

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, September 21, 2017

7:30 AM

Metro Regional Center, Council chamber

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
2. **Citizen Communication on JPACT Items (7:35 AM)**
3. **Update from the Chair & Committee Members (7:40 AM)**
 - *TriMet Powell Garage Grant Application*
4. **Consent Agenda (7:45 AM)**
 - 4.1 Consideration of July 20, 2017 Minutes [17-4893](#)
5. **Information/Discussion Items**
 - 5.1 Regional Transit and Enhanced Transit Corridors (7:50 AM) [COM](#)
[17-0048](#)

Presenter(s): Jamie Snook, Metro
Eric Hesse, TriMet
Art Pearce, City of Portland
6. **Action Items**
 - 6.1 Resolution No. 17-4830, For the Purpose of Amending the [RES 17-4830](#)
2018-21 Metropolitan Transportation Improvement
Program (MTIP) to Add a New HB2017 Awarded Project,
the I-205 Johnson Creek to Glenn Jackson Bridge Corridor
Bottleneck and ATMS Project Plus Amend a Second
Existing Project with HB2017 Conditioned Funding, the
I-205 Stafford Rd to OR99E Affecting ODOT Which
Compromise the August 2017 Formal MTIP Amendment
(AG17-01-AUG) (8:10 AM)

Presenter(s): Ken Lobeck, Metro

- 6.2 2021-2024 State Transportation Improvement Program
(STIP) - Development Overview, Financial Assumptions,
Draft MPO Comment Letter (8:30)

[COM](#)
[17-0050](#)

Presenter(s): Ted Leybold, Metro
Grace Cho, Metro

7. Adjourn (9:00 AM)

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2017/2018 JPACT Work Program

As of 9/19/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>September 21, 2017</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)• Regional Transit Strategy and Enhanced Transit Corridors – Information/Discussion (Jamie Snook, Metro/Eric Hesse, TriMet/Art Pearce, City of Portland; 20 min)• Resolution No. 17-4830, For the Purpose of Amending the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add a New HB2017 Awarded Project, the I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and ATMS Project Plus Amend a Second Existing Project with HB2017 Conditioned Funding, the I-205 Stafford Rd to OR99E Affecting ODOT Which Compromise the August 2017 Formal MTIP Amendment – Action (Ken Lobeck, Metro; 15 min)• 2021-2024 State Transportation Improvement Program (STIP) – Development Overview, Financial Assumptions, Draft MPO Comment Letter – Action (Ted Leybold/Grace Cho, Metro; 20 min) <p><u>September 17 – 20: Rail~Volution Best Practices Trip, Denver, CO</u></p> <p><u>September 28 – 30: League of Oregon Cities Annual Conference, Portland, OR</u></p>	<p><u>October 19, 2017</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)<ul style="list-style-type: none">○ 2018 RTP Call for Projects Update○ ODOT Comment Letter• Regional Travel Options (RTO) Strategy Update – Information/Discussion (Kaempff, Metro; 10 min)• Regional Transportation Technology Strategy (Eliot Rose, Metro; 30 min)• RFFA IGA (Ted Leybold, Metro; 30 min)• Resolution No. 17-4844, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) to Add and Amend Multiple New HB2017 Awarded Projects Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (SP17-02-SEP) (Ken Lobeck, Metro; TBD) – Recommendation to Metro Council
<p><u>November 16, 2017</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)• 2018 RTP: Project Update (Kim Ellis, Metro; 30 min) <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<p><u>December 21, 2017</u></p> <ul style="list-style-type: none">• Chair comments TBD (5+ min)• Regional Transit Strategy (Jamie Snook, Metro; 30 min)

<u>January 18, 2017</u>	<u>February 15, 2017</u>
<u>March 15, 2017</u>	<u>April 19, 2017</u>

RTP Regional Leadership Forums:

- **April 2016:** RTP Regional Leadership Forum #1 (Exploring Big Ideas for Our Transportation Future)
- **September 2016:** RTP Regional Leadership Forum #2 (Building the Future We Want)
- **December 2016:** RTP Regional Leadership Forum #3 (Connecting Our Priorities to Our Vision)
- **February 2018:** RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Washington County Transportation Futures Study (TBD)
- Transportation Resiliency



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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 20, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Craig Dirksen (*Chair*)
Tim Knapp
Neil McFarlane
Roy Rogers
Paul Savas
Bob Stacey
Jeanne Stewart
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Metro Council
City of Wilsonville, Cities of Clackamas County
TriMet
Washington County
Clackamas County
Metro Council
Clark County
Oregon Department of Transportation (ODOT)

ALTERNATES PRESENT

Lori Stegmann
Kathryn Williams

AFFILIATION

Multnomah County
Port of Portland

OTHERS PRESENT: Mark Gamba, Bob Terry, John Ley, Jaimie Lorenzini, Nicole Hendrik, Arlene Kimura, Bob Kellet, John Boylston, Jeff Dalin, Michael Williams, Chris D

STAFF: Nellie Papsdorf, Miranda Mishan, Roger Gonzalez, Frankie Lewington, Ernest Hayes, Beth Cohen, Grace Cho, Ken Lobeck, Jamie Snook, Kim Ellis, Dan Kaempff, Lisa Hunrichs, Lake McTighe, Tom Kloster, Elissa Gertler, Alison Kean

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:34 a.m. All attendees around the table proceeded to introduce themselves.

2. CITIZEN COMMUNICATION ON JPACT ITEMS

Mr. John Ley: Mr. Ley testified on behalf of citizens in Southwest Washington County. He discussed his concerns regarding the passage of the transportation package, especially with regard to tolling. Mr. Ley explained that he felt that there was lack of opportunity for citizen's voices to be heard, and he hoped that next session there would be more opportunity for input.

Ms. Arlene Kimura, East Portland Action Plan: Ms. Kimura requested a letter from JPACT to the Oregon Transportation Commission asking for money to be set aside for Powell Boulevard corridor improvements between I-205 and Gresham.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT members, and staff provided updates on the following items:

- Chair Dirksen discussed the expansion of the freight system which would cover Highway 217, and US-26. He noted that the 34.7 miles allocated to the region was part of a statewide total by ODOT and while ODOT had to consider a number of issues, JPACT felt it was arbitrary and did not reflect the needs of the region. Chair Dirksen announced that JPACT was requesting 7.3 more miles of freight network miles from the OTC. He referred JPACT members to the letter to the chair of the OTC in their packets.
- Chair Dirksen recounted lessons learned from the recent best practices trip to Los Angeles. He requested that others who participated share their experiences.
- Commissioner Lori Stegmann highlighted the importance of finding an individual champion to move projects forward. She discussed the L.A. Mayor's efforts in raising money for a previous bond measure and suggested that the region might benefit from someone in a similar role.
- Councilor Shirley Craddick noted that she was impressed by the influence of the non-profit Move L.A. on decisions made in the local and state government decision making processes.
- Commissioner Paul Savas spoke to the significant size difference between L.A. and the Metro region. He recounted a notable effort in L.A. toward sustainability, and explained that they had completely converted their bus fleet away from diesel. Commissioner Savas added that in both L.A. and the Metro region, gentrification was an issue worth paying attention to.
- Councilor Bob Stacey emphasized the importance of trying and failing, and then trying again when it comes to working to pass legislation. He also highlighted the importance of thinking long term.
- Councilor Dirksen discussed the upcoming best practices trip in Denver this fall.
- Mayor Tim Knapp added that scale is important to remember when discussing investments.

4. ACTION ITEMS

4.1 CMAQ Comment Letter to the OTC

Chair Dirksen explained that this item had been moved up because Metro staff was going to Salem for the OTC meeting later in the morning. He emphasized that the region had been a part of an eight month long discussion on the reallocation of the CMAQ funding since two more regions in Oregon were eligible to receive CMAQ funding. Chair Dirksen announced that a proposal had been developed to use a formula for allocating CMAQ funding to the eligible MPO regions. He explained that this formula took into consideration four main elements including population, level of effort and commitment to addressing air pollution through transportation sources, level of risk of violating air pollution standards, and lastly the federal air quality status as of fiscal year 2019.

Chair Dirksen shared that based on this proposal, the Metro region is anticipated to get about 73% of the CMAQ funding available, an estimated \$12.5 million per year, meaning

approximately a \$1.6 million loss each RFFA cycle. He explained that the draft letter coming from JPACT to the OTC supports the new allocation formula but asks for recognition of industrial growth allowance and off the top allocation for the state greenhouse gas mandate in the CMAQ funding allocations. Chair Dirksen added that the CMAQ PAC group also supported providing some “bridge” funding for the Rogue Valley, who will see a significant reduction in their overall funds due to the new formula. He emphasized that the letter would show support for the bridge funding but that it should be for 3-4 years and no longer, and that it should ideally be made up of equal contributions from all of the other regions, including Metro.

Member discussion included:

MOTION: Councilor Stacey moved to approve the letter with one friendly amendment, inspired by a letter to the OTC from TriMet. He explained that they added that each region would contribute \$75,000 to the bridge funding, and he wanted to add a similar statement in the second to last paragraph of the letter from JPACT to the OTC. Commissioner Roy Rogers seconded the motion.

Discussion:

Mr. Neil McFarlane thanked Councilor Stacey for the amendment, and noted that he felt there was a significant need for consistency in requests of the OTC.

Commissioner Savas raised concerns about air quality, and expressed concerns about the focus on funding as opposed to results oriented efforts and improvements.

ACTION: Mr. Rhian Windsheimer abstained. With all in favor, the motion passed.

Mr. Windsheimer added that because JPACT has adopted more rules around amending projects, that there is a need to be more mindful of cancelling meetings. He proposed voting over email so that there are no delays in projects. Mr. Windsheimer requested that staff consider this option.

Councilor Jeanne Stewart conveyed concern, explaining that she did not receive the letters before the meeting.

5. CONSENT AGENDA

5.1 Consideration of June 15, 2017 Minutes

5.2 Resolution No. 17-4819

5.3 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the Air Quality Determination – RECOMMENDATION TO METRO COUNCIL

MOTION: Mayor Denny Doyle moved, and Mr. Neil McFarlane seconded to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 State Transportation Package Debrief

Chair Dirksen thanked JPACT member and regional lobby staff for their persistent and effective engagement throughout the session. He noted that the final transportation package is an important step in helping advance the goals of JPACT.

Chair Dirksen introduced Randy Tucker from Metro, Kathryn Williams from the Port of Portland and Jim McCauley from Washington County.

Key elements of the presentation included:

Mr. Tucker discussed the allocation of about 98 million dollars for Hwy 217 improvements, and that there was a provision included for value pricing on I-5 and I-205. He added that there was going to be a lot of work done over the years investing in multi-modal solutions. S

Ms. Williams explained that there were some questions that need to be answered about the funding source for Connect Oregon. She noted that there was \$74 million earmarked for projects. Mr. Tucker spoke to Connect Oregon, and conveyed that 7% of their funding was dedicated to bike and pedestrian projects.

Mr. Tucker continued discussion of transit, and explained that there was a 1/10th percent of tax on employees, and the money will be dedicated to operations around the state. He noted that they weren't sure how much would be brought to the region, but that it would be significant and likely in the \$40 million range. Mr. Tucker discussed the allocations of these funds and recounted TriMet's plan to spend some of it on a low-income fare program. He added that the conversation about the region raising additional revenue was removed from the bill.

Ms. Williams explained that a lot of elements of the bill concerned governance, and one key change was that the OTC would appoint a chair with consultation with the governor. She emphasized the importance of the recent decision to make the Joint Committee on Transportation a permanent fixture of the legislature. Ms. Williams discussed the makeup of the committee and the role they play along with their influence.

Mr. McCauley highlighted the unprecedented level of teamwork that went into the passage of the transportation package. He added that the level of transparency during the process was also significant.

Member discussion included:

- Mr. Rhian Windsheimer recounted other elements of the package, including a \$10 million/year allocation to ODOT for safety, investments in electric vehicles, and the two cent gas tax increase. He noted the new measure on tolling and explained that there will be conversation around the allocation of tolling funds but it will have to move quickly.
- Mayor Knapp shared his disappointment in the lack of prioritization of the I-205 project. He acknowledged the effort of all the mayors who lobbied for the project. Mr.

Windsheimer added that the I-205 project had a reporting deadline and there was funding set aside for it, including parts of the MTIP funding.

- Commissioner Jack Burkman expressed his concern about the lack of detail on the issue of tolling, and emphasized the need to develop the details.
- Mayor Denny Doyle mentioned the subsidies for low income transit riders and noted that those who worked on the effort ought to be proud.
- Commissioner Savas spoke to the issue of tolling, and suggested that it was of immediate concern to understand how and where tolling revenue would be allocated. He added that if this wasn't settled the region might lose an opportunity with voters.
- Councilor Craddick asked the presenters what they thought would be referred to voters. Mr. Tucker explained that signatures could not be gathered until the bill became an act and the deadline for putting it on a ballot was 30 days. Ms. Williams added that the goal was to keep the gas tax off of the ballot.
- Commissioner Dan Saltzman emphasized the significance of the \$110 million for outer Powell for operational improvements and thanked those who worked on the passage of the package.
- Commissioner Roy Rogers expressed a need for leadership and coordination on the issues of transparency and accountability, and requested a standardized process for reporting on projects. He noted his disappointment regarding the failure of the local option piece of the package, and suggested that JPACT consider about how this failure will be addressed. Chair Dirksen added that there will be a need for Metro and the region to provide funding for projects that were left out of the package.
- Councilor Stacey discussed value pricing, and noted that the Oregon Transportation Commission should be prepared to engage with local governments in the region as well as the public regarding the tolling process. He added that there needed to be a value proposition people could understand.
- Chair Dirksen highlighted an effort on the state level to find funding sources for transportation projects through a road usage charge. He explained that this would require charging vehicles for their use of roads. Chair Dirksen suggested that a road usage charge might be something that would come forward.
-

ADJOURN

Chair Dirksen recommended moving the remaining agenda items to the next scheduled meeting. He adjourned the meeting at 8:50 a.m.

Respectfully Submitted,



Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 20, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.2	Memo	7/13/17	Key Lessons: LA Transportation Best Practices Trip 2017	072017j-01
5.1	PowerPoint	7/20/17	2018 RTP Regional Freight Strategy Presentation	072017j-02
6.1	Handout	7/20/17	CMAQ Letter to the OTC	072017j-03
N/A	Handout	07/2017	Metro's July Hotsheet	072017j-04

Memo

Date: Tuesday, September 12, 2017
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Jamie Snook, Metro Principal Planner
Eric Hesse, TriMet Strategic Planner
Subject: Regional Transit Strategy and Enhanced Transit Corridors

Purpose

The purpose of this memorandum is to provide an update to the Joint Policy Advisory Committee on Transportation (JPACT) on the development of the Enhanced Transit Concept (ETC), as it fits within the Regional Transit Strategy (RTS) currently under development. As the transit modal component of the 2018 Regional Transportation Plan (RTP) update, the RTS is a collaborative effort to create a single coordinated transit vision and implementation strategy.

The objectives of the RTS are to:

- Implement the 2040 Growth Concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Action Requested

There is no formal action requested. Staff is seeking feedback regarding the following issues:

- Updating the policy framework to include the Enhanced Transit Concept as a way of grouping a suite of potential transit improvements underneath an overall policy framework quickly and in a context sensitive manner.

Background

One addition to our transit vision is the Enhanced Transit Concept (ETC), which has been developed to quickly advance an array of improvements to transit corridors to provide the greatest benefit in response to congestion impacts. This work will build off of TriMet's Service Enhancement Plan, focusing on our frequent service bus and streetcar network to improve transit operations. As the region grows, these transit corridors often bear the brunt of congestion. This has significant negative impacts on transit's speed and reliability, making it a less attractive alternative than is needed to meet regional targets. ETC provides a framework for quickly implementing transit improvements that increase speed, capacity and reliability in the most congested and heavily used transit corridors, now and in the future. These improvements can include technological improvements, such as next-generation Transit Signal Priority, efficient fare payment systems, and infrastructural improvements, such as queue jumps and transit-only rights of way. These types of improvements tend to be relatively low cost, context sensitive, and quickly deployed when compared to HCT projects, which can take decades to

"The greatest barriers to the use of public transportation are time and reliability. If people can't count on transit to get them there at a specific time, they're not going to use it."

*Adria Decker Dismuke,
Milwaukie resident*

implement given their scale. The improvements envisioned in this concept are not new to the region and generally fit within our existing policy framework, but will require some policy updates even as they create new partnership opportunities.

While there are numerous possible packages of improvements that could be implemented, for regional policy purposes it is being proposed that Enhanced Transit be grouped into two major categories (Levels 1 & 2), based on the type, intensity, and extent of the investments deployed and requested by the partner jurisdiction(s). The key distinctions between the two categories are the intensity of improvements and potential funding mechanisms, which then necessitate different implementation processes.

Enhanced Transit Level 1 consists of smaller scale improvements, most likely ranging from \$10-\$50 million. These are lower intensity investments that could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor. Typical ETC Level 1 improvements could include:

- More frequent service to shorten out of vehicle travel times
- Wider stop spacing to shorten in vehicle travel times
- Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting
- Next-generation transit signal priority
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible/needed

ETC Level 2 consists of medium to larger scale Enhanced Transit improvements, potentially to include FTA as a funding partner and range from \$50-\$300 million (based upon maximum funding levels for FTA Small Starts Capital Investment Grants). These are higher intensity levels of investments in infrastructure treatments needed to meet corridor-wide transit goals. Projects seeking regional endorsement for federal funding priority would need to meet the System Expansion Policy criteria and FTA Capital Investment Grant Small Starts requirements. Typical Level 2 strategies are inclusive of the Level 1 improvements, but also may include:

- Longer articulated buses (and in some cases streetcar) to respond to the demand for additional capacity
- Level or near-level boarding platforms
- Exclusive transit lanes where feasible/needed.

ETC Next Steps

The next steps for further refining the Enhanced Transit concept and incorporating it into the RTS include:

- Learn from the City of Portland's ETC planning process as they finalize their plan, in coordination with TriMet and ODOT and share findings with regional partners to help prioritize candidate projects for further refinement (*See attachment 1 and 2 for more detail about the City of Portland's Enhanced Transit Corridors Plan and Toolbox*)
- Partners identify problems and opportunities for supporting ETC across the region. (See Attachment 3 for TriMet's initial review of transit service challenges)
- Take "closer looks" to better understand the operational needs and identify feasible improvements, scope and cost estimates for priority candidate projects
- Define policy and process for advancing refined projects:
 - Link between capital and service investments
 - Identify Regional vs. Local projects (Federal funds/System Expansion Policy)

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and manage congestion. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth and many low income individuals, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit should increase access, provide more transportation options for residents and workers, and improve air quality, while managing peak congestion.

Significant and coordinated investment is needed to continue to provide service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. The recent state transportation package now provides an opportunity to implement much of the vision the region adopts through this process, informed by the other requirements of the law.

Regional Transit Vision

Building upon our existing transit investments and plans, the Regional Transit Strategy vision is to make transit more frequent, convenient, accessible and affordable for everyone. The transit strategy will coordinate the operational, capital and transit supportive elements to make transit work more efficiently and effectively for everyone. The Regional Transit Vision is in response to the community needs as a whole, and is as much about improving operations and ensuring a state of good repair as it is building new connections and supporting our 2040 Growth Concept and our Climate Smart Strategy.

The Regional Transit Vision is comprised of three components:

1. **Transit service improvements**: local and regional transit service improvements designed to meet current and projected demand in line with local and regional visions.
2. **Capital investments**: new Enhanced Transit strategies, such as signal priority, queue jumps, or high capacity transit, options such as bus rapid transit or light rail.
3. **Transit supportive elements**: policies such as parking management, programs such as Travel Demand Management and physical improvements, such as sidewalks/crossings located in complementary land uses that support transit usage.

Regional Transit Vision – Transit service improvements

As part of the 2018 RTP update, regional and local transit providers, in coordination with jurisdictional partners, are identifying service improvements to be included in the System Evaluation this fall. These are based on the planned local and regional transit service improvements developed by transit providers throughout the region, including TriMet's Service Enhancement Plans, SMART's Master Plan, and future Portland Streetcar expansion. These service improvements reflect the varying needs for different types of transit service throughout the region based on demand, operational challenges and geography, and aligns them with existing and proposed local and regional land use and transportation visions.

Regional Transit Vision – Capital investments

The capital investment component of the Regional Transit Vision is divided into two categories: High Capacity Transit (HCT) and the Enhanced Transit Concept (ETC).

High Capacity Transit (HCT)

In 2009, the region concluded a process to create the first High Capacity Transit system plan since the 1980s. This plan defined a tiered list of HCT corridors for prioritization, which was adopted into

the RTP in 2010. Since the HCT plan adoption, the region has moved forward with the top two priorities: Southwest Corridor and Powell-Division Corridor.

Enhanced Transit Concept

This was described above.

Transit vision – transit supportive elements

The Regional Transit Vision also includes policy advancing and defining transit supportive elements, and how they connect to existing and future transit service. These are programs, policies, and other strategies, including infrastructure improvements, that bolster demand for and improve access to transit in the region. This includes Travel Demand Management (TDM) strategies such as individualized and employer-based travel training, mixed use and higher intensity development with managed parking, improved pedestrian and bicycle safety and connections, integrated trip planning and payment systems, and technological improvements such as transit signal priority.

Advancing these and other transit-supportive strategies reinforces and increases the benefits of investment in transit. Investments by jurisdictions in operational improvements and other transit supportive elements should be recognized in transit providers' prioritization of service improvements identified in the transit vision.

Regional Transit Strategy Next Steps

We are continuing to work with regional partners through the RTP Transit Work Group to help define the Regional Transit Vision in more detail as well as develop a clear and transparent Regional Transit Strategy. A summary of next steps includes:

- Continuing to build a compelling transit vision, based upon RTP service improvements
- Integrating ETC into our Regional Transit Vision and policy framework, along with an investment strategy and priorities
- Continuing to work on updating how regional transit investments seeking federal priority are identified and prioritized through the System Expansion Policy update
- Incorporating these and other elements of the Regional Transit Vision and new or updated transit-related policies into the RTP as our shared Regional Transit Strategy.

ETC Enhanced Transit Corridors Plan

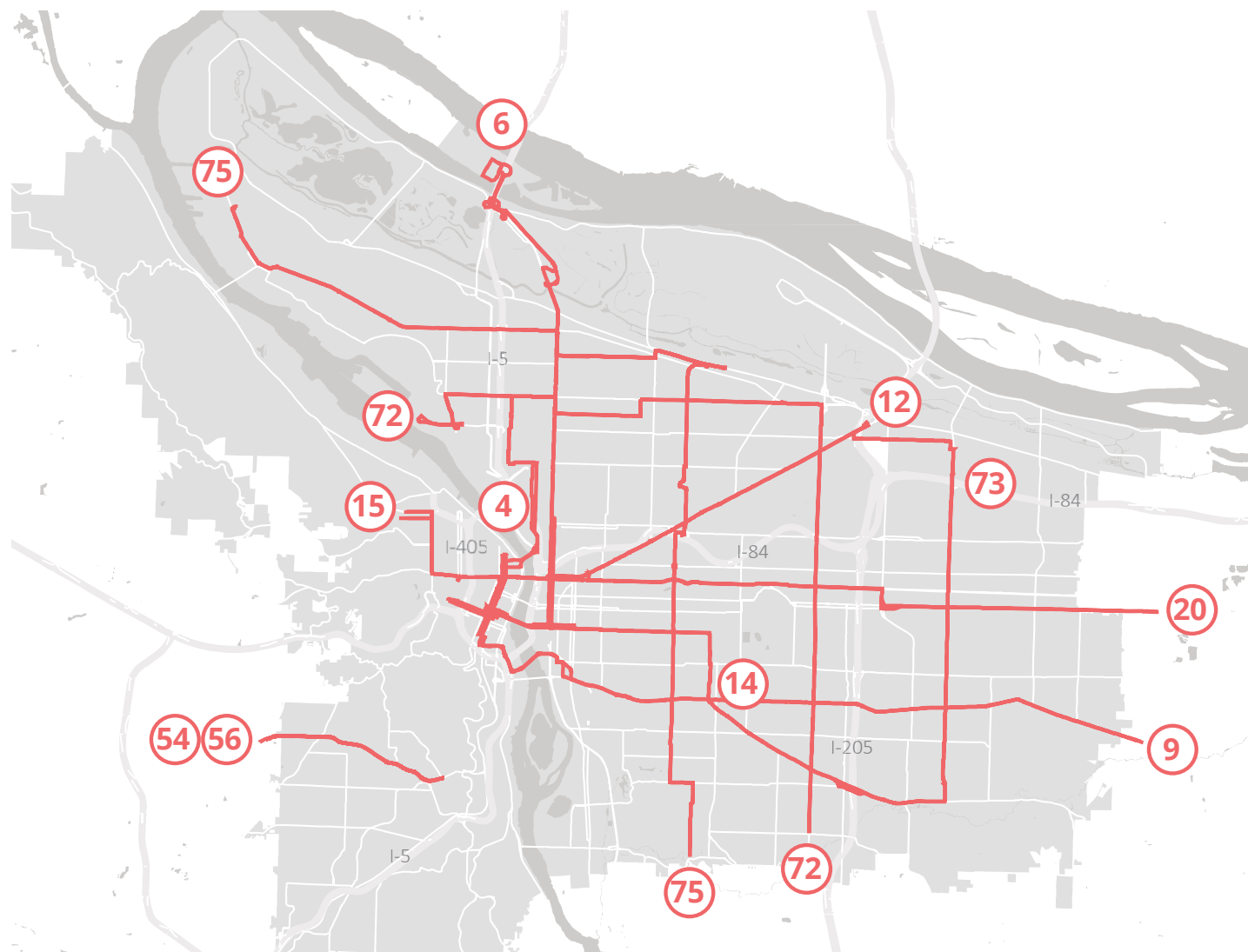
Project Description

The Portland Bureau of Transportation (PBOT) is leading a planning process in coordination with TriMet to develop the Enhanced Transit Corridors Plan. This plan will help identify where transit priority, streamlining, and access treatments could be most beneficial on the planned TriMet Frequent Service network within the City of Portland. Such improvements can help make transit a more attractive and reliable option for people to get to work, school, and to meet their daily needs, especially for people who depend upon transit.

Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Flexible and context sensitive
- Moderate level of capital and operational investment
- Can be deployed relatively quickly

Map of Recommended Candidate Corridors



Source: PBOT Staff recommendation on eleven candidate corridors for Enhanced Transit and selection process (January 18, 2017)

Project Goals and Activities

- Support planned growth in centers and along corridors consistent with the City's Comprehensive Plan update
- Define and identify "Enhanced Transit Corridors" in Portland
- Guide the prioritization of capital and operational investments in Enhanced Transit Corridors
- Establish clear and objective operational performance measures and thresholds to define what success looks like for the most heavily used Frequent Service lines

Initial Evaluation Criteria and Measures

Transit Performance Measures

Average Existing Weekday Transit Trips



This measure is calculated using the Federal Transit Administration (FTA) Warrants ridership methodology.

Reliability



Describes travel speed variability over the course of the day and helps identify the influence of traffic congestion on transit during peak periods. Reliability is defined as the percent difference between the 90th and 10th percentile operating speeds.

