

Overview of the MTIP

Today's presentation:

- Metropolitan Transportation Improvement Program (MTIP)
- Discussion of project outcomes

Role of the MPO

Federal and state law require Metro Council and JPACT to jointly manage:

- **Regional Planning** - development of the Regional Transportation Plan and implementing plans, policies and projects
- **Congestion Management Process** – development of a CMP and coordinating implementation; demonstrate compliance with Clean Air Act, federal laws
- **Climate Smart Strategy** – planning and coordination of implementation of Climate Smart to reduce greenhouse gases, required by state law
- **Funding** – allocation of federal funds and coordination of all urban area transportation funding allocations

Regional Transportation Plan informs outcomes

Current work

Emerging trends in transportation

Population and demographic changes

Regional Mobility Policy update

Corridor Planning

Topic specific plans (Climate Smart, Transit, Freight, TSMO, Safety, Active Transportation, Regional Travel Options, Emerging Technology)

RTP

Future funding decisions

MTIP projects and program

Federal and state transportation legislative priorities

Regional Flexible Funds Allocations (RFFA)

2040 planning grants and other PD&R grants

Regional Investment Strategies

Purpose and Scope of the MTIP

- Purpose of the MTIP
 - Encourages a cooperative process
 - Supports implementation of the RTP
 - Ensures fiscal accountability
- Includes all projects that are:
 - Allocated federal funding
 - Regionally significant

Current MTIP program direction

- Implement 2018 RTP Investment Priorities
 - **Safety**
 - **Equity**
 - **Climate**
 - **Congestion Relief**
- Pursue regional finance approach
- Coordinate to leverage funding and desired outcomes

Transportation Project Funding Process: Agency Coordination

- Federal funding allocation requires ongoing coordination
- Revenues are directed to Agencies who create Funding Allocation Programs
 - State Departments of Transportation
 - Transit agencies
 - Metropolitan Planning Organizations (MPOs)
- Wide range of funding programs based on type of funds that feed into the MTIP

Funding Program Allocation

- Allocating Agencies (Metro, DOT and Transit Agencies) must balance many directives
 - Project must be on the RTP list for federal funding
 - Financial constrained
- Balance a set of outcomes based on multiple agency policies and funding program direction

Relationship of MTIP and STIP

- The STIP is the statewide process administered by ODOT
- MPO leads development of MTIPs
 - MPO Board and Governor must approve MTIPs
- State leads development of rural areas STIP
- MTIPs are incorporated without change into final STIP
- FHWA and FTA approve final STIP

Metro MTIP implementation steps

- Forecast available revenues
- Participate in funding allocation actions
- Program, analyze and provide findings on funding allocation award decisions
- Present draft MTIP for public comment, response, and adoption
- Administer change management with MTIP amendments and adjustments

MTIP Change Management Process

- Formal amendments vs. Administrative adjustments
- Metro staff review of change requests
- Public comment period
- Approval process:
 - TPAC review and recommendation
 - JPACT action
 - Metro Council approval

