

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008- ) RESOLUTION NO. 07- 3825  
2011 METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM FOR THE ) Introduced by Councilor Rex Burkholder  
PORTLAND METROPOLITAN AREA )

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 2008-11 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 (STIP); 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

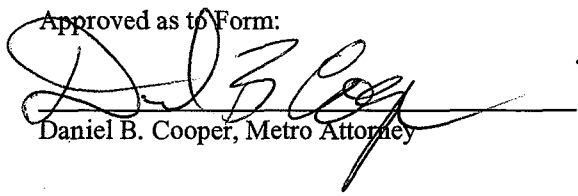
WHEREAS, the companion Metro Resolution No. 07-3824, For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality; and

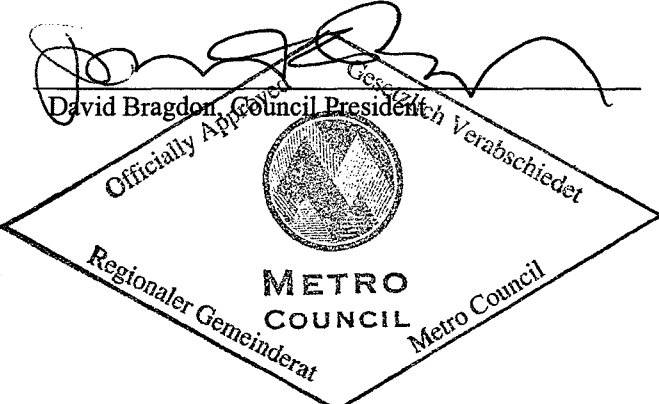
WHEREAS, a public process has provided an opportunity for comments on the programming of federal funds to specific projects in specific fiscal years and whether that programming meets all relevant laws and regulations, in addition to extensive public processes used to those projects to receive these funds; now therefore

BE IT RESOLVED that the Metro Council adopt the Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT FURTHER RESOLVED that projects in the existing 2006-09 MTIP that do not complete obligation of funding prior to September 30, 2007 will be programmed into the 2008-11 MTIP following consultation with federal agencies and the Transportation Policy Alternatives Committee on an air quality conformity determination.

ADOPTED by the Metro Council this 16th day of August, 2007

Approved as to Form:  
  
Daniel B. Cooper, Metro Attorney



  
David Bragdon, Council President

Draft

# Adoption Draft Metropolitan Transportation Improvement Program

*Portland Metro Area  
Federal Fiscal Years  
2008 through 2011*

August 2007



**METRO**

PEOPLE PLACES  
OPEN SPACES



**Exhibit A**  
Resolution No. 07-3825

## **Metro**

### **People places • open spaces**

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

### **Your Metro representatives**

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

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Metro's web site: [www.metro-region.org](http://www.metro-region.org)

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## LIST OF ACRONYMS

<b>ADA</b>	Americans with Disabilities Act	<b>ODOT</b>	Oregon Department of Transportation (State)
<b>ATMS</b>	Advanced Traffic Management System	<b>ORS</b>	Oregon Revised Statutes (State)
<b>AQMA</b>	Air Quality Maintenance Area	<b>OTC</b>	Oregon Transportation Commission (State)
<b>CAAA</b>	Clean Air Act Amendments of 1990 (Federal)	<b>PD</b>	Project Development
<b>CMAQ</b>	Congestion Mitigation/ Air Quality Program	<b>PE</b>	Preliminary Engineering
<b>DEIS</b>	Draft Environmental Impact Statement	<b>RFP</b>	Regional Framework Plan (Metro)
<b>DEQ</b>	Department of Environmental Quality (State)	<b>ROW</b>	Right-of-Way
<b>EPA</b>	Environmental Protection Agency	<b>RTC</b>	Regional Transportation Council (MPO for Southwest Washington)
<b>FEIS</b>	Final Environmental Impact Statement	<b>RTP</b>	Regional Transportation Plan (Metro)
<b>FHWA</b>	Federal Highway Administration	<b>RUGGO</b>	Regional Urban Growth Goals and Objectives (Metro)
<b>FTA</b>	Federal Transit Administration	<b>SMART</b>	South Metro Area Rapid Transit (Wilsonville)
<b>HCT</b>	High-Capacity Transit	<b>SIP</b>	Oregon State (Air Quality) Implementation Plan
<b>HOV</b>	High-Occupancy Vehicle	<b>SOV</b>	Single-Occupancy Vehicle
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991 (Federal)	<b>STIP</b>	Statewide Transportation Improvement Program
<b>JPACT</b>	Joint Policy Advisory Committee on Transportation (Regional)	<b>STP</b>	Surface Transportation Program
<b>LCDC</b>	Land Conservation and Development Commission (State)	<b>TAZ</b>	Transportation Analysis Zones
<b>LRT</b>	Light Rail Transit (MAX)	<b>TCM</b>	Transportation Control Measures
<b>LOS</b>	Level of Service	<b>TDM</b>	Transportation Demand Management
<b>MCCI</b>	Metro Committee for Citizen Involvement	<b>TMA</b>	Transportation Management Area (Federal)
<b>MIS</b>	Major Investment Study	<b>TMA</b>	Transportation Management Association
<b>MPO</b>	Metropolitan Planning Organization (Metro)	<b>TOD</b>	Transit-Oriented Development
<b>MSTIP</b>	Major Streets Improvement Program	<b>TPAC</b>	Transportation Policy Alternatives Committee (Regional)
<b>MTIP</b>	Metropolitan Transportation Improvement Program	<b>TPR</b>	Transportation Planning Rule (State)
<b>NAAQS</b>	National Ambient Air Quality Standards (Federal)	<b>TriMet</b>	Tri-County Metropolitan Transportation District
<b>NEPA</b>	National Environmental Protection Act (Federal)	<b>TSM</b>	Transportation System Management
<b>NHS</b>	National Highway System	<b>USDOT</b>	United States Department of Transportation
<b>OAR</b>	Oregon Administrative Rules	<b>VMT</b>	Vehicle Miles Traveled
		<b>WSDOT</b>	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 2008 through 2011. 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 long-range 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 2008-11 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2007 and ending September 30, 2011 (federal fiscal years 2008 through 2011). 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 2010-11, 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 2008-11 MTIP DEVELOPMENT PROCESS**

Metro works with the 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, two parks districts, 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 2008-11 MTIP reflects results of several coordinated allocation processes that prioritize projects and programs in the long-range Regional Transportation Plan with revenues forecasted as available in the four year MTIP period. Primary among these processes is the prioritization of state highway modernization projects in the region and the allocation of regional flexible funds. The region also coordinates its priorities of requests for High Priority Project transportation funding, or "earmarks", from the region's Congressional delegation for each authorization and appropriation bill. Cooperative regional planning also leads to prioritization and request for discretionary

sources of federal revenues that are distributed to competing projects across the country such as New Starts transit funding.

The allocation of “regional flexible funds” concluded in March 2007. Metro is responsible for soliciting projects and awarding the funding for two categories of federal transportation funds, regional Surface Transportation Program (STP) funds and Congestion Mitigation/ Air Quality (CMAQ) funds, referred to collectively as “regional flexible 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 greater than 200,000. The CMAQ funds are sub-allocated to Metro by the state to fund projects that will help the region comply with federal and state air quality regulations.

ODOT, in cooperation with Metro staff, administers the process for allocation of funds for state highway program areas. The program areas include modernization (new capacity projects), safety, bridge, preservation, operations, and enhancements. The prioritization of state highway modernization projects from the RTP is closely coordinated with the allocation of regional flexible funds with agency consultations, joint public hearings, and coordinated technical evaluation procedures. The prioritization of projects in the safety, bridge, and preservation portions of the highway programming are directly influenced by facility management systems that identify and prioritize needs based on technical data about the conditions or incidents on highway facilities. Coordination by ODOT with local agencies and the public tend to focus on coordination of project timing with other transportation projects, although project design and an increased consideration of urban issues related to design and management system data inputs emerged as issues in coordination activities this cycle. The Enhancement program prioritization process is administered as a statewide competitive grant program (with a small discretionary component) that the MPO is requested to comment on the applications received and a coordinated public outreach process.

TriMet prioritizes its capital projects from the RTP that are included in the MTIP through a rolling 5-year Transit Investment Plan. In addition to their own public outreach process, TriMet staff participate in the coordinated public outreach associated with the prioritization of regional flexible funds and ODOT program areas. TriMet and SMART projects and programs for the elderly and disabled communities are prioritized from the Coordinated Public Transit/Human Services transportation plan through the STFAC committee. This committee prioritizes projects and services from revenues sub-allocated to the region for these purposes and also prioritizes requests to the state for discretionary and formula funds administered by the state.

All funds programmed to projects 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 2008-11 MTIP meets this test by demonstrating a balanced program of future revenue forecasts and project cost estimates, 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 (SAFETEA-LU), which is the source of federal assistance for Metro, TriMet and ODOT. Starting with SAFETEA-LU's authorization schedule, Metro works with ODOT to develop reasonable six-year appropriation estimates.

As there is no way to precisely predict how much will actually be appropriated the Transportation Priorities regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in the Act, corrected to account for actual funding limitations as they occur and impact available revenues. As the current federal authorization bill is only in effect for the first two years of the four-year MTIP, the 2010 and 2011 STP and CMAQ revenue forecast used a 2.0% increase in revenues factor applied to the 2009 revenues authorized. The urban STP and CMAQ revenue projections and programmed project costs for year 2008 through 2011 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.

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 SAFETEA-LU. 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 \$430 million of combined federal and state revenue over the four years, within the urban portion of Region 1. TriMet expects to receive approximately \$495 million of

federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's general fund revenues other than local match needed for federal projects.

Approximately \$129 million of regional flexible funds are forecast to be provided regional projects during the four year's addressed by the 2008-11 MTIP, although obligation limitations will extend some of these funding commitments to future years.

Table 1.4-1 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 current authorizing legislation, SAFETEA-LU will expire after 2009 and revenue estimates for 2010 and 2011 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 1.4-1  
DEMONSTRATION OF FISCAL CONSTRAINT**

**Project/Program  
Costs**

	<b>FY 08</b>	<b>FY 09</b>	<b>FY 10</b>	<b>FY 11</b>	<b>TOTAL</b>
<b>METRO (Local &amp; Regional)</b>	\$90,217,213	\$165,759,449	\$45,226,233	\$36,614,584	\$337,817,479
<b>TRANSIT</b>	\$228,719,297	\$214,181,058	\$192,273,868	\$103,377,955	\$738,552,177
<b>STATE (ODOT)</b>	\$193,172,000	\$149,310,000	\$45,914,000	\$32,345,000	\$420,741,000
<b>Project/Program Cost Total</b>	<b>\$512,108,510</b>	<b>\$529,250,507</b>	<b>\$283,414,101</b>	<b>\$172,337,539</b>	<b>\$1,497,110,656</b>

**TABLE 1.4-2 DEMONSTRATION OF FISCAL CONSTRAINT CONTINUED**

**Estimated Revenue Sources**

	<b>FY 08</b>	<b>FY 09</b>	<b>FY 10</b>	<b>FY 11</b>	<b>TOTAL</b>
<b>METRO (Local &amp; Regional)</b>					
STP Funds*	\$16,633,673	\$19,401,821	\$19,778,402	\$20,162,292	\$75,976,188
CMAQ Funds*	\$17,879,019	\$12,510,120	\$12,762,906	\$13,020,800	\$56,172,845
SAFETEA Earmarks (HPP)	\$23,809,342	\$48,625,781	\$0	\$0	\$72,435,123
Local Match Requirement	\$7,334,533	\$9,069,607	\$3,602,524	\$3,759,623	\$23,766,287
City/County Local Over-Match	\$18,800,145	\$77,447,798	\$10,148,106	\$6,766	\$106,402,815
<b>METRO Sub-Total</b>	<b>\$77,711,160</b>	<b>\$167,055,127</b>	<b>\$46,291,938</b>	<b>\$36,949,481</b>	<b>\$334,753,258</b>

<b>TRANSIT</b>					
Section 5307 - Urbanized Area Formula Program	\$43,736,000	\$46,926,400	\$35,642,575	\$36,730,702	\$163,035,677
Section 5309 - Rail & Fixed Guideway Modernization	\$8,729,540	\$9,265,230	\$9,550,600	\$10,123,636	\$37,669,006
Section 5309 - Major Capital New Starts & Small Starts	\$80,000,000	\$80,000,000	\$80,000,000	\$25,413,000	\$265,413,000
Section 5309 - SAFETEA LU Earmark	\$912,536	\$338,572	\$0	\$0	\$1,251,108
Section 5310 - Elderly & Disabled Program	\$1,143,772	\$0	\$0	\$0	\$1,143,772
Section 5314 - Special Demonstration Projects	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000
Section 5316 - Jobs Access & Reverse Commute	\$1,845,455	\$705,656	\$747,995	\$792,874	\$4,091,980
Section 5317 - New Freedom Program	\$1,038,693	\$386,830	\$410,040	\$434,642	\$2,270,205
Section 5505 - University Transit Research Program	\$3,200,000	\$3,500,000	\$0	\$0	\$6,700,000
State STP Funds - Public Transit Allocations	\$12,741,065	\$0	\$0	\$0	\$12,741,065
Transit Local Match	\$74,372,236	\$72,058,370	\$65,922,658	\$29,883,101	\$242,236,364
<b>TRANSIT Sub-Total</b>	<b>\$228,719,297</b>	<b>\$214,181,058</b>	<b>\$192,273,868</b>	<b>\$103,377,955</b>	<b>\$738,552,177</b>

**TABLE 1.4-2 DEMONSTRATION OF FISCAL CONSTRAINT CONTINUED**

	<b>FY 08</b>	<b>FY 09</b>	<b>FY 10</b>	<b>FY 11</b>	<b>TOTAL</b>
<b>STATE (ODOT)</b>	<i>State local match included in amounts below</i>				
Interstate Maintenance	\$18,536,644	\$14,327,679	\$4,405,874	\$3,103,803	\$40,374,000
Highway Modernization	\$29,732,366	\$22,981,279	\$7,066,924	\$4,978,431	\$64,759,000
Highway Preservation	\$18,197,352	\$14,065,427	\$4,325,230	\$3,046,991	\$39,635,000
Highway Safety/HEP	\$8,449,246	\$6,530,744	\$2,008,255	\$1,414,754	\$18,403,000
Highway Operations	\$8,684,317	\$6,712,440	\$2,064,128	\$1,454,115	\$18,915,000
Bridge/HBRR	\$20,029,713	\$15,481,729	\$4,760,753	\$3,353,804	\$43,626,000
Highway Bike/Ped	\$712,100	\$550,409	\$169,255	\$119,235	\$1,551,000
OTIA	\$45,454,126	\$35,133,226	\$10,803,743	\$7,610,905	\$99,002,000
Transportation Enhancements	\$2,100,948	\$1,623,903	\$499,363	\$351,786	\$4,576,000
SAFETEA Earmarks (HPP)	\$36,867,500	\$36,867,500			\$73,735,000
Other Funds - Overmatch	\$16,549,100	\$12,791,430	\$3,933,465	\$2,771,005	\$36,045,000
<b>STATE Sub-Total</b>	<b>\$205,313,414</b>	<b>\$167,065,766</b>	<b>\$40,036,991</b>	<b>\$28,204,828</b>	<b>\$440,621,000</b>
<b>Total Estimated Revenues</b>	<b>\$511,743,871</b>	<b>\$548,301,951</b>	<b>\$278,602,798</b>	<b>\$168,532,264</b>	<b>\$1,507,180,883</b>

\* FY08-FY11 estimates based on annual apportionment; FY08 includes estimated carry-over balance.

## 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. ODOT then 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.

A more detailed summary of the ODOT prioritization process is provided in the 2008-11 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 and 2007 processes 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. 06-3665, 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. Diesel Engine Emission Reduction
5. Freight
6. Green Street Demonstration Projects
7. Pedestrian

8. Regional Transportation Options
9. Road Modernization
10. Road Reconstruction
11. Transit
12. 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, supporting economic development in the Region 2040 mixed-use and industrial land use areas is the primary policy objective of the allocation of regional flexible funds. 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 long-range 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 by JPACT and the Metro Council as ODOT is 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 2008 through 2010. 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. TriMet began an annual briefing of TPAC and JPACT on the allocation of federal funds relative to all funding sources to meet the various categories of cost outlays. This briefing also included projected revenue and cost increases given increased costs for new operations of the I-205/Mall light rail project, Wilsonville-Beaverton commuter rail and rapidly increasing service provision for elderly and disabled transit.

***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 authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes.

## 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, programming requests are solicited and the MTIP adoption process is 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, or a project scope significantly changed 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, three or four 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, three or four of the four-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, and all projects of regional significance 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 agency sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

### **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 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 evaluation of a project during the project prioritization process.

Exceptions: 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 or regional emissions analysis (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. Monthly notification of these amendments will be provided 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,
- General planning and corridor studies up to \$200,000,
- 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”,
- 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



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## 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. 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. A second legislative funding package, Connect Oregon, awarded funds to Metro area transportation projects.

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) and Connect Oregon.

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 funding 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. Preliminary engineering work for the second phase of the project, which will provide local access and interchange reconfiguration to this section of I-5, is also programmed.