Transit Speed



This indicator identifies the overall operating speed and reveals a number of operating deficiencies across all time periods. Transit speed is defined as the 50th percentile average operating speed (exclusive of dwell time) proportional to the posted speed limit along each segment.

Dwell Time



This indicator describes open door time spent at bus stops, and helps to identify the influence of bus stop delay. Dwell time is defined as the 50th percentile dwell time proportional to the 50th percentile overall running time.

Future Growth (2010 – 2035)



Based on the Portland Comprehensive Plan 2035 Growth Scenario, this measure shows aggregated household and job growth between 2010 and 2035 within a quarter mile of a transit line.

Equity



Equity measures the percentage of households in each corridor with people of color, low income (households below 200% of the federal poverty level), and limited English proficiency (LEP) households; the score is a composite index of scores for these three demographic factors.

Website and Contact Info

Visit our website:
www.portlandoregon.gov/transportation/ETCplan

Contact Info:

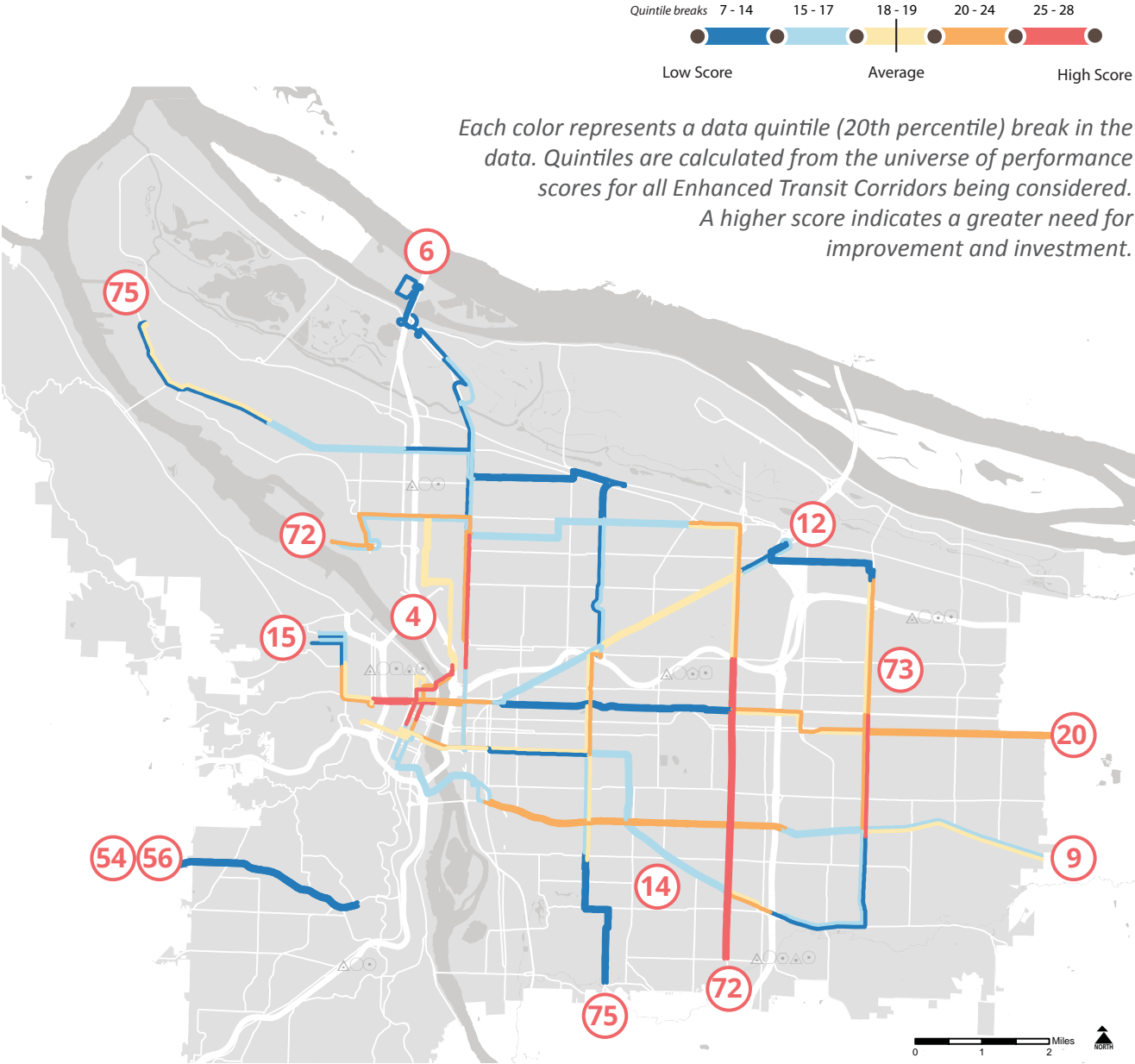
April Bertelsen, Project Manager
 Email: etcplan@portlandoregon.gov
 Phone: 503.823.6177

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>



Total Scores by Corridor Segment

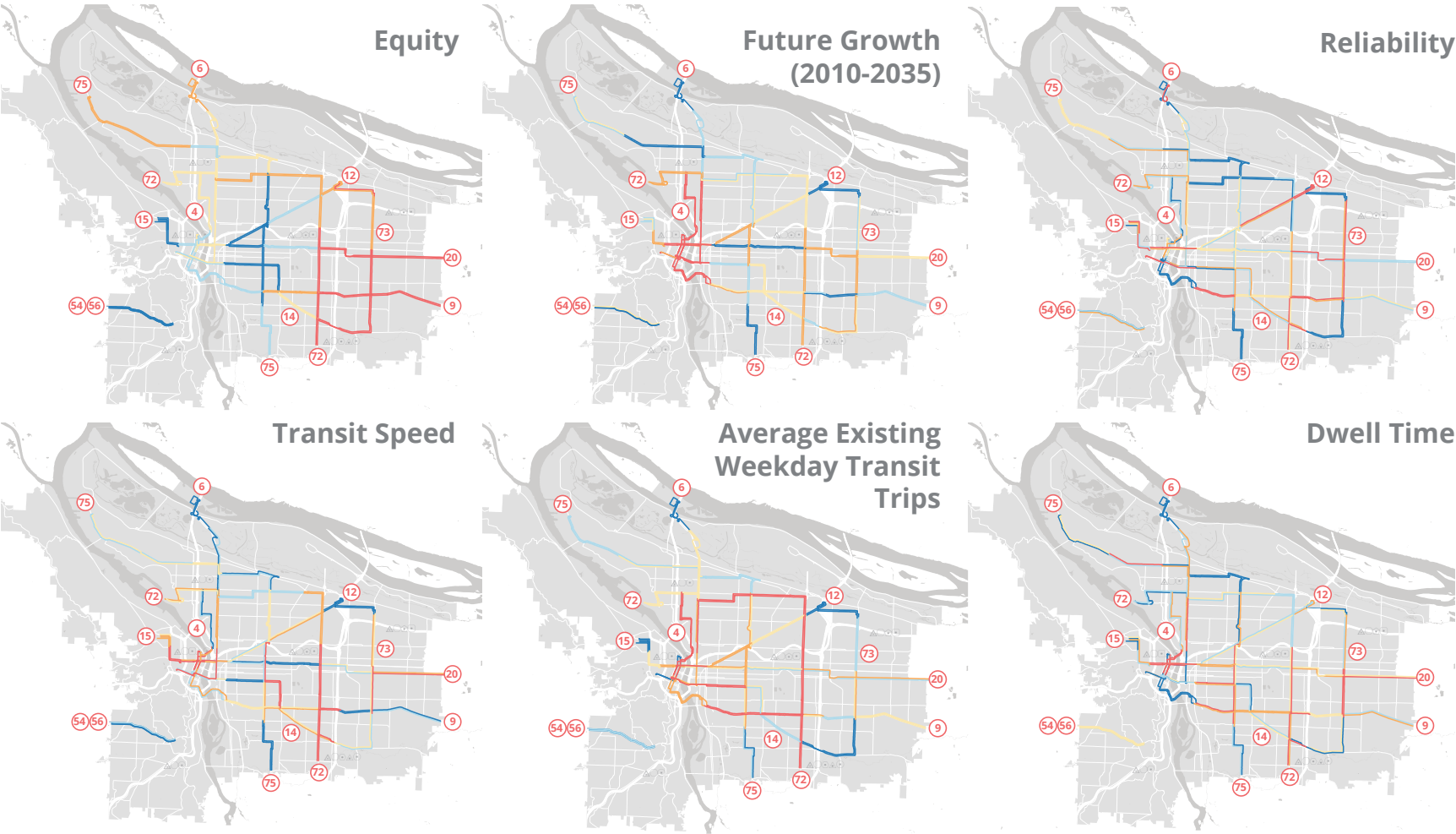
Methodology Total Scores Map



ETC Plan Next Steps

- Select up to three corridors for development of Conceptual Investment Plans
- Identify recommended revisions to existing projects or new projects for Metro’s Regional Transportation Plan (RTP)
- Re~~fine~~ne the methodology to identify, monitor, and prioritize transit lines for Enhanced Transit

Evaluation Results by Individual Criteria



* See reverse side for description of criteria

Top Corridor Segments					
Line	Corridor	Segment	Line	Corridor	Segment
1 72	82nd Ave	SE Flavel to SE Powell	6 9	Powell	SE 82nd to Powell Garage Dr.
2 72	82nd Ave	SE Powell to MAX	8 9	Powell	SE 12th to SE Cesar Chavez
3 73	122nd Ave	E Burnside to SE Powell	8 20	Burnside	NE 12th to NW 15th
4 20	Burnside	NW 5th to NW 19th	10 9	Powell	SE Cesar Chavez to SE 82nd
5 6	MLK	NE Holladay to NE Alberta	10 12	Sandy	NE Couch & 12th to SW 5th & Morrison
6 4	Steel Bridge	Rose Qtr Transit Ctr to SW 5th & Salmon			



Enhanced Transit Corridors Plan

Toolbox Applicability Matrix

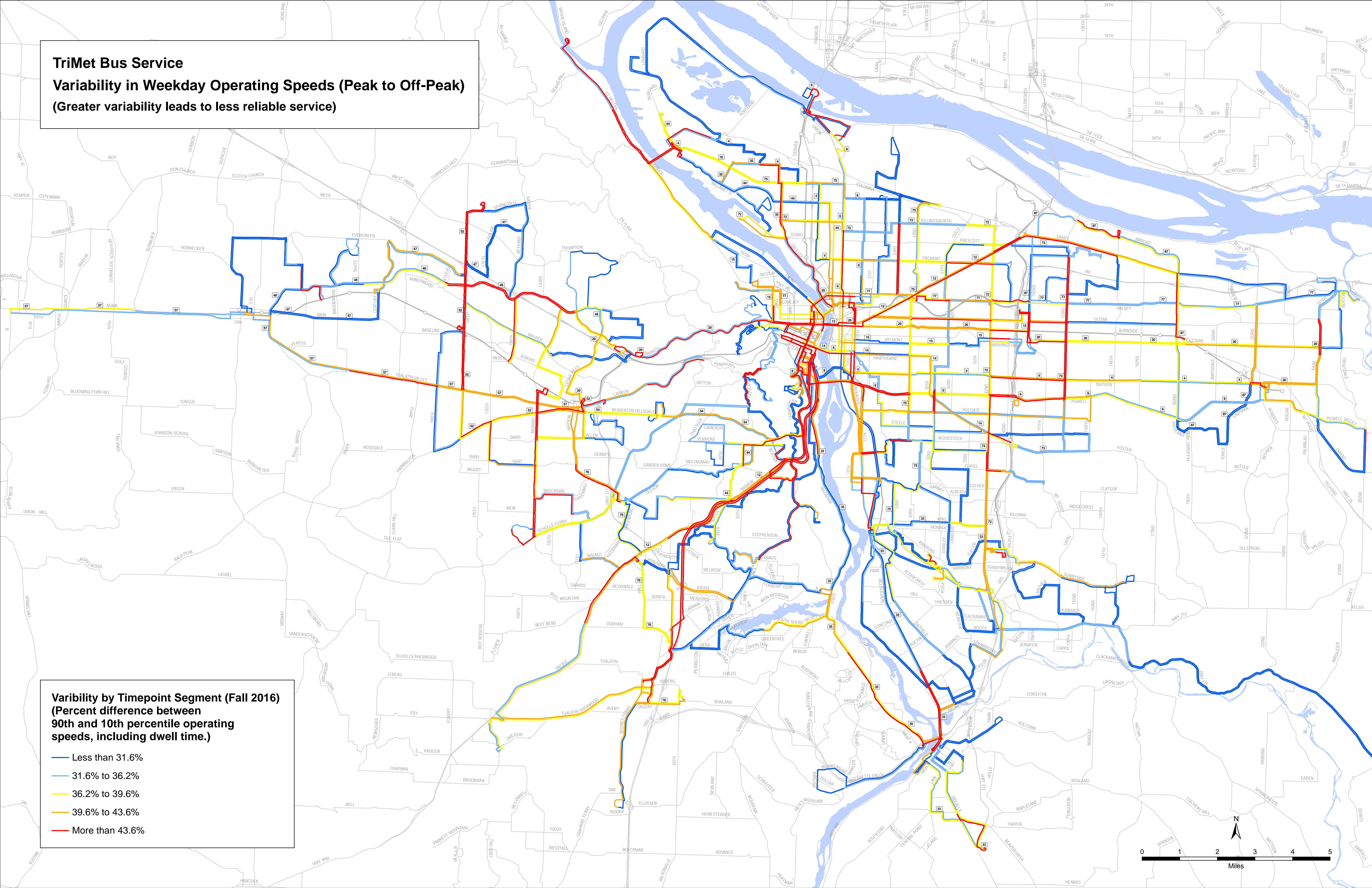
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		<div>Reliability</div> <div>Transit Speed</div> <div>Dwell Time</div>			
Laneways and Intersection Treatments					Context/Applicability
	Dedicated Bus Lane	●	●		Most effective in high-volume, highly-congested corridors or hot spots; cost and impacts vary depending on context and available space.
	Business Access and Transit (BAT) Lane	●	●		Provides partially dedicated bus lane while maintaining business and residence access. May be applicable where there is more than one lane in each direction.
	Intersection Queue Jump/Right Turn Except Bus Lane	●	●		Most effective at high-traffic intersections; general purpose right-turn lane enables bus to bypass traffic backups and move through intersection more quickly.
	Transit-Only Aperture	●	●		Best suited for intersections where the benefit of prioritizing transit (and bicycles) is great and the impacts of limiting vehicle traffic are lower – often where a large multi-lane street changes character to a smaller neighborhood street.
	Pro-Time (Peak Period Only) Transit Lane	●	●		Used in highly-congested locations where restricting parking during peak hours can move transit more quickly through time-limited traffic backups (e.g. access to bridgeheads during rush hour).
	Bus on Shoulder	●	●		Can be applied on freeways and highways with adequate shoulder width (10 feet or more); signage and re-striping can create a low-cost dedicated transit lane.
Multi-Modal Interaction					
	Bikes Behind Station		●	●	Most appropriate on heavily-used transit routes that are also heavily-used or protected bikeways. May require reallocation of existing roadway space, or acquisition of additional right-of-way.
	Left-Side Bike Lane	●	●	●	Appropriate for one-way streets with heavily used transit routes where traffic speed and volume requires separated bicycle facilities. Can minimize or eliminate bus/bike conflicts for right-side boarding.
	Dedicated Bike Signal	●		●	Can be applied on heavily used bicycle routes where transit/bicycle interactions present safety challenges or impact transit performance; organizes interaction among modes and can improve safety but does not necessarily improve transit travel time.
	Shared Bus/Bike Zone		●		Not a preferred treatment, but can be applied in transit stop/station areas where full separation between buses and bikes is not feasible.
Stops and Stations					
	Curb Extensions for Stations/Stops	●	●	●	Typically applied where there is on-street parking. Applicable in both mixed-flow and dedicated transit lane conditions; can be installed mid-block or at intersections.
	Level Boarding	●	●	●	Application varies based on adjacent building entrance locations, right-of-way widths and availability, and integration with the sidewalk environment; cost varies widely depending on the need for new platforms or rolling stock.
	All-Door Boarding	●	●	●	Can be combined with off-board fare collection and/or on-board electronic fare technology at each door to facilitate quick entry and compliant fare payment.
	Far-Side Bus Stop Placement	●	●	●	Stop placement depends on corridor land use, street/intersection design, sidewalk availability, driveway locations, and other conditions; most effective when used in combination with transit signal priority (TSP).
	Bus Stop Consolidation	●	●	●	May be appropriate in corridors with a large number of closely spaced stops where roadway and pedestrian conditions allow for safe access to consolidated stops.
Operations/Other					
	Rolling Stock Modification			●	Longer vehicles can accommodate more passengers, and/or on-board amenities; this may help address crowding. Modern low-floor vehicles enable level boarding and all-door boarding. May require new or retrofitted maintenance facilities.
	Street Design Traffic Flow Modifications	●	●		Applicability dependent on context and conditions.
	Transit Signal Priority and Signal Improvements	●	●		Signal adaptations may include extending a green light, triggering a transit priority phase, and/or progression changes to improve conditions for all traffic.
	Headway Management	●			Strategies may include monitoring/management for specific lines or groups of lines, or headway-based service that operates without published schedules. Often requires new software, hardware and staff.

TriMet Bus Service
Variability in Weekday Operating Speeds (Peak to Off-Peak)
(Greater variability leads to less reliable service)

Variability by Timepoint Segment (Fall 2016)
(Percent difference between
90th and 10th percentile operating
speeds, including dwell time.)

- Less than 31.6%
- 31.6% to 36.2%
- 36.2% to 39.6%
- 39.6% to 43.6%
- More than 43.6%



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2018-21)	RESOLUTION NO. 17-4830
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD A)	Introduced by: "Chief Operating Officer
NEW HB2017 AWARDED PROJECT, THE I-205)	Martha Bennett in concurrence with
JOHNSON CREEK TO GLENN JACKSON)	Council President Tom Hughes"
BRIDGE CORRIDOR BOTTLENECK AND ATMS)	
PROJECT PLUS AMEND A SECOND EXISTING)	
PROJECT WITH HB2017 CONDITIONED)	
FUNDING, THE I-205 STAFFORD RD TO OR99E)	
PROJECT AFFECTING ODOT WHICH COMPRISE)	
THE AUGUST 2017 FORMAL MTIP)	
AMENDMENT (AG17-01-AUG))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, the I-205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project will implement components of the Corridor Bottleneck Operations Study (CBOS) and Active Transportation Management System (ATMS); and

WHEREAS, the CBOS portion to the project primarily will involve the construction of multiple auxiliary lane segments on northbound I-205 from approximately US26/Powell Blvd northward to the eastbound I-84 interchange; and

WHEREAS, the ATMS non-capacity enhancing scope elements to the project will include multiple Intelligent Transportation System (ITS) improvements to include the installation of variable speed signs, variable message and queue warning signs, and travel time message signs along both the northbound and southbound sections of I-205 within the identified project limits; and

WHEREAS, the northbound I-205 CBOS capacity enhancing auxiliary lanes scope components are included in the current approved constrained 2014 RTP and have been conformed; and

WHEREAS, HB2017 conditions the I-205 Stafford Rd to OR99E project to add funding for PE requirements to continue development of the project; and

WHEREAS, a total of \$10 million of National Highway Freight Program funding & required matching funds will be committed to the I-205 Stafford Rd to OR99E project for Preliminary Engineering needs; and

WHEREAS, both projects are being amended in the MTIP and STIP now and need to move forward in an expedited fashion as a stipulated HB2017 requirement that specifically ties the timely delivery of the I-205 CBOS-ATMS project by the end of 2019 as a condition to implement the planned gas tax increases as part of HB2017; and

WHEREAS, both projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as both projects are awarded HB2017 projects which has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the August 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the August 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on August 25, 2017 and approved the amendment recommendation for both projects to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on September 21, 2017 to formally amend the 2018-21 MTIP to include the August 2017 Formal Amendment bundle consisting of the I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project, and the I-205 Stafford Road to OR99E project helping ensure ODOT's timely delivery of both projects as stipulated by HB2017.

ADOPTED by the Metro Council this ____ day of _____ 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4830



Proposed August 2017 Formal Amendment Bundle
Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects
Amendment Type: **FORMAL, AG17-01-AUG**
Total Number of Projects: **2**

ODOT Key	Lead Agency	Project Name	Required Changes
TBD NEW	ODOT	I-205 Johnson Creek Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management	Add full new project to the 2018 MTP with funding from HB2017
TBD NEW	ODOT	I-205 Paving Project	Add full new project to the 2018 MTP with funding from HB2017 Project is deleted from the formal amendment as required approval from the Oregon Transportation Commission (OTC) has not officially occurred. Planned OTC approval is for September 2017.
19786	ODOT	I-205: Stafford Rd to OR99E	\$10 million of National Highway Freight Program (NHFP) is being added to the project to the Preliminary Engineering phase

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None New Project

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD New	TBD	ODOT	Short Name: I-205 Corridor Bottleneck Expanded Name: I-205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project					Highway	\$ 30,700,000
Project Description:		The project will construct a northbound auxiliary lane (multiple segments) between Powell Boulevard and Interstate 84 and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard (HB2017 Named Project, \$30,700,000 HB2017 Award)							
Amended MTIP Fund Programming by Phase									
Fund Type Code	Note (Fund Code)	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
ADVCON	ACP0	Federal	2018		\$ 8,299,800				\$ 8,299,800
State	Match	State	2018		\$ 700,200				\$ 700,200
ADVCON	ACP0	Federal	2018					\$ 2,766,600	\$ 2,766,600
State	Match	State	2018					\$ 233,400	\$ 233,400
ADVCON	ACP0	Federal	2019				\$ 17,245,140		\$ 17,245,140
State	Match	State	2019				\$ 1,454,860		\$ 1,454,860
Total:				\$ -	\$ 9,000,000	\$ -	\$ 18,700,000	\$ 3,000,000	\$ 30,700,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. ADVCON = Federal Advance Construction fund code. Used as a generic federal fund code until the final funding composition is known.								
	3. State = Generic state funds used for the required match to the federal funds. For this project the match requirement is 7.78%.								
Amendment Summary									
* This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.									
* The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention, and description review of the authorized scope elements.									
* Per ODT comment request on 9-6-2017, the federal fund code of Advance Construction (ADVCON) will be used in place of the State HB2017 fund code for fund leveraging requirements and time to determine the project's final funding composition.									
* Per ODOT's additional Comment: \$1 million from the Construction phase is shifted to the PE phase. PE increases from \$8 million to \$9 million and Construction decreases from \$19.7 million to \$18.7 million. No other changes.									

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	I-205 Paving Project					Highway	\$ 5,000,000
Project Description:			The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HB2017	S070	State	2019		—			\$ 5,000,000	\$ 5,000,000
-	-	-	-		—			—	\$ —
Total:				\$ —	\$ —	\$ —	\$ —	\$ 5,000,000	\$ 5,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. HB2017 = State funds awarded to projects from House Bill 2017A. The measure is the Transportation Improvement, Modernization and Preservation package of the 2017 session.								

Amendment Summary

The project is being deleted from this amendment. OTC approval has not yet occurred allowing the amendment to move forward in the MTIP. OTC approval is expected in September 2017. It will be added to the September 2017 Formal MTIP amendment at that time.

~~This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.~~

~~This project is the non-capacity enhancing scope component to the larger I-205 CBOS/ATMS project noted in the first project. The project will provide various paving and rehab improvements within the I-205 CBOS and ATMS project limits.~~

~~ODOT determined this scope of work was significant enough to justify it as a separate and stand-alone project in the MTIP and STIP. Only the construction phase needs to be programmed in the MTIP. Added Note: The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention and description review of the authorized scope elements.~~

Exhibit A to Resolution 17-4830

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Roadway & Bridge	\$ 2,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
Total:				\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Transit	\$ 12,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
NHFP	Z460	Federal	2018		\$ 9,222,000				\$ 9,222,000
State	Match	State	2018		\$ 778,000				\$ 778,000
Total:				\$ 2,500,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 12,500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	NHFP = National Highway Freight Program funds.'								
Amendment Summary									
An additional \$10 million of NHFP funds and match is being added to the PE phase .									

Memo

Date: Friday, September 8 2017
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: August 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4830

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A NEW HB2017 AWARDED PROJECT, THE I-205 JOHNSON CREEK TO GLENN JACKSON BRIDGE CORRIDOR BOTTLENECK AND ATMS PROJECT PLUS AMEND A SECOND EXISTING PROJECT WITH HB2017 CONDITIONED FUNDING, THE I-205 STAFFORD RD TO OR99E PROJECT AFFECTING ODOT WHICH COMPRISE THE AUGUST 2017 FORMAL MTIP AMENDMENT (AG17-01-AUG)

BACKGROUND

A Modified Amendment Approval Request:

This staff report has been modified and updated from the initial version proposed to TPAC on August 25, 2017. TPAC did receive the modified amendment proposal during their meeting which is covered in detail in this staff report. TPAC unanimously approved the modified formal amendment proposal which is now being brought to JPACT for review and approval. The above resolution purpose statement, draft Resolution 17-4830, Exhibit A (before and after funding tables) to Resolution 17-4830, support documentation, the public notification tables, and 30-day notification/comment period all have been updated as required to now reflect the correct information as part of the August 2017 Formal Amendment to the 2018 MTIP.

What the Modified August 2017 Formal MTIP Amendment Now Includes:

The August 2017 Formal MTIP Amendment bundle contains required changes and updates to two urgent HB2017 projects that affect ODOT, the 2018 STIP, the 2018 MTIP, and the implementation of HB2017. The August 2017 Formal MTIP Amendment represents the first amendment to the new 2018-21 MTIP. Highlights of the required changes include:

- Key TBD – New Project Addition:
 - **Short Name: I-205 Corridor Bottleneck Project**
 - Expanded Name: I-205 Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck CBOS and ATMS Project
 - Lead Agency: ODOT
 - Description & Impact: Tied to the implementation of HB2017 with a delivery condition that triggers the gas tax increases stipulated in HB2017. The project will implement approved strategies from the Corridor Bottleneck Operations Study (CBOS) which primarily includes construction of NB auxiliary lane segments on I-205 from Powell Blvd NB to EB I-84 also including various ramp work improvements. The project also will implement Active transportation Management

- System (ATMS) improvements (Intelligent Transportation type scope elements) along NB and SB I-205 from Johnson Creek to the Glenn Jackson Bridge.
- Programming Total: \$30.7 million
- **Key 19786 – Existing Project Adding Funding:**
 - Project Name: I-205: Stafford Rd to OR99E
 - Lead Agency: ODOT
 - Description and Impact: Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.
 - Description and Impact: Programming Total: A total of \$10 million for the Preliminary Engineering (PE) phase is being added to that consist of federal National Highway Freight Program (NHFP) and matching funds.

ODOT requested a second modification on 9-8-2017 to revise the programming fund codes for the HB2017 awarded projects. ODOT initially provided guidance that the state fund code “HB2017” would be used for all HB2017 awarded projects. However, to address fund leveraging needs, ODOT-Salem decided to replace the HB2017 fund code with the federal general fund code of “Advance Construction” or ADVCON. The use of this fund code identifies the project as federalized project. The final federal and/or state fund codes to be committed to the project can occur later. For projects on the Interstate system, the required match will be 7.78% with the federal share equaling 92.22%. For HB2017 awarded projects not on the Interstate system, the match requirement is set at 10.27% with the federal share equaling 89.73%. To help ensure the HB2017 name projects don’t get lost in the fund leveraging effort, and for financial constraint monitoring requirements, all HB2017 awarded projects will include an earmark tag identifying the project as an HB2017 named and awarded project along with the original funding award in the MTIP description for the project.