Metro Council Discussion

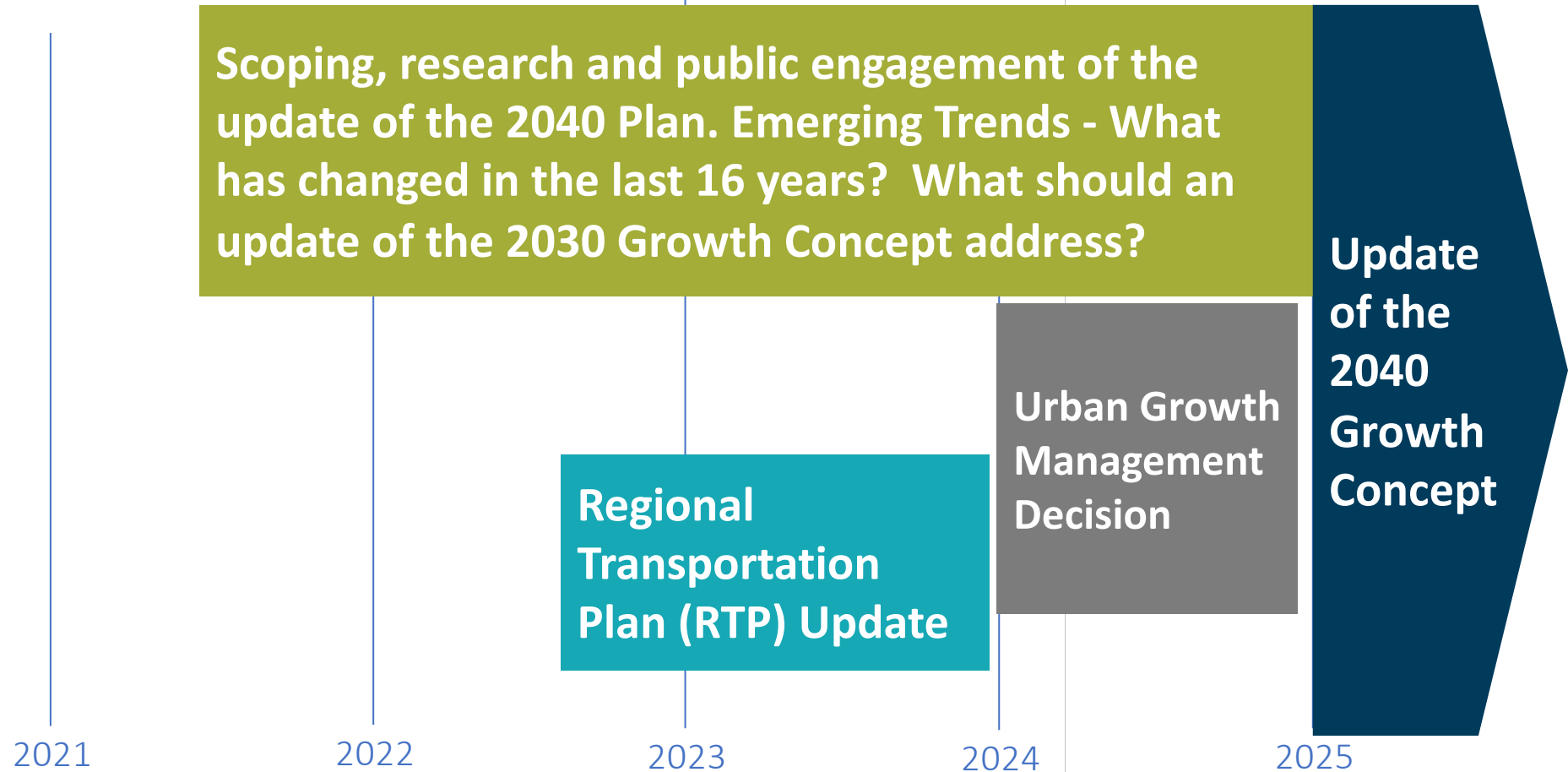
- Any questions about the process or Council role in the MTIP?
- How does Metro Council want to apply the 2018 RTP priority outcomes to a proposed MTIP amendment?
- What outcomes should staff consider as we develop the 2023 RTP and future MTIPs?
- Should there be a threshold for projects for level of analysis?
- How do we create clear communication between Metro Council and JPACT regarding the MTIP and upcoming MTIP amendments?

Questions?