The widening of US 26 from four to six lanes is programmed for funding between 185<sup>th</sup> Avenue and Cornelius Pass Road.

A project to increase capacity of Wilsonville Road and its interchange with I-5 are also programmed in this MTIP.

Funding is programmed for a new intersection on Highway 26 to access the planned Springwater Industrial Area in Southeast Gresham.

Funding is also programmed to provide a turn lane improvement onto 257<sup>th</sup> Avenue in the vicinity of the I-84 Troutdale interchange. Additional planning funds are available to address further circulation issues at this interchange.

Preliminary engineering and right-of-way funds are also programmed for work on the Sellwood Bridge.

Programming of funds is also provided for the improvement of the Macadam Avenue (Highway 43) exit ramp from I-5 northbound and the intersection of North Macadam and SW Gibbs Street to improve access to and circulation within the south waterfront district.

Funding is also programmed for final design and right-of-way work for an extension of Highway 224 from I-205 to 122<sup>nd</sup> 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.

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. Funding for planning and development work on the I-5 to Highway 99W Connector study, the I-5 and I-84 interchange, and the Interstate-5 Columbia River Crossing are included in this MTIP.

### ***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. Sandy Boulevard (US30B)
  - a. NE 122nd to NE 141<sup>ST</sup>: install center turn lane; construct shoulders, sidewalks and crosswalks (2009).
  - b. NE 60th Ave to NE 82nd Ave: pavement overlay (2010).
2. Reconstruction of the MLK/Grand Avenue Viaduct in the City of Portland is scheduled through 2009.

3. McLoughlin Boulevard: MLK/Grand viaduct to SE Harold Street: pavement overlay in 2010.
4. Powell Boulevard (US 26)
  - a. SE 50<sup>th</sup> Avenue to I-205: pavement overlay in 2008,
  - b. SE 122<sup>nd</sup> to SE 136<sup>th</sup>: Install 3<sup>rd</sup> turn lane; construct shoulders, sidewalks & crosswalks in 2011.
5. US 30 Yeon Street: Pavement grind and inlay in 2008.
6. Molalla Highway (OR 213)
  - a. Construct a continuous left turn lane between Conway Drive and Henrici Road,
  - b. turn channelization work between Molalla Drive and Meadows Drive and
  - c. pavement overlay between mileposts 7.7 and 10.75 and between I-205 and Conway Drive.
7. 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.
8. ODOT will allocate approximately \$1.5 million in modernization and Sidewalk in Preservation funding during this MTIP cycle to supplement preservation projects to infill missing pedestrian and bicycle facilities .

## **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 local match on projects receiving federal grants.

Federal new starts funding is programmed for the I-205/Transit Mall light rail project which has completed a full funding grant amendment with the Federal Transit Administration. This project is the region's priority high capacity transit project from the RTP. New Starts funding is also being sought for the Wilsonville to Beaverton commuter rail project within the time frame of this MTIP.

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 2007 upon adoption of Metro Resolution No. 07-3808, 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. Transportation Priorities 2007 allocation process included boulevard funding for Baseline Avenue in the city of Cornelius, additional funding for the East Burnside project in Portland and design work for SE Burnside Avenue in the Rockwood area of Gresham.

***Bike and Pedestrian 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 2007 Transportation Priorities allocation provided completion of funding for the Trolley Trail between the Gladstone and Milwaukie Town Centers and the Rock Creek Trail in Hillsboro. Funding will also be provided to the 50’s bike “boulevard” project in north and south east Portland in the vicinity of the 50<sup>th</sup> to 54<sup>th</sup> Avenues. Project development work is also programmed for a Westside Powerline trail between the Willamette and Tualatin rivers, a Sullivan’s Gulch/I-84 trail between the Eastbank trail

and 122<sup>nd</sup> Avenue, a Milwaukie to Lake Oswego trail, the crossing of Hall Boulevard by the Fanno Creek trail, and a potential Scouter's Mountain trail.

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, the region selected three pedestrian projects for \$2.9 million in two pedestrian projects, continuing the previous investment of \$1.6 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 \$20.1 million in 14 projects.

The 2007 allocation included funding to extend improvements of Columbia Boulevard east of 82<sup>nd</sup> Avenue across the 82<sup>nd</sup> Avenue interchange. Funding is also included to complete replacement of a sub-standard railroad under crossing on 223<sup>rd</sup> Avenue that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Additional funding is provided for preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 (at the N Portland and Lombard interchange) and access to the Clackamas Regional Center at SE Harmony Road.

Two reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. One is on Cully Boulevard in NE Portland and the other is located on Main Street in the Tigard town center. Funding for the retrofit of a culvert that inhibits fish passage and habitat for threatened and endangered fish species was also funded as part of an active program to address regional transportation impacts to endangered species.



A new programmatic allocation was funded for 2010-11 that will allow Transport, the sub-committee to TPAC on ITS activities to recommend funding of ITS projects across the region.

*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/Mall light rail project, Wilsonville to Beaverton commuter rail project and South Waterfront streetcar extension to \$9.3 million annually from 2008 through the year 2015.

In addition to the rail project funding, \$5.5 million was approved for capital improvements along frequent bus corridors in 2008-11 (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.

The Transit Oriented Development (TOD) program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas and designated mixed-use centers. The program was allocated \$4 million in 2008-09. Additionally, \$2 million was awarded for site acquisition in the Beaverton regional center for TOD development. The program was awarded \$5 million for 2010-11. Table 4.1 lists only \$8 million of this allocation to the TOD program as \$3 million has been previously advanced to the TriMet Preventive Maintenance program in 2006 or 2007 in exchange for TriMet general funds made available to the TOD program in those years.

The Regional Travel Options program was allocated \$3.6 million for years 2008-09 and \$3.8 million in 2010-11 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



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### 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 2008-11 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 by 1% in the region.

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

#### *2008-11 MTIP Projects Implementing Transportation Control Measures for Air Quality*

##### Transit

- The I-205/Mall 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.
- The Wilsonville-Beaverton Commuter Rail project will provide additional service hours, contributing to the TCM requirement of an additional 1% of transit service per year.
- 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 .65 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.

- Milwaukie Town Center 0.26 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.
- Hood Street: Division to Powell project will provide .18 mile of new sidewalk and crossing improvements in the Gresham regional center.
- Foster-Woodstock: 87<sup>th</sup> to 101<sup>st</sup> project will provide 1.13 miles of new sidewalk and crossing improvements in the Lents town center.
- East Baseline (Cornelius): 10<sup>th</sup> to 19<sup>th</sup> project will add .18 mile of new sidewalk and crossing improvements in the Cornelius main street.
- The East Burnside: 3<sup>rd</sup> to 14<sup>th</sup> project will add 1.1 miles of new or upgrade to regional standard sidewalk and crossing improvements in the Portland central city.

### Bicycle

- The Trolley Trail project is funded for construction from Jefferson Street in downtown Milwaukie to Glen Echo Road near Gladstone (6.0 miles)
- The Beaverton Powerline trail project between the 158<sup>th</sup> 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 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 (Oregon City): I-205 to Hwy 43 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 28<sup>th</sup> Street to 181<sup>st</sup> 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.

- 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.
- The Gresham-Fairview Trail: Burnside to Springwater Trail project will add 1.9 miles of multi-use path in west Gresham.
- The Baseline (Cornelius): 10<sup>th</sup> to 19<sup>th</sup> project will of new sidewalk and crossing improvements along the Cornelius main street area.

### **3.2 FEDERAL TRANSPORTATION PLANNING FACTORS**

Federal rules requires Metropolitan Planning Organizations to describe how their activities address eight planning factors identified in the plan. The MTIP is one of the MPO activities that needs to describe how those factors are addressed. The planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 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](http://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](http://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 122<sup>nd</sup>-142<sup>nd</sup>.
- Overlay and sidewalk infill of Highway 224: 99E to I-205.

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

- Rehabilitation of the St. Johns Bridge
- Gresham ITS signal upgrade.

##### **City of Portland**

- Naito Parkway: NW Davis to SW Market.
- Streetcar extension: PSU to Gibbs.
- Three Bridges project Springwater Trail Corridor: UPRR to SE 19<sup>th</sup>.
- Broadway Bridge painting, deck and electrical.
- North Lombard over crossing of UPRR.

##### **Washington County**

- Sylvan Interchange and Hwy 26 widening.
- Murray Boulevard extension: Scholls Ferry road to Boones Ferry road.
- Cornell Road bike lanes: Elam Young to Ray
- Tualatin River bike and pedestrian bridge.

##### **Regional Projects**

- TOD projects: The TOD program has implemented several projects to increase densities and building orientation and pedestrian amenities around transit service.
- Frequent Bus line improvements (shelters, curb cuts, signage, etc.).

### **3.7 DELAYS TO PLANNED IMPLEMENTATION**

Some projects to receive regional flexible funds will slip from scheduled completion in 2007. These projects will be listed in the final publication of the MTIP when project schedules for 2007 are confirmed.

### **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



**METRO**

PEOPLE PLACES  
OPEN SPACES

**Metropolitan Transportation Improvement Program**  
**4.1.1: City of Portland**  
**Effective October 1, 2007**

Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
City of Portland	<b>1153</b>	<b>SPRINGWATER TRAIL: SE UMATILLA ST-SE 19TH AVE.</b>						
14407	Complete missing section of existing multi-use path	<b>REGIONAL CMAQ PROGRAM</b>						
		FDE	411,240	0	0	0	0	411,240
		Constr	0	825,760	0	0	0	825,760
		<b>EARMARK (HPP)</b>						
		Constr	0	654,000	0	0	0	654,000
		<b>OTHER LOCAL FUNDS</b>						
		Constr	0	350,875	0	0	0	350,875
		<b>FEDERAL TOTAL</b>	<b>411,240</b>	<b>1,479,760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,891,000</b>
		<b>LOCAL TOTAL</b>	<b>47,068</b>	<b>520,240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>567,308</b>
		<b>STATE TOTAL</b>						<b>0</b>
		<b>GRAND TOTAL</b>	<b>458,308</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,458,308</b>
City of Portland	<b>1154</b>	<b>MARINE DRIVE BIKE/TRAIL: NE 28TH AVE - NE 185TH AVE</b>						
14409	Complete four segments of off-street trail	<b>REGIONAL CMAQ PROGRAM</b>						
		FDE	246,970	0	0	0	0	246,970
		Rt-of-Way	0	487,540	0	0	0	487,540
		Constr	0	0	231,490	0	0	231,490
		<b>FEDERAL TOTAL</b>	<b>246,970</b>	<b>487,540</b>	<b>231,490</b>	<b>0</b>	<b>0</b>	<b>966,000</b>
		<b>LOCAL TOTAL</b>	<b>28,267</b>	<b>55,801</b>	<b>26,495</b>	<b>0</b>	<b>0</b>	<b>110,563</b>
		<b>STATE TOTAL</b>						<b>0</b>
		<b>GRAND TOTAL</b>	<b>275,237</b>	<b>543,341</b>	<b>257,985</b>	<b>0</b>	<b>0</b>	<b>1,076,563</b>
City of Portland	<b>1160</b>	<b>SW CAPITOL HWY: SW MULTNOMAH - SW TAYLORS FERRY</b>						
14440	Replace existing roadway and add bike lanes and sidewalks.	<b>REGIONAL STP PROGRAM</b>						
		FDE	530,000	0	0	0	0	530,000
		<b>FEDERAL TOTAL</b>	<b>530,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530,000</b>
		<b>LOCAL TOTAL</b>	<b>60,661</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,661</b>
		<b>STATE TOTAL</b>						<b>0</b>
		<b>GRAND TOTAL</b>	<b>590,661</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>590,661</b>

**Metropolitan Transportation Improvement Program**  
**4.1.1: City of Portland**  
**Effective October 1, 2007**

Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
City of Portland	1162	<b>EASTSIDE STREETCAR: NW 10TH AVE (LOVEJOY ST. TO OMSI)</b>						
14381		Extends streetcar 3.4 miles to east side of Portland	<b>REGIONAL CMAQ PROGRAM</b>					
			Constr	0	1,000,000	0	0	1,000,000
			<b>OTHER LOCAL FUNDS</b>					
			Constr	0	50,885,546	0	0	50,885,546
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>51,000,000</b>	<b>0</b>	<b>0</b>	<b>51,000,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>52,000,000</b>	<b>0</b>	<b>0</b>	<b>52,000,000</b>
<hr/>								
City of Portland	1168	<b>N KILLINGSWORTH: N COMMERCIAL - NE MLK JR BLVD</b>						
14405		Improve streetscape and pedestrian safety	<b>REGIONAL CMAQ PROGRAM</b>					
			FDE	0	400,000	0	0	400,000
			<b>OTHER LOCAL FUNDS</b>					
			Constr	0	206,218	0	0	206,218
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>400,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>252,000</b>	<b>0</b>	<b>0</b>	<b>252,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>652,000</b>	<b>0</b>	<b>0</b>	<b>652,000</b>
<hr/>								
Port of Portland	112	<b>N. LOMBARD RAILROAD OVERCROSSING</b>						
14408		Construct overcrossing of railroad at Terminal 5. AKA "So Rivergate"	<b>REGIONAL STP PROGRAM</b>					
			FDE	893,847	0	0	0	893,847
			Constr	0	1,016,153	0	0	1,016,153
			<b>OTHER LOCAL FUNDS</b>					
			Constr	0	2,797,282	0	0	2,797,282
			<b>FEDERAL TOTAL</b>	<b>893,847</b>	<b>1,016,153</b>	<b>0</b>	<b>0</b>	<b>1,910,000</b>
			<b>LOCAL TOTAL</b>	<b>102,305</b>	<b>2,913,585</b>	<b>0</b>	<b>0</b>	<b>3,015,890</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>996,152</b>	<b>3,929,738</b>	<b>0</b>	<b>0</b>	<b>4,925,890</b>

**Metropolitan Transportation Improvement Program**  
**4.1.1: City of Portland**  
**Effective October 1, 2007**

Sponsor	PROJECT NAME	Funding source				Total Authority			
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Total Authority	
City of Portland	1110	<b>N. IVANHOE: N. RICHMOND TO N. ST. LOUIS (ST JOHNS PED/FREIGHT)</b>							
13514		Intersection and pedestrian facilities to improve truck movements and pedestrian safety.	<b>REGIONAL STP PROGRAM</b>						
			Pre Eng	574,000					574,000
			Rt-of-Way	74,000					74,000
			Constr		1,211,000				1,211,000
			<b>FEDERAL TOTAL</b>	<b>648,000</b>	<b>1,211,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,859,000</b>
		<b>LOCAL TOTAL</b>	<b>74,166</b>	<b>138,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>212,771</b>	
		<b>STATE TOTAL</b>						<b>0</b>	
		<b>GRAND TOTAL</b>	<b>722,166</b>	<b>1,349,604</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,071,771</b>	
<hr/>									
Port of Portland	1170	<b>N LEADBETTER EXTENSION OVERCROSSING</b>							
13990		Construct a grade separated railroad crossing.	<b>REGIONAL STP PROGRAM</b>						
			Constr	0	2,942,693	0	0	0	2,942,693
			<b>EARMARK (HPP)</b>						
			Constr	0	2,646,600	0	0	0	2,646,600
			<b>OTIA FUNDS (ODOT)</b>						
			Constr	0	3,455,707	0	0	0	3,455,707
			<b>OTHER LOCAL FUNDS</b>						
			Constr	0	1,402,280	0	0	0	1,402,280
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>5,589,293</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,045,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>2,042,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,042,000</b>
		<b>STATE TOTAL</b>		<b>3,455,707</b>				<b>3,455,707</b>	
		<b>GRAND TOTAL</b>	<b>0</b>	<b>11,087,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,087,000</b>	
<hr/>									
City of Portland	1113	<b>DIVISION STREET RECONSTRUCTION PROJECT: SE 6TH TO SE 39TH</b>							
14566		Planning study to address multi-modal needs from SE 10th to SE 60th Avenues and pavement reconstruction with green street treatments and enhanced pedestrian facilities between SE 6th and 39th.	<b>REGIONAL STP PROGRAM</b>						
13529			DOA	303,000	0	0	0	0	303,000
			Pre Eng	0	379,000	0	0	0	379,000
			Constr	0	0	1,818,000	0	0	1,818,000
			<b>OTHER LOCAL FUNDS</b>						
			Constr	0	0	422,378	0	0	422,378
			<b>FEDERAL TOTAL</b>	<b>303,000</b>	<b>379,000</b>	<b>1,818,000</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>
			<b>LOCAL TOTAL</b>	<b>34,680</b>	<b>43,378</b>	<b>630,456</b>	<b>0</b>	<b>0</b>	<b>708,514</b>
			<b>STATE TOTAL</b>						<b>0</b>
			<b>GRAND TOTAL</b>	<b>337,680</b>	<b>422,378</b>	<b>2,448,456</b>	<b>0</b>	<b>0</b>	<b>3,208,514</b>