What is the requested action?

Staff is requesting a JPACT approval recommendation to Metro Council of resolution 17-4830 to JPACT enabling the two projects to be amended in the new 2018-21 MTIP allowing final approval to then occur from USDOT before the end of October 2017. Timing is urgent for both projects to complete their required amendment approvals.

Why is this amendment occurring now?

House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects. The attached list includes all of these projects that are funded for the 2018-2021 timeframe. Future STIP updates will incorporate the remaining named projects and other funded projects.

HB2017 stipulates various required benchmarks and process completion steps to occur which the Oregon Transportation Commission must verify. The I-205 CBOS-ATMS project is tied to the proposed gas tax increase. The condition for the gas tax increase to occur is predicated on the I-205 CBOS-ATMS project being delivered before the end of 2019. The delivery timing for both projects requires an accelerated amendment and development process to occur. HB2017 also conditions the I-205 Stafford Road to OR99E project to add federal National Highway Freight funds now to keep the project moving.

A summary of the projects included in the August 2017 Formal MTIP Amendment bundle is provided in the following tables.

1. Project:	I-205 JOHNSON CREEK TO GLENN JACKSON BRIDGE CORRIDOR BOTTLENECK AND ATMS PROJECT
Lead Agency:	ODOT
ODOT Key Number:	New TBD. The Key number has not yet been assigned to the project
Project Description:	The project will implement approved strategies from the Corridor Bottleneck Operations Study (CBOS) which primarily includes construction of NB auxiliary lane segments on I-205 from Powell Blvd NB to EB I-84 also including various ramp work improvements. The project also will implement Active transportation Management System (ATMS) improvements (Intelligent Transportation type scope elements) along NB and SB I-205 from Johnson Creek to the Glenn Jackson bridge.
What is changing?	This is a new project being added to the 2018 MTIP with funding awarded from HB2017.
Additional Details:	This project is tied to the HB2017 proposed gas tax increase and conditioned to be delivered by the end of 2019 to trigger the gas tax increase. The full project is being added to the 2018 MTIP through this amendment.
CBOS Study I-205 NB Proposed Improvements	<p>The I-205 NB proposed improvements primarily consist of adding auxiliary lane segments and completing require rehab work to existing ramps between US26 (Powell Blvd north to eastbound I-84. The proposed segments identified in the CBOS study include the following NB aux lanes (Note: The project's cleared NEPA document and final design will determine the specific aux lane segments.):</p> <ul style="list-style-type: none"> - I-205 NB: Powell Blvd. Entrance Ramp to Division St Entrance Ramp – Auxiliary Lane Extension and 2-Lane Exit at Washington St - I-205 NB: Phase 1 Powell Blvd Entrance to Washington Street Exit Ramp Exit Ramp-Auxiliary Lane Extension - I-205 NB: Phase 2 – Washington Street Exit Ramp to Glisan St Exit Ramp – Auxiliary Lane Extension - I-205 NB: Phase 3 – Glisan St Exit Ramp to I-84 WB Exit Ramp – Auxiliary Lane Extension - I-205 NB: Phase 4 – Division Street to Stark S/Washington Street Exit Ramp – Auxiliary Lane Extension w/ 2-Lane Exit at Washington Street - I-205 NB: I-205 Division Street Entrance Ramp to I-84 WB Exit Ramp – Auxiliary Lane Extension w/ 2-Lane Exit at Washington St <p>(Note: See Attachment 4 for aux lane exhibits)</p>
Why a Formal amendment is required?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	\$30,700,000 of state HB2017 awarded funds.
Other and Notes:	OTC approval was required for this project. Approval occurred during their August 17, 2017 meeting. Reference OTC August 17, 2017 Agenda item C. Proof of funding is now considered verified and available to the project by this action.

2. Project:	I-205: Stafford Rd – OR99E
Lead Agency:	ODOT
ODOT Key Number:	19786
Project Description:	This project is a major capacity enhancing project that will add a third through-lane on I-205 and improvements the Abernethy Bridge
What is Changing?	This is a HB2017conditioned project to add funding now to the PE
Additional Details:	A total of \$10 million of federal National Highway Freight Program (NHFP) and matching funds are being added to the project's Preliminary Engineering phase to continue development of this project. NHFP portion = \$9,222,000. Required matching funds = \$778,000.

Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, cost changes that exceed 20% to existing \$1 million dollar or greater projects require a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	The project currently has \$2,500,000 of NHFP & match programmed for Planning pre NEPA project development activities. Through this amendment, an additional \$10 million of NHFP & match will be added to the Preliminary Engineering (PE) phase in support of required NEPA environmental and project development/design activities.
Other and Notes:	OTC approval occurred during their August 17, 2017 meeting. Proof of funding is now considered verified and available to the project by this action.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification:
 - OTC approval August 17, 2017.
 - HB2017 proof of funding verified through OTC action on August 17, 2017.
 - Note: The remaining HB2017 named projects are expected to go to OTC for approval during their September 2017 meeting.
- RTP consistency review with the financially constrained element:
 - The capacity enhancing scope elements (aux lane portion) are named projects in the current approved constrained 2014 RTP.
 - RTP project references include:
 - Project #11370: I-205 NB Phase 1 Aux Lane – Powell Blvd north to Division Street
 - Project #11399: I-205 NB Phase 2: Aux Lane Extension – Division St to I-84 WB Exit Ramp
 - Project #11398: I-205 NB Auxiliary Lane – I-84 to Killingsworth St Exit Ramp
- RTP goals and strategies consistency: The I-205 CBOS-ATMS project is in support of multiple RTP goals that include:
 - Goal 4: Emphasize Effective and Efficient Management of the Transportation System
 - Objective 4.1 Traffic Management: Apply technology solutions to actively manage the transportation system.
 - Objective 4.2 Traveler Information – Provide comprehensive real-time traveler information to people and businesses in the region.
 - Objective 4.3 Incident Management – Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.
 - Goal 9: Ensure Fiscal Stewardship:
 - Objective 9.1 Asset Management– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
 - Objective 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.

- Amendment type determination; **Formal** or Administrative:
 - Adding a new project to the MTIP is required per the FHWA STIP & MTIP Amendment Matrix.
 - Guidance: FHWA STIP/MTIP Amendment Matrix which includes:
 - Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized.
 - Cost changes above 20% for \$1 million dollar or greater projects require a full/formal MTIP amendment.
- Air conformity review:
 - The I-205 NB aux lane segments are conformed as part of the 2014 RTP.
 - Reference 2014 RTP projects 113470, 11399, & 11398.
- Fiscal constraint verification:
 - Both projects are named projects in HB2017
 - Verification and approval of project funding also occurred through the ODOT review and verification, plus OTC action on August 17, 2017
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Initiated on August 17, 2017 with a planned conclusion on September 14, 2017
- Other: The I-205 Stafford Rd to OR99E project is a capacity enhancing project that will add a 3rd through lane in each direction within the project limits. At this time only funding for PE activities is being added to the MTIP. At this point in the project development's life, it is not subject to air conformity or verification that the project is included in the Metro modal network as part of the required RTP consistency check. To add funding for the right of way and construction phases, the project will need to be included in the constrained 2018 RTP.

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the May 2017 Formal Amendment. Both projects have been posted on Metro's MTIP web page for notification and comment opportunity. Metro staff will respond to received comments as necessary. Staff's opinion is that the projects can be amended as requested and added to the 2018-21 MTIP without issue. Staff will forward TPAC's recommendation to JPACT for approval consideration during their September 21, 2017 meeting.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the August 2017 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 17, 2017
• TPAC notification and approval recommendation.....	August 25, 2017
• Completion of public notification process.....	September 25, 2017
• JPACT approval recommendation to Council.....	September 21, 2017
• Approval of the 2018 MTIP (on or about).....	October 2, 2017
• Metro Council approval.....	October 5, 2017

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	October 5, 2017
• Amendment bundle submission to ODOT and USDOT	October 6, 2017
• ODOT clarification and approval	Mid October, 2017
• USDOT clarification and final amendment approval	Mid October, 2017

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

RECOMMENDED ACTION:

TPAC recommends the approval of Resolution 17-4830.

Attachments:

1. Project Location Maps
2. OTC letter
3. I-205 Charter Map
4. CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes

**Metro is in receipt of the 2018-2021 MTIP August 2017 Formal Amendment
Formal Amendment Number AG17-01-AUG**

The purpose of this bundled amendment to make necessary funding corrections, increases, fund reprogramming, and add new projects to the 2018-21 MTIP as noted in the included project tables.

Note: This public notification and opportunity to comment relates only to the 2018 MTIP August 2017 Formal Amendment AG17-01-AUG. It specifically involves two new projects awarded funding from Oregon's new transportation program legislation, HB2017.

2018-2021 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects



The public review period for this project amendment is 8/17/2017 and concludes on 9/25/2017, at 5:00 pm.

Note: The public comment period has been extended to September 25, 2017 at 5:00 pm. This is due to the official public comments from ODOT submitted to Metro as part of the amendment. The addition of the I-205 Stafford Rd to OR99E project (Key 19786) is being added to the September 2017 Formal MTIP Amendment. It also results in the new I-205 Paving project being deleted from this amendment due to official approval from OTC has not yet occurred. It will return as part of the September 2017 Formal MTIP Amendment.

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

Subject to revisions to address comments received during the public comment period, the 2018-21 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Details of the project amendment changes follow on the next pages

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4830



Proposed August 2017 Formal Amendment Bundle
Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects
Amendment Type: **FORMAL, AG17-01-AUG**
Total Number of Projects: **2**

ODOT Key	Lead Agency	Project Name	Required Changes
TBD NEW	ODOT	I-205 Johnson Creek Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management	Add full new project to the 2018 MTP with funding from HB2017
TBD NEW	ODOT	I-205 Paving Project	Add full new project to the 2018 MTP with funding from HB2017 Project is deleted from the formal amendment as required approval from the Oregon Transportation Commission (OTC) has not officially occurred. Planned OTC approval is for September 2017.
19786	ODOT	I-205: Stafford Rd to OR99E	\$10 million of National Highway Freight Program (NHFP) is being added to the project to the Preliminary Engineering phase

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD New	TBD	ODOT	Short Name: I-205 Corridor Bottleneck Expanded Name: I-205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project					Highway	\$ 30,700,000
		Project Description:	The project will construct a northbound auxiliary lane (multiple segments) between Powell Boulevard and Interstate 84 and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard (HB2017 Named Project, \$30,700,000 HB2017 Award)						
Amended MTIP Fund Programming by Phase									
Fund Type Code	Note (Fund Code)	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
ADVCON	ACP0	Federal	2018		\$ 8,299,800				\$ 8,299,800
State	Match	State	2018		\$ 700,200				\$ 700,200
ADVCON	ACP0	Federal	2018					\$ 2,766,600	\$ 2,766,600
State	Match	State	2018					\$ 233,400	\$ 233,400
ADVCON	ACP0	Federal	2019				\$ 17,245,140		\$ 17,245,140
State	Match	State	2019				\$ 1,454,860		\$ 1,454,860
Total:				\$ -	\$ 9,000,000	\$ -	\$ 18,700,000	\$ 3,000,000	\$ 30,700,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2. ADVCON = Federal Advance Construction fund code. Used as a generic federal fund code until the final funding composition is known.								
	3. State = Generic state funds used for the required match to the federal funds. For this project the match requirement is 7.78%.								
Amendment Summary									
* This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.									
* The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention, and description review of the authorized scope elements.									
* Per ODOT's comment request on 9-6-2017, the federal fund code of Advance Construction (ADVCON) will be used in place of the State HB2017 fund code for fund leveraging requirements and time to determine the project's final funding composition.									
* Per ODOT's additional Comment: \$1 million from the Construction phase is shifted to the PE phase. PE increases from \$8 million to \$9 million and Construction decreases from \$19.7 million to \$18.7 million. No other changes.									

Exhibit A to Resolution 17-4830

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
TBD NEW	TBD	ODOT	I-205 Paving Project					Highway	\$ 5,000,000
Project Description:			The project will provide various non-capacity paving and rehab improvements within the I-205 CBOS and ATMS project limits						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HB2017	S070	State	2019		—			\$ 5,000,000	\$ 5,000,000
-	-	-	-		—			—	\$ —
Total:				\$ —	\$ —	\$ —	\$ —	\$ 5,000,000	\$ 5,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. HB2017 = State funds awarded to projects from House Bill 2017A. The measure is the Transportation Improvement, Modernization and Preservation package of the 2017 session.								

Amendment Summary

The project is being deleted from this amendment. OTC approval has not yet occurred allowing the amendment to move forward in the MTIP. OTC approval is expected in September 2017. It will be added to the September 2017 Formal MTIP amendment at that time.

~~This formal amendment adds one of several HB2017 awarded projects to the 2018 MTIP. HB2017 is Oregon's new long-term transportation program.~~

~~This project is the non-capacity enhancing scope component to the larger I-205 CBOS/ATMS project noted in the first project. The project will provide various paving and rehab improvements within the I-205 CBOS and ATMS project limits.~~

~~ODOT determined this scope of work was significant enough to justify it as a separate and stand-alone project in the MTIP and STIP. Only the construction phase needs to be programmed in the MTIP. Added Note: The project name and description added to the MTIP may be adjusted or slightly different from the notification table depending upon ODOT's final naming convention and description review of the authorized scope elements.~~

Exhibit A to Resolution 17-4830

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects

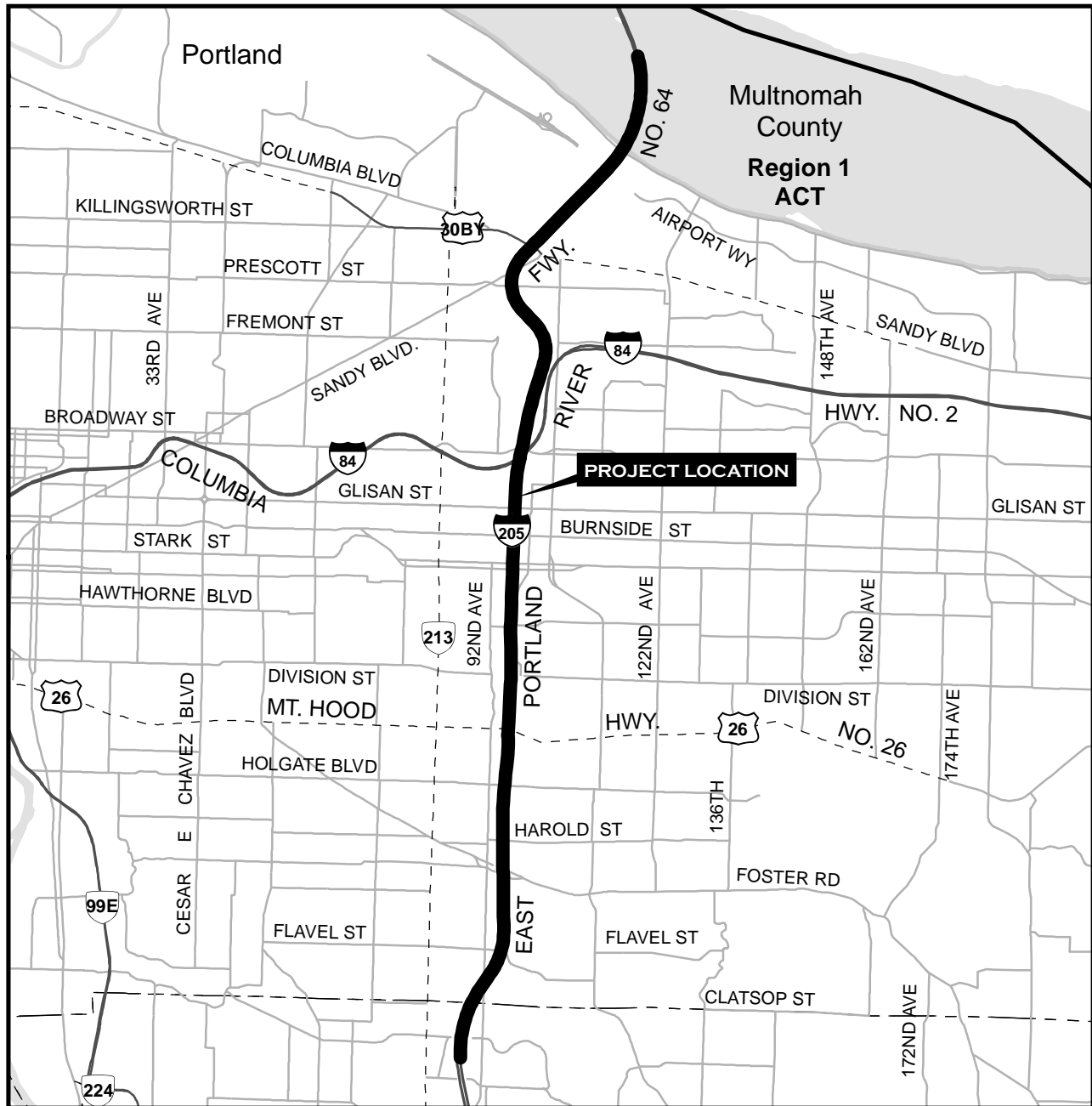


EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Roadway & Bridge	\$ 2,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
Total:				\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19786	70859	ODOT	I-205: Stafford Rd - OR99E					Transit	\$ 12,500,000
Project Description:			Planning activities to add a third lane in each direction between Stafford Road and OR43 and a forth lane on the Abernethy Bridge to help separate through traffic.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHFP	Z460	Federal	2016	\$ 2,305,500					\$ 2,305,500
State	Match	State	2016	\$ 194,500					\$ 194,500
NHFP	Z460	Federal	2018		\$ 9,222,000				\$ 9,222,000
State	Match	State	2018		\$ 778,000				\$ 778,000
Total:				\$ 2,500,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 12,500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	NHFP = National Highway Freight Program funds.'								
<u>Amendment Summary</u> An additional \$10 million of NHFP funds and match is being added to the PE phase .									

STIP PROJECT LOCATION

ODOT REGION 1



LEGEND

PROJECT LOCATION

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- REGIONAL / DISTRICT
- REGIONAL BOUNDARY
- COUNTY BOUNDARY
- ACT BOUNDARY

**I-205 JOHNSON CREEK BLVD - GLENN
JACKSON BRIDGE (CBOS ATM)
KEY NO. TBD**

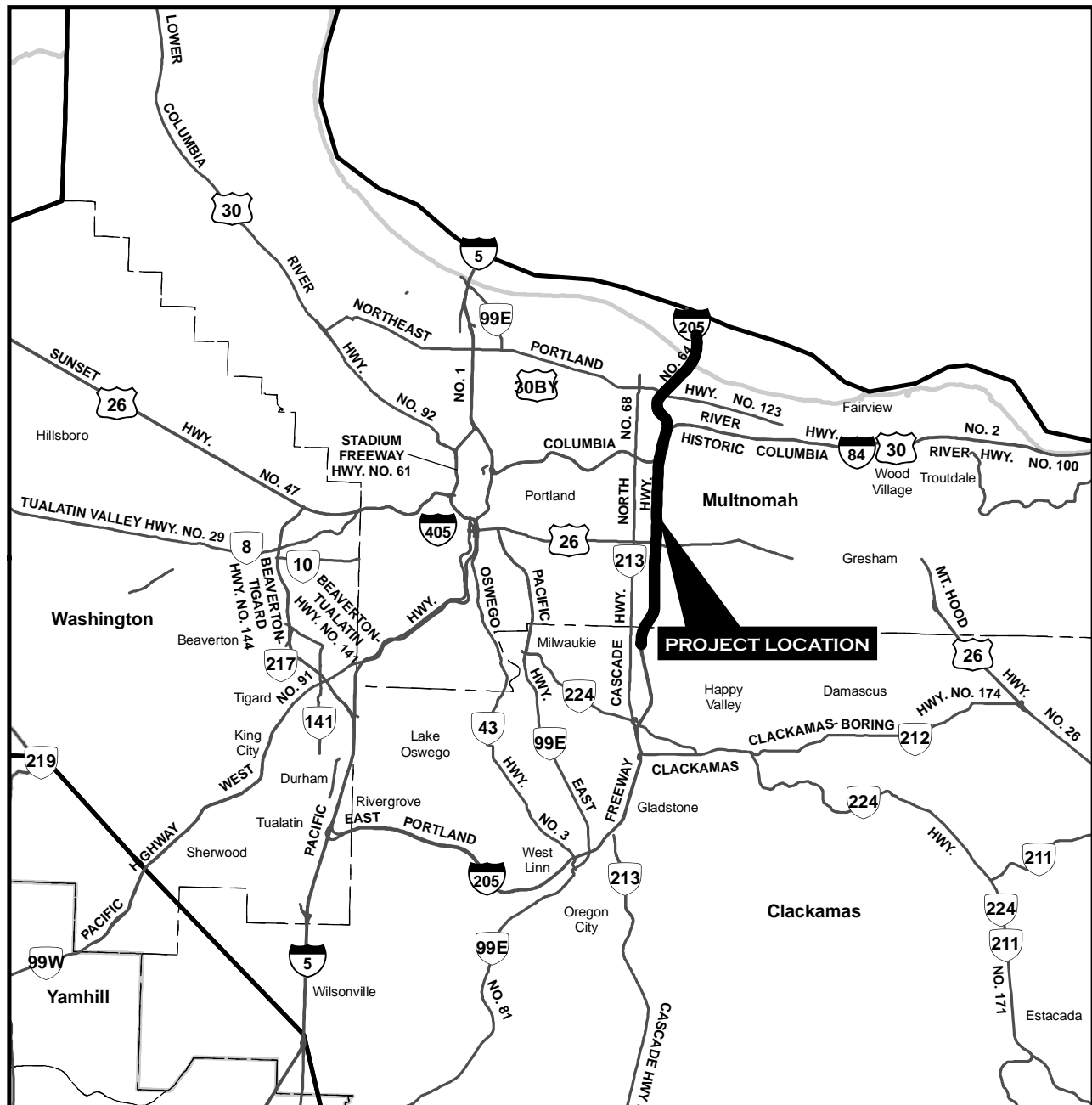
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



STIP PROJECT VICINITY

ODOT REGION 1



I-205 JOHNSON CREEK BLVD -GLENN
JACKSON BRIDGE (CBOS ATM)
KEY NO. TBD

LEGEND

-  PROJECT LOCATION
 STATE HIGHWAY
 COUNTY BOUNDARY
 STATE BOUNDARY

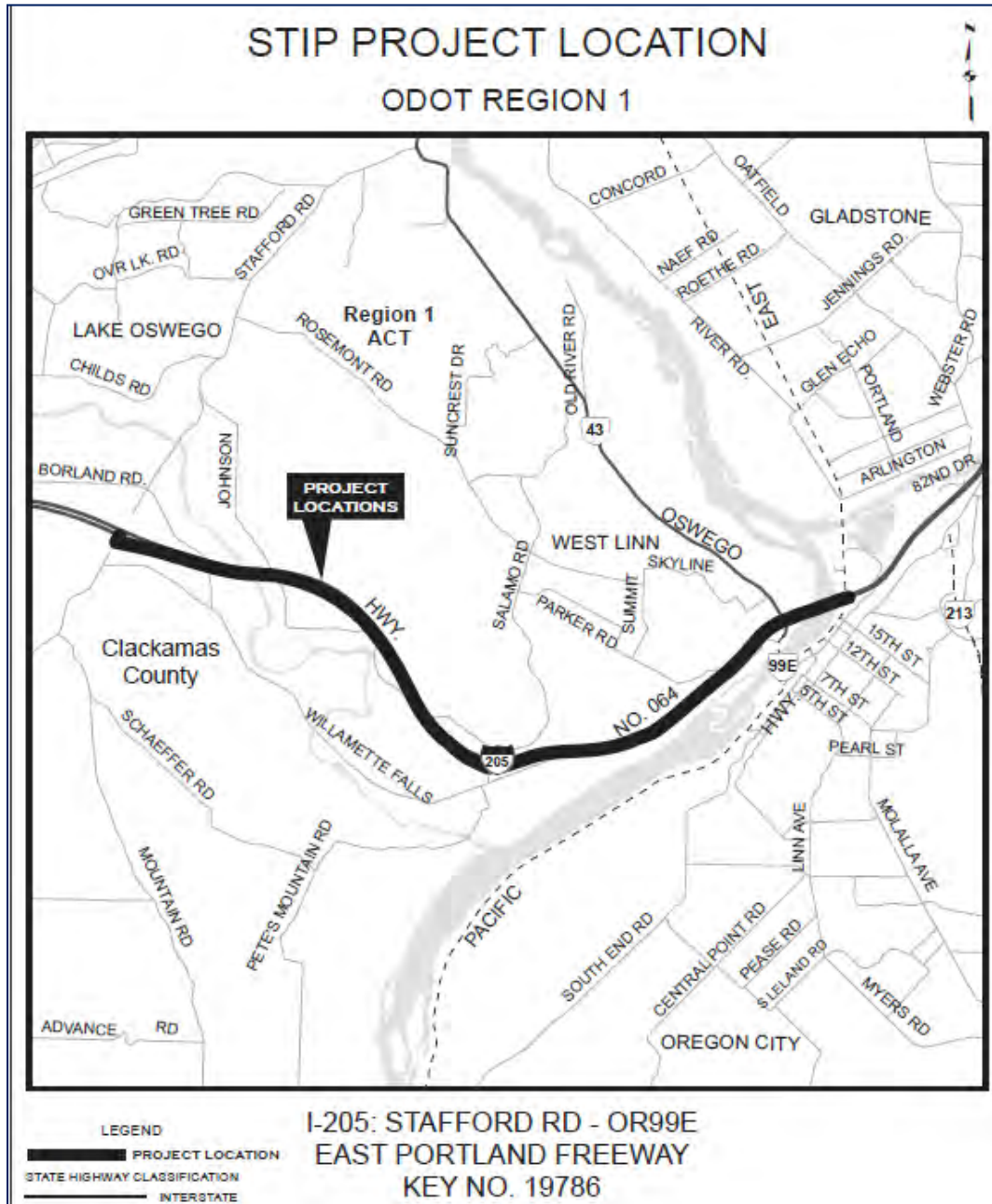
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Key 19786
I-205 Stafford Rd to OR99E





Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 6, 2017

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda C** – Amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project.

Requested Action:

Request approval to amend the 2015-2018 Statewide Transportation Improvement Program (STIP) to add the Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project. This project will implement operational and safety improvements to reduce crashes and improve travel time on Interstate 205 between Johnson Creek Boulevard and Glenn Jackson Bridge in Multnomah and Clackamas counties and includes a northbound auxiliary lane between Powell Boulevard and Interstate 84. The total cost for the project is approximately \$30,700,000 and will be funded by the Oregon Department of Transportation's (ODOT) House Bill 2017 (Transportation Funding) allocation.

