Exhibit A
Metro Resolution No. 05-3606

Metropolitan Transportation Improvement Program

Portland Metro Area Federal Fiscal Years 2006 through 2009

August 18, 2005

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LIST OF ACRONYMS

ADA Americans with Disabilities Act
ATMS Advanced Traffic Management System
AQMA Air Quality Maintenance Area
CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation/Air Quality Program
DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)
EPA Environmental Protection Agency
FEIS Final Environmental Impact Statement
FHWA Federal Highway Administration
FTA Federal Transit Administration
HCT High-Capacity Transit
HOV High-Occupancy Vehicle
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JPACT Joint Policy Advisory Committee on Transportation (Regional)
LCDC Land Conservation and Development Commission (State)
LRT Light Rail Transit (MAX)
LOS Level of Service
MCCI Metro Committee for Citizen Involvement
MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)
MSTIP Major Streets Improvement Program
MTIP Metropolitan Transportation Improvement Program
NAAQS National Ambient Air Quality Standards (Federal)
NEPA National Environmental Protection Act (Federal)
NHS National Highway System
OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)
PD Project Development
PE Preliminary Engineering
RFP Regional Framework Plan (Metro)
ROW Right-of-Way
RTC Regional Transportation Council (MPO for Southwest Washington)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SMART South Metro Area Rapid Transit (Wilsonville)
SIP Oregon State (Air Quality) Implementation Plan
SOV Single-Occupancy Vehicle
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program
TAZ Transportation Analysis Zones
TCM Transportation Control Measures
TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)
TriMet Tri-County Metropolitan Transportation District
TSM Transportation System Management
USDOT United States Department of Transportation

VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation

Chapter 1
Overview of MTIP Contents and Development Process

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1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) schedules spending of federal transportation funds in coordination with significant state and local funds in the Portland metropolitan region for the federal fiscal years 2006 through 2009. It also demonstrates how these projects comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. Regulations of the United States Department of Transportation (USDOT) require the MPO to develop a 20-year Regional Transportation Plan (RTP). The Plan must identify revenue that can be reasonably anticipated over a 20-year period for transportation purposes. It also states the region's transportation goals and policies and identify the range of multi-modal transportation projects that are needed to implement them.

No project may receive federal funds if it is not approved in the RTP. However, the RTP approves more projects than can be afforded by the region in any given year. Just as Metro is required to develop an RTP, it is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP process is used to determine which projects included in the Plan will be given funding priority year by year.

1.2 MTIP CONTENT

The MTIP must be revised at least every two years and must address federally funded highway and transit projects and state or locally funded projects that have a potential to measurably affect the region's air quality. The most detailed information is required for federally funded highway and transit projects. For these, the MTIP must:

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

This information is included in Chapter 4 of the MTIP. Appendix 5, the RTP's financially constrained project list, included in Appendix 1, provides additional information about the projects. It is these project descriptions that are used to model air quality effects.

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

This document, the 2006–09 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2005 and ending September 30, 2009 (federal fiscal years 2006 through 2009). However, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming, however, is not static. Slow progress on early phases of some of the projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated funds anticipated for 2008-09, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Chapter 4.*

1.3 2006-09 MTIP DEVELOPMENT PROCESS

Metro works with the diverse mixture of local, regional, state and federal jurisdictions that own, operate or regulate the region's transportation system to develop the MTIP. These jurisdictions include 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), the Oregon Departments of Transportation and Environmental Quality, the Port of Portland, the Federal Highway Administration, the Federal Transit Administration (FTA) and the city of Vancouver and Clark County in the state of Washington.

The 2006-09 MTIP reflects results of the Transportation Priorities 2005 Update process concluded by Metro in March 2005. Metro is responsible for soliciting projects and awarding the funding for two categories of federal transportation funds, which is the purpose of the Transportation Priorities Updates. These funds are referred to collectively as "regional flexible funds" and include regional Surface Transportation Program (STP) funds and Congestion Mitigation/Air Quality (CMAQ) funds. Metro's STP funds are a specific portion of all the STP funds appropriated to the state of Oregon and come to Metro in its role as the MPO of an urban area with a population in excess of 200,000. The CMAQ funds come to Metro as a consequence of both the severity of previous air quality problems here, relative to other areas of the state, and the region's larger population.

However, the 2006-09 MTIP also schedules both federal and state funds administered by ODOT for bridge and highway preservation and modernization, and federal transit dollars scheduled by TriMet. Allocation decisions by ODOT and TriMet are made in consultation with Metro, as the funds must be included in the MTIP. All funds scheduled in the MTIP must be included without change, either wholly or by reference, in the State TIP (STIP). The Governor would resolve any disagreement between Metro and ODOT regarding any approved funds, though this has never occurred.

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." As shown in Table 1.4-1 below, the 2006-09 MTIP meets this test through a mixture of conservative future revenue forecasts, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections.

The core of the MTIP's federal revenue projection is that anticipated federal appropriations, for both highway and transit purposes, are outlined in the six-year federal transportation act (TEA-21), which is the source of federal assistance for Metro, TriMet and ODOT. Starting with TEA-21's maximum authorization schedule, Metro works with ODOT to develop reasonable six-year appropriation estimates.

For the Transportation Priorities regional funding allocation, Metro assumes less than the maximum authorized in the Act to reflect historical trends, but there is no way to precisely predict how much will actually be appropriated. For the 2006 and 2007 STP and CMAQ revenue estimates, a 3.5% inflation factor was applied to the 2005 revenues appropriated (as authorized through continuing resolutions of TEA-21). 2008 and 2009 revenues were estimated using the lowest authorization amounts in the draft authorization bills, as those amounts would be sub-allocated to the Portland Metropolitan region, under consideration in Congress for those years, as estimated by ODOT's finance division. The urban STP and CMAQ revenue projections and programmed project costs for year 2006 through 2009 are summarized in Table 1.4-1 below. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs. Fiscal constraint will be maintained as revenue forecasts are updated through the life of the MTIP document through the project programming, selection and amendment process described below.

TABLE 1.4-1
DEMONSTRATION OF FISCAL CONSTRAINT OF REGIONAL FLEXIBLE FUNDS

Federal Fiscal Year	2006	2007	2008	2009
Forecasted Revenues				
Urban STP	$16,000,000	$16,750,000	$16,800,000	$16,800,000
CMAQ	$10,340,000	$10,660,000	$10,750,000	$10,900,000
Total Revenues	**$26,340,000**	**$27,410,000**	**$27,550,000**	**$27,700,000**
Programmed Project Costs				
Urban STP	$13,806,514	$15,961,515	$17,946,346	$15,689,488
FFY 2005 Over Programming	$3,249,656			
CMAQ	$11,588,808	$11,520,485	$10,293,841	$11,453,325
FFY 2005 Under Programming	-$2,284,336			
Total Programmed Costs	**$26,360,642**	**$27,482,000**	**$28,240,187**	**$27,142,813**

In a similar fashion, Metro relies on TriMet estimates of anticipated federal transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in TEA-21. With respect to state transportation funding, ODOT collects and distributes the state's gas tax, truck weight/mile tax and vehicle registration fee revenues. As with TriMet, Metro relies on ODOT's projections of federal and state revenues that will be made available to Region 1 projects under formulas implemented by the Oregon Transportation Commission (OTC) on an annual basis.

During the four years of this MTIP, ODOT is projecting expenditure of approximately $385 million of combined federal and state revenue over the four years, within the urban portion of Region 1 (see Table 2.1-1 below). TriMet expects to receive approximately $240.4 million of federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's general fund revenues.

Approximately $114 million of regional flexible funds are forecast to be provided regional projects during the four year's addressed by the 2006-09 MTIP.

Table 1.4-2 demonstrates that more revenue is forecast during the four-year period of the MTIP than have been scheduled for spending on projects and programs. The difference in estimated funding and project costs is due to the various transportation agencies in the region reserving funds for anticipated needs of future capital projects such as the I-205/Transit Mall light rail and Wilsonville-Beaverton Commuter Rail

project and in reserve accounts to be used for project contingency or future programming by TIP amendment. As full funding grant agreements have not been reached on the afore mentioned rail projects, anticipated federal New Starts funds cannot be programmed yet in this MTIP. Therefore, project costs associated with those projects are also not included in the measure of financial constraint.

The current authorizing legislation, TEA-21 will expire soon and all future year revenue estimates are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and program of projects, however, is clearly consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

TABLE 1.4-2
DEMONSTRATION OF FY 06-09 MTIP FISCAL CONSTRAINT
(in thousands of $)

COST OF APPROVED PROJECTS

FEDERAL FISCAL YEAR	2006	2007	2008	2009	TOTAL
Regional Projects & Programs	$83,767	$86,506	$89,711	$93,126	$353,110
Transit Capital Projects	$38,293				$38,293
State Highway Capacity	$16,579	$23,622	$42,450	$5,374	$88,025
Bridge Rehabilitation	$46,838	$10,164	$22,060	$1,266	$80,328
Pavement Preservation & Maintenance	$51,178	$49,761	$29,730	$30,896	$161,565
Highway Safety	$11,045	$6,233	$9,497	$8,943	$35,719
Highway Operations	$2,907	$3,140	$3,771	$2,981	$12,797
State Pedestrian and Bike	$5,654	$0	$445	$467	$6,566
Planning & Project Development	$2,100				$2,100
Selected Projects Cost Total	$258,359	$179,426	$197,663	$143,053	$778,501

PROJECTED REVENUE

FEDERAL FISCAL YEAR	2006	2007	2008	2009	TOTAL
STP Appropriations	$16,000	$16,750	$16,800	$16,800	$66,350
CMAQ Appropriations	$10,340	$10,660	$13,400	$13,500	$47,900
Local Match for Regional and State Projects *	$10,974	$8,758	$2,612	$20,659	$43,002
Interstate Maintenance	$14,013	$37,873	$6,020	$17,615	$75,521
Highway Modernization	$11,060	$8,060	$2,104	$7,104	$28,328
Highway Preservation	$12,191	$7,551	$12,500	$13,000	$45,242
Highway Operations	$6,689	$5,899	$6,265	$6,574	$25,427
Highway Safety/HEP	$11,153	$14,709	$14,575	$15,180	$55,617
Bridge/HBRR	$761	$9,015	$31,041	$1,266	$42,084
Highway Bike/Pedestrian	$678	$712	$712	$712	$2,814
OTIA	$60,120	$19,703	$64,075	$18,526	$162,425
Transportation Enhancements	$4,193	$218	$983		$5,394
Transit Capital – Federal Sources	$38,293				$38,293
Regional & Transit Programs	$48,283	$48,023	$51,227	$54,642	$202,175
Total Projected Revenues	**$260,776**	**$198,431**	**$232,895**	**$202,577**	**$894,679**

* Local match sources include System Development Charges, parking revenues, Local Improvement Districts, urban renewal, transportation impact fees, local gas tax and general fund revenues.

1.5 PROJECT PRIORITIZATION PROCESSES

Project prioritization refers to the process of identifying which projects in the RTP financially constrained project list will be prioritized for funding from forecasted revenues. As mentioned previously, the federal transportation revenues reported in this MTIP are prioritized and scheduled to fund projects through several different processes which are administered by four agencies; ODOT, TriMet, SMART and Metro. The Oregon Transportation Commission prioritizes project funding administered by ODOT through the STIP process. TriMet's decision about the prioritization of federal funds dedicated to transit improvements is made by the TriMet Board of Directors. Metro's decision about which RTP projects and programs to fund is accomplished through the Transportation Priorities Update process.

ODOT Funds. ODOT sets funding targets for the Metro area and ODOT staff recommends to JPACT and the Metro Council projects utilizing federal funds (other than regional flexible funds and dedicated transit funds) within those target amounts. The prioritization of projects utilizes criteria set by the Oregon Transportation Commission and any additional criteria set within the MPO area. Rather than a solicitation and narrowing process, ODOT proposes a program of funding improvements and solicits comments on the proposed program. The maintenance, bridge rehabilitation, and preservation portion of the program is largely driven by a needs based assessment of the conditions of the facilities. The modernization and safety portions of the program are also informed by need but are prioritized in a higher degree of coordination with local agencies affected by the impacts of such projects.

ODOT's prioritization recommendation within the preservation and bridge funding categories are largely scheduled by quantitative indexes of pavement and bridge conditions. The most deficient facilities are the first prioritized for funding. Where cost increases on a top-ranked project increase, or projected revenue comes in at levels less than anticipated, lesser-priority projects are deferred. Eventually, the lowest technically-ranked projects drop from the program until additional funds become available for allocation in a new TIP cycle.

In addition to ODOT coordination with local and regional agencies through public involvement and planning activities associated with the STIP, JPACT and the Metro Council also provide formal comments on the draft ODOT STIP program. ODOT provides a response to JPACT and the Metro Council, describing how the agency has or intends to address the comments. The comment and response letters are included in Appendix 9.

A more detailed summary of the ODOT prioritization process is provided in the 2006-09 STIP document.

TriMet and SMART. In cooperation with Metro, TriMet and SMART are primarily responsible for the prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet develops its own annual Service Plan and five-year Capital Plan to determine service and capital priorities. It then allocates both federal and general fund revenues to implement these plans. JPACT and the Metro Council comment on the five-year rolling capital plan. The comment letter and response from the TriMet Board of Directors is provided in Appendix 9. The MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Transportation Priorities: Investing in the 2040 Growth Concept. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to solicit nominations and select projects for funding that includes numerous opportunities for public review and comment.

The process began with a review of the policy objectives and procedures of the Transportation Priorities update. After a major update of the program's policy objectives for the 2004 process, the review and adoption of the program policy objectives for the 2005 process focused on refinements to the existing objectives requested by JPACT and the Metro Council. The policy objectives of the program, adopted by Metro Resolution No. 04-3431, were defined as following.

The primary policy objective for the Metropolitan Transportation Improvement Program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land use areas through investment to support
  - centers
  - industrial areas and
  - UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of revenue
- Complete gaps in modal systems
- Develop a multi-modal transportation system
- Meet the average annual requirements of the State Implementation Plan for Air Quality for the provision of pedestrian and bicycle facilities

Technical ranking criteria were adopted for the following modes:

1. Bike/Trail
2. Boulevards
3. Bridge
4. Freight
5. Green Street Demonstration Projects
6. Pedestrian
7. Regional Transportation Options
8. Road Modernization
9. Road Reconstruction
10. Transit
11. Transit Oriented Development

Planning projects were also eligible for funding but no specific technical evaluation criteria were developed for this class of projects.

The Transportation Priorities update process uses a 100-point technical ranking system that scores projects for:

- congestion relief/use of alternative travel modes (e.g., bike, pedestrian and transit use) (25 points);
- support of Metro's Region 2040 Land Use goals (40 points);
- safety hazard correction (20 points); and
- cost effectiveness (15 points).

Bonus points were awarded to boulevard, freight, road modernization and road reconstruction projects that provided green street elements of either stormwater infiltration devices or street trees species consistent with the *Trees for Green Streets* handbook.

These are only the general ranking categories. More detailed descriptions of the technical ranking criteria are shown in Appendix 3. Qualitative criteria for project selection include project relationships to regional policy, including:

- regional goals and system definitions contained in the RTP
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice considerations (see Appendix 6)
- the State Transportation Planning Rule (Goal 12)
- provisions of the Clean Air Act Amendments (CAAA) of 1990 and the associated State (Air Quality) Implementation Plan (SIP)

Other factors that have been considered during selection include local agency financial contributions over and above minimum match levels, affordable

housing, school safety and recovery of threatened or endangered species populations.

The RTP process constitutes the means by which diverse and competing system needs are balanced on a total system basis within a 20-year horizon. Also, Metro allocates funds to each of these types of projects. However, determining the appropriate support to provide to one mode versus any other in any given Transportation Priorities update remains a policy decision that is influenced by qualitative measures and subjective consideration of competing policy objectives.

As in previous criteria development procedures, the thrust of the Transportation Priorities 2005 exercise was to better assure that transportation investments complement the Region 2040 land use objectives. This process was aided by availability of the 2004 RTP that addressed the policy and multimodal system considerations of how best to achieve this objective.

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP 20-year plan. Programming of funds refers to the assignment of project costs by phase (project development, final design, right-of-way and construction) to types of funds and expected years of expenditure. The programming tables in Chapter 4 summarize the programming to be adopted in this MTIP. Project *selection* refers to the process of deciding how to advance some projects ahead of others when funding conflicts develop within a current fiscal year. The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

1.6.1 Programming Funds

ODOT Funds. ODOT, in cooperation with Metro, proposes programming Interstate Maintenance, State Modernization (vehicle capacity projects), federal and state bridge rehabilitation, and highway safety, preservation and operations projects. In practice, ODOT's programming recommendations for these projects are accepted as they are most aware of project readiness issues. Coordination on programming of ODOT funds focuses on ensuring timely implementation of the Transportation Control Measures for air quality and ensuring compliance with air quality emissions budgets.

Transit. In cooperation with Metro, TriMet and SMART propose programming of Federal Transit Administration funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet allocates both federal and general fund revenues to implement their five-year Transportation Improvement and Annual Service plans. Again, the MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Federal funding received by TriMet in the current MTIP consists primarily of annual Section 5309 New (Rail) Start appropriations made to TriMet for construction of rail projects. Discretionary appropriations for the I-205 light rail from Gateway to Clackamas regional center and downtown Portland improvements, and Wilsonville to Beaverton commuter rail are intended to be sought by the region in fiscal years 2005 through 2007 and possibly beyond, but are not programmed in the MTIP at this time as their programming is not yet assured. Other federal transit funding categories received by TriMet (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports TriMet's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to Federal Transit Administration. Metro defers allocation of discretionary federal transit funds to TriMet for routine transit maintenance programs.

In practice, TriMet's major service decisions are well coordinated with RTP-defined transit system corridor priorities and new service decisions are reflected in Metro's regional transportation model. Metro and TriMet are also working to elevate the discussion of how to allocate the general fund revenues that are freed from maintenance programs by this "bundling" practice.

JPACT and Metro Council comments on the 2005 Transit Investment Plan to the TriMet Board of Directors and their response is included in Appendix 11. These comments demonstrate how TriMet's capital investment and service planning is coordinated with implementation of the Regional Transportation Plan and the project selection and programming process of the MTIP.

Metro Regional Flexible Funds. Metro selects projects funded with local Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, in cooperation with all of the region's local and regional transportation agencies. These funds are awarded by Metro to sponsoring agencies, which then contract with ODOT to obtain access to the funds. These agencies are ultimately responsible for operation of newly constructed facilities. Unlike all the other regional funding sources discussed above, administrative responsibility for STP

and CMAQ funds is essentially split between Metro and a broad selection of local sponsoring agencies.

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

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

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. Thereafter, to a very large degree, projects are selected to advance in the order in which they are received, as all projects share equal priority for funds. If projects that are scheduled to spend funds in a given year are delayed, they receive automatic authority to spend funds in the following year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes.

1.6.2 Selection of Projects

When funding conflicts arise between projects within a programmed fund year, it is sometimes necessary to choose which projects will advance as programmed and which must be delayed to a future year when additional funds become available. This can occur when actual appropriation or allocation of funds is less than authorized or forecast for a particular year or if there are project cost over runs. For projects on the National Highway System or projects funded under the

Bridge or Interstate Maintenance programs are selected by ODOT in cooperation with Metro, TriMet and SMART.

Transit funds are subject to their own limitation and do not draw down the ability of either ODOT or Metro to spend other fund categories in any given year.

For the regional flexible funds, the Transportation Priorities 2005 update and the MTIP adoption are the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure. Thereafter, oversight of all fund types is left largely to discretion of the primary administrative agency. The caveat is that no projects may be added or taken from the total regional program, or diverted between projects, or project phases without notification and approval by Metro.

If a current year project is not ready to proceed, Metro or ODOT may select projects scheduled in years two or three of the program to proceed. For example, a first-year project may have delays in development of plans and specifications, or its right-of-way acquisition may encounter obstacles. In this instance, Metro, in cooperation with ODOT and other affected agencies, would move the delayed project to a later year and select a project from year two or three of the three-year approved program period. This flexibility assures that the region contributes its share to orderly statewide obligation of available funds. Because selection actions are not considered formal amendments under federal regulations, *they do not require reconformity of the TIP with the State (Air Quality) Implementation Plan*.

Should a project be delayed to a later year, either because it was not ready to proceed or because less funding is made available than expected, the project would then share equal priority with all other projects scheduled in that later year of the Approved Program. Once selected, readiness to proceed decides which projects advance that year.

1.7 MTIP AMENDMENT PROCESS

This section describes the management process to define the types of project adjustments that require an amendment to the MTIP and which of these that can be accomplished as administrative actions by staff versus policy action by JPACT and the Metro Council.

Objectives of the Process

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds are included in the TIP and that the projects are consistent with the financially constrained element of the Regional Transportation Plan (RTP).

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.

3. Ensure that the responsibilities for project management and cost control remain with the jurisdiction sponsoring the project.

4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.

5. Provide for dealing with emergency situations.

6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

Policies

1. RTP Consistency – Projects included in the MTIP must be identified in or consistent with the financially constrained RTP. Questions relating to the need for and scope of a project are answered through inclusion in the RTP; questions relating to the priority of projects within available resources are answered through inclusion in the MTIP. Projects affecting the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions must be specifically identified in the RTP financially constrained system; Projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP. An amendment to the RTP to add a project can occur concurrent with an MTIP amendment and must follow the process for amending the RTP as outlined in the

most current plan (the process for amending the 2004 RTP is contained in Section 6.6 on pages 6-27 through 6-29).

Prior to formal inclusion in the RTP financially constrained system, projects will need a finding of conformance with the State Implementation Plan for air quality adopted by the Federal Highway Administration and Federal Transit Administration.

2. MTIP Amendments – All project and program additions or deletions to the MTIP must be at the request of the sponsoring jurisdictions governing body and require adoption of a Metro/JPACT resolution approving a specific new project as a priority for use of a particular category of funds. This action will be based strictly on the amount of federal funding available and represents a priority decision as to the most effective use of the resource.

Amendments by Metro/JPACT Resolution:

- Funding transfers to a new MTIP project.

- Increased allocation of regional flexible funds in excess of level previously allocated to the recipient agency.

- Adjustments that significantly change the scope of the project location or function. For project location, significant shall be defined as more than 50% of the project improvement (as measured by linear feet of improvement) outside of the original project area scope. For project function, significant shall be defined as the deletion of a modal element of a project described in the original project scope. For change of scope requests that cannot be measured in these manners, the MTIP manager may require a resolution for approval of the adjustment if he/she determines, using professional judgment, the proposed change in scope would have significantly altered the technical ranking or qualitative consideration of a project during the project prioritization process.

Exception: New projects within the following types of project categories or with the following conditions can be administratively amended to the MTIP at the option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.134) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 (c)(2)) to not require additional regional air quality analysis, with monthly notification to TPAC:

- Bridge repair or replacement projects– up to $5 million;

- Preservation projects on the Interstate system - up to $5 million; on the highway system – up to $2 million;

- Operations projects – up to $1 million;

- Bicycle or pedestrian projects – up to $500,000;

- Transit appropriations in excess of those estimated in original programming;

- Appropriations for projects/programs previously identified and approved by resolution by JPACT and the Metro Council as regional priorities for federal "earmarking" or awarded through the state Public Transit Division Discretionary Grant Program;

- Emergency additions where an imminent public safety hazard is involved; and

- Addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

To request the addition of a regional STP or CMAQ funded project to the MTIP outside of the periodic Transportation Priorities project selection process, a project sponsor shall provide the following information:

- Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;

- Project information needed to demonstrate compliance with the preliminary screening criteria and public involvement requirements of the Transportation Priorities program and to address technical evaluation measures such as land use objectives, safety, cost effectiveness, etc. and any qualitative considerations the project sponsor wishes to have considered in the request.

Funding match ratio eligibility will be consistent with federal regulations and policies from the previous Transportation Priorities project selection process.

An amendment to add a project to the MTIP can occur concurrent with a MTIP amendment to transfer project funds between MTIP projects.

3. Project Selection Procedures – Requests to Metro by agencies for changes to MTIP programming under project selection process described in Section 1.6.2 will be made on the following basis:

a. Administrative Adjustments (requiring monthly notification to TPAC):

- Transfer of funds between different phases of a project or different program years within previously approved funding levels.

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

b. Other requested programming changes will be tracked administratively in the MTIP financial plan and database.

4. Intra-jurisdictional transfer of funds between jurisdictions require approval of each affected jurisdiction other than as described in subsection 5 below describing retraction of funding authority.

5. Project or Program Authority Retraction

a. Agencies that have not completed a project prospectus or contract with the ODOT local programming unit, have not obligated project authority or received approval of an amendment to reprogram fund authority by the end of the federal fiscal year in which their project was programmed for funding are subject to potential retraction of fund authority. These agencies will be notified by Metro of this status when it occurs and will have 60 days from the date of the notification documentation to complete the prospectus, contract, obligation or amendment prior to the instigation of a Metro resolution at TPAC to retract the funding authority for their project or program.

b. Unspent or un-obligated regional flexible fund authority following final voucher closing of a project reverts back for redistribution through the regional project prioritization process.

Chapter 2
Highlights of Current Four-Year Program

METRO

PEOPLE PLACES
OPEN SPACES

2.1 ODOT PROGRAM HIGHLIGHTS

ODOT has proposed programming $383 million of state and federal funds to highway capacity, preservation, operations, bridge, safety, enhancement, bicycle/pedestrian, and local projects, summarized below in Table 2.1-1, below. Additionally, a state bond program, commonly referred to as OTIA, was passed by the state legislature to fund specific projects from several of the traditional categories of state programs. Funding of projects from this source is also identified in Table 2.1-1.

TABLE 2.1-1
SUMMARY OF ODOT PROGRAM
Programming of Funds by Type of Activity
(in thousands of $)

PROGRAM CATEGORY	FY 06	FY 07	FY 08	FY 09	TOTAL
Capacity - Modernization (includes OTIA $)	$18,760	$23,622	$42,450	$6,374	$91,206
Preservation	$23,106	$50,896	$9,857	$28,392	$112,251
Operations	$6,950	$3,140	$3,771	$2,981	$16,840
Bridge (includes OTIA $)	$46,838	$10,164	$22,060	$1,266	$80,328
Safety	$10,462	$6,650	$10,034	$8,821	$35,967
Enhancements	$4,193	$218	$983		$5,394
Bicycle/Pedestrian	$762	$853	$562	$467	$2,643
OTIA Local Projects	$13,044		$21,000	$4,610	$38,654
TOTAL	$124,113	$95,542	$110,716	$52,912	$383,283

Statewide, approximately $57 million per year is spent on vehicle capacity projects (modernization); the minimum as required by the state constitution. The region's share of these funds is approximately $27 million per biennium in 2006-07 but available funds will be reduced to approximately $12.5 million in 2008-09 due to the bonding of a portion of the modernization revenue stream by the OTIA III program.

The previous two state legislative sessions have produced two transportation funding measures whose future proceeds will be bonded, in part, for vehicle capacity and rehabilitation projects throughout the state. These efforts are commonly known as the Oregon Transportation Investment Acts (OTIA I, II and III).

The Oregon Transportation Commission has dedicated all other state resources to keep pace with essential system preservation activity.

2.1.1 Highway Capacity.

This MTIP has scheduled from this funding source is the addition of a third northbound lane on Highway 217 between Tualatin Valley Highway and Highway 26. This is the final phase of the Westside Corridor project that included capacity improvements to the Sunset Highway and the Westside light rail project.

Also programmed is the addition of a third southbound lane on Interstate 5 between Victory Boulevard and Lombard Street. This project will eliminate a major bottleneck between Vancouver, Washington and the Portland central city.

OTIA III funding is also programmed for final design and right-of-way work for an extension of Highway 224 from I-205 to 122nd Avenue. This project is the first phase of the Sunrise Corridor project. As EIS work is completed in this corridor, an amendment to this programming of funds may be sought to implement the preferred alternative of the study.

Also programmed is interchange work from Interstate-5 to SW Macadam and the surrounding South Waterfront development area.

Funding for development work on the I-5 to Highway 99W Connector and a potential new connection from Highway 26 to the proposed Springwater Industrial Area in Southeast Gresham is also programmed in this MTIP.

There are also reserve accounts identified for engineering and right-of-way acquisition for capacity projects ($ million from 2006 to 2009). The strategy for identifying reserve accounts was to use the relatively small amount of capacity funds (relative to the average cost of a freeway capacity project) to potentially fill funding gaps for any new "high priority projects" identified by Congress in the expected update to the surface transportation authorization bill. At this time, however, the authorization bill has not emerged from the legislative process as originally scheduled. Prior to the allocation of these funds, ODOT will need to request an amendment to the State and Metropolitan TIPs to allocate these funds to a specific project(s).

Funding for planning work necessary to begin capacity projects has also been programmed in this MTIP. Funding of these planning efforts are critical as they are a necessary step in making projects eligible to seek additional funding and to distinguishing their project readiness from other highway corridors that have not completed necessary planning and environmental analysis work.

Approximately $5 million is programmed for further study and environmental work of the Interstate-5 Columbia River Crossing. $200,000 of regional funding is provided to complete the Powell/Foster corridor study between Portland and Damascus/Gresham. Funding is also provided to complete two additional corridor studies. These studies refine the Regional Transportation Plan by developing a multi-modal strategy to manage transportation in these corridors and develop design concepts for needed capacity improvements. These transportation corridors are generally located along major state highways in the region. The priority corridor will be selected through a

regional prioritization process similar to the process that identified the current Powell/Foster and Highway 217 priority corridors.

2.1.2 ODOT Operations, Pavement, Bridge Preservation and Safety Program.

The following projects from ODOT's programs not related to vehicle capacity projects are of special significance to the Metro region.

1. ODOT will finish repaving of I-205 between the Columbia River Bridge and the Willamette River Bridge with the second phase ($12.2 million) will be completed in FY 06.

2. Reconstruction of the MLK Viaduct in the City of Portland is scheduled for FY 06.

3. Approximately $8 million is authorized for seismic retrofit and deck work on the Burnside Bridge.

4. Pavement overlay of US 26 between SE 50th Avenue and I-205 in FY 06.

5. Pavement overlay of OR 217 between the Sunset Highway (US 26) and SW 72nd Avenue in FY 06.

6. Pavement overlay of McLoughlin Boulevard (OR 99E) between SE Harold Street and Naef Road in FY 06. This will include the addition of bike lanes between SE Kellogg Creek and milepost 9.19 through supplemental funding from the bicycle/pedestrian program.

7. Pavement overlay of I-5 between Capitol Highway and the Tualatin River in FY 06.

8. Construct a continuous left turn lane on OR 213 between Conway Drive and Henrici Road in FY 07.
9. Complete a refinement plan for preservation work on US 30B (Lombard Avenue) that may include modernization elements.

10. ODOT will invest approximately $12 million during the Plan period in ramp metering, communications infrastructure, and computer hardware and software to manage traffic flow and reduce congestion.

2.1.3 *ODOT Bond Program (OTIA)*

The OTIA I and II programs have allocated $500 million of bond-financing for highway modernization and preservation throughout the state. Approximately $97 million of these funds were allocated to 11 major highway and bridge modernization projects in the Portland area. Several tens of millions were allocated to a collection of smaller maintenance projects.

The OTIA III program focused a large investment on the rehabilitation or replacement of bridges on the Interstate and state highway system. It also had a local bridge element and funding for projects that facilitated freight movement, job creation and economic

development. While some of these funds will be used on highway capacity and bridge projects described above, some funds will be used on non-state facilities. In the Metro area, these include the Boeckman Road extension in Wilsonville, Sunnyside Road widening between 152nd and 172nd Avenues in Clackamas County and several projects to improve freight access to industrial lands and inter-modal facilities in north Portland.

2.2 REGIONAL TRANSIT

This MTIP updates a broad array of federal transportation funds dedicated to transit improvements throughout the region. The MTIP does not report on TriMet or SMART general fund revenues other than what is used for required local match for federal grants.

A block of funds dedicated to transit improvements is the appropriations for construction of the Interstate light rail extension ($18.293 million), which is the final federal allocation to this project to fulfill FTA's commitment from its full funding grant agreement with TriMet. Federal new starts funding will also be sought for the I-205 light rail project which has completed its Final Environmental Impact Statement and is in negotiations on the full funding grant amendment. New Starts funding is also being sought for the Wilsonville to Beaverton commuter rail project within the time frame of this MTIP.

TriMet received Section 5309 Discretionary, or "earmark" funds of $2.48 million to purchase the Southgate Park & Ride in Milwaukie.

The largest amount of funds is $143.8 million of formula funds that TriMet has proposed to spend on bus and light rail maintenance.

2.3 REGIONAL FLEXIBLE FUNDS

A key portion of the current regional flexible funds was approved in March 2005 upon adoption of Metro Resolution No. 05-3808, which allocated $60.75 million of FY 08-09 STP and CMAQ funds. Regional flexible fund allocations approved in 2004 also contribute significantly to the overall program. Both sets of project allocations are shown in Appendix 7. The program approved in the current resolution (see Table 4.1-1) blends the newly allocated dollars with previously approved funds and updates the phasing, fund type and timing of all approved projects across all four years of the program.

2.3.1 *Key Initiatives Awarded Regional Flexible Funds by Metro*

Boulevards. The 2004 RTP designates certain limited portions of the regional arterial network as a "Boulevard" street type. It is anticipated that local and regional resources will be focused along these road segments to provide amenities such as wider sidewalks, bike lanes, street plantings and pedestrian buffer strips, planted median strips, special lighting and street furniture, building design features, curb extensions at more frequent cross walks, transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

The Transportation Priorities 2005 regional flexible funding allocation provided $2.6 million for preliminary engineering of three Boulevard projects: Rose Biggi Avenue in Beaverton, East Burnside Street in the Portland CBD, and North Killingsworth Street. Funding these types of projects emphasizes the commitment to stimulating economic development in the 2040 centers and increases the percentage of trips by non-auto modes. The previous Transportation Priorities allocation process included some $4 million awarded to two projects.

Bike System Improvements. The 2005 process allocated $5.9 million to seven trail projects: Springwater Sellwood Gap, Marine Drive trail gaps, Trolley Trail construction between Arista Drive and Glen Echo, Max Path trail between Gresham regional center and Rockwood town center, Springwater trailhead improvements in Gresham's Main City Park, Rock Creek Trail in Hillsboro and right-of-way for the Beaverton Powerline trail.

The previous Transportation Priorities allocation provided $1.66 million to three trail system improvements; the Trolley Trail between the Gladstone and Milwaukie Town Centers, the Powerline trail connecting to the Merlo light rail station, and the Washington Square Regional Center trail

Pedestrian Improvements. One of the most profound ways Metro promotes strengthened pedestrian amenities throughout the region is by its development and inclusion in the RTP of multi-modal street design guidelines that must be considered when approving regionally significant facilities. These guidelines will ultimately leverage routine, broad ranging planning and capital investment by the region's local and county governments to implement pedestrian enhancements. However, Metro also directly invests flexible funds in projects, typically ones that improve pedestrian connections in 2040 centers and to high-quality transit corridors. Almost all categories of transportation projects provide some improvement of the region's pedestrian environment, since new and reconstructed streets provide new sidewalks. Also, most of Metro's bike funds are applied to multi-use facilities that also serve pedestrians. Boulevard projects are also intimately connected with improving the pedestrian environment and pedestrian-to-transit connections. And finally, in this Priorities Update, Metro invested $1.6 million in three pedestrian projects, continuing the previous investment of $3.23 million in three pedestrian projects from the previous update that are reflected in this MTIP.

Roadway, Freight and Intelligent Transportation Systems (ITS). Allocation of funds to road projects focused on access to mixed-use and industrial areas to support economic development in those priority 2040 land use areas. The most recent allocation process awarded $10.8 million in 10 projects. This included investments in freight access through the Rivergate area in North Portland and in Southwest Washington County industrial areas. The 2004 allocation included preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 and access to industrial lands in South Washington County and to replace a sub-standard railroad under crossing that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Funding was also approved to improve access to the Villibois site in Wilsonville and the developing Scholls Town

Center. Construction of a project to improve circulation and reduce vehicle conflicts with light rail operations in the Hillsboro Regional Center was also funded.

Three reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. Two of these projects are located on mixed-use 2040 main streets while the third is located in the Rockwood Town Center.

Transit, Transit Oriented Development, and Regional Travel Options. Metro recently increased and extended its commitment to supplement and leverage rail new starts funding by programming regional flexible funds to support the I-205 light rail project, Wilsonville to Beaverton commuter rail project and South Waterfront streetcar extension to $8 million annually in 2006 and 2007 and $9.3 million annually from 2008 through the year 2015. Further policy decisions will be necessary to determine which of the three eligible projects listed above will receive funds in subsequent years of this MTIP.

In addition to the rail project funding, $5.5 million was approved for capital improvements along frequent bus corridors in 2006-09 (where bus service is provided at 15-minute or better frequency all day, seven days a week). Improvements include shelters, real time schedule displays, pedestrian access improvements, and other amenities. This supplements approximately $4 million approved for frequent bus improvements in the McLoughlin and Barber transit corridors in 2004-05. $2 million was awarded for a new light rail station and adjacent development support at the Gresham Civic Station in Gresham.

The Transit Oriented Development (TOD) program was allocated $4 million in 2006-07. This program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas. $1 million of the $4 million will expand the program to development support near frequent bus service. Table 4.1 lists only $1 million of this allocation to the TOD program as $3 million will be made available to the TriMet Preventive Maintenance program in exchange for TriMet general funds made available to the TOD program. As TriMet general funds are not reported in the MTIP, this fund exchange it tracked outside of this document. Additionally, $2 million is programmed for site acquisition in the Beaverton regional center for TOD development.

The Regional Travel Options program was allocated $3.6 million in 2008-09 to support programs that increase the percentage of trips by modes other than single occupant vehicles. These programs make more efficient use of the region's transportation infrastructure and land consumption for development.

Chapter 3
Planning and Programming Issues

METRO

PEOPLE PLACES
OPEN SPACES

3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro has prepared a Conformity Determination that documents this finding, included in this MTIP as Appendix 1. The determination report finds that the 2006-09 MTIP conforms to the Oregon SIP for air quality.

The Determination report also identifies how this MTIP meets the Transportation Control Measures required by the Oregon SIP. Transportation Control Measures implemented include bike and pedestrian system facility improvements each biennium and an average annual increase of transit service in the region and in the Central City area.

Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

2006-09 MTIP Projects Implementing Transportation Control Measures for Air Quality

Transit

- Interstate and I-205 MAX projects to implement requirement for development of north and south high capacity transit system in the Metro region, as required by the State SIP.
- Frequent Bus capital improvements ($5.5 million) provides service efficiencies and passenger amenities and allows TriMet to focus their general fund revenues on providing service to meet service hour improvements as required.

Pedestrian

- The Forest Grove town center pedestrian improvement project will be providing approximately 1.2 miles of new sidewalks.
- The Central Eastside Bridgeheads project will be creating new pedestrian crossings at the intersections of Grand Avenue and the Hawthorne, Morrison and Burnside bridges where pedestrian access is currently prohibited. It will also create a new pedestrian connection from Water Avenue to the Morrison Bridge, adding a total of approximately .1 miles of new pedestrian facilities.
- The St. Johns Town Center pedestrian improvements will improve .45 miles of pedestrian access at and around two intersections and reduce conflicts with truck movements.
- The Hillsboro Regional Center Project will provide 1.77 miles of infill sidewalk and pedestrian crossing improvements.
- Milwaukie Town Center 0.26 miles of infill sidewalk and pedestrian crossing improvements.
- SE 92nd Avenue 0.38 miles of infill sidewalk and pedestrian crossing improvements.
- Gresham MAX trail 2.3 miles of pathway in the Gresham regional and Rockwood town centers of which 0.40 miles will be attributed to meeting requirements for the provision of pedestrian improvements.

- OR 99W: 64th Avenue to Canterbury Lane will provide infill sidewalk pedestrian crossing improvements along a 4.25 mile stretch of Barber Boulevard near the Tigard town center. Total length of improvements has not yet been determined.

Bicycle

- The Trolley Trail project is funded for construction from Jefferson to Courtney Streets (1.6 miles) and Arista to Roethe (1.2 miles) (Segments 1 through 3 and 5 through 6) and for preliminary engineering to Glen Echo Street (additional 2.1 miles).
- The Beaverton Powerline trail project between the 158th Avenue light rail station and Schuepback Park will construct 1.95 miles of multi-use trail.
- The Washington Square regional center trail project will construct a multi-use trail between Hall Boulevard and Highway 217 (.57 miles) and preliminary engineering to Greenberg Road (additional .5 miles).
- The Morrison Bridge bike/ped project will create a pathway .6 miles in length.
- The Fanno Creek Greenway Phase 2 project will construct .64 miles of multi-use path between Greenwood Inn and Scholls Ferry Road.
- The Oregon Department of Transportation will be creating 2.4 miles of new bike lanes on each side of McLoughlin Boulevard between Kellogg Creek and Concord Road in conjunction with a pavement overlay project.
- McLoughlin: I-205 to Hwy 43 bridge project will construct 0.1 mile of multi-use path on the west side of McLoughlin Boulevard in the Oregon City regional center.
- 102nd Ave boulevard improvements will stripe 0.80 miles of bike lanes on the commercial spine of the Gateway regional center.
- Springwater trail – Sellwood Gap project will construct the final 0.90 miles of trail connecting the Eastbank and Springwater trails, providing a continuous trail connection from Gresham regional center to the Portland central city.
- Marine Dr. trail gaps project will complete 1.50 miles of gaps on this trail, creating a continuous trail from NE 28th Street to 181st Avenue.
- Gresham MAX trail will construct 2.3 miles of trail connections accessing three light rail stations and linking the Gresham regional and Rockwood town centers. 1.90 miles of this 2.3 mile trail will be applied to meeting the bicycle portion of the TCM requirements.
- Rock Creek trail project will construct 0.80 miles of trail in east Hillsboro.
- SE 92nd Avenue will construct 0.38 miles of bike lanes accessing the Lents town center and light rail station.
- Waud Bluff trail will provide a 0.25 mile trail connection over a freight rail line between the Swan Island industrial area and North Portland neighborhoods.

3.2 FEDERAL TRANSPORTATION PLANNING FACTORS

The TEA-21 requires MPO's to describe how their activities address seven planning factors identified in the plan. The MTIP is one of the MPO activities that needs to describe how those factors are addressed. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;

- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Appendix 2 describes how these planning factors are addressed by this MTIP.

3.3 PUBLIC INVOLVEMENT

Appendix 4 summarizes the public involvement process and comments for the regional flexible funding allocations reported in this Update. Metro and the State DOT held joint public outreach meetings for review of initial regional project recommendations and technical analysis and the recommended state transportation system improvement recommendations. Further public hearings were held regarding project selection of regional flexible funds after release of technical staff recommendations of a fiscally constrained project selection recommendation, prior to final selection of projects by JPACT and the Metro Council.

Summaries of the public comments related to projects proposed for state administered funding is reported in the STIP. The STIP is available by calling ODOT at 503-986-4124 or from the ODOT web site at www.oregon.gov/ODOT.

TriMet manages its own service and capital program update with separate events. TriMet staff attended the STIP and Transportation Priorities public outreach events to provide information about the relationship between those efforts and the TriMet capital improvement and service planning work. A summary of the TriMet public involvement activity can be found in the appendix of the 2005 Transit Investment Plan, available by calling TriMet at 503-238-7433 or from the TriMet web site at www.trimet.org.

Project selection procedures for regional flexible funds, state administered highway funds and transit capital funding programmed in this MTIP meet or exceed Metro's Transportation Planning Public Involvement Policy and federal Metropolitan Area Planning regulations (23 CFR Part 450 Sub-part C).

3.4 ENVIRONMENTAL JUSTICE

Appendix 6 summarizes the planning work completed during the Transportation Priorities 2005 process to respond to the provisions of the federal Executive Order 12898 on Environmental Justice. Year 2000 federal census data was used to develop information regarding the potential impacts and benefits of candidate projects. The relevant data was summarized and mapped for public comment meetings and decision makers to inform their decision process. The data was also used to condition approval of funds to applicant agencies on completing adequate outreach to affected low-income or ethnic communities.

The Environmental Justice analysis for proposed transit improvements is included as Chapter 7 of the TriMet 2005 Transit Investment Plan.

ODOT also certifies compliance of the STIP to Title VI and Environmental Justice requirements with the USDOT.

3.5 TRANSPORTATION PRIORITIES CONDITIONS OF PROJECT APPROVAL

During adoption of the Transportation Priorities 2005 project selection, and continuing conditions from the previous Transportation Priorities allocation process, JPACT and the Metro Council applied conditions to the allocation of funds to some projects. Appendix 7 lists these conditions.

3.6 LIST OF MAJOR PROJECTS IMPLEMENTED FROM THE PREVIOUS MTIP

Federal regulations require discussion of significant projects that have been implemented from the previous MTIP. The listing below organizes these projects by their geographic location.

Geographic Listing

Clackamas County

- Sunnyside Road widening 122nd-172nd. PE to widen facility to five lanes.
- Scott Creek Lane pedestrian path (Happy Valley).
- SE 172nd Avenue: Sunnyside to Highway 212. PE to widen facility to five lanes.

East Multnomah County

- Yamhill "Green Street" reconstruction: 190th to 197th

City of Portland

- Johnson Creek Boulevard: 36th to 45th (Phase 3). Road reconstruction with enhancement of pedestrian, bike and transit amenities.
- Broadway Bridge Painting

Washington County

- US 26: Camelot to Sylvan Interchange. Replaced structure and widened highway to six lanes.
- US 26: Hwy 217 to Murray Boulevard. PE and right-of-way purchased in preparation for widening of highway to six lanes.
- I-5/Nyberg Interchange. Construction of widening of freeway over-crossing and southbound on-ramp.
- Washington County Commuter Rail Feasibility Analysis/PE.
- Sentinal Plaza improvement at intersection of Cornell, Cedar Hills Boulevard and 113th.

Regional Projects

- Interstate MAX construction.
- TOD projects: The TOD program has implemented several projects to increase densities and building orientation and pedestrian amenities around transit service.
  - The Crossings: a 5 story mixed-use retail and for rent housing project around the Civic Station light rail transit station in the Gresham regional center,
  - North Main Village: a mixed use project with 97 mixed income units and 10,000 s.f. of retail in the Milwaukie town center,
  - acquisition of a key development site in the Milwaukie town center;
  - Flint Studios mixed used project with 5 units and 1,500 s.f. office along Frequent Bus line #4 in the Portland central city;
  - Burnside Rocket: a 13,500 s.f. mixed use (office and retail), LEED Silver development along Frequent Bus in the heart of a growing local business district along E Burnside in the Portland central city,
  - Central Point Phase 2, a mixed use building in the Gresham regional center,
  - Killingsworth Station, a mixed use development along Interstate MAX,
  - The Round plaza and office/flex space in the Beaverton regional center.
- Frequent Bus line improvements (shelters, curb cuts, signage, etc.) and increased service on four frequent bus lines.

3.7 DELAYS TO PLANNED IMPLEMENTATION

Several projects to receive regional flexible funds have slipped from scheduled completion in 2005. These include:

- Willamette Drive: A Street – MicKillican. Preliminary engineering of Boulevard
- Wilsonville Town Center Pedestrian and Bike improvements
- Fanno Creek Trail; Greenwood Inn to SW Scholls Ferry Road
- Adair Street Boulevard: 10th to 19th (Cornelius)
- Forest Grove TC Pedestrian Improvements: Preliminary engineering and ROW.
- SW Greenberg Road right-of-way acquisition; Washington Sq. Dr. to Tiedeman

More projects may be added to the final printing of this document after the end of the federal fiscal year when a final determination will be made on which projects will be able to obligate funding programmed for 2005 or will need to be slipped to a later date.

3.8 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

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

- Per the requirement outlined in CFR 49, Sec. 37.47(d), TriMet submitted its Key Station Plan to FTA in July of 1992. The regional transit system met the conditions of the complementary paratransit plan in 1997. There are no further capital projects needed to implement the plan to track in the MTIP.

- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in

policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.

- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.

- The paratransit LIFT program continues to grow at 8 percent annually. As a means of controlling costs associated with this level of growth and to expand travel options for its clients, TriMet is looking to promote use of the fixed route system where client capacities and travel needs allow.

- TriMet has extended its pioneering use of low-floor light rail vehicles with continued bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.

- TriMet continues to aggressively improve conditions at bus stops. New shelters have increased the total number of shelters from 640 shelters (7.5 percent of stops) in 1998 to 1,040 shelters in 2003 (12.2 percent of all stops). TriMet also continues to construct bus stops pads and curb cuts at appropriate locations. This program is funded through the regional flexible funds - continuing through 2009.

- In 2002, TriMet opened a new LIFT operating facility at SE Powell Boulevard at I-205, adjacent to the fixed-route operating base, replacing fragmented facilities further to the south. The new facility is better located and more efficient for the storing, servicing and dispatching of LIFT vehicles to the region's eastside.

- The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP provides funding to a category of pedestrian projects. These projects provide important access within neighborhoods and to public transportation. This is essential for both fully ambulatory citizens, but also to persons requiring mobility devices or assistance.