**Metropolitan Transportation Improvement Program**  
**4.1.1: City of Portland**  
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Sponsor	PROJECT NAME	Funding source					Total Authority	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Total Authority
City of Portland	1141	<b>NW 23RD AVE: LOVEJOY - BURNSIDE</b>						
12478		City of Portland allocated funds from the Arterial Rehabilitation Program Reserve account in the FY02-05 MTIP to this project. The funds were FAU payback funds reserved to reconstruct a priority arterial.	<b>REGIONAL STP PROGRAM</b>					
	Constr		1,022,760	0	0	0	1,022,760	
	<b>FEDERAL TOTAL</b>		<b>1,022,760</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,022,760</b>	
	<b>LOCAL TOTAL</b>		<b>117,059</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117,059</b>	
	<b>STATE TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>GRAND TOTAL</b>		<b>1,139,819</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,139,819</b>	
City of Portland	1109	<b>MLK O-XING/TURN LANES: COLUMBIA TO LOMBARD</b>						
13502		Design of options to improve existing or provide new crossing of UPRR to accommodate truck movements between Lombard St and Columbia Blvd. Engineering of preferred option.	<b>REGIONAL STP PROGRAM</b>					
	Pre Eng		1,500,000	0	0	0	1,500,000	
	<b>FEDERAL TOTAL</b>		<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	
	<b>LOCAL TOTAL</b>		<b>171,682</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171,682</b>	
	<b>STATE TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	<b>GRAND TOTAL</b>	<b>1,671,682</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,671,682</b>		
City of Portland	1111	<b>CENTRAL EASTSIDE BRIDGEHEADS</b>						
13528		Improve ped/bike safety at Hawthorne, Morrison & Burnside bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points. (See MID #1007 for Morrison)	<b>REGIONAL CMAQ PROGRAM</b>					
	Rt-of-Way		272,779	0	0	0	272,779	
	Constr		699,894	0	0	0	699,894	
	<b>FEDERAL TOTAL</b>		<b>972,673</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>972,673</b>	
	<b>LOCAL TOTAL</b>		<b>111,327</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111,327</b>	
	<b>STATE TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
	<b>GRAND TOTAL</b>	<b>1,084,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,084,000</b>		

**Metropolitan Transportation Improvement Program**  
**4.1.1: City of Portland**  
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Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
City of Portland	<b>1107</b>	<b>NE CULLY BLVD: NE PRESCOTT TO NE KILLINGSWORTH</b>						
13506		Green street retrofit, pedestrian amenities, and bike lanes.	<b>REGIONAL STP PROGRAM</b>					
			DOA	150,000				150,000
			FDE	807,520				807,520
			ROW		129,210			129,210
			Constr			1,286,270		1,286,270
			<b>OTHER LOCAL FUNDS</b>					
			Const	0	0	2,509,511	0	2,509,511
			<b>FEDERAL TOTAL</b>	<b>957,520</b>	<b>129,210</b>	<b>1,286,270</b>	<b>0</b>	<b>2,373,000</b>
			<b>LOCAL TOTAL</b>	<b>109,592</b>	<b>14,789</b>	<b>2,656,730</b>	<b>0</b>	<b>2,781,111</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,067,112</b>	<b>143,999</b>	<b>3,943,000</b>	<b>0</b>	<b>5,154,111</b>
Port of Portland	<b>TBD</b>	<b>COLUMBIA CORRIDOR RAIL (RAMSEY RAIL YARD)</b>						
14060		Construct freight rail projects that relieve rail congestion.	<b>SAFETEA EARMARK (HPP)</b>					
			PE	1,500,000	0	0	0	1,500,000
			Constr	6,853,400	0	0	0	6,853,400
			<b>OTHER LOCAL FUNDS</b>					
			Const	2,741,001	0	0	0	2,741,001
			<b>FEDERAL TOTAL</b>	<b>8,353,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,353,400</b>
			<b>LOCAL TOTAL</b>	<b>3,697,085</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,697,085</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>12,050,485</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,050,485</b>
City of Portland	<b>TBD</b>	<b>SW GIBBS ST PEDESTRIAN BRIDGE OVER I-5</b>						
14065		Highway and pedestrian development, which is part of the South Waterfront development.	<b>SAFETEA EARMARK (HPP)</b>					
			PE	1,071,376	0	0	0	1,071,376
			ROW	0	8,973	0	0	8,973
			Constr	0	9,919,651	0	0	9,919,651
			<b>FEDERAL TOTAL</b>	<b>1,071,376</b>	<b>9,928,624</b>	<b>0</b>	<b>0</b>	<b>11,000,000</b>
			<b>LOCAL TOTAL</b>	<b>122,624</b>	<b>1,136,375</b>	<b>0</b>	<b>0</b>	<b>1,258,999</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,194,000</b>	<b>11,064,999</b>	<b>0</b>	<b>0</b>	<b>12,258,999</b>

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Sponsor	PROJECT NAME	Funding source					Total Authority	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Total Authority
City of Portland	1193	<b>SULLIVAN'S GULCH TRAIL: EASTBANK ESPLANE TO 122ND AVE</b>						
		Required planning prior to engineering and construction phases	<b>REGIONAL STP PROGRAM</b>					
			Sys Study	0	0	224,000	0	224,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>224,000</b>	<b>0</b>	<b>224,000</b>
			<b>LOCAL TOTAL</b>					<b>25,638</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>249,638</b>
<hr/>								
City of Portland	1195	<b>NE/SE 50'S BIKEWAY: NE THOMPSON TO SE WOODSTOCK</b>						
		Development of a 6.7-mile North/South bike route	<b>REGIONAL STP PROGRAM</b>					
			Pre Eng	0	0	400,749	0	400,749
			Constr	0	0	0	965,251	965,251
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>400,749</b>	<b>965,251</b>	<b>1,366,000</b>
			<b>LOCAL TOTAL</b>					<b>156,345</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>1,522,345</b>
<hr/>								
City of Portland	1197	<b>FOSTER-WOODSTOCK: SE 87TH ST TO SE 101 ST</b>						
		Sidewalk construction and pedestrian amenities	<b>REGIONAL CMAQ PROGRAM</b>					
			Pre Eng	0	301,702	0	0	301,702
			Rt-of-Way	0	0	456,500	0	456,500
			Constr	0	0	0	1,172,600	1,172,600
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>301,702</b>	<b>456,500</b>	<b>1,172,600</b>	<b>1,930,802</b>
			<b>LOCAL TOTAL</b>					<b>220,989</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>2,151,791</b>
<hr/>								
City of Portland	1167	<b>EAST BURNSIDE: 3RD AVE TO 14TH AVE</b>						
	14404	Create one way couplet, on-street parking, pedestrian amenities, remove travel lane	<b>REGIONAL STP PROGRAM</b>					
			Constr	0	0	0	3,000,000	3,000,000
			<b>SAFETEA EARMARK (HPP)</b>					
			ROW	1,160,000	0	0	0	1,160,000
			<b>FEDERAL TOTAL</b>	<b>1,160,000</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>4,160,000</b>
			<b>LOCAL TOTAL</b>	<b>132,767</b>	<b>0</b>	<b>0</b>	<b>343,363</b>	<b>476,131</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,292,767</b>	<b>0</b>	<b>0</b>	<b>3,343,363</b>	<b>4,636,131</b>



Metropolitan Transportation Improvement Program  
 4.1.1: City of Portland  
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Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
Port of Portland	1203	<b>82ND AVE/COLUMBIA INTERSECTION IMPROVEMENTS</b>						
		Add ramp lane, new signal, road widening, extend sidewalk	<b>REGIONAL STP PROGRAM</b>					
			Proj Dev	0	0	173,000	0	173,000
			Pre Eng	0	0	360,000	0	360,000
			Constr	0	0	0	1,467,000	1,467,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>533,000</b>	<b>1,467,000</b>	<b>2,000,000</b>
			<b>LOCAL TOTAL</b>					<b>228,909</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>2,228,909</b>
City of Portland	1204	<b>PORTLAND ROAD/COLUMBIA BLVD</b>						
		Assessment covers alignments, PE, ROW needs, costs	<b>REGIONAL STP PROGRAM</b>					
			Proj Dev	0	0	538,380	0	538,380
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>538,380</b>	<b>0</b>	<b>538,380</b>
			<b>LOCAL TOTAL</b>					<b>61,620</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>600,000</b>

**Metropolitan Transportation Improvement Program**  
**4.1.2: Clackamas County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority
			Work phase	2008	2009	2010	2011	
<hr/>								
Metro	1150	<b>MULTI-USE MASTER PLANS: MT SCOTT - SCOUTER'S LOOP</b>						
14398		Required planning prior to engineering and construction phases	<b>REGIONAL STP PROGRAM</b> Gen Plan	0	100,000	0	0	100,000
<b>FEDERAL TOTAL</b>				<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>
<b>LOCAL TOTAL</b>				<b>0</b>	<b>11,445</b>	<b>0</b>	<b>0</b>	<b>11,445</b>
<b>STATE TOTAL</b>				<b>0</b>				
<b>GRAND TOTAL</b>				<b>0</b>	<b>111,445</b>	<b>0</b>	<b>0</b>	<b>111,445</b>
<hr/>								
NCPRD	1157	<b>TROLLEY TRAIL: SE JEFFERSON - SE GLEN ECHO AVE</b>						
13471		Construct new segment of multi-use path	<b>REGIONAL CMAQ PROGRAM</b> Constr	0	2,447,000	0	0	2,447,000
<b>EARMARK (HPP)</b> Constr				0	771,000	0	0	771,000
<b>FEDERAL TOTAL</b>				<b>0</b>	<b>3,218,000</b>	<b>0</b>	<b>0</b>	<b>3,218,000</b>
<b>LOCAL TOTAL</b>				<b>0</b>	<b>368,314</b>	<b>0</b>	<b>0</b>	<b>368,314</b>
<b>STATE TOTAL</b>				<b>0</b>				
<b>GRAND TOTAL</b>				<b>0</b>	<b>3,586,314</b>	<b>0</b>	<b>0</b>	<b>3,586,314</b>
<hr/>								
Milwaukie	1159	<b>MILWAUKIE PEDESTRIAN IMPROVEMENTS: MAIN/HARRISON/21ST</b>						
14439		Improve streetscape facilities in downtown Milwaukie	<b>REGIONAL STP PROGRAM</b> Constr	450,000	0	0	0	450,000
<b>FEDERAL TOTAL</b>				<b>450,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>450,000</b>
<b>LOCAL TOTAL</b>				<b>51,505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51,505</b>
<b>STATE TOTAL</b>				<b>0</b>				
<b>GRAND TOTAL</b>				<b>501,505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>501,505</b>
<hr/>								
Clackamas County	1130	<b>SE 172ND AVENUE: SE FOSTER RD TO SE SUNNYSIDE RD</b>						
15389		Widen two lanes rural road to five lanes at urban standards.	<b>REGIONAL STP PROGRAM</b> FDE	2,720,300	0	0	0	2,720,300
<b>FEDERAL TOTAL</b>				<b>2,720,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,720,300</b>
<b>LOCAL TOTAL</b>				<b>311,351</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>311,351</b>
<b>STATE TOTAL</b>				<b>0</b>				
<b>GRAND TOTAL</b>				<b>3,031,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,031,651</b>

**Metropolitan Transportation Improvement Program**  
**4.1.2: Clackamas County and Cities**  
**Effective October 1, 2007**

Sponsor	PROJECT NAME	Funding source					Total		
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority	
Oregon City	1089	<b>MCLOUGHLIN BOULEVARD: I-205 TO RAILROAD TUNNEL</b>							
12460		Provide first phase of boulevard improvements (adding on-street parking, pedestrian facilities, street lighting, road bed reconstruction) on McLoughlin in Downtown Oregon City to connect with City provided riverside amenities.	<b>REGIONAL STP PROGRAM</b>						
	Constr		3,900,000	0	0	0	3,900,000		
	<b>STATE FUNDS (PAVEMENT PRESERVATION)</b>								
	Constr		2,249,698	0	0	0	2,249,698		
	<b>OTHER LOCAL FUNDS</b>								
	Constr		3,233,472	0	0	0	3,233,472		
	<b>FEDERAL TOTAL</b>		<b>3,900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,900,000</b>		
	<b>LOCAL TOTAL</b>		<b>3,679,844</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,679,844</b>		
	<b>STATE TOTAL</b>		<b>2,249,698</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,249,698</b>		
	<b>GRAND TOTAL</b>		<b>9,829,542</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,829,542</b>		
<hr/>									
Wilsonville	1171	<b>KINSMAN RD: SW BOECKMAN TO SW BARBER ST</b>							
14429		Extend Rd. to provide north-south connection for freight movement	<b>REGIONAL STP PROGRAM</b>						
	FDE		500,000	0	0	0	500,000		
	Rt-of-Way		0	900,000	0	0	900,000		
	<b>FEDERAL TOTAL</b>		<b>500,000</b>	<b>900,000</b>	<b>0</b>	<b>0</b>	<b>1,400,000</b>		
	<b>LOCAL TOTAL</b>		<b>57,227</b>	<b>103,009</b>	<b>0</b>	<b>0</b>	<b>160,236</b>		
	<b>STATE TOTAL</b>						<b>0</b>		
	<b>GRAND TOTAL</b>		<b>557,227</b>	<b>1,003,009</b>	<b>0</b>	<b>0</b>	<b>1,560,236</b>		
<hr/>									
ODOT	721		<b>OR212/224: SUNRISE CORRIDOR (I-205 TO SE 122ND AVE)</b>						
TBD			Phase 1 of new limited access facility (PE and ROW).	<b>EARMARK (HPP)</b>					
	Pre Eng	0		15,308,100	0	0	15,308,100		
	<b>OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)</b>								
	Rt-of-Way	0		20,000,000	0	0	20,000,000		
	<b>OTHER LOCAL FUNDS</b>								
	Rt-of-Way	0		20,000,000	0	0	20,000,000		
	<b>FEDERAL TOTAL</b>	<b>0</b>		<b>15,308,100</b>	<b>0</b>	<b>0</b>	<b>15,308,100</b>		
	<b>LOCAL TOTAL</b>	<b>0</b>		<b>21,752,081</b>	<b>0</b>	<b>0</b>	<b>21,752,081</b>		
	<b>STATE TOTAL</b>			<b>20,000,000</b>			<b>20,000,000</b>		
	<b>GRAND TOTAL</b>	<b>0</b>		<b>57,060,181</b>	<b>0</b>	<b>0</b>	<b>57,060,181</b>		
<hr/>									
Wilsonville	1184	<b>BARBER ST: COFFEE LAKE LOOP-KINSMAN RD</b>							
14058		Extend Barber Road. FY05 Approps Earmark.	<b>SECTION 117 EARMARK (HPP) - No Local Match Requirement</b>						
	Pre Eng		496,000	0	0	0	496,000		
	<b>SAFETEA EARMARK (HPP)</b>								
	Pre Eng		1,480,000	0	0	0	1,480,000		
	ROW		740,000	0	0	0	740,000		
	Const			1,480,000	0	0	1,480,000		
	<b>FEDERAL TOTAL</b>		<b>2,716,000</b>	<b>1,480,000</b>	<b>0</b>	<b>0</b>	<b>4,196,000</b>		
	<b>LOCAL TOTAL</b>		<b>254,089</b>	<b>169,393</b>	<b>0</b>	<b>0</b>	<b>423,482</b>		
	<b>STATE TOTAL</b>						<b>0</b>		
	<b>GRAND TOTAL</b>		<b>2,970,089</b>	<b>1,649,393</b>	<b>0</b>	<b>0</b>	<b>4,619,482</b>		

**Metropolitan Transportation Improvement Program**  
**4.1.2: Clackamas County and Cities**  
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Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
Oregon City	1163	<b>SOUTH METRO AMTRAK STATION PHASE II</b>						
14388		Construct train station in Oregon City. \$900K Federal STP funds moved to McLoughlin Blvd project. This project is now 100% locally funded.	<b>OTHER LOCAL FUNDS</b>					
			Constr	1,000,000	0	0	0	1,000,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
<hr/>								
City of Milwaukie	TBD	<b>SE LAKE RD: SE 21ST AVE TO SE KUEHN RD</b>						
14064		Reconstruct Lake Road and add sidewalks, pedestrian enhancements and bike lanes.	<b>SAFETEA EARMARK (HPP)</b>					
			ROW	520,434	0	0	0	520,434
			Constr	2,959,132	0	0	0	2,959,132
			<b>FEDERAL TOTAL</b>	<b>3,479,566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,479,566</b>
			<b>LOCAL TOTAL</b>	<b>398,252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>398,252</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>3,877,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,877,818</b>
<hr/>								
Milwaukie	1205	<b>OR 99E BRIDGE AT KELLOGG LAKE</b>						
		Remove culvert, restore natural hydraulic function of creek	<b>REGIONAL STP PROGRAM</b>					
			Pre Eng	0	0	1,055,000	0	1,055,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>1,055,000</b>	<b>0</b>	<b>1,055,000</b>
			<b>LOCAL TOTAL</b>					<b>120,749</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>1,175,749</b>
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Clackamas County	1207	<b>HARMONY ROAD: 82ND AVE TO HIGHWAY 224</b>						
		Widen roadway to five lanes, construct over crossing of freight/Amtrak rail line.	<b>REGIONAL STP PROGRAM</b>					
			Pre Eng	0	0	0	1,500,000	1,500,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>
			<b>LOCAL TOTAL</b>					<b>171,682</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>1,671,682</b>