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
House Bill 2017 funds allocated for the Interstate 205 Corridor Bottleneck Project	\$15,500,000	\$0
House Bill 2017 funds allocated for Interstate 205 Active Traffic Management	\$15,200,000	\$0
Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project	\$0	\$30,700,000
TOTAL	\$30,700,000	\$30,700,000

Projects to add:

Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management project (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2017	\$0	\$8,000,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2019	\$0	\$19,700,000
Other	2018	\$0	\$3,000,000
TOTAL		\$0	\$30,700,000

Background:

The project locations and proposed solutions are based on the Active Traffic Management Strategy study and the Corridor Bottleneck Operations Study, which Region 1 undertook to identify high priority reoccurring bottlenecks with potentially high return improvements and develop freeway operational and safety improvements to address them.

Interstate 205 is a facility of statewide and regional significance, and this is one of the highest volume sections of roadway in the state. The recurring congestion in this area results in millions of dollars per year in user delay and high instances of congestion-related crashes. The auxiliary lane improvements are anticipated to result in a 30 percent reduction in mainline crashes based on comparable auxiliary lane improvements.

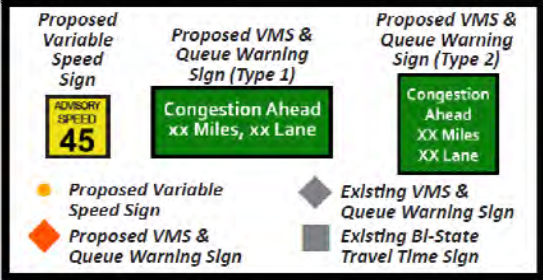
House Bill 2017, which was signed by the Oregon Speaker of the House and Senate President on July 18, 2017, provides a total of \$30,700,000 to construct a northbound auxiliary lane between Powell Boulevard and Interstate 84 and an Active Traffic Management System project between the Glenn Jackson Bridge and Johnson Creek Boulevard. HB 2017 conditioned approval of a future two cent gas tax increase upon completion of both projects by December 1, 2019. ODOT staff recommend combining the projects for efficient delivery. The combined project name is Interstate 205: Johnson Creek to Glenn Jackson Bridge Corridor Bottleneck and Active Traffic Management.

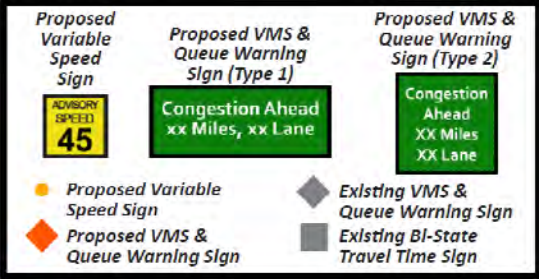
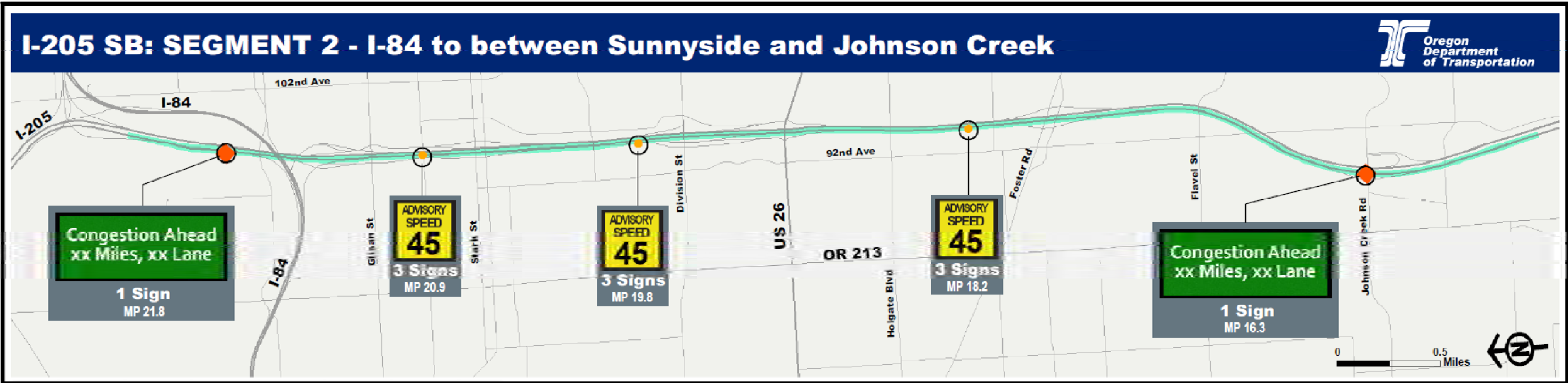
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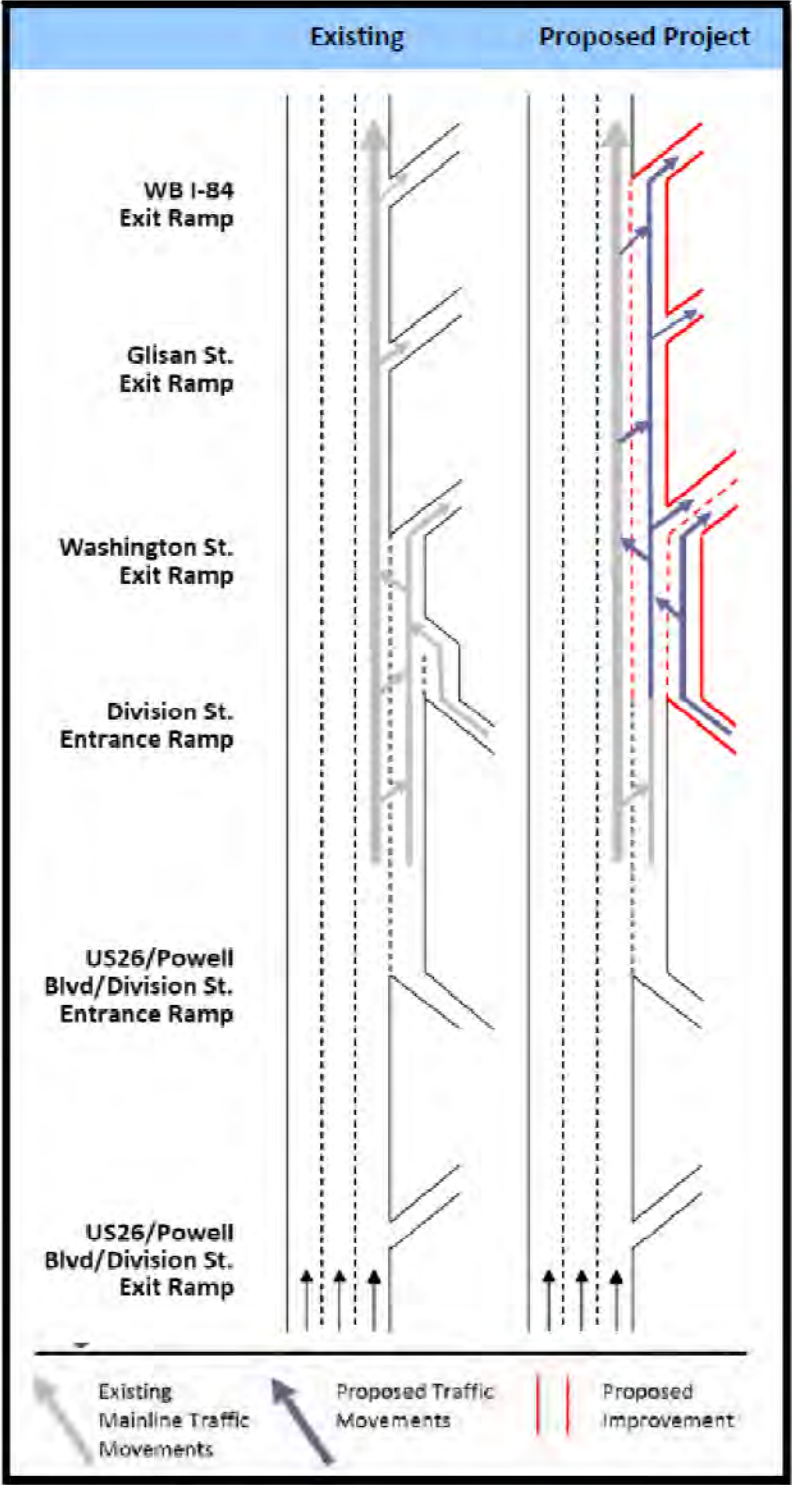
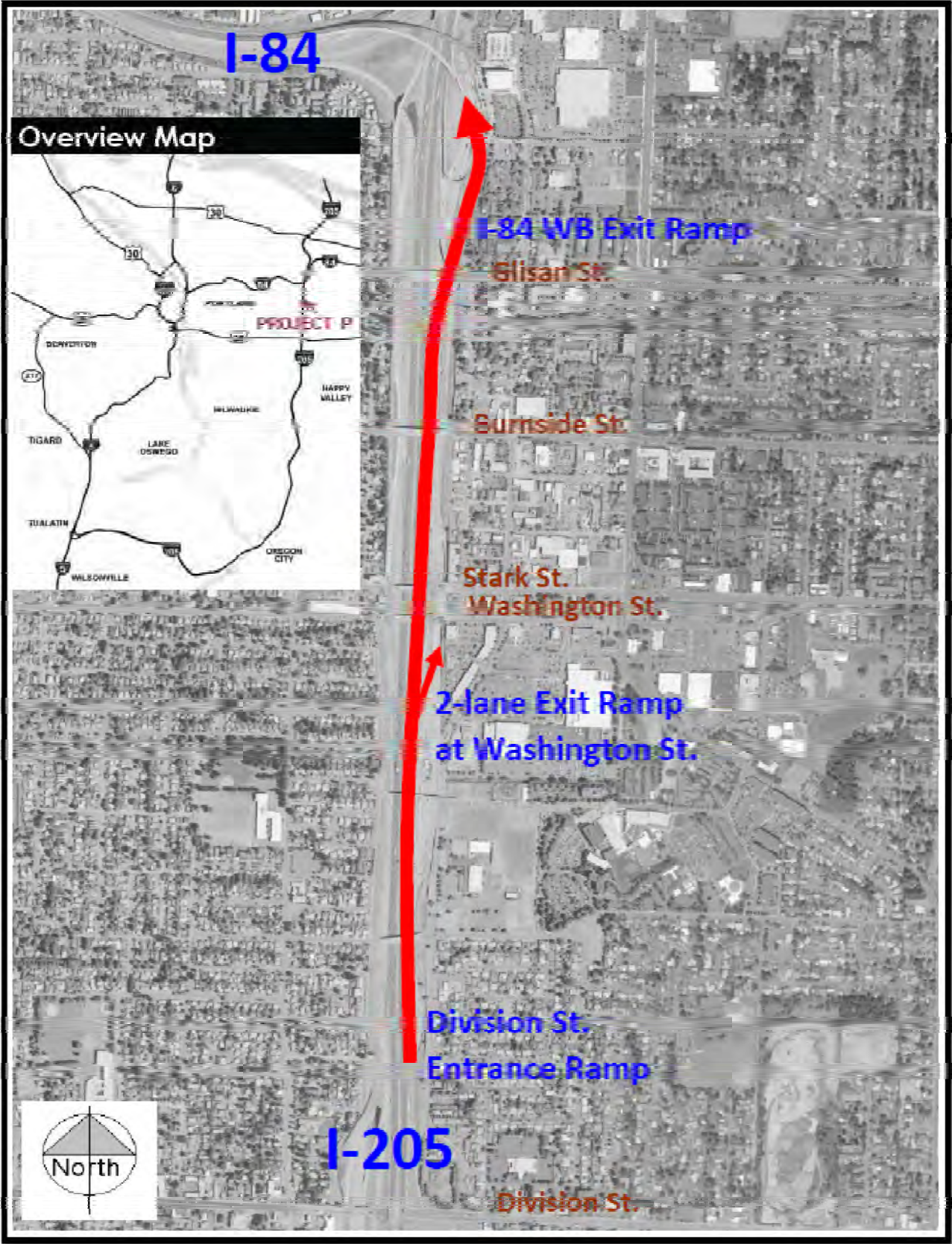
- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Bob Gebhardt	McGregor Lynde
Paul Mather	Jeff Flowers	John Coplantz	Justin Moderie
Rian Windsheimer	Kelly Brooks	Shyam Sharma	Tamira Clark
David Kim	Ted Miller	Talena Adams	David Arena
Richard Garrison	Lynn Averbeck	Amanda Sandvig	Arlene Santana
Vaughan Rademeyer			







 Metro

Oregon
Department
of Transportation

I-205 NB: Powell Blvd. Entrance Ramp to Division St. Entrance Ramp - Auxiliary Lane Extension and 2-Lane Exit at Washington St.

Map ID	K
Bottleneck ID	I-205: B4
Tracking ID	1
Direction	NB

Project Analysis/Evaluation

Potential Solution	Cost Estimate
Yes	6.5M - \$7.5M

Existing Operations*

Variable	Existing
Duration (hours)	1.75
Queue (miles)	0.4 - 1.0
Average Speed (mph)	≥ 10
Density (veh/mi/ln)	-

Key Points

Existing Conditions
Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.

Proposed Improvements
This project will extend the existing acceleration lane from the Powell Blvd. entrance-ramp to match with the existing auxiliary lane between the Division St. entrance-ramp and Stark/Washington St. exit-ramp, and provide a two-lane exit at Stark/Washington. The proposed auxiliary lane would provide an extended distance for traffic to merge onto mainline, thereby reducing congestion at the US26/Powell Blvd entrance-ramp merge junction. The two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.

Operations/Safety Benefits
The proposed improvement will provide motorists additional time and distance to find gaps and safely weave over lanes. Congestion/queuing would be reduced in most lanes and completely reduced in the two leftmost lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

Potential Follow-Up Phases

Project Title: Auxiliary Lane Addition; Washington St. - I-84 WB (Project Map ID P)

Notes:

Bottleneck ID	Tracking ID	Map ID	Cost
I-205: B4	1e	P	\$7.6M - \$8.0M

*PM Peak Hour

Operations Diagram

	Existing	Proposed Project
WB I-84 Exit Ramp		
Glisan St. Exit Ramp		
Washington St. Exit Ramp		
Division St. Entrance Ramp		
US26/Powell Blvd/Division St. Entrance Ramp		
US26/Powell Blvd/Division St. Exit Ramp		

Legend

- Existing Mainline Traffic Movements
- Proposed Traffic Movements
- Proposed Improvement

Impacts

ROW: None anticipated
Structures: Modification
Environment: To be determined

Project Concept

Project Vicinity

Match Existing End Work Area

Realign Ramp

Work Area

New optional exit lane

Match line for previous page

Begin Work Area: Powell Entrance Ramp

Diagram of Improvements

Diagram of Improvements



Oregon
Department
of Transportation

Map ID L

Bottleneck ID I-205: B4

Tracking ID 1a

Direction NB

I-205 NB: Phase 1 - Powell Blvd Entrance Lane to Washington St. Exit Ramp - Auxiliary Lane Extension

Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205

Project Analysis/Evaluation

Potential Solution	Cost Estimate
Yes	\$6.0M - \$6.9M

Existing Operations*	
Variable	Existing
Duration (hours)	1.75
Queue (miles)	0.4 - 1.0
Average Speed (mph)	≥ 10
Density (veh/mi/n)	

Key Points

Existing Conditions

Currently, the Division St. entrance-ramp and Powell Blvd. exit-ramp bottleneck is confined to the US26/Powell Blvd. entrance-ramp merge during the AM peak, and spans both the Division St. and Powell Blvd. entrance-ramps during the PM peak. The combined queue ends north of the US26/Powell/Division exit-ramp. Camera observations suggest that the bottleneck at the US26/Powell Blvd. entrance-ramp lingers after the Division St. entrance-ramp bottleneck improves. Speeds in the area drop as low as 15 mph in the AM and 10 mph in the PM. The project section is a top 10% SPIS site.

Proposed Improvements

This project would extend the existing acceleration lane from the Powell Blvd. entrance-ramp to match with the existing auxiliary lane between the Division St. entrance-ramp and Stark/Washington St. exit-ramp. Auxiliary lane would provide an extended distance for traffic to merge onto mainline.

Operations/Safety Benefits

The proposed improvement will provide motorists additional time and distance to find gaps and safely weave over lanes. Congestion/queueing would be reduced in most lanes. It is anticipated that this would result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

Potential Follow-Up Phases

Project Title: Auxiliary Lane Addition: Powell Blvd. to I-84 exit-ramp

Notes: Follow-up projects: three low-cost incremental projects (Map ID M, N & O) or one higher-cost project (Map ID P)

Bottleneck ID	Tracking ID	Map ID	Cost
I-205: B4	1a	M	\$2.4M - \$2.8M

PM Peak Hour

Project Concept

Diagram of Improvements

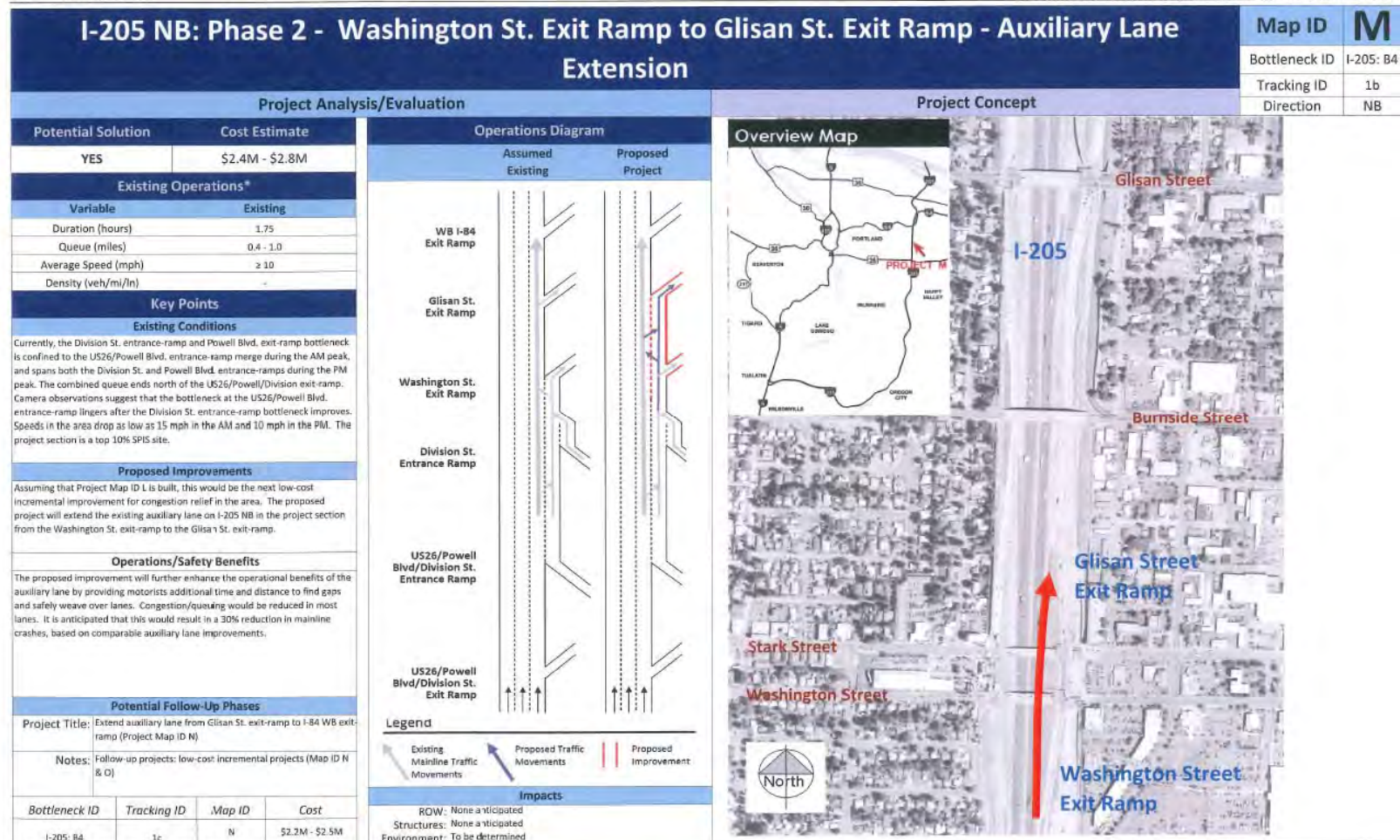
Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205



*PM Peak Hour

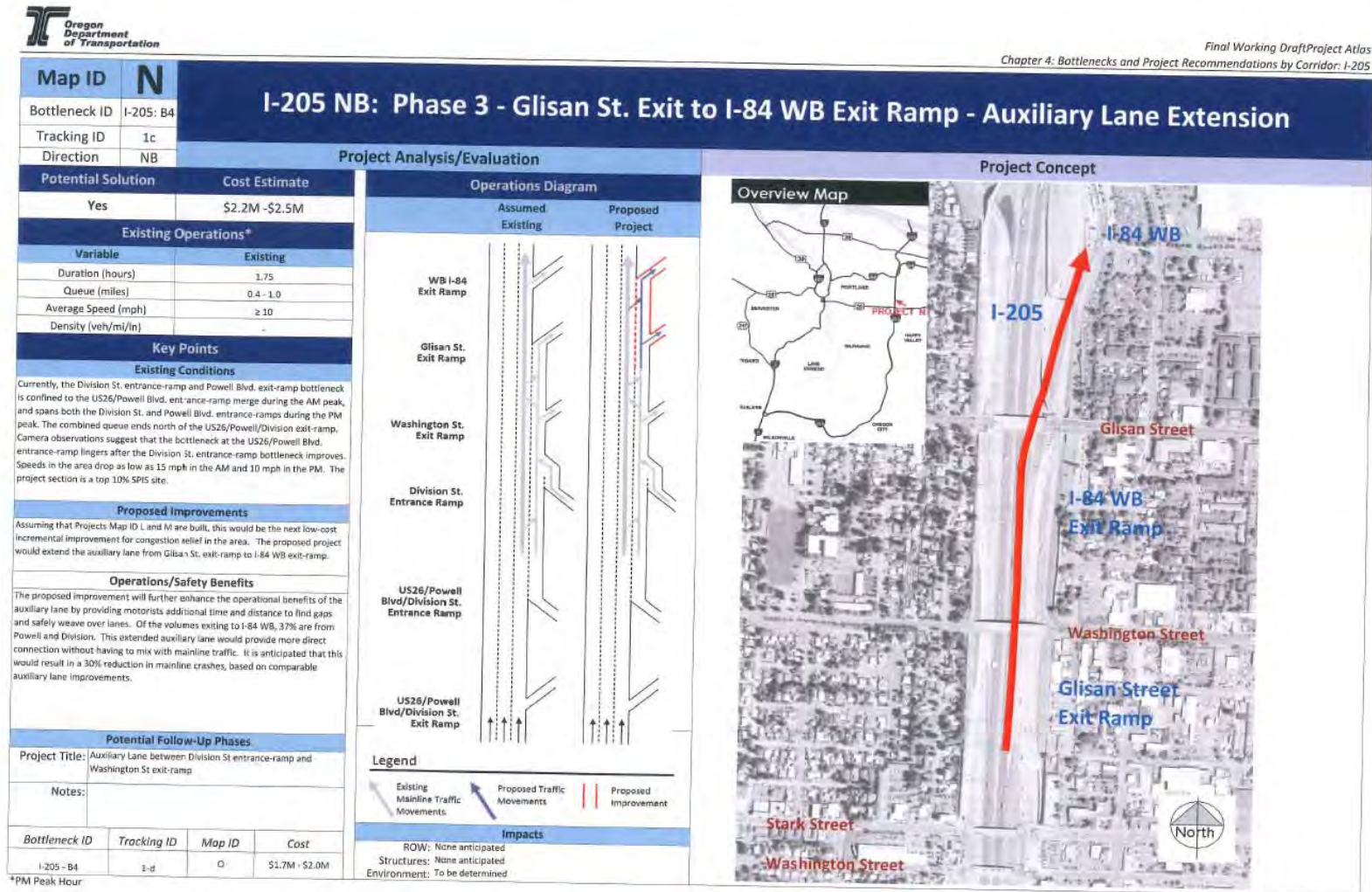
Corridor Bottleneck Operations Study for I-5, I-205, I-84, I-405, and US 26

Page | 4-23

Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



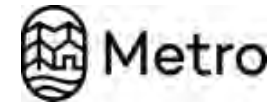
The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Corridor Bottleneck Operations Study for I-5, I-205, I-84, I-405, and US 26

Page | 4-24

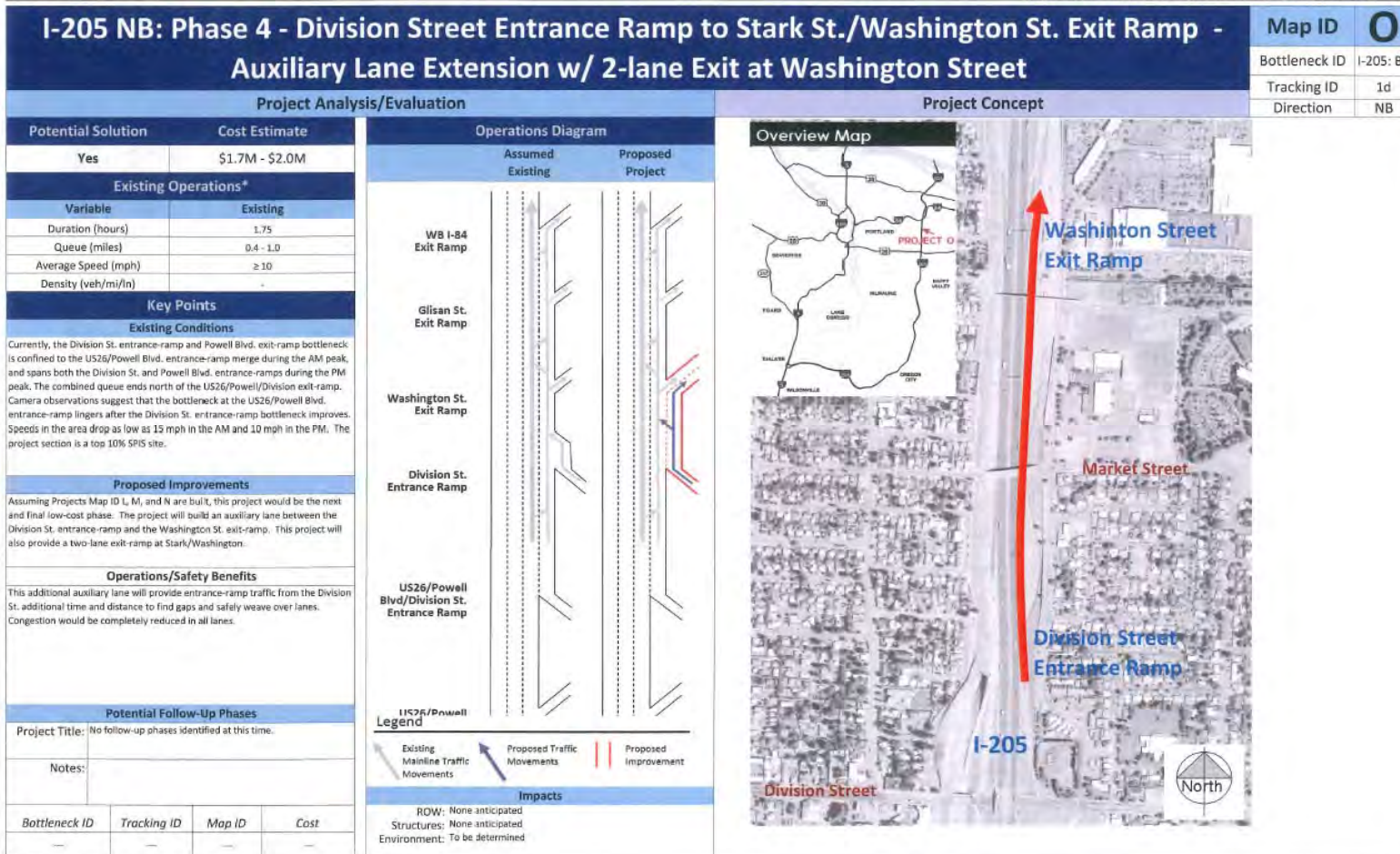
Attachment 4 CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