Chapter 4

Programming Tables by Project Type and Year

METRO

PEOPLE PLACES
OPEN SPACES

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Metro	**126**	**METRO CORE PLANNING**						
13483 13516 14386 14387		Funds Metro planning activities, most of which are required by federal and state regulations to maintain eligibility to receive funds.	**REGIONAL STP PROGRAM** Planning	800,000	828,000	853,000	878,000	3,359,000
			FEDERAL FUNDS	**800,000**	**828,000**	**853,000**	**878,000**	**3,359,000**
			LOCAL FUNDS					**384,453**
			TOTAL FUNDS					**3,743,453**
Metro	**1145**	**REGIONAL FREIGHT PLANNING**						
14382 14383 14384 14385		Establish an on-going program to ensure the region's freight needs are being met.	**REGIONAL STP PROGRAM** Planning	75,000	75,000	75,000	75,000	300,000
			FEDERAL FUNDS	**75,000**	**75,000**	**75,000**	**75,000**	**300,000**
			LOCAL FUNDS					**34,336**
			TOTAL FUNDS					**334,336**
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (MILWAUKIE - LAKE OSWEGO)**						
14397		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM** Planning		100,000			100,000
			FEDERAL FUNDS	**0**	**100,000**	**0**	**0**	**100,000**
			LOCAL FUNDS					**11,445**
			TOTAL FUNDS					**111,445**
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (TONQUIN TRAIL)**						
14399		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM** Planning	188,000				188,000
			FEDERAL FUNDS	**188,000**	**0**	**0**	**0**	**188,000**
			LOCAL FUNDS					**21,517**
			TOTAL FUNDS					**209,517**
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (SCOUTERS MT)**						
14398		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM** Planning			100,000		100,000
			FEDERAL FUNDS	**0**	**0**	**100,000**	**0**	**100,000**
			LOCAL FUNDS					**11,445**
			TOTAL FUNDS					**111,445**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Metro	**1061**	**I-5/99W CONNECTOR STUDY**						
13301		Completes planning work for a proposed four-lane, limited-access highway between Highway 99W near Sherwood and I-5 near Tualatin and Wilsonville.	**REGIONAL STP PROGRAM**					
			Planning - Alt Anal	2,100,000				2,100,000
			Planning - Land Use		400,000			400,000
			FEDERAL FUNDS	**2,100,000**	**400,000**	**0**	**0**	**2,500,000**
			LOCAL FUNDS					**286,136**
			STATE FUNDS					**10,000,000**
			TOTAL FUNDS					**12,786,136**
Metro	**1178**	**POWELL/FOSTER CORRIDOR PLAN**						
14565		This process will provide a set of feasible trans. improvements for the corridor with implementation, phasing & funding strategies.	**REGIONAL STP PROGRAM**					
			Planning	200,000				200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
Metro	**1151**	**NEXT RTP CORRIDOR PLAN**						
14564 14402		Complete systems level planning work and identify a set of improvement alternatives that can be taken into project development for the selected corridors.	**REGIONAL STP PROGRAM**					
			Planning		500,000	500,000		1,000,000
			FEDERAL FUNDS	**0**	**500,000**	**500,000**	**0**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**
Metro	**1152**	**OR43 WILLAMETTE SHORELINE AA (PORTLAND - LAKE OSWEGO)**						
14406		Explore options for enhancing bus service, pedestrian, bicycle, water transport or passenger rail in order to broaden access.	**REGIONAL STP PROGRAM**					
			Planning	688,000				688,000
			FEDERAL FUNDS	**688,000**	**0**	**0**	**0**	**688,000**
			LOCAL FUNDS					**78,745**
			TOTAL FUNDS					**766,745**
Metro	**1149**	**MILWAUKIE LRT EIS (PORTLAND - MILWAUKIE TOWN CENTER)**						
14391		Federally required work prior to completing negotiations with FTA to receive federal transit funding for construction of the project.	**REGIONAL STP PROGRAM**					
			Planning		2,000,000			2,000,000
			FEDERAL FUNDS	**0**	**2,000,000**	**0**	**0**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
TriMet	**154**	**BUS PURCHASE**						
13500		Acquire new buses.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	4,000,000				4,000,000
			FEDERAL FUNDS	**4,000,000**	**0**	**0**	**0**	**4,000,000**
			LOCAL FUNDS					**457,818**
			TOTAL FUNDS					**4,457,818**
TriMet	**1017**	**INTERSTATE MAX LIGHT RAIL**						
14174		Light rail line on Interstate Avenue from the Rose Quarter to the Expo Center.	**FTA SECTION 5309 NEW STARTS (79.66/20.34)**					
			Con	18,292,550				18,292,550
			FEDERAL FUNDS	**18,292,550**	**0**	**0**	**0**	**18,292,550**
			LOCAL FUNDS					**4,670,731**
			TOTAL FUNDS					**22,963,281**
TriMet	**1142**	**GARVEE BOND DEBT SERVICE**						
14573 14574 14575 14576		Funding for debt service costs for Interstate MAX, I-205 LRT, Washington County Commuter Rail and bus purchases.	**REGIONAL STP PROGRAM**					
			Non Hwy Cap	834,292	632,515	381,159	221,675	2,069,641
			FEDERAL FUNDS	**834,292**	**632,515**	**381,159**	**221,675**	**2,069,641**
			LOCAL FUNDS					**236,880**
			TOTAL FUNDS					**2,306,521**
TriMet	**1142**	**GARVEE BOND DEBT SERVICE**						
13489 13510 14482 14483		Funds to be used for I-205 LRT, Washington County Commuter Rail and bus purchases.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	3,165,708	7,367,485	8,918,841	9,078,325	28,530,359
			FEDERAL FUNDS	**3,165,708**	**7,367,485**	**8,918,841**	**9,078,325**	**28,530,359**
			LOCAL FUNDS					**3,265,427**
			TOTAL FUNDS					**31,795,786**
TriMet	**1045**	**WILSONVILLE BEAVERTON COMMUTER RAIL**						
14571		Provides track and station improvements and rail vehicles to begin transit service on existing freight rail tracks.	**FTA SECTION 5309 NEW STARTS (50/50)**					
			Non Hwy Cap	20,000,000				20,000,000
			FEDERAL FUNDS	**20,000,000**	**0**	**0**	**0**	**20,000,000**
			LOCAL FUNDS					**20,000,000**
			TOTAL FUNDS					**40,000,000**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
TriMet	**399**	**BUS AND RAIL PREVENTIVE MAINTENANCE (TRIMET)**						
13498 13519 14475 14476		Funds to maintain and refurbish bus and rail fleet.	**FTA SECTION 5307 (80/20)** Non Hwy Cap	37,698,028	40,181,972	42,980,696	46,115,388	166,976,084
			FEDERAL FUNDS	**37,698,028**	**40,181,972**	**42,980,696**	**46,115,388**	**166,976,084**
			LOCAL FUNDS					**41,744,021**
			TOTAL FUNDS					**208,720,105**
TriMet	**1085**	**TRANSIT ENHANCEMENT 1% (TRIMET)**						
13499 13518 14477 14478		1% of FTA Section 5307 funds to be allocated to improvement of bus or rail transit amenities.	**FTA SECTION 5307 (80/20)** Non Hwy Cap	376,980	401,820	429,807	461,154	1,669,761
			FEDERAL FUNDS	**376,980**	**401,820**	**429,807**	**461,154**	**1,669,761**
			LOCAL FUNDS					**417,440**
			TOTAL FUNDS					**2,087,201**
TriMet	**388**	**RAIL PREVENTIVE MAINTENANCE**						
13494 13523 14479 14480		Funds to maintain and refurbish light rail vehicles, tracking and stations.	**FTA SECTION 5309 (80/20)** Non Hwy Cap	7,685,919	8,000,870	8,674,977	9,208,184	33,569,950
			FEDERAL FUNDS	**7,685,919**	**8,000,870**	**8,674,977**	**9,208,184**	**33,569,950**
			LOCAL FUNDS					**8,392,488**
			TOTAL FUNDS					**41,962,438**
TriMet	**399**	**PREVENTIVE MAINTENANCE (TOD PROGRAM)**						
14484 14445 14446		Funds to maintain and refurbish bus and rail fleet.	**REGIONAL STP FUNDS** Non Hwy Cap	5,000,000	1,000,000	1,000,000	0	7,000,000
			FEDERAL FUNDS	**5,000,000**	**1,000,000**	**1,000,000**	**0**	**7,000,000**
			LOCAL FUNDS					**801,181**
			TOTAL FUNDS					**7,801,181**
TriMet	**154**	**BUS STOP DEVELOPMENT/STREAMLINE (FREQUENT BUS PROGRAM)**						
13490 13509 14379 14380		Increases safe access to transit service and improves customer amenities at bus stops along Frequent and Rapid Bus Corridors identified in the RTP.	**REGIONAL CMAQ PROGRAM** Non Hwy Cap	1,375,000	1,375,000	1,375,000	1,375,000	5,500,000
			FEDERAL FUNDS	**1,375,000**	**1,375,000**	**1,375,000**	**1,375,000**	**5,500,000**
			LOCAL FUNDS					**629,500**
			TOTAL FUNDS					**6,129,500**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
SMART	**1132**	**BUS AND RAIL PREVENTIVE MAINTENANCE (SMART)**						
14577 14578 14579 14580		Funds to maintain and refurbish bus and rail fleet. (I.E.; for all but sec. 5309 rail modernization formula funds).	**FTA SECTION 5307 (80/20)** Non Hwy Cap	282,214	300,810	321,761	345,228	1,250,013
			FEDERAL FUNDS	**282,214**	**300,810**	**321,761**	**345,228**	**1,250,013**
			LOCAL FUNDS					**312,503**
			TOTAL FUNDS					**1,562,516**
SMART	**1133**	**TRANSIT ENHANCEMENT 1% (SMART)**						
14581 14582 14583 14584		1% of FTA Section 5307 funds to be allocated to improvement of bus or rail transit amenities.	**FTA SECTION 5307 (80/20)** Non Hwy Cap	2,822	3,008	3,218	3,452	12,500
			FEDERAL FUNDS	**2,822**	**3,008**	**3,218**	**3,452**	**12,500**
			LOCAL FUNDS					**3,125**
			TOTAL FUNDS					**15,625**
Metro	**1134**	**METRO RTO PROGRAM**						
14567 14568 14441 14442		A set of strategies and programs that encourage the use of alternative modes to driving alone in order to maximize efficiency of existing transportation infrastructure.	**REGIONAL CMAQ PROGRAM** Transit **REGIONAL STP PROGRAM** Transit	987,000	883,000	1,800,000	1,800,000	1,870,000 3,600,000
			FEDERAL FUNDS	**987,000**	**883,000**	**1,800,000**	**1,800,000**	**5,470,000**
			LOCAL FUNDS					**626,066**
			TOTAL FUNDS					**6,096,066**
Dept of Energy	**1120** **1121**	**RTO PROGRAM: BUSINESS ENERGY TAX CREDIT/TELEWORK PROGRAM**						
13503 13504		Provide tax incentives to employers implementing travel options programs/Program to market telework to employers.	**REGIONAL STP PROGRAM** Transit	54,000				54,000
			FEDERAL FUNDS	**54,000**	**0**	**0**	**0**	**54,000**
			LOCAL FUNDS					**6,181**
			TOTAL FUNDS					**60,181**
TriMet	**1143**	**TRIMET EMPLOYER PROGRAM**						
14485 14486		Work with employers in the region to help them develop successful travel option programs that reduce the number of vehicle miles traveled by reducing drive alone commute trips.	**REGIONAL CMAQ PROGRAM** Transit	195,000	195,000			390,000
			FEDERAL FUNDS	**195,000**	**195,000**	**0**	**0**	**390,000**
			LOCAL FUNDS					**44,637**
			TOTAL FUNDS					**434,637**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
TriMet	**1144**	**TRIMET REGIONAL EVALUATION PROGRAM**						
14487 14488		Collect, analyze and report on data for RTO program activities and impacts. Surveys ECO affected employers and evaluates Region 2040 Centers progress towards non-SOV modal targets.	**REGIONAL CMAQ PROGRAM** Transit	100,000	100,000			200,000
			FEDERAL FUNDS	**100,000**	**100,000**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
SMART	**1030**	**SMART RTO PROGRAM**						
13487		Regional support of Wilsonville SMART transportation demand management program	**REGIONAL CMAQ PROGRAM** Non Hwy Cap	121,000				121,000
			FEDERAL FUNDS	**121,000**	**0**	**0**	**0**	**121,000**
			LOCAL FUNDS					**13,849**
			TOTAL FUNDS					**134,849**
Metro	**1161**	**TRAVEL SMART**						
14443		Program improves efficiency of existing trans. infrastructure in a target area thru education of interested persons on the alternatives to drive alone car trips.	**REGIONAL STP PROGRAM** Transit			500,000		500,000
			FEDERAL FUNDS	**0**	**0**	**500,000**	**0**	**500,000**
			LOCAL FUNDS					**57,227**
			TOTAL FUNDS					**557,227**
Wilsonville	**1177**	**CITY OF WILSONVILLE CAPITAL**						
14415		ODOT Public Transit Division's FY06 award for Elderly & Disabled Program.	**STATE STP PROGRAM** Transit	73,714	0			73,714
			FEDERAL FUNDS	**73,714**	**0**	**0**	**0**	**73,714**
			LOCAL FUNDS					**8,437**
			TOTAL FUNDS					**82,151**
TriMet	**1136**	**TRIMET VEHICLE CAPITAL PURCHASES**						
14416		ODOT Public Transit Division's FY06 award to acquire new buses.	**STATE STP PROGRAM** Transit	1,387,850	0			1,387,850
			FEDERAL FUNDS	**1,387,850**	**0**	**0**	**0**	**1,387,850**
			LOCAL FUNDS					**158,846**
			TOTAL FUNDS					**1,546,696**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: REGIONAL PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
TriMet	**1135**	**TRIMET PLANNING**						
14417		ODOT Public Transit Division's FY06 award for Elderly & Disabled Planning.	**FTA SECTION 5310 (80/20)**					
			Transit	127,451	0			127,451
			FEDERAL FUNDS	**127,451**	**0**	**0**	**0**	**127,451**
			LOCAL FUNDS					**31,863**
			TOTAL FUNDS					**159,314**
TriMet	**1135**	**TRIMET VEHICLE PURCHASE & PREVENTIVE MAINTENANCE**						
14418		ODOT Public Transit Division's FY06 award to acquire new buses and preventive maintenance.	**STATE STP PROGRAM**					
			Transit	3,241,978	0			3,241,978
			FEDERAL FUNDS	**3,241,978**	**0**	**0**	**0**	**3,241,978**
			LOCAL FUNDS					**371,059**
			TOTAL FUNDS					**3,613,037**
TriMet	**1176**	**RIDE CONNECTION CAPITAL**						
14419 14420		ODOT Public Transit Division's FY06 award for Vehicle Replacement, Vehicle Purchase, and Computer Software.	**STATE STP PROGRAM**					
			Transit	447,553	0			447,553
			FEDERAL FUNDS	**447,553**	**0**	**0**	**0**	**447,553**
			LOCAL FUNDS					**51,224**
			TOTAL FUNDS					**498,777**
TriMet	**1175**	**RIDE CONNECTION PURCHASE SERVICES**						
14421		ODOT Public Transit Division's FY06 award for Portland Impact Service.	**FTA SECTION 5310 (80/20)**					
			Transit	498,073	0			498,073
			FEDERAL FUNDS	**498,073**	**0**	**0**	**0**	**498,073**
			LOCAL FUNDS					**124,518**
			TOTAL FUNDS					**622,591**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CITY OF PORTLAND PROJECTS
(Includes Port of Portland Projects)
Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1179**	**SE DIVISION STREET STUDY (10TH - 60TH)**						
14566		Planning to address multi-modal needs from SE 10th to SE 60th Avenues.	**REGIONAL STP PROGRAM**					
			Planning (PD)	303,000				303,000
			FEDERAL FUNDS	**303,000**	**0**	**0**	**0**	**303,000**
			LOCAL FUNDS					**34,680**
			TOTAL FUNDS					**337,680**
Portland	**1113**	**DIVISION ST RECONSTRUCTION (6TH - 39TH)**						
13529		Reconstruction of roadway, including improvements such as pedestrian crossings, curb extensions, improved access to parallel bike routes and green streets elements.	**REGIONAL STP PROGRAM**					
			PE		379,000			379,000
			Const			1,818,000		1,818,000
			FEDERAL FUNDS	**0**	**379,000**	**1,818,000**	**0**	**2,197,000**
			LOCAL FUNDS					**251,456**
			TOTAL FUNDS					**2,448,456**
Portland	**1088**	**102ND AVE (NE WEIDLER - SE WASHINGTON)**						
12461		This project will add bike lanes, sidewalks, median refuge islands, new pedestrian crossings, and incorporate green street techniques.	**REGIONAL STP PROGRAM**					
			Const	200,000				200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
Portland	**1141**	**NW 23RD AVENUE: NW LOVEJOY TO W BURNSIDE ROAD**						
12478		Reconstruct roadbed.	**REGIONAL STP PROGRAM**					
			Constr	0	1,237,215	0	0	1,237,215
			FEDERAL FUNDS	**0**	**1,237,215**	**0**	**0**	**1,237,215**
			LOCAL FUNDS					**141,605**
			TOTAL FUNDS					**1,378,820**
Portland	**1107**	**NE CULLY BLVD (PRESCOTT - KILLINGSWORTH)**						
13506		Plan and design reconstruction of Cully Boulevard to urban standards incorporating innovative green street design practices.	**REGIONAL STP PROGRAM**					
			PE		773,000			773,000
			FEDERAL FUNDS	**0**	**773,000**	**0**	**0**	**773,000**
			LOCAL FUNDS					**88,473**
			TOTAL FUNDS					**861,473**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CITY OF PORTLAND PROJECTS
(Includes Port of Portland Projects)
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Portland	**1109**	**MLK O-XING/TURN LANES (COLUMBIA - LOMBARD)**						
13502		Planning and engineering work to improve truck movements between Lombard and Columbia Boulevard at or near MLK.	**REGIONAL STP PROGRAM**					
			Planning (PD)	500,000				500,000
			PE		1,500,000			1,500,000
			FEDERAL FUNDS	**500,000**	**1,500,000**	**0**	**0**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**
Portland	**1110**	**ST JOHNS PED/FREIGHT (IVANHOE: RICHMOND - N ST LOUIS)**						
13514		Project addresses pedestrian safety and truck movements in St. Johns.	**REGIONAL STP PROGRAM**					
			Planning (PD)	75,000				75,000
			PE		574,000			574,000
			ROW			74,000		74,000
			Const			1,211,000		1,211,000
			FEDERAL FUNDS	**75,000**	**574,000**	**1,285,000**	**0**	**1,934,000**
			LOCAL FUNDS					**221,355**
			TOTAL FUNDS					**2,155,355**
Portland	**1160**	**SW CAPITOL HWY (SW MULTNOMAH - SW TAYLORS FERRY)**						
14440		Planning and engineering work to reconstruct the roadway and add bicycle lanes, sidewalks, street trees and stormwater facilities.	**REGIONAL STP PROGRAM**					
			PE			530,000		530,000
			FEDERAL FUNDS	**0**	**0**	**530,000**	**0**	**530,000**
			LOCAL FUNDS					**60,661**
			TOTAL FUNDS					**590,661**
Portland	**1167**	**BURNSIDE ST (BURNSIDE BRIDGE - E 14TH AVE)**						
14404		Engineering work to prepare a boulevard project for construction. Burnside and Couch Streets will be converted to one-way streets.	**REGIONAL STP PROGRAM**					
			PE	1,650,000				1,650,000
			FEDERAL FUNDS	**1,650,000**	**0**	**0**	**0**	**1,650,000**
			LOCAL FUNDS					**188,850**
			TOTAL FUNDS					**1,838,850**
Portland	**1168**	**KILLINGSWORTH (N COMMERCIAL - NE MLK JR BLVD AND I-5 OVERCROSSING)**						
14405		Engineering work to prepare for treatments that include reconstructing and widening sidewalks, street lighting and other improvements.	**REGIONAL STP PROGRAM**					
			PE				400,000	400,000
			FEDERAL FUNDS	**0**	**0**	**0**	**400,000**	**400,000**
			LOCAL FUNDS					**45,782**
			TOTAL FUNDS					**445,782**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CITY OF PORTLAND PROJECTS
(Includes Port of Portland Projects)
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Portland	**112**	**N LOMBARD (COLUMBIA SLOUGH O-XING)**						
14408		Reconstruction of a bridge to adequately support modern freight vehicle loads.	**REGIONAL STP PROGRAM**					
			PE			630,000		630,000
			Const				1,370,000	1,370,000
			FEDERAL FUNDS	**0**	**0**	**630,000**	**1,370,000**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**
Portland	**1153**	**SPRINGWATER TRAIL (SE UMATILLA ST - SE 19TH AVE)**						
14407		Completes the .9-mile missing link in the existing Springwater multi-use path providing a continuous 19-mile trail between Gresham and downtown Portland.	**REGIONAL STP PROGRAM**					
			PE			411,240		411,240
			Const				825,760	825,760
			FEDERAL FUNDS	**0**	**0**	**411,240**	**825,760**	**1,237,000**
			LOCAL FUNDS			47,060	530,940	**578,000**
			TOTAL FUNDS					**1,815,000**
Portland	**1154**	**MARINE DRIVE BIKE/TRAIL (NE 28TH AVE - NE 185TH)**						
14409		Construction to complete gaps in the off-street trail adjacent to Marine Drive, making a continuous 9.1-mile trail	**REGIONAL STP PROGRAM**					
			PE			246,970		246,970
			ROW				487,540	487,540
			Const				231,490	231,490
			FEDERAL FUNDS	**0**	**0**	**246,970**	**719,030**	**966,000**
			LOCAL FUNDS					**110,563**
			TOTAL FUNDS					**1,076,563**
Portland	**1162**	**EASTSIDE STREETCAR: NW 10TH AVE (LOVEJOY ST - OMSI)**						
14381 14569 14570		Contribution toward the construction of a 3.4 mile extension of the streetcar system from the Peal District to the east side of the Portland Central City.	**REGIONAL CMAQ PROGRAM**					
			Const				1,000,000	1,000,000
			FTA SECTION 5339 AA (80/20)					
			Alternatives Analysis	1,500,000	1,500,000			3,000,000
			FEDERAL FUNDS	**1,500,000**	**1,500,000**	**0**	**1,000,000**	**4,000,000**
			LOCAL FUNDS					**864,454**
			TOTAL FUNDS					**4,864,454**
Portland	**1111**	**CENTRAL EASTSIDE BRIDGEHEADS (SE CLAY-SE STARK & SE HAWTHORNE-E BURNSIDE)**						
13528		Improves pedestrian and bicycle access to Hawthorne, Morrison and Burnside bridges.	**REGIONAL CMAQ PROGRAM**					
			ROW	272,500				272,500
			Const		700,000			700,000
			FEDERAL FUNDS	**272,500**	**700,000**	**0**	**0**	**972,500**
			LOCAL FUNDS					**111,307**
			TOTAL FUNDS					**1,083,807**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CITY OF PORTLAND PROJECTS
(Includes Port of Portland Projects)
Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1180**	**OR213: NE KILLINGSWORTH - SE FLAVEL (82ND AVENUE ATMS)**						
14306		Install traffic signal interties, video monitoring and electric message signs to improve operation of 82nd Avenue.	**REGIONAL STP PROGRAM**					
			Const	550,000				550,000
			FEDERAL FUNDS	**550,000**	**0**	**0**	**0**	**550,000**
			LOCAL FUNDS					**62,950**
			TOTAL FUNDS					**612,950**
Port of Portland	**1170**	**N LEADBETTER EXTENSION O-XING**						
13990		Constructs a grade-separated crossing over the Burlington Northern Santa Fe railroad tracks in North Portland to improve access to industrial properties.	**REGIONAL STP PROGRAM**					
			Const				1,800,000	1,800,000
			OTIA (STATE FUNDS)					
			Const			6,000,000		6,000,000
			LOCAL FUNDS (PROVIDED BY THE PORT)					
			Const			2,000,000		2,000,000
			FEDERAL FUNDS	**0**	**0**	**0**	**1,800,000**	**1,800,000**
			LOCAL FUNDS			**2,000,000**		**2,000,000**
			STATE FUNDS			**6,000,000**		**6,000,000**
			TOTAL FUNDS					**9,800,000**
Portland State University	**1174**	**FREIGHT DATA COLLECTION INFRASTRUCTURE & ARCHIVE SYSTEM**						
14546		Permanent count classification stations will be established at more than 50 locations to conduct real-time truck counts. Data will be archived at PSU.	**REGIONAL STP PROGRAM**					
			Const			179,000		179,000
			FEDERAL FUNDS	**0**	**0**	**179,000**	**0**	**179,000**
			LOCAL FUNDS					**20,487**
			TOTAL FUNDS					**199,487**
Portland	**1018**	**SE HAWTHORNE BLVD (SE 20TH AVE - SE 55TH AVE)**						
11463		Design and build second phase non-auto enhancements along Hawthorne Blvd.	**REGIONAL CMAQ PROGRAM**					
			Const	1,427,405				1,427,405
			FEDERAL FUNDS	**1,427,405**	**0**	**0**	**0**	**1,427,405**
			LOCAL FUNDS					**163,373**
			TOTAL FUNDS					**1,590,778**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CLACKAMAS COUNTY PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
West Linn	**1027**	**WILLAMETTE DRIVE: WEST "A" ST - MCKILLICAN ST**						
11427		Planning and project development work for multi-modal enhancement of OR 43 through West Linn.	**REGIONAL STP PROGRAM**					
			Planning	200,000	0	0	0	200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
Wilsonville	**1083**	**BOECKMAN ROAD: CONNECTION TO TOOZE (95th AVE - 100TH AVE)**						
12400		Build new street to former Dammash State Hosptial site to provide E/W arterial access to new high density redevelopment.	**REGIONAL STP PROGRAM**					
			Const	2,196,625				2,196,625
			STATE STP PROGRAM					
			Const	1,956,000				1,956,000
			FEDERAL FUNDS	**2,196,625**	**0**	**0**	**0**	**2,196,625**
			LOCAL FUNDS					**10,493,848**
			STATE FUNDS	**1,956,000**				**1,956,000**
			TOTAL FUNDS					**14,646,473**
Oregon City	**1089**	**MCLOUGHLIN BLVD PROJECT: I-205/RAILROAD TUNNEL**						
12460		Boulevard retrofit to support redevelopmt, including pedestrian, bicycle, on-street parking, and street lighting. Construction funds are for first phase from I-205 to Hwy 43 bridge.	**REGIONAL STP PROGRAM**					
			PE	625,000				625,000
			Const			3,000,000		3,000,000
			FEDERAL FUNDS	**625,000**	**0**	**3,000,000**	**0**	**3,625,000**
			LOCAL FUNDS					**2,414,897**
			TOTAL FUNDS					**6,039,897**
Milwaukie	**1159**	**MILWAUKIE TOWN CENTER (MAIN/HARRISON/21ST)**						
14439		Improvements include renovated block faces, two travel lanes, bike lanes, 15 foot sidewalks, planter strips, lighting, benches, ADA-compliant sidewalks.	**REGIONAL STP PROGRAM**					
			Const			450,000		450,000
			FEDERAL FUNDS	**0**	**0**	**450,000**	**0**	**450,000**
			LOCAL FUNDS					**51,505**
			TOTAL FUNDS					**501,505**
Clackamas County	**1130**	**SE 172ND AVE (SE SUNNYSIDE RD - OR212)**						
13477		Improves access to the proposed Rock Creek industrial area by widening 172nd to five lanes and adding sidewalks and bike lanes.	**REGIONAL STP PROGRAM**					
			PE	549,000				549,000
			ROW			1,000,000		1,000,000
			Const				1,000,000	1,000,000
			FEDERAL FUNDS	**549,000**	**0**	**1,000,000**	**1,000,000**	**2,549,000**
			LOCAL FUNDS					**13,062,835**
			TOTAL FUNDS					**15,611,835**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CLACKAMAS COUNTY PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Wilsonville	**1171**	**KINSMEN RD (SW BOECKMAN RD - SW BARBER ST)**						
14429		Extends Kinsman Road to provide a direct north-south connection for freight access to I-5 for the industrial areas in West Wilsonville.	**REGIONAL STP PROGRAM**					
			PE			500,000		500,000
			ROW				900,000	900,000
			FEDERAL FUNDS	**0**	**0**	**500,000**	**900,000**	**1,400,000**
			LOCAL FUNDS					**160,236**
			TOTAL FUNDS					**1,560,236**
NCPRD	**1103**	**TROLLEY TRAIL (JEFFERSON TO COURTNEY)**						
14572		Constructs the northern (1.6 miles) of a 6-mile, multi-use path that follows an abandoned streetcar right of way between Milwaukie and Gladstone.	**REGIONAL CMAQ PROGRAM**					
			Const	605,000				605,000
			FEDERAL FUNDS	**605,000**	**0**	**0**	**0**	**605,000**
			LOCAL FUNDS					**69,245**
			TOTAL FUNDS					**674,245**
NCPRD	**1157**	**TROLLEY TRAIL (SE ARISTA DRIVE - SE GLEN ECHO AVENUE)**						
13471		Phase II of the multi-use path that follows an abandoned streetcar right of way between Milwaukie and Gladstone.	**REGIONAL STP PROGRAM**					
			Const				742,000	742,000
			FEDERAL FUNDS	**0**	**0**	**0**	**742,000**	**742,000**
			LOCAL FUNDS					**84,925**
			TOTAL FUNDS					**826,925**
Oregon Citv	**1163**	**SOUTH METRO AMTRAK STATION - PHASE 2**						
14388		Project provides parking lot improvements and relocation of historic Southern Pacific railroad depot building to the site to serve the new station.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap		900,000			900,000
			FEDERAL FUNDS	**0**	**900,000**	**0**	**0**	**900,000**
			LOCAL FUNDS					**103,009**
			TOTAL FUNDS					**1,003,009**
Wilsonville		**BARBER STREET (COFFEE LAKE LP - KINSMAN)**						
14058		Barber Road extension.	**HPP FUNDS (FY05 FEDERAL EARMARK)**					
			Const	496,000				496,000
			FEDERAL FUNDS	**496,000**	**0**	**0**	**0**	**496,000**
			LOCAL FUNDS (No Match Requirement)					**0**
			TOTAL FUNDS					**496,000**

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Mult. Co.	**1007**	**MORRISON BR. PED/BIKE ACCESS.**						
11421		Design and construct improved pedestrian and bike facility on the Morrison Bridge.	**TRANSPORTATION ENHANCEMENT (TE) PROGRAM**					
			Const	0	0	1,210,762	0	1,210,762
			REGIONAL STP PROGRAM					
			Constr	0	0	617,238	0	617,238
			FEDERAL FUNDS	**0**	**0**	**1,828,000**	**0**	**1,828,000**
			LOCAL FUNDS					**209,223**
			TOTAL FUNDS					**2,037,223**
Mult. Co.	**648**	**GRESHAM/MULTNOMAH COUNTY ITS**						
11430		Gresham traffic signal coordination & optimization project	**REGIONAL STP PROGRAM**					
			Constr	188,636	0	0	0	188,636
			REGIONAL CMAQ PROGRAM					
			Constr	750,000	0	0	0	750,000
			FEDERAL FUNDS	**938,636**	**0**	**0**	**0**	**938,636**
			LOCAL FUNDS					**107,431**
			TOTAL FUNDS					**1,046,067**
Gresham	**1155**	**SPRINGWATER TRAILHEAD @ MAIN CITY PARK**						
14411		Trailhead facilities in Gresham's Main City Park that support use of the existing trail corridor.	**REGIONAL STP PROGRAM**					
			PE			34,000		34,000
			Const				276,000	276,000
			FEDERAL FUNDS	**0**	**0**	**34,000**	**276,000**	**310,000**
			LOCAL FUNDS					**35,481**
			TOTAL FUNDS					**345,481**
Gresham	**1166**	**SE CLEVELAND ST (SE STARK - E POWELL)**						
14393		Reconstructs a to be defined portion of Cleveland Avenue through the Gresham regional center.	**REGIONAL STP PROGRAM**					
			Const			1,000,000		1,000,000
			FEDERAL FUNDS	**0**	**0**	**1,000,000**	**0**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**
Multnomah County	**1172**	**SELLWOOD BRIDGE REPLACEMENT**						
13762		Planning and preliminary engineering work for replacement of the existing Sellwood Bridge.	**REGIONAL STP PROGRAM**					
			PE			2,000,000		2,000,000
			HBRR (State)					
			PE	3,200,000		4,800,000		8,000,000
			ROW			4,800,000		4,800,000
			MODERNIZATION (State - Local Match)					
			PE	800,000		700,000		1,500,000
			FEDERAL FUNDS	**0**	**0**	**2,000,000**	**0**	**2,000,000**
			LOCAL FUNDS					**3,428,909**
			STATE FUNDS	**3,200,000**	**0**	**9,600,000**	**0**	**12,800,000**
			TOTAL FUNDS					**18,228,909**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: MULTNOMAH COUNTY PROJECTS
Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Multnomah County	**1173**	**BEAVER CREEK CULVERTS (TROUTDALE RD, COCHRAN & STARK)**						
14438		Replace the three most downstream culverts, improving fish passage to 4.6 miles of stream habitat on this tributary to the Sandy River.	**REGIONAL STP PROGRAM**					
			PE			110,500		110,500
			ROW				30,000	30,000
			Const				859,500	859,500
			LOCAL FUNDS					
			PE			257,000		257,000
			ROW				70,000	70,000
			FEDERAL FUNDS	**0**	**0**	**110,500**	**889,500**	**1,000,000**
			LOCAL FUNDS			**257,000**	**70,000**	**327,000**
			TOTAL FUNDS					**1,327,000**
Gresham	**1156**	**MAX MULTI USE PATH (CLEVELAND STATION - RUBY JUNCTION)**						
14413		Pedestrian and bike connections between Rockwood, Civic Neighborhood and historic downtown Gresham light rail stations.	**REGIONAL STP PROGRAM**					
			Const			890,000		890,000
			LOCAL FUNDS					
			ROW		232,200			
			Const			100,000		
			FEDERAL FUNDS	**0**	**0**	**890,000**	**0**	**890,000**
			LOCAL FUNDS		**232,200**	**100,000**		**332,200**
			TOTAL FUNDS					**1,222,200**
Multnomah County	**1031**	**223RD UNDERCROSSING (SANDY BLVD TO BRIDGE ST)**						
11429		Reconstruction and widening of the freight rail overcrossing of NE 223rd Avenue near I-84 to accommodate wider vehicle travel lanes and bike lanes.	**REGIONAL STP PROGRAM**					
			Const	833,405				833,405
			STATE TSP PROGRAM					
			Const	2,000,000				2,000,000
			FEDERAL FUNDS	**833,405**	**0**	**0**	**0**	**833,405**
			LOCAL FUNDS					**2,332,037**
			STATE FUNDS	**2,000,000**				**2,000,000**
			TOTAL FUNDS					**5,165,442**

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Hillsboro	**1040**	**SE 10TH (E MAIN - SE BASELINE)**						
11434		Improves access to the Hillsboro regional center by adding an exclusive southbound right-turn lane on 10th Avenue for turns onto Baseline Street.	**REGIONAL STP PROGRAM**					
			PE	90,000				90,000
			ROW		493,500			493,500
			Const			852,000		852,000
			FEDERAL FUNDS	**90,000**	**493,500**	**852,000**	**0**	**1,435,500**
			LOCAL FUNDS					**164,299**
			TOTAL FUNDS					**1,599,799**
Wash. Co.	**1043**	**WASHINGTON COUNTY ITS: TRAFFIC OPS CENTER**						
11437		Plan and implement traffic management system on the arterial road system in Washington County.	**REGIONAL STP PROGRAM**					
			Pre Eng	58,325	0	0	0	58,325
			Constr	0	242,271	0	0	242,271
			FEDERAL FUNDS	**58,325**	**242,271**	**0**	**0**	**300,596**
			LOCAL FUNDS					**34,405**
			TOTAL FUNDS					**335,001**
Tigard	**1042**	**SW GREENBURG ROAD (WASHINGTON SQ DR - TIEDEMAN AVE)**						
11436		Roadway widening and restriping, signal modification and extension of bridge on Greenburg Road to access to the Washington Square regional center.	**REGIONAL STP PROGRAM**					
			PE				660,000	660,000
			Const				1,000,000	1,000,000
			FEDERAL FUNDS	**0**	**0**	**0**	**1,660,000**	**1,660,000**
			LOCAL FUNDS					**189,994**
			TOTAL FUNDS					**1,849,994**
Cornelius	**1022**	**OR8: N 10TH - N 19TH AVENUE**						
11444		Construct 1st phase boulevard improvements in the Cornelius town center, including widening the highway to 3 lanes.	**REGIONAL CMAQ PROGRAM**					
			ROW	90,000	0	0	0	90,000
			Constr	0	1,216,485	0	0	1,216,485
			FEDERAL FUNDS	**90,000**	**1,216,485**	**0**	**0**	**1,306,485**
			LOCAL FUNDS					**149,533**
			TOTAL FUNDS					**1,456,018**
Beaverton	**1112**	**MURRAY BLVD: SCHOLLS FERRY TO BARROWS**						
13505		Extend Murray Blvd 1/3 mi. south to Barrows Rd @ Walnut St in Tigard to provide 4 travel lanes, bike lanes and sidewalks with street trees.	**STATE STP PROGRAM**					
			Pre Eng	925,336	0	0	0	925,336
			FEDERAL FUNDS	**925,336**	**0**	**0**	**0**	**925,336**
			LOCAL FUNDS					**105,909**
			TOTAL FUNDS					**1,031,245**

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Tigard	1105	**WASHINGTON SQ. RC TRAIL (HALL - GREENBURG)**						
13527		A 3,000 foot section of a trail in the Washington Square regional center that will ultimately connect to the Fanno Creek Trail on the west side of Highway 217.	**REGIONAL STP PROGRAM**					
			Const			134,929		134,929
			LOCAL TOTAL					
			PE	74,223				74,223
			ROW		198,373			198,373
			Const			6,766		6,766
			FEDERAL FUNDS	**0**	**0**	**134,929**	**0**	**134,929**
			LOCAL FUNDS	**74,223**	**198,373**	**6,766**	**0**	**294,805**
			TOTAL FUNDS					**429,734**
Forest Grove	1092	**FOREST GROVE TOWN CENTER PED IMPROVEMENTS**						
12481		Enhances pedestrian safety and access to transit in downtown Forest Grove.	**REGIONAL STP PROGRAM**					
			PE	340,000				340,000
			ROW		90,000			90,000
			Const			1,330,000		1,330,000
			FEDERAL FUNDS	**340,000**	**90,000**	**1,330,000**	**0**	**1,760,000**
			LOCAL FUNDS					**201,440**
			TOTAL FUNDS					**1,961,440**
Beaverton	1131	**ROSE BIGGI AVENUE (CRESCENT - MILLIKAN)**						
14057		Extension of Rose Biggi Road in the Beaverton regional center.	**REGIONAL STP PROGRAM**					
			ROW	489,589				489,589
			Const	671,122				671,122
			LOCAL FUNDS					
			ROW	104,375				104,375
			Const	484,875				484,875
			FEDERAL FUNDS	**1,160,711**	**0**	**0**	**0**	**1,160,711**
			LOCAL FUNDS					**722,099**
			TOTAL FUNDS					**1,882,810**
Beaverton	1131	**SW ROSE BIGGI (SW HALL BLVD - SW CRESCENT ST)**						
14400		Engineering work to extend Rose Biggi Road in the Beaverton regional center area.	**REGIONAL STP PROGRAM**					
			PE			580,000		580,000
			FEDERAL FUNDS	**0**	**0**	**580,000**	**0**	**580,000**
			LOCAL FUNDS					**66,384**
			TOTAL FUNDS					**646,384**
Washington County	1164	**OR10: OLESON/SCHOLLS FERRY RD INTERSECTION**						
14389		Planning and engineering work for improvements at the Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection to improve safety for all modes of travel.	**REGIONAL STP PROGRAM**					
			Planning			100,000		100,000
			PE				900,000	900,000
			FEDERAL FUNDS	**0**	**0**	**100,000**	**900,000**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Cornelius	1165	**10TH AVE (N BASELINE - N ADAIR)**						
14392		Road reconstruction with widened turning radii at intersections and addition of turn lanes.	**REGIONAL STP PROGRAM**					
			PE			180,630		180,630
			ROW				57,130	57,130
			Const				599,240	599,240
			FEDERAL FUNDS	**0**	**0**	**180,630**	**656,370**	**837,000**
			LOCAL FUNDS					**95,798**
			TOTAL FUNDS					**932,798**
Washington County	1169	**SW TUALATIN-SHERWOOD ROAD ATMS (HWY99W TO I-5)**						
14414		Upgrade traffic signal systems and install video detection systems to monitor traffic and improve traffic flow along Tualatin-Sherwood Rd. in Tualatin.	**REGIONAL STP PROGRAM**					
			PE		116,675			116,675
			Const			592,729		592,729
			FEDERAL FUNDS	**0**	**116,675**	**592,729**	**0**	**709,404**
			LOCAL FUNDS					**81,194**
			TOTAL FUNDS					**790,598**
Hillsboro	1158	**ROCK CREEK TRAIL (ORCHARD PARK - NW WILKENS)**						
14437		A ten-foot wide multi-use path with three bridge crossings over Rock Creek.	**REGIONAL STP PROGRAM**					
			Const			675,000		675,000
			FEDERAL FUNDS	**0**	**0**	**675,000**	**0**	**675,000**
			LOCAL FUNDS					**77,257**
			TOTAL FUNDS					**752,257**
THPRD	1104	**BEAVERTON POWERLINE TRAIL (MERLO STATION TO SCHUEPBACK)**						
13526		A regional off-street corridor that utilizes Bonneville Power Administration and Portland General Electric power line corridors and adjacent properties.	**REGIONAL CMAQ PROGRAM**					
			Const	768,100				768,100
			FEDERAL FUNDS	**768,100**	**0**	**0**	**0**	**768,100**
			LOCAL FUNDS					**87,912**
			TOTAL FUNDS					**856,012**
Wash. Co.	1101	**WASHINGTON COUNTY SIDEWALK PROGRAM**						
14454		Five sidewalk projects to improve neighborhood access to transit. (Each was allocated funds in the Priorities 2002 MTIP Update and are under one project header to streamline	**REGIONAL STP PROGRAM**					
			Constr	749,675	0	0	0	749,675
			FEDERAL FUNDS	**749,675**	**0**	**0**	**0**	**749,675**
			LOCAL FUNDS					**85,804**
			TOTAL FUNDS					**835,479**

Table 4.2.1
State Programming

KEY #	PROJECT	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Grand Total
	Highway Capacity Projects (Modernization and OTIA)									
13718	I-205/Mall Light Rail Unit 1 (no match)		0		0		0	2006	7,500	7,500
12869	2006 Mod Reserve		0		0		0	2006	4,979	4,979
13719	2007 I-205 Light Rail Unit 2 (no match)		0		0		0	2007	10,500	10,500
12884	2007 Mod Reserve		0		0		0	2007	5,338	5,338
12076	I-5: Victory Blvd - Lombard	2001	3,000	2006	1,800	2007	100	2008	2,000	6,900
06025	OR 217: Sunset Hwy - Tualatin Valley Hwy	2004	2,250		0	2007	100	2008	1,250	3,600
13720	2008 I-205 Light Rail Unit 3 (no match)		0		0		0	2008	5,000	5,000
13955	2008 Mod Reserve		0		0		0	2008	0	0
13964	2009 Mod Reserve		0		0		0	2009	1,458	1,458
13958	US30B: Pres/Mod Refinement Plan D-STIP	2006	100		0		0		0	100
13763	US26: Connection to Springwater Industrial Area DSTIP	2006	2,000		0		0		0	2,000
13136	I-5 Columbia River Crossing (Portland/Vancouver)	2003	4,901		0		0	2008	5,000	9,901
12454	OR-212 / 224 Sunrise Corridor (I-205 - Rock Creek)	2004	2,869				0	2008	20,000	22,869
13301	I-5: OR99W Tualatin - Sherwood Connector	2009	10,000		0		0		0	10,000
14017	I-5 @N Macadam Access Improvements	2007	5,584	2008	5,500		0	2009	3,916	15,000
14010	US 30: Lake Yard Hub Facility Access Improvement	2006	200		0		0	2008	2,200	2,400
	TOTAL 2006		2,300		1,800				12,479	16,579
	TOTAL 2007		5,584				200		17,838	23,622
	TOTAL 2008		1,500		5,500				35,450	42,450
	TOTAL 2009								5,374	5,374
	TOTAL									
	Local Projects (Modernization and OTIA)									
12400	Boeckman Rd: 95th Ave - 110th Ave (Wilsonville)	2002	1,490	2003	486			2006	2,181	4,157
12451	Sunnyside Road (Phase 3) 152nd Ave - 172nd Ave	2002	1,560	2008	8,750		0	2008	0	10,310
08838	East Columbia Blvd - Lombard St Connector	2002	2,136	2003	8,902		0	2006	13,044	24,082
13987	NE 47th Intersection Rdway Improve (Portland)		0		0		0	2008	3,330	3,330
13988	NE Alderwood Air Cargo Access Improve (Portland)		0		0		0	2008	2,090	2,090
13989	NE Cornfoot Air Cargo Access Improve		0		0		0	2008	830	830
13990	North Leadbetter Extension Overcrossing (Portland)		0		0		0	2008	6,000	6,000
13991	N. Going Street Bridge Replacement		0		0		0	2008	3,000	3,000
14008	North Lombard Access Improvements (Portland)		0		0		0	2009	3,610	3,610
14009	Terminal 4 Entrance Improvements (Portland)		0		0		0	2009	1,000	1,000
	TOTAL 2006								2,181	2,181
	TOTAL 2007		5,584							5,584
	TOTAL 2008				14,250				15,250	29,500
	TOTAL 2009		10,000						4,610	14,610
	Interstate Maintenance									
12858	I-5: Capitol Hwy - Tualatin River	2004	843		0			2006	11,940	12,783
12837	I-5 Wilsonville Rd - Willamette River	2005	116					2006	1,733	1,849
12874	I-205: Willamette Rvr Br. - Pacific Hwy	2005	2,922	2006	84			2007	42,290	45,296
13702	I-5: Wilsonville - Tualatin River	2006	256	2007	50			2008	6,000	6,306
13704	I-405: Fremont Bridge - Marquam Bridge	2007	900		0			2009	10,000	10,900
13703	I-84:East Portland Freeway - 181st Avenue	2007	339	2008	20			2009	7,615	7,974
	TOTAL 2006		256		84				13,673	14,013
	TOTAL 2007		1,239		50				42,290	43,579
	TOTAL 2008				20				6,000	6,020
	TOTAL 2009								17,615	17,615
	TOTAL									
	Preservation									
12854	OR217: Sunset Hwy - SW 72nd	2004	883	2005	82		0	2006	14,912	15,877

Table 4.2.1
State Programming

KEY #	PROJECT	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Grand Total
12872	OR224: SE 17th Ave. - E. Portland Fwy.	2004	267				0	2006	15,650	15,917
12855	OR99E: Kellogg Cr.- MP 9.19	2004	484	2005	109		0	2007	10,420	11,013
13712	US26: SE 51st Ave - I-205	2006	209	2007	197		0	2008	41,100	41,506
13709	OR213: MP7.7 - MP 10.75	2006	198		0		0	2008	33,005	33,203
13972	Reserve PE & RW Preservation 2008							2008	6,485	6,485
13707	US26: North Plains - Cornell Rd	2007	353	2008	10			2009	9,526	9,889
13759	Pedestrian & Bicycle Elements for Pres Projects		0		0		0	2009	2,458	2,458
13973	Reserve PE & RW Preservation 2009							2009	947	947
13970	Reserve Utilities Preservation 2008		0		0	2008	292		0	292
13971	Reserve Utilities Preservation 2009				0	2009	304		5,000	5,304
	TOTAL 2006		407		0				36,758	37,165
	TOTAL 2007		353		197				5,632	6,182
	TOTAL 2008				10		292		23,407	23,710
	TOTAL 2009						304		12,977	13,281
	TOTAL									
	Safety									
11931	OR219 Hillsboro/Silverton Hwy @ Farmington	2004	416	2005	336		0	2006	2,790	3,542
12904	OR99E: Pacific Hwy E @ Territorial Road	2004	282	2005	448		0	2006	2,243	2,973
12863	I-5 Nyberg Rd - Boone Bridge Section	2004	94				0	2006	1,374	1,468
13742	Reserve Utilities Safety 2006					2006	270	2006	0	270
12876	OR213: Conway Dr. - Henrici Rd	2004	630	2006	1,267		0	2007	3,983	5,880
13743	Reserve Utilities Safety 2007					2007	281	2007	0	281
12840	US26: Wildwood - Wemme	2006	1,150	2007	1,001		0	2008	3,813	5,963
13764	2008 Safety Project	2006	87	2007	45		0	2008	468	599
13729	Light Emitting Diode (LED) Signal Upgrade	2006	22		0		0	2008	351	373
13732	2008 Button Replacement Program		0		0		0	2008	351	351
13744	Reserve PE & RW Safety 2008		0		0		0	2008	4,175	4,175
13974	Reserve Utilities Safety 2008		0			2008	292	2008	0	292
13765	2009 Safety Project	2007	90	2008	47		0	2009	487	623
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)	2007	359		0		0	2009	1,015	1,374
13730	Reserve PE & RW Safety 2009		0		0		0	2009	4,350	4,350
13731	2009 Button Replacement Program		0		0		0	2009	365	365
13975	Reserve Utilities Safety 2009		0		0	2009	304	2009	0	304
13733	2009 Safety Reserve		0		0		0	2009	2,423	2,423
	TOTAL 2006		1,258		1,267		270		6,407	9,202
	TOTAL 2007		449		1,046		281		3,983	5,759
	TOTAL 2008				47		292		9,158	9,497
	TOTAL 2009						304		8,639	8,943
	TOTAL									
	Hazard Elimination Program									
13158	Halsey / Weidler Pedestrian Corridor	2004	51		0			2006	249	300
13159	US30B: N Exeter Ave - N Gloucester (Portland)	2004	80		0			2006	345	425
12150	Sandy Blvd Safety Improvements	2005	90		0			2006	658	748
13163	SE 282nd Ave @ Stone St	2005	0	2005	0			2006	556	556
13161	Stafford Rd @ Mountain Road	2005	93	2006	35			2007	474	602
	TOTAL 2006		0		35				1,808	1,843
	TOTAL 2007		0		0				474	474
	TOTAL 2008		0		0					0
	TOTAL 2009		0		0					0
	TOTAL									
	Operations									
10699	Traffic Signal Upgrade Unit 3	2004	82		0			2006	779	861
12865	Reg 1 ATMS Hardware & Software (Ph 8)	2004	80		0			2006	929	1,009
13699	Portland Area Variable Message Signs	2004	80		0			2006	820	900

Table 4.2.1
State Programming

KEY #	PROJECT	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Grand Total
10874	Region 1 Traffic Signal Upgrade Unit 4	2005	82		0			2007	856	938
12881	Reg 1 ATMS Hardware & Software (Ph 9)				0			2007	856	856
13947	2007 ITS Urban Corridor	2005	82		0		0	2007	885	967
13736	2008 ITS Urban Corridor	2006	195	2007	22			2008	1,287	1,504
13738	2008 Signal Upgrade Project	2006	184	2007	56			2008	1,345	1,585
13740	2008 Operations PE & R/W		0		0			2008	472	472
13788	2008 ITS Misc Hardware & Software		0		0			2008	585	585
13737	2009 ITS Urban Corridor	2007	202	2008	23			2009	1,095	1,321
13739	2009 Signal Upgrade Project	2007	261	2008	58			2009	1,399	1,718
13741	2009 Operations PE & R/W (Cancelled)		0		0			2009	0	0
13789	2009 ITS Misc Hardware & Software		0		0			2009	487	487
	TOTAL 2006		379						2,528	2,907
	TOTAL 2007		463		79				2,597	3,140
	TOTAL 2008				82				3,689	3,771
	TOTAL 2009								2,981	2,981
	TOTAL									
	Bridge (HBRR and OTIA)									
09350	OR99E: MLK/Grand O-xing UPRR 02115 & 08905 Viaduct	1997	3,255	2003	6,250			2006	32,059	41,564
13653	Abandoned RR Br 08686 N Burgard St (Portland)	2004	189	2005	50			2006	1,206	1,445
13651	Columbia Slough Br 25T12A NE 33rd Ave (Portland)	2004	240	2005	50			2006	1,549	1,839
13649	Johnson Cr Br 06135 Johnson Cr Blvd	2004	295	2005	40			2006	1,650	1,985
13647	Council Cr Br 67B001 Susbauer Road (Cornelius)	2005	317	2006	116			2006	1,850	2,282
13648	Clackamas R Br 01446 Springwater Rd		0		0			2006	7,375	7,375
11948	US26: Dennis L Edwards Tunnel (Sunset Hwy)	2005	489	2006	112			2007	9,015	9,616
13652	Johnson Cr Br 11086 SE Foster Rd (Portland)	2006	222	2006	50			2007	1,149	1,420
14014	OR43: Willamette River Bridge (Oregon City)	2006	649					2008	3,514	4,163
14269	Salmon River Bridge # 06574	2008	217	2008	100			2009	1,266	1,583
13762	Sellwood Bridge Replacement EIS	2008	12,229	2008	6,000		0	2008	0	18,229
	TOTAL 2006		871		278				45,689	46,838
	TOTAL 2007								10,164	10,164
	TOTAL 2008		12,446		6,100				3,514	22,060
	TOTAL 2009								1,266	1,266
	TOTAL									
	Enhancements									
	Union Station Facility Improvements							2006	893	893
	Tualatin River Bike/Ped Bridge							2006	828	828
	Hillsboro RC Ped Project							2006	552	552
13256	Tualatin River Bike Pedestrian Bridge	2004	180					2006	920	1,100
	SE 92nd Avenue: Powell - Holgate							2006	1000	1,000
	Waud Bluff Trail: N Basin Ave to N Willamette Blvd	2007	218	2008	32			2008	951	1,201
	TOTAL 2006								4193	4,193
	TOTAL 2007									0
	TOTAL 2008								951	951
	TOTAL 2009									0
	TOTAL									
	Bike and Pedestrian									
13977	OR99W: 64th Ave - Canterbury Ln (sidewalk improvement)	2006	86		0		0	2006	568	654
13978	2008 Bikeped Program Bucket		0		0		0	2008	445	445
13979	2009 Bikeped Program Bucket		0		0		0	2009	467	467
	TOTAL 2006		86						568	654
	TOTAL 2007									0
	TOTAL 2008								445	445
	TOTAL 2009								467	467

Appendix 1

Conformity Determination of the MTIP to the State Implementation Plan for Air Quality and Financially Constrained Project List

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

November 1, 2005
IN REPLY REFER TO
HPL.3-OR
90.220
X-Ref 724.412

Mr. David Bragdon, President
Metro Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

RE: Air Quality Conformity Determination
Fiscal Year (FY) 2006-2009 Transportation Improvement Program (TIP)

Dear Mr. Bragdon:

The Portland metropolitan area is designated maintenance for carbon monoxide. The Oregon Department of Environmental Quality has submitted the second maintenance plan to the U.S. Environmental Protection Agency (EPA). EPA has determined that the motor vehicle emissions budget in the second plan is adequate for transportation conformity purposes.