**Metropolitan Transportation Improvement Program**  
**4.1.3: Multnomah County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	PROJECT NAME Metro ID No. Description	Funding source Work phase					Total Authority	
			2008	2009	2010	2011		
<hr/>								
Gresham	<b>1155</b>	<b>SPRINGWATER TRAILHEAD @ MAIN CITY PARK</b>						
14411	Construct facilities that support use of trail	<b>REGIONAL STP PROGRAM</b>						
		FDE	34,000	0	0	0	34,000	
		Constr	0	276,000	0	0	276,000	
<b>FEDERAL TOTAL</b>			<b>34,000</b>	<b>276,000</b>	<b>0</b>	<b>0</b>	<b>310,000</b>	
<b>LOCAL TOTAL</b>			<b>3,891</b>	<b>31,589</b>	<b>0</b>	<b>0</b>	<b>35,481</b>	
<b>STATE TOTAL</b>							<b>0</b>	
<b>GRAND TOTAL</b>			<b>37,891</b>	<b>307,589</b>	<b>0</b>	<b>0</b>	<b>345,481</b>	
<hr/>								
Gresham	<b>1156</b>	<b>MAX TRAIL: CLEVELAND STATION - RUBY JCT</b>						
14413	Final engineering and construction of remaining sections of path	<b>REGIONAL CMAQ PROGRAM</b>						
		FDE	150,000	0	0	0	150,000	
		Constr	0	740,000	0	0	740,000	
<b>OTHER LOCAL FUNDS</b>								
		Constr	0	391,336	0	0	391,336	
<b>FEDERAL TOTAL</b>			<b>150,000</b>	<b>740,000</b>	<b>0</b>	<b>0</b>	<b>890,000</b>	
<b>LOCAL TOTAL</b>			<b>17,168</b>	<b>476,032</b>	<b>0</b>	<b>0</b>	<b>493,200</b>	
<b>STATE TOTAL</b>							<b>0</b>	
<b>GRAND TOTAL</b>			<b>167,168</b>	<b>1,216,032</b>	<b>0</b>	<b>0</b>	<b>1,383,200</b>	
<hr/>								
Gresham	<b>1166</b>	<b>SE CLEVELAND AVE: SE STARK - SE POWELL</b>						
14393	Reconstruct and standardize 1.5 miles of Cleveland Ave through Gresham Regional Center. FDE phase for Stark to Powell Blvd, construction phase for Burnside to Powell only.	<b>REGIONAL STP PROGRAM</b>						
		FDE	277,000	0	0	0	277,000	
		Constr	0	723,000	0	0	723,000	
<b>FEDERAL TOTAL</b>			<b>277,000</b>	<b>723,000</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	
<b>LOCAL TOTAL</b>			<b>31,704</b>	<b>82,751</b>	<b>0</b>	<b>0</b>	<b>114,454</b>	
<b>STATE TOTAL</b>							<b>0</b>	
<b>GRAND TOTAL</b>			<b>308,704</b>	<b>805,751</b>	<b>0</b>	<b>0</b>	<b>1,114,454</b>	
<hr/>								
Multnomah County	<b>1172</b>	<b>SELLWOOD BRIDGE</b>						
13762	Planning for replacement of existing bridge	<b>REGIONAL STP PROGRAM</b>						
		FDE	2,000,000	0	0	0	2,000,000	
<b>EARMARK (HPP)</b>								
		ROW	0	7,000,000	0	0	7,000,000	
<b>HBRR (ODOT - FEDERAL BRIDGE FUNDS)</b>								
		ROW	0	5,383,800	0	0	5,383,800	
<b>FEDERAL TOTAL</b>			<b>2,000,000</b>	<b>12,383,800</b>	<b>0</b>	<b>0</b>	<b>14,383,800</b>	
<b>LOCAL TOTAL</b>			<b>228,909</b>	<b>1,417,381</b>	<b>0</b>	<b>0</b>	<b>1,646,290</b>	
<b>STATE TOTAL</b>							<b>0</b>	
<b>GRAND TOTAL</b>			<b>2,228,909</b>	<b>13,801,181</b>	<b>0</b>	<b>0</b>	<b>16,030,090</b>	

**Metropolitan Transportation Improvement Program**  
**4.1.3: Multnomah County and Cities**  
**Effective October 1, 2007**

Sponsor	PROJECT NAME	Funding source						Total Authority
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	
Multnomah County	1173	<b>BEAVER CR CULVERTS (TROUTDALE RD/COCHRAN/STARK ST)</b>						
14438		Culvert replacements (3) and environmental restoration	<b>REGIONAL STP PROGRAM</b>					
			FDE	110,500	0	0	0	110,500
			Rt-of-Way	0	30,000	0	0	30,000
			Constr	0	0	859,500	0	859,500
			<b>OTHER LOCAL FUNDS</b>					
			FDE	243,853	0	0	0	243,853
			Rt-of-Way	0	66,566	0	0	66,566
			Constr	0	0	3,445,126	0	3,445,126
			<b>FEDERAL TOTAL</b>	<b>110,500</b>	<b>30,000</b>	<b>859,500</b>	<b>0</b>	<b>1,000,000</b>
			<b>LOCAL TOTAL</b>	<b>256,500</b>	<b>70,000</b>	<b>3,543,500</b>	<b>0</b>	<b>3,870,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>367,000</b>	<b>100,000</b>	<b>4,403,000</b>	<b>0</b>	<b>4,870,000</b>
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Gresham	1058	<b>STARK STREET BOULEVARD, PH. 2: 190TH/197TH</b>						
12468		Pedestrian/non-auto amenities in and around Rockwood MAX station area.	<b>EARMARK (HPP)</b>					
			ROW	44,865	0	0	0	44,865
			Const	1,955,135	0	0	0	1,955,135
			<b>FEDERAL TOTAL</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>
			<b>LOCAL TOTAL</b>	<b>228,909</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228,909</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>2,228,909</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,228,909</b>
<hr/>								
Multnomah County	1031	<b>223rd RR UNDERCROSSING AT SANDY BLVD</b>						
11429 TBD		Improve ped/bike safety at Hawthorne, Morrison & Burnside bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points.	<b>REGIONAL STP PROGRAM</b>					
			Constr	775,080	0	0	1,000,000	1,775,080
			<b>OTHER LOCAL FUNDS</b>					
			Const	5,376,754	0	0	0	5,376,754
			<b>FEDERAL TOTAL</b>	<b>775,080</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>1,775,080</b>
			<b>LOCAL TOTAL</b>	<b>5,465,465</b>	<b>0</b>	<b>0</b>	<b>114,454</b>	<b>5,579,920</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>6,240,545</b>	<b>0</b>	<b>0</b>	<b>1,114,454</b>	<b>7,355,000</b>
<hr/>								
City of Gresham	1006	<b>GRESHAM/FAIRVIEW TRAIL: BURNSIDE TO SPRINGWATER</b>						
15447		Construct second phase of multi-use path.	<b>SAFETEA EARMARK (HPP)</b>					
			ROW	188,000	0	0	0	188,000
			Constr	1,841,000	0	0	0	1,841,000
			<b>ENHANCEMENT FUNDS</b>					
			Const	800,000				800,000
			<b>OTHER LOCAL FUNDS</b>					
			PE	502,000	0	0	0	502,000
			Const	90,208	0	0	0	90,208
			<b>FEDERAL TOTAL</b>	<b>2,829,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,829,000</b>
			<b>LOCAL TOTAL</b>	<b>916,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>916,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>3,745,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,745,000</b>

Metropolitan Transportation Improvement Program  
 4.1.3: Multnomah County and Cities  
 Effective October 1, 2007

Sponsor	PROJECT NAME	Funding source					Total	
ODOT Key No.	Metro ID No.	Description	Work phase	2008	2009	2010	2011	Authority
Gresham	1196	<b>HOOD STREET: SE DIVISION STREET TO SE POWELL BLVD</b>						
		Sidewalk construction and pedestrian amenities	<b>REGIONAL CMAQ PROGRAM</b>					
			Pre Eng	0	227,800	0	0	227,800
			Rt-of-Way	0	0	217,100	0	217,100
			Constr	0	0	0	441,700	441,700
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>227,800</b>	<b>217,100</b>	<b>441,700</b>	<b>886,600</b>
			<b>LOCAL TOTAL</b>					<b>101,475</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>988,075</b>
<hr/>								
Gresham	1200	<b>SE BURNSIDE: 181ST STREET TO STARK STREET</b>						
		Pedestrian amenities, underground utilities	<b>REGIONAL STP PROGRAM</b>					
			Proj Dev	0	0	300,000	0	300,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>300,000</b>
			<b>LOCAL TOTAL</b>					<b>34,336</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>334,336</b>
<hr/>								
Gresham	1208	<b>SE 190TH DR.: PLEASANT VIEW/HIGHLAND TO SW 30TH ST</b>						
		Turn lane and bike lanes	<b>REGIONAL STP PROGRAM</b>					
			Pre Eng	0	0	150,000	0	150,000
			Constr	0	0	0	450,000	450,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>450,000</b>	<b>600,000</b>
			<b>LOCAL TOTAL</b>					<b>68,673</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>668,673</b>

**Metropolitan Transportation Improvement Program**  
**4.1.4: Washington County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source				Total Authority
			Work phase	2008	2009	2010	
Hillsboro	1158	<b>ROCK CREEK TRAIL: ORCHARD PARK - NW WILKENS ST</b>					
14437		Multi-use path that connects to Quatama LRT station	<b>REGIONAL CMAQ PROGRAM</b>				
			DOA	150,000			150,000
			FDE		230,000		230,000
			Constr			895,000	895,000
			<b>FEDERAL TOTAL</b>	<b>150,000</b>	<b>230,000</b>	<b>895,000</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>17,168</b>	<b>26,325</b>	<b>102,437</b>	<b>0</b>
			<b>STATE TOTAL</b>				<b>0</b>
			<b>GRAND TOTAL</b>	<b>167,168</b>	<b>256,325</b>	<b>997,437</b>	<b>0</b>
Tigard	1105	<b>WASHINGTON SQ. RC TRAIL: HALL TO GREENBERG</b>					
13527		Multi-use path with eventual connection to Fanno Creek Trail. <TE funds traded out for local funds>	<b>REGIONAL STP PROGRAM</b>				
			Constr	0	0	0	134,929
			<b>OTHER LOCAL FUNDING</b>				
			PE	74,223	0	0	74,223
			ROW	198,373	0	0	198,373
			Const	0	0	0	6,766
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134,929</b>
			<b>LOCAL TOTAL</b>	<b>272,596</b>	<b>0</b>	<b>0</b>	<b>22,209</b>
			<b>STATE TOTAL</b>				<b>0</b>
			<b>GRAND TOTAL</b>	<b>272,596</b>	<b>0</b>	<b>0</b>	<b>157,138</b>
Forest Grove	1092	<b>FOREST GROVE PEDESTRIAN IMPROVEMENTS: 19TH AVE - PACIFIC AVE</b>					
12481		Construct elements of Forest Grove Downtown Pedestrian Improvement Program.	<b>REGIONAL STP PROGRAM</b>				
			Constr	1,206,639	0	0	0
			<b>OTHER LOCAL FUNDING</b>				
			Constr	385,000	0	0	0
			<b>FEDERAL TOTAL</b>	<b>1,206,639</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>523,105</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>STATE TOTAL</b>				<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,729,744</b>	<b>0</b>	<b>0</b>	<b>0</b>
Hillsboro	1040	<b>SE 10TH: E MAIN TO SE BASELINE</b>					
11434		Construct right turn lane to improve access to Hillsboro regional center and reduce conflict between Westside LRT and vehicular traffic.	<b>REGIONAL STP PROGRAM</b>				
			Constr	852,000	0	0	0
			<b>FEDERAL TOTAL</b>	<b>852,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>97,515</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>STATE TOTAL</b>				<b>0</b>
			<b>GRAND TOTAL</b>	<b>949,515</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Metropolitan Transportation Improvement Program**  
**4.1.4: Washington County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source				Total Authority	
			Work phase	2008	2009	2010		2011
<hr/>								
Tigard	1042	<b>SW GREENBURG RD: WASH SQ/TIEDEMAN</b>						
11436		Widen Greenburg from Tiedeman to Southbound 217 off ramps; implement TSM improvements at Wash. Square entrance.	<b>REGIONAL STP PROGRAM</b>					
			FDE			660,000		660,000
			Constr				1,000,000	1,000,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>660,000</b>	<b>1,000,000</b>	<b>1,660,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>75,540</b>	<b>114,454</b>	<b>189,994</b>
			<b>STATE TOTAL</b>					<b>0</b>
		<b>GRAND TOTAL</b>	<b>0</b>	<b>0</b>	<b>735,540</b>	<b>1,114,454</b>	<b>1,849,994</b>	
<hr/>								
Washington County	1164	<b>OR10: OLESON/SCHOLLS FERRY RD INTERSECTION</b>						
14389		Engineer design improvements to improve safety for all modes at hazardous intersection.	<b>REGIONAL STP PROGRAM</b>					
			Planning	100,000	0	0	0	100,000
			FDE	900,000	0	0	0	900,000
			<b>EARMARK (HPP)</b>					
			FDE	3,000,000	0	0	0	3,000,000
			<b>OTHER LOCAL FUNDING</b>					
		FDE	2,229,508	0	0	0	2,229,508	
		<b>FEDERAL TOTAL</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>	
		<b>LOCAL TOTAL</b>	<b>2,687,326</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,687,326</b>	
		<b>STATE TOTAL</b>					<b>0</b>	
		<b>GRAND TOTAL</b>	<b>6,687,326</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,687,326</b>	
<hr/>								
Beaverton	1131	<b>ROSE BIGGI AVENUE (SW HALL BLVD TO SW CRESCENT STREET)</b>						
14400		Extend Rose Biggi Avenue in the Beaverton regional center.	<b>REGIONAL STP PROGRAM</b>					
			FDE	0	0	580,000	0	580,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>580,000</b>	<b>0</b>	<b>580,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>66,384</b>	<b>0</b>	<b>66,384</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>0</b>	<b>646,384</b>	<b>0</b>	<b>646,384</b>
<hr/>								
Washington County	1169	<b>TUALATIN-SHERWOOD RD ATMS (99W TO TETON)</b>						
14414		Upgrade traffic signal systems and install video detection system	<b>REGIONAL CMAQ PROGRAM</b>					
			FDE	0	116,675	0	0	116,675
			Constr	0	0	592,729	0	592,729
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>116,675</b>	<b>592,729</b>	<b>0</b>	<b>709,404</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>13,354</b>	<b>67,840</b>	<b>0</b>	<b>81,194</b>
			<b>STATE TOTAL</b>					<b>0</b>
		<b>GRAND TOTAL</b>	<b>0</b>	<b>130,029</b>	<b>660,569</b>	<b>0</b>	<b>790,598</b>	

**Metropolitan Transportation Improvement Program**  
**4.1.4: Washington County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority
			Work phase	2008	2009	2010	2011	
Washington County	<b>1061</b>	<b>I-5/OR99W CONNECTOR (TUALATIN TO SHERWOOD)</b>						
13301		Alternatives analysis and state land use exceptions findings for the I-5/99W connector.	<b>EARMARK (HPP)</b> PE	0	8,497,857	0	0	8,497,857
			<b>OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)</b> PE	0	10,000,000	0	0	10,000,000
			<b>STATE MODERNIZATION</b> PE	0	300,000	0	0	300,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>8,497,857</b>	<b>0</b>	<b>0</b>	<b>8,497,857</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>972,618</b>	<b>0</b>	<b>0</b>	<b>972,618</b>
			<b>STATE TOTAL</b>		<b>10,300,000</b>			<b>10,300,000</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>19,770,475</b>	<b>0</b>	<b>0</b>	<b>19,770,475</b>
Washington County	<b>1043</b>	<b>WASHINGTON COUNTY ITS PROJECTS: TRAFFIC OPS CENTER</b>						
11437		Plan and implement arterial management system on county roads	<b>REGIONAL STP PROGRAM</b> Constr	242,271	0	0	0	242,271
			<b>FEDERAL TOTAL</b>	<b>242,271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242,271</b>
			<b>LOCAL TOTAL</b>	<b>27,729</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,729</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>270,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>270,000</b>
Washington County	<b>1104</b>	<b>BEAVERTON POWERLINE TRAIL: MERLO LRT STATION TO SCHUEPBACH PARK</b>						
13526		Design, acquire and construct a 10' wide, 1.95-mi segment of the Beaverton Powerline Trail from the TriMet light-rail line south to Schuepbach Park.	<b>REGIONAL CMAQ PROGRAM</b> Constr	637,393	0	0	0	637,393
			<b>LOCAL SOURCES</b> Constr	489,655	0	0	0	489,655
			<b>FEDERAL TOTAL</b>	<b>637,393</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>637,393</b>
			<b>LOCAL TOTAL</b>	<b>562,607</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>562,607</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200,000</b>