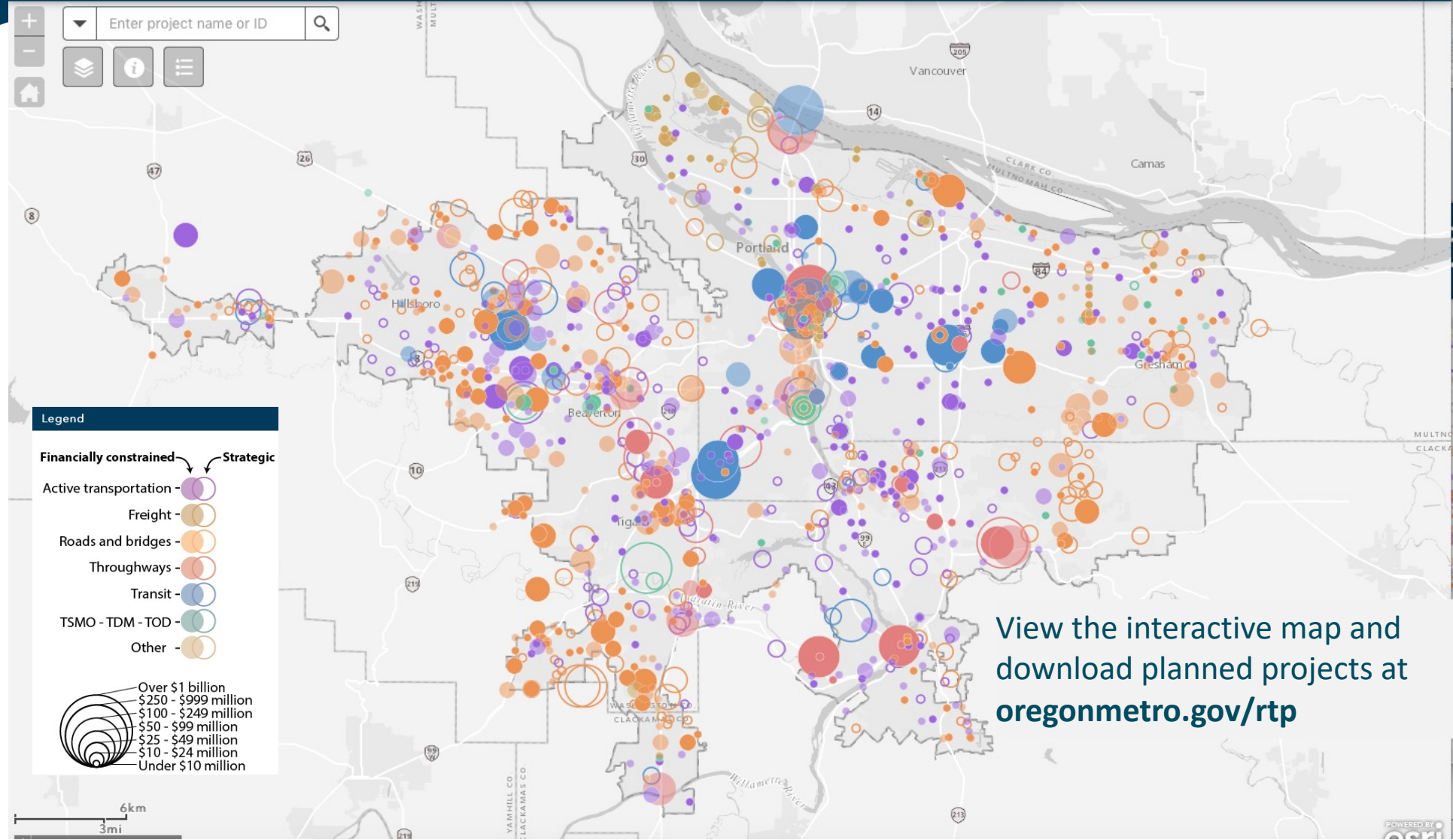
Required elements of the MTIP

- Project schedules with balanced budgets
- Demonstrate investments consistent with the RTP
- Inform on expected progress toward system performance targets
- Compliance with other MTIP-related regulations

Metro: Planning for the Future



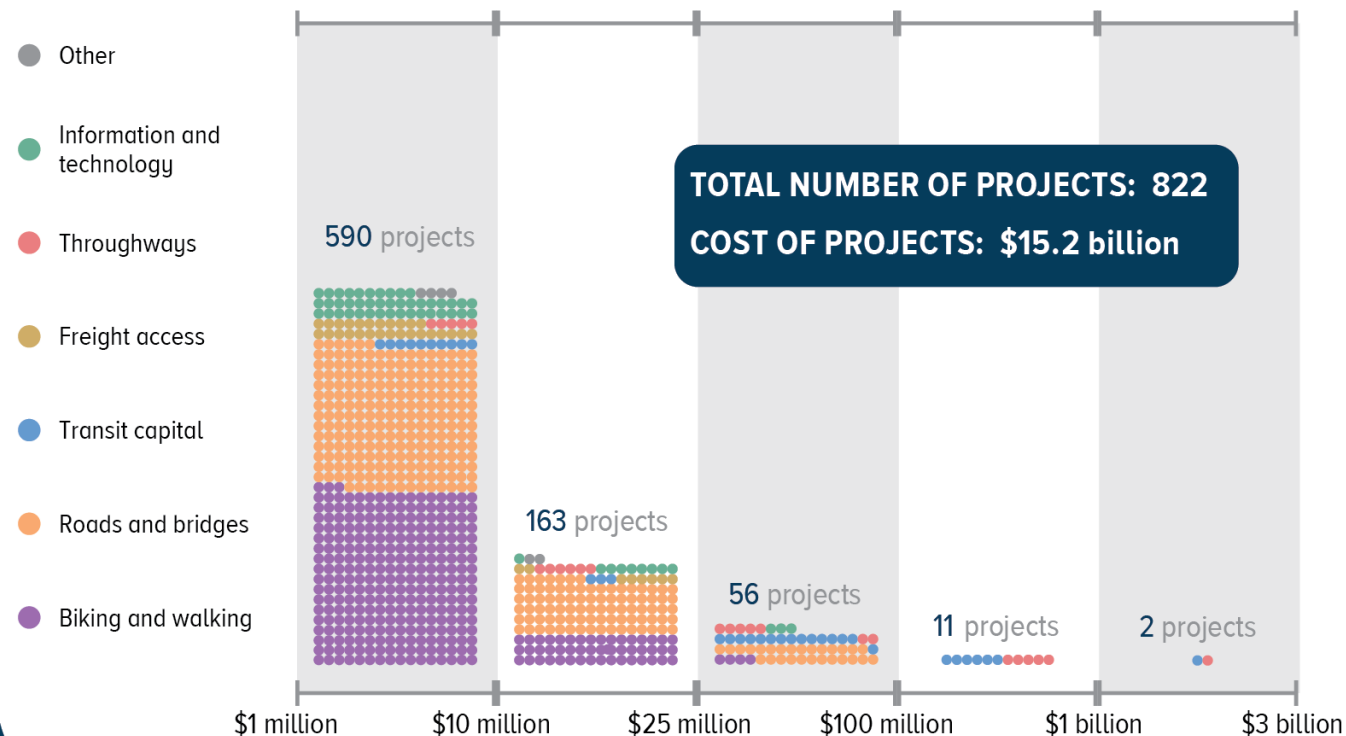
More than \$42 billion planned through 2040