The Clean Air Act of 1990 as amended requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay attainment of the NAAQS. The Metropolitan Planning Organization (MPO) and the U.S. Department of Transportation (FHWA and FTA) are required to make a transportation conformity determination for both the Regional Transportation Plan and the TIP in non attainment and maintenance areas. Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).

A USDOT air quality conformity determination for the TIP is required by Oregon Administrative Rule (OAR) 340-252-0050, Section 93.104 of the *Transportation Conformity Rule* and 23 C.F.R. 450, the FHWA and FTA *Metropolitan Planning Rule*. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Metro conformity determination for the FY 2006-2009 TIP. Our USDOT conformity determination is based upon Metro's conformity determination analysis and documentation submitted to our offices by Metro's August 19, 2005, letter and attachments, and interagency consultation.

The Metro Council adopted the FY 2006-2009 TIP and associated air quality conformity determination on August 18, 2005. The conformity analysis provided by Metro indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY

2006-2009 TIP conforms to the SIP in accordance with the *Transportation Conformity Rule*; the January 2, 2002, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*; EPA's May 14, 1999, *Conformity Guidance on the Implementation of the March 2, 1999, Conformity Court Decision*; and, the Oregon conformity SIP.

This USDOT conformity determination has been developed in accordance with Oregon Administrative Rules (OAR) Chapter 340 Division 252, Transportation Conformity, which defines the procedures and frequency for demonstrating conformity within the State of Oregon. This federal conformity determination was made after consultation with EPA Region 10, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA and FTA air quality conformity determination for Metro's FY 2006-2009 TIP. If you have any questions regarding this conformity determination, please contact Michelle Eraut, FHWA at (503) 587-4716 or Linda Gehrke, FTA at (206) 220-4463.

Sincerely,

David O. Cox
Division Administrator
Federal Highway Administration

Linda Gehrke
Acting Regional Administrator
Federal Transit Administration

cc:
METRO (Andy Cotugno)
EPA (Wayne Elson)
ODEQ (Dave Nordberg)
ODOT (Matthew Garrett, Region 1 Manager)
(Jason Tell, Region 1 Planning Manager)
(Marina Orlando, Environmental Services)
(Steve Leep, Finance)
(Jill Vosper, STIP Manager)

ME/lg

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND THE I-205/AIRPORT WAY INTERCHANGE IMPROVEMENT PROJECT.	))))))	RESOLUTION NO. 05- 3599 Introduced by Deputy President Burkholder

WHEREAS, federal and state regulations require an air quality conformity determination whenever regionally significant changes are made to transportation documents, such as the regional transportation plan and the metropolitan transportation improvement program; and,

WHEREAS, the 2006 - 2009 Metropolitan Transportation Improvement Program has been proposed which includes projects that are regionally significant updates and changes; and,

WHEREAS, an amendment to the financially constrained system of the Regional Transportation Plan has been proposed to include improvements to the northbound on-ramp of the I-205/Airport Way Interchange and such improvements are considered regionally significant for purposes of air quality analysis; and,

WHEREAS, a draft air quality conformity determination has been completed and it includes the improvements proposed in the 2006-2009 Metropolitan Transportation Improvement Program and I-205/Airport Way Interchange improvement and is attached as Exhibit "A"; and,

WHEREAS, the air quality analysis included in Exhibit "A" demonstrates that the changes included in the 2006-2009 Metropolitan Transportation Improvement Program and the I-205/Airport Way Interchange improvement could be built and the resulting total air quality emissions, to the year 2025, are forecast to be less than the motor vehicle emission budgets, or maximum transportation source emission levels.

BE IT RESOLVED that the Metro Council:

1. Approves the air quality conformity determination as documented in Exhibit "A".

2. Directs the Chief Operating Officer to forward the air quality conformity determination to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this 18th day of August 2005.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

GODKÄND APPROVED METRO COUNCIL METRO COUNCIL HUVUDSTADS RÅD

Metro Region Transportation Project List

2004 RTP Project list as
Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-1089

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	1001	TriMet	I-205 LRT Extension	Gateway RC to Clackamas TC	Construct LRT and improvements to downtown transit mall	2010
Y	1003	TriMet	Milwaukie Light Rail Extension	Rose Quarter to Milwaukie TC	Construct LRT	2015
N	1007	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical mprovemensts, painting and phase 1 seismic retrofit	2004-25
N	1008	ODOT/Metro	I-5 South Corridor Study	Highway 217 to Wilsonville/Charbonneau	Study to define needed improvements for motor vehicle, truck and transit travel in corridor	2025
N	1009	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct shared-use path; improve bicycle/pedestrian access	2010
N	1010	Multnomah Co.	Morrison Bridge Deck Replacement	Morrison Bridge	Replace deck on lift-span and bridge approach	2010
Y	1012	Multnomah Co.	Sellwood Bridge Replacement	Multnomah County	Implement recommendations from South Willamette Study	2010
Y	1015	TriMet/Portland	Portland Street Car - Phase 3a (River Place)	PSU to Riverplace	Construct street car	2010
N	1020	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of shared-use path	2010
N	1022	Portland	I-84/Banfield Trail	Willamette River/Eastbank Esplanade to I-205 bike lanes	Study feasibility of shared-use path	2025
Y	1024	ODOT	I-5/McLoughlin Ramps	McLoughlin to I-5 north at Division	Construct new I-5SB off-ramp and I-5 NB on-ramp at McLoughlin Boulevard	2025
Y	1025	ODOT	I-5/North Macadam Access Improvements	NB I-5 to NB Macadam Avenue	Construct new off-ramp	**2015**
N	1027	Portland/ODOT	South Portland Improvements	South Portland sub-area	Redesign Naito Pkwy as a neighborhood collector and reconnect east-west local streets. Rebuild Ross Island Bridge Ramps to separate regional traffic from neighborhood streets and improve access to I-405 and I-5	2015
N	1028	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchangeto calm traffic and improve local access	2010
Y	1029	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	2010
Y	1030	ODOT	Ross Island Bridge Interchange	East approach to Ross Island Bridge	Interchange improvement	2025

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

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Amended by Metro Resolution No. 03-3380A,
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Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	1032	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK	Improve local street network and regional access routes in the area. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge	2025
N	1035	Portland	SW Columbia Street Reconstruction	18th Avenue to Naito Parkway	Rebuild street	2010
N	1036	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	2010
Y	1037	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 2-lane bridge with standard clearance	2015
Y	1039	Portland	SE Belmont Ramp	Belmont ramp of Morrison Bridge, eastside	Reconstruction of the ramp to provide better access to the Central Eastside	2015
N	1046	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	2010
N	1047	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	2015
N	1048	Portland	South Waterfront Pedestrian and Bicycle Access Improvements	South Waterfront District of the central city	Implement pedestrian and bicycle district access improvements identified in the South Waterfront Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail	2010
N	1049	Portland	South Waterfront Transit Improvements	South Waterfront District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements	2015
N	1050	TriMetPortland	North Macadam TMA	South Waterfront District of the central city	Implement transportation management area improvements identified in the South Waterfront Framework Plan (placeholder TMA)	2010
N	1051	Portland	W. Burnside Street Improvements	W 15th to NW 23rd	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at W 20th Pl and W 22nd, and traffic management to limit motorist delays	2010
N	1052	Portland	North Macadam Street Improvements	South Waterfront District of the central city	Implement street improvements identified in the South WaterfrontFramework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	2010
N	1053	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements, including bike lanes, pedestrian crossings and pavement reconstruction	2010

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

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Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-1089

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
N	1054	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	2010
N	1055	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	2025
N	1057	Portland	Eastbank-Springwater Trail Connector (Three Bridges) Improvement	Sellwood Bridge to SPRR	Construct shared-use path and three bridges to connect the Eastbank Esplanade and Springwater Corridor shared-use path, including new bridges over McLoughlin boulevard and Johnson Creek	2010
N	1062	Multnomah Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; improve pedestrian access	2010
N	1068	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	2025
N	1080	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements	2010
Y	1082	Portland	SE Grand Avenue Bridgehead Improvements	Central Eastside Industrial District	Reconstruct west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles and truck safety and access	2010
N	1084	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	2010
Y	1086	TriMet/Portland	Portland Street Car - Phase 3b (Gibbs)	Riverplace to Gibbs Street	Construct street car	2010
Y	1087	TriMet/Portland	Portland Street Car - Phase 3c (Bancroft)	Gibbs Street to Bancroft Street	Construct street car	2010
Y	1089	Portland	East Burnside/NE Couch Couplet and Street Improvements	East 12th Avenue to Burnside Bridge	Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	2015
Y	1090	Portland	W Burnside/NW Couch Couplet and Street Improvements	Burnside Bridge to West 15th Avenue	Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	2015
N	1095	Portland	Union Station Multi-modal Center Study	North transit mall in Central City	Identify improvements to meet additional transportation services to Union Station.	2025
N	1096	Portland	Barbur/I-5 Corridor Study	I-405 to Highway 217	Assess corridor improvement options	2010
N	1097	Portland	Naito Parkway Street and Pedestrian Improvements	Broadway Bridge north of Terminal one property	Construct streetscape improvements including pedestrian amenities	2010
Y	1098	Portland	Aerial Tram	Marquam Hill - South Waterfront District	Develop and implement an aerial tram between Marquam Hill and South Waterfront District. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others.	2010

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

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Ordinance No. 04-1045A, and Ordinance No. 05-1089

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
N	1100	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	2010
N	1101	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1102	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1103	Portland	N. Going Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1104	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1105	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Glisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
Y	1106	Portland	Portland Streetcar - Eastside, Phase 1 (Lloyd District)	Pearl District to Lloyd District	Construct street car from NW Lovejoy/10th Avenue to NE 7th Avenue/Oregon Street	2010
Y	1107	Portland	Portland Streetcar - Eastside, Phase 2 (Central Eastside Industrial District)	Lloyd District to Central Eastside Industrial District	Construct street car from NE Oregon Street to Water Avenue	2010
N	1108	Portland	Streetcar Feasibility Study	Inner eastside Portland neighborhoods	Conduct a feasibility study of streetcar service	2010
Y	1109	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of structural collapse in a major earthquake	2010
N	1113	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	2010
N	1118	TriMet	Sandy Boulevard Frequent Bus	Sandy Boulevard	Construct improvements that enhance Frequent Bus service	2015
N	1119	Portland	Sandy Boulevard/Burnside/12th Avenue Intersection	Sandy Boulevard/Burnside/12th Avenue Intersection	Redesign intersection	2010
N	1120	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 47th Avenue	Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements	2010

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N	1122	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	47th Avenue to 99th Avenue	Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements	2015
N	1126	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike lanes	2010
N	1130	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	2010
N	1135	TriMet	MLK/Lombard Frequent Bus	PCBD to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	2015
N	1137	Portland	Lombard/St. Louis/Ivanhoe Multi-modal Improvements	Lombard Street/St. Louis/Ivanhoe Streets	Implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow	2010
N	1138	TriMet	Lombard/39th Frequent Bus	Milwaukie Town Center to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	2010
N	1143	ODOT	N / NE Lombard Bikeway	N Reno to N Columbia; St. Johns Bridge to MLK Boulevard	Retrofit bike lanes to existing street	2015
N	1147	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasbility of shared-use path	2010
N	1150	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street: MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	2010
N	1156	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	2025
N	1157	Portland	SE 92nd Avenue Bikeway and Pedestrian Improvements	SE Powell Boulevard to Foster Road	Construct sidewalk, crossing improvements, and bike lanes	2010
N	1158	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	2015
N	1159	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	2010
N	1160	Portland	Foster-Woodstock, Phase I	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	2010
N	1161	Portland	Foster-Woodstock, Phase II	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	2015

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N	1162	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	2025
Y	1163	ODOT	I-205/Powell Boulevard/Division interchanges	I-205 and Powell Boulevard and Division Street	Construct improvements to allow full turning movements	2025
N	1164	ODOT	I-205 Ramp Study - PE/EA	I-205/Powell to Division	Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue.	2010
N	1165	ODOT	I-205 Ramp Right-of-way Acquisition	I-205/Powell to Division	Acquire ROW	2010
N	1166	Portland	Capitol Highway/Vermont/30th Avenue Intersection Improvement	Capitol Highway at Vermont and 30th Avenue	Provide traffic safety and pedestrian and bicycle improvements at this intersection and approaching street segments	2015
N	1167	Portland	Capitol Highway Improvements	Sunset Boulevard to Barbur Boulevard	Provide pedestrian and bicycle improvements to implement Capitol Highway Plan	2015
N	1168	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"	2010
N	1169	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger	Retrofit bike lanes to existing street	2025
N	1171	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	2025
N	1172	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	2010
N	1173	Portland/ODOT	Hillsdale TC Pedestrian Improvements	Capitol, BH Highway, Bertha. and neighborhood streets	Construct pedestrian and street network improvements	2015
N	1176	Portland	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	2010
N	1177	Portland	SW Sunset Pedestrian and Bicycle Improvements	Capitol Highway to Dosch Road	Construct sidewalks, crossing improvements for access to transit and bike improvements	2010
N	1181	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015

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Y	1184	ODOT/WashCo	BH Highway/Oleson/Scholls Ferry Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety and relieve traffic congestion (FC project to complete PE and construct Phase 1 of project realigning Oleson Rd. to provide direct connections to Scholls Ferry Rd. and BH Hwy)	2015
Y	1185	Washington Co.	Oleson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	2010
N	1189	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	2010
N	1193	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylors Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylors Ferry and Huber/Barbur and sidewalks and crossing improvements	2010
N	1199	Portland/ODOT	Barbur Boulevard Pedestrian Access to Transit Improvements	Downtown Portland to Tigard	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	1202	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylors Ferry Road	Construct sidewalks, improve crossings and bike facilities	2010
N	1209	Portland	NW 23rd Avenue Reconstruction	Burnside Street to Lovejoy Street	Rebuild street	2010
N	1211	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	2010
N	1212	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	2025
N	1214	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	2010
N	1219	Portland	Belmont Pedestrian Improvements	25th Avenue to 43rd Avenue	Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings	2015
N	1220	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	2010
N	1221	Portland	Killingsworth Street Improvements	N. Interstate to NE MLK Jr. Blvd.	Construct street improvements to improve pedestrian connections to Interstate Max LRT and to establish a mainstreet character promoting pedestrian-oriented activities	2010
N	1223	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	2010

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N	1224	Portland	NE Cully Boulevard Multi-modal Improvements	NE Fremont to Columbia Blvd.	Road reconstruction (Prescott-Killingsworth) including Intersection improvements at Prescott. Bike lanes (Prescott-Columbia). Sidewalks and crossing improvements (Killingsworth -Fremont)	2015
N	1225	Portland	Lower Albina Area Improvements	Russell Avenue, Albina Avenue, Mississippi Avenue	Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station	2015
N	1226	Portland	Killingsworth Bridge Improvements	Killingsworth at I-5	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5	2025
N	1227	Portland	Tacoma Mainstreet Plan Phase III, Spokane & Umatilla Bike Boulevard	7th Avenue to Tacoma Overcrossing	Project development and implementation of Spokane/Umatilla bike boulevard to complete Tacoma Mainstreet Plan	2010
N	1230	Portland	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1231	Portland	SE Tacoma Street ITS	Four signals between Sellwood Bridge and SE 45th/Johnson Creek Boulevard	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1232	TriMet	NW 23rd/Belmont Frequent Bus	NW 23rd to Mt. Tabor via Belmont Avenue	Construct improvements that enhance Frequent Bus service	2010
N	1233	TriMet	Hawthorne Boulevard Frequent Bus	Hawthorne Boulevard	Construct improvements that enhance Frequent Bus service	2010
N	**1234**	Portland	Lombard Street Improvements	I-5 to Denver Street	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link to I-5 w/ new traffic light and road access to Fred Meyer development	2010
N	**1235**	Portland	Prescott Station Area Street Improvements	Prescott, Skidmore and Maryland streets	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT	2015
N	1236	TriMet	NE 15/Jackson Park Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	2010
N	1237	TriMet	Fessenden Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	2010
N	1239	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010

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N	1240	Portland	82nd Avenue ITS Corridor	82nd Avenue: entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1242	Portland	MLK/Interstate ITS	MLK/Interstate Avenue intersection	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1245	Portland	Capitol Highway Pedestrian Improvements	SW Barbur Blvd. to 49th Avenue	Complete curb extensions and medians recommended in the Capitol Highwayy Plan	2015
N	1246	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	2025
N	1247	Portland	SE Holgate Bikeway, Phase I	28th Avenue to 136th Avenue	Retrofit street to add bike lanes	2010
N	1248	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 39th Avenue	Stripe bike lanes	2025
N	1252	Portland	Inner Powell Streetscape Plan	Ross Island Bridge to SE 50th Avenue	Develop streetscape improvements that address pedestrian safety and urban design issues	2010
N	1253	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	2010
N	1259	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	2010
N	1263	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches	2015
N	1264	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	2010
N	1266	Portland	NE/SE 99th Avenue Phases II and III	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center	2015
Y		Portland/ODOT	US 30: Lake Yard Hub Access	Entrance into Lake Yard	New signal and turn lane into Lake Yard from Hwy 30.	**2010**
N	**1271**	ODOT	Linnton Community Bike and Pedestrian Improvements	Harbor Avenue to 112th Avenue	Replace 2 traffic signals @ 105th & 107th Ave., curb bulb-outs, sidewalks, and possibly adding pedestrian crossings	2025
N	**1277**	Portland	NW Champlain Viaduct Reconstruction	NW Champlain/US 30	Replace existing viaduct with retaining wall and geofoam fill	2010
N	**1278**	Portland	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements	Sandy Boulevard to Woodstock Boulevard	Reconstruct street (Burnside - Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations	2010

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N	**1279**	Portland	Holgate Street Improvements	SE 39th Avenuee to 52nd Avenue	Reconstruct street pavement structure and stormwater drainage facilities, upgrade corner curb ramps to ADA standards, improve pedestrian crossings and add bike lanes	2010
Y	2000	Multnomah Co.	Hogan Corridor Improvements	Stark Street to Palmquist (Stark to Powell in FC)	Interim capacity improvements and access controls	2010
Y	2006	Multnomah Co.	Hogan Corridor Improvements	Glisan Street to Stark Street	Upgrade to include bicycle and pedestrian facilities and center turn lane/median	2010
N	2008	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Glisan Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2010
N	2010	Portland	Halsey/Weidler Boulevard and ITS	within regional center between I-205 and NE 114th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	2025
N	2011	Portland	Glisan Street Boulevard and ITS	within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	2015
N	2012	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2015
N	2014	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Widen to retrofit bike lanes to existing street	2010
N	2015	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Glisan Street to SE Market Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2015
N	2017	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	2010
N	2018	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	2025
N	2019	Portland	NE Glisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue	Retrofit bike lanes to existing street	2010

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N	2020	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	2010
N	2021	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	2015
N	2022	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	2015
N	2023	TriMet/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)	2015
N	2025	TriMet	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	2010
N	2026	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	2010
N	2027	TriMet/Gresham	Civic Neighborhood LRT station/plaza	MAX line west of Gresham City Hall	LRT station and retail plaza	2010
Y	2028	ODOT	Powell Boulevard Improvements - East County	174th Avenue to Eastman Parkway	Implement streetscape design based on Gresham study recommendations	2010
Y	2029	Multnomah Co.	242nd Avenue Reconstruction	Powell Boulevard to Burnside Road	Reconstruct 242nd Avenue to five lanes	2025
Y	2032	Multnomah Co.	Burnside/Hogan Intersection Improvement	Intersection of 242nd/Burnside Street	Improve intersection by adding a southbound through lane	2025
N	2035	Gresham	Cleveland Street Reconstruction	Stark Street to Powell Boulevard	Reconstruct street from Stark Street to Powell Boulevard	2015
N	2036	Gresham	Wallula Street Reconstruction	Division Street to Stark Street	Reconstruct street from Division Street to Stark Street	2025
N	2038	Gresham	Walters Road Reconstruction	Powell Boulevard to 7th Street	Reconstruct to improve access to Springwater Trail	2025
N	2039	Gresham	Regner Road Reconstruction	Cleveland Street to city limits	Reconstruct Regner Road from Cleveland to city limits	2025
Y	2041	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	2010
N	2042	Multnomah Co.	257th Avenue Intersection Improvements	Intersection of 257th/Palmquist Road/US 26	Realign intersection to provide for safety, capacity, bike and pedestrian movements	2010
Y	2044	Multnomah Co.	Orient Drive Improvements	282nd Avenue to 257th Avenue	Improve Orient Drive	2025

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Y	2045	Multnomah Co.	190th Avenue Improvements	Butler Road to Highland Drive and Powell Boulevard to 190th Avenue	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study	2015
N	2047	Gresham	Division Street Improvements	Kelly Street to Burnside Street	Complete boulevard design improvements	2010
N	2048	Multnomah Co.	Burnside Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2010
Y	2051	ODOT	US 26/Springwater Interchange Improvement	US 26 at Springwater	New interchange on US 26 to serve industrial area	2010
N	2052	Gresham	MAX Shared-Use Path	Ruby Junction to Cleveland Station	Construct new shared-use path	2010
N	2053	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	2010
N	2054	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail	2025
N	2055	Gresham	SW Walters Road/Springwater Trail Access	SW 7th to Powell Boulevard	Upgrade pedestrian signal to full traffic signal and provide bike access to regional trail	2025
N	2056	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	2015
N	2057	Gresham/ODOT	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	2058	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	2025
N	2059	Gresham	Division Street Pedestrian to Transit Access Improvements	174th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2065	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	2010
Y	2069	ODOT	I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	New I-205 NB on-ramp at I-205/Airport Way interchange (Phase 1 in FC: modify signing, striping channelization and signal timing for NB on-ramp) **- changed to full improvement in FC system.**	2010
Y	2070	ODOT	I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	Widen I-205 SB on-ramp at Airport Way; modify signing, striping channelization and/or signal timing for the I-205 NB on-ramp at Airport Way	2010
Y	2074	Multnomah Co.	Sandy Boulevard Widening	122nd Avenue to 238th Avenue	Widens street to five lanes with sidewalks and bike lanes	2025

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N	2076	TriMet	181st Avenue Frequent bus	Gresham to Columbia South Shore	Construct improvements that enhance Frequent Bus service	2015
Y	2077	Multnomah Co.	181st Avenue Widening	Halsey Street to EB on-ramp to I-84	Widens street to three lanes southbound	2010
N	2080	Multnomah Co.	202nd Railroad Crossing Improvement	202nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	2010
Y	2081	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84	2010
Y	2084	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	2025
Y	2085	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	2025
Y	2088	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	2010
N	2091	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	2015
Y	2099	Multnomah Co.	201st/202nd Avenue Corridor Improvements	Sandy Boulevard-Powell Boulevard	Reconstruct and widen to three lanes (Sandy to Halesey in FC System)	2010
N	2101	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	2015
N	2102	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	2010
N	2103	Multnomah Co.	181st Avenue Improvements	Glisan to Yamhill	Complete boulevard design improvements	2015
N	2104	Multnomah Co.	Burnside Road Boulevard Improvements	181st Avenue to 197th Avenue	Complete boulevard design improvements	2010
N	2105	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
Y	2109	Multnomah Co.	Glisan Street Improvements	202nd Avenue to 207th Avenue	Complete reconstruction of Glisan Street to five lanes	2010
Y	2110	Multnomah Co.	MKC Collector	Halsey Street to Arata Road	Construct new collector of regional significance	2025
N	2115	MultCo/FV/ WV	Fairview-Wood Village TC Pedestrian Improvements	Fairview, Halsey, Glisan and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2116	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	2015
N	2120	Multnomah Co.	Sandy Boulevard Bicycle and Pedestrian Improvements	162nd to Troutdale	Retrofit bike lanes and sidewalks on existing street	2025

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Y	2123	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	2010
Y	2124	Multnomah Co.	Halsey Street Improvements - Troutdale	238th to 257th	Improve Halsey Street to 3 lanes and complete boulevard design improvements	2015
N	2125	Mult. Co./Troutdale	Troutdale TC Pedestrian Improvements	Old Col. River Highway, 257th/Graham, Buxton Road	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2126	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
Y	3001	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	2015
Y	3003	ODOT	US 26/Jackson School Road interchange	Jackson School Road at US 26	Construct new interchange	2010
N	3004	ODOT	US 217 EIS Study	I-5 to US 26	Complete planning and environmental works for improvements in corridor	2015
Y	3005	ODOT	US 26 Refinement and EA Study	Sylvan interchange to 185th Avenue	Complete planning and environmental work for improvements in corridor	2010
Y	3006	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 3)	2010
Y	3008	ODOT	US 26 Improvements	Highway 217 to Murray Boulevard	Widen US 26 to six lanes	2010
Y	3009	ODOT	US 26 Improvements	Murray Boulevard to Cornell Road	Widen US 26 to six lanes	2010
Y	3011	ODOT	US 26 Improvements	Cornell Road to 185th Avenue	Widen US 26 to six lanes	2010
N	3012	Hillsboro	Rock Creek Greenway Shared-Use Path	TV Highway to Evergreen Parkway	Completes shared-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	2010
N	3013	Various	Bronson Creek Greenway Shared-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor and construct shared-use path	2010
N	3014	Various	Powerline Beaverton Trail Corridor Trail	Bronson Creek Greenway to Farmington Road	Plan, design and construct shared-use path	2010
N	3015	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor and construct shared-use path	2010
N	3016	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	2010
N	3017	TriMet	Beaverton Hillsdale Highway- Frequent Bus	Beaverton-Hillsdale Highway	Improvements to enhance Frequent bus service	2010

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Y	3019	Beaverton	Beaverton Connectivity Improvements I: East-West	(1) Center: Cedar Hills to Hocken via Westgate/Dawson; (2) Crescent: Cedar Hills to Hall; (3) Millikan Way: Watson/Hall to 114th; (4) Broadway to 115th connection; (5) Electric to Whitney to Carousel to 144th	Complete central Beaverton street connections	2010
Y	3020	Beaverton	Beaverton Connectivity Improvements II: North/South	(6) Rose Biggi: Westgate to Broadway; (7) 120th Ave.: Center to Canyon; (8) 114th/115th: LRT to Beaverton-Hillsdale Hwy./Griffith Drive; (9) Tualaway Ave.: Electric to Millikan	Complete central Beaverton street connections	2010
N	3021	Washington Co.	2040 Centers and Station Areas Pedestrian System Infill	Regional pedestrian system in Washington County	Fill in missing gaps in regional pedestrian system	2010
N	3022	Washington Co.	2040 Centers and Station Areas Bicycle System Infill	Regional bicycle system in Washington County	Fill in missing gaps in regional bicycle system	2010
Y	3029	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	2010
Y	3030	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; intersections improvements, add turn lanes, bike lanes and sidewalks	2010
Y	3032	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	2015
Y	3033	Beaverton	125th Avenue Extension	Brockman Street/Greenway to Hall Boulevard	Construct two/three-lane extension with intersection improvements, bike lanes and sidewalks	2010
Y	3034	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Hocken	Construct three-lane extension with bikeways and sidewalks	2015
Y	3035	Beaverton	Hocken Avenue Improvements	LRT to Beaverton Creek	Widen to 3 lanes with bike lanes and sidewalks and reconstruct bridge	2010
Y	3038	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks	2025
Y	3039	Beaverton	Hocken Avenue Improvements	Farmington Road to Millikan Way	Widen street to accommodate 2 additional lanes between Tualatin Valley Highway and Farmington Road to allow turn lanes	2015
N	3041	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements including crosswalks and intersection improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks	2010
N	3042	ODOT/Beaverton/ TriMet	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	2015
N	3045	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	2015

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N	3046	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	2010
N	3047	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	2010
N	3049	Beaverton	Downtown Beaverton Pedestrian/Bike Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	2010
N	3051	WashCo/Beaverton /TriMet	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	2015
N	3052	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	2010
N	3053	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings	2010
N	3055	ODOT/Beaverton	Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	65th Avenue to Highway 217 (only portion from 91st to Hwy. 217 Financially Constrained)	Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes	2025
N	3057	Beaverton	Denney Road Bike/Pedestrian Improvements	Nimbus Avenue to Scholls Ferry Road	Improve sidewalks, crossings and fill in bicycle network gaps	2025
N	3058	TriMet/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers	2010
Y	3061	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	2015
Y	3063	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	2010
Y	3067	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	2015
N	3071	WashCo/THPRD	Fanno Creek Greenway Shared-Use Path	Greenwood Inn to Scholls Ferry Road	Completes Fanno Creek Greenway shared-use path	2010
N	3072	Tualatin Hills PRD	Beaverton Powerline Shared-Use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement	2010
Y	3074	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard	2010
N	3075	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	2010
Y	3076	Beaverton	Allen Boulevard Improvements	Highway 217 to Western Avenue	Widen to five lanes with bike lanes and sidewalks	2025
N	3079	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	2015
Y	3091	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue; 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	2015
N	3092	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct shared-use path for bicyclists and pedestrians just north of US 26	2010

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N	3094	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	2010
N	3095	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	2010
N	3098	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	2025
Y	3099	Washington Co.	1st Avenue/Glencoe Road	Lincoln Street to Evergreen Road	Widen to three lanes with sidewalks and bike lanes	2010
Y	3102	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	2010
Y	3104	Hillsboro	NW Aloclek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes	2010
Y	3105	Hillsboro	E/W Collector	185th Avenue to west of Cornelius Pass Road	New 3-lane facility	2010
Y	3106	Washington Co.	229th/231st/234th Connector	Lois Street to Dogwood Street	New 3-lane facility and bridge	**2010**
Y	3107	Hillsboro/WashCo.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system)	2015
N	3111	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	2010
Y	3112	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	2010
Y	3113	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	2010
Y	3114	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	2010
Y	3118	Hillsboro	Tualatin Valley Highway/Brookwood Avenue Intersection Alignment	Tualatin Valley Highway at Brookwood Avenue	Reconfigure TV Highway/Brookwood Avenue/Witch Hazel intersection and roadway improvements to Alexander Street	2010
N	3123	TriMet/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	2010
Y	3126	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	**2010**
N	3127	ODOT/Hillsboro/ WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
Y	3128	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	2025

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Y	3131	Washington Co.	Evergreen Road Improvements	25th Avenue to 253rd Avenue	Widen to five lanes including sidewalks and bike lanes	2010
Y	3133	Washington Co./ ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane	2010
Y	3134	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	2010
Y	3135	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	Widen to five lanes including sidewalks and bike lanes	2010
Y	3137	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	2010
Y	3139	Hillsboro	US 26 Overcrossing - Sunset IA	NW Bennett Avenue to NW Wagon Way	Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26	2010
Y	3140	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	2015
Y	3141	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	2015
Y	3143	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes	2015
Y	3144	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes	2015
Y	3147	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	2015
Y	3148	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes	2015
Y	3149	ODOT/Washington Co.	Shute Road Interchange Improvements	Shute Road and US 26	Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additonal southbound through lane	2010
Y	3150	Washington Co.	Cornell Road System Management	10th Avenue to Multnomah County line	Upgrade traffic controllers and install CCTV cameras and monitoring stations	2010
Y	3153	Forest Grove	David Hill Road Connector	Thatcher Road to Highway 47 (Sunset Drive)	Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a two -lane arterial facility with left-turn lanes at major intersections, traffic signal at 47 and bike lanes	2010
Y	3157	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	2010
Y	3158	Washington Co.	Martin Road/Cornelius-Schefflin Road Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	2010

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Y	3159	ODOT/Forest Grove	Highway 8 Improvements - Forest Grove	B' Street to Cornelius city limits	Complete boulevard design improvements (OTIA project in FC)	2015
N	3160	Washington Co.	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement	2015
N	3163	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	3164	TriMet	TV Highway Frequent Bus	Forest Grove to Hillsdale via TV Highway and B-H Highway	Provide improvements that enhance frequent bus service	2004-25
N	3166	Cornelius/ODOT	Highway 8 Intersection Reconstruction - 10th Avenue	Intersection of 10th Avenue and Highway 8 couplet at Baseline and Adair	Increase turning radii, add protected turn lanes, and improve pedestrian crossings to support freight access and improve pedestrian and vehicle safety	2010
N	3167	Cornelius/ODOT	Highway 8 Intersection Realignment - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 at initiation of couplet	Create new intersection by the aligning of 19th Avenue/20th Avenue at Highway 8; improve S. 20th (including RR crossing) to S. Alpine and improve N. 19th to RR crossing north of N. Davis)	2010
N	3168	Cornelius/ODOT	Highway 8/14th Avenue Intersection Improvements	Intersection of 14th Avenue at Highway 8 couplet (Adair and Baseline)	Intersection geometry improvements and conversion of pedestrian signal to full mode signalization for improved Main Street District circulation and improved pedestrian safety on Adair and Baseline streets	2010
Y	3169	Cornelius/ODOT	Main Street Couplet improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements to Baseline, 11th, 12th, 13th, 14th, and 17th Avenues, and pedestrian alley within the Adair/Baseline couplet in Main Street District	2010
N	3170	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	2015
N	3171	Cornelius/Wash Co.	North Davis Street Reconstruction	19th Avenue to 10th Avenue	Reconstruct street to urban standards	2015
Y	3172	Forest Grove	23rd/24th Avenue Extension	Hawthorne Ave. to Quince St. (Hwy. 47)	Construct collector roadway with left-turn lane at Hawthorne	2010
N	3178	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	2015
Y	3182	Washington Co.	Cornell Road Improvements - West Cedar Mill	143rd Avenue to Murray Boulevard	Widen to five lanes with boulevard design treatment	2025
Y	3183	Washington Co.	Cornell Road Improvements	Murray Boulevard to Saltzman Road	Widen to three lanes with bikeways and sidewalks	2010
Y	3185	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	2010
Y	3186	Washington Co.	Murray Boulevard Improvements - Cedar Mill	US 26 to Cornell Road	Widen Murray Boulevard to five lanes and improve Cornell/Murray intersection	2010

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Y	3188	Washington Co.	Saltzman Road Improvements	Cornell Road to Laidlaw Road	Widen to three lanes with sidewalks and bike lanes	2010
N	3192	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	2010
N	3195	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	2010
Y	3197	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	2010
Y	3204	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	**2010**
N	3208	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
Y	3216	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes	2015
Y	3217	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes	2015
Y		Hillsboro	Airport Road	Brookwood to 48th	3 lane road improvement	**2010**
Y		Hillsboro	Cherry Lane	231st to Cornelius Pass	Extend 3-lane road.	**2010**
Y		Hillsboro	Davis Road	Hillsboro	Extend 3-lane road to River Road	**2010**
Y		Hillsboro	Alexander Road	Hillsboro	Extend 2-lane road to Davis Road (link Lone Oak Roa	**2010**
Y		Hillsboro	188th Avenue	Hillsboro	Extend 2-lane road south to Walker Road	**2010**
N	4001	TriMet	Killingsworth Frequent Bus	Swan Island to Clackamas TC	Construct improvements that enhance Frequent Bus service	2015
Y	4004	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system)	2010
Y	4005	ODOT	I-5 North Improvements	Lombard Street to Expo Center/Delta Park	Widen to six lanes	2010
Y	4006	ODOT	I-5/Columbia Boulevard Improvement	I-5/Columbia Boulevard interchange	Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study	2015
Y	4007	Multnomah Co.	Sauvie Island Bridge Replacement	Sauvie Island Bridge	Replace substandard bridge	2010
N	4009	ODOT	I-5 Trade Corridor Study and Tier 1 DEIS	I-405 (OR) to I-205 (WA)	Plan improvements to I-5 to benefit freight traffic	2010

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N	4011	Portland	NE Marine Drive Bikeway	NE 6th to 33rd Avenue and Gantenbein to Vancouver Way	Retrofit bike lanes to existing street; off-street paths in missing locations	2010
N	4012	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	4017	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	2010
Y	4021	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	2015
Y	4022	Portland/Port	East Columbia/Lombard Street Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange	2010
Y	4026	Port/Portland	Cascades Parkway Connection	Cascades Parkway to Alderwood Road	Construct two-lane extension	2010
Y	4028	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	2015
N	4029	Portland	PDX ITS	Traffic signalization	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4031	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	2015
N	4032	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	2010
N	4033	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	2015
Y	4037	Portland/Port	Lombard-Columbia Connection near MLK Jr. Boulevard	Columbia Boulevard and Lombard Street near MLK	Improve road connection between Columbia Boulevard and Lombard in the vicinity of MLK Jr. Boulevard to 11/13th Avenue to facilitate freight movement. **PE only in FC system**.	2010
Y	4038	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road intersection	Construct new turn lanes, restripe and modify traffic signal	2010
N	4039	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	2025
Y	4040	Portland	47th Avenue Intersection and Roadway Improvements	at Columbia Boulevard	Widen and channelize NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	2010
Y	4041	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	2010
N	4042	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot intersection	Add signal, improve turn lanes at intersection	2010

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N	4043	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	2015
Y	4044	Port/Portland	Columbia/82nd Avenue Improvements	Columbia Boulevard at 82nd Avenue southbound ramps	Add through lanes on Columbia Boulevard, a SB right turn lane and signalize	2010
Y	4045	Port/Portland	Airport Way/122nd Avenue Improvements	Airport Way at 122nd Avenue	Add NB left turn lane, modify traffic signal and reconstruct island	2010
N	4046	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street	2015
N	4049	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	2010
N	4050	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	2015
N	4051	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	2025
N	4053	Port	Pedestrian and Bicycle Access Improvements	PDX terminal between N. Frontage Road and the terminal building	Provide pedestrian and bicycle access to the terminal	2010
N	4054	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	2010
N	4055	Port	Airtrans/Cornfoot Rd Intersection Improvement	Airtrans and Cornfoot Road	Provide channelization, construct new traffic signal	2010
N	4056	Portland	Columbia Boulevard ITS	Six signals between N. Burgard and I-205	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	4057	Portland	N/NE Marine Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4058	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4059	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	2010
N	4060	Port/Portland	Lightrail station/track realignment	PDX terminal	Realign light rail track into terminal building (includes double tracking)	2015
Y	4063	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Widen street to three lanes	2010
N	4064	Port	Marine Drive Improvement, Phase 2	Rail overcrossing	Contruct rail overcrossing	2025

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Y	4065	Port/Portland	North Lombard Overcrossing	South Rivergate	Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks.	2010
N	4067	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	2010
N	4072	Portland	N. Force/Broadacre/Victory Bikeway	N. Marine Drive to N. Denver	Signed bikeway connection to I-5 river crossing	2025
N	4073	Portland/Metro	Kelley Point Park AccessTrail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct shared-use path	2010
N	4076	Various	Columbia Slough Greenway Trail Study	Kelly Point Park to Blue Lake Park	Determine feasibility of shared-use path of regional significance	2010
N	4082	Port/RR	Ramsey Rail Complex	South of Columbia Slough bridge	Construct six tracks and one mainline track and lead	2010
N	4084	Port	East Airport Pedestrian and Bicycle Access Improvements	Mt. Hood Avenue to Marine Drive	Provide bicycle and pedestrian connection between Mt. Hood Avenue and Marine Drive	2010
N	4085	Port	Terminal area Bicycle and Pedestrian Improvements	Southside of PDX terminal to 82nd Avenue	Provide bicycle and pedestrian connection between terminal and 82nd Avenue south of Airport Way	2015
N	4086	Port	PIC Bike and Pedestrian Improvements	Portland International Center	Provide bicycle and pedestrian connection between Alderwood Road and Mt. Hood LRT station	2010
Y	4087	Port	Leadbetter Street Extension and Grade Separation	to Marine Drive	Extend street and construct grade separation	2010
N	4088	Port/Portland	Terminal 4 Driveway Consolidation	Lombard Street at Terminal 4	Consolidate two signalized driveways at Terminal 4	2010
N	5001	TriMet	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	2004-25
Y	5007	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	2010
N	5013	ODOT	I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	New SB Truck climbing lane at I-205 bridge (between Willamette River and 10th Street) - PE/ROW in financially constrained system	2025
Y	5016	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	2015
Y	5017	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	2015

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Y	5020	ODOT	Highway 213 Improvements	Clackamas CC to Leland Road	Access management, sidewalks and capacity improvements including (adding one lane in each direction north of Canyon Ridge Drive in FC system)	2015
Y	5021	ODOT	Highway 224 Extension	I-205 to Highway 212/122nd Avenue	Construct new four-lane highway and reconstruct Highway 212/122nd Avenue interchange	2015
Y	5023	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	2015
N	5024	ODOT/Clackamas County	Sunrise Project Supplemental EIS	I-205 to Rock Creek	Corridor analysis from I-205 to 172nd Avenue to develop and complete the environmental process that would determine selected alternative and develop phasing recommendations adequate to support future ROW acquisition	2010
N	5025	ODOT/Clackamas County	Sunrise Corridor Unit 2 Locational EIS	Rock Creek to US 26	Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan	2010
N	5026	Metro	Portland Traction Co. Shared-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	2010
N	5027	Metro/ODOT	I-205 South Corridor Study- EIS	I-5 to Highway 224	Conduct EIS corridor analysis to study long-term transit and road improvements	2015
N	5033	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor	2010
N	5035	TriMet	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	2015
N	5037	Milwaukie/ClackCo	Lake Road Improvements	21st Avenue to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	2015
N	5040	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	2015
N	5041	Milwaukie	37th Avenue Bike/Ped Improvement	Highway 224 to Harrison Street	Retrofit bike lanes and sidewalks	2025
Y	5045	Clack. Co./Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR	2015
N	5048	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Harrison Street to Kellogg Creek	Complete boulevard design improvements	2010
N	5052	Milwaukie	17th Avenue Trolley Trail Connector	Springwater Corridor to Trolley Trail	Construct sidewalks on 17th Avenue to provide trail connection	2010

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N	5053	Region	Tillamook Branch Trestle Trail Study	Milwaukie TC to Lake Oswego TC	Conduct feasibility study of east-west multi-use trail connection across Willamette River in conjunction with evaluating bridge as a freight connection and possible future commuter rail connection	2010
N	5059	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	2015
N	5062	TriMet/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	2025
Y	5066	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	2015
Y	5067	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	2025
Y	5069	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	2015
Y	5070	Clackamas Co.	Otty Road Improvements	82nd Avenue to 92nd Avenue	Widen and add turn lanes	2010
Y	5071	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	2025
Y	5072	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	2015
Y	5073	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	2010
Y	5074	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	2025
Y	5076	Clackamas Co.	Fuller Road Improvements	Johnson Creek Boulevard to Otty Road	Widen street and add turn lanes	2010
Y	5077	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	2025
Y	5080	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	2025
Y	5081	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	2025
N	5082	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	2015
N	5085	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	2025
N	5086	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	2010

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Y	5087	Clackamas Co.	West Sunnybrook Road Extension	82nd Avenue to Harmony Road	Construct three-lane extension to provide alternative e/w route to Sunnyside Road	2025
N	5089	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	2015
N	5090	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	2025
N	5091	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	2015
N	5092	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	2025
N	5093	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	2025
N	5094	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas shared-use path	2015
N	5095	Clackamas Co.	Phillips Creek Greenway Trail	Causey Avenue to Mt. Scott Greenway	Conduct feasibility study and construct trail ($100,000 feasibility study in FC only)	2010
N	5098	TriMet	King Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	2015
N	5099	TriMet	Webster Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	2015
N	5100	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	2010
N	5101	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	5103	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligennt transportation system program	2010
Y	5106	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	2025
N	5109	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	2015
N	5110	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	2010
N	5117	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	2010
N	5126	Oregon City	South Amtrak Station Phase 2	Oregon City Amtrak Station	Improve Amtrak station	2010
N	5132	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	2010
Y	5133	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	2015