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Final Working Draft Project Atlas
Chapter 4: Bottlenecks and Project Recommendations by Corridor: I-205



*PM Peak Hour

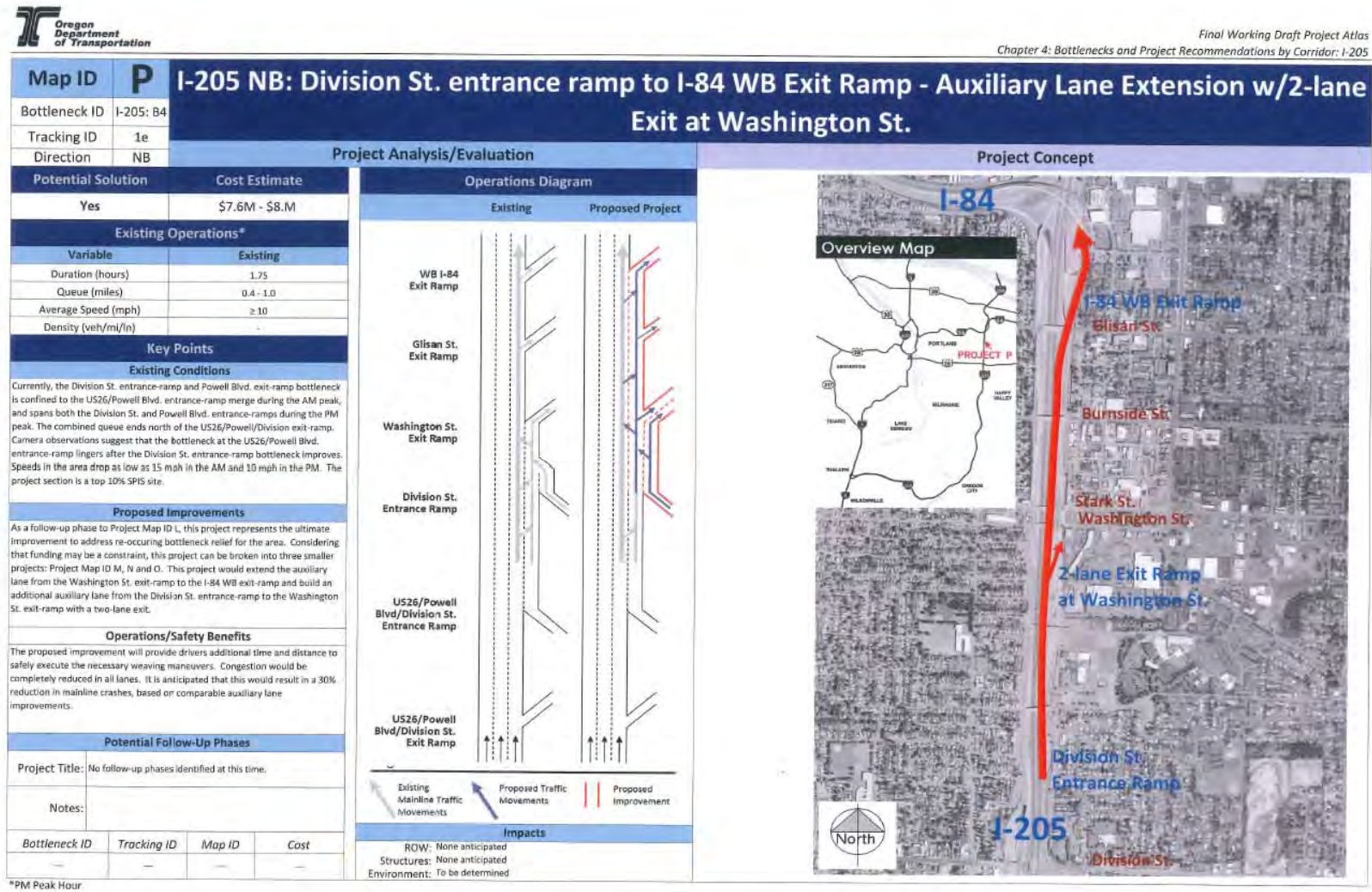
Corridor Bottleneck Operations Study for I-5, I-205, I-84, I-405, and US 26

Page | 4-25

Attachment 4
CBOS Study Exhibits: I-205 NB Proposed Auxiliary Lanes



The below I-205 NB Aux Lane Segments as proposed in the CBOS Study are provided as an illustration and general overview of the CBOS component to the project. The NEPA Record of Decision and final design completed through the project's Preliminary Engineering (PE) phase will determine the final alignments and scope of required improvements.



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, September 21, 2017
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Grace Cho, Associate Transportation Planner
Ted Leybold, Resource Development Manager
Tyler Frisbee, Policy Innovation Manager
Subject: 2021-2024 STIP – Federal Funding Scenario and Program Funding Levels

Purpose

Provide JPACT an overview of the 2021-2024 STIP, including the allocation of expected 2022-24 revenues to funding programs and projects, and implications for the Portland Metro region. Request JPACT approval to submit a comment letter to the Oregon Transportation Commission (OTC) regarding the forecast and allocation of ODOT administered funds.

Introduction and Background

As part of Metro's duties as the metropolitan planning organization (MPO) for the Portland region, Metro in partnership with ODOT, TriMet, SMART and local partners, is responsible for developing the federally mandated Metropolitan Transportation Improvement Program (MTIP). The MTIP is the schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the implementation schedule of federally funded transportation projects and demonstrates how the transportation projects comply with federal regulations, such as fiscal constraint, air quality impacts, and public involvement. The MIP also and monitors the region's progress towards achieving the vision and goals set forth in the region's long-range transportation plan.

JPACT and the Metro Council have the responsibility of overseeing the MTIP. Since any transportation project using federal funds or seeking a federal action located in the metropolitan area must be included in the MTIP for eligibility purposes, the MPO has a role to ensure these transportation projects meet federal eligibility requirements and make progress towards implementing the adopted regional transportation plan (RTP). This includes those transportation administered by different agencies (e.g. ODOT, TriMet, SMART).

The 2021-2024 STIP

ODOT staff has kicked off conversations with the Oregon Transportation Commission (OTC) on the funding allocation programs for the 2021-2024 STIP. In beginning these conversations, ODOT staff seeks leadership direction around two primary questions:

1. What level of federal funding should be assumed for fiscal years 2021-2024?
2. How should the state allocate funds among the different transportation funding program categories?

The OTC will discuss these questions over the course of the autumn 2017 and scheduled to take action in November. The November decision will establish the funding levels to the allocation programs for federal fiscal years 2022-2024. Following the November decision, the ODOT regions will receive funding allocation targets for several of the programs, or will coordinate with central ODOT program staff for initial recommendations of other Fix-It funding allocation sub-programs (such as the Bridge program). The way in which programs solicit project priorities/nominations differs from program-to-program. For example, the Enhance program typically conducts a

competitive nomination process at the ODOT regions, while many of the Fix-It programs rely heavily on outputs from data management systems to identify initial priority project needs. The nomination process for the allocation of ODOT administered funds for fiscal years 2022-2024 is expected to begin in 2018.

ODOT staff has proposed a modification to how the OTC will receive information about this decision, being more explicit about consideration of how to provide revenues to the Safety funding allocation program. The Safety program was previously a part of the Fix-It category of funding programs. The OTC will also more fully consider the “Off-the-Top” allocation programs that generally are funds that are passed through to other agencies or small dedicated state programs.

The OTC’s direction on the two primary questions can significantly impact the ability for local jurisdictions to provide input or nominate projects for funding. The previous 2018-2021 STIP cycle illustrates how the financial forecast and allocation of revenues to the ODOT funding programs sets a path on the ability to consider strategic tradeoffs and provide local input to the various ODOT funding programs.

Federal Revenue Forecast Assumptions and Distribution to Funding Programs

In the 2018-2021 STIP, the OTC approved an assumption federal funding revenue would decrease by 10%. This assumption was based on not having a federal transportation reauthorization in place to address issues of funding dedicated to the highway trust fund not meeting current expenditure levels. Initial forecasts based on conservative estimates inherently lead to providing a high percentage of revenues to funding allocations programs such as highway preservation that are core to simply keeping the system functioning. What has been observed in previous STIP cycles, including the most recent 2018-21 cycle, is that a conservative federal funding forecast has led to situations during the STIP cycle where unexpected revenues become available because the actual federal funding revenue comes in at the historical growth levels. Due to project delivery and timing restrictions in these situations, ODOT staff typically need to make hurried recommendations with limited stakeholder engagement as to where to place the unexpected revenues as a means to “get funding out the door” and not risk losing federal funds.

Preservation and similar type projects are also easier to create a pipeline of ready to implement projects should additional funds become available and therefore are the projects most likely to be proposed for funding when un-forecasted revenues become. The current conservative forecasting practice unnecessarily limits thorough OTC consideration and stakeholder involvement, including with the MPOs, on where the additional revenues should be distributed.

Recommendation & Comment Letter

The Portland metropolitan region should engage in the STIP discussions as not only a means to bring transparency to these state funding programs which implement important projects in the region, but also because of the role of the MTIP. Since these different STIP funding programs are driven by federal funding, the MPO is expected to program these funds and ensure compliance with federal mandates to maintain eligibility and to encourage local input into how these allocation decisions are guided and consistent with the Regional Transportation Plan. When unexpected revenue gets allocated to projects in a hurried manner, the projects proposed to receive these funds emerge as amendments to the MTIP. In this circumstance, MPO leadership typically has limited understanding of how the projects were prioritized for funding and what other priorities were

foregone because there was not an opportunity to prepare other project options for implementation.

To address the issues, the Portland metropolitan region urges the following actions be taken by the OTC:

- 1.) Request ODOT staff to develop a supplemental modest federal funding growth scenario for consideration by the OTC as part of the 2021-2024 STIP development process. This modest growth scenario could reflect the historical moderate growth trend of federal funding for transportation;
- 2.) Provide direction to ODOT staff to develop a process, supported by a policy analysis of options, for allocating any additional increment of funds represented by the modest federal growth forecast or for other unexpected, new, or surplus revenue to the different ODOT funding programs. The process should include stakeholder engagement, allowing for the ACTs, Regional Solutions Groups, and MPOs to provide input on priorities for each funding program; and
- 3.) Invite MPO leadership to engage directly with the OTC at their retreat planned for October 2017, where a number of these items will be discussed as part of the 2021-2024 STIP process. This is to allow for consideration of how ODOT administered funding allocation decisions can account for regional planning objectives and for coordination with MPO, transit and local agency funding allocation processes within metropolitan areas.

Attached is a draft comment letter for submission to the OTC. The comment letter was discussed with TPAC at the August meeting and recommended to JPACT for approval and submission to the OTC at its September meeting.

Next Steps

The following timeline has been provided to illustrate the next steps for the 2021-2024 STIP development.

Timeline – 2021-2024 STIP Policy Discussion

Activity	Timeframe
Introduction of 2021-2024 STIP and Comment Letter for TPAC Recommendation	August 25, 2017
Region 1 ACT Meeting of 2021-2024 STIP and Program Funding Levels	September 11, 2017
Introduction of 2021-2024 STIP and Comment Letter for JPACT Approval <ul style="list-style-type: none">Electronically submit comment letter to OTC (happening concurrently)	September 21, 2017
Stakeholder Input at OTC Retreat	October 19, 2017
Approval of 2021-2024 STIP Funding Scenario and Program Funding – Levels	November 2017

Dear Chair Baney and Members of the Oregon Transportation Commission:

The members of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) appreciate the opportunity to provide comment on the early development of the 2021-2024 State Transportation Improvement Program (STIP) and the thorough approach the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) have taken to the current STIP process.

The decisions you make today and over the next four months on how to allocate forecasted revenues to ODOT allocation programs is a significant policy lever that impacts the ability to prioritize implementation of competing statewide and regional goals. Recognizing the OTC and the Portland region's MPO, represented by JPACT and the Metro Council, carry the federal responsibility as stewards of federal transportation funds within the Metro region, the decision of the federal funding scenario from the OTC will set a significant course of direction for the allocation of ODOT administered funds to projects. In developing our metropolitan area portion of the STIP, JPACT and the Metro Council have a keen interest in successful coordination with the OTC, not only to incorporate the OTC priorities into the region's stated goals, but also in the selection of projects within the metropolitan area that will utilize ODOT administered funds, ultimately impacting our MTIP and subsequently the STIP.

While we understand the rationale for having a conservative federal funding forecast, which currently presumes a 10% decrease in federal funding, to allow the OTC to only consider funds within this assumption creates significant obstacles when it comes to directing investment decisions. While the federal Highway Trust Fund has faced insolvency at various points in its history, Congress has repeatedly found ways to stabilize it and federal transportation funding has continued on a moderate growth trajectory. Consequently, an overly conservative forecast at the state level creates an allocation approach based on scarcity with very little flexibility. When actual revenues come in higher than forecasted, there is very little time for the OTC to determine how best to direct those additional funds or have a meaningful process to engage stakeholders on which funding programs to invest in. For the MPO, this often results in a number of projects being put forward as MTIP amendments, for which our region's stakeholders and MPO board have no understanding or input on how or why these priorities have emerged. The result is a lost opportunity to make intentional and strategic decisions about how to best advance state and regional goals.

The MPO understands the OTC will take action on a federal funding scenario for the STIP in November 2017, which will set the basis for allocation to the programs statewide and to the regions. Between now and the November decision date, we urge the OTC consider the following actions:

- 1.) Request ODOT staff to develop a supplemental modest federal funding growth scenario for consideration by the OTC as part of the 2021-2024 STIP development process. This modest growth scenario could reflect the historical moderate growth trend of federal funding for transportation;
- 2.) Provide direction to ODOT staff to develop a process, supported by a policy analysis of options, for allocating any additional increment of funds represented by the modest federal growth

forecast or for other unexpected, new, or surplus revenue to the different ODOT funding programs. The process should include stakeholder engagement, allowing for the ACTs, Regional Solutions Groups, and MPOs to provide input on priorities for each funding program; and

- 3.) Invite MPO leadership to engage directly with the OTC at their retreat planned for October 2017, where a number of these items will be discussed as part of the 2021-2024 STIP process. This is to allow for consideration of how ODOT administered funding allocation decisions can account for regional planning objectives and for coordination with MPO, transit and local agency funding allocation processes within metropolitan areas.

We believe his two-part approach provides financial stability and gives OTC the opportunity the shape investment decisions in a thoughtful, transparent way, alleviating any concern that an unlikely and sudden cut in federal funds would leave ODOT with obligations it cannot meet. We will continue to work with the Region 1 ACT and other stakeholders in providing thoughtful analysis and input on the trade-offs these decisions represent.

Again, we appreciate the OTC taking into consideration these requests, knowing the timeline for the 2021-2024 STIP federal funding scenario and allocation to programs is set for this autumn. Given both of our roles as stewards of federal and state funds, we want to ensure these limited resources are invested strategically according to the OTC's policy direction, and take into account local needs and priorities. We look forward to continuing the discussion with you.

Sincerely,

Tom Hughes
Metro Council President

Craig Dirksen
JPACT Chair
Metro Council District 3

Materials following this page were distributed at the meeting.



September hotsheet

Parks and nature

Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.

Meet Jon Blasher: Partners are invited to join Metro's parks and nature team from 2 to 5:30 p.m. Sept. 15 at the Oregon Zoo Education Center to meet new director Jon Blasher and to weigh in on upcoming priorities and projects. Highlights will include a welcome by Metro Council President Tom Hughes, a Q&A with the new director, drop-in table conversations about priority projects for Metro's park system, a chance to explore the Conservation Education Center, and a reception with food and drinks. Blasher, who came to Metro in August, was previously executive director of the Pacific Northwest chapter of Playworks. To receive an invitation, please contact Marybeth Haliski: marybeth.haliski@oregonmetro.gov or 503-797-1741.

Metro's **Partners in Nature** program works with organizations to better connect communities of color with Metro parks and natural areas. Through a partnership with the Immigrant and Refugee Community Organization, more than 500 youths and family members attended community events at Metro parks. In August, Sista Sistah, Brotha2Brotha, Get Hooked, Morpheus Youth Project, Oregon State University Young Rangers and Chess for Success co-hosted a Full STEAM Ahead event at Blue Lake Regional Park. The event provided science, health, art and nature activities to people of African descent. The fall issue of Metro's parks and nature magazine features nature photographs taken by students participating in a ROSE Community Development partnership. The young people visited seven Metro destinations to learn about ecology, photography techniques and leadership skills. Contact: Sheilagh Diez, 503-813-7533

Chehalem Ridge Nature Park: The Metro Council is scheduled to hold its Oct. 19 meeting from 5 to 7 p.m. at the Forest Grove Community Auditorium, 1915 Main St., to consider the proposed access master plan for Chehalem Ridge Nature Park, a new 1,230-acre nature park 15 minutes south of Forest Grove and Cornelius. Chehalem Ridge is home to restored Douglas firs, oak and madrone habitat, as well as beavers, bobcats, and other wildlife. Contact: Karen Vitkay, 503-797-1874

Recreational policies review: Metro's parks and nature team is continuing to review and update policies on recreational uses to ensure they are compatible with modern recreational needs and conservation science. Topics have included policies on pets, hunting, drones, geocaching, alcohol consumption, and smoking in parks and natural areas. The third and final sounding board meeting is scheduled to be held Sept. 20 to explore additional recreational use topic. A final report summarizing the sounding board's discussion and recommendations is expected in the fall. Contact: Suzanne Piluso, 503-797-1845

Land use and transportation

Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.

Metro's **Transit-Oriented Development Program** marks groundbreakings for three projects this month. In partnership with Rose CDC, Carleton Hart Architecture, Walsh Construction and the City of Portland, Metro will break ground on Sept. 13 for the Woody Guthrie Place, a 64-unit affordable housing complex and one of five affordable and market-rate housing projects in the Lents Town Center. Sept. 21 is the groundbreaking for 72 Foster, a four-story building with 101 affordable apartments and retail space on the ground floor in close proximity to the Portland Mercado. 72 Foster is partnership with Reach CDC, Holst Architecture, LMC Construction and the City of Portland. The groundbreaking for Cornelius Place takes place Sept. 23. The three-story building will offer affordable condos to people over age 55. The building will also house a Cornelius Public Library on the ground floor. The project is a partnership with Bridge Housing, Bienestar, Scott Edwards Architecture, the City of Cornelius and the Cornelius Public Library. Contact Jon Williams, 503-797-1931.

Metro is updating the **Regional Transportation Plan**, and has completed the call for projects, projects prioritized by ODOT, TriMet, cities and counties to address the transportation needs of our growing and changing region. Metro is compiling the lists for analysis for public feedback on the key findings in January. The draft project lists will be published in September. Contact: Kim Ellis, 503-797-1617.

Regional leadership

Metro brings together greater Portland to preserve farms and forests, protect water and wildlife, and create communities people want to call home. Led by an elected council, this unique government helps plan for the future and offers places, services and tools that make life better today.

The **Committee on Racial Equity** held its kick-off meeting on July 27. The CORE was created to advise Metro Council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, to provide opportunities for greater accountability from Metro for its racial equity work, to help communicate the agency's success and challenges, and to help evaluate the equity work. During the first three months, the CORE is working on establishing its internal working agreements and culture and co-creating its work plan with staff. The CORE members are also defining the best way to organize in subcommittees to achieve the committee's purpose. The next CORE meeting will take place on Thursday, Sept. 21, 6 – 8 p.m., in the Council Chamber. For additional questions on the work of the CORE, contact Juan Carlos Ocaña-Chíu at juan.carlos.ocana-chiu@oregonmetro.gov.

Getting there



by transit



Regional Transit Strategy

a component of the 2018 RTP

Enhanced Transit

Joint Policy Advisory Committee on Transportation (JPACT)

September 21, 2017

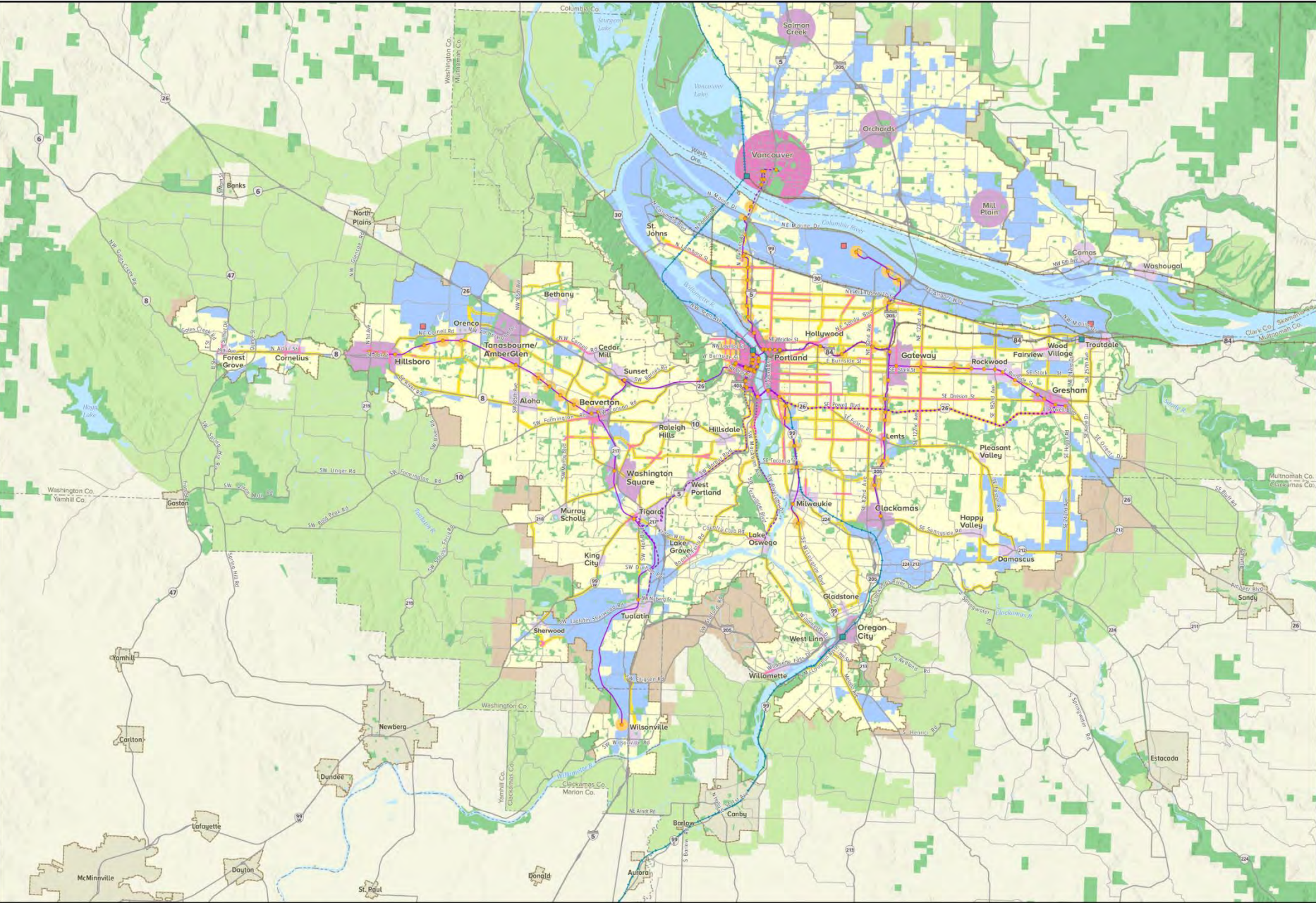
Today...

Building a Regional Transit Vision

What is Enhanced Transit?

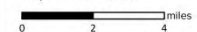
Applying Enhanced Transit to the region





2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or outdated accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal



Climate Smart Strategy for the Portland metropolitan region

oregonmetro.gov/climatestrategy

2014



Regional Transit Vision

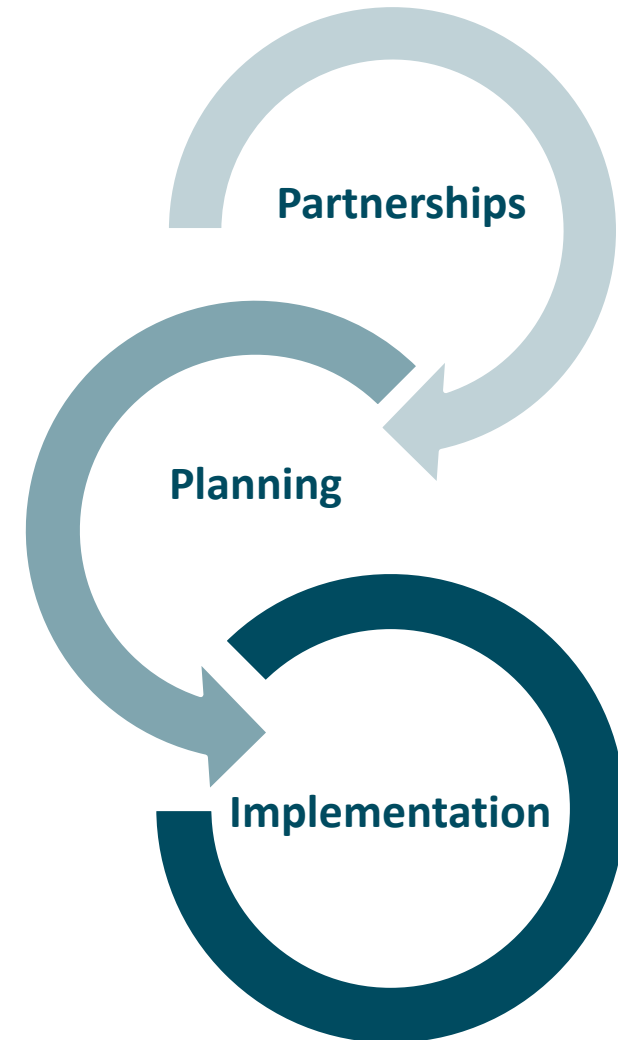


“The greatest barriers to the use of public transportation are time and reliability. If people can’t count on transit to get them there at a specific time, they’re not going to use it.”