**Metropolitan Transportation Improvement Program**  
**4.1.4: Washington County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	2008	2009	2010	2011	Total Authority
<b>Cornelius 1165 10TH AVE: N BASELINE TO N ADAIR</b>								
14392		Road reconstruction with widened turning radii at intersections and addition of turn lanes <Funds transferred to OR8:10th Ave-19th Ave - Project now 100% locally funded>	<b>OTHER LOCAL FUNDS</b>					
			Pre Eng	201,304	0	0	0	201,304
			Rt-of-Way	0	63,669	0	0	63,669
			Constr	0	667,826	0	0	667,826
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>201,304</b>	<b>731,495</b>	<b>0</b>	<b>0</b>	<b>932,799</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>201,304</b>	<b>731,495</b>	<b>0</b>	<b>0</b>	<b>932,799</b>
<b>Washington County 1108 WASH CO. ARTERIAL FREIGHT PRIORITY PROGRAM</b>								
13501		Reserve funds to conduct PE on priority project(s) to be recommended by the Washington County Arterial Freight Priority Program.	<b>OTHER LOCAL FUNDS</b>					
			PE	2,000,000	0	0	0	2,000,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
			<b>LOCAL TOTAL</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>
<b>USFW TBD TUALATIN RIVER: NATIONAL WILDLIFE REFUGE</b>								
14069		Construction transportation facilities.	<b>SAFETEA EARMARK (HPP)</b>					
			Constr	0	793,600	0	0	793,600
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>793,600</b>	<b>0</b>	<b>0</b>	<b>793,600</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>90,831</b>	<b>0</b>	<b>0</b>	<b>90,831</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>884,431</b>	<b>0</b>	<b>0</b>	<b>884,431</b>
<b>Metro 1192 WESTSIDE TRAIL MASTER PLAN: WILLAMETTE TO TUALATIN RIVERS</b>								
		Required planning prior to engineering and construction phases	<b>REGIONAL STP PROGRAM</b>					
			Sys Study	0	0	300,000	0	300,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>0</b>	<b>300,000</b>
			<b>LOCAL TOTAL</b>					<b>34,336</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>334,336</b>
<b>Washington County 1194 FANNO CREEK TRAIL: HALL BOULEVARD CROSSING</b>								
		Project development work prior to construction phase	<b>REGIONAL STP PROGRAM</b>					
			Proj Dev	0	0	359,000	0	359,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>359,000</b>	<b>0</b>	<b>359,000</b>
			<b>LOCAL TOTAL</b>					<b>41,089</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>400,089</b>

**Metropolitan Transportation Improvement Program**  
**4.1.4: Washington County and Cities**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority
			Work phase	2008	2009	2010	2011	
<hr/>								
Cornelius	1198	<b>EAST BASELINE STREET: 10TH AVE TO 19TH AVE</b>						
		Pedestrian amenities, bike lanes, on-street parking	<b>REGIONAL CMAQ PROGRAM</b>					
			Pre Eng	0	449,000	0	0	449,000
			Rt-of-Way	0	0	289,700	0	289,700
			Constr	0	0	0	2,492,000	2,492,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>449,000</b>	<b>289,700</b>	<b>2,492,000</b>	<b>3,230,700</b>
			<b>LOCAL TOTAL</b>					<b>369,768</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>3,600,468</b>
<hr/>								
Tigard	1206	<b>MAIN STREET: RAIL CORRIDOR TO 99W</b>						
		Green street retrofit, pedestrian amenities, streetlights	<b>REGIONAL STP PROGRAM</b>					
			Proj Dev	0	255,730	0	0	255,730
			Pre Eng	0	0	255,730	0	255,730
			Rt-of-Way	0	0	44,865	0	44,865
			Constr	0	0	0	1,983,675	1,983,675
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>255,730</b>	<b>300,595</b>	<b>1,983,675</b>	<b>2,540,000</b>
			<b>LOCAL TOTAL</b>					<b>290,714</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>2,830,714</b>
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Washington County	1210	<b>HWY 217: BEAVERTON HILLSDALE HWY TO SW ALLEN BLVD</b>						
		Preliminary design and engineering	<b>REGIONAL STP PROGRAM</b>					
			Sys Study	0	0	0	373,000	373,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>373,000</b>	<b>373,000</b>
			<b>LOCAL TOTAL</b>					<b>42,692</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>415,692</b>

**Metropolitan Transportation Improvement Program**  
**4.2.1: Regional Projects and Programs**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase					Total Authority
				2008	2009	2010	2011	
<hr/>								
Metro	1145	<b>REGIONAL FREIGHT PLANNING</b>						
14384		Update Metro's Regional Freight program	<b>REGIONAL STP PROGRAM</b>					
14385			Gen Plan	75,000	75,000	0	0	150,000
<b>FEDERAL TOTAL</b>				<b>75,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>150,000</b>
<b>LOCAL TOTAL</b>				<b>8,584</b>	<b>8,584</b>	<b>0</b>	<b>0</b>	<b>17,168</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>83,584</b>	<b>83,584</b>	<b>0</b>	<b>0</b>	<b>167,168</b>
<hr/>								
Regional	126	<b>METRO PLANNING</b>						
14386		Planning functions to comply with federal/state requirements and ensure eligibility for project funding and permitting.	<b>REGIONAL STP PROGRAM</b>					
14387			Gen Plan	853,000	878,000	981,590	1,011,040	3,723,630
<b>FEDERAL TOTAL</b>				<b>853,000</b>	<b>878,000</b>	<b>981,590</b>	<b>1,011,040</b>	<b>3,723,630</b>
<b>LOCAL TOTAL</b>				<b>97,630</b>	<b>100,491</b>	<b>112,347</b>	<b>115,718</b>	<b>426,186</b>
<b>STATE - PL</b>				<b>1,512,764</b>	<b>1,752,334</b>	<b>1,808,409</b>	<b>1,866,278</b>	<b>6,939,785</b>
<b>GRAND TOTAL</b>				<b>2,463,394</b>	<b>2,730,825</b>	<b>2,902,346</b>	<b>2,993,036</b>	<b>11,089,601</b>
<hr/>								
Metro	1151	<b>NEXT PRIORITY CORRIDOR STUDY</b>						
14564		System level planning and alternatives for selected corridor	<b>REGIONAL STP PROGRAM</b>					
			Sys Study	500,000	0	0	300,000	800,000
<b>FEDERAL TOTAL</b>				<b>500,000</b>	<b>0</b>	<b>0</b>	<b>300,000</b>	<b>800,000</b>
<b>LOCAL TOTAL</b>				<b>57,227</b>	<b>0</b>	<b>0</b>	<b>34,336</b>	<b>91,564</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>557,227</b>	<b>0</b>	<b>0</b>	<b>334,336</b>	<b>891,564</b>
<hr/>								
Metro	1134	<b>METRO RTO PROGRAM</b>						
14441		Funds for programs that reduce drive alone travel, improve efficiency of existing transportation systems, reduce congestion and improve air quality.	<b>REGIONAL CMAQ PROGRAM</b>					
14442			Operating	1,800,000	1,800,000	2,397,000	1,882,000	7,879,000
<b>FEDERAL TOTAL</b>				<b>1,800,000</b>	<b>1,800,000</b>	<b>2,397,000</b>	<b>1,882,000</b>	<b>7,879,000</b>
<b>LOCAL TOTAL</b>				<b>206,018</b>	<b>206,018</b>	<b>274,347</b>	<b>215,403</b>	<b>901,787</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>2,006,018</b>	<b>2,006,018</b>	<b>2,671,347</b>	<b>2,097,403</b>	<b>8,780,787</b>

**Metropolitan Transportation Improvement Program**  
**4.2.1: Regional Projects and Programs**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	2008	2009	2010	2011	Total Authority
Metro	1161	<b>TRAVELSMART PROGRAM</b>						
14443		Educate citizens about alternative modes of transportation.	<b>REGIONAL CMAQ PROGRAM</b> Operating	500,000	0	0	0	500,000
<b>FEDERAL TOTAL</b>				<b>500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>
<b>LOCAL TOTAL</b>				<b>57,227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57,227</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>557,227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>557,227</b>
Metro	1146	<b>TOD LRT STATION AREA/CENTERS PROGRAM</b>						
14446		Transit oriented development near light rail.	<b>REGIONAL STP PROGRAM</b> Non-Hwy Cp	2,000,000	2,000,000	1,500,000	1,500,000	7,000,000
<b>FEDERAL TOTAL</b>				<b>2,000,000</b>	<b>2,000,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>7,000,000</b>
<b>LOCAL TOTAL</b>				<b>228,909</b>	<b>228,909</b>	<b>171,682</b>	<b>171,682</b>	<b>801,181</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>2,228,909</b>	<b>2,228,909</b>	<b>1,671,682</b>	<b>1,671,682</b>	<b>7,801,181</b>
Tri-Met	154	<b>BUS STOP DEVELOPMENT &amp; STREAMLINE PROGRAM (FREQUENT BUS)</b>						
14379 14380		Increase access, decrease delay and improve amenities of transit service.	<b>REGIONAL STP PROGRAM</b> Non-Hwy Cp		1,375,000	1,375,000	1,375,000	4,125,000
<b>REGIONAL CMAQ PROGRAM</b> Non-Hwy Cp				1,375,000	0	0	0	1,375,000
<b>FEDERAL TOTAL</b>				<b>1,375,000</b>	<b>1,375,000</b>	<b>1,375,000</b>	<b>1,375,000</b>	<b>5,500,000</b>
<b>LOCAL TOTAL</b>				<b>157,375</b>	<b>157,375</b>	<b>157,375</b>	<b>157,375</b>	<b>629,500</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>1,532,375</b>	<b>1,532,375</b>	<b>1,532,375</b>	<b>1,532,375</b>	<b>6,129,500</b>
PSU	1174	<b>FREIGHT DATA COLLECTION &amp; ARCHIVE</b>						
14546		Ramp meter upgrade to distinguish truck vehicles, archive data.	<b>REGIONAL STP PROGRAM</b> Other	179,000	0	0	0	179,000
<b>FEDERAL TOTAL</b>				<b>179,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179,000</b>
<b>LOCAL TOTAL</b>				<b>20,487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,487</b>
<b>STATE TOTAL</b>								<b>0</b>
<b>GRAND TOTAL</b>				<b>199,487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>199,487</b>

**Metropolitan Transportation Improvement Program**  
**4.2.1: Regional Projects and Programs**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority
			Work phase	2008	2009	2010	2011	
Metro	1149	<b>SOUTH CORRIDOR PHASE II (PE): PORTLAND TO MILWAUKIE</b>						
		Required element of competitive LRT funding process	<b>REGIONAL CMAQ PROGRAM</b>					
			FDE	0	0	2,000,000	0	2,000,000
			<b>OTHER LOCAL FUNDS</b>					
			FDE	0	0	3,771,091	0	3,771,091
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>2,000,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>4,000,000</b>	<b>0</b>	<b>4,000,000</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>0</b>	<b>6,000,000</b>	<b>0</b>	<b>6,000,000</b>
<hr/>								
Metro	1186	<b>METRO REGIONAL TRAILS PROGRAM</b>						
	14066	Bicycle and pedestrian facilities	<b>SAFETEA EARMARK (HPP)</b>					
			Const	0	1,546,000	0	0	1,546,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>1,546,000</b>	<b>0</b>	<b>0</b>	<b>1,546,000</b>
			<b>LOCAL TOTAL</b>	<b>0</b>	<b>176,947</b>	<b>0</b>	<b>0</b>	<b>176,947</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>0</b>	<b>1,722,947</b>	<b>0</b>	<b>0</b>	<b>1,722,947</b>
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TriMet	1142	<b>REGIONAL RAIL BOND PAYMENT</b>						
	TBD	TriMet's use of MTIP funds for GARVEE debt service on I-205/Mall LRT, Washington County Commuter Rail, and South Waterfront Streetcar. CMAQ funds for Debt Service and STP funds for Preventive Maintenance.	<b>REGIONAL STP PROGRAM</b>					
			Non-Hwy Cp	1,970,000	1,660,000	1,310,000	2,000,000	6,940,000
			<b>REGIONAL CMAQ PROGRAM</b>					
			Non-Hwy Cp	7,330,000	7,640,000	7,990,000	7,300,000	30,260,000
			<b>FEDERAL TOTAL</b>	<b>9,300,000</b>	<b>9,300,000</b>	<b>9,300,000</b>	<b>9,300,000</b>	<b>37,200,000</b>
			<b>LOCAL TOTAL</b>	<b>1,064,427</b>	<b>1,064,427</b>	<b>1,064,427</b>	<b>1,064,427</b>	<b>4,257,706</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>10,364,427</b>	<b>10,364,427</b>	<b>10,364,427</b>	<b>10,364,427</b>	<b>41,457,706</b>
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Metro	1190	<b>LIVABLE STREETS PROGRAM</b>						
		Policy and guidebook update	<b>REGIONAL STP PROGRAM</b>					
			Other	0	0	250,000	0	250,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>250,000</b>
			<b>LOCAL TOTAL</b>					<b>28,614</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>278,614</b>

**Metropolitan Transportation Improvement Program**  
**4.2.1: Regional Projects and Programs**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority
			Work phase	2008	2009	2010	2011	
Tri-Met	1191	<b>PEDESTRIAN NETWORK ANALYSIS</b>						
		Framework for selecting pedestrian projects that benefit transit access	<b>REGIONAL STP PROGRAM</b>					
			Other	0	0	125,000	0	125,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>125,000</b>	<b>0</b>	<b>125,000</b>
			<b>LOCAL TOTAL</b>					<b>14,307</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>139,307</b>
<hr/>								
Tri-Met	1201	<b>TRANSIT BUS EMISSION REDUCTION</b>						
		Retrofit buses for emission reduction	<b>REGIONAL CMAQ PROGRAM</b>					
			Other	1,000,000	0	0	0	1,000,000
			<b>FEDERAL TOTAL</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>
			<b>LOCAL TOTAL</b>					<b>114,454</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>1,114,454</b>
<hr/>								
Regional	1202	<b>CASCADE SIERRA SMARTWAY TECHNOLOGY</b>						
		Emission reduction technology center	<b>REGIONAL CMAQ PROGRAM</b>					
			Other	200,000	0	0	0	200,000
			<b>FEDERAL TOTAL</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>
			<b>LOCAL TOTAL</b>					<b>22,891</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>222,891</b>
<hr/>								
Metro	1209	<b>ITS PROGRAMMATIC ALLOCATION</b>						
		Develop ITS program	<b>REGIONAL CMAQ PROGRAM</b>					
			Other	0	0	1,500,000	1,500,000	3,000,000
			<b>FEDERAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>3,000,000</b>
			<b>LOCAL TOTAL</b>					<b>343,363</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>					<b>3,343,363</b>



**Metropolitan Transportation Improvement Program**  
**Table 4.2.2: Transit**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					2011 Total Authority
			Work phase	2008	2009	2010	2011	
Tri-Met	<b>1085</b>	<b>TRIMET BUS/RAIL TRANSIT ENHANCEMENTS PROGRAM</b>						
14477 14478		One percent of Section 5307 appropriations that FTA requires be allocated to improvement of bus or rail transit amenities such as real-time arrival signage.	<b>FTA FORMULA AID PROGRAM (SEC. 5307)</b> Non-Hwy Cp	430,400	461,600	349,164	359,639	1,600,803
			<b>FEDERAL TOTAL (80%)</b>	<b>430,400</b>	<b>461,600</b>	<b>349,164</b>	<b>359,639</b>	<b>1,600,803</b>
			<b>LOCAL TOTAL (20%)</b>	<b>107,600</b>	<b>115,400</b>	<b>87,291</b>	<b>89,910</b>	<b>400,201</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>538,000</b>	<b>577,000</b>	<b>436,455</b>	<b>449,549</b>	<b>2,001,004</b>
Tri-Met	<b>388</b>	<b>TRIMET RAIL VEHICLE PREVENTIVE MAINTENANCE</b>						
14479 14480		Funds to maintain and refurbish light rail vehicles, tracking and stations.	<b>FTA FORMULA RAIL MODERNIZATION (SEC. 5309)</b> Non-Hwy Cp	8,675,200	9,208,800	9,550,600	10,123,636	37,558,236
			<b>FEDERAL TOTAL (80%)</b>	<b>8,675,200</b>	<b>9,208,800</b>	<b>9,550,600</b>	<b>10,123,636</b>	<b>37,558,236</b>
			<b>LOCAL TOTAL (20%)</b>	<b>2,168,800</b>	<b>2,302,200</b>	<b>2,387,650</b>	<b>2,530,909</b>	<b>9,389,559</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>10,844,000</b>	<b>11,511,000</b>	<b>11,938,250</b>	<b>12,654,545</b>	<b>46,947,795</b>
Tri-Met	<b>388</b>	<b>TRIMET BUS/RAIL PREVENTIVE MAINTENANCE</b>						
14475 14476		Capital maintenance for bus and rail.	<b>FTA FORMULA AID PROGRAM (SEC. 5307)</b> Non-Hwy Cp	42,980,800	46,116,000	34,916,431	35,963,924	159,977,155
			<b>FEDERAL TOTAL (80%)</b>	<b>42,980,800</b>	<b>46,116,000</b>	<b>34,916,431</b>	<b>35,963,924</b>	<b>159,977,155</b>
			<b>LOCAL TOTAL (20%)</b>	<b>10,745,200</b>	<b>11,529,000</b>	<b>8,729,108</b>	<b>8,990,981</b>	<b>39,994,289</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>53,726,000</b>	<b>57,645,000</b>	<b>43,645,539</b>	<b>44,954,905</b>	<b>199,971,444</b>
TriMet	<b>1099</b>	<b>TRIMET JOBS ACCESS/REVERSE COMMUTE</b>						
		Program to improve transit access for low/moderate income households in Metro area.	<b>FTA JARC FORMULA PROGRAM (SEC. 5316)</b> Non-Hwy Cp	1,792,551	700,983	743,042	787,624	4,024,200
			<b>FEDERAL TOTAL (50%)</b>	<b>1,792,551</b>	<b>700,983</b>	<b>743,042</b>	<b>787,624</b>	<b>4,024,200</b>
			<b>LOCAL TOTAL (50%)</b>	<b>1,792,551</b>	<b>700,983</b>	<b>743,042</b>	<b>787,624</b>	<b>4,024,200</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>3,585,102</b>	<b>1,401,966</b>	<b>1,486,084</b>	<b>1,575,248</b>	<b>8,048,400</b>
TriMet		<b>TRIMET NEW FREEDOM PROGRAM</b>						
		Services and facility improvements for elderly and disabled customers to supplement ADA requirements.	<b>FTA NEW FREEDOM FORMULA PROGRAM (SEC. 5317)</b> Non-Hwy Cp	1,036,251	384,248	407,303	431,741	2,259,543
			<b>FEDERAL TOTAL (50%)</b>	<b>1,036,251</b>	<b>384,248</b>	<b>407,303</b>	<b>431,741</b>	<b>2,259,543</b>
			<b>LOCAL TOTAL (50%)</b>	<b>1,036,251</b>	<b>384,248</b>	<b>407,303</b>	<b>431,741</b>	<b>2,259,543</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>2,072,502</b>	<b>768,496</b>	<b>814,606</b>	<b>863,482</b>	<b>4,519,086</b>