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N	5135	ODOT/ClackCo	McLoughlin Boulevard Improvements Phase 1 - Oregon City	I-205 to 10th Street	Complete boulevard design improvements	2015
N	5136	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements	2025
N	5137	Oregon City	Washington Street Improvements	Abernathy to 5th Street	Complete boulevard design improvements	2015
N	5138	Oregon City	Washington Street Improvements	Abernathy to Highway 213	Complete boulevard design improvements	2025
N	5142	TriMet	Mollala Avenue Frequent Bus	Oregon City to Clackamas Community College	Construct improvements that enhance Frequent Bus service	2015
N	5143	Oregon City/ ODOT/TriMet	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	5144	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	2025
N	5149	Oregon City	Oregon City Bridge Study	Highway 43/7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge	2025
N	5150	TriMet/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	2025
N	5152	Oregon City	Willamette River Shared-Use Path	Clackamette Park and Smurfit	Construct shared-use path	2015
Y	5154	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to urban growth boundary	Widen to 4 lanes with sidewalks and bike lanes	2025
Y	5156	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Green Street major arterial design, widen to five lanes, improve access management, and provide sidewalks and bike lanes to connect multi-family and commercial/ employment areas	2015
N	5157	Oregon City	Mollala Avenue Streetscape Improvements	7th Street to Highway 213 (9 segments)	Streetscape improvements, including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities, streetscape	2004-25
N	5161	TriMet	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	2015
N	5165	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	shared-use path	2015
N	5169	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	2010
N	5171	Lake Oswego	Transit Station Relocation	from 4th Avenue to location TBD	Relocate transit station	2025
N	5172	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland	Study phasing of future trolley commuter service between Lake Oswego and Portland	2010

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Y	5199	ODOT	I-205 Auxiliary Lanes	I-5 to Stafford Road	Add auxiliary lanes as part of pavement preservation project	2010
Y	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2010
N	5207	Clack. Co./Happy Valley/NCPRD	Mt. Scott Creek Trail	Sunnyside Road to Mt. Talbert	Feasibility study and construction of undercrossing of Sunnyside Road to Mt. Talbert (feasibility study of $100,000 in FC only)	2025
Y	5209	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	2025
N	5211	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	2010
Y	6000	WashCo/TriMet	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency in existing rail corridor	2010
N	6004	ODOT	I-5/99W Connector Corridor Study	I-5 to 99W	Conduct study and complete environmental design work for I-5 to 99W Connector. (See Project 6141)	2010
Y	6011	ODOT/Tigard	Highway 217 Overcrossing - Cascade Plaza	Nimbus to Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road	2025
Y	6015	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	2010
Y	6016	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	2010
Y	6018	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard intersection	Realign intersection	2015
N	6019	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	2010
N	6020	Tualatin Hills PRD	Beaverton Powerline Shared-Use Trail	Scholls Ferry Road to Tualatin River Greenway	Plan, design and construct multi-use path	2010
Y	6025	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	2010
N	6026	TriMet/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	2010
N	6029	TriMet	Hall/Kruse Frequent Bus	Tigard-Lake Oswego-Kruse Way	Construct improvements that enhance Frequent Bus service	2015
Y	6034	Tigard	Walnut Street Improvements, Phase 3	135th Avenue to 121st Avenue	Widen to three lanes with bikeways and sidewalks	2015
Y	6035	Tigard	Gaarde Street Improvements	110th Avenue to Walnut Street	Widen to three lanes with bikeways and sidewalks	2010
Y	6040	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	2010

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Y	6041	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	2015
Y	6042	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	2015
Y	6045	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	2015
N	6056	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	2015
N	6057	Tigard	Washington Squre Regional Center Greenbelt Shared Use Path	Hall Boulevard to Highway 217	Complete shared-use path construction	2015
N	6064	TriMet	Hall Boulevard Frequent Bus	Tualatin-Hall-TV Highway	Construct improvements that enhance Frequent Bus service	2015
Y	6065	Tualatin	Herman Road Improvements	Tualatin Road to Cipole Road	Widen to three lanes including bike lanes and sidewalks	2010
Y	6066	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 interchange	2010
N	6070	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	2010
Y	6071	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	2015
Y	6073	Tualatin	124th Avenue Improvements	Myslony Street to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	2015
Y	6076	Tualatin	Myslony/112th Connection	Myslony to Tualatin-Sherwood Rd. @ Avery	Extend 3 lane road with sidewalks and bike lanes	2010
N	6079	WashCo/Tualatin/ ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	6080	Tualatin/Durham	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	2010
N	6081	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	2010
N	6083	TriMet /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	2010
Y	6086	Wilsonville	Kinsman Road Extension	Kinsman Road to Boeckman Road	Two-lane extension	2010
Y	6088	Wilson./WashCo	Elligsen Road Improvements	Canyon Creek to Parkway Center	Improve Elligsen Road to 5 lanes	2015
Y	6090	Wilsonville	Boeckman Road Extension - West	Boeckman Road to Tooze Road	Extend 3 lanes with sidewalks and bike lanes	2015

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Y	6093	Wilsonville	Barber Street Extension	Barber Street at Kinsman Road	Extend Barber Street as 3 lanes to 110th	**2015**
N	6105	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	2015
N	6109	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Been Bend road with 175th Avenue	2025
Y	6119	Washington Co./Beaverton	Teal Boulevard Extension	Barrows Road to Scholls Ferry Road	Construct 2-lane extension with sidewalks and bike lanes to town center loop and Barrows Road	2010
Y	6121	Beaverton/WashCo /Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Construct 2-lane roadway and bridge, additional turn lanes at intersections, bike lanes, and sidewalks	2010
Y	6122	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	2015
Y	6127	Lake Oswego	Boones Ferry Road Improvements -	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes; Boones Ferry Corridor Stugy completed in 2000 with Lake Grove Town Center study work continuing in 2003/04 funded by City. Project will be broken into three phases; upper, middle and lower.	2015
N	6129	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road intersection	Add traffic signal and turn lanes	2015
N	6130	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	2015
N	6131	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	shared-use path	2015
N	6135	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	2010
N	6138	ODOT/Wilsonville	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)	Town Center Loop to Boones Ferry Road ramps	Construct ramp improvements (PE and ROW only in financially constrained system)	2010
Y	6141	ODOT/WashCo	I-5/99W Connector: Phase 1 Arterial	I-5 to 99W	Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways.	**2015**
Y	6142	Durham	Upper Boones Ferry Road Improvement	Durham Road to Tualatin River	Widen to 3 lanes with sidewalks and bike lanes	2010
N	7000	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	2025
Y	7001	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	2015

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Y	7006	Portland	SE Foster Improvements	SE 122nd Avenue to Jenne Road	Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs	2015
Y	7007	Portland/Gresham	SE 174th North/South Improvements	SE Foster to Powell Boulevard	Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (#1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road	2015
N	7009	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	2015
N	7010	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	2025
N	7011	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	2025
Y	7019	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	2025
N	7022	TriMet	Sunnyside Road Frequent bus	Clackamas TC to Damascus TC	Construct improvements that enhance Frequent bus s	2015
Y	7034	Gresham/Mult. Co	Foster Road Extension		New north extension of Foster Road	2015
Y	7035	Gresham/Mult. Co	Giese Road Extension	Giese Road to Foster Road	New extension of Giese Road to Foster Road	2025
Y	7036	Gresham/Mult. Co	190th Avenue Improvements	Butler Road to city limits	Widen to five lanes with sidewalks and bike lanes	2025
Y	7037	Gresham/Mult. Co	172nd Avenue Improvements	Giese Road to Butler Road	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7038	Gresham/Mult. Co	172nd Avenue Improvements	Bulter Road to Cheldelin Road	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7039	Gresham/Mult. Co	Giese Road Improvements	172nd Avenue to 182nd Avenue	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7040	Gresham/Mult. Co	Giese Road Improvements	182nd Avenue to 190th Avenue	Upgrade street to urban standards with sidewalks and bike lanes	2025
Y	7041	Gresham/Mult. Co	Foster Road bridge	Foster Road	Construct bridge crossing	2025

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

2004 RTP Project list as
Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-3589

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	7042	Gresham/Mult. Co	Giese Road Extension bridge	Giese Road	Construct bridge crossing	2025
Y	7043	Gresham/Mult. Co	Butler Road Bridge	Bulter Road	Construct bridge crossing	2025
N	8000	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	2010
N	8001	Metro	Bike Safety, Educ.& Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	2010
N	8002	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	2015
N	8003	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	2025
N	8004	TriMet	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	2015
N	8005	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	2004-25
N	8007	ODOT	Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects	Various locations in region	Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities	2004-25
N	8025	TriMet/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region	2004-25
N	8028	TriMet	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service	2004-25
N	8032	TriMet/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities	2004-25
N	8035	TriMet/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements	2025
N	8038	TriMet	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations	2004-25
N	8042	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station	2004-25
N	8043	TriMet/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide	2004-25
N	8046	TriMet/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments	2025
N	8049	TriMet	Priority Pedestrian Access to Transit Improvements	Region-wide	Construct improvements that enhance pedestrian access to transit - sidewalks, crosswalks, ADA improvements	2004-25

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

2004 RTP Project list as
Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-1089

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
N	8050	Metro/SMART	SMART TDM Program	SMART district	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	2004-25
N	8052	Metro/TriMet	Regional Travel Options TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	2004-25
N	8053	Metro/TriMet	Region 2040 Initiatives	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	2004-25
N	8054	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	2004-25
N	8055	Metro/TriMet	Transportation Management Associations Innovative Programs	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	2004-25
N	8056	Metro/TriMet	Future Transportation Management Associations Start-Up and Sustainability	Region-wide	Future implementation and sustainability of TMA's with employers	2004-25
N	8057	TriMet	LIFT Vehicle Purchases	Region-wide	4 percent per year expansion	2010
N	8058	TriMet	Ride Connection Vehicle Purchases	Region-wide	Purchase five vehicles per year	2010

* includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Appendix 2

Federal Transportation Planning Factors

Transportation Equity Act for the 21st Century
Planning Factors and the 2006-09 MTIP

The Transportation Efficiency Act for the 21st Century (TEA-21) requires MPO's to describe how their activities address seven planning factors identified in the plan. The MTIP is one of the MPO activities that need to describe how those factors are addressed. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Following is a description of the how this MTIP addresses the TEA-21 planning factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- All Transportation Priorities projects are evaluated on their impact on economic development in the primary 2040 land use areas of centers, industrial areas and inter-modal facilities.

- Special category for freight improvements calls out the unique importance for these projects.

- All freight projects evaluated on their impact on industrial jobs and businesses in the "traded sector."

- The OTIA program of state funding reserved $100 million state wide for projects that supported economic development and job creation, of which $44 million was awarded to projects in the Metro area programmed in this MTIP.

- The OTIA program also awarded an additional $400 million statewide to supplement traditional funding of capacity projects that were prioritized by how the projects supported Oregon Highway Plan policies, including

implementation of the state highway freight system and improvements to the efficiency of freight movement.

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

- All Transportation Priorities projects evaluated on safety criteria, accounting for 20 of a possible 100 points in the technical evaluation.
- Road modernization and reconstruction projects are scored according to relative accident incidence.
- All Transportation Priorities projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.
- ODOT has programmed more than $23.6 million of funding of projects in the Metro area in the Safety program, prioritized specifically by safety considerations.

3. Increase the accessibility and mobility options available to people and for freight.

- Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all Transportation Priorities projects.
- The Transportation Priorities program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.
- Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.

4. Protect and enhance the environment, promote energy conservation and improve quality of life.

- The MTIP conforms to the Clean Air Act.
- The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP).
- Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.
- "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.

- All road projects scored on their commitment to planting street tree species that are high performers for storm water interception and summer energy conservation.

- ODOT implements a $3 million state wide culvert restoration program statewide to prioritize projects to remove culvert barriers to fish passage on state highway facilities, some of which is implemented in the Metro area.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Projects funded through the Transportation Priorities process must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.

- The Transportation Priorities process funds categories of projects such as Boulevards and Pedestrian improvements that integrate multi-modal facilities in the public right-of-way where they do not exist or are substandard.

- Freight improvements are evaluated according to potential conflicts with other modes and their impact on connecting industrial areas with the regional freight network and inter-modal facilities.

6. Promote efficient management and operations.

- Transportation Priorities projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).

- TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors.

- TSM/ITS projects are funded through the MTIP.

7. Emphasize the preservation of the existing transportation system.

- Reconstruction projects that provide long-term maintenance are identified as a funding priority.

- ODOT has prioritized funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

Appendix 3

Transportation Priorities 2006-09 Application and Project Selection Criteria

Excerpts from:

Transportation Priorities
2006-09 Program

"Investing in the 2040 Growth Concept"

Project Solicitation Packet

April 9, 2004

METRO

PEOPLE PLACES
OPEN SPACES

METRO

Transportation Priorities 2006-2009 Program

Table of Contents

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2006-09 Program Schedule

April 2004	Project solicitation begins Applications released April 9, 2004
July 2004	Project applications due June 30, 2004
August 2004	Technical rankings and draft environmental justice analysis released Public hearings held
September 2004	Initial recommendation for public discussion (list of projects and programs with costs totaling more than available funds)
October/November 2004	Public hearings held
January 2005	Release recommended list of projects and programs funded with available revenues
February 2005	Public hearing held Adoption of Transportation Priorities 2006-09 funding allocation
July 2005	Full MTIP adoption with air quality conformity determination
October 2005	Obligation of FY 2006 funding begins

Introduction

A summary of the Transportation Priorities 2006-09 program and application materials for regional flexible funds for the years 2008 and 2009 is included in this solicitation packet. Electronic copies of this packet are also available on Metro's website at www.metro-region.org/

The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these regional flexible funds. Metro anticipates allocating approximately $57.75 million of Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) grant funds.

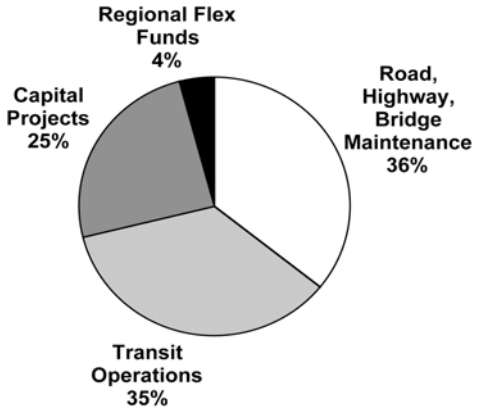
Applications are due to Ted Leybold by 5:00 pm on Wednesday, June 30th, 2004.

Summary of Transportation Spending

Approximately $630 million is spent on transportation in the Metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and service and programs to manage or reduce demand for new facilities. The following figure demonstrates how transportation funds are spent in this region.

Annual Regional Transportation Spending

$630 million



These funds have been supplemented by one-time revenues from the Oregon Transportation Investment Acts that will provide $192 in highway and bridge funds, $22 million in road capacity funds and an as yet to be defined portion of $500 million statewide for highway, road and bridge projects.

Regional flexible funds represent $29 million of the annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue that are limited to specific purposes, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

In July 2003, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds. This policy was updated in March 2004 by Metro Resolution 04-3431 in preparation for the 2006-09 allocation process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending that these funds represent, the wide range of transportation projects eligible to use these funds and the 2040 policies to link transportation investments to land use and economic goals.

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

The Transportation Priorities 2006-09 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see page 11 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.

Transportation Priorities 2006-09 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. This authorization bill has been temporarily extended pending further action on a new authorization bill.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately $57.75 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2008 and 2009. Of this amount, $16 million has been previously committed to development of light rail in the I-205 corridor, the Beaverton-Wilsonville commuter rail project and development of the South Waterfront area in Portland. The Transportation Priorities program is the regional process to review this previous commitment and to identify which transportation projects and programs will receive the remaining $41.75 million available.

Adjustments to the previous allocation of these funds for the years 2006 and 2007 will also be made as necessitated by delays in project readiness or special appropriations affecting those years.

Type of funding available

As mentioned, regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

Surface Transportation Program funds may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately $35.25 million of the approximately $57.75 million available.

Congestion Mitigation / Air Quality program funds cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately $22.5 million of the approximately $57.75 million available.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by: Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts.

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount. To ensure a range of projects eligible for CMAQ funding from across the region, local transportation coordinating committees may only submit road capacity, reconstruction and bridge projects that total in project cost no more than 60% of their target maximum cost for all project submissions.

Table 1. Local Agency Application Cost Maximums

Coordinating Committee	**Percent of Metro Population** (year 2002)	**Total Cost Maximum for All Applications** ($ millions)	**Total Cost Maximum for Road Capacity, Reconstruction and Bridge Applications** (60% of total)
City and Port of Portland	39.6%	$33.1	$19.8
Clackamas County and its cities	18.1%	$15.1	$9.1
East Multnomah County and its cities	9.6%	$8.0	$4.8
Washington County and its cities	32.7%	$27.3	$16.4

*Percent of Metro population * $41.75 m * 2*

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2004 Regional Transportation Plan's financially constrained system. To make a project not currently on the financially constrained list eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council would need to approve a proposed amendment to the financially constrained project list.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general condition:

- A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the RTP financially constrained network of similar cost (+ or – 10%). The project must be determined "exempt" from air quality impacts.

For further information regarding the RTP financially constrained network project list or the determination of air quality impact exempt status, please contact Ted Leybold at 503-797-1759.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right-of-way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs such as planning, regional transportation options and transit-oriented development are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, contact Tom Kloster at 503-797-1832.

2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these systems maps must be consistent with the associated system functions.

3. Candidate projects must be included in the Financially Constrained system of the 2004 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section "Eligible Projects."

4. The total cost of submitted projects must be consistent with established cost targets for each coordinating committee: Clackamas County and cities, East Multnomah County and cities, City and Port of Portland, Washington County and cities.

5. The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

6. Statement that the project is deliverable within the funding time frame and brief summary of anticipated project development schedule.

7. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than $200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro' Local Public Involvement Checklist (see page 33 of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) or program, in a meeting open to the public, as their priority for application of regional flexible funds. Documentation of such action must be received by Metro staff prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about how projects within each mode will be ranked and other special instruction follow in the sections below. Consultant services may be retained to review candidate project applications for accuracy of scope, schedule and budget to ensure projects can be delivered as described in the application and are ranked fairly against other projects within the same mode ranking category. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Project selection process

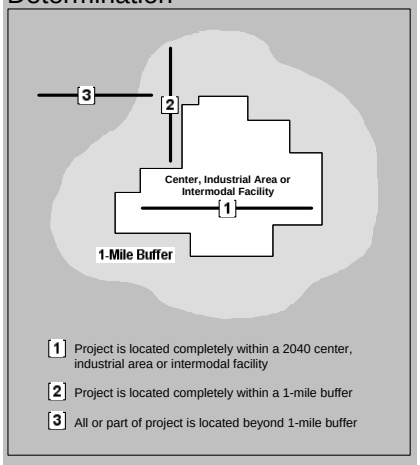
The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will recommend projects for further consideration and public comment, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. After the public comment phase has concluded, JPACT and the Metro Council may adopt further policy direction to technical staff regarding how to develop a technical recommendation on a final list of projects and programs for JPACT/Metro Council consideration. A final recommendation by Metro staff and TPAC and selection of projects by JPACT and Metro Council within available funding revenues will then be made.

Regional Match Eligibility Summary

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. JPACT and the Metro Council make the final determination on match eligibility.

Figure 2. Regional Match Determination



- Road, transit and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Bridge, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Planning and bicycle projects would be eligible for full regional match of 89.73% under project conditions 1, 2 and 3.
- Other projects in these categories would be eligible for up to 70% regional match.

Road Capacity, Road Reconstruction, and Transit projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area (other than corridors),
- projects fully within one mile of a Tier I 2040 land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility[1] if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Bridge, Pedestrian, TOD and Green Street demonstration projects:
The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a Tier I or II 2040 land-use area.

All other projects will be eligible for up to a 70 percent regional match.

RTO:
See RTO technical evaluation sheet.

Planning and Bicycle projects
All planning and bicycle projects will be eligible for up to an 89.73% regional match.

[1] An inter-modal facility is a facility, terminal or rail yard as defined in the Regional Transportation Plan Figure 1.17.

Bicycle Technical Evaluation Criteria

GOAL: Maximize Ridership (Usage) (25 points)
What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

Numerical change between existing year riders and forecast year riders (10 points)
To improve the accuracy of the numerical change measure, it is recommended that project submittals include "before" bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.

Points	
10	High
7	Medium
3	Low

Total forecast year population and employment within one-half mile of the project (5 points)

Points	
5	High
3	Medium
1	Low

System connectivity (project completes a gap in the Regional Bikeway System) (10 points)

Points	
10	High (for greater than 67 percent of bike trips to and within centers)
7	Medium (for 34 to 66 percent of bike trips to and within centers)
3	Low (for 0 to 33 percent of bike trips to and within centers)

GOAL: Safety (20 points)
Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling (15 points)

The staff resource to be used for this measure is the 2002 Metro "Bike There!" Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate and high motorized traffic volumes, based on fieldwork and existing traffic counts in the region.

Points	
15	High auto speed and volume (daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)
8	Moderate auto speed and volume (daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
3	Low auto speed and volume (daily traffic volumes of less than 3,000 and speeds of less than 25 miles per hour)

Other safety factors: Multi-Use Path

Points	
5	Yes
0	No

Bicycle Technical Evaluation Criteria (continued)

GOAL: Address 2040 Land Use Objectives (40 points)

Regional Bikeway System Hierarchy from RTP (10 points)

Points	
10	Regional access function
7	Regional corridor function
3	Bikeway connector function

Region 2040 Land Use Designation (10 points)

Points	
10	Central city, regional and town centers, main streets, industrial areas
7	Corridors and employment areas
3	Inner and outer neighborhoods

Economic and Community Development (20 points) See Attachment C

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

Points	
15	Low cost
8	Medium cost
0	High cost

Special notes and instructions for bike projects:

1. Provide specific alignment information for the entire project to facilitate ridership calculation.
2. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.

Boulevard Technical Evaluation Criteria

GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds[1] along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

Points	
10	5 or more design elements
7	4 design elements
3	3 design elements
0	2 or fewer design elements

GOAL: Enhance walking, biking and use of transit (15 points)

Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.)

Does project include design elements that enhance walking, biking and use of transit[2]? (10 points)

Points	
10	7 or more design elements
7	5 design elements
3	3 design elements
0	2 or fewer design elements

GOAL: Implement proven green street elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3, other than street trees, of the Green Streets handbook. (5 points)

[1] Design elements that reduce automobile speeds include narrowed travel lanes, on-street parking, reduced turn radii, street trees, curb extensions and signal timing.

[2] Design elements that enhance alternative modes include transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.

Boulevard Technical Evaluation Criteria *(continued)*

GOAL: Improve Safety (20 points)

Project corrects an existing safety problem and reduces potential for collisions involving pedestrians and bicyclists. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians or bicyclists, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[1] and existence of sidewalks will be considered in determining critical safety problems. Project applications should document these factors.

Project addresses a documented safety problem. (10 points)

Points	
10	High
7	Medium
3	Low

Does project address existing hazards to walking, biking and use of transit[2] and reduce potential for collisions involving pedestrians and bicyclists? (10 points)

Points	
10	7 or more safety factors addressed
7	5 safety factors addressed
3	3 safety factors addressed
0	2 or fewer safety factors addressed

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (10 points)

Points	
10	Central city, regional centers
7	Town centers, main streets, station communities
3	Corridors
0	All other 2040 areas

Regional Street design hierarchy (10 Points)

Points	
10	Located in a boulevard designation
7	Located in a street designation and a mixed-use area
0	Located outside of above areas

Economic and Community Development (20 points) – see Attachment C

[1] Complexity of traffic environment refers to number of driveways and turning movements in project area.

[2] Project includes actions to correct the following safety factors: travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard width), numerous driveways, sight distance and high incidence of collisions with pedestrians and bicyclists.

Boulevard Technical Evaluation Criteria *(continued)*

GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

Points	
15	Low cost/effectiveness
8	Medium cost/effectiveness
0	High cost/effectiveness

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:

1. Under-grounding of utilities is not eligible for federal reimbursement nor may such costs be counted as local contribution toward matching fund requirements.
2. Fill out and submit boulevard project checklist in Attachment D as part of project application.
3. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

Freight Technical Evaluation Criteria

GOAL: Improve efficiency of the freight system (25 points)

Regional Transportation Plan Freight Designation:

Points	
10	Main regional roadway route or railroad line or inter-modal yard
7	Regional road connector or branch railroad line or spur
3	Local freight route in local transportation plan
0	Other

Reduction in regional freight travel time, local freight travel time and regional freight VMT.
Each worth:

Points	
5	High
3	Medium
1	Low
0	None

GOAL: Addresses 2040 Land Use Objectives (40 points)

Improvement of freight access to or within an industrial area or to an inter-modal facility.
Project serving a:
Regionally Significant Industrial Area or Inter-modal Facility:
High = 15 points, Med = 10 points, Low = 5 points, None = 0
Local Industrial Area: High = 10 points, Med = 5 points, Low = 1 point, None = 0
Employment Area: High = 5 points, Med = 1 point, Low = 0 points, None = 0
Measured by vehicle hours of truck delay or by rail volume and barrier size.

Project reduces through freight traffic in mixed use areas or neighborhoods (Y/N – 5 points)

Attachment C: Economic and Community Development (20 points)

GOAL: Safety (20 points)

Project improves safety, reviewing factors such as:

- Truck movement geometry
- Reduction in potential for freight conflicts with non-freight modes
- Accident rates at the location
- Site distance improvements
- Other relevant factors identified by the applicant

GOAL: Cost effectiveness (15 points)

Reduction in regional and local freight travel time and regional freight VMT versus project cost.
Each worth:

Points	
5	High
3	Medium
0	Low

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and may collaborate with Portland State University to determine the traded sector relationship of freight projects.

2. Direct any questions to John Gray at (503) 797-1730 or grayj@metro.dst.or.us.

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (55 points)

Size of project area (10 points)

Points	
10	High
7	Medium
3	Low

Design Elements (45 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (5 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation (10 points)

Points	
10	Central city, regional centers, regionally significant industrial areas
7	Town centers, main streets, station communities, local industrial areas
3	Corridors
0	All other areas

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile (use ODOT Rate Book when available): per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria *(continued)*

GOAL: Cost effectiveness (15 points)

Amount of project area that is infiltrated versus project cost

Points	
15	High
8	Medium
0	Low

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Kelley Webb at (503) 797-1894 or webbk@metro.dst.or.us.

Green Street Demonstration: New Construction Technical Evaluation Criteria
Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of funds to this project category.

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (55 points)

Size of project area (High, Medium, Low – 10, 7, 3 points)

Design Elements (45 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
  - Number and location consistent with Green Street handbook guidelines
  - Bridge structures for crossings of hydraulic openings of 15 feet or greater
  - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with Trees for Green Streets guide book (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (5 points)
- Use of Infiltration and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation

Points	
10	Central city, regional centers, regionally significant industrial areas
7	Town centers, main streets, station communities, local industrial areas
3	Corridors
0	**All other areas**

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile on adjacent facility (use ODOT Rate Book when available) if new facility will accommodate trips from that facility and thereby reduce exposure to crash potential on that facility.
- Design elements to encourage driving at posted speeds or expected posted speed for the street's functional classification.
- Reduction in exposure to accident potential through the provision of an alternative or more direct trip route.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 20 points to each project/program based on the issues listed above.

GOAL: Cost effectiveness (15 points)

Amount of project area that is infiltrated versus project cost

Points	
15	High
8	Medium
0	Low

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Kelley Webb at (503) 797-1894 or webbk@metro.dst.or.us.

Green Street Demonstration: Culvert Project Technical Evaluation Criteria

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

Points	
20	Bridge structure over natural hydraulic area
13	Stream simulation culvert
5	Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)

Points	
25	High
15	Medium
5	Low

Quality of habitat at fish barrier passage (10 points)

Points	
10	High
7	Medium
3	Low

Presence of downstream fish barriers (15 points)

Points	
15	None
10	One
5	Two
0	Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access versus project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts of erosion or head cutting.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Fill out and submit Green Street project checklist in Attachment E as part of project application.
6. Direct any questions to Kelley Webb at (503) 797-1894 or webbk@metro.dst.or.us.

Pedestrian Technical Evaluation Criteria

GOAL: Encourage Walking (25 points)

Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:

Project is located in an area with a high potential for pedestrian activity. (15 points)

Points	
15	Most potential (within a Pedestrian district)[1]
10	Moderate potential (along[2] a Rail, Rapid Bus, Frequent Bus corridor[3] and within a 1/4-mile of a major transit stop, school, civic complex or cultural facility)
5	Less potential (along a Transit/mixed-use corridor location not specified above)
0	Least potential (other areas)

Project will correct a deficiency or significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 points)

Points	
5	Completes missing sidewalk link
5	Removes pedestrian obstacles[4]

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (20 points)

Points	
20	Central city, regional centers, regionally significant industrial areas
13	Town centers, main streets, station communities, local industrial areas
5	All other areas

Economic and Community Development (20 points) see Attachment C

[1 and 2] Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

[3] Refer to Figure 1.16 in the Regional Transportation Plan, which designates Rail, Frequent Bus, Rapid Bus corridors and major transit stops.

[4] Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

Pedestrian Technical Evaluation Criteria *(continued)*

GOAL: Improve Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment[1] and existence of sidewalks will be considered in determining critical safety problems.

Project addresses a documented safety problem. (10 points)

Points	
10	High
7	Medium
3	Low

Project location includes factors that deter walking.[2] (10 points)

Points	
10	5 or more factors exist
7	3-4 factors exist
3	less than 3 factors exist

GOAL: Provide Mobility at Reasonable Cost (15 points)

Points	
15	Low Cost/increase pedestrian mode share
10	Moderate Cost/increase pedestrian mode share
5	High Cost/ increase pedestrian mode share

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

Special notes and instructions for pedestrian projects:

1. Fill out and submit pedestrian project checklist in Attachment F as part of project application to indicate obstacles and safety factors that will be addressed by the candidate project.
2. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

[1] Complexity of traffic environment refers to number of driveways and turning movements in project area.

[2] Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.

Roadway and Bridge Capacity Technical Evaluation Criteria

GOAL: Reduce Congestion (25 points)
(Project derives from Congestion Management System, consistent with 2020 per capita VMT targets)

2000 V/C Ratio (pm peak 2 hour & direction)

Points	
10	>1.0
7	>0.9
3	<0.9

2025 V/C Ratio (pm peak 2 hour & direction)

Points	
10	>1.0
7	>0.9
3	<0.9

Project builds new street connection to any existing street or to any planned regional street (planned means defined in the regional transportation plan, local transportation system plan or an adopted concept plan).
(Yes = 5 points, No = 0 points)

GOAL: Implement Proven Green Street Elements (5 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets guidebook; see page 17 for tree species and page 56 for planting area dimensions – or – new bridge is constructed consistent with the Bridge Design Principles summarized on page 96 of the Green Street guidebook. (2.5 points)
- Project includes any of the Green Street design elements, other than street trees, described in Section 5.3 of the Green Streets Guidebook. (2.5 points)

GOAL: Benefit Transit or Freight modes (5 bonus points)

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider (bus stop pads, signal priority, que-by-pass lanes, etc.). (2.5 points)
- Project is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility (turning radius, ITS to improve traffic flow, access management, etc.). (2.5 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Are a high number of vehicles on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Economic and Community Development (20 points) See Attachment C

Roadway and Bridge Capacity Technical Evaluation Criteria *(continued)*

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile (use ODOT Rate Book when available): per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- Reduction in exposure to accident potential through the provision of an alternative or more direct trip route.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per vehicle hour of delay (VHD) eliminated in 2020: VHD eliminated = 2020 No-Build VHD - Build VHD

Points	
15	High
8	Medium
0	Low

Special notes and instructions for roadway capacity projects:

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Provide safety related data and descriptions in project application section 6d.
3. Project information regarding relief of congestion from spot improvements at intersections or interchanges is not included in this measure as that information is not uniformly available throughout the region. Applicants may provide such information when known as a part of the qualitative considerations in Attachment C.
4. Direct any questions to Tom Kloster at (503) 797-1832 or klostert@metro.dst.or.us.

Roadway and Bridge Reconstruction Technical Evaluation Criteria

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

2002 Condition:

Points	
15	Fair
10	Poor
5	Very Poor

2012 Condition:
(without earlier improvement)

Points	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition:

Points	
5	Fair
3	Poor
1	Very Poor

2012 Condition:
(without earlier improvement)

Points	
0	Fair
3	Poor
5	Very Poor

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

GOAL: Implement Proven Green Street Elements (5 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets guidebook; see page 17 for tree species and page 56 for planting area dimensions. (2.5 points)
- Project includes any of the Green Street design elements, other than street trees, described in Section 5.3 of the Green Streets guidebook. (2.5 points)

GOAL: Benefit Transit or Freight modes (5 bonus points)

- Project is located on a regional transit route and will implement road-related capital elements of transit system in agreement with transit service provider (bus stop pads, signal priority, que-by-pass lanes, etc.). (2.5 points)
- Project is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility (turning radius, ITS to improve traffic flow, access management, etc.). (2.5 points)

Roadway and Bridge Reconstruction Technical Evaluation Criteria *(continued)*

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Are a high number of vehicles on the project link seeking access to/from the mixed-use or industrial area?

2040 Tier I land-use area: High = 10 points, Medium = 7 points, Low = 5 points
2040 Tier II land-use area: High = 7 points, Medium = 5 points, Low = 3 points
Other 2040 land-use area: High = 3 points, Medium = 0 points, Low = 0 points

Economic and Community Development (20 points) See Attachment C

GOAL: Enhance Safety (20 points)
A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Crash rate per vehicle mile (use ODOT Rate Book when available): per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- Other relevant factors as identified by the applicant.

The professional panel will develop a sliding scale scoring system and assign between 0 and 15 points to each project/program based on the issues listed above.

New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. (5 points: 2.5 for each design element)

GOAL: Provide Mobility at Reasonable Cost (15 points)
Cost per year 2020 vehicle miles traveled (VMT) (or VT at bridges, interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

Bridge/Intersections		Interstate Projects		Link Improvement	
Points		Points		Points	
15	<$.51 per vehicle	15	<$.51 per vehicle	15	<$.33/VMT
8	$.51-.99 per vehicle	8	$.51-.99 per vehicle	8	$.24-$.99 VMT
0	>$1.00 per vehicle	0	>$1.00 per vehicle	0	>$.99/VMT

Special notes and instructions for roadway reconstruction projects:

1. Cost scales per vehicle or VMT will be updated to reflect current costs and/or points may be assigned for low medium and high cost to distinguish between candidate projects.
2. Provide safety, bridge and pavement condition related data and descriptions in project application section 6d.
3. Direct any questions to Tom Kloster at (503) 797-1832 or klostert@metro.dst.or.us.

Regional Transportation Options (RTO) Program: Financially Constrained System

The Regional Travel Options (RTO) Program 5-Year Strategic Plan was adopted by Metro Council in January 2004. Program components include: Collaborative Marketing, Employer Outreach, Regional Rideshare, Wilsonville/SMART TDM, Regional TMA Program, Region 2040 Initiatives Program, Regional Telework and the Business Energy Tax Credit (BETC) Program. Administration of a number of program components is currently under transition from TriMet to Metro. The RTO Financially Constrained System for FY 2006/07 through 2009/10 represents a base program budget and will be included under the Metro Planning category.

RTO Program: Preferred System Implementation

The RTO Program Preferred System Implementation is described in the RTO Program 5-Year Strategic Plan, and describes new and expanded RTO program elements in addition to those described above in the RTO Financially Constrained System. RTO projects are programs added through Preferred System Implementation must be consistent with the RTO Program 5-Year Strategic Plan and would be ranked using the criteria described below.

Program/Project is described in the RTO Program 5-Year Strategic Plan: Yes = 10 points, No = 0 points

GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

Points	
35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Mapped Land Use Designation (10 points)

Points	
10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Number of Employers, Employees and the General Population Served By Project/Program (10 points)

Points	
10	High
7	Medium
3	Low

Economic and Community Development (20 points) See Attachment C.

GOAL: Cost Effectiveness (15 points)

Total Project Cost divided by Alternative Modal Share increase points

Points	
15	Low cost
8	Medium cost
0	High cost

Special notes and instructions for RTO projects:

1. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.

TOD Technical Evaluation Criteria

GOAL: Increase Mode Share (25 points)

Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project?

Points	
25	High - 50 percent or greater increase in non-auto trips
13	Medium - 25 percent or greater increase in non-auto trips
0	Low - less than 25 percent increase in non-auto trips

GOAL: Density Criteria (20 points)

How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

Points	
20	High - 50 percent or greater increase in persons per acre
10	Medium - 25 percent or greater increase in persons per acre
0	Low - less than 25 percent increase in persons per acre

GOAL: 2040 Criteria (40 points)

Is the project located in a Tier I 2040 mixed-use land-use area (10 points)?

Points	
10	Central city or regional center
5	Town center, main street or station community
2	Corridor
0	Other

Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed-use development between 1996 and 2020 (10 points)?

Points	
10	High change
5	Medium change
0	Low change

Economic and Community Development: See Attachment C (20 points)

GOAL: Cost-Effectiveness Criteria (15 points)

Cost per VMT reduced

Points	
15	Low cost/VMT reduced
8	Medium cost/VMT reduced
0	High cost/VMT reduced

Special notes and instructions for TOD projects:

1. Direct any questions to Marc Guichard at (503) 797-1944 or guichardm@metro.dst.or.us.

Transit: Start-up Service Technical Evaluation Criteria

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

GOAL: Increase Ridership (40 points)

New Boardings per vehicle revenue hour

Points	
40	High boardings per revenue hour
20	Medium boardings per revenue hour
0	Low boardings per revenue hour

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers, Central City, Regional and Town centers (10 points)
Number of centers served

Access to Mixed-Use development (10 points)

- Forecast value of mixed-use index (High = 5, Medium = 3, Low =1)
- Growth in forecast mixed-use index from current value (High = 5, Medium = 3, Low =1)

Economic and Community Development - See Attachment C (20 points)

GOAL: Provide Cost Effective Improvements (20 points)

Cost/New Boarding

Points	
20	Low Cost per new boarding
10	Medium cost per new boarding
0	High cost per new boarding

Special notes and instructions for transit projects:

1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Transit: Capital Technical Evaluation Criteria

GOAL: Increase Service Efficiency (20 points)

Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.

Points	
20	High transit service hours saved
13	Medium transit service hours saved
5	Low transit service hours saved
0	No transit service hours saved

GOAL: Improve passenger experience (20 points)

Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.

Points	
20	High number of riders served by new amenities
13	Medium number of riders served by new amenities
5	Low number of riders served by new amenities

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points	
20	Central City, regional center, regionally significant industrial area or inter-modal facility
13	Town center, main street, station community, local industrial area
5	Inner and outer neighborhoods, employment area

Economic and Community Development: - See Attachment C (20 points)

Transit: Capital Technical Evaluation Criteria (continued)

GOAL: Provide Cost Effective and Regionally Coordinated Improvements (20 points)

Cost effective transit improvement (20 points total)

Cost/Service hour saved (10 points)

Points	
10	Low cost per service hour saved
5	Medium cost per service hour saved
0	High cost per service hour saved

Cost/Riders served with new amenities (10 points)

Points	
10	Low cost per rider served
5	Medium cost per rider served
0	High cost per rider served

-OR-

Coordination with regional, transit agency and local planning efforts (20 points total)

Project is part of local Capital Improvement Plan with local resource contribution (5 points)

Project is part of local Transportation System Plan (5 points)

Project is part of and consistent with description in transit agency capital improvement plan (5 points)

Project is part of and consistent with the Regional Transportation Plan (5 points)

Special notes and instructions for transit projects:
Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Attachment B: Additional Qualitative Considerations

In addition to the technical measures of a project listed above, other project elements or impacts may be listed for consideration by decision makers. These include; public support, over-match of funding, finishing a critical gap in a mode network, protection of endangered species, relationship to other local or regional goals such as affordable housing, environmental justice factors or any other consideration that makes a project unique.

These considerations as provided by the project applicant will be summarized and listed with the result of the technical rankings. Federal environmental justice factors will be identified by Metro staff analysis and summarized as a part of these additional qualitative considerations along with public comments received during the public comment period and hearings.

(Limit responses to 200 words or less.)

Attachment C: Economic and Community Development
For projects serving mixed-use areas and inner/outer neighborhoods

Up to twenty points will be awarded for how well a project leverages or complements development of a mixed-use community center. Consideration will be given to the maturity of the mixed-use area, the level of community commitment to achieve a dynamic, mixed-use, community center and the impact the proposed project will have on implementing a mixed-use area.[1] (20 points)

1. Progress in developing a mixed-use center

A. Land Use Plan Implementation within the designated mixed-use area (5 points; 1 point each)

Zoning adopted that:

___ Allows vertical mixed-use development without variance or quasi-judicial approval

___ Includes housing that meets regional targets for density and requires ground floor retail at key locations

Development code regulations in place that support mixed-use development by:

___ Allowing no setbacks from sidewalks

___ Requiring building entrance orientation to sidewalk or other public space

___ Not allowing large blank walls adjacent to sidewalks or other public spaces

B. Civic Investment within the mixed-use area (5 points; 1 point each)

___ Public financial tools (urban renewal, LID's, general funds, etc.) are available or programmed to help locate mixed-use development in the area

Please list: _____

_____

___ Have/are civic infrastructure investments being made in the area (i.e. public buildings, parks, plazas, promenades, etc.)

Please list: _____

_____

___ Have/are private investments being made in vertical mixed-use development or civic infrastructure

Please list: _____

_____

Leadership: List key private, non-profit and public associations and/or individuals and briefly describe how they have demonstrated a commitment to the development of the mixed-use area as a community center.

_____

_____

_____

Activities: Describe other community or cultural activities (farmers market, street fairs, volunteer efforts) that are a part of your mixed-use area.

_____

_____

_____

2. Local objectives[2] (10 points)

Describe how this project would help implement or complement key local development plans and economic development policy objectives in the mixed-use area.

Describe whether and how public financial tools are available to help implement the key economic development objectives (tax abatement for locating jobs or job training programs, etc.) in the mixed-use area.

Describe whether a market based implementation plan for this area has been developed.[3]

(Limit responses to 500 words or less)

[1] Based on Metro's report "Ten Principles for Achieving 2040 Centers."

[2] Metro staff may review the regionally adopted job growth forecasted for the mixed-use area.

[3] A market-based implementation plan is a development strategy based on a market analysis of the location of the center, the market area or geography it serves, service competition from other areas for the target market, land values, density levels, access, price, quality and demand.

Attachment C: Economic and Community Development

For projects serving regionally significant industrial, local industrial and employment areas or inter-modal facilities

Up to twenty points will be awarded for how well a project retains, leverages or complements development of traded-sector jobs based in the area. (20 points)

1. Protection of and readiness of industrial areas for industrial development

A. Progress in protecting an industrial area for industrial uses (5 points)

Does the industrial area have zoning or development code protection of the industrial area or inter-modal facility beyond Title 4 requirements (Those parcels recently brought within the UGB may qualify for these points if the adopted concept plan directs that such protections shall be developed prior to development occurring)? Yes = 5 points, No = 0 points

B. Impact of project on desirability of area for industrial uses (5 points)

Does the candidate project remove a barrier to a Tier B or D industrial parcel that elevates the parcel to Tier A parcel? Yes = 5 points, No = 0 points

(For a description of industrial parcel Tier ranking and maps demonstrating the Tier ranking of industrial parcels, see the Regional Industrial Lands Study available on the Metro web site: www.metro-region.org. Industrial parcels located within one-quarter mile of a road segment with "grossly unacceptable" congestion conditions in the 1999 RTP analysis of the Financially Constrained system were defined as a Tier B or D parcel due to that transportation barrier and other possible factors.)

2. Local economic and job development objectives[1] (10 points)

Describe how this project would help implement or complement key local development plans, economic and other policy objectives. Highlight any traded-sector[2] and high-wage industry business retention or development plans, objectives or policies for the area. For regional policies and objectives, reference the Regional Industrial Lands Study or the MPAC Jobs Subcommittee Final Report.

Describe whether and how public financial tools are available to help implement the key economic and job development objectives (tax abatement programs for locating jobs within an industrial area or job training programs, etc.).

Describe how key associations and/or individuals have demonstrated a commitment to the development of the industrial area, particularly for traded-sector businesses.

(Limit responses to 500 words or less)

[1] Metro staff may consult with Portland State University to analyze the traded-sector relationship to a candidate project as well as analyze the regionally adopted job growth forecasted for the industrial area.

[2] A traded sector business is a business that sells its goods or services in markets for which there is national or international competition. These businesses have the ability to grow faster than the local economy and therefore can grow jobs regardless of local market conditions.

Attachment D: Boulevard Project Checklist

GOAL: Reduce automobile speeds (10 points)

1. Project includes design elements that reduce automobile speeds. (10 points)

a.	Current lane widths are narrowed?	Yes ☐	No ☐
b.	Curb extensions/"squeeze points" are constructed?	Yes ☐	No ☐
c.	On-street parking is permitted?	Yes ☐	No ☐
d.	Corner turn radii are engineered for slower turn movements?	Yes ☐	No ☐
e.	Pedestrian crossings are demarcated with distinct texture/color/platform treatment?	Yes ☐	No ☐
f.	Signals re-timed to progress at slower than current speeds?	Yes ☐	No ☐
g.	Other element(s)?_____	Yes ☐	No ☐

GOAL: Enhance walking, biking and use of transit (15 points)

1. Sidewalks will be widened to 10 feet or more. (5 points) Yes ☐ No ☐

   Candidate projects that are constrained by narrow right of way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk widths including: narrowing travel lanes and center median, elimination of on-street parking on one or both sides of the street and transfer of bike facilities to a parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.