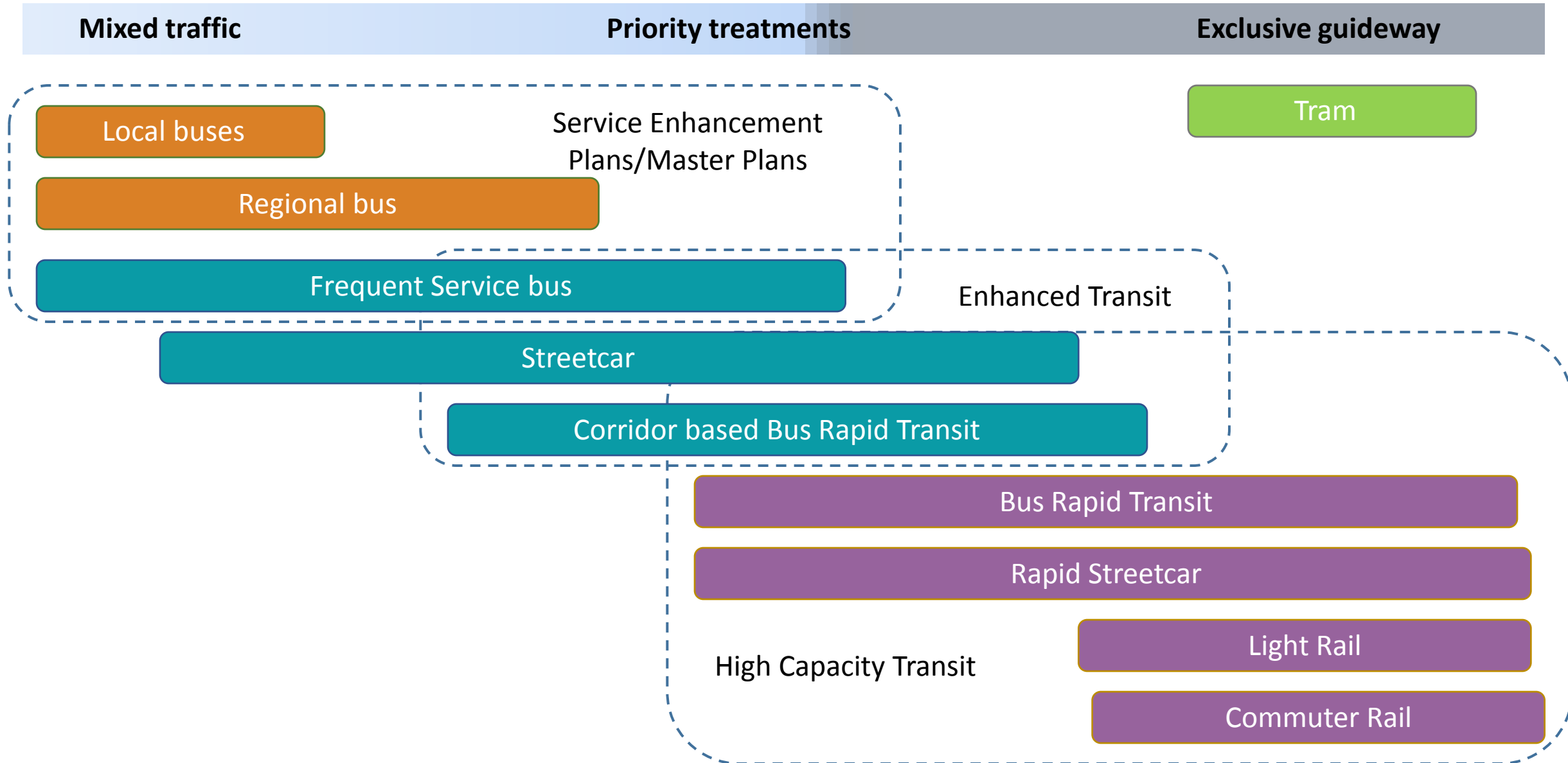
–Adria Decker Dismuke, Milwaukie resident

Regional Transit Vision

To make transit more frequent,
convenient, accessible and
affordable for everyone



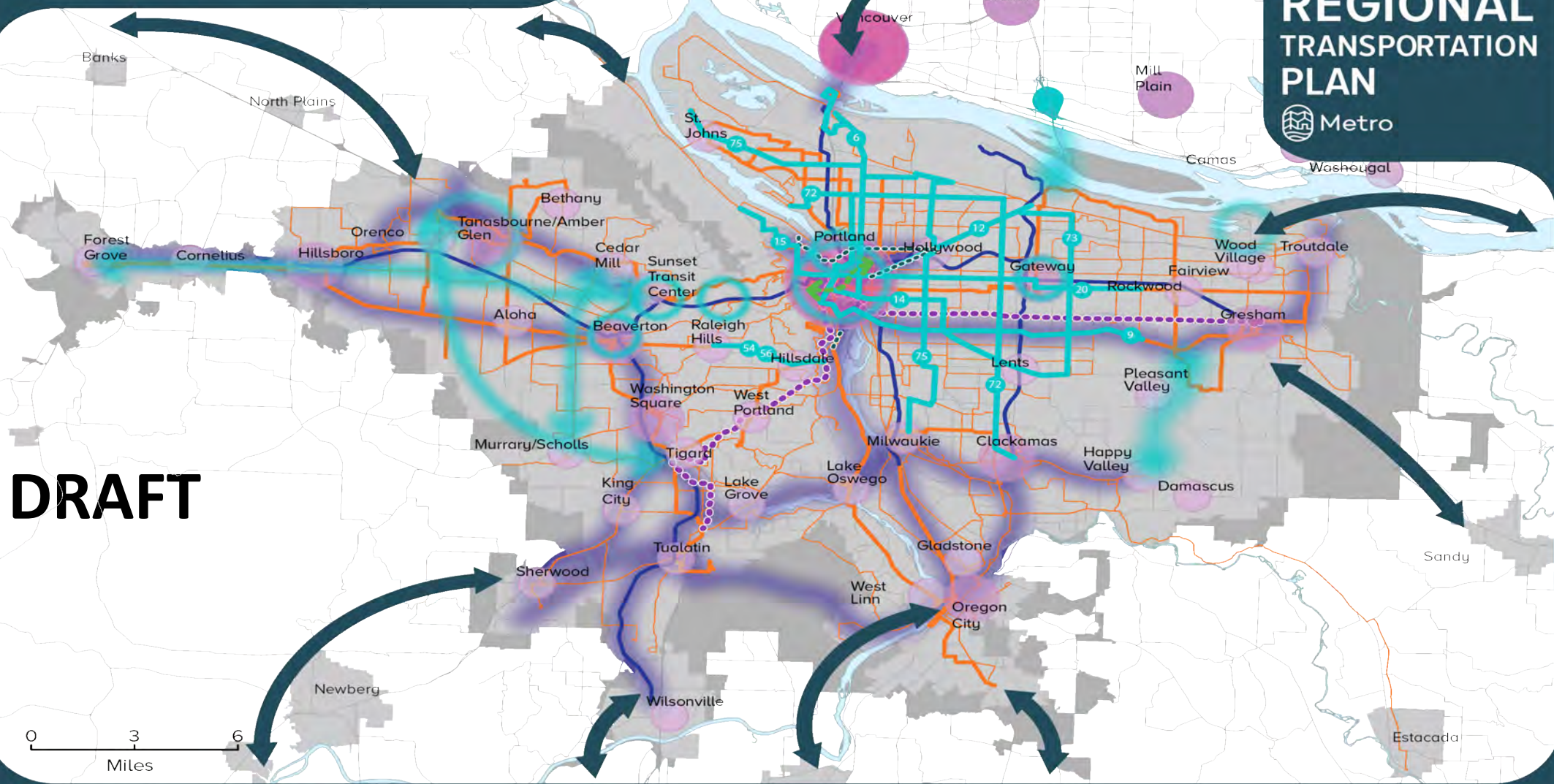
REGIONAL TRANSIT SPECTRUM



Ideas for building a regional transit vision...

2018 REGIONAL TRANSPORTATION PLAN

Metro



DRAFT

- Metropolitan planning area
- Urban growth boundary
- City center
- Regional center
- Town center
- High capacity transit
- Future bus
- Future frequent bus
- HCT Project Development
- Futur/potential HCT corridor
- Neighboring transit
- Potential streetcar
- Potential enhanced transit corridors
- Potential tunnel
- New ideas to consider

Note: includes HCT Corridors and Tri Met's Service Enhancement Plans

A red starburst graphic with multiple points, containing the word "New!" in white text.

New!

What is Enhanced Transit?

Characteristics of Enhanced Transit

- Increased capacity, reliability and transit travel speed
- Moderate capital and operational investments
- Flexible and context sensitive
- Can be deployed relatively quickly
- Could be a hot spot, corridor or full line
- Can include bus or streetcar



The Vine recently opened in Vancouver, WA



Laneways and Intersection Treatments

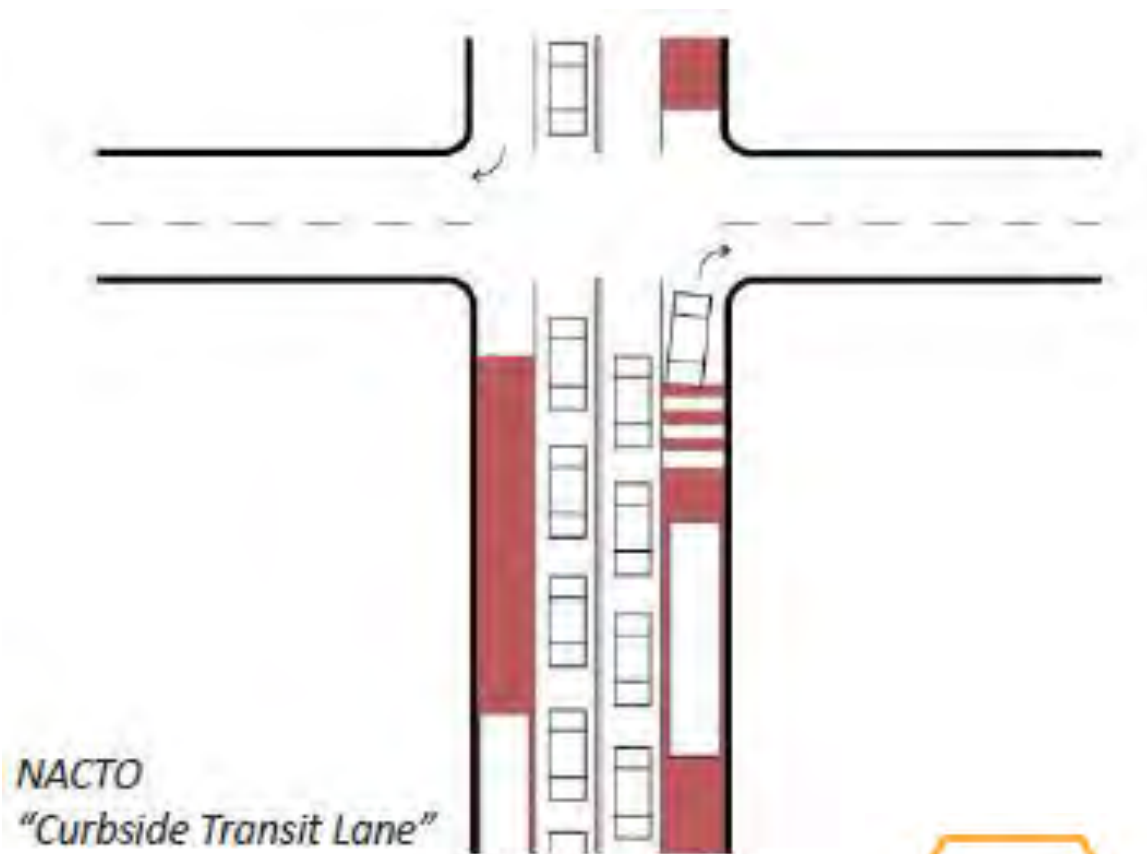
Dedicated Bus Lane



NACTO "Curbside Transit Lane"



Business Access and Transit (BAT) Lane

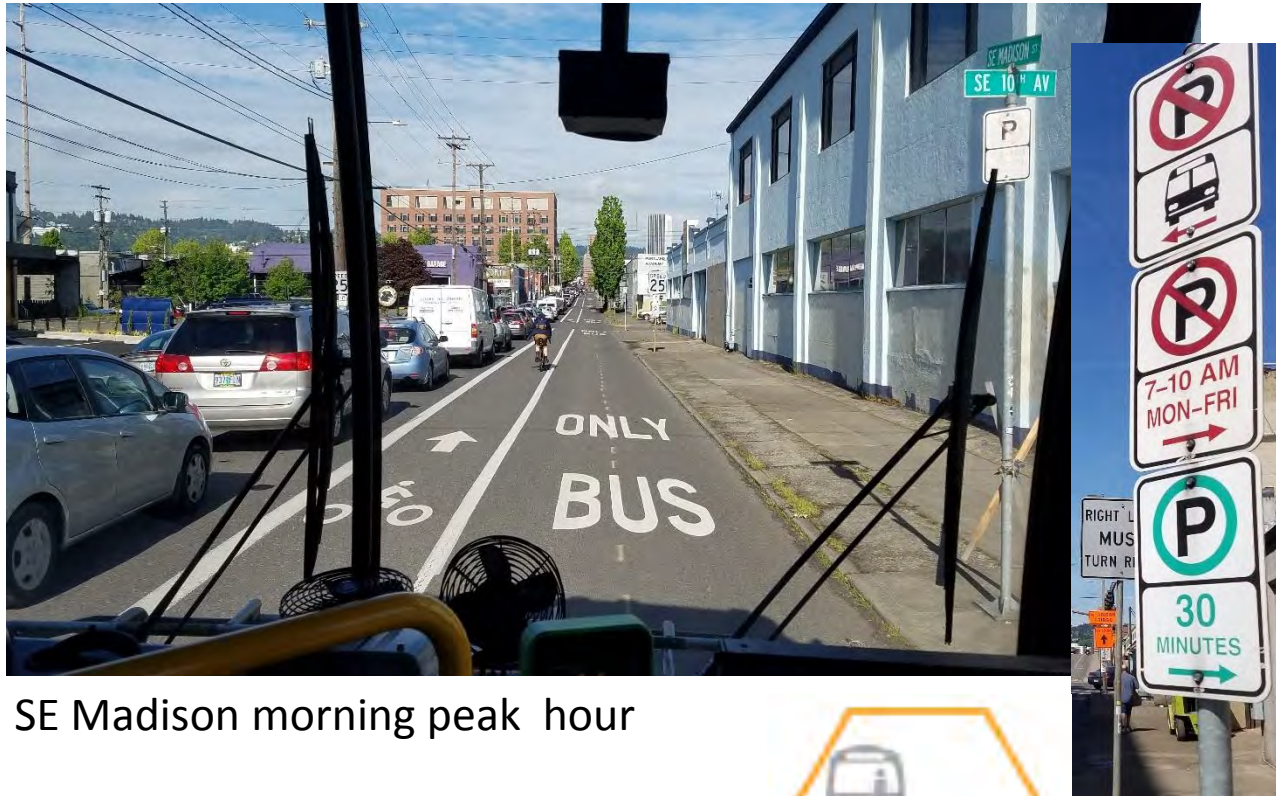


NACTO
"Curbside Transit Lane"



Laneways and Intersection Treatments

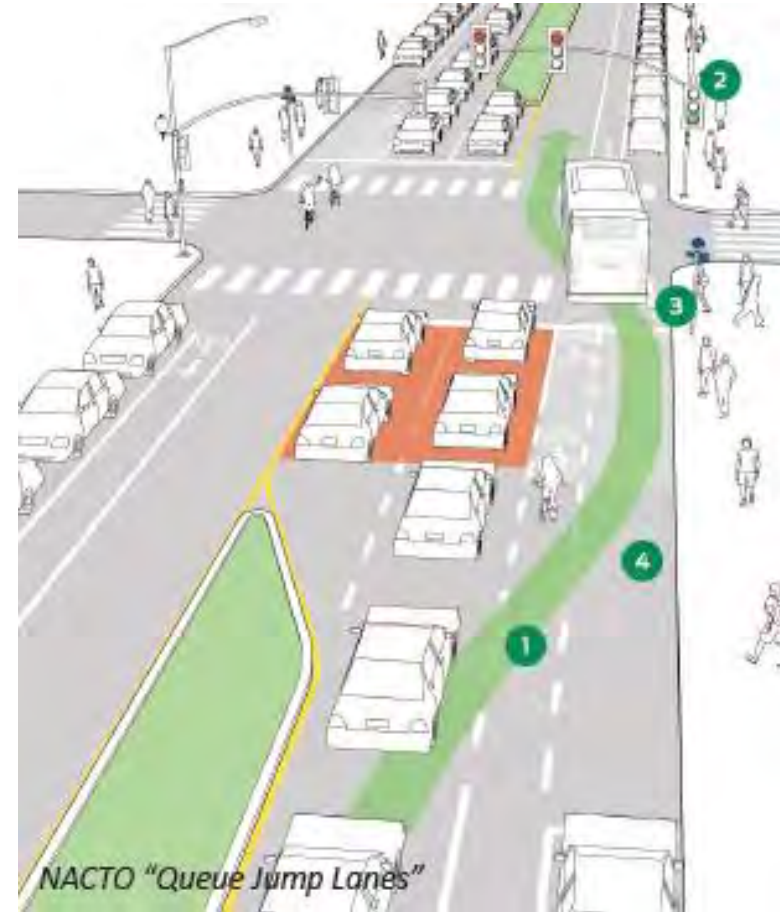
Pro-Time (Peak Period Only) Transit Lane



SE Madison morning peak hour



Intersection Queue Jump/Right Turn Except Bus Lane

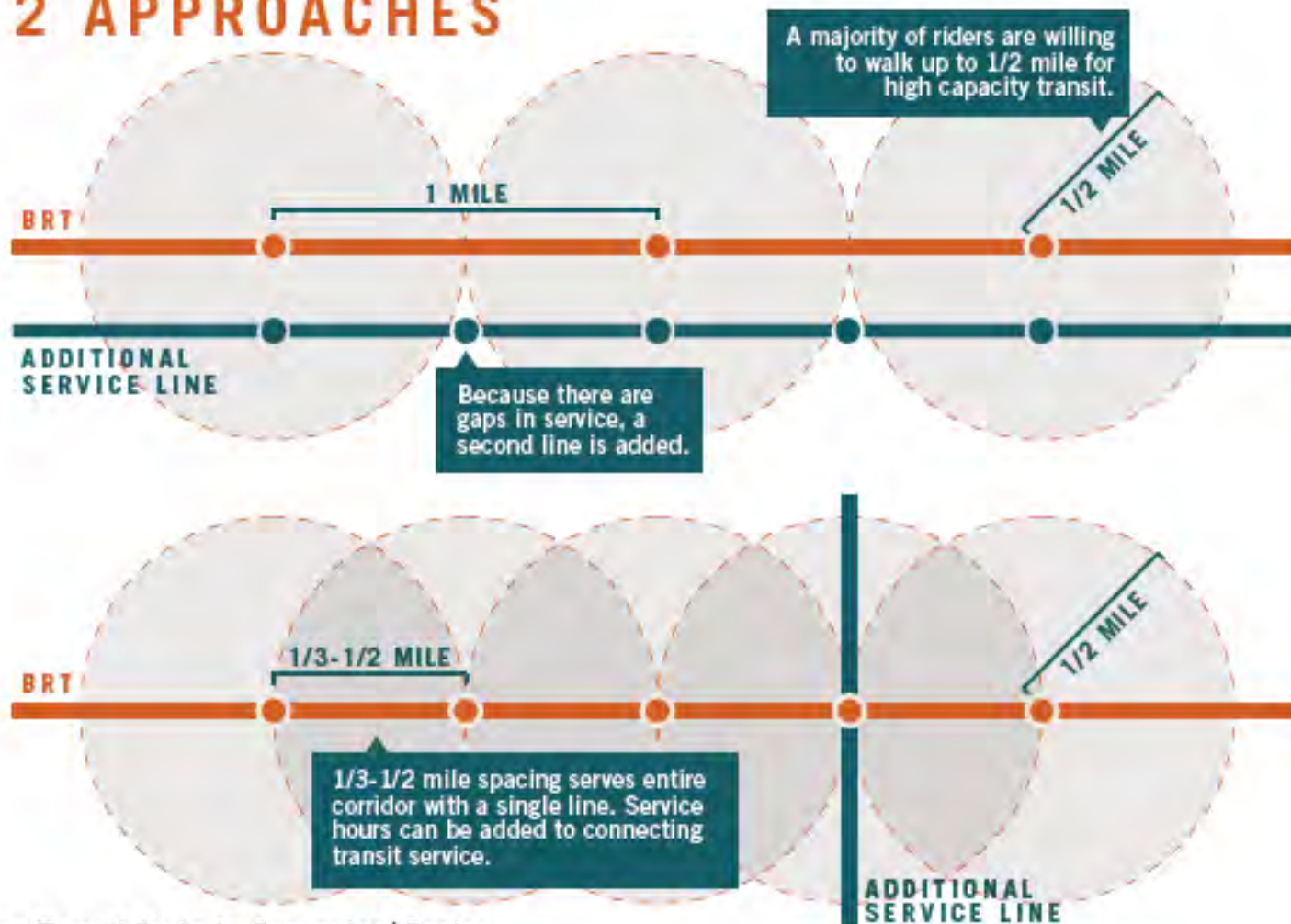


Stops and Stations

Bus Stop Consolidation



STOP-SPACING TRADEOFFS 2 APPROACHES



CH2M

CH2M

ETC Capital/Operational Toolbox

(20 tools that can be applied on streets)

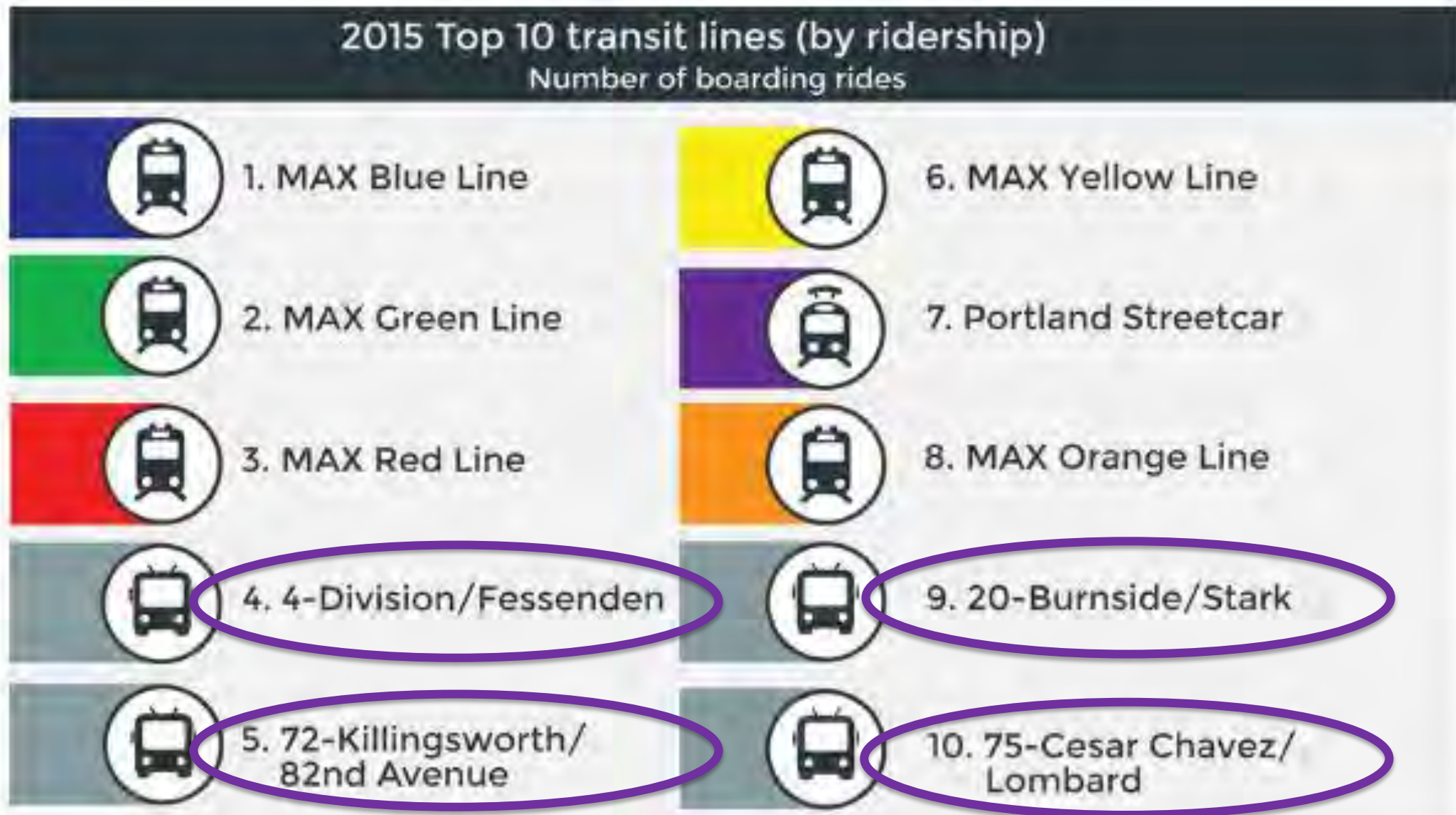


Why Enhanced Transit?

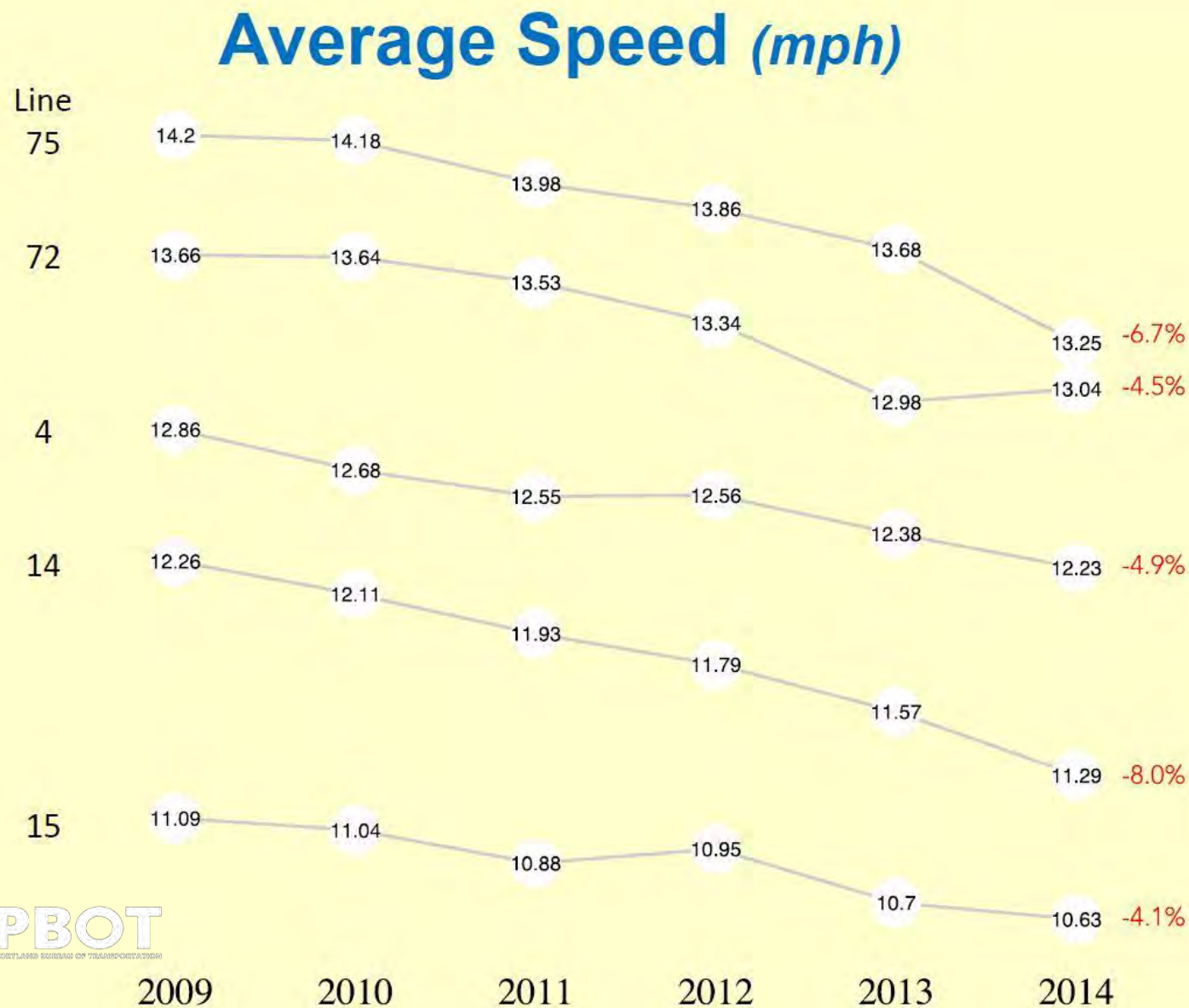
Answer:

We need to do more to support transit in the Portland region

Buses are a “work horse” and carry significant ridership regionally, up there with MAX

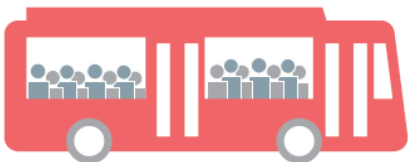


Buses are getting stuck in traffic and trips take longer



Initial Evaluation: Criteria and Measures

- **Ridership:** Average Existing Weekday Transit Trips
- **Reliability:** Delay due to traffic congestion
- **Transit Speed:** Where buses are slower all day
- **Dwell Time:** When the doors are open at bus stops
- **Equity:** Higher number of People of Color, Low Income, Limited English Proficiency
- **Growth:** Forecasted increase in population and jobs



TriMet Bus Service

Variability in Weekday Operating Speeds (Peak to Off-Peak)
(Greater variability leads to less reliable service)

Variability by Timepoint Segment (Fall 2016)
(Percent difference between
90th and 10th percentile operating
speeds, including dwell time.)