**Metropolitan Transportation Improvement Program**  
**Table 4.2.2: Transit**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source					2011 Total Authority
			Work phase	2008	2009	2010	2011	
ODOT		<b>TRIMET: VEHICLE PURCHASES &amp; PREVENTIVE MAINTENANCE</b>						
15505		ODOT Public Transit Division's Funding Allocation.	<b>STATE STP FUNDS</b>					
			Other	4,971,538	0	0	0	4,971,538
			<b>FEDERAL TOTAL</b>	<b>4,971,538</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,971,538</b>
			<b>LOCAL TOTAL</b>	<b>569,015</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>569,015</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>5,540,553</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,540,553</b>
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Tri-Met		<b>TRIMET: VEHICLES FOR MASS TRANSIT</b>						
15503		ODOT Public Transit Division's Funding Allocation.	<b>STATE STP FUNDS</b>					
			Other	1,480,545	0	0	0	1,480,545
			<b>FEDERAL TOTAL</b>	<b>1,480,545</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,480,545</b>
			<b>LOCAL TOTAL</b>	<b>169,455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>169,455</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,650,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,650,000</b>
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ODOT		<b>TRIMET: OPERATIONS</b>						
15504 15506		ODOT Public Transit Division's Funding Allocation.	<b>FTA - ELDERLY &amp; DISABLED PROGRAM (SEC. 5310)</b>					
			Other	91,780	0	0	0	91,780
			<b>STATE STP PROGRAM</b>					
			Other	456,140	0	0	0	456,140
			<b>FEDERAL TOTAL</b>	<b>547,920</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>547,920</b>
			<b>LOCAL TOTAL</b>	<b>62,712</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62,712</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>610,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>610,632</b>
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SMART	1132	<b>SMART BUS/RAIL PREVENTATIVE MAINTENANCE</b>						
14579 14580		Funds to maintain and refurbish bus and rail fleet.	<b>FTA FORMULA AID PROGRAM (SEC. 5307)</b>					
			Non-Hwy Cp	321,600	345,600	373,248	403,108	1,582,613
			<b>FEDERAL TOTAL (80%)</b>	<b>321,600</b>	<b>345,600</b>	<b>373,248</b>	<b>403,108</b>	<b>1,582,613</b>
			<b>LOCAL TOTAL (20%)</b>	<b>80,400</b>	<b>86,400</b>	<b>93,312</b>	<b>100,777</b>	<b>360,889</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>402,000</b>	<b>432,000</b>	<b>466,560</b>	<b>503,885</b>	<b>1,804,445</b>
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SMART	1133	<b>SMART BUS/RAIL TRANSIT ENHANCEMENTS PROGRAM</b>						
14583 14584		One percent of Section 5307 appropriations that FTA requires be allocated to improvement of bus or rail transit amenities.	<b>FTA FORMULA AID PROGRAM (SEC. 5307)</b>					
			Non-Hwy Cp	3,200	3,200	3,732	4,031	14,163
			<b>FEDERAL TOTAL (80%)</b>	<b>3,200</b>	<b>3,200</b>	<b>3,732</b>	<b>4,031</b>	<b>14,163</b>
			<b>LOCAL TOTAL (20%)</b>	<b>800</b>	<b>800</b>	<b>933</b>	<b>1,008</b>	<b>3,541</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>4,000</b>	<b>4,000</b>	<b>4,665</b>	<b>5,039</b>	<b>17,704</b>

**Metropolitan Transportation Improvement Program**  
**Table 4.2.2: Transit**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	2008	2009	2010	2011	Total Authority
SMART	1132	<b>SMART BUS PURCHASE</b>						
14657		Bus Purchase	<b>FTA FORMULA RAIL MODERNIZATION (SEC. 5309)</b>					
14658			Non-Hwy Cp	54,340	56,430	0	0	110,770
			<b>FEDERAL TOTAL (80%)</b>	<b>54,340</b>	<b>56,430</b>	<b>0</b>	<b>0</b>	<b>110,770</b>
			<b>LOCAL TOTAL (20%)</b>	<b>13,585</b>	<b>14,108</b>	<b>0</b>	<b>0</b>	<b>27,693</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>67,925</b>	<b>70,538</b>	<b>0</b>	<b>0</b>	<b>138,463</b>
SMART		<b>SMART JOBS ACCESS/REVERSE COMMUTE</b>						
15412		Program to improve transit access	<b>FTA JARC FORMULA PROGRAM (SEC. 5316)</b>					
15413		for low/moderate income households in Metro area.	Non-Hwy Cp	4,088	4,673	4,953	5,250	18,964
			<b>FEDERAL TOTAL (50%)</b>	<b>4,088</b>	<b>4,673</b>	<b>4,953</b>	<b>5,250</b>	<b>18,964</b>
			<b>LOCAL TOTAL (50%)</b>	<b>4,088</b>	<b>4,673</b>	<b>4,953</b>	<b>5,250</b>	<b>18,964</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>8,176</b>	<b>9,346</b>	<b>9,906</b>	<b>10,500</b>	<b>37,928</b>
SMART		<b>SMART NEW FREEDOM PROGRAM</b>						
15422		Services and facility improvements	<b>FTA NEW FREEDOM FORMULA PROGRAM (SEC. 5317)</b>					
15423		for elderly and disabled customers to supplement ADA requirements.	Non-Hwy Cp	2,442	2,582	2,737	2,901	10,662
			<b>FEDERAL TOTAL (50%)</b>	<b>2,442</b>	<b>2,582</b>	<b>2,737</b>	<b>2,901</b>	<b>10,662</b>
			<b>LOCAL TOTAL (50%)</b>	<b>2,442</b>	<b>2,582</b>	<b>2,737</b>	<b>2,901</b>	<b>10,662</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>4,884</b>	<b>5,164</b>	<b>5,474</b>	<b>5,802</b>	<b>21,324</b>
SMART	1177	<b>CITY OF WILSONVILLE: MASS TRANSIT</b>						
15507		ODOT Public Transit Division's Funding Allocation.	<b>STATE STP FUNDS</b>					
			Other	224,325				224,325
			<b>FEDERAL TOTAL</b>	<b>224,325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224,325</b>
			<b>LOCAL TOTAL</b>	<b>25,675</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,675</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>
ODOT	1177	<b>CITY OF WILSONVILLE: PREVENTIVE MAINTENANCE</b>						
15508		ODOT Public Transit Division's Funding Allocation.	<b>STATE STP FUNDS</b>					
			Other	13,460				13,460
			<b>FEDERAL TOTAL</b>	<b>13,460</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,460</b>
			<b>LOCAL TOTAL</b>	<b>1,541</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,541</b>
			<b>STATE TOTAL</b>					<b>0</b>
			<b>GRAND TOTAL</b>	<b>15,001</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,001</b>

**Metropolitan Transportation Improvement Program**  
**Table 4.2.2: Transit**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source		2008	2009	2010	2011	Total Authority
			Work phase						
ODOT		<b>RIDE CONNECTION: OPERATIONS</b>							
		ODOT Public Transit Division's Funding Allocations.	<b>STATE STP FUNDS</b>						
			Other	140,534	0	0	0	0	140,534
			<b>FEDERAL TOTAL</b>	<b>140,534</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140,534</b>
			<b>LOCAL TOTAL</b>	<b>16,085</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,085</b>
			<b>STATE TOTAL</b>						<b>0</b>
			<b>GRAND TOTAL</b>	<b>156,619</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156,619</b>
<hr/>									
ODOT		<b>RIDE CONNECTION: VEHICLE PURCHASES &amp; PREVENTIVE MAINTENANCE</b>							
		ODOT Public Transit Division's Funding Allocations.	<b>STATE STP FUNDS</b>						
			Other	454,523	0	0	0	0	454,523
			<b>FEDERAL TOTAL</b>	<b>454,523</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>454,523</b>
			<b>LOCAL TOTAL</b>	<b>52,022</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52,022</b>
			<b>STATE TOTAL</b>						<b>0</b>
			<b>GRAND TOTAL</b>	<b>506,545</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506,545</b>
<hr/>									
ODOT		<b>RIDE CONNECTION: TRAVEL TRAINING &amp; SERVICE DESIGN</b>							
		ODOT Public Transit Division's Funding Allocations.	<b>FTA - ELDERLY &amp; DISABLED PROGRAM (SEC. 5310)</b>						
			Other	1,051,992	0	0	0	0	1,051,992
			<b>FEDERAL TOTAL</b>	<b>1,051,992</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,051,992</b>
			<b>LOCAL TOTAL</b>	<b>120,405</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120,405</b>
			<b>STATE TOTAL</b>						<b>0</b>
			<b>GRAND TOTAL</b>	<b>1,172,397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,172,397</b>
<hr/>									
ODOT		<b>RIDE CONNECTION: JOBS ACCESS/REVERSE COMMUTE</b>							
		ODOT Public Transit Division's Funding Allocations.	<b>FTA JARC FORMULA PROGRAM (SEC. 5316)</b>						
			Other	48,816	0	0	0	0	48,816
			<b>FEDERAL TOTAL (50%)</b>	<b>48,816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48,816</b>
			<b>LOCAL TOTAL (50%)</b>	<b>48,816</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48,816</b>
			<b>STATE TOTAL</b>						<b>0</b>
			<b>GRAND TOTAL</b>	<b>97,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,632</b>

**Metropolitan Transportation Improvement Program**  
**Table 4.2.2: Transit**  
**Effective October 1, 2007**

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source		2008	2009	2010	2011	Total Authority	
			Work phase	Work phase						
City of Portland	1116	<b>UNION STATION FACILITY IMPROVEMENTS (ODOT)</b>								
14659		Improve Union Station multi-modal access for patrons of Amtrak, TriMet LRT, the Portland Streetcar, inter and intra-city buses, & bike/ped access.	<b>TRANSPORTATION ENHANCEMENT (TE) PROGRAM 89.73/10.27</b>							
14660			Pre Eng		183,950	0	0	0	183,950	
14661			Constr		0	0	1,162,000	0	1,162,000	
14662			<b>SAFETEA-LU EARMARK (FTA SEC. 5309) 80/20</b>							
			Constr		60,836	22,564	0	0	83,400	
<b>FEDERAL TOTAL</b>					<b>244,786</b>	<b>22,564</b>	<b>1,162,000</b>	<b>0</b>	<b>1,429,350</b>	
<b>LOCAL TOTAL</b>					<b>36,263</b>	<b>5,641</b>	<b>132,996</b>	<b>0</b>	<b>174,900</b>	
<b>STATE TOTAL</b>									<b>0</b>	
<b>GRAND TOTAL</b>					<b>281,049</b>	<b>28,205</b>	<b>1,294,996</b>	<b>0</b>	<b>1,604,250</b>	
<hr/>										
TriMet	1187	<b>DOMESTICALLY PRODUCED STREETCAR</b>								
14636		Design and build domestically produced streetcar.	<b>SAFETEA LU EARMARK - (FTA SEC. 5314 - DEMOS) No Local Match Required</b>							
14637			Other		1,000,000	1,000,000	0	0	2,000,000	
<b>FEDERAL TOTAL</b>					<b>1,000,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	
<b>LOCAL TOTAL</b>									<b>0</b>	
<b>STATE TOTAL</b>									<b>0</b>	
<b>GRAND TOTAL</b>					<b>1,000,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	
<hr/>										
TriMet		<b>GRESHAM CIVIC STATION</b>								
15129		Construct a light rail station with adjoining public plaza and station area development.	<b>SAFETEA-LU EARMARK (FTA SEC. 5309) 80/20</b>							
15130			Const		851,700	316,008	0	0	1,167,708	
15131										
15132			<b>FEDERAL TOTAL</b>		<b>851,700</b>	<b>316,008</b>	<b>0</b>	<b>0</b>	<b>1,167,708</b>	
			<b>LOCAL TOTAL</b>		<b>212,925</b>	<b>79,002</b>	<b>0</b>	<b>0</b>	<b>291,927</b>	
<b>STATE TOTAL</b>									<b>0</b>	
<b>GRAND TOTAL</b>					<b>1,064,625</b>	<b>395,010</b>	<b>0</b>	<b>0</b>	<b>1,459,635</b>	
<hr/>										
PSU		<b>PSU NATIONAL TRANSPORTATION RESEARCH INSTITUTE</b>								
15211		Research program.	<b>SAFETEA-LU EARMARK (FTA SEC. 5505) 50/50</b>							
			Other		3,200,000	3,500,000	0	0	6,700,000	
<b>FEDERAL TOTAL (50%)</b>					<b>3,200,000</b>	<b>3,500,000</b>	<b>0</b>	<b>0</b>	<b>6,700,000</b>	
<b>LOCAL TOTAL (50%)</b>					<b>3,200,000</b>	<b>3,500,000</b>	<b>0</b>	<b>0</b>	<b>6,700,000</b>	
<b>STATE TOTAL</b>									<b>0</b>	
<b>GRAND TOTAL</b>					<b>6,400,000</b>	<b>7,000,000</b>	<b>0</b>	<b>0</b>	<b>13,400,000</b>	
<hr/>										
TriMet	1026	<b>I-205 LRT TO CLACKAMAS &amp; PORTLAND MALL</b>								
13720		Construction of LRT in the I-205 (Gateway to Clackamas Regional Center) Corridor and the Portland Mall.	<b>FTA LIGHT RAIL NEW STARTS (SEC. 5309) 60/40</b>							
			Const		80,000,000	80,000,000	80,000,000	25,413,000	265,413,000	
			<b>STATE STP PROGRAM 89.73/10.27</b>							
			Constr		5,000,000	0	0	0	5,000,000	
<b>FEDERAL TOTAL</b>					<b>85,000,000</b>	<b>80,000,000</b>	<b>80,000,000</b>	<b>25,413,000</b>	<b>270,413,000</b>	
<b>LOCAL TOTAL</b>					<b>53,905,606</b>	<b>53,333,333</b>	<b>53,333,333</b>	<b>16,942,000</b>	<b>177,514,272</b>	
<b>STATE TOTAL</b>									<b>0</b>	
<b>GRAND TOTAL</b>					<b>138,905,606</b>	<b>133,333,333</b>	<b>133,333,333</b>	<b>42,355,000</b>	<b>447,927,272</b>	