2. Project includes design elements that enhance walking, biking and use of transit. (10 points)

a.	Are transit amenities provided?	Yes ☐	No ☐
b.	Is a landscape buffer provided?	Yes ☐	No ☐
c.	Are pedestrian refuges (curb extensions) installed at crossings?	Yes ☐	No ☐
d.	Is a raised pedestrian refuge in a median installed?	Yes ☐	No ☐
e.	Are pedestrian crossings increased?	Yes ☐	No ☐
f.	Are bike lanes added (on or parallel to facility)?	Yes ☐	No ☐
g.	Are obstructions (e.g., utilities) removed from the primary pedestrian-way?	Yes ☐	No ☐
h.	Are street amenities provided? (e.g., benches, pedestrian scale decorative lights, railings, statuary, brick pavers, etc.)	Yes ☐	No ☐
i.	Are pedestrian crossings marked?	Yes ☐	No ☐
j.	Other elements?	Yes ☐	No ☐

GOAL: Implement proven Green Street elements (10 bonus points)

1. Project includes planting of street trees consistent with the Trees for Green Streets handbook (5 points) Yes ☐ No ☐

2. Project includes any of the "green street" design elements described described in Section 5.3 of the Green Streets handbook. (5 points) Yes ☐ No ☐

GOAL: Improve safety (20 points)

1. Project location has documented safety problem (e.g. accident data shows high incidence of collisions with pedestrians and bicyclists, speeding, etc.) (10 points) Yes ☐ No ☐

2. Project includes design elements to correct safety problems or reduce potential for collisions involving pedestrians and bicyclists. (10 points)

   a. provides sidewalks where none currently exist? Yes ☐ No ☐

   b. reduces motor vehicles speeds (e.g., narrows lane widths, signal timing, reduces corner turn radii, raised intersection treatments)? Yes ☐ No ☐

   c. provides a pedestrian refuge in a raised median Yes ☐ No ☐

   e. consolidates driveways or reduces vehicle turning movements? Yes ☐ No ☐

   f. improves poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard sidewalk width)? Yes ☐ No ☐

   g. provides pedestrian-scale lighting? Yes ☐ No ☐

   h. provides bike lanes on roadway that is designated as "high traffic area through street" or "Caution Area" on Bike There! Map Yes ☐ No ☐

   j. Other elements? _____ Yes ☐ No ☐

Attachment E: Green Street Demonstration Project Checklist

GOAL: Include design elements that will intercept, infiltrate or detain stormwater

1. Project preserves existing trees and/or plants trees consistent with Trees for Green Streets handbook? (See page 17 for tree species and page 56 for planting dimensions) Yes ☐ No ☐
2. Project removes existing impervious surface area? (Retrofit projects only) Yes ☐ No ☐
3. Project sidewalks and/or low traffic areas constructed with pervious material? Yes ☐ No ☐
4. Are curb options consistent with Green Street handbook options? (see pages 53-54) Yes ☐ No ☐
5. Does project use infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) Yes ☐ No ☐
6. Is project area expected to infiltrate/evaporate most small storm events? Yes ☐ No ☐
7. Are soils in project area conducive to infiltration? Yes ☐ No ☐
8. Amount of public right of way with Green Street design features _____ sq. feet

GOAL: Design stream crossings consistent with Green Street handbook guidelines (new construction only)

1. Are hydrolic stream channels of 15 feet or greater on a bridge structure? Yes ☐ No ☐
2. Are hydrolic stream channels of less than 15 feet on a bridge structure or of a stream simulation culvert design? Yes ☐ No ☐
3. Is the spacing between stream crossings consistent with Regional Transportation Plan guidelines? Yes ☐ No ☐

GOAL: Enhance fish passage at barrier culverts

1. Width of hydrolic channel at stream crossing _____ linear feet
2. Is the design solution to barrier culvert is a bridge structure? Yes ☐ No ☐
3. Is the design solution to barrier culvert a stream simulation culvert? Yes ☐ No ☐
4. Is the design solution to barrier culvert a repair or retrofit of fish ladder, jump pools or other passage retrofit? Yes ☐ No ☐

If other, please describe _____

Attachment F: Pedestrian Project Checklist

GOAL: Encourage walking

1. Project completes missing sidewalk link? (5 points) Yes ☐ No ☐
2. Project removes pedestrian obstacles? (5 points)
   a. missing curb ramps Yes ☐ No ☐
   b. greater than 330 feet between pedestrian crossings Yes ☐ No ☐
   c. lack pedestrian refuges Yes ☐ No ☐
   d. sidewalk occluded by utility infrastructure Yes ☐ No ☐
   e. large corner turning radii at intersections Yes ☐ No ☐

GOAL: Improve safety

1. Project location has documented safety problem (e.g. accident data shows high incidence of collisions with pedestrians, speeding, etc.) (10 points) Yes ☐ No ☐
2. Project includes design elements that correct safety problems or reduce potential for collisions with pedestrians:
   a. provides sidewalks where none currently exist? Yes ☐ No ☐
   b. reduces motor vehicles speeds (e.g., curb extensions, signal timing, reduction of corner turn radii)? Yes ☐ No ☐
   c. provides landscaped pedestrian buffer? Yes ☐ No ☐
   d. provides marked pedestrian crossings? Yes ☐ No ☐
   e. consolidates driveways or reduces vehicle turning movements? Yes ☐ No ☐
   f. improves poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, substandard sidewalk width) Yes ☐ No ☐
   g. provides pedestrian-scale lighting Yes ☐ No ☐
   h. Other elements? (such as improving sight distance at crossing locations, providing pedestrian refuge in raised median) Yes ☐ No ☐

Appendix 4

Summary of Public Involvement Procedures and Comments

December 2004

Public Comment Report

Executive Summary

Metropolitan Transportation Improvement Program (MTIP)

Transportation Priorities 2006-09
Investing in the 2040 Growth Concept

METRO
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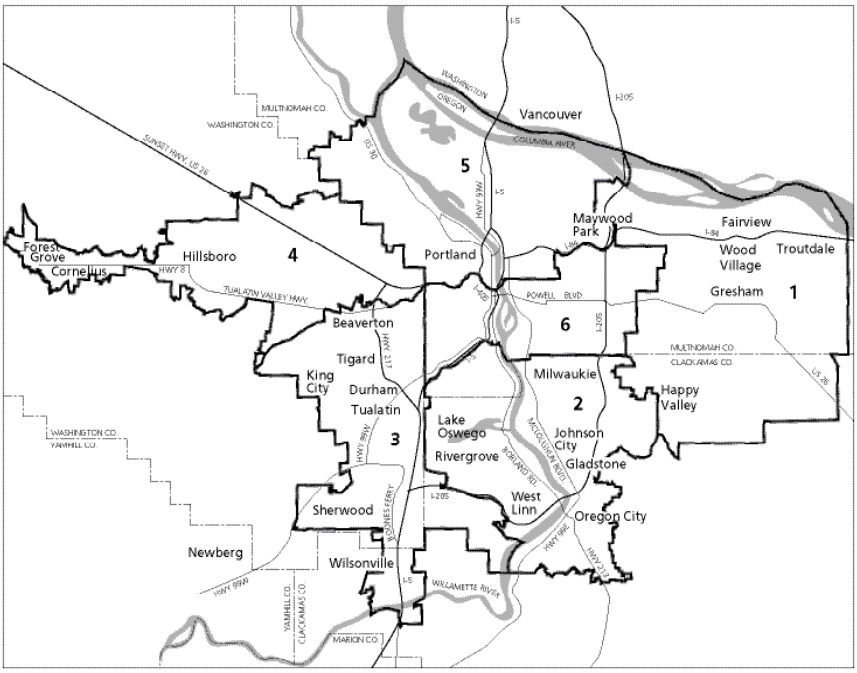

Council districts

Overview of Public Comments
December 2004

This executive report provides a summary of public comments received on project and program funding applications for the Transportation Priorities 2006-09, Metropolitan Transportation Improvement Program (MTIP). All comments received during the public comment period, October 15 – December 6, 2004, are summarized.

Transportation Priorities 2006-09, Investing in the 2040 Growth Concept, is a regional transportation funding program that identifies the highest priority projects to be constructed, or programs to be funded, with federal transportation revenues over the next four years. Local jurisdictions and partners submitted transportation project applications by June 30, 2004 for funding consideration. Eligible projects include road reconstruction and capacity projects, transit improvements, bridge replacement, boulevards, pedestrian improvements, bike and trail paths, green streets, freight, TOD and planning projects.

Four public comment "listening posts" were held in October in Portland, Oregon City, Gresham and Beaverton to give residents the opportunity to speak directly to decision-makers. Other comments were received in the form of letters, e-mail, comment forms, post cards, faxes, petitions, web site responses and telephone hotline. The website comment option recorded 408 comments during the comment period. In addition to comments, petitions were received on the Powerline Trail (North) project totaling 320 signatures.

The Metro Council will hold a public hearing on the draft final project list, tentatively set for Thursday, Feb. 17, 2005. (Please confirm the date and time with the Council Office, (503) 797-1540, or check the web site at www.metro-region.org.)

Comments in General

The residents of the region spoke out in large numbers during the comment period. The number and wide range of comments indicates a continuing interest in the entire regional transportation system.

More than 1,200 comments were received from residents and business owners around the region on the proposed transportation projects. A wide range of projects received comments, with the Sellwood Bridge Replacement Study and the Springwater Trail: Sellwood Gap receiving the most attention.

Other Bike/Trail projects, including the Powerline Trail (North) and the Trolley Trail, also received a large amount of comments. Many Pedestrian, Road Reconstruction and Planning projects received a significant number of pedestrian comments, as well.

The comments indicate public interest in every facet of transportation improvement throughout the region. The need for safety and revitalization were often cited as reasons for supporting transportation projects. Access to nature was another theme relating to trails and multi-use paths. Economic development was cited for freight and road projects.

Summary of Comments by Mode

A total of 1,209 comments were received on the 2006-09 MTIP proposed transportation projects.

Large Bridge Project

A total of 108 comments were received on the **Sellwood Bridge Replacement Study**, with all but one in favor of a new bridge for safer cycling, walking and driving, and more efficient freight routing. The bridge was called "a death trap waiting to happen for cyclists" and vital for transportation connections. Some people wanted a new bridge in a new location, and one person thought the existing bridge should be preserved and widened. All comments agreed that there was an urgent need to do something about the dangerous condition of the Sellwood Bridge.

Bike/Trail Projects

The bike/trail project category received 353 comments, the most comments of any mode category. Comments related to safety and connectivity of multi-use trails in the region.

The Springwater Trail Sellwood Gap: SE 19th to SE Umatilla multi-use trail project received 107 comments, all but one in favor of the project. Many comments related to the elimination of dangerous road crossings on the trail. Cyclists and walkers expressed delight with the trail and their desire to close the gaps for easier, safer trail connections.

The Powerline Trail (North): Schuepback Park to Burntwood Drive in Beaverton received 65 comments in favor of continuing this important multi-use trail in a growing area with few parks. The trail was seen as a vital corridor linking homes, shopping and transit while protecting greenspaces and wildlife. In addition, petitions totaling 320 signatures were received in favor of funding this trail project.

The Trolley Trail: Arista to Glen Echo received 57 comments, all but one in favor of completion of this "long awaited" project. Comments mentioned the need for a safe, usable year-around linear park that would foster pride in the community and a leave a legacy for generations. It was also seen as a boon to Milwaukie Center revival.

The Marine Drive Bike Lanes and Trail Gaps: 6th to 185th Avenue project received 47 comments. Most comments were from cyclists who would use it more if proposed safety improvements were made. The trail was seen as providing scenic access along the Columbia River. It could be one of the best in Portland, if improved.

The Rock Creek Trail: Orchard Park to Wilkens project received 26 favorable comments. This trail is seen as the spine of the trail network in Hillsboro; greatly needed in a dense and growing area. It would connect neighborhoods to employment, shopping, light rail, parks and a new library.

The Springwater Trailhead at Main City Park received 21 comments in favor of providing needed facilities and connections to the Springwater Trail and light rail. It would provide a critical missing link in the path network.

The Powerline Trail (South): Barrows to Beef Bend Road project received 16 favorable comments. This trail is seen as providing an important multi-use corridor in an area lacking parks, sidewalks and north/south routes.

Pedestrian Projects

All pedestrian projects received 158 comments relating to safety and pedestrian links.

The Capitol Highway: Multnomah to Taylors Ferry project received 59 comments asking for relief from a congested area devoid of paved sidewalks or shoulders on the roads. Safety was seen as a problem for walkers and cyclists, now using a dirt "goat" path. The path is seen as a vital link to schools, shopping, recreation and residential areas. One person said improving this path was a misuse of government funds.

The Milwaukie Town Center: Main/Harrison/21st project received 48 favorable comments. Most were printed postcards that requested funding for a project that enhances the town center's livability and creates a pedestrian link to nearby parks. Some comments stressed safety improvements needed to reduce risks and improve mobility.

The Tacoma Street: 6th to 21st Avenue project received 21 comments, most in favor of further improving safety and aesthetics on this street for pedestrians and bicyclists. Three comments were against this project, partly because of proposed curb extensions.

Road Reconstruction Projects

All road reconstruction projects received 101 comments, with the most interest in Lake Road and Naito Parkway improvements.

The Lake Road: 21st to Hwy 224 project received 57 comments in favor of safety improvements to improve driving conditions and protect children with sidewalks and bike lanes. This project was seen as a multi-modal link that would help revive Milwaukie and improve connections to Clackamas Regional Center.

The Naito Parkway: NW Davis to SW Market project received 25 comments, most in favor of reconstructing this street. Most comments expressed the need for street repair, sidewalks and bike lanes to increase traffic flow in an important part of downtown Portland next to Waterfront Park.

Boulevard Projects

All boulevard projects received 84 comments, with Burnside Street receiving the most comments for improvements leading to economic development and greater access.

The **Burnside Street: Bridge to E. 14th project** received 44 comments, most in support of safety improvements for cyclists, walkers and autos. One person stated the need to transform the area into a Gateway to the City, called for in the Central City Plan. Others supported the project as important to business and economic growth. A few comments against the project called for traffic calming signals for bikes, and adjacent one-way streets.

The **Cornell Road: Saltzman to 119th project** received 20 favorable comments to help make it safer for bikes. One person said it was a miserable intersection that needed high priority funding. Others said the street had dangerous traffic with no bike lanes. Safe, healthy bike routes were requested for westside cycling.

The **Killingsworth: 1-5 Overpass & N Commercial to NE MLK project** received 16 comments, most in favor of improving the safety and access of this "long ignored" street. The project was seen as filling a missing link and promoting further residential and commercial growth in the area. One comment was against curb extensions.

Planning Projects

All planning projects received 142 comments relating to the need for further planning for freight, trails, livable streets, bike information and transit.

Bike Model and Interactive Map Regionwide received 43 comments, most in favor of the "Map Quest for bikes" project. Comments highlighted the usefulness as roads change; the convenience of trip planning and the assistance in finding safer routes. One person said it is a great, low cost idea. One comment said it is not a priority because it is not hard to read a paper map.

The **Willamette Shoreline – Hwy 43 Transit project** received 39 comments, most in favor of funding this planning project. Bicyclists support the project for more bike lanes and less car traffic to dodge on Hwy. 43. This corridor is seen as being at or near capacity, with traffic increasing with development. Action is seen as critical for safety and access between the South Waterfront area and Lake Oswego. One person said there is little support in Lake Oswego for a rail line.

Multi-Use Path Master Plans, Lake Oswego to Milwaukie received 36 comments in favor of this planning project. Most comments wanted essential links in the trails system for livability, access, safety and recreation opportunities. A non-motorized river crossing was requested between Lake Oswego and Milwaukie.

Transit Projects

All transit projects received 72 comments regarding the need for transportation links and access around the region.

The **Eastside Streetcar project** received 24 comments, most in support of the streetcar line for livability, access and economic development throughout the Central Eastside area, including Lloyd Center, Oregon Convention Center and OMSI. Comments against the project said it would increase auto congestion and it ignored the Hawthorne Bridge as a more cost-effective crossing.

South Metro Amtrak Station received 18 comments, most in favor of the enhancements to the existing train station and increased parking space. The project is seen as important for improving the popularity of Amtrak and supporting rail transport. Comments against the project stated that Amtrak should fund it and questioned whether it would ease auto congestion.

Transit Oriented Development Projects

All TOD projects received 74 comments, most with praise for the program for helping to fund mixed-use transit-oriented projects around the region.

The **Regional TOD Urban Center Program** received 24 comments in support of mixed-use projects in urban centers but not along light rail. One small developer was very happy with TOD as "a smart way to get smart growth."

The **Regional TOD LRT Station Area Program** received 25 comments, almost all in support of this tool to develop higher density projects and promote creative land development.

Freight Projects

Fifty-four comments were received on the freight projects, with the N. Leadbetter Extension, Kinsman Road Extension and the Freight Data Collection projects each receiving 12 comments. Most comments requested completion of the projects for safety and better freight movement.

Road Capacity Projects

All the road capacity projects received 40 comments, with the most comments (13) in support of the SE 172nd Ave. Phase I: Sunnyside to Hwy 212 project to increase traffic flow and aid economic development in the area.

Green Streets Projects

Fifteen comments were received on the Green Streets projects, with the most comments (11) on the NE Cully Boulevard project, which was seen as unsafe and in need of sidewalks for school children.

Regional Travel Options Projects

Eight comments were received on the Regional Travel Options programs and projects. The Three Travel Smart projects received 5 comments and the RTO Base program received 2 comments.

General Comments

Some comments and suggestions were received that did not relate to a specific MTIP project. A total of 33 comments were general in nature. Some requested making bike paths and lanes safer and supporting bike commuters. Other comments related to the need for repairing and expanding roads for auto and freight movement.

March 9, 2005

Transportation Priorities 2006-09
Investing in the 2040 Growth Concept

Draft

Final Public Comment Report

Executive Summary

Metropolitan Transportation Improvement Program (MTIP)

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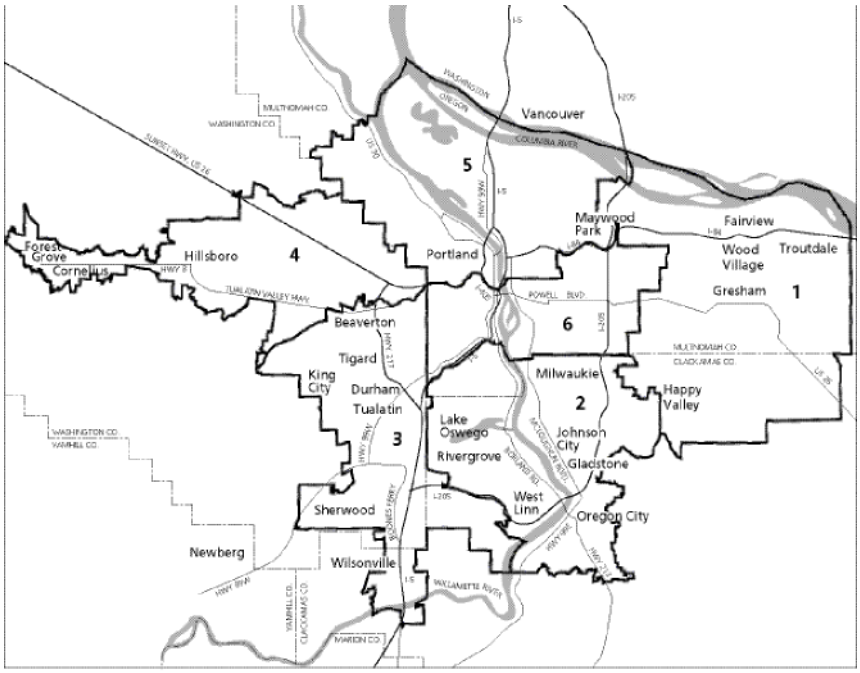


Council districts

Transportation Priorities 2006-09
Draft Final Public Comment Report
Executive Summary
March 9, 2005

Overview of Public Comments

This report provides a summary of final public comments received on project and program funding applications for the Transportation Priorities 2006-09, Metropolitan Transportation Improvement Program (MTIP). Comments that were received during the final public comment period, December 7, 2004 – February 22, 2005, are included in this summary. A few comments, from November and early December 2004, that missed the printing of the January public comment report, are included in this summary report.

The January 2005 public comment report summarized comments received during the official 45-day public comment period (October 15 – December 6, 2004) on projects recommended for further consideration. This draft public comment report summarizes comments received since that time and since the release of a recommendation by the Transportation Policy Alternatives Committee (TPAC). The complete timeline of meetings and decision points follows this report.

Transportation Priorities 2006-09, Investing in the 2040 Growth Concept, is a regional transportation funding program that identifies the highest priority projects to be constructed, or programs to be funded, with federal transportation revenues over the next four years. Local jurisdictions and partners submitted transportation project applications by June 30, 2004 for funding consideration. Eligible projects include road reconstruction and capacity projects, transit improvements, bridge replacement study, boulevards, pedestrian improvements, bike and trail paths, green streets, freight, Transit-Oriented Development (TOD) and planning projects.

During this final public comment period, a public hearing was held at Metro on February 17, 2005. More than 80 citizens spoke directly to members of the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT). In addition to this testimony, comments were received in the form of letters, e-mails, post cards, faxes, comment cards and telephone.

The Metro Council is scheduled to take final action on transportation project funding at their regular meeting on Thursday, March 24, 2005. The Council will consider Resolution #05-3529, for the purpose of allocating $62.2 million of Transportation Priorities funding for federal fiscal years 2008 and 2009, pending air quality conformity determination. (Please confirm the date and time with the Council Office, (503) 797-1540, or check the Metro web site calendar at www.metro-region.org).

The Final Public Comment Report will be published prior to the Metro Council meeting. For a copy, call Metro at (503) 797-1839 or check the Metro web site.

Comments in General

The wide range of comments received indicates broad interest in improving the entire regional transportation system, especially the Bike/Trail projects and Transit-Oriented Development programs.

A total of 274 comments were received from residents, governments and business owners around the region during the final public comment period. Bike and trail projects received the most comments per mode, with the Powerline Trail (North) in Beaverton receiving the largest number of comments of any project. The Transit-Oriented (TOD) program received a considerable number of comments, as well, with the Regional TOD Urban Center Program receiving the most attention.

Comments indicate significant public interest in most facets of transportation improvement throughout the region. Reasons cited in many citizen comments included safety concerns, need for revitalization, access to nature, need for trail gap closures and connections, and need for economic development.

Summary of Comments by Project Mode

Bike/Trail Projects

The bike/trail project category received 101 favorable comments, the most comments of any mode category. Comments related to the need for safety, connectivity, access to nature and ability to commute by bike.

The **Powerline Trail (North)** in Beaverton received the most favorable comments (41) in this category. Most were from residents who wanted to close gaps in the trail in a fast-developing area. The trail was seen as a vital north/south corridor for pedestrians and bikers, with the potential to protect greenspaces for wildlife.

The **Springwater Trail – Sellwood Gap: SE 19th to SE Umatilla** project received a considerable number of favorable comments (18). Most comments requested the elimination of dangerous road crossings on the trail. Many bikers and walkers were happy with the off-road trail and wanted easier and safer trail connections.

The **Marine Drive Bike Lanes & Trail Gaps: 6th Avenue to 185 Avenue** project drew 17 favorable comments. Most were from bicyclers who wanted a safer bike lane on Marine Drive. It is seen as a scenic route for recreation as well as commuting.
Rock Creek Trail: Orchard Park to NW Wilkens received 14 favorable comments. The trail is important to Hillsboro residents, who say the trail network is needed in a dense and growing area.

Other favorable comments were received on the **Trolley Trail: Arista to Glen Echo** (3), **MAX Multi-Use Path** (2), **Jennifer Street: 106th to 122nd** (1), and the **Powerline Trail (South)** in Tigard (3). The **Springwater Trailhead at Main City Park** received 1 favorable comment.

Transit-Oriented Development (TOD)

The TOD category received a total of 37 favorable comments in the final comment period, most praising the program for encouraging mixed-use, transit-oriented development projects that help support the economy.

Most comments (20) related to the **Regional TOD Urban Center Program**, which is seen as a valuable tool for helping to fund and develop mixed-use projects in urban centers around the region.

The **Regional TOD Light Rail Transit Station Area Program** received 8 favorable comments and the **Gateway Transit Center Redevelopment** received 4 favorable comments. The **Site Acquisition: Beaverton Regional Center** project received 3 comments. **TOD Implementation** received 2 comments.

Pedestrian Projects

The Pedestrian project category received 29 favorable comments, primarily for the Milwaukie Town Center and the Capitol Highway improvements. Safety and better access for pedestrians and bicyclists were cited as reasons for support.

The **Milwaukie Town Center: Main/Harrison/21st** project received 12 favorable comments, many in the form of printed postcards requesting funding to enhance the town center's livability and create a pedestrian link to nearby parks. Some comments included safety improvements and improved mobility.

The **Capitol Highway: Multnomah to Taylors Ferry project** received 12 favorable comments, describing their current condition as an unsafe "goat path" that becomes muddy in the rain. The new path is seen as a vital link between schools, shopping, recreation and residences.

Other projects supported by favorable comments included the **Tacoma Street: 6th to 21st** project (2 comments), the **ODOT Preservation Supplement - Powell: 50th to I-205** (2 comments), and the **SE Hawthorne: 20th to 50th** project (1 comment).

Road Reconstruction

The projects in the Road Reconstruction category received 21 comments, most in favor of the **Lake Road Reconstruction** (11) and the **10th Avenue @ Hwy.8 Intersections** (7). The **Cleveland Street Reconstruction** project received 3 comments. Most comments requested safety improvements to reduce traffic congestion and aid biking and walking.

Transit Projects

The Transit project category also received 21 comments, with the most in favor of the **Eastside Streetcar** (13) for livability, access and economic development in the Central Eastside area.

Other comments favored the **South Metro Amtrak Station Phase II** (5), the **I-205 LRT, Commuter Rail, S. Waterfront Streetcar** (2) and the **Ash Street Extension** (1).

Road Capacity

The Road Capacity category received a total of 19 comments, with the most comments in favor of the **SE 172nd Avenue Phase I: Sunnyside to Hwy 212** project (14). Reasons for supporting the projects included access to jobs for economic development and the need for safety upgrades.

Other comments favored the **Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection** (3), **Boones Ferry Road at Lanewood Street** (1) and the **Clackamas County ITS** project (1).

Planning Projects

The total comments for all Planning projects numbered 13, with the most comments favoring the **Willamette Shoreline – Hwy 43 analysis** (9). One comment was against the Willamette Shoreline project, stating that there was little support for the streetcar and a bike access study was needed.

Other favorable comments included the **Milwaukie LRT Supplemental EIS** (2), the **Multi-Use Path Master Plans (**1) and the **I-205/Hwy 213 Interchange Reconnaissance Study** (1).

Freight Projects

A total of 11 comments were received in favor of various freight projects, with the most comments (7) in favor of the **N. Leadbetter Extension** for better freight movement, less auto congestion and improved safety conditions.

Other favorable comments were received in favor of the **Kinsman Road Extension** (2), the **N. Lombard Slough Overcrossing** (1) and the **Freight Data Collection** project (1).

Green Streets Projects

A total of 7 favorable comments were received on one Green Street project: the **NE Cully Boulevard: Prescott to Killingsworth** improvements. Cully was said to be a former Indian trail that now needs sidewalks for school children and safer traffic conditions.

Regional Travel Options

The Regional Travel Options (RTO) category received a total of 6 favorable comments, with 4 for the **RTO Base Program** and 2 supporting funding of the **TravelSmart Projects**.

Large Bridge Category

The **Sellwood Bridge Replacement study** received 4 favorable comments, asking for a safer river crossing for cyclists and cars.

Boulevard Projects

Five favorable comments were received in the Boulevard category. Two comments were in favor of the **Burnside Street: Bridge to W. 14th** project and three comments for the **Killingsworth: I-5 Overpass and N. Commercial to NE MLK** project.

General Comments

Twelve general comments were received, most in favor of bike/trail projects, freight projects and transit. One comment was against more alternatives in Washington County, as they would not improve vehicular traffic. Another comment requested improved non-road alternatives to reduce autos.

One comment consisted of two newspaper articles linking transportation to global warming. Another comment suggested the use of mini-buses to take passengers from the suburbs to the city to cut traffic congestion. Support for I-5 corridor rail projects was requested, also.

Transportation Priorities 2006-09 timeline and decision schedule

Feb. – Mar. 2004	Policy direction finalized
April 7	Metro Committee for Citizen Involvement reviews Public Involvement plan
April 9	Transportation project solicitation begins
June 30	Deadline for project applications
July	Technical rankings developed
August	MTIP subcommittee review of technical rankings
Aug. 27	Transportation Policy Alternatives Committee (TPAC) review of technical rankings and list of projects recommended for public discussion
Sept. 9	Joint Policy Advisory Committee on Transportation (JPACT) review of technical rankings and list of projects recommended for public discussion
Sept. 21	Metro Council work session to review technical rankings and list of projects recommended for public discussion
Sept. 24	TPAC action on list of projects recommended for public discussion
Oct. 14	JPACT action on list of projects recommended for public discussion
Oct. 15	Public comment period begins on list of projects recommended for public discussion
Oct. 25	Public Listening Post, 4 to 8 p.m., Metro, Portland
Oct. 26	Public Listening Post, 5 to 8 p.m., Pioneer Community Center, Oregon City
Oct. 27	Public Listening Post, 5 to 8 p.m., Multnomah County East Building, Gresham
Oct. 28	Public Listening Post, 5 to 8 p.m., Beaverton Resource Center, Beaverton
Dec. 6	Public comment period ends on list of projects recommended for public discussion
Dec. 14	Metro Council work session to provide policy direction on narrowing initial list of recommendations to develop final program that matches available federal revenue

Jan. 7, 2005	TPAC - policy options for narrowing to Final Cut List
Jan. 18	Metro Council work session - policy discussion and direction to staff on narrowing to Final Cut List
Jan. 20	JPACT action on policy direction to staff on narrowing to Final Cut List
Jan. 28	TPAC discussion and potential action on Final Cut List
Feb. 4	TPAC action on Final Cut List
Feb. 10	JPACT briefing on TPAC recommendation
Feb. 17	Joint JPACT/Metro Council public hearing on draft Final Cut List at 5 p.m. in Metro Council Chamber
Mar. 3	Metro Council meeting on Final Cut List briefing and Council communication to JPACT members
Mar. 15	Metro Council work session on Final Cut List briefing and Council communication to JPACT members
Mar. 17	JPACT action on Final Cut List, pending air quality analysis
Mar. 24	Council action on Final Cut List, pending air quality analysis
April – June	Programming of funds and air quality conformity analysis
July	Public review of draft MTIP with air quality conformity analysis
August	Adopt Transportation Priorities 2006-09 MTIP program, including ODOT Metro Area STIP and federal transit funding; submit to governor and USDOT for concurrence
September	Receive concurrence from USDOT
October	Obligation of FFY 2006 federal funding eligible to begin

Appendix 5

2004 Regional Transportation Plan:
Resolution 03-3380A
Ordinance 04-1045A
US DOT letter certifying conformity
(March 5, 2004)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATION OF THE 2004 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN TO MEET FEDERAL PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 03-3380A Introduced by Councilor Park

WHEREAS, federal law requires Metro to demonstrate every three years that its Regional Transportation Plan ("RTP") conforms to the Clean Air Act; and

WHEREAS, the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency last found the RTP to conform to the requirements of the Clean Air Act on January 26, 2001; and

WHREAS, federal transportation planning rules require Metro, as the Metropolitan Planning Organization ("MPO"), to identify a MPO Planning Boundary; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a public review period that began October 31, 2003, and ended December 10, 2003; and

WHEREAS, the Council held a public hearing on the 2004 RTP on December 4, 2003; now therefore,

BE IT RESOLVED that the Metro Council:

1. The 2004 Regional Transportation Plan ("RTP") shall be the federal Metropolitan Transportation Plan.

2. The map in Part 1 (Policy Update) of the 2004 Regional Transportation Plan Update shall be the Metropolitan Planning Organization Planning Area Boundary for purposes of the federal Metropolitan Transportation Plan.

3. The Chief Operating Officer shall revise the 2004 RTP, attached and incorporated into this resolution as Exhibit A (Parts 1, 2, and 3), as recommended by the Transportation Planning Advisory Committee to the Joint Policy Advisory Committee in "Summary of Public Comments: Receive October 31, 2003 through December 4, 2003," dated December 5, 2003, attached and incorporated into this resolution as Exhibit B, and in "Supplemental Public Comments: Received December 5, 2003 through December 10, 2003," dated December 11, 2003, attached and incorporated into this resolution as Exhibit C.

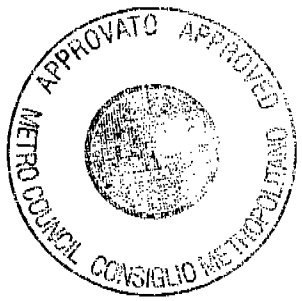
4. The Chief Operating Officer shall submit this resolution, the 2004 RTP and Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination), upon its adoption by the Council, to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) and the U.S. Environmental Protection Agency prior to January 26, 2004, for review for acknowledgement that these documents conform with the requirements of the Clean Air Act.

ADOPTED by the Metro Council this 11th day of December 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



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OMA/RPB/kvw (12/11/03)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN ("RTP") FOR CONSISTENCY WITH THE 2004 INTERIM FEDERAL RTP AND STATEWIDE PLANNING GOALS	)))))	ORDINANCE NO. 04-1045A Introduced by Councilor Rod Park

WHEREAS, the Metro Council approved the 2000 RTP by Ordinance No. 00-869A (For the Purpose of Adopting the 2000 Regional Transportation Plan) on August 10, 2000 as the regional "Transportation System Plan" ("TSP") required by state Goal 12 through the statewide planning Goal 12 through the state Transportation Planning Rule ("TPR"); and

WHEREAS, a key purpose of the regional TSP is to define a system of transportation facilities and services adequate to meet transportations needs and support planned land uses set forth in the 2040 Growth Concept, consistent with the requirements of other statewide planning goals; and

WHEREAS, the Land Conservation and Development Commission approved and acknowledged the 2000 RTP and 2020 Priority System on July 9, 2001, as the regional TSP for the Portland metropolitan region until the next RTP update; and

WHEREAS, the Metro Council directed that the 2004 update to the RTP be narrowed in scope to only address federal planning requirements and approved the 2004 Interim Federal RTP by Resolution No. 03-3380A (For the Purpose of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements) on December 11, 2003; and

WHEREAS, as a follow-up to the 2004 update, Exhibit "A" identifies consistency amendments to the 2000 RTP to address statewide planning goals and implement the 2004 Interim Federal RTP in anticipation of a major review of RTP policies and projects to be completed by 2007; and

WHEREAS, no major changes to policies and projects are proposed in Exhibit "A"; and

WHEREAS, cities and counties in the region have made amendments to their transportation systems plans in order to comply with Metro's 2000 RTP, and these TSP amendments have generated proposed amendments to the functional system maps in the RTP, new transportation projects and studies and changes in the location, description, cost or timing of previously approved projects; and

WHEREAS, Metro and cities and counties of the region have completed corridor studies and comprehensive planning pursuant to Title 11 of the Urban Growth Management Functional Plan, since adoption of the 2000 RTP, and these plans have generated proposed technical amendments to Chapter 6 (Implementation) of the RTP; and

WHEREAS, the Metro Council has received and considered the advice of its Joint Policy Advisory Committee on Transportation and its Metro Policy Advisory Committee, and all proposed amendments identified in Exhibit "A" have been the subject of a 45-day public review period; and

WHEREAS, the Metro Council held public hearings on amendments to the 2000 RTP identified in Exhibit "A" on May 13 and July 8, 2004; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Text and maps in Chapter 2 (Transportation) of the Regional Framework Plan ("RFP"), and Chapter 1 (Regional Transportation Policy) and Chapter 3 (Growth and the Preferred System) of the 2000 RTP are hereby amended as set forth in Part 1 (Policy Amendments) of Exhibit "A", attached and incorporated into this ordinance.

2. Text and maps in Chapter 5 of the 2000 RTP are hereby amended as set forth in Part 2 (Project Amendments) of Exhibit "A" to identify the scope and nature of the proposed transportation improvements that address the 20-year needs.

3. Text in Chapter 6 (Implementation) of the 2000 RTP is hereby amended as set forth in Part 3 (Technical Amendments) of Exhibit "A" to demonstrate regional compliance with state and federal planning requirements and establish regional TSP and functional requirements for city and county comprehensive plans and local TSPs.

4. Metro's 2000 RTP and these amendments to it, together with Titles 2 and 10 of the Urban Growth Management Functional Plan, comprise Metro's 2000 RTP, adopted as the regional functional plan for transportation under ORS 268.390, and the regional transportation system plan required by state planning law.

5. The Findings of Fact and Conclusions of Law in Exhibit "~~C~~B", attached and incorporated into this ordinance, explain how these amendments to the RTP comply with state transportation and land use planning laws and the RFP.

ADOPTED by the Metro Council this 8th day of July, 2004.

David Bragdon, Council President

ATTEST: Approved as to Form:

Christina Billington, Recording Secretary Daniel B. Cooper, Metro Attorney

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region X
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

March 5, 2004
IN REPLY REFER TO
HPL.3-OR
90.220

Mr. David Bragdon
President
Metro Council
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

RE: Conformity Determination for the Fiscal Year 2004 Regional Transportation Plan (RTP) and Fiscal Year 2004-2007 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Bragdon:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Portland Metro local conformity determination for the Fiscal Year (FY) 2004 RTP and FY 2004-2007 MTIP. A joint FHWA/FTA air quality conformity determination for the RTP and the TIP is required by *Section 93.104* of the Environmental Protection Agency's (EPA) August 15, 1997, *Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule, 40 CFR Parts 51 and 93 (Transportation Conformity Rule)* and the FHWA/FTA Metropolitan Planning *Rule, 23 CFR 450.* Our USDOT conformity determination is based upon Metro's conformity determination analysis and documentation submitted to our offices, by your March 4, 2004, letter and attachments, as well as supplemental documentation.

The Metro Council and Joint Policy Advisory Committee on Transportation adopted the local conformity determination on the FY 2004 RTP and FY 2004-2007 MTIP on March 4, 2004. The local conformity analysis and supplemental documentation provided by Metro indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY 2004 RTP and the FY 2004-2007 MTIP conform to the applicable state implementation plan in accordance with: *40 CFR Parts 51 and 93*; the January 2, 2002, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*; and, the EPA's May 14, 1999, *Conformity Guidance on Implementation of the March 2, 1999, Conformity Court Decision*. This USDOT conformity determination has been developed in accordance with *Oregon Administrative Rule (OAR) Chapter 340 Division 252, Transportation Conformity*, which defines the procedures and frequency for demonstrating conformity within the State of Oregon. This federal conformity determination was made after consultation with EPA Region X, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA/FTA air quality conformity determination for Metro's FY 2004 RTP and FY 2004-2007 MTIP. If you have any questions regarding this federal conformity finding, please contact Michelle Eraut, FHWA, at (503) 587-4716 or Jennifer Bowman, FTA, at (206) 220-7953.

Sincerely,

David O. Cox
Division Administrator
Federal Highway Administration

R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

FTA	(Rebecca Reyes-Alicea, Jennifer Bowman)
EPA	(Wayne Elson)
ODOT	(Jill Vosper, STIP Manager)
	(Vince Carrow, Environment)
	(Matthew Garrett, Region 1)
DEQ	(Dave Nordberg)
METRO	(Andy Cotugno)

ME/ma

Appendix 6

Environmental Justice Report

The Transportation Priorities 2006-09 program, administered by Metro, allocates the expected federal transportation funding from the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) to transportation agencies in the Portland metropolitan region. As these are programs and activities associated with Federal aid, the program activities must comply with Title VI of the 1964 Civil Rights Act and the Civil Rights Restoration Act of 1987 as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21. These activities also must comply with Executive Order 12898 of 1994 for Environmental Justice.

The current allocation process chose from 73 applications totaling $130 million in costs to select projects and programs constrained to projected revenues in the years 2008 and 2009 of $60.5 million.

The program reviewed and updated the program objectives and the technical evaluation process. Upon completion of this review, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the program objectives.

Application materials were updated to measure or describe the potential impacts or benefits of a particular project on the program objectives. Four geographic sub-areas of the region were provided targets for a cost amount of projects or programs for which they could apply and the agencies submitted project applications in July 2004.

Agencies were required to have met strict public involvement requirements for the projects and programs for which they were applying for funds (see Appendix 4). The project or program had to be derived from and adopted in a transportation plan that met minimum requirements for public outreach. This ensured that the local community had an opportunity to participate in the decision process that defined the scope and need of each candidate project. An additional outreach requirement was that the governing board of the sponsoring agency adopt at a public meeting a statement indicating that the candidate project applications were their local priority local for Transportation Priorities 2006-09 funding.

Metro staff then completed a technical analysis and summary of qualitative issues on each of the project applications (other than planning study applications). To inform the decision process on environmental justice issues, an analysis was completed on the number and percentage of low-income and minority and ethnic populations in the areas surrounding the applicant projects. Summary tables of this analysis are attached as Tables 1 and 2 respectively.

Projects near populations with 35 – 45% of persons living at less than two times the federal poverty level were identified as impacting moderate concentrations of low-income populations while projects near populations with 45% or more persons living at less than two times the federal poverty level were identifies as impacting high concentrations low-income populations. Projects were also identified that had concentrations of populations greater than 2.5 times the regional average population of

Black, American Indian or Alaskan Native, Asian minority race or Hispanic origin in the area surrounding the project.

Projects were also identified that had concentrations of low-income population in the area surrounding the project. Low-income was defined as an annual income of up to two times the federal poverty level. Projects that had moderate (35% to 45% of the area population at less than two times the poverty level) and high concentrations (45% or more of the area population at less than two times the poverty level) were identified. The data tables for the applicant projects are attached as Exhibits B1 and B2.

Notes about the potential benefits and impacts to the populations by these projects were provided on the technical summary sheets were distributed at all public meetings and to decision makers. Display maps indicating which projects have potential benefits or impacts are also displayed at all public meetings and provided in hand-out form.

This information was then used as a condition of approval of funding to the project applicants that may have a benefit or impact to a minority, origin or low-income population. Projects in a design or preliminary engineering phase are required to demonstrate that outreach and opportunities to participate in project design will be provided to the affected population. For construction projects, applicants are required to notify and make aware of construction mitigation choices to the affected population. These conditions of approval are provided in Appendix 7 of this MTIP document. Applicant jurisdictions must demonstrate compliance with or its plan to comply with the conditions of approval prior to Metro staff approving the project prospectus. Approval of the project prospectus must occur for the agency to be designated eligible to receive reimbursement of project costs.

Of the seventy three project applications, fifty were projects in a specific location that could impact a potential concentration of low-income, minority or ethnic population. Of the fifty projects, four were identified as potentially affecting a significant concentration of low-income persons while another eight projects were identified as potentially affecting a moderate concentration of low-income persons. Of the four projects potentially impacting a significant concentration of low-income persons, three were selected for programming of funds. Of the eight projects potentially impacting a moderate concentration of low-income persons, three were selected for funding with an additional project selected funding on the condition federal authorization amounts are adequate to ensure funding of all selected projects.

Of the projects selected for funding that may impact concentrations of low-income populations, only the Rose Biggi Boulevard project would have any displacements of private property associated with its construction. The displacement would be partial displacement of a commercial parking lot and is therefore not foreseen to have a negative impact on the low-income population in the vicinity of the project. None of the projects are known or expected to have any other negative impacts other than temporary noise and detour activities associated with project construction. When completed, the projects are

expected to have positive impacts associated with improved transportation services they will provide to the area.

Of the fifty projects that would be in a specific location, six would potentially impact significant concentrations of Black persons, one would potentially impact a significant concentration of American Indian/Alaskan Native persons, and nine would potentially impact significant concentrations of Hispanic populations.

Of the six projects potentially impacting significant concentrations of Black persons, four were selected for funding. Of those projects, none are known or expected to have any negative impacts other than temporary noise and detour activities associated with project construction. When completed, the projects are expected to have positive impacts associated with improved transportation services they will provide to the area.

The project potentially impacting a significant concentration of American Indian/Alaskan Native persons was selected for funding. It is not known or expected to have any negative impacts other than temporary noise and detour activities associated with project construction. When completed, the project, the Burnside Boulevard project is expected to have positive impacts associated with improved transportation services it will provide to the area.

Of the nine projects potentially impacting significant concentrations of Hispanic persons, three were selected for funding with an additional project selected funding on the condition federal authorization amounts are adequate to ensure funding of all selected projects. Of those projects, only the Rose Biggi Boulevard project would have any displacements of private property associated with its construction. The displacement would be partial displacement of a commercial parking lot and is therefore not foreseen to have a negative impact on the Hispanic population in the vicinity of the project. Of the other three projects, none are known or expected to have any negative impacts other than temporary noise and detour activities associated with project construction. When completed, the projects are expected to have positive impacts associated with improved transportation services they will provide to the area.

Table 1

Low-Income Populations Near Applicant Projects

Projects	Total Population	2X Poverty Level Income or Less	
Bd1051 - E Burnside (PE)	1462	780	53%
Bd1260 - Killingsworth Street	6998	3331	48%
Bd3020 - SW Rose Biggi	3434	1550	45%
Bd3169 - E Baseline	10917	3506	32%
Bd3184 - NW Cornell Road (PE & ROW)	2452	316	13%
Bk1009 - Springwater Trail: Sellwood Gap (PE/ROW)	4989	1200	24%
Bk2052 - MAX Multi-use path	9651	3990	41%
Bk2055 - Springwater Trailhead	1310	173	13%
Bk3012 - Rock Creek Trail	5610	1413	25%
Bk4011 - Marine Drive Bike Lanes and Trail Gaps	6965	1249	18%
Bk5026 - Trolley Trail	12561	3061	24%
Bk5110 - SE Jennifer Street	975	195	20%
Bk6020 - Powerline Trail (South)	14481	1948	13%
Bk6057 - Washington Square Regional Center Trail	6327	2020	32%
Fr2074 - NE Sandy Blvd. (PE/ROW)	4875	1400	29%
Fr3016 - SW Tualatin-Sherwood Road ATMS	12253	2140	17%
Fr3166 - Highway 8 - 10th Avenue Intersections rec	1948	765	39%
Fr4063 - N Lombard	2010	478	24%
Fr4087 - N Leadbetter Extension	2010	478	24%
Fr6065 - Southwest Herman Rod	1510	415	27%
Fr6086 - Kinsman Road extension	4221	1020	24%
GS1224 - NE Cully Blvd	10020	3645	36%
GS2123 - Beaver Creek Culverts	17322	4971	29%
Pd1080 - SE Hawthorne	9966	2555	26%
Pd1202 - SW Capitol Highway (PE)	6922	1356	20%
Pd1227 - SE Tacoma Street	5102	1343	26%
Pd2105 - Rockwood Ped to MAX	2586	1626	63%
Pd3021 - SW Scholls Ferry Road	5021	1303	26%
Pd3093 - SW Murray Blvd (west side only)	6520	2337	36%
Pd3163 - Forest Grove Town Center	17249	5175	30%
Pd5054 - Milwaukie Town Center	1598	368	23%
Pd5209 - SE 129th Sidewalks and bike lane	8566	754	9%
Pd6127 - SW Boones Ferry Road	980	97	10%
Pl1003 - Milwaukie LRT Supplemental EIS	33353	9988	30%
Pl5016 - I-205/Hwy 213 Interchange Reconnaissance	1260	216	17%
RC1184 - BH/Oleson/Scholls Ferry	6200	1386	22%
RC2110 - Wood Village Blvd.	4137	1526	37%
RC3114 - NE 28th Avenue	3614	788	22%
RC5103 - Clackamas Co. ITS	4309	522	12%
RC6014 - SW Greenburg Road	4502	1649	37%
RC7000 - SE 172nd Ave	1681	99	6%
RC7000 - SE 172nd Ave	3561	487	14%
RC8038 - Southwest Ash Street extension	2675	688	26%
RR1012 - Sellwood Bridge Replacement	3589	504	14%
RR1053 - Naito Parkway	5617	2485	44%
RR1209 - NW 23rd Avenue	3588	1040	29%
RR2001 - NE 242nd Ave.	4975	1131	23%
RR2035 - Cleveland St.	7784	2408	31%
RR5037 - SE Lake Road	5907	890	15%
Tr1106 - Eastside Streetcar (PE)	7716	3300	43%

Moderate Concentration of Low-Income Population =

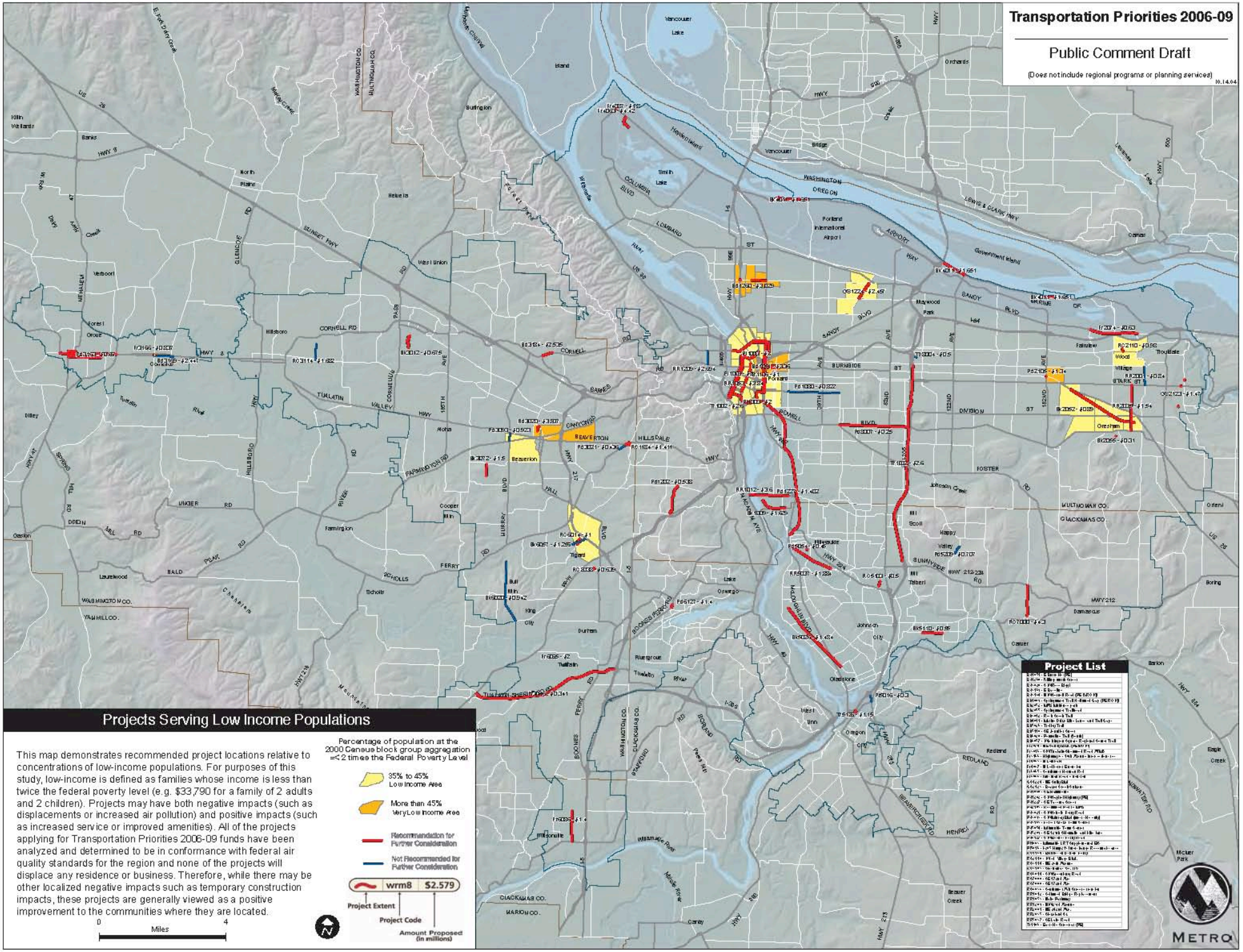
High Concentration of Low-Income Population =