- Less than 31.6%
- 31.6% to 36.2%
- 36.2% to 39.6%
- 39.6% to 43.6%
- More than 43.6%

Transit Delay During Peak Congestion Time

Enhanced Transit at the regional scale

- Defining Enhanced Transit as a new service typology in the RTP
 - Modelling speed and attractiveness between BRT and regular bus service for bus-based projects (vs. Streetcar)
- Applying methodology developed in ETC Plan to regional candidate corridors to identify areas of potential need
 - RTP Transit Working Group discussing criteria and data sources
- Submitted candidate projects (based on jurisdictional input) for testing/evaluation during first round of Call for Projects
 - Will refine in RTS and RTP as we learn more from project development

Types of Enhanced Transit

- Level 1

- Smaller scale, lower intensity improvements, ranging from \$10-\$50 million.
- Could include spot improvements on more than one line, modest improvements throughout a corridor or focused investments on key segments of a corridor.

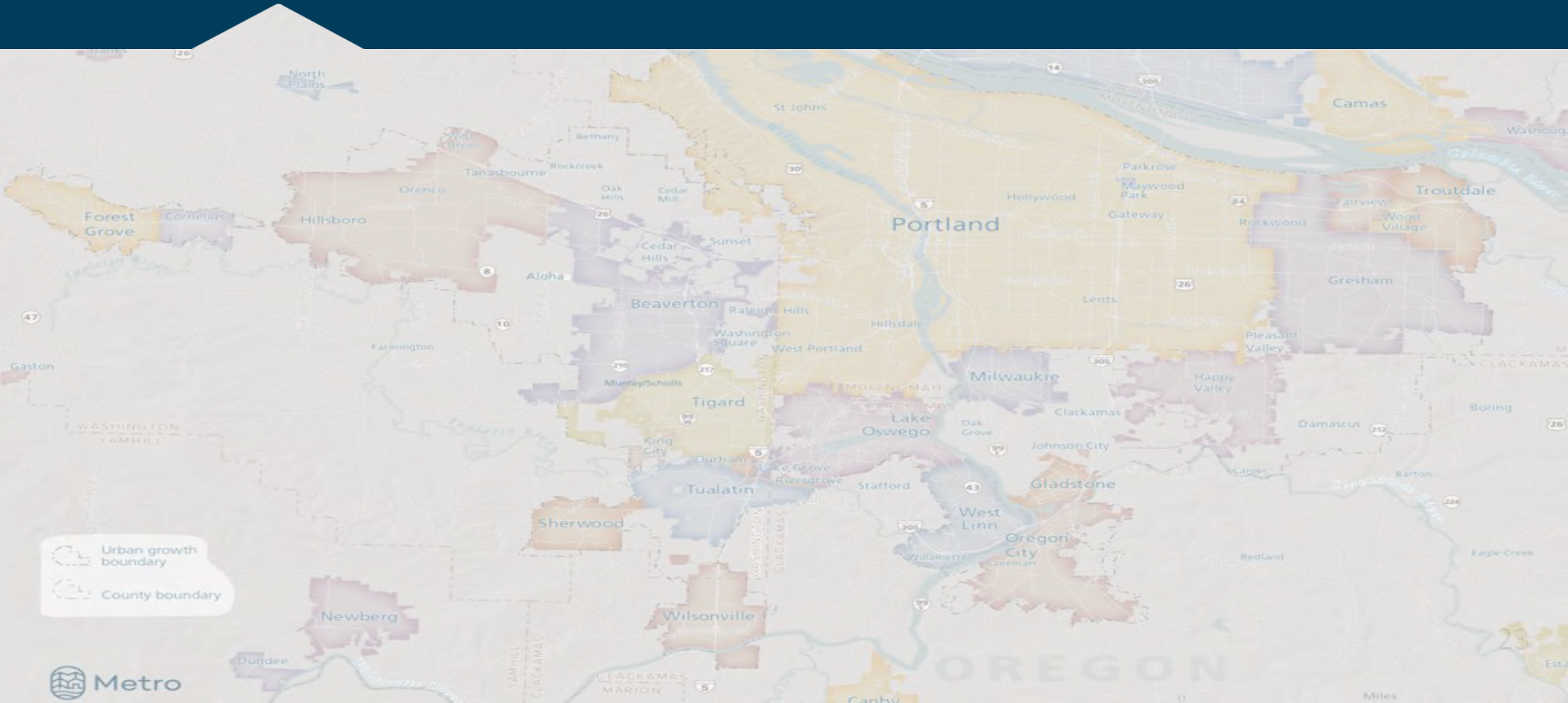
- Level 2

- Higher intensity, medium to larger scale investments in infrastructure treatments needed to meet corridor-wide transit goals, ranging from \$50-\$300 million (and could include FTA as a funding partner).
- Projects seeking regional endorsement for federal funding priority would need to meet the updated System Expansion Policy criteria and FTA requirements.

Next Steps on Enhanced Transit

- Finalize Portland's ETC Plan and share learning with regional partners to help inform prioritization of candidate projects for further refinement
- Identify opportunities for supporting “closer looks” to apply toolkit and refine scope and cost estimates for priority candidate projects
- Define policy and process for advancing refined projects
 - Regional vs. Local projects (System Expansion Policy)
 - Link between capital and service investments

Discussion...



Thank you

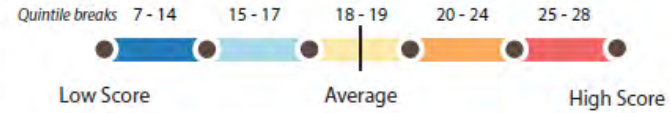




Enhanced Transit Corridors Plan Methodology Total Score

Legend

Each color represents a data quintile (20th percentile) break in the data. Quintiles are calculated from the universe of performance scores for all Enhanced Transit Corridors being considered.



Notes

1. The Methodology Total Score reports an aggregated index score comprising transit performance, future growth, and equity indicators. Five percentile breaks were identified for each indicator, based on the indicator values for all ETC segments. Each ETC segment received a score between 1 and 5, depending on where the performance indicator fell within the percentile breaks. Scores for each indicator were then aggregated for each ETC segment to produce a Total Score.

2. A higher score indicates greater transit performance deficiency and a greater need for improvement based on future growth and equity considerations.





Metro

HB 2017 and the MTIP Overview

HB 2017 Elements

1. Project Funding

- **Named projects**
- City/County distribution
- ODOT funding programs
 - **Safety & maintenance (\$10 M + 6%)**
 - **Preservation & culverts (24%)**
 - **Seismic (30%)**
 - **Bridge (40%)**
 - Connect Oregon
 - Safe Routes to Schools
- Transit

2. Value pricing and tolling

3. Accountability measures, Other

HB 2017 Named Projects

1. New HB 2017 Revenues
 - Rose Quarter project
 - Highway 217 project
 - Powell Boulevard
2. Conditioned projects
 - **I-205 CBOS widening: GJ Bridge - Powell (US 26)**
 - **I-205 ATMS: I-84 to Powell (US 26)**
3. Jurisdictional transfer
 - Powell Boulevard
 - Cornelius Pass Road

HB 2017 Revenues: Proposed ODOT funding program allocations for 2019-21

- Draft list of proposed ODOT funding program projects for 2019-21 HB 2017 revenues will be provided to you today.
- Future TIP amendment actions will be necessary for these projects.



2018-2021
Metropolitan
Transportation
Improvement
Program (MTIP)

oreg



Metro

Agenda Item 6.1:

2018-21 METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM (MTIP) AMENDMENT –
RESOLUTION 17-4830

**August 2017 MTIP Formal
Amendment & Approval
Request of Resolution 17-4830**

September 21, 2017

Ken Lobeck, Funding Programs Lead

JPACT MTIP Formal Amendment

Approval Request

1. **Seeking a single motion approval from JPACT for:**
 - Approval of Resolution 17-4830
 - Authorize a formal amendment to the 2018 MTIP
 - Consisting of **one** HB2017 funded urgent project & **one** HB2017 conditioned urgent project affecting ODOT
2. First two of expected 23 total HB2017 allocated projects for the Metro MPO boundary area

HB2017 Awarded Projects

Allocated Projects Summary

1. ODOT has proposed 115 HB2017 allocated projects:
 - Based on OTC item Agenda F, Attachment 1 project list
 - 31 projects in Region 1 (27% of projects)
 - 23 projects in Metro MPO area (20% of projects)
 - 8 outside of the MPO boundary in Region 1 (7% of projects)
2. HB2017 conditioned (2 projects) funding totals \$24,221,999 (federal portion)
3. HB2017 funding awards for the remaining 21 projects total \$288,739,900
4. MPO total of HB2017 + conditioned = \$312,961,899

HB2017 Awarded Projects

HB2017 “Conditioned” Projects Summary

National Highway Freight Program (NHFP) funding

1. Two HB2017 Freight projects conditioned to add federal NHFP funds:

- Key 19786: \$9.222 million to I-205 Stafford Rd to OR99E
- Key 19071: \$14.999 million to I-5 Rose Quarter project

Project Name	I-205 freeway widening congestion relief project K19786	
PHASE	YEAR	COST
Planning	2016	\$ 2,500,000
Preliminary Engineering	2017	\$ 10,000,000
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
TOTAL		\$ 12,500,000

NHFP + Match = Total

\$9,222,000 + \$778,000 = \$10,000,000

\$2,500,000 of NHFP already programmed

Project Name	I-5 Rose Quarter congestion relief project K19071	
PHASE	YEAR	COST
Planning		\$ -
Preliminary Engineering	2017	\$ 20,391,997
Right of Way		\$ -
Utility Relocation		\$ -
Construction		\$ -
Other		\$ -
TOTAL		\$ 20,391,997

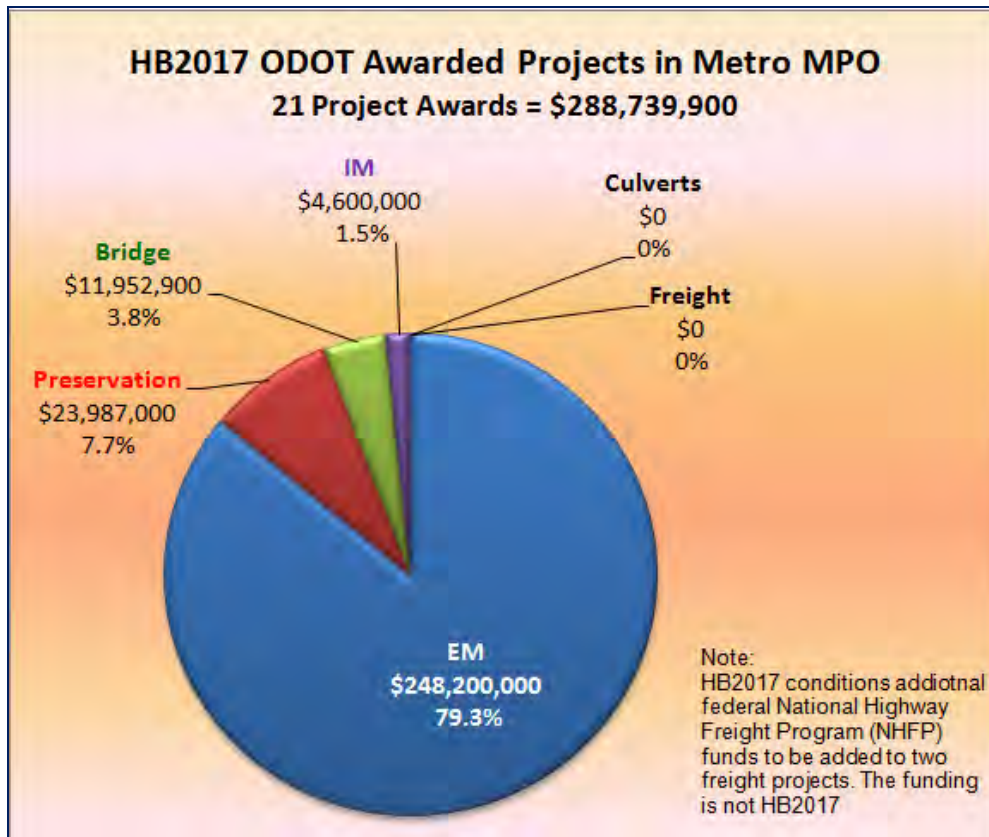
NHFP + Match = Total

\$14,999,999 + \$1,265,453 = \$16,265,452

\$4,126,545 of NHFP already programmed

HB2017 Awarded Projects

HB2017 Project Funding in the Metro MPO



Notes:

- Bridge = Rehab/maint, replace
- Culverts = Reconstruct/rehab
- EM = Enhance Modernization
- IM = Interstate Maintenance
- Preservation = system O&M safety, rehab, maintenance

HB2017 Named and Awarded Projects

HB2017 Funding Awards: Metro MPO & Region 1

HB2017 + Conditioned Funds (NHFP) Split Between Inside & Outside MPO

Total Region 1: \$337,006,912
23 MPO + 8 Out of MPO Projects

Outside MPO
7%
\$24,045,013

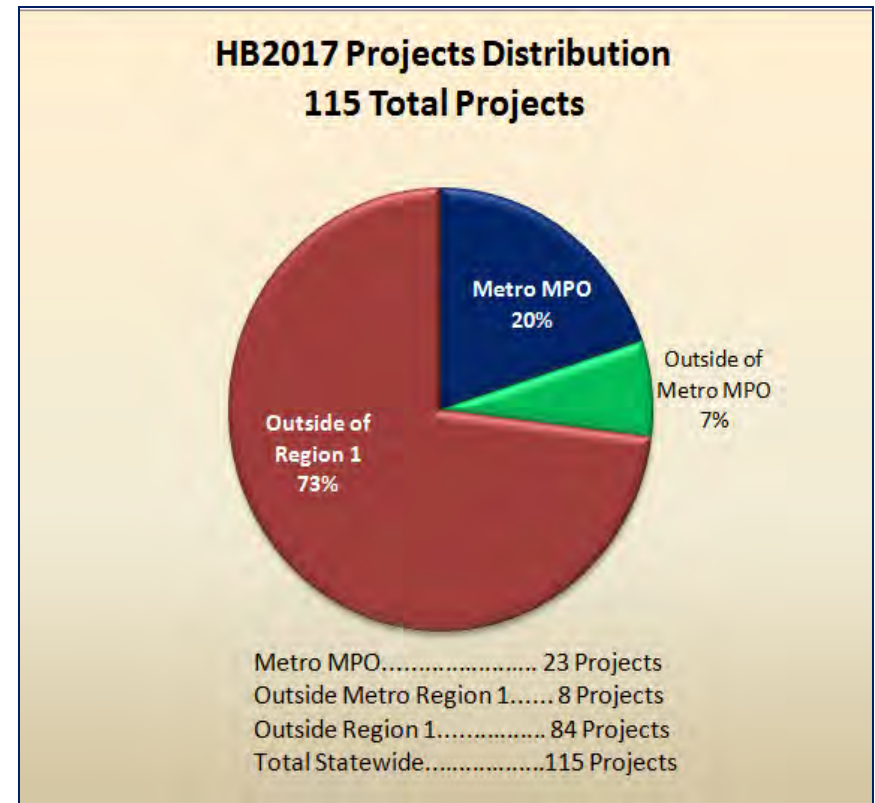


In MPO
93%
\$312,961,899

HB2017 Named and Awarded Projects

Statewide Projects Summary

- 115 HB2017 awarded projects statewide
- 31 projects in Region 1
- 84 projects outside of Region 1
- Cost total of \$663,761,156 among the 84 projects



August 2017 Formal MTIP Amendment

Now back to your amendment

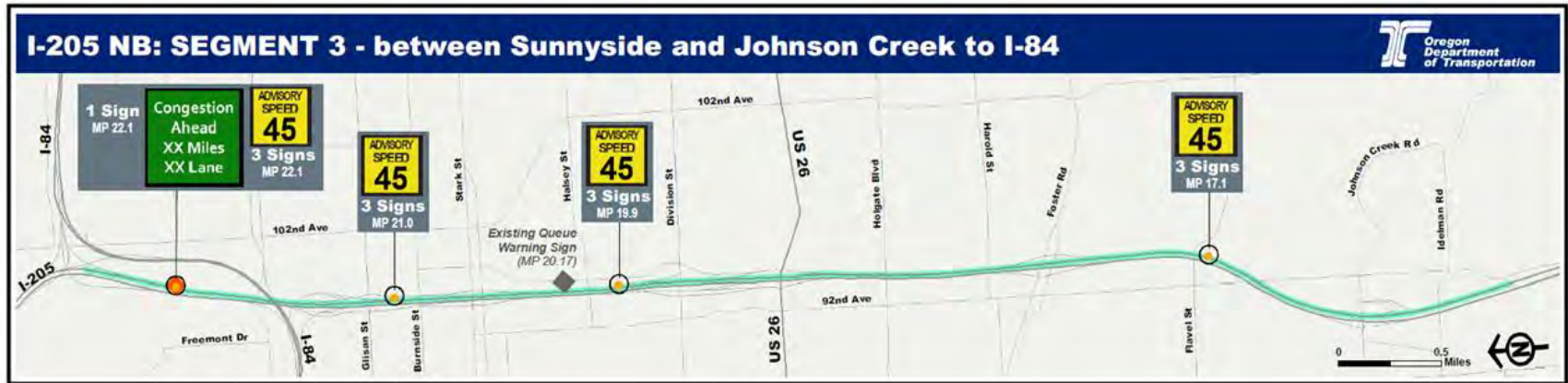
Project #1

1. I-205 CBOS-ATMS project (New Project):

- CBOS portion:
 - CBOS adds NB auxiliary lane segments from (US26) Powell Blvd to eastbound I-84
 - Also includes interchange ramp work
- ATMS Portion:
 - Limits: SE Johnson Creek to Glenn Jackson Br.
 - Adds ITS type improvements NB & SB I-205
 - Variable speed signs plus VMS & queue warning signs

August 2017 Formal MTIP Amendment

Sample ATMS Improvements



August 2017 Formal MTIP Amendment

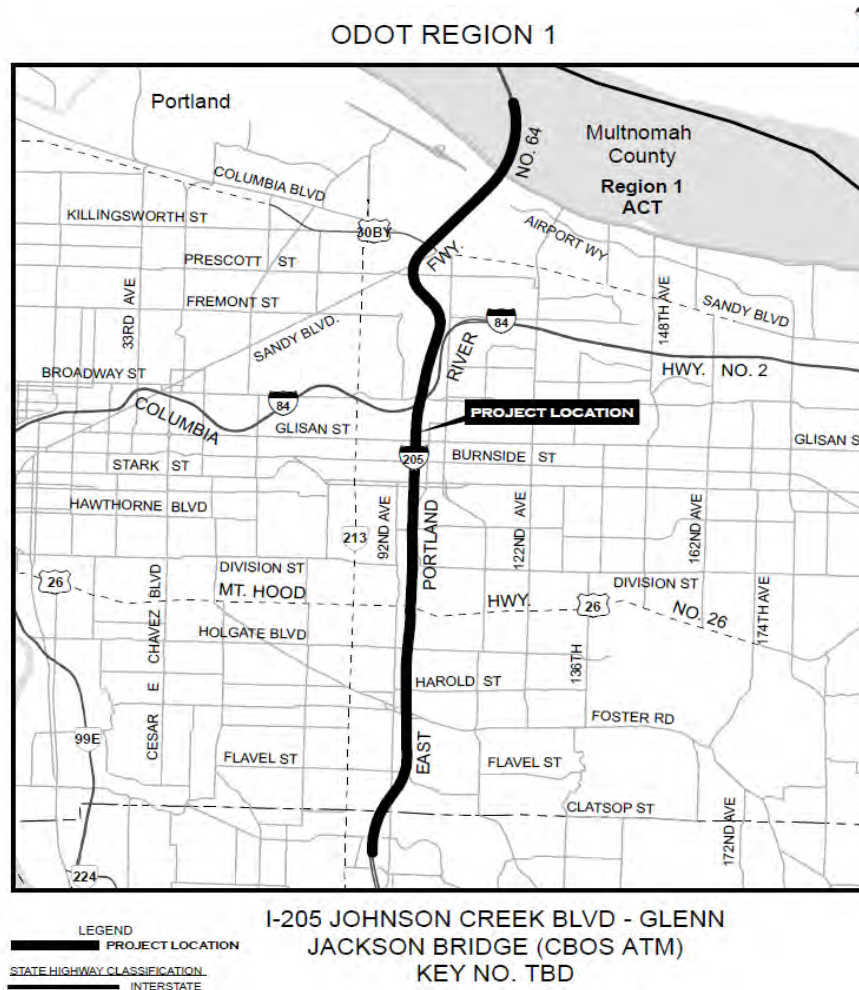
Why now?

Why the I-205 CBOS ATMS project is moving forward now:

- HB2017 establishes the I-205 CBOS-ATMS project to be a “conditional trigger” for the gas tax increase
- The project must be delivered by January 1, 2020 to implement the gas tax increase

August 2017 Formal MTIP

Project Limits – I-205 CBOS-ATMS



August 2017 Formal MTIP

Project #2

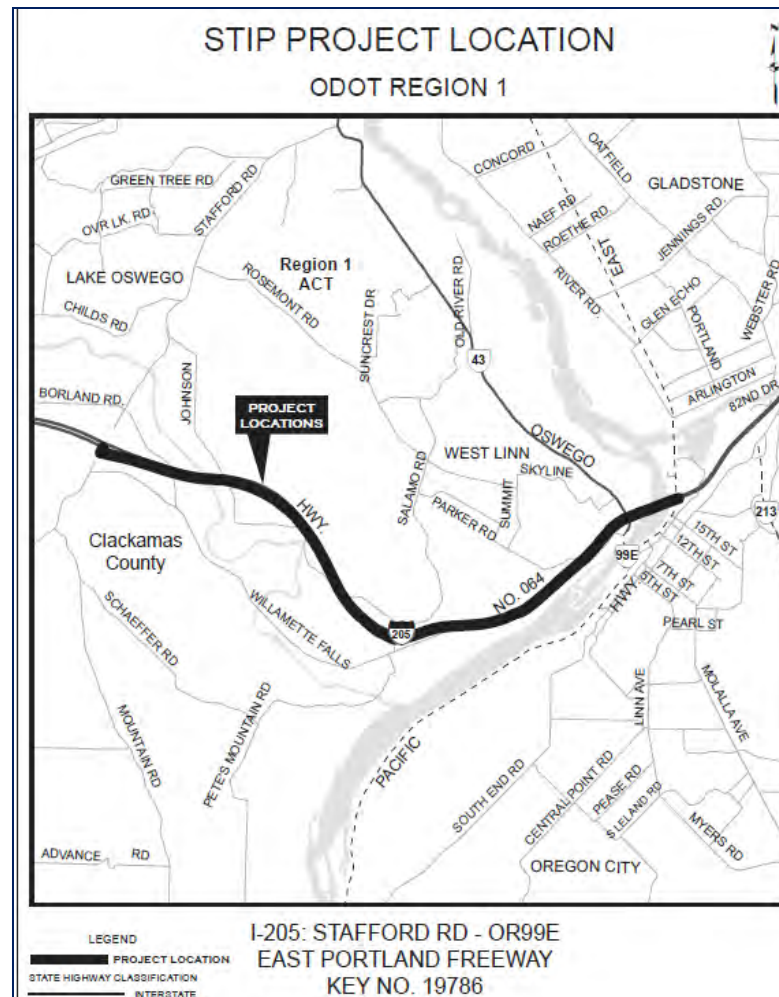
2. I-205 Stafford Road to OR99E

(Existing Project, ODOT Key 19786):

- Also called the “I-205 3rd Lane & Abernethy Bridge project”
- \$2.5 million already programmed in Planning
- Add \$10 million of federal National Highway Freight Program (NHFP) funds to PE phase
- Total MTIP programming will be \$12,500,000
- Needs to be added now to keep on schedule

I-205: Stafford Rd – OR99E

Project Location – Key 19786



MPO CFR Compliance Requirements

7 Review Factors

1. Eligibility and proof of funding verification
2. RTP review and verification
3. RTP goals consistency
4. Admin vs. **Formal** amendment determination
5. Conformity review: I-205 CBOS=ATMS project
 - Aux lane = capacity enhancing = nonexempt project
 - Conformity applies for the CBOS NB aux lane
 - NB Aux lane is conformed in the 2014 RTP

Conformity review: I-205 Stafford Rd to OR99E

- 3rd lane = capacity enhancing = non exempt project
- Conformity does not apply when adding only funding to PE phase. (Not conformed in 2014 constrained RTP)

MPO CFR Compliance Requirements

Includes 7 Review Factors

6. Fiscal constraint review/impact:

- OTC approval: 8/17/2017 for the I-205-CBOS-ATMS project
- HB2017 conditions I-205 Stafford Rd-OR99E PE phase funding needs to occur now

7. MPO responsibilities:

- Complete MTIP review and programming requirements
- Public notification in progress: 8/17/2017 to ~~9/14/2017~~
9/25/17

Estimated Approval Timing

Action	Target Date
TPAC notification and approval recommendation	August 25, 2017
Public notification period completed	September 14, 2017 September 25, 2017
JPACT review and approval	September 21, 2017
Estimated 2018 MTIP Approval Date	October 2, 2017
Metro Council requested approval of 17-4830	October 5, 2017
Amendment bundle submission to ODOT & USDOT	October 6, 2017
ODOT & USDOT final approval	Mid/Late October, 2017

HB2017 Future Attractions

Next Steps...

