1,334,285
<b>\$1,740,762</b>											<b>\$1,740,762</b>	
18760	ODOT	70759	I-5: N Denver Ave NB Tunnel Illumination	Illumination upgrades		Preliminary engineering	State STP (100%)	2016	\$69,165	\$0	\$0	\$69,165
						Construction	State STP (100%)	2018	\$226,861	\$0	\$0	\$226,861
<b>\$296,026</b>											<b>\$296,026</b>	
18761	ODOT	70760	OR217: SW Allen Blvd & SW Denny Rd Intrchgs	Illumination upgrades		Preliminary engineering	State STP (100%)	2017	\$43,070	\$0	\$0	\$43,070
						Construction	State STP (100%)	2017	\$140,876	\$0	\$0	\$140,876
<b>\$183,946</b>											<b>\$183,946</b>	
18772	ODOT	70761	OR212: SE Richey Rd - US26	3R Pavement preservation		Preliminary engineering	NHPP (M001)	2015	\$241,374	\$27,626	\$0	\$269,000
						Purchase right of way	NHPP (M001)	2017	\$143,568	\$16,432	\$0	\$160,000
						Construction	NHPP (M001)	2018	\$2,007,260	\$229,740	\$0	\$2,237,000
						Preliminary engineering	HSIP	2015	\$232,205	\$19,590	\$0	\$251,795
<b>\$2,666,000</b>											<b>\$2,917,795</b>	
	ODOT	70762	OR213: NE Couch St - SE Pine Street	Signal and ADA improvements		Purchase right of way	HSIP	2016	\$47,590	\$4,015	\$0	\$51,605
						Other (explain)	HSIP	2016	\$9,222	\$778	\$0	\$10,000
						Preliminary Engineering Construction	HSIP	2017	\$762,960	\$64,366	\$0	\$827,326
<b>\$1,140,726</b>											<b>\$1,140,726</b>	

Table 5.4 Oregon Department of Transportation Programming

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount	
18788	ODOT	70763	OR213: SE Clay St - SE Mill St	Signal and pedestrian improvements		Preliminary engineering	HSIP	2015	\$223,417	\$18,848	\$0	\$242,265	
						Purchase right of way	HSIP	2016	\$40,829	\$3,444	\$0	\$44,273	
						Other (explain)	HSIP	2016	\$13,833	\$1,167	\$0	\$15,000	
						Construction	HSIP	2017	\$725,210	\$61,181	\$0	\$786,391	
18791	ODOT	70764	OR8 at OR219 (Hillsboro)	Systematic safety improvements		Preliminary engineering	HSIP	2015	\$138,330	\$11,670	\$0	\$150,000	
						Construction	HSIP	2016	\$322,770	\$27,230	\$0	\$350,000	
18793	ODOT	70765	OR8 at SE 44th and SE 45th Ave	Pedestrian Safety Enhancements		Preliminary engineering	HSIP	2015	\$108,359	\$9,142	\$0	\$117,501	
						Purchase right of way	HSIP	2016	\$10,605	\$895	\$0	\$11,500	
						Construction	HSIP	2016	\$345,825	\$29,175	\$0	\$375,000	
18794	ODOT	70766	OR8: MP 1.5 - MP 16.67	Systematic safety improvements		Preliminary engineering	HSIP	2015	\$403,463	\$34,038	\$0	\$437,501	
						Construction	HSIP	2017	\$1,325,663	\$111,838	\$0	\$1,437,501	
18804	ODOT	70767	I-205: Johnson Creek - Glenn Jackson Bridge	Pavement preservation/Single lift inlay		Preliminary engineering	NHPP (M001)	2016	\$461,100	\$52,775	\$0	\$513,875	
						Construction	NHPP (M001)	2018	\$9,683,100	\$1,108,274	\$0	\$10,791,374	
18806	ODOT	70768	US26: Cornelius Pass Rd - NW 185th Ave	Design for adding a travel lane in each direction		Preliminary engineering	State STP (100%)	2015	\$1,794,600	\$0	\$205,400	\$2,000,000	
						Other (explain)	State STP (100%)	2017	\$8,000,000	\$0	\$0	\$8,000,000	
18835	ODOT	70776	I-5: NB Lower Boones Ferry Exit Ramp	Widen exit ramp		Construction	State STP (100%)	2017	\$1,129,167	\$0	\$0	\$1,129,167	
												<b>\$1,129,167</b>	<b>\$1,129,167</b>
18836	ODOT	70777	I-5: SB Aux Lane at Lower Boones Ferry Rd	Auxiliary lane between SB exit ramp and SB entrance ramp		Construction	State STP (100%)	2017	\$3,953,303	\$0	\$0	\$3,953,303	
												<b>\$3,953,303</b>	<b>\$3,953,303</b>
18841	ODOT	70782	OR217: Allen-Denney Southbound Split Diamond	Consolidate the SB Allen Blvd on-ramp with the SB Denny off-ramp		Preliminary engineering	State STP (100%)	2015	\$737,781	\$0	\$84,442	\$822,223	
						Construction	State STP (100%)	2017	\$4,592,963	\$0	\$525,685	\$5,118,648	
19070	ODOT	70783	I-205: I-84 - SE Stark/Washington Street	Design for an auxiliary lane project		Preliminary engineering	State STP (100%)	2016	\$681,099	\$0	\$0	\$681,099	
												<b>\$681,099</b>	<b>\$681,099</b>