Table 2

Minority and Ethnic Populations Near Applicant Projects

Projects	Total Population	White Alone		Black Alone		American Indian - Alaskan Alone		Asian Alone		Hispanic Ethinicty	
2.5 times the Regional Average of Listed Population			**N/A**		**7.50%**		**1.80%**		**13%**		
Bd1051 - E Burnside (PE)	1462	1177	81%	93	6%	25	2%	36	2%	129	9%
Bd1260 - Killingsworth Street	6998	2873	41%	2562	37%	28	0%	332	5%	1018	15%
Bd3020 - SW Rose Biggi	3434	1990	58%	92	3%	44	1%	264	8%	963	28%
Bd3169 - E Baseline	10917	7757	71%	56	1%	90	1%	122	1%	3763	34%
Bd3184 - NW Cornell Road (PE & ROW)	2452	2134	87%	23	1%	6	0%	167	7%	65	3%
Bk1009 - Springwater Trail: Sellwood Gap (PE/ROW)	4989	4399	88%	123	2%	60	1%	163	3%	155	3%
Bk2052 - MAX Multi-use path	9651	7344	76%	276	3%	119	1%	239	2%	2024	21%
Bk2055 - Springwater Trailhead	1310	1264	96%	17	1%	0	0%	10	1%	54	4%
Bk3012 - Rock Creek Trail	5610	4370	78%	146	3%	0	0%	559	10%	479	9%
Bk4011 - Marine Drive Bike Lanes and Trail Gaps	6965	5467	78%	559	8%	86	1%	283	4%	380	5%
Bk5026 - Trolley Trail	12561	11463	91%	91	1%	57	0%	165	1%	723	6%
Bk5110 - SE Jennifer Street	975	966	99%	0	0%	0	0%	0	0%	0	0%
Bk6020 - Powerline Trail (South)	14481	11747	81%	308	2%	116	1%	1315	9%	698	5%
Bk6057 - Washington Square Regional Center Trail	6327	5068	80%	87	1%	48	1%	300	5%	1203	19%
Fr2074 - NE Sandy Blvd. (PE/ROW)	4875	4036	83%	181	4%	36	1%	166	3%	277	6%
Fr3016 - SW Tualatin-Sherwood Road ATMS	12253	11101	91%	16	0%	96	1%	306	2%	1125	9%
Fr3166 - Highway 8 - 10th Avenue Intersections rec	1948	1418	73%	0	0%	0	0%	5	0%	643	33%
Fr4063 - N Lombard	2010	1525	76%	232	12%	12	1%	136	7%	12	1%
Fr4087 - N Leadbetter Extension	2010	1525	76%	232	12%	12	1%	136	7%	12	1%
Fr6065 - Southwest Herman Rod	1510	1229	81%	0	0%	54	4%	86	6%	318	21%
Fr6086 - Kinsman Road extension	4221	3794	90%	29	1%	0	0%	53	1%	453	11%
GS1224 - NE Cully Blvd	10020	6265	63%	1025	10%	138	1%	582	6%	2158	22%
GS2123 - Beaver Creek Culverts	17322	12425	72%	1093	6%	248	1%	890	5%	2737	16%
Pd1080 - SE Hawthorne	9966	8954	90%	121	1%	67	1%	468	5%	249	2%
Pd1202 - SW Capitol Highway (PE)	6922	6144	89%	95	1%	95	1%	250	4%	257	4%
Pd1227 - SE Tacoma Street	5102	4530	89%	108	2%	75	1%	190	4%	135	3%
Pd2105 - Rockwood Ped to MAX	2586	1775	69%	110	4%	0	0%	88	3%	978	38%
Pd3021 - SW Scholls Ferry Road	5021	4480	89%	0	0%	6	0%	205	4%	331	7%
Pd3093 - SW Murray Blvd (west side only)	6520	4878	75%	157	2%	65	1%	400	6%	1329	20%
Pd3163 - Forest Grove Town Center	17249	13987	81%	53	0%	234	1%	318	2%	3018	17%
Pd5054 - Milwaukie Town Center	1598	1518	95%	14	1%	8	1%	43	3%	25	2%
Pd5209 - SE 129th Sidewalks and bike lane	8566	7282	85%	33	0%	32	0%	990	12%	156	2%
Pd6127 - SW Boones Ferry Road	980	898	92%	38	4%	11	1%	0	0%	59	6%
Pl1003 - Milwaukie LRT Supplemental EIS	33353	27922	84%	1044	3%	310	1%	2324	7%	1171	4%
Pl5016 - I-205/Hwy 213 Interchange Reconnaissance	1260	1236	98%	0	0%	0	0%	24	2%	73	6%
RC1184 - BH/Oleson/Scholls Ferry	6200	5659	91%	0	0%	6	0%	205	3%	376	6%
RC2110 - Wood Village Blvd.	4137	2849	69%	0	0%	76	2%	130	3%	1130	27%
RC3114 - NE 28th Avenue	3614	2980	82%	74	2%	0	0%	193	5%	448	12%
RC5103 - Clackamas Co. ITS	4309	3914	91%	0	0%	4	0%	153	4%	159	4%
RC6014 - SW Greenburg Road	4502	3437	76%	87	2%	48	1%	213	5%	1147	25%
RC7000 - SE 172nd Ave	1681	1608	96%	0	0%	0	0%	0	0%	51	3%
RC7000 - SE 172nd Ave	3561	3339	94%	0	0%	0	0%	0	0%	193	5%
RC8038 - Southwest Ash Street extension	2675	2330	87%	0	0%	42	2%	68	3%	316	12%
RR1012 - Sellwood Bridge Replacement	3589	3324	93%	39	1%	23	1%	61	2%	117	3%
RR1053 - Naito Parkway	5617	4378	78%	463	8%	194	3%	177	3%	266	5%
RR1209 - NW 23rd Avenue	3588	3157	88%	11	0%	58	2%	287	8%	109	3%
RR2001 - NE 242nd Ave.	4975	4199	84%	12	0%	74	1%	144	3%	313	6%
RR2035 - Cleveland St.	7784	6358	82%	114	1%	122	2%	197	3%	1038	13%
RR5037 - SE Lake Road	5907	5432	92%	14	0%	12	0%	196	3%	184	3%
Tr1106 - Eastside Streetcar (PE)	7716	6195	80%	529	7%	101	1%	290	4%	536	7%

Significant Concentration of Listed Population =

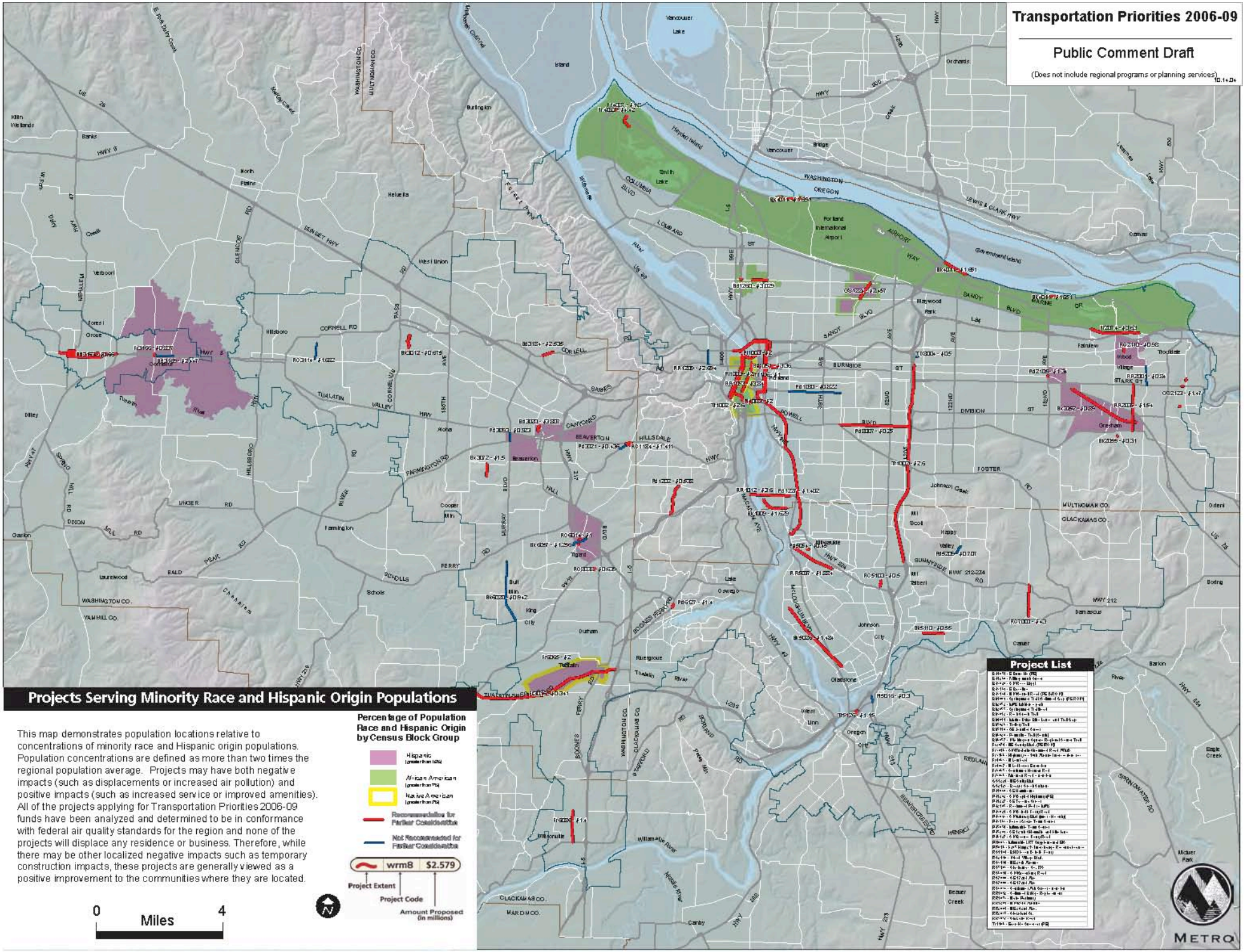

Transportation Priorities 2006-09
Public Comment Draft
(Does not include regional programs or planning services)
10.14.04
Projects Serving Low Income Populations
This map demonstrates recommended project locations relative to concentrations of low-income populations. For purposes of this study, low-income is defined as families whose income is less than twice the federal poverty level (e.g. $33,790 for a family of 2 adults and 2 children). Projects may have both negative impacts (such as displacements or increased air pollution) and positive impacts (such as increased service or improved amenities). All of the projects applying for Transportation Priorities 2006-09 funds have been analyzed and determined to be in conformance with federal air quality standards for the region and none of the projects will displace any residence or business. Therefore, while there may be other localized negative impacts such as temporary construction impacts, these projects are generally viewed as a positive improvement to the communities where they are located.
0
4
Miles
Percentage of population at the 2000 Census block group aggregation =< 2 times the Federal Poverty Level
35% to 45% Low Income Area
More than 45% Very Low Income Area
Recommendation for Further Consideration
Not Recommended for Further Consideration
wrm8
$2.579
Project Extent
Project Code
Amount Proposed (in millions)
Project List
METRO

Transportation Priorities 2006-09

Public Comment Draft

(Does not include regional programs or planning services)

10.14.04



Projects Serving Minority Race and Hispanic Origin Populations

This map demonstrates population locations relative to concentrations of minority race and Hispanic origin populations. Population concentrations are defined as more than two times the regional population average. Projects may have both negative impacts (such as displacements or increased air pollution) and positive impacts (such as increased service or improved amenities). All of the projects applying for Transportation Priorities 2006-09 funds have been analyzed and determined to be in conformance with federal air quality standards for the region and none of the projects will displace any residence or business. Therefore, while there may be other localized negative impacts such as temporary construction impacts, these projects are generally viewed as a positive improvement to the communities where they are located.

Percentage of Population Race and Hispanic Origin by Census Block Group

- Hispanic (greater than 6%)
- African American (greater than 7%)
- Native American (greater than 7%)
- Recommended for Further Consideration
- Not Recommended for Further Consideration

wrm8 | $2.579

Project Extent

Project Code

Amount Proposed (in millions)

0 Miles 4

METRO

Appendix 7

Allocation of Regional Flexible Funds:
Project Award Summaries and Conditions of Project Selection

Metro Resolution No. 03-3335

Metro Council JPACT Action

Bike/Trail

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
1	pb2	Willamette Greenway: River Forum to River Parkway (Res # 03-3290)	n/a
2	cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo	$0.844
3	wb1	Beaverton Powerline Trail: LRT to Schuepback Park	$0.431
4	wb3	Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	$0.386
		Subtotal:	**$1.661**
Not Recommended for 2006-07 Funding			
5	wb2	Rock Creek Trail: Amberwood to Cornelius Pass	$0.216
6	pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	$1.049
7	mb1	Gresham/Fairview Trail: Burnside to Division	$0.630
		Subtotal:	$1.895
		Mode Category Total:	**$3.556**

Boulevard

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
1	ptod1	N Macadam TOD (Res # 03-3290)	n/a
2	pblvd1	102nd Ave: Weidler to Burnside	$1.000
4	cblvd1	McLoughlin: I-205 to Hwy 43 Bridge	$3.000
		Subtotal:	**$4.000**
Not Recommended for 2006-07 Funding			
2	pblvd1	102nd Ave: Weidler to Burnside	$2.350
2	mblvd1	Stark St. Ph. 2a 190th to 191st	$1.000
n/a	mblvd1	Stark St. Ph. 2b 191st to 197th	$0.800
4	wrm9	Rose Biggi: LRT to Crescent	$1.908
6	pblvd3	Burnside: W 19th to E 14th (PE only)	$2.000
7	pblvd2	Killingsworth: Interstate to MLK (PE only)	$1.000
8	wblvd1	Cornell: Murray to Saltzman (construction)	$2.500
8	wblvd1	Cornell: Murray to Saltzman (ROW)	$1.000
9	cblvd2	Boones Ferry: Kruse to Madrona (PE and ROW)	$2.550
		Subtotal:	$15.108
		Mode Category Total:	**$19.108**

Bridge

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
		Subtotal:	**$0.00**
Not Recommended for 2006-07 Funding			
	pbr1	Broadway Bridge Span 7 painting	$2.500
		Subtotal:	$2.500
		Mode Category Total:	**$2.500**

Green Streets

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
1	mgs1	Yamhill Recon: 190th to 197th	$0.450
2	pgs1	Cully Blvd Recon: PE	$0.773
		Subtotal:	**$1.223**
Not Recommended for 2006-07 Funding			
1	mgs3	Beaver Creek Culverts: Troutdale, Cochran, Stark	$1.470
2	pgs1	Cully Blvd Recon: ROW/Construction	$1.700
3	mgs2	Civic Drive Recon: LRT to 13th	$0.250
		Subtotal:	$3.420
		Mode Category Total:	**$4.643**

Freight

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	rpln5	I-5/99W Connector Corridor Study	$0.500
1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only) Change to: PE for I-5/99W Corridor & Wash Co. Arterial Studies Freight Priority	$2.000
2	pf1	MLK: Columbia to Lombard (PE only)	$2.000
n/a	rpln6	Regional Freight Data Collection	$0.500
6	pped2	St. Johns TC Ped Improvements	$0.967
		Subtotal:	**$5.967**
Not Recommended for 2006-07 Funding			
1	wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	$0.818
		Subtotal:	$0.818
		Mode Category Total:	**$6.785**

Planning

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	rpln1	Metro MPO required planning	$1.709
n/a	rpln3	Powell/Foster Corridor Plan (Phase II)	$0.200
n/a	rpln4	RTP Corridor Plan - Next Priority Corridor	$0.500
		Subtotal:	**$2.409**
Not Recommended for 2006-07 Funding			
n/a	rpln2	Livable Communities on Major Streets	$0.276
n/a	ppln1	Union Station Multi-modal Facility Development	$0.300
		Subtotal:	$0.576
		Mode Category Total:	**$2.985**

Pedestrian

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
1	wped1	For. Grove TC Ped Improvements	$0.900
2	pped1	Central Eastside Bridgeheads	$1.456
6	pped2	St. Johns TC Ped Improvements	$0.967
		Subtotal:	**$3.323**
Not Recommended for 2006-07 Funding			
3	wped2	Hillsboro RC Ped Improvements	$0.522
4	wped3	Tigard TC Ped Improvements	$0.203
5	pped3	Tacoma St: 6th to 21st	$1.278
7	wped4	Merlo Rd.: LRT Station to 170th	$0.271
8	cped1	Molalla Ave.: Gaffney to Fir	$0.800
		Subtotal:	$3.074
		Mode Category Total:	**$6.397**

Road Modernization

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	crm1	Boeckman Rd: 95th to Grahams Ferry	$1.956
5	mrm1	223rd Ave. Railroad Under Xing	$1.000
10	wrm6	10th Ave: E Main to Baseline	$1.346
11	prm1	SW Macadam: Bancroft to Gibbs (Res # 03-3290)	n/a
12	wrm8	Murray Blvd: Scholls Ferry to Barrows	$0.986
		Subtotal:	**$5.288**
Not Recommended for 2006-07 Funding			
1	wrm4	Cornell Road: Evergreen to Bethany (PE only)	$1.088
2	wrm10	Greenberg Rd.: Shady Lane to North Dakota	$1.789
3	wrm7	Murray Blvd: Science Park to Cornell	$1.811
4	wrm12	Baseline/Jenkins ATMS	$0.449
5	mrm1	223rd Ave. Railroad Under Xing	$2.400
6	wrm11	Farmington Rd. @ Murray intersection	$2.618
7	wrm3	Farmington Rd: 170th to 185th (PE only)	$1.197
8	wrm1	Highway 8 Intersection @ 10th	$0.797
9	prm2	SE Foster/Barbara Welch intersection	$3.500
12	wrm8	Murray Blvd: Scholls Ferry to Barrows	$1.593
13	crm5	Clackamas Railroad Xing Traveler Info	$0.385
14	crm4	Wilsonville Rd. Traveler Info	$0.105
15	crm6	I-205 Johnson Cr Blvd interchange design/PE	$0.600
16	wrm5	185th Ave.: Westview HS to W Union (PE only)	$0.581
17	crm2	Sunnyside Rd: 142nd to 152nd	$4.000
18	wrm2	Farmington Rd.: 185th to 198th (PE only)	$1.005
19	crm3	Kinsman Rd: Barber to Boeckman	$1.000
		Subtotal:	$24.918
		Mode Category Total:	**$30.206**

Road Reconstruction

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
1	prr1	Division: 6th to 39th (Streetscape plan to 60th)	$2.500
		Subtotal:	**$2.500**
Not Recommended for 2006-07 Funding			
2	mrr1	242nd Ave.: Glisan to Stark	$0.550
3	crr1	Lake Rd: 21st to Hwy 224 (PE/ROW)	$1.481
4	prr2	SE 39th: Burnside to Holgate (PE only)	$0.400
5	prr3	W Burnside: 19th to 23rd	$3.589
		Subtotal:	$6.020
		Mode Category Total:	**$8.520**

Regional Transportation Options

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	rtdm1	RTO: TDM Core Program	$1.000
n/a	rtdm1	RTO: TMA Assistance/Programs	$0.818
n/a	rtdm1	RTO: 2040 Initiatives Programs	$0.538
n/a	rtdm1	RTO: Non-Metro or TM Administered TDM Programs	$0.279
1	ptdm1	Interstate Ave. TravelSmart	$0.300
2	stdm1	I-5 Corridor TDM Plan	$0.112
		Subtotal:	**$3.047**
Not Recommended for 2006-07 Funding			
n/a	rtdm1	RTO: TDM Core Program	$0.500
n/a	rtdm1	RTO: TMA and 2040 Initiatives 04-05 Add Back	$0.500
2	stdm1	I-5 Corridor TDM Plan	$0.112
3	ctdm1	Clackamas RC TMA Shuttle	$0.129
		Subtotal:	$1.241
		Mode Category Total:	**$4.288**

TOD

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	rtod1	Metro TOD Program @ $1 m 06-07	$2.000
n/a	rtod1	Metro TOD Program increase of $.5 m/ year in 06-07	$1.000
1	rtod2	Urban Center Program	$1.000
		Subtotal:	**$4.000**
Not Recommended for 2006-07 Funding			
n/a	rtod1	Metro TOD Program increase of $.5 m per year in 04/05	$1.000
n/a	rtod1	Metro TOD Program restoration of $.25 m 04-05	$0.500
2	ctr1	Clackamas RC TOD/P&R (PE only)	$0.250
		Subtotal:	$1.750
		Mode Category Total:	**$5.750**

Transit

Rank			Requested Amount (millions of $)
Recommended for 2006-07 Funding			
n/a	rtr1	Metro Res. 03-3290; South Corridor, Washington Co. Commuter Rail, North Macadam Development	$16.000
1	rtr2	Frequent Bus Corridors	$2.250
1	rtr2	Frequent Bus corridors (RTO reserve account)	$0.500
4	mtr2	Gresham Civic Station TOD	$2.000
5	rtr6	North Macadam Transit Access (Res # 03-329	n/a
7	rtr5	North Macadam Infrastructure (Res # 03-3290)	n/a
		Subtotal:	**$20.750**
Not Recommended for 2006-07 Funding			
1	rtr2	Frequent Bus Corridors	$4.859
2	rtr3	Local Focus Areas	$1.205
3	ptr1	102nd Bus Stops	$0.135
4	mtr2	Gresham Civic Station TOD	$1.450
6	ctr2	South Metro Amtrak Station	$0.700
8	rtr4	Hybrid Bus Expansion	$2.244
9	str1	Jantzen Beach Access	$0.449
10	mtr1	Rockwood Bus/MAX Xfer	$0.382
		Subtotal:	$11.424
		Mode Category Total:	**$32.174**

Transportation Priorities 2004-07:
Investing in the 2040 Growth Concept

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pbl1) and (mbl2): The 102nd Avenue Boulevard and McLoughlin Boulevard: I-205 to Highway 43 Bridge projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Bridge

No bridge projects have been nominated for funding.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guide books (Metro; June 2002).

(pgs1): The Cully Boulevard project must demonstrate that outreach will be provided to the Hispanic community located in the vicinity of the project alignment to encourage participation in the project design and construction mitigation prior to obligation of funds.

Freight

(pf1): The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.

(wf1): The Tualatin-Sherwood Road preliminary engineering funding of $2 million will be placed in reserve until completion of Washington County's South Arterial Improvement

Concept Feasibility Study and identification of an arterial project to serve freight needs in south Washington County.

Planning

(rpln4): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wped1): The Forest Grove pedestrian project may expand the project scope area to include the portion of 21st Avenue and A Street that is within the designated town center and should address pedestrian crossings in addition to sidewalk improvements.

(pped2): Both the pedestrian and freight elements of the St. Johns improvement shall be designed and constructed in tandem. The design process shall include involvement of community residents, businesses and area freight interests to ensure the design is consistent with the St. Johns truck strategy report and the adopted St. Johns town center and Lombard main street plans.

Road Modernization

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wrm6): The city of Hillsboro must demonstrate that outreach to notify and make aware of construction mitigation choices to the Hispanic community in the vicinity of this alignment prior to obligation of funds. The project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro; June 2002).

(wrm8): The Murray extension: Scholls Ferry to Barrows project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(crm2): While the Sunnyside Road project from 142nd to 152nd is not designated to receive funds from the Transportation Priorities 2006-07 allocations, the Sunnyside Road modernization project from 142nd to 172nd is designated as the region's priority for future

funding from new transportation revenues being considered by the 2003 Oregon Legislature (commonly referred to as OTIA III).

Prior to construction of the Sunnyside Road; 142nd to 172nd segment, Clackamas County and affected cities shall work with the region to develop an updated comprehensive transportation strategy for the corridor connecting the Damascus town center and the Clackamas regional center. This strategy shall be coordinated with the concept planning for the Damascus urban growth boundary area and adopted in the regional transportation plan and local transportation system plan updates. Should funds become available for the construction of the segment between 142nd and 152nd prior to the completion of this planning work, construction could proceed in that segment.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(prr1): The Division Street reconstruction project will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Regional Travel Options

(ptdm1): Promotional material for the Interstate TravelSmart program will include language to be provided by Metro explaining the source of program funds and purpose of the Transportation Priorities program.

(stdm1): The I-5 Corridor TDM Plan is subject to matching funds from the Oregon Department of Transportation and/or Washington State.

(rtdm1): The Regional Travel Options core program, TMA assistance and 2040 initiatives allocations for 2004-07 are subject to completion of a strategic work plan for the program.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a $500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The $500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(rtod1): Upon completion of a full funding grant agreement, station areas of the Airport MAX, Interstate MAX, I-205 MAX, and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a $500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The $500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Planning & Travel Options

Planning

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a	PI0005	Regional Freight Planning: Region wide	$0.300
n/a	PI0001	MPO Required Planning: Region wide	$1.731
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	$2.000
n/a	PI5053	Multi-Use Path Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott - Scouter's Loop	$0.300
n/a	PI0002	Next Priority Corridor Study	$0.500
n/a	PI1017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	$0.688
		Subtotal:	**$5.519**
Not Recommended for Further Consideration in Final Cut			
n/a	PI0004	Livable Streets Update: Region wide	$0.200
n/a	PI8000	Bike Model and Interactive Map: Region wide	$0.201
n/a	PI5053	Multi-Use Path Master Plans: Sullivan's Gulch	$0.290
n/a	PI1017	Willamette Shoreline - Hwy 43 Transit preliminary engineering: Portland South Waterfront to Lake Oswego	$1.350
		Subtotal:	**$2.041**
Not Recommended for Further Consideration in First Cut			
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	$1.725
n/a	PI5016	I-205/Hwy 213 Interchange Reconaissance Study	$0.300
n/a	PI3121	Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road	$1.900
n/a	TD0005	Fuller Road at I-205	$0.500
		Subtotal:	**$4.425**
		Mode Category Total:	**$11.985**

Bike/Trail

Score			Requested Amount (millions of $)
Recommended for Funding			
93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	$1.237
82	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	$0.966
81	Bk2055	Springwater Trailhead at Main City Park	$0.310
76	Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	$0.890
75	Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	$0.742
73	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	$0.675
53	Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (ROW)	$0.600
		Subtotal:	**$5.420**
Not Recommended for Further Consideration in Final Cut			
67	Bk5110	Jennifer St: 106th to 122nd	$0.550
65	Bk3072	Powerline Trail (north): Schuepback Park to Burntwood Dr. (Con)	$0.900
93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	$0.372
		Subtotal:	**$1.822**
Not Recommended for Further Consideration in First Cut			
63	Bk6057	Washington Square Regional Center Trail: Hwy. 217 to Fanno Creek Trail	$1.256
53	Bk6020	Powerline Trail (South): Barrows to Beef Bend Rd.	$0.942
		Subtotal:	**$2.198**
		Mode Category Total:	**$9.440**

Pedestrian

Score			Requested Amount (millions of $)
Recommended for Funding			
90	Pd3163	Forest Grove Town Center Pedestrian Improvements	$0.660
88	Pd5054	Milwaukie Town Center: Main/Harrison/21st	$0.450
74	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	$0.530
		Subtotal:	**$1.640**
Not Recommended for Further Consideration in Final Cut			
78	Pd1227	Tacoma Street: 6th to 21st	$1.402
75	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	$1.400
44	Pd1019	Transit Safe Street Crossings	$0.500
n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	$0.250
		Subtotal:	**$3.552**
Not Recommended for Further Consideration in First Cut			
68	Pd1080	SE Hawthorne: 20th to 50th	$0.822
63	Pd3021	SW Scholls Ferry Road: Raleigh Hills town center	$0.436
59	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	$0.923
49	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	$0.707
n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	$0.250
		Subtotal:	**$3.138**
		Mode Category Total:	**$8.330**

Regional Travel Options

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a		Program management & administration	$0.340
n/a		Regional marketing program	$2.960
n/a		Regional evaluation	$0.300
n/a		1 TravelSmart	$0.500
		Subtotal:	**$4.100**
Not Recommended for Further Consideration in Final Cut			
n/a		1 TravelSmart	$0.500
n/a		Regional Vanpool fleet	$0.503
n/a		1 TravelSmart projects	$0.500
		Subtotal:	**$1.503**
Not Recommended for Further Consideration in First Cut			
n/a		2 TravelSmart Projects	$1.000
		Subtotal:	**$1.000**
		Mode Category Total:	**$6.603**

TOD

Score			Requested Amount (millions of $)
Recommended for Funding			
98	TD8005	Regional TOD LRT Station Area Program	$3.000
95	TD0002	Regional TOD Urban Center Program	$1.000
88	TD0003	Site acquisition: Beaverton regional center	$2.000
		Subtotal:	**$6.000**
Not Recommended for Further Consideration in Final Cut			
95	TD0002	Regional TOD Urban Center Program	$0.500
88	TD0003	Site acquisition: Beaverton regional center	$1.000
81	TD0004	Gateway Transit Center Redevelopment	$0.500
98	TD8005	Regional TOD LRT Station Area Program	$0.500
95	TD0002	Regional TOD Urban Center Program	$0.500
		Subtotal:	**$3.000**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$9.000**

Transit

Score			Requested Amount (millions of $)
Recommended for Funding			
n/a	Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	$16.000
n/a	Tr1002	I-205 Supplemental	$2.600
93	Tr8035	Frequent Bus Capital program	$2.750
81	Tr1106	Eastside Streetcar (Con)	$1.000
57	Tr5126	South Metro Amtrak Station: Phase II	$0.900
		Subtotal:	**$23.250**
Not Recommended for Further Consideration in Final Cut			
57	Tr5126	South Metro Amtrak Station: Phase II	$0.250
28	RC8038	SW Ash Street extension (PE-ROW)	$0.639
		Subtotal:	**$0.889**
Not Recommended for Further Consideration in First Cut			
28	RC8038	SW Ash Street extension (construction)	$0.212
		Subtotal:	**$0.212**
		Mode Category Total:	**$24.351**

Roads & Bridges

Road Capacity

Score			Requested Amount (millions of $)
Recommended for Funding			
74	RC6014	SW Greenburg Road:Washington Square Dr. to Tiedeman	$1.000
65	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$1.000
62	RC7000	SE 172nd Ave:Phase I; Sunnyside to Hwy 212 (ROW[j]	$2.000
		Subtotal:	**$4.000**
Not Recommended for Further Consideration in Final Cut			
65	RC2110	Wood Village Blvd.: Arata to Halsey	$0.815
65	Pd6127	Boones Ferry Road at Lanewood Street	$1.400
	RC7000	SE 172nd Ave:Phase I; Sunnyside to Hwy 212 (ROW)	$2.300
46	RC5103	Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	$0.500
65	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$0.411
		Subtotal:	**$5.426**
Not Recommended for Further Consideration in First Cut			
	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	$1.489
56	RC3114	NE 28th Avenue: East Main to Grant	$1.682
		Subtotal:	
		Mode Category Total:	**$9.426**

Road Reconstruction

Score			Requested Amount (millions of $)
Recommended for Funding			
91	Fr3166	10th Avenue at Highway 8 Intersections	$0.837
88	RR2035	Cleveland St.: NE Stark to SE Powell	$1.000
		Subtotal:	**$1.837**
Not Recommended for Further Consideration in Final Cut			
91	RR1053	Naito Parkway:NW Davis to SW Market	$3.840
88	RR2035	Cleveland St.: NE Stark to SE Powell	$0.540
84	RR5037	Lake Rd: 21st to Hwy 224	$1.884
		Subtotal:	**$6.264**
Not Recommended for Further Consideration in First Cut			
81	RR2001	NE 242nd Ave.: Stark to Glisan	$0.840
70	RR1209	NW 23rd Avenue: Burnside to Lovejoy	$2.694
		Subtotal:	
		Mode Category Total:	**$8.101**

Boulevard

Score			Requested Amount (millions of $)
Recommended for Funding			
102	Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	$0.580
97	Bd1051	Burnside Street: Bridge to E 14th (PE)	$1.650
95	Bd1260	Killingsworth: N Commercial to NE MLK (PE)	$0.400
		Subtotal:	**$2.630**
Not Recommended for Further Consideration in Final Cut			
	Bd3020	Rose Biggi extension: Crescent St. to Hall (ROW)	$1.140
	Bd3020	Rose Biggi extension: Crescent St. to Hall (Con)	$2.087
	Bd1051	Burnside Street: Bridge to E 14th (PE)	$1.710
	Bd1260	Killingsworth: I-5 Overpass	$0.935
	Bd1260	Killingsworth: N Commercial to NE MLK (Con)	$1.679
89	Bd3184	Cornell Road: Saltzman to 119th	$2.535
		Subtotal:	**$10.086**
Not Recommended for Further Consideration in First Cut			
87	Bd3169	E Baseline: 10th to 20th	$2.447
		Subtotal:	**$2.447**
		Mode Category Total:	**$15.163**

Freight

Score			Requested Amount (millions of $)
Recommended for Funding			
79	Fr4063	N Lombard: Slough overcrossing	$2.000
77	Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	$0.341
68	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	$1.800
67	Fr6086	Kinsman Road extension: Barber to Boeckman	$1.400
65	Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	$0.179
		Subtotal:	**$5.720**
Not Recommended for Further Consideration in Final Cut			
79	Fr4063	N Lombard: Slough overcrossing	$0.210
61	Fr2074	NE Sandy Blvd. (PE/ROW): 207th to 238th	$0.630
		Subtotal:	**$0.630**
Not Recommended for Further Consideration in First Cut			
	Fr4063	N Lombard: Slough overcrossing	$2.210
	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	$1.200
45	Fr6065	SW Herman Road: Teton to 108th Avenue	$2.000
		Subtotal:	**$5.410**
		Mode Category Total:	**$11.760**

Large Bridge

Score			Requested Amount (millions of $)
Recommended for Funding			
71	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	$2.000
		Subtotal:	**$2.000**
Not Recommended for Further Consideration in Final Cut			
	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	$1.600
		Subtotal:	**$1.600**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$3.600**

Green Streets

Score			Requested Amount (millions of $)
Recommended for Funding			
93	GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	$1.000
		Subtotal:	**$1.000**
Not Recommended for Further Consideration in Final Cut			
88	GS1224	NE Cully Boulevard: Prescott to Killingsworth	$2.457
	GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	$0.470
		Subtotal:	**$0.470**
Not Recommended for Further Consideration in First Cut			
		Subtotal:	**$0.000**
		Mode Category Total:	**$1.470**

Recommended Total: **$63.116**
Expected 2008-09 Funding Authorized: $62.228

Transportation Priorities 2006-09:
Investing in the 2040 Growth Concept

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

(Bk2052) The MAX multi-use path project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bk3072) The Powerline Trail (Schuepback Park to Burntwood Drive) funding is conditioned on the execution of the purchase option of the Mt. Williams property for use of right-of-way for the project. If the purchase option is not executed, Metro may rescind the funds for future reallocation.

(Bk5026) The $.742 million in funds committed to the Trolley Trail may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. Clackamas County will be seeking funds from a sewer project in this right-of-way as well as other County, regional, state or federal funds to finance this priority trail project.

(Bk1009) The $1.237 million allocated to the Springwater Trail- Sellwood Gap is conditioned on the City of Portland committing sufficient funds to complete this segment of the Springwater Trail project, conditioned on committing funds to complete the NE Cully Blvd.: Prescott to Killingsworth Green Street project and conditioned on committing funds to fund the Gateway TOD project.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3020) The Rose Biggi project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to

the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project.

(Bd1260) The Killingsworth project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black and low-income populations in the vicinity of the project.

Large Bridge

(RR1012) Funding of the Sellwood Bridge project is contingent on the programming $1.5 million of STIP funding and Multnomah County prioritizing the Sellwood Bridge as the first priority large bridge project for receipt of HBRR funds after completion of the Sauvie Island bridge in 2007. Furthermore, the Type, Size & Location Study and Preliminary Environmental Assessment shall include addressing the connection between the bridge design and surrounding land use and transportation issues.

Freight

(Fr4063): Funding of the N Lombard project is contingent on the demonstration of a financial strategy that does not rely on large (> $2 m) future contributions from the Transportation Priorities process.

(Fr4087): Funding for the Leadbetter over crossing project is contingent on the programming of $6 million in ODOT OTIA III funding and $2 million of local match by the Port of Portland to the project.

The N Lombard and N Leadbetter over crossing project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black population in the vicinity of the project.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black, Hispanic and low-income populations in

the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

Planning

(Pl0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

Road Capacity

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RC7001) The 172nd Avenue project funding is conditioned on a project design that implements the transportation implementation strategies and recommendations of the Damascus/Boring concept plan. Based on the recommendations of the plan, the County may request, in coordination with the cities of Damascus and Happy Valley, a different arterial improvement location or scope. Furthermore, the $.742 million in funds committed to the Trolley Trail may be transferred to the 172nd project if an alternate funding source for Segments 5 and 6 is committed. Clackamas County will be seeking funds from a sewer project in this right-of-way as well as other County, regional, state or federal funds to finance this priority trail project.

(RC 1184) The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection PE funding is conditioned on the provision of a redevelopment plan being completed for the area encompassed by the project construction impacts in conjunction with PE activities. The scope of these activities will be adopted as a condition of approval in the final MTIP document. Demonstration of a financial strategy (not a commitment) for funding of right-of-way and construction that does not rely on large future allocations from regional flexible funds is also required prior to programming of awarded funds.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RR2035) Cleveland Avenue is conditioned on the provision of green street elements as described in the project application. Furthermore, the $1 million of funding can be spent on the full project from SE Powell Blvd. to SE Stark St. as long as the section in the Regional Center from SE Powell Blvd. to SE Division St. is completed.

(Fr3166) The $.837 million allocated to the 10th Avenue at Highway 8 intersection project in Cornelius is conditioned on sufficient funds made available through the reauthorization or TEA-21. If an amount of funds are not available to fund this project, this project is not a commitment against the next MTIP allocation.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(TD8005): Upon completion of a full funding grant agreement, station areas of the I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

(TR1106) The Eastside Streetcar project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project. It is also conditioned on the securing of other funding to complete the preliminary design and engineering costs of the project.

Public Notification Requirements

Public Information Material

All public information material (notices, mailings, press releases) shall include a statement describing the source of federal funding and the Metro logo. "This project funded in part through federal transportation funds distributed through Metro" would be an acceptable statement in meeting this requirement. The Metro logo is available through the office of Public Affairs and may be acquired by calling 503-797-1745.

Public Sign Standards

Standards for required signs may be obtained by calling Metro MTIP staff at 503-797-1759.

Road Projects (construction period only)

Includes Capacity, Reconstruction, Boulevard, Freight, Bridge and Green Street Demonstration projects.

Bicycle Projects (permanent)

Transit Oriented Development (permanent)

Appendix 8

Project Programming by Fund Type:
Surface Transportation Program (STP)
Congestion Mitigation/Air Quality (CMAQ)