**Table 4.3  
State Programming**

KEY #	PROJECT	Year	Planning Funds	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Year	Other Funds	Grand Total
<b>Highway Capacity Projects (Modernization and OTIA)</b>														
12869	2006 Mod Reserve (Reg 1) **									2006	\$ 439			\$ 439
12826	2005 Modernization (Reg 1) **			2007	\$ 1,638	2007	\$ 1,780							\$ 3,418
12884	2007 Mod Reserve (Reg 1) **									2007	\$ 2,932			\$ 2,932
06025	OR 217: Sunset Hwy - Tualatin Valley Hwy			2004	\$ 2,250	2006	\$ 1,100	2007	\$ 100	2008	\$ 34,226			\$ 37,676
12076	I-5: Victory Blvd - Lombard			2001	\$ 10,540	2006	\$ 2,239	2007	\$ 100	2008	\$ 60,300			\$ 73,179
13720	I-205/Mall LRT Unit 3											2008	\$ 5,572	\$ 5,572
13955	2008 Mod Reserve **									2008	\$ 9,533			\$ 9,533
15185	Troutdale/Marine Dr Ext	2007	\$ 223	2008	\$ 500									\$ 723
15190	I-5:Victory Blvd to Lombard Ph 2			2008	\$ 7,000									\$ 7,000
15208	Columbia Slough Trail: Denver Avenue - OR99#									2008	\$ 150			\$ 150
15209	Delta Park Community Enhancements									2008	\$ 425			\$ 425
15210	I-5" Bryant St - Saratoga Street									2008	\$ 50			\$ 50
15462	I-5/I-84 Analysis	2008	\$ 400											\$ 400
15463	I-84: Right Turn Lane @ 257th (Troutdale)			2008	\$ 75	2008	\$ 25			2008	\$ 992			\$ 1,092
13964	2009 Mod Reserve **									2009	\$ 2,546			\$ 2,546
13762	Sellwood Bridge			2008	\$ 12,229	2009	\$ 13,801							\$ 26,030
14017	I-5 @N Macadam Access Improvements			2007	\$ 4,000					2009	\$ 24,416			\$ 28,416
15108	I-5: Wilsonville Interchange			2007	\$ 1,500	2009	\$ 2,000							\$ 3,500
13763	US 26: Access to Springwater Community	2006	\$ 2,000	2008	\$ 600	2009	\$ 400			2010	\$ 2,000			\$ 5,000
14070	US26: NW 185th Ave - Cornell Road	2008	\$ 1,106	2009	\$ 200					2010	\$ 17,206			\$ 18,512
	<b>TOTAL 2008</b>		<b>\$ 1,506</b>		<b>\$ 20,404</b>		<b>\$ 25</b>				<b>\$ 105,676</b>		<b>\$ 5,572</b>	<b>\$ 133,183</b>
	<b>TOTAL 2009</b>				<b>\$ 200</b>		<b>\$ 16,201</b>				<b>\$ 26,962</b>			<b>\$ 43,363</b>
	<b>TOTAL 2010</b>										<b>\$ 19,206</b>			<b>\$ 19,206</b>
	<b>TOTAL 2011</b>													<b>\$ -</b>
	<b>TOTAL</b>		<b>\$ 1,506</b>		<b>\$ 20,604</b>		<b>\$ 16,226</b>		<b>\$ -</b>		<b>\$ 151,844</b>		<b>\$ 5,572</b>	<b>\$ 195,752</b>
<b>Local Projects (Modernization and OTIA)</b>														
13987	NE 47th Intersection Rdway Improve (Portland)									2008	\$ 4,100			\$ 4,100
12451	Sunnyside Road (Phase 3) 152nd Ave - 172nd Ave			2004	\$ 2,200	2008	\$ 5,500			2008	\$ 13,660			\$ 21,360
13988	NE Alderwood Air Cargo Access Improve (Portland)									2008	\$ 1,198			\$ 1,198
13989	NE Cornfoot Air Cargo Access Improve									2008	\$ 980			\$ 980
13991	N. Going Street Bridge Replacement			2007	\$ 990	2008	\$ 10			2008	\$ 3,300			\$ 4,300
13986	Kane Dr: NE Division St - SE Powell Vly(Grshn)			2007	\$ 113	2007	\$ 357			2009	\$ 5,781			\$ 6,251
13990	North Leadbetter Extension Overcrossing (Portland)			2007	\$ 1,402	2009	\$ -			2009	\$ 9,685			\$ 11,087
14008	North Lombard Access Improvements (Portland)									2009	\$ 3,610			\$ 3,610
	<b>TOTAL 2008</b>						<b>\$ 5,510</b>				<b>\$ 23,238</b>			<b>\$ 28,748</b>
	<b>TOTAL 2009</b>						<b>\$ -</b>				<b>\$ 19,076</b>			<b>\$ 19,076</b>
	<b>TOTAL 2010</b>													<b>\$ -</b>
	<b>TOTAL 2011</b>													<b>\$ -</b>
	<b>TOTAL</b>		<b>\$ -</b>		<b>\$ -</b>		<b>\$ 5,510</b>		<b>\$ -</b>		<b>\$ 42,314</b>		<b>\$ -</b>	<b>\$ 47,824</b>
<b>Interstate Maintenance</b>														
12837	I-5 Wilsonville Rd - Willamette River			2005	\$ 237					2008	\$ 1,733			\$ 1,970
13702	I-5: Wilsonville - Tualatin River			2006	\$ 256	2007	\$ 50			2008	\$ 13,757			\$ 14,063
13703	I-84:East Portland Freeway - 181st Avenue			2008	\$ 339	2009	\$ 20			2009	\$ 8,377			\$ 8,736
13704	I-405: Fremont Bridge - Marquam Bridge			2005	\$ 250					2009	\$ 10,000			\$ 10,250
15140	I-5: Marquam - Hassalo			2008	\$ 540					2010	\$ 4,680			\$ 5,220
	<b>TOTAL 2008</b>				<b>\$ 879</b>						<b>\$ 15,490</b>			<b>\$ 16,369</b>
	<b>TOTAL 2009</b>						<b>\$ 20</b>				<b>\$ 18,377</b>			<b>\$ 18,397</b>
	<b>TOTAL 2010</b>										<b>\$ 4,680</b>			<b>\$ 4,680</b>
	<b>TOTAL 2011</b>													<b>\$ -</b>

**Table 4.3  
State Programming**

KEY #	PROJECT	Year	Planning Funds	Year	PE Funds	Year	Right-of-Way Funds	Year	Utilities Funds	Year	Construction Funds	Year	Other Funds	Grand Total
<b>TOTAL</b>			\$ -		\$ 879		\$ 20		\$ -		\$ 38,547		\$ -	\$ 39,446
<b>Preservation</b>														
13708	US 30: Yeon Street Preservation			2006	\$ 357	2007	\$ 225			2008	\$ 2,605			\$ 3,187
13712	US26: SE 51st Ave - I-205			2006	\$ 209	2007	\$ 197	2008	\$ 150	2008	\$ 1,850			\$ 2,406
12460	OR99E: I-205 - RR Tunnel (incl Key15049)			2007	\$ 1,282	2008	\$ 20			2008	\$ 7,444			\$ 8,746
13707	US26: North Plains - Cornell Rd			2007	\$ 353	2008	\$ 10			2009	\$ 9,536			\$ 9,899
13759	Pedestrian & Bicycle Elements for Pres Projects **									2009	\$ 1,000			\$ 1,000
13970	Reserve Utilities Preservation 2008 **							2008	\$ 292					\$ 292
14765	OR213: E Portland Fwy - Conway Dr			2006	\$ 250					2009	\$ 4,050			\$ 4,300
15043	OR224: Jct Hwy 212 - Jct Hwy 172			2008	\$ 232	2009	\$ 45			2010	\$ 2,421			\$ 2,698
15045	OR99E: MLK Viaduct - SE Harold St			2008	\$ 262					2010	\$ 1,636			\$ 1,898
15049	OR99E: MP 11.02 - MP 13.04 (incl in Key 12460)			2008	\$ 225	2009	\$ 480			2010	\$ 1,593			\$ 2,298
15050	US30B: NE 60th Ave - NE 82nd Ave			2009	\$ 180					2010	\$ 965			\$ 1,145
15044	OR8: Minter Br Rd - Mt View Lane			2009	\$ 855	2010	\$ 24			2011	\$ 8,982			\$ 9,861
<b>TOTAL 2008</b>					\$ 719		\$ 30		\$ 442		\$ 11,899			\$ 13,090
<b>TOTAL 2009</b>					\$ 1,035		\$ 525				\$ 14,586			\$ 16,146
<b>TOTAL 2010</b>							\$ 24				\$ 6,615			\$ 6,639
<b>TOTAL 2011</b>											\$ 8,982			\$ 8,982
<b>TOTAL</b>			\$ -		\$ 1,754		\$ 579		\$ 442		\$ 42,082		\$ -	\$ 44,857
<b>Safety</b>														
12150	Sandy Blvd Safety Improvements			2006	\$ 90					2008	\$ 658			\$ 748
13742	Reserve Utilities Safety 2006 **							2006	\$ 183					\$ 183
13161	Stafford Rd @ Mountain Road			2006	\$ 189	2007	\$ 275			2008	\$ 659			\$ 1,123
13743	Reserve Utilities Safety 2007 **							2007	\$ 281					\$ 281
13764	2008 Safety Project **			2006	\$ 87	2007	\$ 45			2008	\$ 468			\$ 600
13729	Light Emitting Diode (LED) Signal Upgrade **			2007	\$ 22					2008	\$ 351			\$ 373
13732	2008 Button Replacement Program **									2008	\$ 351			\$ 351
13744	Reserve PE & RW Safety 2008 **									2008	\$ 2,802			\$ 2,802
13156	NE 238th Drive @ Treehill Drive			2008	\$ 42	2008	\$ 70			2009	\$ 228			\$ 340
13765	2009 Safety Project			2007	\$ 90	2008	\$ 47			2009	\$ 787			\$ 924
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)			2007	\$ 359					2009	\$ 1,015			\$ 1,374
13731	2009 Button Replacement Program **									2009	\$ 365			\$ 365
13975	Reserve Utilities Safety 2009 **							2009	\$ 304					\$ 304
13733	2009 Safety Reserve **									2009	\$ 2,423			\$ 2,423
15051	US 26: SE 122nd to SE 136th			2009	\$ 500	2010	\$ 1,183			2011	\$ 3,762			\$ 5,445
<b>TOTAL 2008</b>					\$ 42		\$ 117				\$ 5,289			\$ 5,448
<b>TOTAL 2009</b>					\$ 500				\$ 304		\$ 4,818			\$ 5,622
<b>TOTAL 2010</b>							\$ 1,183							\$ 1,183
<b>TOTAL 2011</b>											\$ 3,762			\$ 3,762
<b>TOTAL</b>			\$ -		\$ 542		\$ 1,300		\$ 304		\$ 13,869		\$ -	\$ 16,015
<b>Operations</b>														
10874	Region 1 Traffic Signal Upgrade Unit 4			2006	\$ 82	2006	\$ 50			2008	\$ 856			\$ 988
13947	2007 ITS Urban Corridor			2007	\$ 100					2008	\$ 1,227			\$ 1,327
13736	2008 ITS Urban Corridor			2007	\$ 195	2007	\$ 22			2008	\$ 1,287			\$ 1,504
13738	2008 Signal Upgrade Project **			2007	\$ 184	2007	\$ 56			2008	\$ 1,345			\$ 1,585
13737	2009 ITS Urban Corridor			2007	\$ 202	2008	\$ 23			2009	\$ 1,095			\$ 1,320
13739	2009 Signal Upgrade Project **			2007	\$ 261	2008	\$ 58			2009	\$ 1,399			\$ 1,718
13789	2009 ITS Misc Hardware & Software **									2009	\$ 487			\$ 487
14920	2010 Urban Corridor ITS			2008	\$ 177	2009	\$ 50			2010	\$ 956			\$ 1,183
15032	2010 Signal Upgrades **			2008	\$ 177	2009	\$ 50			2010	\$ 956			\$ 1,183
15035	2010 Slides Rockfall Reserve (Arrows) **			2008	\$ 250	2009	\$ 100			2010	\$ 1,850			\$ 2,200
15033	2010 ATMS Misc Hardware & Software Upgrades **									2010	\$ 500			\$ 500





**Conformity Determination of the MTIP  
to the State Implementation  
Plan for Air Quality**

Placeholder for USDOT Approval letter of Air Quality Conformity  
Determination and Approving Resolution

*Appendix 2*

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**Federal Transportation  
Planning Factors**

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## **Planning Factors and the 2008-11 MTIP**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act; a Legacy for Users (SAFETEA-LU) requires MPO's to describe how their activities address eight planning factors identified in the plan. The MTIP is one of the MPO activities that need to describe how those factors are addressed. The SAFETEA-LU planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 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 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. A subsequent state funding program, Connect Oregon, also awarded \$100 million of funding for economic development oriented transportation projects focused on movement of freight and goods, much of it awarded to project in the Metro area.

- 
- 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 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 \$40 million of funding of projects in the Metro area in the Safety program, prioritized specifically by safety considerations.

**3. Increase the security of the transportation system for motorized and non-motorized users.**

- Regional flexible funds, ODOT funds and transit funds have been programmed to traffic management operations centers, closed-circuit cameras and other ITS infrastructure that is coordinated with and used by emergency response and security personnel.

**4. 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.

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**5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

- 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 negative environmental 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.

**6. 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.

**7. 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.
  - \$3 million of regional flexible funds is prioritized for a regional application of system management projects of regional scale. Project priorities for these funds will be developed by Transport, a technical advisory committee of system management staff from throughout the region.
  - ODOT has programmed approximately \$14.5 million for ITS infrastructure and signal upgrades throughout the Metro area.

**8. 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.

**Project Prioritization Criteria**

- **Transportation Priorities 2008-11**
- **Highway Modernization Projects**
  - **TriMet TIP Executive Summary**



**Transportation Priorities 2008-11 Program**  
***"Investing in the 2040 Growth Concept"***

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**Project Solicitation Packet**

**April 2006**



**METRO**

PEOPLE PLACES  
OPEN SPACES

## **Metro**

### **People places • open spaces**

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

### **Your Metro representatives**

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Alexis Dow, CPA

### **Non-discrimination Notice to the Public**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any Person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence.

Metro's web site: [www.metro-region.org](http://www.metro-region.org)

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METRO

# Transportation Priorities 2008-2011 Program

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## 2008-11 Program Schedule

<b>April 2006</b>	Project solicitation begins
<b>June 2006</b>	Project applications due June 30, 2006
<b>August 2006</b>	Technical rankings and draft environmental justice analysis released
<b>September 2006</b>	Initial recommendation for public discussion (first cut list)
<b>October-December 2006</b>	Public hearings held
<b>January 2007</b>	Release recommended list of projects and programs (final cut list)
<b>February 2007</b>	Public hearing held Adoption of Transportation Priorities 2008-11 funding allocation
<b>August 2007</b>	Full MTIP adoption with air quality conformity determination
<b>October 2007</b>	Obligation of FFY 2008 funding begins

## Introduction

A summary of the Transportation Priorities 2008-11 program and application materials for regional flexible funds for the years 2010 and 2011 is included in this solicitation packet. Electronic copies of this packet are also available on Metro's website at [www.metro-region.org/](http://www.metro-region.org/)

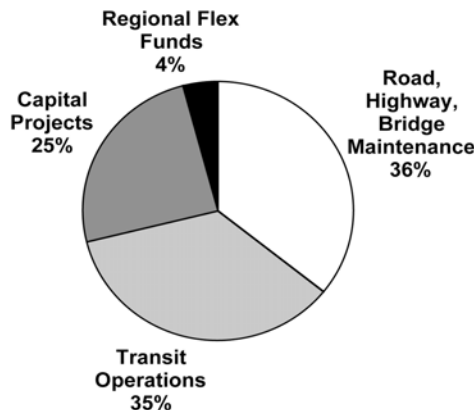
The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these regional flexible funds. Metro anticipates allocating approximately \$64 million of Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) grant funds.

**Applications are due to Amy Rose by 5:00 pm on Wednesday, June 30<sup>th</sup>, 2006.**

## 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 a yet to be defined portion of \$500 million statewide for highway, road and bridge projects.

Regional flexible funds represent \$32 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 March 2006, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted policy direction for the allocation of regional flexible funds. 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 2008-11 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 8 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 2008-11  
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 Safe, Accountable, Flexible, Efficient Transportation Equity Act (or SAFETEA), which grants spending authority for a five-year period.

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 \$64 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2010 and 2011. Of this amount, \$18.6 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 a regional process that will review this previous commitment and identify which transportation projects and programs will receive the remaining \$45.4 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 \$40.1 million of the approximately \$64 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 \$23.9 million of the approximately \$64 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. Private sector and non-profit organizations must find an eligible agency partner or sponsor to apply for regional flexible funds.

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 63% of their target maximum cost for all project submissions.

**Table 1. Local Agency Application Cost Maximums**

<b>Coordinating Committee</b>	<b>Percent of Metro Population (year 2002)</b>	<b>Total Cost Maximum for All Applications (\$ millions)</b>	<b>Total Cost Maximum for Road Capacity, Reconstruction and Bridge Applications (63% of total)</b>
City and Port of Portland	39.6%	\$36.0	\$22.7
Clackamas County and its cities	18.1%	\$16.4	\$10.3
East Multnomah County and its cities	9.6%	\$8.0	\$5.5
Washington County and its cities	32.7%	\$27.3	\$18.7

*Percent of Metro population \* \$45.4 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* guidebook. 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* guidebook.
2. Project design must be consistent with regional functional classification system described in the 2004 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.

**Preliminary screening  
criteria (cont.)**

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. If the project includes any ITS elements, the sponsor must be able to demonstrate that the project is consistent with the requirements in the National ITS Architecture and Standards Final Rule (23 CFR Section 940), including that a systems engineering process has been or will be followed during project development.
8. 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 Attachment C 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 the technical evaluation of each candidate project or program within each mode is provided in the Appendix. 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. For technical scores based on a high/medium/low scale, technical staff will look for clear breaks in the technical data relative to competing projects and assign a high/medium/low rating to projects.

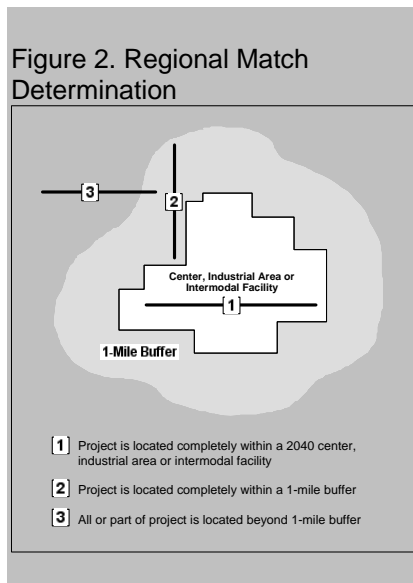
## **Project selection process**

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 within the same modal category.