ODOT Key	Lead Agency	MTIP ID	Project Name	Short Description	Est. Project Cost	Phase	Fund Type	Program Year	Federal Amount	Local Amount	Other Amount	Total Amount
19071	ODOT	70784	I-5 Rose Quarter Development	Develop a project for future construction funding		Preliminary engineering	State STP (100%)	2016	\$1,459,499	\$0	\$0	\$1,459,499
					<b>\$1,459,499</b>							<b>\$1,459,499</b>
19099	ODOT	70785	OR224/OR212 Corridor ITS	Design ITS System		Preliminary engineering	State STP (100%)	2016	\$134,595	\$0	\$0	\$134,595
					<b>\$134,595</b>							<b>\$134,595</b>
19100	ODOT	70786	US26 ATMS/ITS	Design ITS System		Preliminary engineering	State STP (100%)	2016	\$583,245	\$0	\$0	\$583,245
					<b>\$583,245</b>							<b>\$583,245</b>

## **Chapter 6: Staying Current in a Changing Environment**

Because the MTIP represents a snapshot of federal transportation expenditures of forecasted federal transportation revenue for the urbanized area of the Portland region, changing circumstances are usually inevitable. The unpredictable nature of the federal transportation authorization, in which a major revenue source is the federal gas tax or simply a delay to starting project design work, can change the outlook of the expenditure picture. This section describes the management process to define the types of project adjustments that require an amendment to the MTIP and which of these that can be accomplished as administrative actions.

### **MTIP Amendments and Process**

Once the MTIP has been adopted, it serves as a living document. Because events happen and circumstances change, the MTIP must continually be amended to reflect the most current schedule of federal transportation expenditures for the Portland region. Certain amendments are administrative in nature and therefore carried out by Metro staff, but others are substantial enough that policy action must be requested to JPACT and the Metro Council. The following section describes the circumstances which require an amendment to the MTIP and the process for amending the MTIP.

#### ***Objectives of the MTIP Amendment Process***

There are six objectives of the MTIP amendment process. The objectives are:

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the RTP.
2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

#### ***Overarching Amendment Policies***

When requesting an amendment to the MTIP, the proposed amendment must demonstrate the following policy objectives:

1. Consistency with the RTP – Transportation projects included in the MTIP must be identified in or consistent with the financially constrained RTP list of transportation investments. Inclusion or demonstration of consistency with RTP policies addresses issues related whether the investment has been reviewed and agreed upon by the region to make eligible for limited federal transportation funding. For certain types of projects, particularly those which affect the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions must be specifically and explicitly identified in the RTP financially constrained system (i.e. a defined project in the RTP). Projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP.

2. Conformance with the Clean Air Act – Prior to formal inclusion in the RTP financially constrained system and the MTIP, projects will need a finding of conformance with the State Implementation Plan for air quality adopted by the FHWA and FTA.
3. Demonstration of fiscal constraint – The amendment request must demonstrate that funding is expected to be available (committed if for the first year of the TIP) to fund the cost of the entire project or project phase proposed to be added to the TIP.

***Amendment Request Process***

To request an MTIP amendment, the following procedures must be undertaken:

1. All project and program additions or deletions to the MTIP must be at the request of the sponsoring jurisdiction’s governing body or from the fund’s administering agency.
2. Amendment requests must provide all significant information to populate the RTP and MTIP database and subsequent geodatabase and transportation model network for the purposes of conducting appropriate required regional analyses.
3. Most amendment requests are made administratively, but others require adoption by JPACT and Metro Council resolution approving the specific proposed amendment as a priority for use of a particular category of funds. Further detail on which amendment request require formal adoption are in Table 6.1
4. Requested programming changes will be tracked administratively in the MTIP financial plan and database.
5. If an amendment to the RTP is necessary to add a transportation project, it can take place concurrently with the MTIP amendment. The proposed amendment must follow the process for amending the RTP as outlined in the most current plan.
6. Amendment decisions are made based strictly on the amount of federal funding available and represent a priority decision as to the most effective use of the fund resource.
7. To request the addition of a regional STP, CMAQ, or TAP funded project to the MTIP outside of the periodic RFFA process or other prioritization process (e.g. ODOT or transit administered fund process ), a project sponsor shall complete a TIP Modification Request and provide the following information:
  - a. Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;
  - b. Project information needed to demonstrate compliance with the preliminary screening criteria and public involvement requirements of the appropriate prioritization program and to address technical evaluation measures such as land use objectives, safety, cost effectiveness, etc. and any qualitative considerations the project sponsor wishes to have considered in the request.
8. Funding match ratio eligibility will be consistent with federal regulations and policies from the previous project prioritization (e.g. RFFA, ODOT or transit) process.
9. An amendment to add a project to the MTIP can take place concurrently with a MTIP amendment to transfer project funds between MTIP projects.
10. Intra-jurisdictional transfer of STP, CMAQ or TAP funds between jurisdictions requires documented approval of each affected jurisdiction other than under the process to retract project or program funding authority as described below.
11. Requests to amend programming under project selection process described in Section X.X.X will be made on the following basis:
  - Administrative Adjustments (requiring quarterly notification to TPAC):
    - Transfer of funds between different phases of a project or different program years within previously approved funding levels.