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CMAQ FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
TriMet	**154**	**BUS PURCHASE**						
13500		Acquire new buses.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	4,000,000				4,000,000
			FEDERAL FUNDS	**4,000,000**	**0**	**0**	**0**	**4,000,000**
			LOCAL FUNDS					**457,818**
			TOTAL FUNDS					**4,457,818**
TriMet	**1142**	**GARVEE BOND DEBT SERVICE**						
13489 13510 14482 14483		Funds to be used for I-205 LRT, Washington County Commuter Rail and bus purchases.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	3,165,708	7,367,485	8,918,841	9,078,325	28,530,359
			FEDERAL FUNDS	**3,165,708**	**7,367,485**	**8,918,841**	**9,078,325**	**28,530,359**
			LOCAL FUNDS					**3,265,427**
			TOTAL FUNDS					**31,795,786**
TriMet	**154**	**BUS STOP DEVELOPMENT/STREAMLINE (FREQUENT BUS PROGRAM)**						
13490 13509 14379 14380		Increases safe access to transit service and improves customer amenities at bus stops along Frequent and Rapid Bus	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	1,375,000	1,375,000	1,375,000	1,375,000	5,500,000
			FEDERAL FUNDS	**1,375,000**	**1,375,000**	**1,375,000**	**1,375,000**	**5,500,000**
			LOCAL FUNDS					**629,500**
			TOTAL FUNDS					**6,129,500**
Metro	**1134**	**METRO RTO PROGRAM**						
14567 14568 14441 14442		A set of strategies and programs that encourage the use of alternative modes to driving alone in order to maximize efficiency of existing transportation infrastructure.	**REGIONAL CMAQ PROGRAM**					
			Transit	987,000	883,000			1,870,000
			REGIONAL STP PROGRAM					
			Transit			1,800,000	1,800,000	3,600,000
			FEDERAL FUNDS	**987,000**	**883,000**	**1,800,000**	**1,800,000**	**5,470,000**
			LOCAL FUNDS					**626,066**
			TOTAL FUNDS					**6,096,066**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CMAQ FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
TriMet	**1143**	**TRIMET EMPLOYER PROGRAM**						
14485 14486		Work with employers in the region to help them develop successful travel option programs that reduce the number of vehicle miles traveled by reducing drive alone commute trips.	**REGIONAL CMAQ PROGRAM**					
			Transit	195,000	195,000			390,000
			FEDERAL FUNDS	**195,000**	**195,000**	**0**	**0**	**390,000**
			LOCAL FUNDS					**44,637**
			TOTAL FUNDS					**434,637**
TriMet	**1144**	**TRIMET REGIONAL EVALUATION PROGRAM**						
14487 14488		Collect, analyze and report on data for RTO program activities and impacts. Surveys ECO affected employers and evaluates Region 2040 Centers progress towards non-SOV modal targets.	**REGIONAL CMAQ PROGRAM**					
			Transit	100,000	100,000			200,000
			FEDERAL FUNDS	**100,000**	**100,000**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
SMART	**1030**	**SMART RTO PROGRAM**						
13487		Regional support of Wilsonville SMART transportation demand management program	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap	121,000				121,000
			FEDERAL FUNDS	**121,000**	**0**	**0**	**0**	**121,000**
			LOCAL FUNDS					**13,849**
			TOTAL FUNDS					**134,849**
Portland	**1162**	**EASTSIDE STREETCAR: NW 10TH AVE (LOVEJOY ST - OMSI)**						
14381 14569 14570		Contribution toward the construction of a 3.4 mile extension of the streetcar system from the Peal District to the east side of the Portland Central City.	**REGIONAL CMAQ PROGRAM**					
			Const				1,000,000	1,000,000
			FTA SECTION 5339 AA (80/20)					
			Alternatives Analys	1,500,000	1,500,000			3,000,000
			FEDERAL FUNDS	**1,500,000**	**1,500,000**	**0**	**1,000,000**	**4,000,000**
			LOCAL FUNDS					**864,454**
			TOTAL FUNDS					**4,864,454**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CMAQ FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1111**	**CENTRAL EASTSIDE BRIDGEHEADS (SE CLAY-SE STARK & SE HAWTHORNE-E BURNSIDE)**						
13528		Improves pedestrian and bicycle access to Hawthorne, Morrison and Burnside bridges.	**REGIONAL CMAQ PROGRAM**					
			ROW	272,500				272,500
			Const		700,000			700,000
			FEDERAL FUNDS	**272,500**	**700,000**	**0**	**0**	**972,500**
			LOCAL FUNDS					**111,307**
			TOTAL FUNDS					**1,083,807**
Portland	**1018**	**SE HAWTHORNE BLVD (SE 20TH AVE - SE 55TH AVE)**						
11463		Design and build second phase non-auto enhancements along Hawthorne Blvd.	**REGIONAL CMAQ PROGRAM**					
			Const	1,427,405				1,427,405
			FEDERAL FUNDS	**1,427,405**	**0**	**0**	**0**	**1,427,405**
			LOCAL FUNDS					**163,373**
			TOTAL FUNDS					**1,590,778**
NCPRD	**1103**	**TROLLEY TRAIL (JEFFERSON TO COURTNEY)**						
14572		Constructs the northern (1.6 miles) of a 6-mile, multi-use path that follows an abandoned streetcar right of way between Milwaukie and Gladstone.	**REGIONAL CMAQ PROGRAM**					
			Const	605,000				605,000
			FEDERAL FUNDS	**605,000**	**0**	**0**	**0**	**605,000**
			LOCAL FUNDS					**69,245**
			TOTAL FUNDS					**674,245**
Oregon City	**1163**	**SOUTH METRO AMTRAK STATION - PHASE 2**						
14388		Project provides parking lot improvements and relocation of historic Southern Pacific railroad depot building to the site to serve the new station.	**REGIONAL CMAQ PROGRAM**					
			Non Hwy Cap		900,000			900,000
			FEDERAL FUNDS	**0**	**900,000**	**0**	**0**	**900,000**
			LOCAL FUNDS					**103,009**
			TOTAL FUNDS					**1,003,009**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: CMAQ FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Mult. Co.	**648**	**GRESHAM/MULTNOMAH COUNTY ITS**						
11430		Gresham traffic signal coordination & optimization project	**REGIONAL STP PROGRAM**					
			Constr	188,636	0	0	0	188,636
			REGIONAL CMAQ PROGRAM					
			Constr	750,000	0	0	0	750,000
			FEDERAL FUNDS	**938,636**	**0**	**0**	**0**	**938,636**
			LOCAL FUNDS					**107,431**
			TOTAL FUNDS					**1,046,067**
Cornelius	**1022**	**OR8: N 10TH - N 19TH AVENUE**						
11444		Construct 1st phase boulevard improvements in the Cornelius town center, including widening the highway to 3 lanes.	**REGIONAL CMAQ PROGRAM**					
			ROW	90,000	0	0	0	90,000
			Constr	0	1,216,485	0	0	1,216,485
			FEDERAL FUNDS	**90,000**	**1,216,485**	**0**	**0**	**1,306,485**
			LOCAL FUNDS					**149,533**
			TOTAL FUNDS					**1,456,018**
THPRD	**1104**	**BEAVERTON POWERLINE TRAIL (MERLO STATION TO SCHUEPBACK)**						
13526		A regional off-street corridor that utilizes Bonneville Power Administration and Portland General Electric power line corridors and adjacent properties.	**REGIONAL CMAQ PROGRAM**					
			Const	768,100				768,100
			FEDERAL FUNDS	**768,100**	**0**	**0**	**0**	**768,100**
			LOCAL FUNDS					**87,912**
			TOTAL FUNDS					**856,012**
Metro	**1134**	**METRO RTO PROGRAM**						
14567 14568 14441 14442		A set of strategies and programs that encourage the use of alternative modes to driving alone in order to maximize efficiency of existing transportation infrastructure.	**REGIONAL CMAQ PROGRAM**					
			Transit	987,000	883,000			1,870,000
			REGIONAL STP PROGRAM					
			Transit			1,800,000	1,800,000	3,600,000
			FEDERAL FUNDS	**987,000**	**883,000**	**1,800,000**	**1,800,000**	**5,470,000**
			LOCAL FUNDS					**626,066**
			TOTAL FUNDS					**6,096,066**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Metro	**126**	**METRO CORE PLANNING**						
13483 13516 14386 14387		Funds Metro planning activities, most of which are required by federal and state regulations to maintain eligibility to receive funds.	**REGIONAL STP PROGRAM**					
			Planning	800,000	828,000	853,000	878,000	3,359,000
			FEDERAL FUNDS	**800,000**	**828,000**	**853,000**	**878,000**	**3,359,000**
			LOCAL FUNDS					**384,453**
			TOTAL FUNDS					**3,743,453**
Metro	**1145**	**REGIONAL FREIGHT PLANNING**						
14382 14383 14384 14385		Establish an on-going program to ensure the region's freight needs are being met.	**REGIONAL STP PROGRAM**					
			Planning	75,000	75,000	75,000	75,000	300,000
			FEDERAL FUNDS	**75,000**	**75,000**	**75,000**	**75,000**	**300,000**
			LOCAL FUNDS					**34,336**
			TOTAL FUNDS					**334,336**
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (MILWAUKIE - LAKE OSWEGO)**						
14397		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM**					
			Planning		100,000			100,000
			FEDERAL FUNDS	**0**	**100,000**	**0**	**0**	**100,000**
			LOCAL FUNDS					**11,445**
			TOTAL FUNDS					**111,445**
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (TONQUIN TRAIL)**						
14399		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM**					
			Planning	188,000				188,000
			FEDERAL FUNDS	**188,000**	**0**	**0**	**0**	**188,000**
			LOCAL FUNDS					**21,517**
			TOTAL FUNDS					**209,517**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Metro	**1150**	**MULTI-USE PATH MASTER PLAN (SCOUTERS MT)**						
14398		Prepare master plan for multi-use paths to define alignments, preliminary designs, right-of-way impacts, environmental assessments and cost estimates.	**REGIONAL STP PROGRAM**					
			Planning			100,000		100,000
			FEDERAL FUNDS	**0**	**0**	**100,000**	**0**	**100,000**
			LOCAL FUNDS					**11,445**
			TOTAL FUNDS					**111,445**
Metro	**1061**	**I-5/99W CONNECTOR STUDY**						
13301		Completes planning work for a proposed four-lane, limited-access highway between Highway 99W near Sherwood and I-5 near Tualatin and Wilsonville.	**REGIONAL STP PROGRAM**					
			Planning - Alt Anal	2,100,000				2,100,000
			Planning - Land Use		400,000			400,000
			FEDERAL FUNDS	**2,100,000**	**400,000**	**0**	**0**	**2,500,000**
			LOCAL FUNDS					**286,136**
			STATE FUNDS					**10,000,000**
			TOTAL FUNDS					**12,786,136**
Metro	**1178**	**POWELL/FOSTER CORRIDOR PLAN**						
14565		This process will provide a set of feasible trans. improvements for the corridor with implementation, phasing & funding strategies.	**REGIONAL STP PROGRAM**					
			Planning	200,000				200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Metro	**1151**	**NEXT RTP CORRIDOR PLAN**						
14564 14402		Complete systems level planning work and identify a set of improvement alternatives that can be taken into project development for the selected corridors.	**REGIONAL STP PROGRAM**					
			Planning		500,000	500,000		1,000,000
			FEDERAL FUNDS	**0**	**500,000**	**500,000**	**0**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**
Metro	**1152**	**OR43 WILLAMETTE SHORELINE AA (PORTLAND - LAKE OSWEGO)**						
14406		Explore options for enhancing bus service, pedestrian, bicycle, water transport or passenger rail in order to broaden access.	**REGIONAL STP PROGRAM**					
			Planning	688,000				688,000
			FEDERAL FUNDS	**688,000**	**0**	**0**	**0**	**688,000**
			LOCAL FUNDS					**78,745**
			TOTAL FUNDS					**766,745**
Metro	**1149**	**MILWAUKIE LRT EIS (PORTLAND - MILWAUKIE TOWN CENTER)**						
14391		Federally required work prior to completing negotiations with FTA to receive federal transit funding for construction of the project.	**REGIONAL STP PROGRAM**					
			Planning		2,000,000			2,000,000
			FEDERAL FUNDS	**0**	**2,000,000**	**0**	**0**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**
TriMet	**1142**	**GARVEE BOND DEBT SERVICE**						
14573 14574 14575 14576		Funding for debt service costs for Interstate MAX, I-205 LRT, Washington County Commuter Rail and bus purchases.	**REGIONAL STP PROGRAM**					
			Non Hwy Cap	834,292	632,515	381,159	221,675	2,069,641
			FEDERAL FUNDS	**834,292**	**632,515**	**381,159**	**221,675**	**2,069,641**
			LOCAL FUNDS					**236,880**
			TOTAL FUNDS					**2,306,521**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
TriMet	**399**	**PREVENTIVE MAINTENANCE (TOD PROGRAM)**						
14484 14445 14446		Funds to maintain and refurbish bus and rail fleet.	**REGIONAL STP FUNDS**					
			Non Hwy Cap	5,000,000	1,000,000	1,000,000	0	7,000,000
			FEDERAL FUNDS	**5,000,000**	**1,000,000**	**1,000,000**	**0**	**7,000,000**
			LOCAL FUNDS					**801,181**
			TOTAL FUNDS					**7,801,181**
Dept of Energy	**1120 1121**	**RTO PROGRAM: BUSINESS ENERGY TAX CREDIT/TELEWORK PROGRAM**						
13503 13504		Provide tax incentives to employers implementing travel options programs/Program to market telework to employers.	**REGIONAL STP PROGRAM**					
			Transit	54,000				54,000
			FEDERAL FUNDS	**54,000**	**0**	**0**	**0**	**54,000**
			LOCAL FUNDS					**6,181**
			TOTAL FUNDS					**60,181**
Metro	**1161**	**TRAVEL SMART**						
14443		Program improves efficiency of existing trans. infrastructure in a target area thru education of interested persons on the alternatives to drive alone car trips.	**REGIONAL STP PROGRAM**					
			Transit			500,000		500,000
			FEDERAL FUNDS	**0**	**0**	**500,000**	**0**	**500,000**
			LOCAL FUNDS					**57,227**
			TOTAL FUNDS					**557,227**
Portland	**1179**	**SE DIVISION STREET STUDY (10TH - 60TH)**						
14566		Planning to address multi-modal needs from SE 10th to SE 60th Avenues.	**REGIONAL STP PROGRAM**					
			Planning (PD)	303,000				303,000
			FEDERAL FUNDS	**303,000**	**0**	**0**	**0**	**303,000**
			LOCAL FUNDS					**34,680**
			TOTAL FUNDS					**337,680**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1113**	**DIVISION ST RECONSTRUCTION (6TH - 39TH)**						
13529		Reconstruction of roadway, including improvements such as pedestrian crossings, curb extensions, improved access to parallel bike routes and green streets elements.	**REGIONAL STP PROGRAM**					
			PE		379,000			379,000
			Const			1,818,000		1,818,000
			FEDERAL FUNDS	**0**	**379,000**	**1,818,000**	**0**	**2,197,000**
			LOCAL FUNDS					**251,456**
			TOTAL FUNDS					**2,448,456**
Portland	**1088**	**102ND AVE (NE WEIDLER - SE WASHINGTON)**						
12461		This project will add bike lanes, sidewalks, median refuge islands, new pedestrian crossings, and incorporate green street techniques.	**REGIONAL STP PROGRAM**					
			Const	200,000				200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
Portland	**1141**	**NW 23RD AVENUE: NW LOVEJOY TO W BURNSIDE ROAD**						
12478		Reconstruct roadbed.	**REGIONAL STP PROGRAM**					
			Constr	0	1,237,215	0	0	1,237,215
			FEDERAL FUNDS	**0**	**1,237,215**	**0**	**0**	**1,237,215**
			LOCAL FUNDS					**141,605**
			TOTAL FUNDS					**1,378,820**
Portland	**1107**	**NE CULLY BLVD (PRESCOTT - KILLINGSWORTH)**						
13506		Plan and design reconstruction of Cully Boulevard to urban standards incorporating innovative green street design practices.	**REGIONAL STP PROGRAM**					
			PE		773,000			773,000
			FEDERAL FUNDS	**0**	**773,000**	**0**	**0**	**773,000**
			LOCAL FUNDS					**88,473**
			TOTAL FUNDS					**861,473**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1109**	**MLK O-XING/TURN LANES (COLUMBIA - LOMBARD)**						
13502		Planning and engineering work to improve truck movements between Lombard and Columbia Boulevard at or near MLK.	**REGIONAL STP PROGRAM**					
			Planning (PD)	500,000				500,000
			PE		1,500,000			1,500,000
			FEDERAL FUNDS	**500,000**	**1,500,000**	**0**	**0**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**
Portland	**1110**	**ST JOHNS PED/FREIGHT (IVANHOE: RICHMOND - N ST LOUIS)**						
13514		Project addresses pedestrian safety and truck movements in St. Johns.	**REGIONAL STP PROGRAM**					
			Planning (PD)	75,000				75,000
			PE		574,000			574,000
			ROW			74,000		74,000
			Const			1,211,000		1,211,000
			FEDERAL FUNDS	**75,000**	**574,000**	**1,285,000**	**0**	**1,934,000**
			LOCAL FUNDS					**221,355**
			TOTAL FUNDS					**2,155,355**
Portland	**1160**	**SW CAPITOL HWY (SW MULTNOMAH - SW TAYLORS FERRY)**						
14440		Planning and engineering work to reconstruct the roadway and add bicycle lanes, sidewalks, street trees and stormwater facilities.	**REGIONAL STP PROGRAM**					
			PE			530,000		530,000
			FEDERAL FUNDS	**0**	**0**	**530,000**	**0**	**530,000**
			LOCAL FUNDS					**60,661**
			TOTAL FUNDS					**590,661**
Portland	**1167**	**BURNSIDE ST (BURNSIDE BRIDGE - E 14TH AVE)**						
14404		Engineering work to prepare a boulevard project for construction. Burnside and Couch Streets will be converted to one-way streets.	**REGIONAL STP PROGRAM**					
			PE	1,650,000				1,650,000
			FEDERAL FUNDS	**1,650,000**	**0**	**0**	**0**	**1,650,000**
			LOCAL FUNDS					**188,850**
			TOTAL FUNDS					**1,838,850**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1168**	**KILLINGSWORTH (N COMMERCIAL - NE MLK JR BLVD AND I-5 OVERCROSSING)**						
14405		Engineering work to prepare for treatments that include reconstructing and widening sidewalks, street lighting and other improvements.	**REGIONAL STP PROGRAM**					
			PE				400,000	400,000
			FEDERAL FUNDS	**0**	**0**	**0**	**400,000**	**400,000**
			LOCAL FUNDS					**45,782**
			TOTAL FUNDS					**445,782**
Portland	**112**	**N LOMBARD (COLUMBIA SLOUGH O-XING)**						
14408		Reconstruction of a bridge to adequately support modern freight vehicle loads.	**REGIONAL STP PROGRAM**					
			PE			630,000		630,000
			Const				1,370,000	1,370,000
			FEDERAL FUNDS	**0**	**0**	**630,000**	**1,370,000**	**2,000,000**
			LOCAL FUNDS					**228,909**
			TOTAL FUNDS					**2,228,909**
Portland	**1153**	**SPRINGWATER TRAIL (SE UMATILLA ST - SE 19TH AVE)**						
14407		Completes the .9-mile missing link in the existing Springwater multi-use path providing a continuous 19-mile trail between Gresham and downtown Portland.	**REGIONAL STP PROGRAM**					
			PE			411,240		411,240
			Const				825,760	825,760
			FEDERAL FUNDS	**0**	**0**	**411,240**	**825,760**	**1,237,000**
			LOCAL FUNDS			47,060	530,940	**578,000**
			TOTAL FUNDS					**1,815,000**
Portland	**1154**	**MARINE DRIVE BIKE/TRAIL (NE 28TH AVE - NE 185TH)**						
14409		Construction to complete gaps in the off-street trail adjacent to Marine Drive, making a continuous 9.1-mile trail	**REGIONAL STP PROGRAM**					
			PE			246,970		246,970
			ROW				487,540	487,540
			Const				231,490	231,490
			FEDERAL FUNDS	**0**	**0**	**246,970**	**719,030**	**966,000**
			LOCAL FUNDS					**110,563**
			TOTAL FUNDS					**1,076,563**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Portland	**1180**	**OR213: NE KILLINGSWORTH - SE FLAVEL (82ND AVENUE ATMS)**						
14306		Install traffic signal inter-ties, video monitoring and electric message signs to improve operation of 82nd Avenue.	**REGIONAL STP PROGRAM**					
			Const	550,000				550,000
			FEDERAL FUNDS	**550,000**	**0**	**0**	**0**	**550,000**
			LOCAL FUNDS					**62,950**
			TOTAL FUNDS					**612,950**
Port of Portland	**1170**	**N LEADBETTER EXTENSION O-XING**						
13990		Constructs a grade-separated crossing over the Burlington Northern Santa Fe railroad tracks in North Portland to improve access to industrial properties.	**REGIONAL STP PROGRAM**					
			Const				1,800,000	1,800,000
			OTIA (STATE FUNDS)					
			Const			6,000,000		6,000,000
			LOCAL FUNDS (PROVIDED BY THE PORT)					
			Const			2,000,000		2,000,000
			FEDERAL FUNDS	**0**	**0**	**0**	**1,800,000**	**1,800,000**
			LOCAL FUNDS			**2,000,000**		**2,000,000**
			STATE FUNDS			**6,000,000**		**6,000,000**
			TOTAL FUNDS					**9,800,000**
Portland State University	**1174**	**FREIGHT DATA COLLECTION INFRASTRUCTURE & ARCHIVE SYSTEM**						
14546		Permanent count classification stations will be established at more than 50 locations to conduct real-time truck counts. Data will be archived at PSU.	**REGIONAL STP PROGRAM**					
			Const			179,000		179,000
			FEDERAL FUNDS	**0**	**0**	**179,000**	**0**	**179,000**
			LOCAL FUNDS					**20,487**
			TOTAL FUNDS					**199,487**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
West Linn	**1027**	**WILLAMETTE DRIVE: WEST "A" ST - MCKILLICAN ST**						
11427		Planning and project development work for multi-modal enhancement of OR 43 through West Linn.	**REGIONAL STP PROGRAM**					
			Planning	200,000	0	0	0	200,000
			FEDERAL FUNDS	**200,000**	**0**	**0**	**0**	**200,000**
			LOCAL FUNDS					**22,891**
			TOTAL FUNDS					**222,891**
Wilsonville	**1083**	**BOECKMAN ROAD: CONNECTION TO TOOZE (95th AVE - 100TH AVE)**						
12400		Build new street to former Dammash State Hosptial site to provide E/W arterial access to new high density redevelopment.	**REGIONAL STP PROGRAM**					
			Const	2,196,625				2,196,625
			STATE STP PROGRAM					
			Const	1,956,000				1,956,000
			FEDERAL FUNDS	**2,196,625**	**0**	**0**	**0**	**2,196,625**
			LOCAL FUNDS					**10,493,848**
			STATE FUNDS	**1,956,000**				**1,956,000**
			TOTAL FUNDS					**14,646,473**
Oregon City	**1089**	**MCLOUGHLIN BLVD PROJECT: I-205/RAILROAD TUNNEL**						
12460		Boulevard retrofit to support redevelopmt, including pedestrian, bicycle, on-street parking, and street lighting. Construction funds are for first phase from I-205 to Hwy 43 bridge.	**REGIONAL STP PROGRAM**					
			PE	625,000				625,000
			Const			3,000,000		3,000,000
			FEDERAL FUNDS	**625,000**	**0**	**3,000,000**	**0**	**3,625,000**
			LOCAL FUNDS					**2,414,897**
			TOTAL FUNDS					
								6,039,897
Milwaukie	**1159**	**MILWAUKIE TOWN CENTER (MAIN/HARRISON/21ST)**						
14439		Improvements include renovated block faces, two travel lanes, bike lanes, 15 foot sidewalks, planter strips, lighting, benches, ADA-compliant sidewalks.	**REGIONAL STP PROGRAM**					
			Const			450,000		450,000
			FEDERAL FUNDS	**0**	**0**	**450,000**	**0**	**450,000**
			LOCAL FUNDS					**51,505**
			TOTAL FUNDS					
								501,505

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

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Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Clackamas County	**1130**	**SE 172ND AVE (SE SUNNYSIDE RD - OR212)**						
13477		Improves access to the proposed Rock Creek industrial area by widening 172nd to five lanes and adding sidewalks and bike lanes.	**REGIONAL STP PROGRAM**					
			PE	549,000				549,000
			ROW			1,000,000		1,000,000
			Const				1,000,000	1,000,000
			FEDERAL FUNDS	**549,000**	**0**	**1,000,000**	**1,000,000**	**2,549,000**
			LOCAL FUNDS					**13,062,835**
			TOTAL FUNDS					**15,611,835**
Wilsonville	**1171**	**KINSMEN RD (SW BOECKMAN RD - SW BARBER ST)**						
14429		Extends Kinsman Road to provide a direct north-south connection for freight access to I-5 for the industrial areas in West Wilsonville.	**REGIONAL STP PROGRAM**					
			PE			500,000		500,000
			ROW				900,000	900,000
			FEDERAL FUNDS	**0**	**0**	**500,000**	**900,000**	**1,400,000**
			LOCAL FUNDS					**160,236**
			TOTAL FUNDS					**1,560,236**
NCPRD	**1157**	**TROLLEY TRAIL (SE ARISTA DRIVE - SE GLEN ECHO AVENUE)**						
13471		Phase II of the multi-use path that follows an abandoned streetcar right of way between Milwaukie and Gladstone.	**REGIONAL STP PROGRAM**					
			Const				742,000	742,000
			FEDERAL FUNDS	**0**	**0**	**0**	**742,000**	**742,000**
			LOCAL FUNDS					**84,925**
			TOTAL FUNDS					**826,925**
Gresham	**1155**	**SPRINGWATER TRAILHEAD @ MAIN CITY PARK**						
14411		Trailhead facilities in Gresham's Main City Park that support use of the existing trail corridor.	**REGIONAL STP PROGRAM**					
			PE			34,000		34,000
			Const				276,000	276,000
			FEDERAL FUNDS	**0**	**0**	**34,000**	**276,000**	**310,000**
			LOCAL FUNDS					**35,481**
			TOTAL FUNDS					**345,481**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

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Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Gresham	**1166**	**SE CLEVELAND ST (SE STARK - E POWELL)**						
14393		Reconstructs a to be defined portion of Cleveland Avenue through the Gresham regional center.	**REGIONAL STP PROGRAM**					
			Const			1,000,000		1,000,000
			FEDERAL FUNDS	**0**	**0**	**1,000,000**	**0**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**
Multnomah County	**1172**	**SELLWOOD BRIDGE REPLACEMENT**						
13762		Planning and preliminary engineering work for replacement of the existing Sellwood Bridge.	**REGIONAL STP PROGRAM**					
			PE			2,000,000		2,000,000
			HBRR (State)					
			PE	3,200,000		4,800,000		8,000,000
			ROW			4,800,000		4,800,000
			MODERNIZATION (State - Local Match)					
			PE	800,000		700,000		1,500,000
			FEDERAL FUNDS	**0**	**0**	**2,000,000**	**0**	**2,000,000**
			LOCAL FUNDS					**3,428,909**
			STATE FUNDS	**3,200,000**	**0**	**9,600,000**	**0**	**12,800,000**
			TOTAL FUNDS					**18,228,909**
Multnomah County	**1173**	**BEAVER CREEK CULVERTS (TROUTDALE RD, COCHRAN & STARK)**						
14438		Replace the three most downstream culverts, improving fish passage to 4.6 miles of stream habitat on this tributary to the Sandy River.	**REGIONAL STP PROGRAM**					
			PE			110,500		110,500
			ROW				30,000	30,000
			Const				859,500	859,500
			LOCAL FUNDS					
			PE			257,000		257,000
			ROW				70,000	70,000
			FEDERAL FUNDS	**0**	**0**	**110,500**	**889,500**	**1,000,000**
			LOCAL FUNDS			**257,000**	**70,000**	**327,000**
			TOTAL FUNDS					**1,327,000**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Gresham	**1156**	**MAX MULTI USE PATH (CLEVELAND STATION - RUBY JUNCTION)**						
14413		Pedestrian and bike connections between Rockwood, Civic Neighborhood and historic downtown Gresham light rail stations.	**REGIONAL STP PROGRAM**					
			Const			890,000		890,000
			LOCAL FUNDS					
			ROW		232,200			
			Const			100,000		
			FEDERAL FUNDS	**0**	**0**	**890,000**	**0**	**890,000**
			LOCAL FUNDS		**232,200**	**100,000**		**332,200**
			TOTAL FUNDS					**1,222,200**
Multnomah County	**1031**	**223RD UNDERCROSSING (SANDY BLVD TO BRIDGE ST)**						
11429		Reconstruction and widening of the freight rail overcrossing of NE 223rd Avenue near I-84 to accommodate wider vehicle travel lanes and bike lanes.	**REGIONAL STP PROGRAM**					
			Const	833,405				833,405
			STATE TSP PROGRAM					
			Const	2,000,000				2,000,000
			FEDERAL FUNDS	**833,405**	**0**	**0**	**0**	**833,405**
			LOCAL FUNDS					**2,332,037**
			STATE FUNDS	**2,000,000**				**2,000,000**
			TOTAL FUNDS					**5,165,442**
Hillsboro	**1040**	**SE 10TH (E MAIN - SE BASELINE)**						
11434		Improves access to the Hillsboro regional center by adding an exclusive southbound right-turn lane on 10th Avenue for turns onto Baseline Street.	**REGIONAL STP PROGRAM**					
			PE	90,000				90,000
			ROW		493,500			493,500
			Const			852,000		852,000
			FEDERAL FUNDS	**90,000**	**493,500**	**852,000**	**0**	**1,435,500**
			LOCAL FUNDS					**164,299**
			TOTAL FUNDS					**1,599,799**
Wash. Co.	**1043**	**WASHINGTON COUNTY ITS: TRAFFIC OPS CENTER**						
11437		Plan and implement traffic management system on the arterial road system in Washington County.	**REGIONAL STP PROGRAM**					
			Pre Eng	58,325	0	0	0	58,325
			Constr	0	242,271	0	0	242,271
			FEDERAL FUNDS	**58,325**	**242,271**	**0**	**0**	**300,596**
			LOCAL FUNDS					**34,405**
			TOTAL FUNDS					**335,001**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor / ODOT Key No.	Metro ID No.	Project Name / Description	Funding Source / Work phase	2006	2007	2008	2009	Total Authority
Tigard	**1042**	**SW GREENBURG ROAD (WASHINGTON SQ DR - TIEDEMAN AVE)**						
11436		Roadway widening and restriping, signal modification and extension of bridge on Greenburg Road to access to the Washington Square regional center.	**REGIONAL STP PROGRAM**					
			PE				660,000	660,000
			Const				1,000,000	1,000,000
			FEDERAL FUNDS	**0**	**0**	**0**	**1,660,000**	**1,660,000**
			LOCAL FUNDS					**189,994**
			TOTAL FUNDS					**1,849,994**
Tigard	**1105**	**WASHINGTON SQ. RC TRAIL (HALL - GREENBURG)**						
13527		A 3,000 foot section of a trail in the Washington Square regional center that will ultimately connect to the Fanno Creek Trail on the west side of Highway 217.	**REGIONAL STP PROGRAM**					
			Const			134,929		134,929
			LOCAL TOTAL					
			PE	74,223				74,223
			ROW		198,373			198,373
			Const			6,766		6,766
			FEDERAL FUNDS	**0**	**0**	**134,929**	**0**	**134,929**
			LOCAL FUNDS	**74,223**	**198,373**	**6,766**	**0**	**294,805**
			TOTAL FUNDS					**429,734**
Forest Grove	**1092**	**FOREST GROVE TOWN CENTER PED IMPROVEMENTS**						
12481		Enhances pedestrian safety and access to transit in downtown Forest Grove.	**REGIONAL STP PROGRAM**					
			PE	340,000				340,000
			ROW		90,000			90,000
			Const			1,330,000		1,330,000
			FEDERAL FUNDS	**340,000**	**90,000**	**1,330,000**	**0**	**1,760,000**
			LOCAL FUNDS					**201,440**
			TOTAL FUNDS					**1,961,440**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Beaverton	**1131**	**ROSE BIGGI AVENUE (CRESCENT - MILLIKAN)**						
14057		Extension of Rose Biggi Road in the Beaverton regional center.	**REGIONAL STP PROGRAM**					
			ROW	489,589				489,589
			Const	671,122				671,122
			LOCAL FUNDS					
			ROW	104,375				104,375
			Const	484,875				484,875
			FEDERAL FUNDS	**1,160,711**	**0**	**0**	**0**	**1,160,711**
			LOCAL FUNDS					**722,099**
			TOTAL FUNDS					**1,882,810**
Beaverton	**1131**	**SW ROSE BIGGI (SW HALL BLVD - SW CRESCENT ST)**						
14400		Engineering work to extend Rose Biggi Road in the Beaverton regional center area.	**REGIONAL STP PROGRAM**					
			PE			580,000		580,000
			FEDERAL FUNDS	**0**	**0**	**580,000**	**0**	**580,000**
			LOCAL FUNDS					**66,384**
			TOTAL FUNDS					**646,384**
Washington County	**1164**	**OR10: OLESON/SCHOLLS FERRY RD INTERSECTION**						
14389		Planning and engineering work for improvements at the Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection to improve safety for all modes of travel.	**REGIONAL STP PROGRAM**					
			Planning			100,000		100,000
			PE				900,000	900,000
			FEDERAL FUNDS	**0**	**0**	**100,000**	**900,000**	**1,000,000**
			LOCAL FUNDS					**114,454**
			TOTAL FUNDS					**1,114,454**
Cornelius	**1165**	**10TH AVE (N BASELINE - N ADAIR)**						
14392		Road reconstruction with widened turning radii at intersections and addition of turn lanes.	**REGIONAL STP PROGRAM**					
			PE			180,630		180,630
			ROW				57,130	57,130
			Const				599,240	599,240
			FEDERAL FUNDS	**0**	**0**	**180,630**	**656,370**	**837,000**
			LOCAL FUNDS					**95,798**
			TOTAL FUNDS					**932,798**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Washington County	**1169**	**SW TUALATIN-SHERWOOD ROAD ATMS (HWY99W TO I-5)**						
14414		Upgrade traffic signal systems and install video detection systems to monitor traffic and improve traffic flow along Tualatin-Sherwood Rd. in Tualatin.	**REGIONAL STP PROGRAM**					
			PE		116,675			116,675
			Const			592,729		592,729
			FEDERAL FUNDS	**0**	**116,675**	**592,729**	**0**	**709,404**
			LOCAL FUNDS					**81,194**
			TOTAL FUNDS					**790,598**
Hillsboro	**1158**	**ROCK CREEK TRAIL (ORCHARD PARK - NW WILKENS)**						
14437		A ten-foot wide multi-use path with three bridge crossings over Rock Creek.	**REGIONAL STP PROGRAM**					
			Const			675,000		675,000
			FEDERAL FUNDS	**0**	**0**	**675,000**	**0**	**675,000**
			LOCAL FUNDS					**77,257**
			TOTAL FUNDS					**752,257**
Wash. Co.	**1101**	**WASHINGTON COUNTY SIDEWALK PROGRAM**						
14454		Five sidewalk projects to improve neighborhood access to transit. (Each was allocated funds in the Priorities 2002 MTIP Update and are under one project header to streamline administration.)	**REGIONAL STP PROGRAM**					
			Constr	749,675	0	0	0	749,675
			FEDERAL FUNDS	**749,675**	**0**	**0**	**0**	**749,675**
			LOCAL FUNDS					**85,804**
			TOTAL FUNDS					**835,479**
Mult. Co.	**648**	**GRESHAM/MULTNOMAH COUNTY ITS**						
11430		Gresham traffic signal coordination & optimization project	**REGIONAL STP PROGRAM**					
			Constr	188,636	0	0	0	188,636
			REGIONAL CMAQ PROGRAM					
			Constr	750,000	0	0	0	750,000
			FEDERAL FUNDS	**938,636**	**0**	**0**	**0**	**938,636**
			LOCAL FUNDS					**107,431**
			TOTAL FUNDS					**1,046,067**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: STP FUNDED PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
Metro	**1134**	**METRO RTO PROGRAM**						
14567 14568 14441 14442		A set of strategies and programs that encourage the use of alternative modes to driving alone in order to maximize efficiency of existing transportation infrastructure.	**REGIONAL CMAQ PROGRAM**					
			Transit	987,000	883,000			1,870,000
			REGIONAL STP PROGRAM					
			Transit			1,800,000	1,800,000	3,600,000
			FEDERAL FUNDS	**987,000**	**883,000**	**1,800,000**	**1,800,000**	**5,470,000**
			LOCAL FUNDS					**626,066**
			TOTAL FUNDS					**6,096,066**
Mult. Co.	**1007**	**MORRISON BR. PED/BIKE ACCESS.**						
11421		Design and construct improved pedestrian and bike facility on the Morrison Bridge.	**TRANSPORTATION ENHANCEMENT (TE) PROGRAM**					
			Const	0	0	1,210,762	0	1,210,762
			REGIONAL STP PROGRAM					
			Constr	0	0	617,238	0	617,238
			FEDERAL FUNDS	**0**	**0**	**1,828,000**	**0**	**1,828,000**
			LOCAL FUNDS					**209,223**
			TOTAL FUNDS					**2,037,223**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: FTA FUNDED TRANSIT PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
TriMet	**1017**	**INTERSTATE MAX LIGHT RAIL**						
14174		Light rail line on Interstate Avenue from the Rose Quarter to the Expo Center.	**FTA SECTION 5309 NEW STARTS (79.66/20.34)**					
			Con	18,292,550				18,292,550
			FEDERAL FUNDS	**18,292,550**	**0**	**0**	**0**	**18,292,550**
			LOCAL FUNDS					**4,670,731**
			TOTAL FUNDS					**22,963,281**
TriMet	**1045**	**WILSONVILLE BEAVERTON COMMUTER RAIL**						
14571		Provides track and station improvements and rail vehicles to begin transit service on existing freight rail tracks.	**FTA SECTION 5309 NEW STARTS (50/50)**					
			Non Hwy Cap	20,000,000				20,000,000
			FEDERAL FUNDS	**20,000,000**	**0**	**0**	**0**	**20,000,000**
			LOCAL FUNDS					**20,000,000**
			TOTAL FUNDS					**40,000,000**
TriMet	**399**	**BUS AND RAIL PREVENTIVE MAINTENANCE (TRIMET)**						
13498 13519 14475 14476		Funds to maintain and refurbish bus and rail fleet.	**FTA SECTION 5307 (80/20)**					
			Non Hwy Cap	37,698,028	40,181,972	42,980,696	46,115,388	166,976,084
			FEDERAL FUNDS	**37,698,028**	**40,181,972**	**42,980,696**	**46,115,388**	**166,976,084**
			LOCAL FUNDS					**41,744,021**
			TOTAL FUNDS					**208,720,105**
TriMet	**1085**	**TRANSIT ENHANCEMENT 1% (TRIMET)**						
13499 13518 14477 14478		1% of FTA Section 5307 funds to be allocated to improvement of bus or rail transit amenities.	**FTA SECTION 5307 (80/20)**					
			Non Hwy Cap	376,980	401,820	429,807	461,154	1,669,761
			FEDERAL FUNDS	**376,980**	**401,820**	**429,807**	**461,154**	**1,669,761**
			LOCAL FUNDS					**417,440**
			TOTAL FUNDS					**2,087,201**
TriMet	**388**	**RAIL PREVENTIVE MAINTENANCE**						
13494 13523 14479 14480		Funds to maintain and refurbish light rail vehicles, tracking and stations.	**FTA SECTION 5309 (80/20)**					
			Non Hwy Cap	7,685,919	8,000,870	8,674,977	9,208,184	33,569,950
			FEDERAL FUNDS	**7,685,919**	**8,000,870**	**8,674,977**	**9,208,184**	**33,569,950**
			LOCAL FUNDS					**8,392,488**
			TOTAL FUNDS					**41,962,438**

Metropolitan 2006-2009 Transportation Improvement Program
Table 4.1: FTA FUNDED TRANSIT PROJECTS

Effective October 1, 2005

Sponsor	Metro ID No.	Project Name	Funding Source	2006	2007	2008	2009	Total Authority
ODOT Key No.		Description	Work phase					
SMART	**1132**	**BUS AND RAIL PREVENTIVE MAINTENANCE (SMART)**						
14577 14578 14579 14580		Funds to maintain and refurbish bus and rail fleet. (I.E.; for all but sec. 5309 rail modernization formula funds).	**FTA SECTION 5307 (80/20)** Non Hwy Cap	282,214	300,810	321,761	345,228	1,250,013
			FEDERAL FUNDS	**282,214**	**300,810**	**321,761**	**345,228**	**1,250,013**
			LOCAL FUNDS					**312,503**
			TOTAL FUNDS					**1,562,516**
SMART	**1133**	**TRANSIT ENHANCEMENT 1% (SMART)**						
14581 14582 14583 14584		1% of FTA Section 5307 funds to be allocated to improvement of bus or rail transit amenities.	**FTA SECTION 5307 (80/20)** Non Hwy Cap	2,822	3,008	3,218	3,452	12,500
			FEDERAL FUNDS	**2,822**	**3,008**	**3,218**	**3,452**	**12,500**
			LOCAL FUNDS					**3,125**
			TOTAL FUNDS					**15,625**
TriMet	**1135**	**TRIMET PLANNING**						
14417		ODOT Public Transit Division's FY06 award for Elderly & Disabled Planning.	**FTA SECTION 5310 (80/20)** Transit	127,451	0			127,451
			FEDERAL FUNDS	**127,451**	**0**	**0**	**0**	**127,451**
			LOCAL FUNDS					**31,863**
			TOTAL FUNDS					**159,314**
TriMet	**1175**	**RIDE CONNECTION PURCHASE SERVICES**						
14421		ODOT Public Transit Division's FY06 award for Portland Impact Service.	**FTA SECTION 5310 (80/20)** Transit	498,073	0			498,073
			FEDERAL FUNDS	**498,073**	**0**	**0**	**0**	**498,073**
			LOCAL FUNDS					**124,518**
			TOTAL FUNDS					**622,591**

Appendix 9

Metropolitan Planning Organization Comments:
2006-09 State Highway Fund Programming
2005 Transit Investment Plan

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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REGIONAL SERVICES

METRO

January 31, 2005

Oregon Transportation Commission
C/O Mr. Stuart Foster, Chair
355 Capitol Street NE
Room 126A
Salem, OR 97301

Dear Commissioners:

Thank you for the opportunity to comment on the Draft 2006-09 State Transportation Improvement Program (STIP). The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council has identified the following issues for your consideration in the adoption of the STIP. We look forward to further coordination with you in the integration of the Metropolitan and State Transportation Improvement Programs.

1. Statewide STIP process guidelines for the presentation of project and program options, selection criteria and agency recommendation.

Metro appreciates the efforts of Region One staff to identify both the projects and programs proposed for funding within each program category in the draft STIP and those projects that were considered but not proposed for funding for the public comment period. This was a new level of effort by your staff to inform the public and agency stakeholders of the potential trade-offs of funding allocation recommendations.

Metro encourages the OTC to adopt guidelines for the 2008-11 public comment draft STIP that identifies all projects eligible for consideration for funding, a methodology and analysis to recommend projects and programs (particularly in the "Modernization" category), and a recommendation of those proposed for funding. This allows the public and stakeholder agencies to view the trade-offs and reasoning of ODOT staff and to suggest alternative priorities. Such a process would encourage more public participation, solicit comments that are more informed and create more public ownership of the ultimate allocation decisions made by the commission.

"We also recommend the Commission provide additional incentives, such as funding for projects and planning, to implement the policy objectives outlined in the proposed STA amendments. We have done this in the Metro region through our Boulevard Program. Since 1998, we have funded more than $20 million in boulevard projects through our Metropolitan Transportation Improvement Program, with nearly $9 million being awarded to boulevard projects on state highways in the Metro region."

The next step to achieving this vision is to set up a structure within the department that identifies projects within these Special Transportation Areas for inclusion in the STIP and to organize program staff within the department that are trained to work with local agency staff to design and construct such projects. Metro is interested in working in partnership with ODOT on such a program in anticipation of projects for the 2008-11 STIP.

Following are STA designated facilities within the Metro region:

- St. Johns Town Center: Lombard St. from Mohawk to Lombard Way to Richmond to Ivanhoe to intersection of Ivanhoe and Philadelphia)
- Macadam Avenue Main Street: Highway 43 from Bancroft to Taylors Ferry Road
- Milwaukie town center: 99E/McLoughlin Boulevard from Scott Street to River Road
- Clackamas regional center: Highway 213/82nd Avenue from King Rd. to Sunnybrook St.
- Lake Oswego town center: Highway 43 from McVey Ave. to Terwilliger Blvd.
- Oregon City regional center: 99E/McLoughlin Boulevard from 14th Street to railroad tunnel and the Highway 43 bridgehead area
- Cornelius Main Street: Highway 8 from 14th Ave. to 10th Ave.
- Washington Square regional center: Hall Boulevard from Scholls Ferry Rd. to Hemlock St.

A capital program should also be developed to address missing or substandard pedestrian and bicycle facilities on state facilities in UBA and Commercial Centers areas. Such a program would prioritize funding for such facilities to ensure that the transportation system is supporting our state and local planning goals. Such work could be coordinate with, but not dependent on, Preservation program projects to achieve cost-efficiencies and minimize construction impacts.

4. Coordination of Preservation work and the provision of adequate pedestrian and bicycle facilities in urban areas.

Again, Metro commends the efforts of Region One staff to ensure coordination of preservation work on urban area highways with to address substandard pedestrian and bicycle facilities through the Sidewalks in Preservation (SWIP) Program and other proposed programming. Your staff worked to identify which non-interstate facilities would likely be proposed for preservation work in 2008-09 to allow for early coordination with local agency staff to identify potential improvements that could be coordinated with the preservation work. This coordination is critical to achieve economies of scale and to minimize disruption that would result from separate preservation and capital improvement project timing.

will be important to upgrade bike/pedestrian facilities on this narrow bridge to the extent feasible.

7. Further inter-agency coordination and public process to define the ODOT Region One Bicycle and Pedestrian program.

The Bicycle and Pedestrian program for Region One is not yet defined in the STIP. Metro requests that the state bicycle and pedestrian program staff brief TPAC and JPACT on the statewide program and specifically on the grant program award process.

Additionally, if there is additional Region One sidewalks in preservation (SWIP) funding remaining to be programmed in 2008/09 after addressing the SE Powell and NW Yeon projects, the list of potential projects, selection criteria and projects recommended for funding should be made available for review and comment by TPAC, JPACT and the Metro Council prior to final programming in the STIP.

8. Programming of funds for Corridor Planning.

The 2000 Regional Transportation Plan identifies eighteen transportation corridors in the Metro region needing further planning work. These corridors are primarily defined around the traffic movements on and surrounding state highway and interstate facilities. The RTP demonstrated that these corridors have unmet transportation needs but lack clearly defined strategies of projects and programs to meet those needs. Corridor studies are needed to develop these strategies and provide definition to the projects and programs needed. This allows those projects to proceed into the environmental work and preliminary engineering.

Metro has programmed regional funds to begin addressing these corridor plans. Phase I of the Powell/Foster corridor study was recently completed and identified improvement needs for much of that corridor. The Highway 217 corridor plan is underway and funding is programmed for the I-5/99W connector study. Funding for the next priority corridor has been proposed for consideration of additional regional funds in 2008/09.

As these corridor plans seek to define strategies that affect the capacity and operations of ODOT's highway and interstate facilities, Metro believes that ODOT should have both a financial and administrative stake in supporting the corridor planning effort. Metro requests that ODOT Region One planning staff to have the capability to participate in two corridor studies and ODOT funding for one study in the 2008/09 biennium. Funding for such an effort could come from ODOT planning funds or from STIP funding. Should ODOT decide to fund this work from STIP resources, Metro suggests ODOT program $500,000 toward consultant services for completion of one corridor plan, conditioned on an equal contribution of regional funds toward a second corridor plan in the same time period. This level of planning effort would continue an acceptable rate of progress toward completion of the corridor plans identified in the RTP and is within the capacity of the region to complete planning work. Selection of the corridors for plan development would be selected through a prioritization process with participation from ODOT staff.

identify alternative approaches of mitigation. Of particular concern is the potential effect of the I-5/99W Connector combined with the Newberg-Dundee Bypass.

13. Projects of Statewide Significance

ODOT and the OTC have prioritized large interstate system capacity needs in the state through the designation of "projects of statewide significance". The list includes the following eight projects:

- Highway 62 Corridor Units 2 & 3 (Medford to White City)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Sunrise Corridor
- I-5 Columbia River Crossing
- I-205 (Columbia River to I-5)
- Highway 20
- Newberg-Dundee Bypass (Corvallis to Newport)
- I-5/I-405 Loop (Portland)

Recent federal earmarks and resources from the OTIA III program have begun to address implementation of these projects. Further work is needed on the development of a statewide finance strategy to implement the remaining projects on this priority list. This list should not be expanded to include any new projects at this time.

Sincerely,

David Bragdon
Metro Council President

Rex Burkholder
Metro Councilor, District 5
Chair, JPACT

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
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July 26, 2005

David Bragdon, Metro Council President
Rex Burkholder, JPACT Chair
Metro
600 Northeast Grand Avenue
Portland, OR 97232

Dear President Bragdon and Chair Burkholder:

Thank you for taking the time to comment on the draft 2006-2009 Statewide Transportation Improvement Program (STIP). As we prepare to adopt the 2006-2009 STIP, I wanted to express my appreciation for the insights submitted by Metro and wanted to assure you that I have carefully considered each issue.

ODOT Region 1 staff has met with staff from Metro to discuss and follow-up on each issue. Your comments relating to the 2008-2011 STIP have been forwarded to the OTC for consideration, and many of these issues have been or are in the process of being addressed through the STIP Stakeholders Committee.

As we approach the next STIP update, I have directed Region 1 staff to develop a transparent process for project identification and selection and to engage the Joint Policy Advisory Committee on Transportation and local jurisdictions during this process. I look forward to receiving input from Metro and our regional partners on the various transportation projects that will be recommended for inclusion in the 2008-2011 STIP.

Over the past few years, significant strides have been made to improve our interagency coordination and integration of the STIP and MTIP. I want to commend Metro's efforts to accelerate the MTIP development process to meet ODOT's STIP timelines. I look forward to the continued strengthening our partnership to address the transportation challenges of the region.

Sincerely,

Matthew Garrett
Region 1 Manager

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METRO

May 18, 2005

TriMet Board of Directors
4012 SE 17th Avenue
Portland, OR 97202

Dear Board President Passadore and Directors:

The Joint Policy Advisory Committee on Transportation (JPACT) has received a briefing on TriMet's 2005 Transit Investment Plan. This plan summarizes the five-year priorities for investment in the transit system, consistent with the Regional Transportation Plan.

JPACT appreciates the efforts of TriMet to communicate its short-term plan for priority investments and for the opportunity to comment on these plans. The plan clearly outlines the competing opportunities for limited transit resources. Based on this information, JPACT offers the following comments for TriMet Board consideration.

1. Provide further analysis of the TriMet TIPs progress toward implementing the Regional Transportation Plan.

JPACT would appreciate further analysis and discussion concerning the following TIP-related topics in the near future:
• a budget summary of revenue sources and operations and capital expenditures
• a financial needs analysis to implement the RTP Financially Constrained and Priority systems (implementation of service hours, ridership and capital improvements)
• the overall 5-year costs (capital and operating) and forecasted revenues of the proposed plan.

2. Use the TriMet TIP and the analysis above to guide discussion of programming of funds in the Metropolitan Transportation Improvement Program (MTIP).

The Metropolitan Transportation Improvement Program programs all federal transportation funds in the region and documents the criteria and process used by JPACT and the Metro Council for prioritizing projects and programs to implement the regional transportation plan. The TriMet TIP should inform the JPACT and Metro Council deliberation on how to program federal transportation funds by demonstrating what transit services can be implemented at different levels of federal revenue investment in the transit system.

This information would be used by JPACT and the Metro Council to consider what the priority emphasis should be in the next MTIP cycle and to measure progress in implementing the Regional Transportation Plan.

3. Perform an analysis of the region's long-term high capacity transit system.

The 2005 TriMet TIP identifies several high capacity transit projects in the region. TriMet should work with Metro to develop a high capacity transit master-planning effort to prioritize and implement the next phases of this system.

4. Clarify description of process to identify and prioritize local service issues.

While TriMet staff performed extensive outreach as part of the development of the Transit Investment Plan to citizens and local transportation agencies, it is not clear how this outreach, or other communication to TriMet staff, translated into the identification and prioritization of the areas identified as local service focus areas. Please clarify how TriMet receives input on local service issues and how those communications may effect the selection of local service focus areas to address local service issues.

5. Clarify the scope of the North Clackamas focus area work.

One local focus area identified in the Transit Investment Plan is the North Clackamas area. Please clarify the plan language to address the relationship of this effort to the locally preferred alternative of the South Corridor process, the start-up of I-205 light rail service and the results of the Damascus/Boring concept planning effort, particularly transit service on Sunnyside Road.

6. Update JPACT on implementation of the Elderly and Disabled Transportation Plan

JPACT shares TriMet's concerns about effective service to the elderly and disabled community as well as the rising costs associated with TriMet's LIFT service. A briefing on these issues, the Elderly/Disabled Land Use Study, the State's competitive grant program for these services, and summary of TriMet's strategy for coordinating these services with other service providers in the region would be appreciated.

7. Work with Metro and TPAC to document efforts taken by local governments to align land use plans with transit goals and to assist in investing in transit-related capital costs.

8. Consider in future updates of the plan alternatives for providing transit service in developing or lower-density areas.

Again, thank you for considering these comments on the Transit Investment Plan. We look forward to continuing our cooperative working relationship to ensure the region receives the most efficient and effective comprehensive transportation system.

Sincerely,

Rex Burkholder
JPACT Chair

Cc: Fred Hansen, Phil Selinger: TriMet
Andy Cotugno: Metro

TRIMET

June 8, 2005

The Honorable Rod Park
Metro Councilor
Joint Policy Advisory Committee on Transportation
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Subject: TriMet's Transit Investment Plan: 2005 Update

Dear Councilor Park:

The TriMet Board thanks JPACT for its May 18, 2005 letter commenting on the 2005 update to TriMet's Transit Investment and JPACT's on-going support for transit investments. The TriMet Transit Investment Plan presents the short-term strategy for continuing to develop attractive transit mobility options for the citizens of this region, building on the long-term vision contained in the Regional Transportation Plan Together, our results to date are noteworthy:

- The TriMet service area ranks 29th in population nationally, but 12th in transit ridership.
- TriMet has increased annual ridership for 16 straight years.
- TriMet carried 89 million rides last year, more than any other western system except Los Angeles.
- Portland region residents took 79 transit trips per capita in 2002 – the most in any comparable western region, and twice the average of our peer systems.
- TriMet ridership is growing faster than regional vehicle miles traveled, population growth, or employment growth.

Over the last few years we have continued to progress even in an environment of fiscal constraint – with flat payroll tax receipts over the last 3 years. This has reduced our expected resources by over $30 million annually. To meet these challenges, we have reduced costs through aggressive productivity improvements, becoming the #1 fuel-efficient transit operator in the nation, and finding new more efficient ways to operate. We have continued to develop our frequent service network, expanding it most recently with the Line 57, our 16th frequent service line. We have also brought new services to our customers through our web site and automated transit tracker systems. We have partnered with Metro and local jurisdictions to continue the development of the RTP high capacity transit system.

This is our fourth transit investment plan – and your comments will help us to continue to develop this tool. In specific reply to your comments, I offer the following:

1. Relationship to the RTP: The 20-year Regional Transportation Plan (RTP) is the foundation for TriMet's 5-year Transit Investment Plan (TIP). Indeed, the TIP acknowledges that connection but should it do more to document specific results against the targets set out in the RTP. We will continue to develop analytical tools and metrics to measure the transit program's performance for application to the 2006 TIP update as well as how the investments in the MTIP and dedicated transit funds are being applied and translated into the transportation goals set out in the RTP.

2. MTIP programming: As noted above, we will enhance future Transit Investment Plans with more quantitative measures of our performance toward RTP goals. The Board welcomes the opportunity to review with JPACT opportunities to use targeted federal funding for further development of our transit system We will continue to enhance the Transit Investment Plan to better make that connection to JPACT and to the community.

3. High Capacity Transit Master Plan: The RTP identifies corridors to receive some form of high capacity transit, but does not provide specific priority or sequencing for those projects. With JPACT guidance, as well as leadership and support from Metro staff, we have maintained a development program that leverages scarce resources and has provided a near-continuous program of regional high capacity transit projects. Public private partnerships, local financing tools, and local support have influenced and allowed us to capitalize on opportunities as they developed. JPACT and its member jurisdictions have been partners in identifying these opportunities to advance projects and have also discussed the circumstances under which some projects have stalled. I welcome thoughtful approaches to master planning the next phases of the high capacity transit system. TriMet would be pleased to work with Metro to ensure that the forthcoming RTP update incorporates such an effort.

4. How we set priorities for local service areas: The annual preparation of the Transit Investment Plan includes open house meetings with the community and regional meetings with local jurisdictions. We also receive customer comments regularly through 238-RIDE, our website, other public meetings, our budget advisory committee, TMAs, and other means. The process by which that input is received will be documented in the TIP. The input affirms or influences the incremental development of the TIP. Local areas are sequenced in the TIP on the basis of needs, opportunity to complement other transit or redevelopment efforts, and rotational considerations that over time consider each community. Focused and coordinated local area investments are most effective.

   Knowing that Metro conducts many outreach efforts across a host of activities, we would welcome coordinating such outreach efforts with you as a way to gain even more public input into our planning and decision. Like the Regional Transportation Plan, the Transit Investment Plan is based on a financially constrained future that includes the recently approved stepped payroll tax increase (1/100% annually for ten years) and status quo Federal funding. Opportunities for service *increases* are

thus limited, but the opportunities for service *improvement, when paired with supportive local investments,* are significant. The TIP's local area focus is not just about increased service investment, but about smarter and more productive services, coordinated with local investments in streets, traffic control and new development. Local service plans are coordinated with high capacity transit projects as they come on line – recently in northeast Portland, in Clackamas County and along the Highway 217 / I-5 corridor of Washington County.

5. North Clackamas Service Area: TriMet has been participating in the Damascus / Boring Concept Plan and recognizes this opportunity to promote transportation options from the ground up. This region has worked to bring light rail to Clackamas County and the I-205 corridor. TriMet will continue to work with Metro, Clackamas County and local jurisdiction staff to address the need and opportunity to develop local and regional service that complement high capacity transit investments. We must do this within the reality of limited resources, while seeking to supplement those resources. Transit investments must be complemented with a local commitment to transit oriented redevelopment, pedestrian related infrastructure, and financial support for expanded transit operations.

6. Elderly and Disabled Services: Maintaining mobility options for the elderly and disabled communities remains a top priority of this Board. This program has been increasing seven percent annually as the size of this community and its needs grow. Over the long-term, this level of increase cannot be sustained through existing resources. For that reason, TriMet is a leader in providing options for convenient and lower cost use of fixed route services for this population, yet there are limits to our ability to shift customers from door-to-door services. TriMet has received a grant under ODOT's Special Transportation Program to better understand trip making needs and factors influencing location choices of this population and its supportive services. We can increase mobility and reduce program costs if we can eliminate barriers and influence smart location-based decisions among the elderly, disabled and supportive institutions. Acting on these findings will clearly require local partnerships. TriMet staff would like to provide a review of its accessible transportation program and this important topic at a future meeting of the JPACT.

7. Document local government alignment of land use and transit plans: The first priority of the TIP is "Building the Total Transit System". This concept addresses the door-to-door experience of the traveler and the travel mode decision-making process. A first consideration is getting to the bus stop or MAX station is having a safe and comfortable experience as a pedestrian. This region continues to make investments through the MTIP in providing appropriate amenities and information at bus stops, but sidewalks and safe street crossings are a first consideration of the would-be transit rider. TriMet works with local jurisdictions to coordinate these service and infrastructure investments, because the investment benefits are compromised when not coordinated. Jurisdictions have recognized this symbiosis in the development of Transportation Systems Plans. We applaud efforts to report on progress in implementing this important aspect of those plans and to promote the coordination of redevelopment and streetscape projects with public transportation services.