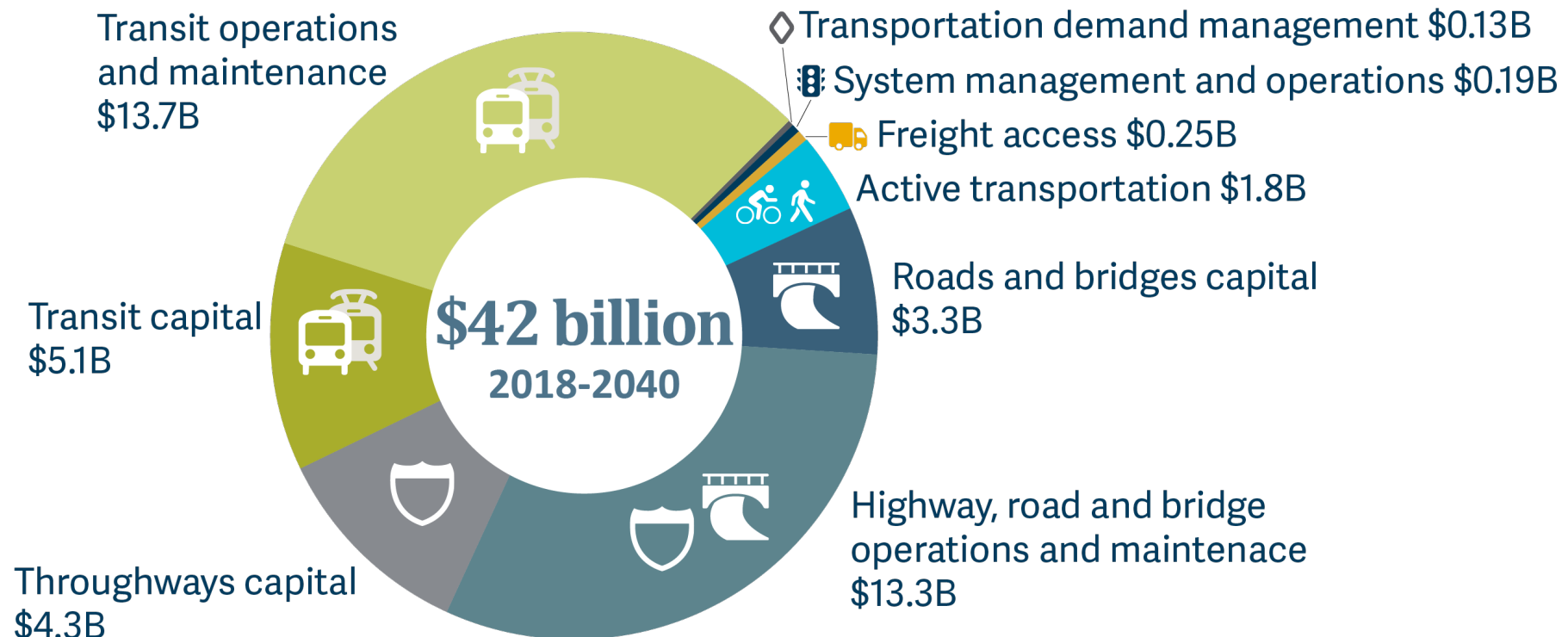
A Plan To Invest in The Future

Financially Constrained projects in the 2018 Regional Transportation Plan range from \$1 million to nearly \$3 billion (2016\$).

Source: 2018 RTP



A Plan To Invest For The Future



Source: 2018 RTP Constrained Project List