1. September 22, 2017:
 - ODOT will request approval from OTC for the remaining list of HB2017 awarded projects
 - ODOT and Metro reviewing HB2017 funded projects to complete the MTIP amendment
2. Bring to JPACT for approval starting in October:
 - Notify TPAC in September 2017
 - Bring forward as formal amendment
 - Working through MTIP programming requirements and issues
 - Project amendments may need to be split over next couple of months

Approval Recommendation to Council

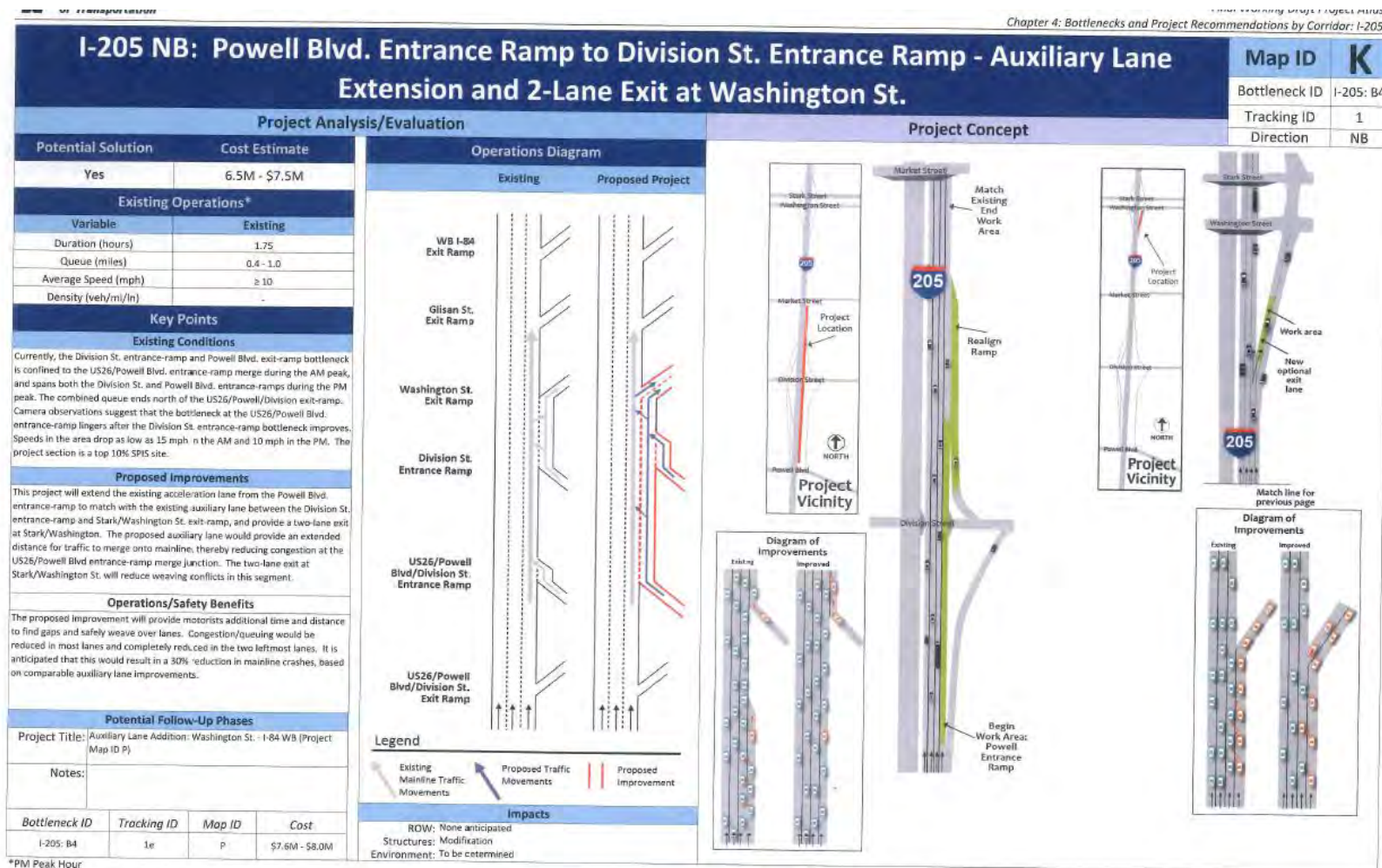
1. Provide approval of Resolution 17-4830 which includes two projects affecting ODOT:
 - I-205 CBOS-ATMS project (add full project)
 - I-205: Stafford Rd- OR99E (add \$10 million HB2017 funding to PE phase in 2018)
2. TPAC recommended approval on August 25, 2017

August 2017 Formal MTIP Amendment

ODOT Added Remarks & Questions

August 2017 Formal MTIP Amendment

I-205 CBOS Aux Lane Sample Segment Exhibit



*** DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects**



Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID
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OTC August 2017 Approved HB2017 Awarded Projects						
1	ODOT	I-205 CBOS-ATMS	NB Aux lane segments + ATMS improvements NB & SB	\$30,000,000	TBD New	TBD New
2	ODOT	I-205 Stafford Road to OR99E	Planning/project development activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through-traffic	\$9,222,000 of NHFP + required match Total = \$10,000,000	19786	70859
HB2017 Projects Expected to be Approved During the September 2017 OTC Meeting						
3	ODOT	I-205 Paving Project	Part of the I-205 CBOS-ATMS project to complete later pavement rehabilitation needs	\$5,000,000	TBD New	TBD New
4	ODOT	I-84: Graham Road Bridge Replacements	Improvements to Graham Road at the intersection with I-84 in City of Troutdale - Replace bridges #07046 & 07046A	\$3,000,000	19763	79858
5	ODOT	Columbia Blvd Pedestrian Safety Improvements	No description yet	\$1,500,000	TBD New	TBD New
6	ODOT	OR217: OR10 - 99W SB AUXILIARY LANE	Design work for a southbound Auxiliary Lane from the intersection of OR10 to 99W (Expected to change Lead agency to ODOT)	\$44,000,000	18841	79787
7	ODOT	Powell Blvd Jurisdiction Transfer (Phase I, II & III)	None yet - Believed directly support RTP project IDs:11742 and 11648	110,000,000	TBD New	TBD New
8	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	Primarily to construct a northbound auxiliary lane on OR217	54,000,000	TBD New	TBD New
9	ODOT	OR212: SE RICHEY RD - US26	Multi-lift paving of the highway in conjunction with targeted deeper pavement	\$700,000	18772	70761
10	ODOT	OR212: ROCK CREEK - RICHEY RD	Repave roadway and upgrade ADA to current standards	\$1,210,451	19355	70807
11	ODOT	OR213: FOSTER - LINDY	None yet- Assumed non capacity enhancing project, conformity exempt.	\$9,200,000	TBD New	TBD New
12	ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.	\$624,212	20299	70940
13	ODOT	OR99W: MCDONALD - FISCHER RD	Repave/rehab roadway, upgrade ADA ramps, and address drainage as needed	\$8,100,000	TBD New	TBD New
14	ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.	\$994,864	20300	70941
15	ODOT	OR8: SE 73rd - Minter Bridge	None yet. Assumed non capacity enhancing as a preservation project	\$1,500,000	TBD New	TBD New
16	ODOT	I-5 OVER NE HASSALO ST AND NE HOLIDAY ST (BR# 08583)	None yet	\$5,000,000	TBD New	TBD New
17	ODOT	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL 2	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	\$1,000,000	20298	70939
18	ODOT	<u>STIP/MTIP Current</u> I-5 Broadway/Weidler Interchange Improvements <u>HB2017</u> I-5 Rose Quarter Congestion Relief project	This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include:	Federal NHFP+ Match \$16,265,452	19071	70784

*** DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects**



Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID
			Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 named & directed project to add \$16,265,452 of NHFP funds)			
19	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond).	\$657,473	19356	70808
20	ODOT	OR99W: I-5 - MCDONALD ST	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	\$1,000,000	20435	70988
21	ODOT	I-84: EAST PORTLAND FWY - NE 181ST AVE	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.	\$3,600,000	20410	70967
22	ODOT	US30: SANDY RIVER (TROUTDALE) BRIDGE (BR#02019)	Design shelf ready plans to paint bridge; replace sidewalk and repair foundation.	\$5,750,000	20703	71007
23	ODOT	OR99W: TUALATIN RIVER NB BRIDGE	Design shelf ready plans to replace the current structural overlay.	\$1,202,900	20471	70999

HB2017 ODOT Awarded Projects Summary					
Category	Projects	HB2017 Funding	Other Conditioned/ Directed Funding	Category Percent of Total Projects	Funding Percent of Total
EM	7	\$ 248,200,000		30.4%	79.3%
Preservation	9	\$ 23,987,000		39.1%	7.7%
Bridge	3	\$ 11,952,900		13.0%	3.8%
IM	2	\$ 4,600,000		8.7%	1.5%
Culverts	0	\$ -		0.0%	0.0%
Freight	2	\$ -	\$ 24,221,999	8.7%	7.7%
Subtotals:	23	\$ 288,739,900	\$ 24,221,999	100.0%	100.0%
Total HB2017 Inside MPO Funding:		\$ 312,961,899	92.9%		
Total Projects (8) Outside MPO:		\$ 24,045,013	7.1%		
Total ALL Region 1 HB2017 Projects:		\$ 337,006,912			

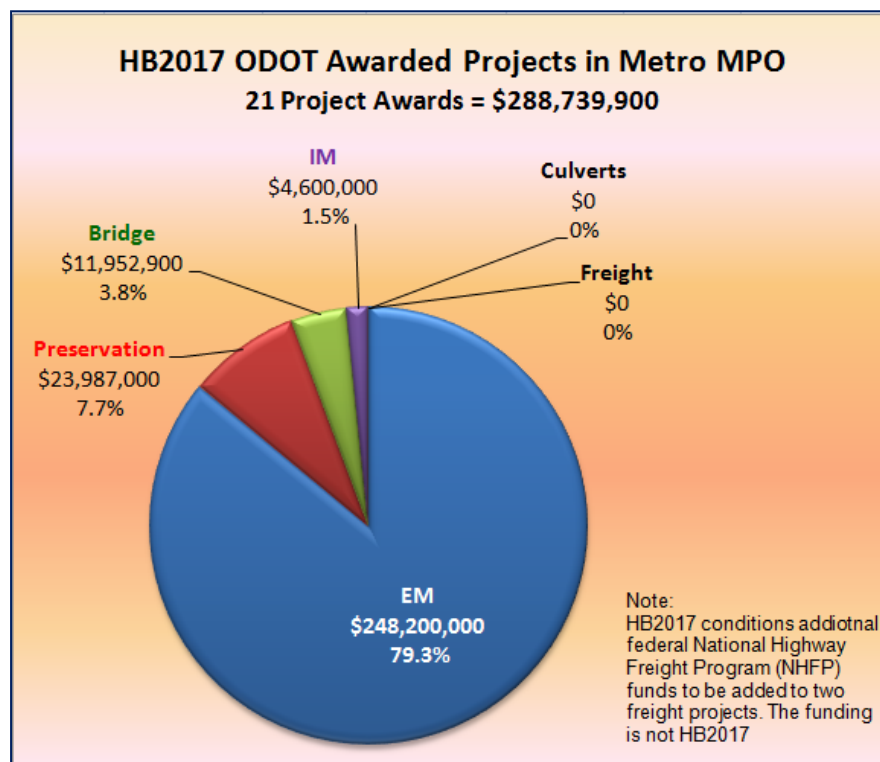
*** DRAFT * Preview of Metro Boundary Area HB2017 Awarded Projects**



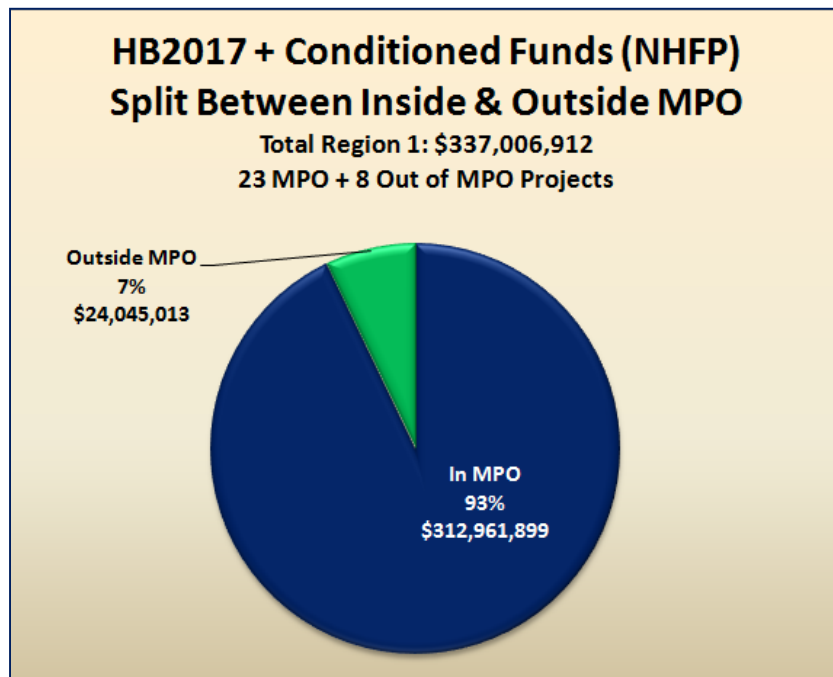
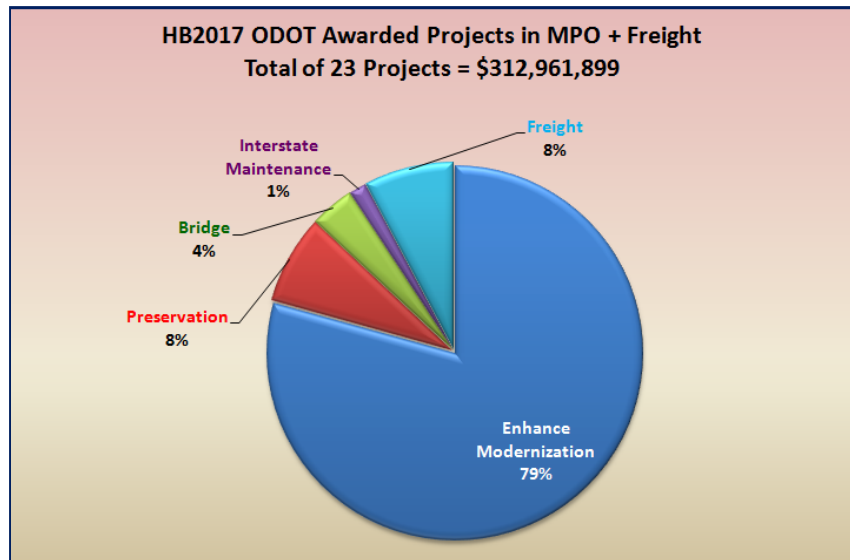
Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID
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HB2017 Region 1 Projects Outside of the Metro MPO Boundaries Not Required to be Added to the 2018 MTIP					
Lead	Name	ODOT Key	MTIP ID	Project Category	HB2017 Award
Mollala	Hwy 211 Improvements from Hwy 213 to Molalla Avenue in City of	18811	N/A	HB EM	\$ 750,000
Cascade Locks	Wanapa Street Improvements in City of Cascade Locks	TBD	N/A	HB EM	\$ 750,000
ODOT	Port of Hood River Bridge Replacement EIS	TBD	N/A	HB EM	\$ 5,000,000
ODOT	OR99E: S PINE ST - SW BERG PARKWAY(CANBY)	18775	N/A	PRES	\$ 5,213,000
ODOT	OR-281 Indian Creek Offsite Fish Passage Mitigation	TBD	N/A	Culvert	\$ 308,036
ODOT	US26: Mt Hood and Warm Springs Highways Culverts	20362	N/A	Culvert	\$ 2,646,017
ODOT	I-84 CORRIDOR CULVERTS: MP 20.67 - 36.76	20363	N/A	Culvert	\$ 1,943,320
ODOT	I-84: HOOD RIVER BRIDGE DECK REPLACEMENT (BR# 02444 & 02444A)	19653	N/A	Bridge	\$ 7,434,640
Total:					\$ 24,045,013

HB2017 ODOT Awarded Projects Summary (Named and Programmatic) in the Metro MPO and Region 1
Does not represent the other HB2017 funding program categories in Region 1



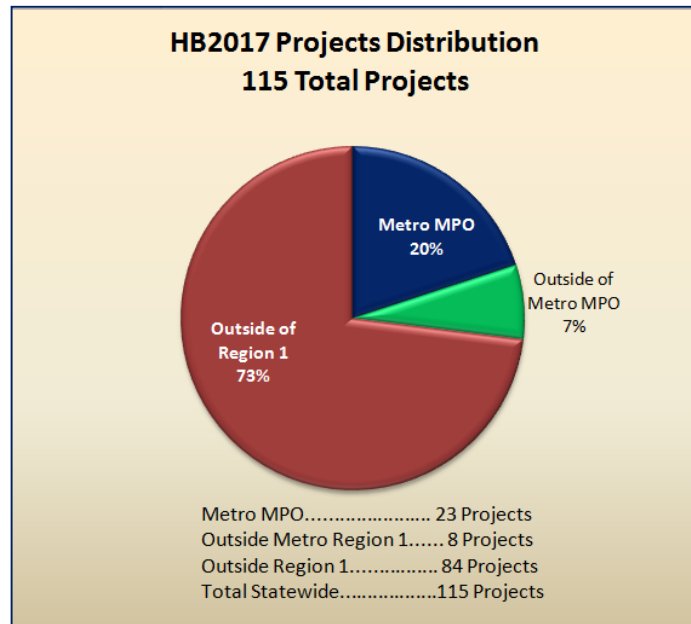
Num	Lead Agency	Project Name	Description	HB2017 Award	ODOT Key	MTIP ID
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HB2017 Awarded Projects Outside of Region 1			
Num	Name	ODOT Key	Cost
1	I-84: Ladd Canyon Freight and Culvert Improvements	20381	23,552,258
2	Tom McCall Road Roundabout	18728	\$4,915,500
3	State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton	New	\$750,000
4	State Hwy 126 Florence-Eugene Highway EIS Study	New	\$3,000,000
5	Scottsburg Bridge replacement	18578	\$42,848,000
6	Southern Oregon Seismic Triage	New	\$35,000,000
7	Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep)	19909	\$22,000,000
8	US 97 at Terrebonne	New	\$20,000,000
9	I-5 at Aurora-Donald Interchange, Phase 1	New	25,000,000
10	US 20 Safety Upgrades: Albany to Corvallis	New	\$20,000,000
11	OR 99E in City of Halsey	18751	\$13,544,100
12	US 20 Freight Mobility Enhancements	New	\$2,280,000
13	State Hwy 58, passing lanes west of Oakridge	New	\$7,200,000
14	US 97 & Cooley Road Mid-term Improvements	New	\$13,000,000
15	Rest Areas Capital Improvement 2018	New	\$2,780,000
16	Territorial Highway jurisdictional transfer	New	\$5,000,000
17	State Hwy 99 Improvements in Eugene - jurisdictional transfer	New	\$5,000,000
18	Port of Umatilla Road (Local)	New	\$2,000,000
19	Rest Areas Capital Improvement 2019	New	\$5,774,000
20	Improvements to Alder Creek Road in Wheeler County (Local)	New	\$593,000
21	Pedestrian safety improvements in City of Dufur	New	\$400,000
22	Pedestrian safety and road improvements in City of Prineville	New	\$3,000,000
23	Eastern Oregon Trade and Event Center Access Road Project (Local)	New	\$1,097,000
24	Pedestrian safety improvements in City of Arlington	New	\$1,500,000
25	Rest Areas Capital Improvement 2020	New	\$1,504,000
26	Pedestrian safety and road improvements in City of Milton-Freewater (Local)	New	\$3,000,000
27	Pedestrian safety and road improvements in City of Burns	New	\$3,000,000
28	Pedestrian safety and road improvements in City of Irrigon (Local)	New	\$3,000,000
29	Pedestrian safety and road improvements in City of Heppner (Local)	New	\$3,000,000
30	Rest Areas Capital Improvement 2021	New	\$444,000
31	Oregon Manufacturing Innovation Center Access Roads in Columbia County (Possible Funding Elsewhere)	New	\$4,000,000
32	Hermiston North First Place Project (Local)	New	\$1,400,000
33	Region 2: I-5 Culverts I	New	\$2,669,500
34	OR-202 Culvert MP 3.60	New	\$400,000

35	OR-58: Fix It Corridor Culverts II	20102	\$308,035
36	U.S. 101 Culverts	New	\$360,000
37	Powers Highway: Long Tom Culvert	20134	\$1,850,000
38	OR-42 Frenchie Creek	20711	\$3,001,000
39	US97: The Dalles – California Hwy Culverts	New	\$1,850,000
40	I-84 Priority Route Culverts	20322	\$2,772,640
41	U.S. 20 Priority Route Culverts	20355	\$2,182,080
42	BRIDGE WORK FOR PAVEMENT PROJECTS	New	\$4,234,245
43	US101B: LEWIS & CLARK RIVER BRIDGE	20107	\$1,667,280
44	OR36: INDIAN CREEK BRIDGE	20118	\$1,081,040
45	US101: YAQUINA BAY BRIDGE	20109	\$20,623,600
46	OR34: VAN BUREN BRIDGE (CORVALLIS)3	20688	\$69,000,000
47	OR18 SPUR: SOUTH YAMHILL RIVER BR #06758	19389	\$38,360,000
48	OR66 OVER CENTRAL OR & PACIFIC RAILROAD (ASHLAND)	New	\$1,920,000
49	E MAIN ST OVER I-5 BRIDGE(ASHLAND	New	\$737,000
50	US101: TAHKENITCH CREEK & TENMILE CREEK BRIDGES	20097	\$3,270,100
51	US26: CLEAR CREEK BRIDGE	20119	\$3,276,050
52	US26: BRIDGE CREEK BRIDGE	20120	\$3,388,750
53	I-84 FRONTAGE ROAD: MEACHAM CREEK & UPRR	20539	\$5,541,024
54	OR37 OVER UPRR (COLD SPRINGS)	20541	\$1,016,578
55	I-84 EB OVER US395 (EMIGRANT AVE INTCHG)	20540	\$1,512,500
56	US101: YAQUINA BAY BRIDGE (NEWPORT	19654	\$2,850,000
57	I-5: BRIDGE REPLACEMENT AT COMMERCIAL (07524B)	New	\$6,700,000
58	US97/OR58 Seismic Landslide Mitigation	New	\$10,000,000
59	OR-22: Joseph St. - Golf Club Rd.	20418	\$3,800,000
60	US-26: Necanicum Jct - Jewell Jct	New	\$10,600,000
61	US20: Philomath Couplet	New	\$3,700,000
62	US26: Hayward Rd. - NW Mountaindale Rd.	New	\$500,000
63	OR34: Pacific Hwy - Sunset Rd	New	\$6,000,000
64	OR99W: W. 3rd Ave - Enid Rd	New	\$7,300,000
65	US20: Cox Creek - Reeves Parkway	New	\$400,000
66	I-5: Garden Valley Blvd - Roberts Creek	20106	\$19,000,000
67	OR140: Avenue G - OR62	20100	\$2,700,000
68	OR42: Delmar Ln - Cedar Point Rd	New	\$500,000
69	OR66: Railroad Bridge - Dead Indian Memorial Rd	New	\$500,000
70	OR62: Brophy Way - Rogue River Dr.	New	\$300,000
71	US26: MP 99 - Kahneeta Jct.	20853	\$3,250,000
72	OR66: Railroad Bridge - Dead Indian Memorial Rd	New	\$500,000
73	OR62: Brophy Way - Rogue River Dr.	New	\$300,000
74	US26: MP 99 - Kahneeta Jct.	20853	\$3,250,000
75	US97: Spring Creek Hill - N. Chiloquin Intchg.	20151	\$12,568,800
76	US97: Shaniko Jct - Trout Creek Bridge	20851	\$12,520,000
77	US97: SCL Crescent - Willamette Hwy Jct	New	\$400,000
78	US-395: Big Stick Creek - Alkalai Lake	New	\$14,200,000

79	US97: Veterans Way - Yew Ave (Redmond)	New	\$1,000,000
80	6th St: Yerxa Ave - Umatilla Bridge	18113	\$1,885,782
81	I-84: Meacham - Kamela	20530	\$31,700,000
82	OR-11: Pendleton – Weston and Hwy 331/I-84 Interchange	New	\$8,100,000
83	OR-11: Milton Freewater – State Line	New	\$600,000
84	I-5 Kuebler Blvd to Delaney Rd Widening	19929	\$18,033,285
Total Cost:			\$633,761,156



Metropolitan & State Transportation Improvement Programs (MTIP & STIP)

September 21, 2017

MTIP & STIP

The MTIP & STIP are:

- Federally directed processes for how federal transportation funding gets invested in and across transportation projects at the state, regional, and local levels
- Differences in oversight in the processes
 - MTIP Oversight – JPACT and Metro Council
 - STIP Oversight – Oregon Transportation Commission

What Takes Place with MTIP-STIP Process?

- Revenue forecast
- Distribution of revenue to Funding programs
- Funding programs allocation processes
 - Funding program policy objectives
 - Call for projects
 - Selection of projects to receive funds
- Programming of funds
- TIP report adoption process
- TIP amendments

Funding Processes

- Federal partners set the rules:
 - Who gets to allocate transportation funding
 - How federal transportation funding can be used
 - Federal funds vary in their restrictions and flexibility of purpose
- Some federal funds are discretionary and awarded, not apportioned
 - e.g. New Starts/Small Starts, TIGER



How the MTIP and STIP Process Works



MTIP-STIP Responsibilities and Obligations

- Ensure a coordinated and cooperative process
- Support planning objectives as a vehicle to implementation
- Ensure fiscal accountability and other federal obligations are met

How Does the MPO Carry Out MTIP Responsibilities?

- Participate in statewide process to forecast revenues
 - Provide comments from Metro area
 - Adopt Metro area revenue forecast for MTIP purposes
- Adopt policy objectives for Metro RFFA funding allocation
- Provide comments and direction to other allocation processes related to MTIP/MPO responsibilities
- Perform system evaluation of cumulative funding allocations
- Demonstrate compliance with federal requirements
- Provide findings and an MTIP report for approval
- Administer project amendment process that maintains MTIP integrity

Current STIP Discussion

- Overarching federal and state revenue forecast for FY 2021-2024
 - Assumed 10% federal revenue reduction
- Assigning amount of revenue to transportation funding programs
 - e.g Enhance, Fix-It, Safety, Non-Highway
- November OTC Decision

Comment Letter Recommendations

- Additional revenue forecast option of modest federal growth rate
- Considered process on how to allocate additional revenues
- Direct OTC-MPO leadership coordination on MTIP-STIP development
- *Potential for supplemental comments on revenue allocations to programs*

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