8. Service in Developing or Lower Density Areas: The TIP addresses the popularity of Frequent Bus services. Frequent and reliable service provides an attractive travel alternative in many urban and regional corridors, but cannot be sustained in less dense or poorly connected communities. Finding a cost effective, yet attractive, local public transportation service has been a nationwide industry challenge. TriMet has been forced to eliminate low-performing routes in the face of poor ridership. Even the most frequent service cannot be supported in less-urban parts of our region. Park-and-ride lots are one means to connect residents with transit services, but TriMet will continue to work with each community to find the best fit for local service that can be a popular trip making option for both local and regionally connected travel.

The next update to the Regional Transportation Plan will be an opportunity to apply what we have learned over the past decade and to improve the framework for completing the region's high capacity transit system. It should explore new approaches to serving the less urban neighborhoods while continuing to reinforce the development of centers and main streets.

We applaud JPACT's attention to these important questions and we welcome any further discussion on how, together, we continue to build a world-class public transportation system for the Portland region. Thank you.

Sincerely,

George Passadore
President, TriMet Board of Directors

Appendix 10

STIP/MTIP Amendment Process Summary Table

STIP/ TIP AMENDMENTS

Type of Change	OTC Approval	Region 1 or State- wide	Federal Action	Full Amend- ment	Admin- istrative Amend- ment	Financial Plan/ Change only	Region 1 Project Delivery Line Team (RPDLT) Approval	Metro Approval Process (for projects in the MPO)
If it is NOT in the STIP:								
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the STIP	If on state system	✔	Approval if in first 3 years	✔				MTIP Amendment (see exceptions)
2. Adding a regionally significant project to the STIP (any funding source)	If on state system	✔	Approval if in first 3 years	✔			✔	MTIP Amendment (see exceptions)
3. Adding a federally funded project that is funded with discretionary funds	If on state system	✔	Notification		✔		Notification	MTIP Amendment (see exceptions)
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the STIP	If on state system		Notification		✔		✔	MTIP Amendment (see exceptions)
If it is already in the STIP:								
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the STIP**	If on state system	✔	Approval if in first 3 years	✔			✔	MTIP Amendment (see exceptions)
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding	If on state system	✔	Approval if in first 3 years	✔				MTIP Amendment (see exceptions)
7. Advancing a project or phase of a project from the fourth year to the first three years of the STIP***		✔	Approval	✔				MTIP Amendment (see exceptions)
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP			Notification		✔			Administrative adjustment
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year						✔		Project Selection
10. Adding PE or ROW phase to an approved project in the first three years of the STIP			Notification		✔			Administrative adjustment
11. Combining two or more approved projects into one project			Notification		✔			Administrative adjustment
12. Splitting one approved project into two or more projects			Notification		✔			Administrative adjustment
13. Minor technical corrections to make the printed STIP consistent with prior approvals			Notification		✔			Administrative adjustment
14. Adding FHWA funds to an approved FTA-funded project			Notification		✔			Administrative adjustment
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP			Notification		✔			Administrative adjustment
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP						✔		Project Selection

*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief fur
**If a program has been delegated certain authority levels, OTC approval may not be required.
***The federally approved STIP contains years one to three; year four is informational only.

Exceptions to Metro JPACT Resolution

New projects (or deletions) within the following types of project categories or with the following conditions can be administratively added to the MTIP at The option of Metro staff in cases where the proposed project is exempt from air quality conformity determination (per 40 CFR 93.134) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 (c) (2)) to not require additional regional air quality analysis, with monthly notification to TPAC.

- Bridge repair or replacement projects - up to $5 million
- Preservation projects on the interstate system - up to $5 million; on the highway system - up to $2 million
- Operations projects - up to $1 million
- Bicycle or pedestrian projects - up to $500,000
- Transit categories - Appropriations in excess of those programmed
  - HPP or other earmarks consistent with adopted regional priorities paper adopted by JPACT
- Appropriations for projects/programs previously identified and approved by JPACT and the Metro Council by resolution as regional priorities
- Emergency additions where an immanent safety public safety hazard is involved
- Addition of project details to previously approved generic projects such as parts and equipment, street overlays, etc.

Appendix 11

Approval Documentation:
Adopting Resolution
Governor Approval of MTIP
US DOT Approval of STIP
CMAQ Eligibility

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APROVING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.	)))	RESOLUTION NO. 05- 3606 Introduced by Councilor Rex Burkholder

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be updated every two years in compliance with federal regulations, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have recently proposed programming of the "regional flexible funds" portion of the federal allocation of transportation funds to this region through the Transportation Priorities 2006-09 process, and

WHEREAS, the Oregon Department of Transportation has proposed programming of federal transportation funds for projects in the Portland metropolitan area through the State Transportation Improvement Program, and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds, and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the draft Metropolitan Transportation Improvement Program for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules, and

WHEREAS, the companion Metro Resolution No. 05-3599, For the Purpose of Approving an Air Quality Conformity Determination for the 2006-2009 Metropolitan Transportation Improvement Program and the I-205/Airport Way Interchange Improvement Project, adopted August 18, 2005, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

WHEREAS, a public process has provided an opportunity for comments on the programming of federal funds to specific projects in specific fiscal years and whether that programming meets all relevant laws and regulations, in addition to the extensive public processes used to select those projects to receive these funds; now therefore

BE IT RESOLVED that the Metro Council adopt the Metropolitan Transportation Improvement Program for the Portland metropolitan area as shown in Exhibit A; and

BE IT RESOLVED that projects in the existing 2004-07 MTIP that do not complete obligation of funding prior to September 30, 2005 will be programmed into the 2006-09 MTIP following consultation with federal agencies and the Transportation Policy Alternatives Committee on an air quality conformity determination.

ADOPTED by the Metro Council this 18th day of August, 2005

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

August 22, 2005

Governor Theodore Kulongoski
160 State Capitol
900 Court Street
Salem, OR 97301-4047

Dear Governor Kulongoski:

Enclosed is the 2006-09 Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan region. This document summarizes expected federal transportation spending in the Portland region and demonstrates compliance with federal regulations associated with that spending.

Metro and the Joint Policy Advisory Committee on Transportation (JPACT) have worked cooperatively with the Oregon Department of Transportation and the transit service providers TriMet and South Metro Area Rapid Transit, local transportation agencies and the public in developing a transportation program that begins to address the transportation needs of this region. With your approval, the spending programmed in this document will be incorporated into the State Transportation Improvement Program.

Thank you for your consideration in approving this MTIP. We look forward to working with you in the future to continue to address the region's transportation priorities.

David Bragdon

Metro Council President

Approved by:

Theodore R. Kulongoski
Governor, State of Oregon

Date: 9/3/05

Copy: Jill Vosper, ODOT
Steve Leep, ODOT
Matthew Garrett, ODOT
David Kim, ODOT
Jon Young, Federal Highway Administration
Tom Radmilovich, Federal Transit Administration
Clair Potter, TriMet
Steve Dickey, SMART

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
The Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

December 2, 2005
IN REPLY REFER TO
HPL-OR
105.000
X-Ref: 724.412, 724.422,
724.432, 724.442,
724.462, 724.472

Ms. Lorna Youngs, Interim Director
Oregon Department of Transportation
355 Capitol Street N.E., Room 135
Salem, Oregon 97301

RE: 2006-2009 Statewide Transportation Improvement Program (STIP)

Dear Ms. Lorna Youngs:

In accordance with 23 CFR 450.220, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have jointly reviewed Oregon's 2006-2009 STIP, as transmitted by your October 5, 2005, letter. The submitted STIP includes the listing of projects, the requisite self certification statement, and an attachment with information on public involvement, air quality conformity, financial plan, revenue sources, and maintenance and operations that support approval.

The FHWA and the FTA, find that the FY 2006-2009 STIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C. Sections 134 and 135 and 49 U.S.C. Sections 5303-5305. This finding is based on the Oregon Department of Transportation (ODOT) and Metropolitan Planning Organization (MPO) self-certifications of their statewide and metropolitan transportation planning processes, a review of the self-certification supporting documentation, Federal certification of Transportation Management Areas and our involvement in the State and MPO transportation planning processes, including review, approval, and monitoring of the Unified Planning Work Programs and the planning portion of the State Planning and Research work program. Based on our joint review, FHWA and FTA approve Oregon's 2006-2009 STIP subject to the following comments and conditions:

1. This action shall remain valid for a period of two years. Approval of projects in air quality non-attainment or maintenance areas will expire earlier if any of the applicable regional air quality conformity determinations lapse at an earlier date.
2. This action does not commit funds or serve as a Federal approval action for any of the projects or programs included in the STIP.
3. Financial constraint is an extremely critical element of the STIP and federal approval. Financial plan information was included with the STIP submittal; both FTA and FHWA sought additional support. A meeting between FHWA and ODOT was held on October 20 to discuss financial constraint of the highway portion of the STIP. FTA and ODOT communicated via e-mail and phone for financial constraint of the transit portion of the STIP. These additional efforts satisfactorily addressed FTA and FHWA strong interest in ensuring that the STIP is fully funded, but they did add to the STIP approval process and review time, and they do point to the need for

more robust discussion and documentation of financial constraint to be provided with future STIP submittals. ODOT demonstrated that a department-wide budget exists, from which subtractions are made for non-surface transportation divisions, as well as the costs to maintain and operate the existing surface transportation system, to derive the funds available for the projects included in the proposed STIP. The final printed document should reflect the latest revenue information provided during these discussions.

4. Financial constraint is an issue with two sides – revenues and costs. Much attention has been given to the revenue side of the equation. We intend to evaluate the cost side more closely in the future.
5. ODOT's timeline for the 2008-2011 STIP calls for USDOT approval by October 1, 2007. To facilitate that action, a complete STIP should be submitted to FTA and FHWA no later than September 1, 2007. STIPs and Transportation Improvement Programs (TIPs) approved after July 1, 2007 must comply with all SAFETEA-LU planning provisions. Such SAFETEA-LU compliant programs will be updated on a four year cycle or sooner if the Governor elects to do so. Federal approvals on SAFETEA-LU compliant STIPs will be valid for four years.
6. Some TIPs are being incorporated into the STIP while still in a draft stage; 23 CFR 450.216(a) requires that "...TIPs shall be included without modification in the STIP, directly or by reference, once approved by the MPO and the Governor and after needed conformity findings are made." ODOT and the MPOs should work together to improve the timing of TIP and STIP development processes to ensure this requirement is met. TIPs should not be included in the STIP until the official actions on the TIPs are completed.
7. The different formats of the TIPs and STIP make a direct comparison of the TIP and the STIP projects extremely challenging. At our request the MPOs reviewed their TIPs with the draft STIP for consistency and reported their findings to us. An attachment to this letter lists projects that are inconsistent and which must be resolved by either STIP or TIP revision. ODOT's process to include TIP projects into the STIP is manual and sometimes leads to differences between the documents. We strongly encourage ODOT and the MPOs to work together on process improvements towards ensuring the TIPs will be included in the STIP in a more efficient and less error prone manner. ODOT should work with the MPOs on the information and format minimally needed to populate the STIP consistently statewide, which meets local TIP needs. When possible, the ODOT and MPOs should migrate to an electronic transfer of the TIP projects to the STIP, and possibly even utilize the same software.
8. Program changes made after the TIP is adopted/approved by the MPO and Governor and before the federal approval of the STIP shall be processed as an amendment to the STIP. We understand that this "transitional amendment" follows directly after the federal approval, and will be reflected in the final print version of the federally approved STIP. This provides the most accurate snapshot of the STIP at the time of federal approval. We expect to be able to discern the status of the projects included on the attachment and the lists developed jointly by ODOT and MPO STIP coordinators, when the transitional amendment is proposed.
9. Key # 09473 is **excluded** from this STIP approval. This project is listed in the STIP as "Region 2 CMAQ Funding – Oakridge." The CMAQ program requires an emissions reduction benefit to be eligible for CMAQ funding. It is only possible to evaluate CMAQ eligibility when funds are associated with a specific project. CMAQ funds cannot be placed in buckets. We expect Key # 09473 to be removed with the transitional amendment. When a project is identified for this funding that meets CMAQ eligibility, it should be amended into the STIP.
10. At this time, 51 non-administrative amendments to the 2004-2007 STIP have been processed since the federal approval of that STIP in February 2004. Additionally, with the help of the ODOT finance staff, it was determined that 52% of the Federal-aid highway projects slated to go to construction in FY 05, actually advanced to construction in FY 05. While some slippage is unavoidable, we would like to work with you to improve this indicator of the planning and programming process, to decrease non-administrative STIP amendments and increase the percentage of construction projects that advance during the year for which construction is programmed.

11. Future STIP transmittals should include copies of all approved TIPs to facilitate our review of the documents for consistency.
12. Future STIP transmittal letters (including amendments) should be addressed to both FHWA and FTA. For amendments not requiring joint approval, the appropriate modal agency will take action as appropriate.
13. Much useful information, such as the air quality conformity status and the financial plan/constraint discussion, are included in the attachments to the October 5 submittal letter. We suggest that the attachments be woven into the STIP document so that all essential information is consolidated for easier reading and analysis.
14. FTA and FHWA anticipate meeting with ODOT staff in the first quarter of calendar year 2006 to discuss STIP process improvements that can be incorporated in the development of future STIPs and amendments to facilitate future USDOT approvals.

We recognize the complexity of assembling this STIP and appreciate the continued efforts of your staff and the MPOs in this effort. We look forward to working with you as the projects and programs in the STIP are advanced, and as SAFETEA-LU planning-related provisions are implemented.

Sincerely,

David O. Cox
FHWA Division Administrator
Federal Highway Administration

for R. F. Krochalis
FTA Regional Administrator
Federal Transit Administration

cc:
ODOT (Steve Leep, Finance)
(Jill Vosper, STIP Coordinator)
Metro (Andy Cotugno)
SKATS (Richard Schmid)
CLMPO (Tom Schwetz)
RVMPO (Dan Moore)
CAMPO (Ali Bonakdar)
BMPO (Tyler Deke)

Jy/lg

FY 2006-2009 STIP and MTIP Projects Consistency Review

MPO	Project Key No	Discrepancy	Action
Corvallis MPO		No Discrepancy	None
Bend MPO	Key 14246	Incorrect # in MTIP	MTIP will be Corrected
	Key 13370	Project not in current MTIP	Bend MPO will take to Policy Board in November 17, 2005 for correction
SKATS	Salem Bridge EIS	FY 05 Carryover shown in MTIP No entry in STIP	Include this project in STIP
	Key 12601	MTIP shows $ in FY 2007 and 2008 (62,000+222,890) STIP reflects in FY 06, $285,000	Correct entry in STIP
	Key #s 12604, 12609, 12619, 12623, 12625, 12645, 12746, 13678, 13679, 13949, 13950, 13951, 13952, 14321, and 14322	Incorrect applicant name	Correct applicant name to proper local jurisdiction
Lane COG	Key 12581	MTIP Const FY 2006 STIP Const FY 2007	Correct entry in STIP
	Key 14036	MTIP Const 2006 STIP Const 2007	Correct entry in STIP
	Key 13400	MTIP const cost $377k STIP const cost $477k	Correct entry in STIP
	Key 14075	Earmark not in MTIP	Delete project from STIP
	Key 13387	MTIP Const Complete in FY 2005 STIP Const 2006	
	Key 12298	NOT In MTIP	Delete entry from STIP
	Key 13446 (BRT)	$ difference MTIP shows amount spent in FY 2005	Correct entry in STIP
	Key 14267 (BRT)	MTIP $160 K STIP $ 3 million	Correct entries in STIP in coordination with MPO
	Key 13452 (BRT)	MTIP Project Complete STIP $3 million in FY 2006	Correct entries in STIP in consultation with MPO
	Key 14338	Fund Type STIP 5307 and MTIP STP-U	Correct entries in STIP
METRO (Portland MPO)	Key #s 14475 to 14480 and 14483 to 14488	Incorrect applicant name	Change applicant from Metro to TriMet for the listed projects

RVCOG	Key #s 13348, 14276, 13351, 13349, 13345, 11588, 13355, 13245, 13341,13342, 13343, 13354, 13353, 13352, 12336, 12321, 12331, 12344, 12333, 12324, 12322, 12330, 13554, 13552, 13549, 13553, 13548, 14410	In STIP not in TIP	Amend TIP and STIP as needed
	Key #s13340, 13262, 13356, 13367, 13240, 14423, 13344, 12723, 13993, 13994, 14040, 14041, 13338, 13339, 14396, 14079, 14041, 13362, 13363, 13775, 13824,	Funding Amounts between TIP and STIP don't match	Amend TIP and STIP as needed
	Key #s13360, 13361, 13346, 12718, 12734, 11727, 13360, 13361,	In TIP not in STIP	Amend TIP and STIP as needed
	Key #s14143, 13771, and 11722	Verify for MPO Boundaries	Amend STIP
	Unassigned Key Numbers	2008 JARC $ and 2008 and 2009 Urban operations Support in TIP and not in STIP	Amend STIP as needed

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

August 11, 2005

Ms. Michele Eraut
Federal Highway Administration
Equitable Center, Room 100
530 Center Street
Salem, OR 97301

Mr. Tom Radmilovich
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Dear Ms. Eraut and Mr. Radmilovich:

This letter summarizes proposed programming of CMAQ funding within the Portland metropolitan area with respect to funding eligibility. The Portland metropolitan area is designated a maintenance area for carbon monoxide (CO) and as an eligible recipient for CMAQ funding. Currently, the Oregon Department of Transportation allows Metro, as the area's Metropolitan Planning Organization, the authority to prioritize projects from our Regional Transportation Plan for a portion of the CMAQ funding made available to Oregon.

Metro uses the project prioritization process for CMAQ funds to ensure the region meets its obligations for timely implementation of its Transportation Control Measures from the State Implementation Plan for Air Quality.

Each project description ends with a technical analysis of air benefits expected for the projects. These calculations include both reductions in CO emissions as well as Hydro Carbons (HC) and Nitrous Oxide (Nox), precursors to ozone. Emission reductions of ozone precursors are included for informational purposes only as the Portland metropolitan area has recently been re-designated from an ozone maintenance area under the old 1-hour standard to an attainment area for ozone under the new 8-hour standard.

The Metro Council is scheduled to act on this draft programming August 18th, 2005 through adoption of the MTIP and its air quality conformity analysis. You will be provided copies of the document soon thereafter for approval.

Sincerely,

Ted Leybold
Principal Transportation Planner

CC: Marina Orlando, ODOT
Linda Gehrke, FTA

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

November 2, 2005

Ms. Michele Eraut
Federal Highway Administration
Equitable Center, Room 100
530 Center Street
Salem, OR 97301

Mr. Tom Radmilovich
Federal Transit Administration
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Dear Ms. Eraut and Mr. Radmilovich:

This letter address the additional information requested regarding 2006-09 TIP/STIP projects being proposed for CMAQ eligibility. Each request is stated below in italics along with my response on how I have addressed each request. Please note that I have also included an additional project eligibility request from my August 19, 2005 letter for TriMet bus purchases. This is included as a component of the TriMet Frequent Service Program.

General information

1. *For each project, please provide the amount of CMAQ funding that will be requested and the total amount of the project. For each project include the year of expected obligation and the year of expected completion.*
-The information has been provided in tabular form and can be found under each project description.

2. *Each project should estimate emissions in **kg/day** for the year that the project opens, not an outyear (2020, 2025, etc.)*
-Emissions estimates have been recalculated to kg/day and adjusted to opening year from plan year.

3. *Please provide a map for each project that has on-the ground improvements, so that the termini of the project are clearly discernable.*

- *If related projects in the area have previously received CMAQ $, please depict those on the same map and provide the following information: project name, ODOT key#, year funds were obligated, year project was completed, or is expected to be completed, amount of CMAQ funding and total funding.*

-Maps of the projects with on-the ground improvements have been provided at the end of the document. The only previously approved CMAQ project related to current requests is the Bus Stop Development and Streamline component of the TriMet Frequent Service Program. Please see the project description for further details.

4. *Please provide one map that depicts each project referenced in the letter and also depicts the CO boundary on the same map. For projects that do not include on-the-ground improvements, please show the total service area of these projects.*
-The Metropolitan Planning Organization CO Boundary map with projects detailed is provided following the project descriptions.

5. *The Stuart Goldsmith methodology is mentioned, but I am unfamiliar with this methodology. Please forward the information on this methodology.*
-More Clarification on the use of the Stuart Goldsmith method is provided in the methodology section. We have also provided detailed documentation of this methodology as separate attachments at the end of the document following the "Maps" section.

Project specific information

1. *TriMet Frequent Bus. The description provided makes it difficult to discern what this project actually provides. Please see CMAQ Guidance (April 1999) pages 8 and 15, which discuss limitations on rehabilitation, operating assistance, and routine maintenance. This project must demonstrate that these efforts do more than bring the system back to an acceptable level of service. The discussion should include what expected ridership would be without this project being implemented.*
-Please see TriMet Frequent Service Program section for the revised project description. CMAQ funding will be used for on-street capital projects and vehicle purchases associated with TriMet funded service increases on Frequent Bus routes.

2. *Eastside Streetcar. The description here is not robust. Please specify exactly what improvements will be made through this project.*
-Please see Eastside Streetcar section for the revised project description.

3. *For the South Amtrak Station project, please clarify if this is a new station or a re-located station. If the station is being re-located, please provide the reasoning that this would attract riders that are not now attracted. If the station is being re-located is the current station location and the re-located station both within the CO boundary? If a station will now be located within the CO boundary, where one previously was not located, the discussion describes how increased trip ends (auto trips to the station to park, and then leave) at the new station, decreases CO emissions. Please clarify how many parking spaces are now available and how many additional spaces will be added when this project is implemented.*
-Please see South Amtrak Station section for the revised project description. The methodology estimates reduction in emissions of former SOV trips for the average regional transit trip length of 5.47 miles. This is a conservative approximation of the average trip length saved from the Oregon City area exiting the region's CO Boundary to the South or North to Union Station.

4. *For all bicycle path or multi-use path projects, please provide a discussion of what portion of the "ridership" shown in the emissions estimate, is for commuting purposes. Please describe how recreational trips were estimated and accounted for in the emissions benefit estimate.*
-The Metro Travel Demand Model produces average weekday (AWD) person trips for six trip purposes (home-based work, home-based other, non-home-based work, non-home-based non-work, school, and college), each with seven travel modes (drive alone, drive with passenger, passenger, walk to transit, park & ride, walk, and bike). Of total bike trips forecast for 2025, about ¼ are from the home-based other purpose. The home-based other category includes trips such as shopping, visiting friends, going out to eat, and recreation.

5. *Please provide project descriptions and a map of bicycle/multi-use paths previously funded with CMAQ.*
- Maps of the projects with on-the ground improvements have been provided in the “Maps” section at the end of the document. Generating the information requested for prior CMAQ funded projects represents a significant investment of resources. In the interest of responding to requests for information regarding currently proposed projects as quickly as possible, information on previously funded projects will be addressed in a separate correspondence.

Sincerely,

Ted Leybold
Principal Transportation Planner
Planning Department

Attachment

CC: Marina Orlando, ODOT
Linda Gehrke, FTA

Methodology

Forecasts of emission reduction benefits were calculated using following methodology based on Metro's travel demand model forecast of average weekday trips utilizing the project facility.

1. Average new weekday trips on facility
   Transit: Metro travel demand model forecast of transit trips with project minus transit trips without project.
   Bike: Metro travel demand model forecast of trips on facility multiplied by 26% estimated increase in bicycle mode split with provision of new bike facility. A "no-build" network calculation was not performed for each project, therefore elements of the Stuart Goldsmith methodology were used to estimate new trips on proposed bike facilities. The 26% estimated increase in trips is derived from an application of the Stuart Goldsmith method used in the City of Seattle of how many riders were calculated to be new riders on a facility after its completion.
2. Adjust new AWD trips from model forecast year to opening year by applying a reduction factor calculated as a percentage equivalent to the difference in actual and forecast year Metro area population.
3. Calculate the percentage of new trips that were former SOV drivers (Multiply by 60.74%: 2025 average Metro region vehicle mode split)
4. Convert to VMT (Multiply former driver numbers by average regional transit trip length of 5.47 miles or bicycle trip length of 2.1 miles)
5. Convert VMT reduction into emissions reductions (kilograms per mile) using the following parameters:
   - Emission factor for HC = .001341 per auto mile
   - Emission factor for CO = .00666 per auto mile
   - Emission factor for No_x = .001803 per auto mile

1. Rail GARVEE Bond Debt Service

Table 1: Rail GARVEE Bond Debt Service Cost and Funding Summary

CMAQ funding requested	I-205/Mall LRT Total Project Cost	Wilsonville/ Beaverton Commuter Rail Total Project Cost	Obligation year				Completion year	
			2006	2007	2008	2009	I-205 LRT	Commuter Rail
$28,530,359	$489,000,000	$115,000,000	$3,165,708	$7,367,485	$8,918,841	$9,078,325	2009	2008

A. I-205/Portland Mall Project LRT

This project extends light rail from the Gateway regional center to the Clackamas regional center along I-205 and adds light rail to the transit mall between Union Station and PSU in downtown Portland.

Ozone and CO (carbon monoxide) are the primary pollutants coming from transportation sources in the metropolitan area. In 1997, the EPA approved the *Portland Ozone Maintenance Plan,* which included the "South/North LRT Project" as a Transportation Control Measure (TCM) to be built by 2007 in order to maintain clean air quality. Although the originally proposed "North/South LRT

Project" failed in a 1999 ballot initiative, the Interstate MAX line now serves North Portland and the I-205/Portland Mall line will complete the southern section of "North/South LRT." As a Metro area TCM, this project is a priority use for CMAQ funds according to FHWA guidance (FHWA: April 1999). It is also listed as an eligible activity in both the TCM and Transit Projects sections of the guidance.

Table 2 shows the project's air quality benefits.

Table 2: I-205/Mall LRT Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

AWD Riders	Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
46,500	16,368	9,942	54,383	73	362	98

Source: "Table 4.2-8: LRT Ridership, by No-Build and I-205 Mall, Year 2025," *South Corridor I-205/Mall FEIS-Chapter 4, Transportation Impacts,* 4-21.

B. Wilsonville/Beaverton Commuter Rail

This project provides track and station improvements and rail vehicles to begin transit service on existing freight rail tracks. These facilities and vehicles are associated with new and enhanced transit service and expand the existing transit fleet and are therefore eligible for CMAQ funding per the Transit Projects section of the CMAQ guidance.

There are three potential sources of air pollution associated with the Commuter Rail project: construction, diesel engine use, and vehicular traffic resulting from at-grade rail crossings. Aside from air quality benefits, this project will provide increased travel options in the heavily-traveled Oregon Highway 217 corridor in the region's growing west side.

Table 3 shows the project's air quality benefits.

Table 3: Wilsonville/Beaverton Commuter Rail Emissions Reductions

Forecast Ridership for 2020 and Emissions Reductions (kgrams/weekday)

AWD Riders	Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
4,650	2,470	1,500	8,205	11	55	15

Source: "Table 3.1-8 "Intra-Corridor Transit Trips and Transit Mode Share, by No Build, TSM, and Commuter Rail Alternatives, Average Weekday, Year 2020" *Wilsonville to Beaverton Commuter Rail Environmental Assessment, BRW, DKS and Associates, Dorman Company, URS Corporation,* 3-11.

2. TriMet Frequent Service Program

The Frequent Service Program is designed to maximize ridership by improving service to 15 minute or better bus headways all day, everyday combined with capital projects that improve travel time, schedule reliability, customer access and amenities. CMAQ funding is proposed to support the capital projects component of the Frequent Service Program, which has two sub-components:

the Bus Stop Development & Streamline Program and Bus Purchases. As these facilities and vehicles are associated with enhanced mass transit service, it is an eligible CMAQ activity as described in the Transit Projects section of the CMAQ guidance.

A. TriMet Bus Stop Development & Streamline Program

The purpose of this project is to increase the quality of the total transit experience and to make transit an attractive option for more regional travelers and thereby continue to grow ridership. TriMet has found that these capital improvements combined with Frequent Service increase ridership significantly throughout the week. It is estimated that without these improvements average weekday ridership would be approximately 39,067 trips/day.

The main features of the project include:

a. the installation of pavement and ADA curb ramps
b. changes to bus stop spacing for more efficient operations
c. replace bus stop signs and printed schedules
d. Transit Tracker (real time next bus arrival information)
e. Bus shelters and benches
f. Transit priority at traffic signals.

These improvements are closely coordinated with other transportation agencies that provide additional street treatments that facilitate efficient transit operations. The attached map shows bus lines proposed for these improvements (please see TriMet MTIP Application Frequent Bus Corridors FY 2008-FY 2009).

By focusing these improvements on bus lines that TriMet is committing to upgrade to frequent service, major stops development identified in the RTP (e.g. higher capacity bus stops) maximizes the increase in ridership for funding invested.

New transit riders were calculated from the Metro travel demand model. Based on travel time savings realized from the application of the Streamline program to TriMet bus lines, a conservative 5% travel time savings was applied to the next six Frequent bus lines prioritized for service and capital improvements. This travel time savings results from increased stop spacing and signal priority treatments applied to the line. This methodology does not account for potential increases in riders due to improved customer amenities or schedule reliability associated with these improvements.

Table 4: TriMet Bus Stop Development & Streamline Program Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase*		Completion year
		2008	2009	
$2,750,000	$3,064,750	Non Highway Capital - $1,375,000	Non Highway Capital - $1,375,000	2009

*Project has previously been approved for funding of $1,375,000 in each of 2006 and 2007. (ODOT Key #13490, 13491)

B. TriMet Bus Purchases

This project involves the purchase of 13 buses with Continuously Regenerating Trap technology (CRT) as part of TriMet's Frequent Service program. In addition, TriMet will begin using Ultra Low Sulfur Diesel Fuel (ULSD) in a little over a year. Emissions with ULSD and CRT technology are equivalent to CNG or LNG bus emissions. However, these benefits have not been estimated as part of the analysis provided for air quality benefits.

These busses will be used to provide increased service on TriMet's Frequent Bus lines. Frequent Service lines are the focus for TriMet bus service investments including, additional service, reliability improvements, distinctive branding, and improved passenger facilities at bus stops; enhanced pedestrian access and modern new low-floor buses. TriMet's Frequent Service program has resulted in ridership growth far greater than that of other transit lines. These additional investments will build on emissions benefits already created by the Frequent Service program with the addition of better technologies that further reduce emissions.

Table 5: TriMet Bus Purchases Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase	Completion year
		2006	
$4,000,000	$13,755,024	Non highway Capital- $4,000,000	2008

Table 6 shows the projects' air quality benefits.

Table 6: TriMet Bus Stop Development & Streamline Program and TriMet Bus Purchases Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

AWD Riders	Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
39,377	300	182	996	1.3	6.6	1.8

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings*, Metro, 2005.

4. Eastside Streetcar: NW 10th Ave./Lovejoy St. to OMSI

The Project adds 3.4 alignment miles to the Portland Streetcar system. The Project consists of an 8-ft. wide track slab in an existing travel lane; overhead catenary system; electrical substations; stop platforms with shelters, signage and real-time arrival system information; modest utility relocations and six new streetcar vehicles. The Project will be double-tracked and the streetcar will operate in a mixed-use traffic environment, sharing the travel lane with cars, trucks, buses and other vehicles. On-street parking adjacent to the streetcar remains in place, except at the stop platforms.

The streetcar will provide an enhanced ridership experience by providing shelters at every stop and by the installation of the Streetcar Arrival Time system, which is a real-time GPS based

information system. It not only gives the arrival times for the next two streetcars, but also can be customized to provide information about unusual events along the alignment that could impact service.
These facilities and vehicles are associated with new and enhanced transit service and expand the existing transit fleet and are therefore eligible for CMAQ funding per the Transit Projects section of the CMAQ guidance.

Table 7 shows the project's air quality benefits.

Table 7: Eastside Streetcar Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

AWD Riders	Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
9,069	5,245	3,186	17,427	23	116	31

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings*, Metro, 2005.

Table 8: Eastside Streetcar Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase	Completion year
		2009	
$1,000,000	$84,000,000	Non Highway Capital - $1,000,000	2010

5. South Metro Amtrak Station: Phase II

This project will provide 46 parking spaces and relocate the old Oregon City Southern Pacific railroad depot building from a nearby lot to the existing platform site. Currently, there is no shelter for passengers and no facility for selling tickets. Relocating the building to the existing platform will make this site a real station by providing amenities for passengers. Parking is currently is limited to 2 ADA and 7 standard spaces.

It is expected that these improvements will serve 71 average weekday trips (2000 forecast for year 2003). Two Amtrak Cascades trains, supported by funds from the State of Oregon, began service to the station platform in April 2004. Three additional round-trip Cascades trains are identified in the Oregon Transportation plan for new service to the Oregon City station (with service between Eugene and Portland/Seattle) as funding is identified.

In the late 1990s expansion, the region recognized a need for a second Amtrak passenger station in the south metropolitan area. A major attraction of an Amtrak passenger stop in Clackamas County is the availability of long-term parking, which is costly and scarce at Union Station in downtown Portland. Additionally, convenient access to increased train service is expected to remove inter-city auto trips from the road network.

In February 2000, the South Metro Amtrak Station siting study selected Oregon City as the new passenger rail site. It sits within the Oregon City regional center, offers mixed-use potential and is

accessible by foot to a large number of attractions. The City of Oregon City spent its own funds to build and open a platform in April 2004. The city now awaits the transfer of the city's historic railroad depot building and a paved 46-space parking lot to complete the project.

Table 9 shows the project's expected air quality benefits.

Table 9: South Metro Amtrak Station Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	NO_x
71	43	235	0.3	1.6	0.4

Source: *South Metro Amtrak Station Siting and Feasibility Study,* February 10, 2000, HDR Engineering, Inc. for Clackamas County.

Table 10: South Metro Amtrak Station Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase	Completion year
		2007	
$900,000	$1,300,000	Non Highway Capital - $900,000	2008

Provisional Section

Although we are not programming CMAQ funds for these bike projects at this time, we seek approval to program them for CMAQ funding at a future date should we need to balance our allocation of funds between funding programs per the financial plan due to unforeseen circumstances.

Programming an average of 5 miles of bikeways or trails per biennium is a Transportation Control Measure (TCM) for the Metro area and therefore the following projects are of the highest priority for funding under the CMAQ program and are listed as eligible activities in the TCM and Bicycles and Pedestrian Facilities section of the CMAQ guidance (FHWA: April 1999).

6. Eastbank Trail/Springwater Johnson Creek Bridge to SE Umatilla

This project completes the .9-mile missing link in the existing Springwater multi-use path providing a continuous 19-mile trail between Gresham and downtown Portland.

Table 11 shows the project's air quality benefits.

Table 11: Eastbank Trail/Springwater Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
2,217	350	735	1	5	1.3

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings*, Metro, 2005.

Table 12: Eastbank Trail/Springwater Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase		Completion year
		2008	2009	
$1,237,000	$1,815,000	PE - $411,240	Cons - $825,760	2009

7. Marine Dr. –bike lanes & trail gaps 28th to 185th

This off-street trail adjacent to Marine Drive makes a continuous 9.1-mile trail.

Table 13 shows the project's air quality benefits.

Table 13: Marine Dr. Bike Lanes/Trails Emissions Reductions

Forecast Ridership for 2025 and Emissions Reductions (kgrams/weekday)

Opening Day AWD New Riders	Former SOV New Riders	Auto VMT Reduction	HC	CO	Nox
594	94	197	0.3	1.3	0.4

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings*, Metro, 2005.

Table 14: Marine Dr. Bike Lanes/Trails Cost and Funding Summary

CMAQ funding requested	Total project cost	Obligation year/phase		Completion year
		2008	2009	
$966,000	$1,840,000	PE - $246,970	ROW - $487,540; Cons - $231,490	2010

8. MAX Multi-Use Path: Cleveland Station to Ruby Junction

This project creates pedestrian connections to Rockwood, Civic Neighborhood and historic downtown Gresham.

Table 15 shows the project's air quality benefits.

Table 15: MAX Multi-Use Path Emissions Reductions

Forecast Ridership and Emissions Reductions (kgrams/weekday)					
Opening Day AWD New Riders	**Former SOV New Riders**	**Auto VMT Reduction**	**HC**	**CO**	**Nox**
457	72	152	0.2	1	0.3

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings,* Metro, 2005.

Table 16: MAX Multi-Use Path Cost and Funding Summary

CMAQ funding requested	**Total project cost**	**Obligation year/phase**	**Completion year**
		2008	
$890,000	$1,383,200	Cons - $890,000	2009

9. Rock Creek Trail: Orchard Park to Wilkens

This project creates a ten-foot wide multi-use path with three bridge crossings over Rock Creek.

Table 17 shows the project's air quality benefits.

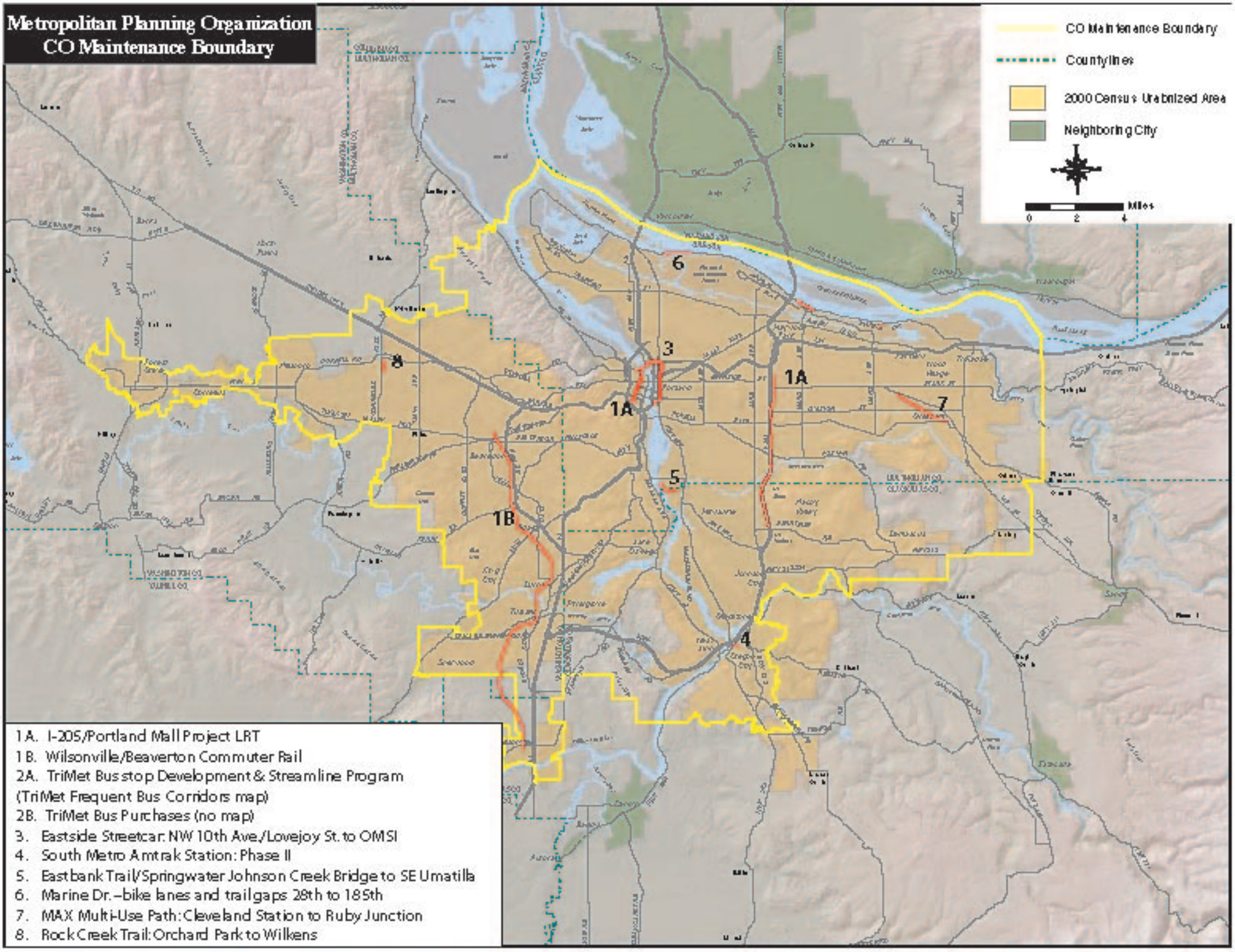
Table 17: Rock Creek Trail Emissions Reductions

Forecast Ridership and Emissions Reductions (kgrams/weekday)					
Opening Day AWD New Riders	**Former SOV New Riders**	**Auto VMT Reduction**	**HC**	**CO**	**Nox**
322	51	107	.1	.7	.2

Source: *Transportation Priorities 2006-09 Projects: Draft Technical Rankings,* Metro, 2005.

Table 18: Rock Creek Project Cost and Funding Summary

CMAQ funding requested	**Total project cost**	**Obligation year/phase**	**Completion year**
		2008	
$675,000	$1,128,000	Cons - $675,000	2009


Metropolitan Planning Organization
CO Maintenance Boundary
CO Maintenance Boundary
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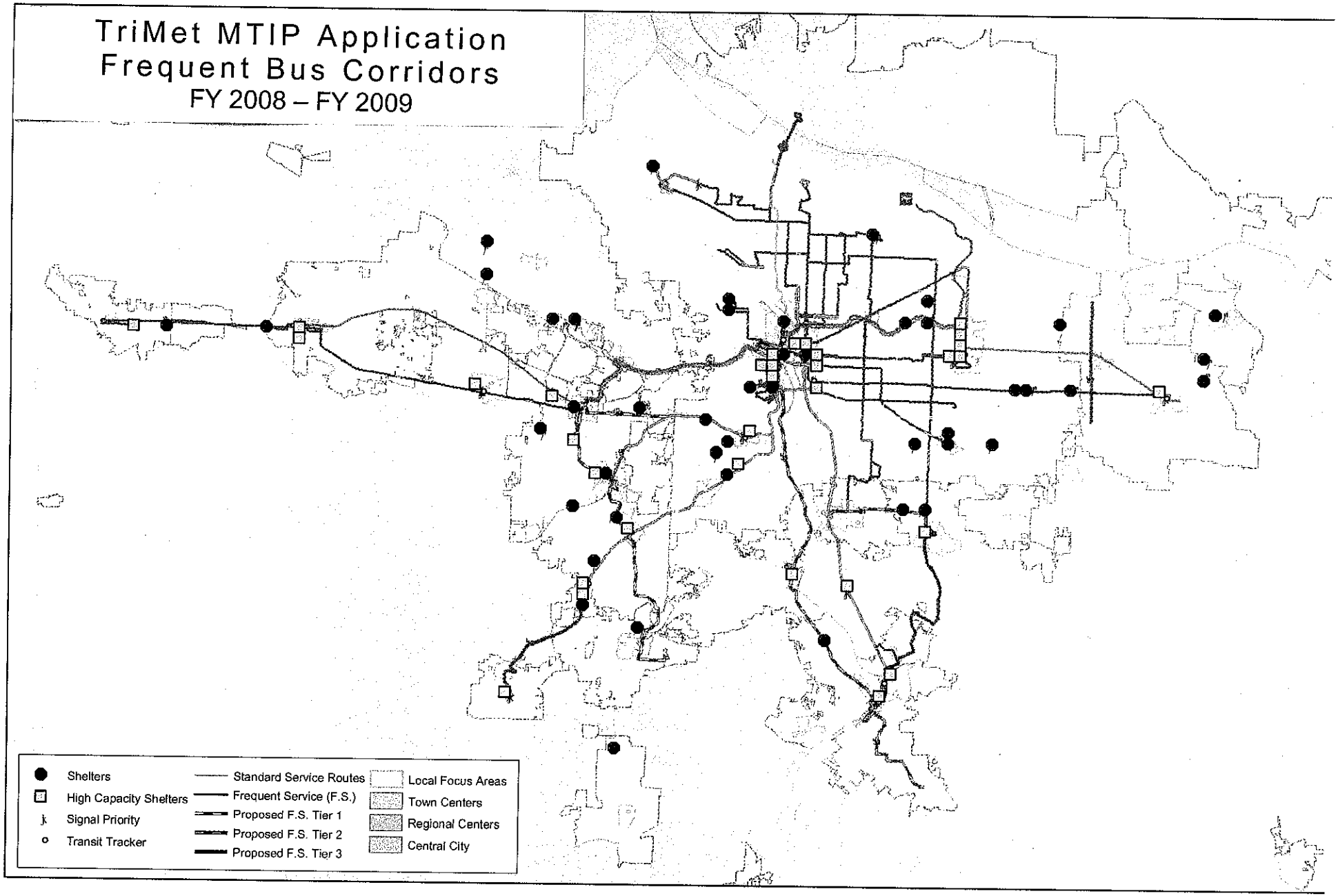
1A. I-205/Portland Mall Project LRT
1B. Wilsonville/Beaverton Commuter Rail
2A. TriMet Bus stop Development & Streamline Program
(TriMet Frequent Bus Corridors map)
2B. TriMet Bus Purchases (no map)
3. Eastside Streetcar: NW 10th Ave./Lovejoy St. to OMSI
4. South Metro Amtrak Station: Phase II
5. Eastbank Trail/Springwater Johnson Creek Bridge to SE Umatilla
6. Marine Dr.–bike lanes and trail gaps 28th to 185th
7. MAX Multi-Use Path: Cleveland Station to Ruby Junction
8. Rock Creek Trail: Orchard Park to Wilkens

TRIMET

TriMet MTIP Application
Frequent Bus Corridors
FY 2008 – FY 2009



Appendix 12

Calendar of Activities

METRO

2006-09 Transportation Priorities:

Investing in the 2040 Growth Concept

- and -

Metropolitan Transportation Improvement Program

Calendar of Activities

2004

June 30	Applications due to Metro.
August 3	MTIP Subcommittee: Review of project/program applications.
August 12	JPACT: Review of draft ODOT state transportation funding program.
August 16	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
August 27	TPAC review of draft Metro Staff recommended First Cut List. (Distribute at meeting)
September 7	Metro Council work session briefing on policies and relationship to State transportation funding program (STIP).
September 9	JPACT review of draft Metro Staff recommended First Cut List.
September 24	TPAC action on First Cut List.
September 29/30	Oregon Transportation Commission work on release of draft STIP for public comment.
October 5	Metro Council work session on release of First Cut List.
October 14	JPACT action on release of First Cut List.
October 15 – December 6	Public comment period, listening posts on First Cut List and ODOT STIP.
October 25	Listening Post for public comment: Portland – Metro Council Chamber and Room 370 600 NE Grand Avenue 4:00 pm to 8:00 pm

Updated7-28-05

October 26	Listening Post for public comment: Oregon City – Pioneer Community Center 615 Fifth Street 5:00 pm to 8:00 pm
October 27	Listening Post for public comment: Gresham – Multnomah County Building East 600 NE Eighth Street at Kelley 5:00 pm to 8:00 pm
October 28	Listening Post for public comment: Beaverton – Beaverton Resource Center 12500 SW Allen Boulevard at Hall Boulevard 5:00 pm to 8:00 pm
December 7	Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
December 16	JPACT briefing on public comment report and policy discussion about direction to staff on narrowing to the Final Cut List.

2005

January 7	TPAC: policy options for narrowing to the Final Cut List.
January 11	Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
January 20	JPACT action on policy direction to staff on narrowing to the Final Cut List.
January 28	TPAC action on Final Cut List.
February 10	JPACT approve release of TPAC Final Cut List for public hearing – or – JPACT briefing on TPAC Recommendation
February 17	Public hearing on draft Final Cut List at Metro Council.
March 3	Metro Council briefing and communication to JPACT members.
March 4	Submit air quality analysis methodology letter to consultation partners.
March 15	Metro Council work session briefing and communication to JPACT members.
March 17	JPACT action on Final Cut List pending air quality analysis.
March 24	Metro Council action on Final Cut List pending air quality analysis.

April - May	Programming of funds and project selection.
May 15	Modeling and air quality conformity analysis begins.
June 1	Draft programming submitted to ODOT for inclusion in draft STIP.
June 9	Air quality consultation meeting with air quality agency staff on air quality analysis methods.
June 24	TPAC: air quality consultation meeting on air quality analysis methods.
July 11	30-day public review period begins of draft MTIP with air quality conformity analysis.
July 20	Air quality consultation meeting with air quality agency staff on analysis results.
July 29	TPAC: consultation meeting with analysis results.
August 10	30-day public review of draft MTIP with air quality conformity analysis ends. Mail report to JPACT August 4.
August 11	JPACT: Recommend adoption of the 2006-2009 MTIP and air quality conformity determination in two separate resolutions. The MTIP to include ODOT Metro Area STIP and federal transit funding projects.
August 18	Metro Council: Adopt MTIP and air quality conformity determination in two separate resolutions. The MTIP to include ODOT Metro Area STIP and federal transit funding projects.
September 1	Submit MTIP to Governor for signature – inclusion in STIP. Submit to USDOT for conformity determination.
October	Receive conformity determination approval from FHWA/FTA. FFY 2006 projects eligible to begin obligation of funds.
November	Publish Final 2006-09 MTIP document.