- Transfer of funds between projects within previously approved funding levels; must be accompanied by a statement as to the impact on the project relinquishing funds; funding fully transferred from a project to another must include a commitment to fund the project giving up the funds with another source of funds (follow-up documentation will be required).

**Table 6.1 Requested amendments to the MTIP which require Metro and JPACT Resolution**

Proposed Amendment	Description
Addition or deletion of project	Creation or elimination of an MTIP project.
RFFA budget changes	Increased allocation of regional flexible funds in excess of level previously allocated to project(s) of a recipient agency. <i>Address authority to re-allocate with savings from other projects.</i>
Major changes in scope	Adjustments that significantly change the scope of the project location or function. For project location, significant shall be defined as more than 50% of the project improvement (as measured by linear feet of improvement) outside of the original project area scope. For project function, significant shall be defined as the deletion of a modal element of a project described in the original project scope. For change of scope requests that cannot be measured in these manners, the Metro Planning & Development Director may require a resolution for approval of the adjustment if he/she determines, using professional judgment, the proposed change in scope would have significantly altered the technical evaluation of a project or its compliance with funding program policy intent during the project prioritization process.
<p><b>Exceptions:</b> Projects within the following types of project categories or with the following conditions can be administratively amended to the MTIP at the option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.126) or regional emissions analysis (per 40 CFR 93.127) the project is conformed as a part of the RTP conformity in the appropriate analysis years, or the proposed project is determined through consensus of air quality consultation agencies (FHWA, FTA, EPA, ODOT, ODEQ, Metro, and TriMet) (per 40 CFR 93.104 (c)(2)) to not require additional regional air quality analysis. Quarterly notification of these amendments will be provided to TPAC.</p> <ul style="list-style-type: none"> <li>• Bridge repair or replacement projects– total project cost less than \$5 million,</li> <li>• Preservation projects on the Interstate system - up to \$5 million; on the highway system – total project cost less than \$2 million or any “1R” preservation project on existing road surface.</li> <li>• Advance construction or mitigation work to address environmental timing issues (i.e. bird or fish migration) - total cost less than \$500,000 (work must be consistent with NEPA and permitting processes and agency assumes all risk that full project may not be included in the TIP),</li> <li>• Bottleneck reduction, system management, or demand management ODOT Operations projects – total project cost less than \$1 million,</li> <li>• Other ODOT operations projects (programmatic maintenance or updates to signs, illumination, rock falls, etc.) - total project cost less than \$2 million,</li> <li>• Sub-allocations of region-wide programs consistent with their respective strategic plans or program descriptions as approved by JPACT and Metro Council,</li> </ul>	

- Bicycle or pedestrian projects – total project cost less than \$1,000,000,
- Road realignment projects for safety purposes that does not change the number of vehicle lanes or other design elements that would affect vehicle capacity,
- General planning, corridor studies, or project development planning studies - total plan cost less than \$200,000,
- Public transit appropriations in excess of those estimated in original programming,
- Projects/programs allocated funding that were previously identified and approved by JPACT and the Metro Council as regional priorities for state or federal discretionary funding,
- Awarded through the state Public Transit Division Discretionary Grant Program,
- Emergency additions where an imminent public safety hazard is involved, and
- The addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

### ***Project or Program Funding Authority Retraction***

When a transportation investment is no longer a priority the local jurisdiction plans to pursue or circumstances change where the planned transportation expenditure can no longer occur, Metro in consultation with the sponsor agency and partners have the authority to retract transportation funding authority. Common circumstances of retraction of investments are:

- Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. For regional flexible fund projects, these agencies will be notified by Metro of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to the instigation of a Metro resolution at TPAC to retract the funding authority for their project or program.
- Unspent or un-obligated regional flexible fund authority following final voucher closing of a project reverts back for redistribution through the regional project prioritization process.

### **MTIP Appeals Process**

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

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

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

## **Appendices**

*Materials for the Appendices are forthcoming.*