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.



- Bridge, Road, transit and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Boulevard, 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.

### Bridge, 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<sup>1</sup> 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.

### Boulevard, 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.

<sup>1</sup> 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

### 1. GOAL: Modal performance (25 points)

**Maximize bicycle ridership (Usage)** 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?

1.a Numerical change between existing year riders and forecast year riders (10 points).

- 10 points - High
- 7 points - Medium
- 3 points - Low

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

- 5 points - High
- 3 points - Medium
- 1 point - Low

1.c System connectivity: project completes a gap in the Regional Bikeway System (from RTP) (10 points).

- 10 points - Regional access function
- 7 points - Regional corridor function
- 3 points - Community connector function

### 2. GOAL: Safety (20 points)

2.a Target roadway a deterrent to bicycling (15 points)

The staff resource to be used for this measure is the 2005 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. The map also identifies "caution areas" where bicyclists may encounter one or more of the following barriers: narrow travel lanes, sharp curves/limited visibility, large trucks, difficult intersections and high traffic volumes.

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

2.b Project design includes safety-enhancing elements beyond a standard bike lane, such as separation from auto traffic (multi-use trail), traffic calming devices, colored bike lanes, advanced stop lines / “bike boxes”, signal detection, bicycle signal heads, etc. (5 points).

- 5 points - Yes
- 0 points - No

**3. GOAL: Address 2040 land use objectives (40 points)**

3.a New bike trips serve Centers (10 points).

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

3.b Region 2040 Land Use Designation (10 points).

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

3.c Economic and Community Development - See Attachment B1/B2 in the Solicitation Packet. (20 points)

**4. GOAL: Cost effectiveness (15 points)**

4.a Total project cost divided by ridership usage points (8 points).

- 8 points - Low cost
- 4 points - Medium cost
- 0 points - High cost

4.b Total Project cost divided by linear miles of project (7 points).

- 7 points - Low cost
- 3 points - Medium cost
- 0 points - 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 John Mermin at (503) 797-1758 or merminj@metro.dst.or.us

## BOULEVARD TECHNICAL EVALUATION CRITERIA

### 1. GOAL: Modal performance (25 points)

Reduction of motor vehicle speeds and enhancement of walking, biking and use of transit

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

- 10 points - 5 or more design elements that reduce speeds
- 7 points - 4 design elements that reduce speeds
- 3 points - 3 design elements that reduce speeds
- 0 points - 2 or fewer design elements that reduce speeds

1.b 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 jurisdiction's transportation system plan with bike preferential treatments and improvements.)*

1.c Project includes design elements that enhance walking, biking and use of transit<sup>2</sup> (10 points).

- 10 points - 7 or more design elements
- 7 points - 5 design elements
- 3 points - 3 design elements
- 0 points - 2 or fewer design elements

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<sup>1</sup> Design elements that reduce automobile speeds include narrowed travel lanes, on-street parking, reduced turn radii, street trees, curb extensions, ITS elements (signal timing and speed detection) and pedestrian crossing demarcated with texture / color / platform treatment.

<sup>2</sup> 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, ITS tools (real-time traveler information), etc.



## **2. GOAL: 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<sup>3</sup> and existence of sidewalks will be considered in determining critical safety problems. Project applications should document these factors.

2.a Project addresses a documented safety problem (10 points).

- 10 points - High
- 7 points - Medium
- 3 points - Low

2.b Project addresses existing hazards to walking, biking and use of transit<sup>4</sup> and reduces potential for collisions involving pedestrians and bicyclists (10 points).

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

## **3. GOAL: Address 2040 land use objectives (40 points)**

3.a 2040 Land Use (10 points)

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

3.b Regional Street design hierarchy (10 Points)

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

3.c Economic and Community Development – see Attachment B1 or B2 in the Solicitation Packet (20 points)

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<sup>3</sup> Complexity of traffic environment refers to number of driveways and turning movements in project area.

<sup>4</sup> 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.

#### **4. GOAL: Cost effectiveness (15 points)**

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

- 15 points - Low cost/effectiveness
- 8 points - Medium cost/effectiveness
- 0 points - High cost/effectiveness

Note: Cost effectiveness = (Total Project Cost/Use factor points<sup>5</sup>) / Linear miles of project

#### **5. GOAL: Implement proven green street elements (10 bonus points)**

5.a 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 - Yes
- 0 points - No

5.b 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 - Yes
- 0 points - No

#### **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. Direct any questions to John Mermin at (503) 797-1747 or [merminj@metro.dst.or.us](mailto:merminj@metro.dst.or.us)

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<sup>5</sup> Use Factor points = Reduce motor vehicle speeds Score+ enhance alternative modes of travel Score

## **FREIGHT TECHNICAL EVALUTION CRITERIA**

### **1. Goal: Modal performance (25 points)**

Improve Freight Network Reliability & Efficiency.

#### 1.a Travel Time Reliability (10 points)

Project increases travel time reliability in a freight corridor:

- 10 points – Highly congested corridor (PM Peak V/C > 1.0)
- 7 points – Moderately congested corridor (PM Peak V/C > .80)
- 0 points – Minimal congestion (PM Peak V/C < .80)

#### 1.b Network Connectivity (15 points)

Project improves freight network connectivity:

- 15 points – Removes an existing barrier or averts a future barrier such as a weight or height restriction on a regional freight route.
- 10 points – Removes an existing barrier or averts a future barrier such as a weight or height restriction on a locally identified freight route.
- 7 points – Improves existing connection or adds new connection to or within an industrial or employment area.
- 0 points – Has no impact on network connectivity.

### **2. Goal: Safety (20 points)**

Enhance Freight Network Safety

#### 2.a Freight Safety (15 points)

A professional panel will develop a sliding scale scoring system and assign up to 15 points to each project based on the factors below.

- Geometric
- Reduction in potential conflicts between freight and other modes
- High crash location
- Site distance
- System management
- Other relevant factors identified by applicant

#### 2.b Safety for Other Modes (5 points)

Project adds pedestrian and/or bicycle facilities where no or substandard facilities exist:

- 5 points – 2.5 for each design element

### **3. Goal: Address 2040 land use objectives (40 Points)**

Support Industrial and Employment Lands

#### **3.a Regional Transportation System Plan Freight Designation (10 points)**

Project is located on or in:

- 10 points – Regional Main Roadway Route, Railroad Main Line, or Freight Facility or identified on the National Highway System.
- 7 points – Regional Roadway Connector or Railroad Branch Line.
- 5 points – Freight route identified in a local TSP.
- 0 points – Location not identified as a freight route or facility.

#### **3.b Industrial Lands Access (10 Points)**

Project is improving freight access to or within:

- 10 points – Regionally Significant Industrial Area.
- 7 points – Industrial Area.
- 5 points – Employment Area.
- 0 points – Other

3.c Economic and Community Development – see Attachment B2 in the Solicitation Packet: Industrial and Employment Economic and Community Development (20 points)

### **4. Goal: Cost effectiveness (15 points)**

Balance Project Benefits and Costs

#### **4.a VMT/Travel Time Reduction (8 points)**

Reduction in freight travel time and vehicle miles traveled compared with estimated project cost and requested funding amount:

- 8 points – High benefit to cost ratio
- 4 points – Medium benefit to cost ratio
- 0 points – Low benefit to cost ration.

#### **4.b Multimodal Freight Benefits (7 points)**

Project benefits multiple freight modes (air, marine, pipeline, rail, truck):

- 7 points – Three or more freight modes
- 4 points – Two freight modes
- 0 points – One freight mode

**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 Deena Platman at 503-797-1754 or [platmand@metro.dst.or.us](mailto:platmand@metro.dst.or.us)

## **GREEN STREET DEMONSTRATION: RETROFIT PROJECT TECHNICAL EVALUATION CRITERIA**

*Note: A 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.*

### **1. GOAL: Modal performance (55 points)**

Project will be effective at removing storm water runoff from piped system and infiltration of storm water near source of runoff.

#### 1.a Size of project area (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

#### 1.b Design Elements (45 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets guidebook (10 points)
- Removal of impervious surface area (10 points)
  - 10 points - High
  - 7 points - Medium
  - 3 points - Low
- 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)

### **2. GOAL: Safety (20 points)**

2.a 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.

2.b New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.

- 5 points - 2.5 for each design element

### **3. GOAL: Address 2040 land use objectives (10 points)**

3.a 2040 Land Use Designation (10 points)

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

### **4. GOAL: Cost effectiveness (15 points)**

4.a Amount of project area that is infiltrated versus project cost

- 15 points - High
- 8 points - Medium
- 0 points - 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
2. Direct any questions to Amy Rose (503) 797-1776 or [rose@metro.dst.or.us](mailto:rose@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.*

### **1. GOAL: Modal performance (55 points)**

Project will be effective at removing storm water runoff from piped system and infiltration of storm water near source of runoff.

#### 1.a Size of project area (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

#### 1.b 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)

### **2. GOAL: Safety (20 points)**

2.a 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.



### **3. GOAL: Address 2040 land use objectives (10 points)**

#### 3.a 2040 Land Use Designation

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

### **4. GOAL: Cost effectiveness (15 points)**

#### 4.a Amount of project area that is infiltrated versus project cost

- 15 points - High
- 8 points - Medium
- 0 points - 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. Direct any questions to Amy Rose (503) 797-1776 or [rose@metro.dst.or.us](mailto:rose@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.*

### **1. GOAL: Modal performance (70 points)**

#### 1.a Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

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

#### 1.b Amount of upstream habitat (stream miles) with improved fish passage (25 points)

- 25 points - High
- 15 points - Medium
- 5 points - Low

#### 1.c Quality of habitat at fish barrier passage (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

#### 1.d Presence of downstream fish barriers (15 points)

- 15 points - None
- 10 points - One
- 5 points - Two
- 0 points - Three or more

### **2. GOAL: Cost effectiveness (30 points)**

#### 2.a **Amount** of habitat (stream miles) with new or improved fish access versus project cost.

- 30 points - High
- 15 points - Medium
- 5 points - Low

**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 guidebook 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. Direct any questions to Amy Rose at (503) 797-1776 or [rose@metro.dst.or.us](mailto:rose@metro.dst.or.us)

## PEDESTRIAN TECHNICAL EVALUATION CRITERIA

### 1. GOAL: Modal performance (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:

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

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

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

- 5 points - Completes missing sidewalk link
- 5 points - Removes pedestrian obstacles<sup>4</sup>

### 2. GOAL: 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<sup>5</sup> and existence of sidewalks will be considered in determining critical safety problems.

#### 2.a Project addresses a documented safety problem (10 points)

- 10 points - High
- 7 points - Medium
- 3 points - Low

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<sup>1</sup> Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

<sup>2</sup> Same as 1.

<sup>3</sup> Refer to Figure 1.16 in the Regional Transportation Plan, which designates Rail, Frequent Bus corridors and major transit stops.

<sup>4</sup> Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

<sup>5</sup> Complexity of traffic environment refers to number of driveways and turning movements in project area.

2.b Project location includes factors that deter walking<sup>6</sup> (10 points)

- 10 points - 5 or more factors that deter walking
- 7 points - 3-4 factors that deter walking
- 3 points - less than 3 factors that deter walking

**3. GOAL: Address 2040 land use objectives (40 points)**

3.a 2040 Land Use – 20 points

- 20 points - Project is located in the Central city, a regional center, or a regionally significant industrial area
- 13 points - Project is located in a Town center, main street, station communities, or local industrial area
- 5 points - Project is located in all other areas

3.b Economic and community Development - see Attachment B1 or B2 in the Solicitation Packet (20 points)

**4. GOAL: Cost effectiveness (15 points)**

4.a Provide Mobility at Reasonable Cost

- 15 points - Low/Cost/increase pedestrian mode share
- 10 points - Moderate Cost/increase pedestrian mode share
- 5 points - High Cost/Increase pedestrian mode share

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

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<sup>6</sup> 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 delineation and lack of marked pedestrian crossings.

## ROAD AND BRIDGE CAPACITY TECHNICAL EVALUATION CRITERIA

Points in this category are awarded based on the project's location ("setting") and design elements ("attributes") where applicable.

### 1. Goal: Modal performance (25 points)

The purpose of this goal is to promote investment in locations where congestion is already significant and where it is expected to increase. The goal is also intended to encourage project sponsors to focus on making the existing road network operate more effectively.

Setting (15 points):

- What are the levels of congestion on the existing facility currently and according to future projections? Points are allotted based on the following table of V/C ratios:

V/C Ratio	Current (pm peak 2 hour/direction, RTP base network)	Modeled Future (pm peak 2 hour/direction, No-Build on RTP FC system)
>1.0	5	10
0.9 – 1.0	4	7
<0.9	2	3

Attributes (10 points):

- Does the project create a new through street connection with an existing or planned street? (5 points)
- Does project utilize system management and/or operations approaches, including intelligent transportation systems (ITS) to reduce congestion? (5 points)

### 2. Goal: Safety (20 points)

The purpose of this goal is to ensure that when funds are spent on transportation infrastructure in the Portland metropolitan area, they go to projects that increase safety for all users of the system.

Setting:

- A panel will evaluate safety conditions on the existing facility based on factors provided by the applicant such as crash rate per vehicle mile (segments) or per vehicle (intersections), sight line limitations, roadway design, etc.

Attributes:

- A panel will evaluate potential improvements to the safety of the facility by considering proposed project attributes such as sight line distance improvements, use of advanced technology, vehicle channelization improvements, appropriate reduction of speed, provision of route alternative, etc.)
- Does the project create or bring up to standard bicycle (2.5 points) or pedestrian (2.5 points) facilities?

**3. Goal: Address 2040 land use objectives (40 points)**

*The purpose of this goal is to emphasize the connection between transportation and land use. Metro seeks to invest in corridors that provide access to areas that are prioritized in the 2040 Growth Concept.*

Setting (40 points):

- Using the following matrix, is a high proportion of travel (10 points) or a high number of vehicles (10 points) on the project link seeking access to/from a mixed-use or industrial area?

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

- Economic Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

**4. Goal: Cost effectiveness (15 points)**

*The purpose of this goal is to reward project sponsors who find ways to improve access to priority land use areas and to reduce congestion at the lowest possible cost.*

Attributes (15 points):

Cost per vehicle hour of delay (VHD) eliminated:  $VHD_{eliminated} = Plan_{horizon\ year} - No-Build\ VHD - Build\ VHD$

- 15 points - High
- 8 points - Medium
- 0 points - Low

**5. Bonus Points (10 points)**

*The purpose of offering bonus points is to encourage projects to incorporate specific design elements. These elements represent programs and policy objectives that are promoted in the Regional Transportation Plan.*

Transit & Freight Benefits (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<sup>1</sup> (2.5 points) or is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility<sup>2</sup> (2.5 points).

<sup>1</sup> Examples of road-related capital elements of a transit system include bus stop pads, signal priority, queue-bypass lanes etc.

<sup>2</sup> Examples of freight elements include turning radius improvements, intelligent transportation systems that improve traffic flow, access management, etc.

Green Streets (5 points):

- Project includes preservation of existing large trees and/or planting of street trees consistent with the Trees for Green Streets guidebook or is the construction of a new bridge consistent with Section 7.3 of the Green Streets guidebook (2.5 points). Project includes storm water infiltration/retention elements noted in Section 5.3 of the Green Streets guidebook (2.5 points).

**Special Notes and Instructions for Road Capacity Projects:**

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. 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 A.
3. Direct any questions to Jon Makler at (503) 797-1873 or [maklerj@metro.dst.or.us](mailto:maklerj@metro.dst.or.us)



## ROAD AND BRIDGE RECONSTRUCTION TECHNICAL EVALUATION CRITERIA

Points in this category are awarded based on the project's location ("setting") and design elements ("attributes") where applicable.

### 1. Goal: Modal performance (25 points)

The purpose of this goal is to address the fact that infrastructure that is in poor condition is less productive and often more dangerous for users. The intention is to prioritize projects that help maintain as much of the system as possible in a state of good repair, at the most cost-effective time in the life cycle of the pavement.

Setting (20 points):

- What is the facility's current and future (10-year) pavement condition, assuming no earlier improvement is made? Points are allotted based on the following table.<sup>1</sup>

		2016 Condition (Without earlier improvement)		
		Fair	Poor	Very Poor
2006 Condition	Fair	12	16	20
	Poor	8	12	16
	Very Poor	4	8	12

Attributes (5 points):

- Project adds urban design elements where they do not currently exist or where they are currently substandard<sup>2</sup> (5 points).

### 2. Goal: Safety (20 points)

The purpose of this goal is to ensure that when funds are spent on transportation infrastructure in the Portland metropolitan area, they go to projects that increase safety for all users of the system.

Setting:

- A panel will evaluate safety conditions on the existing facility based on factors provided by the applicant such as crash rate per vehicle mile (segments) or per vehicle (intersections), sight line limitations, roadway design, etc.

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<sup>1</sup> Conditions (Fair, Poor, Very Poor) will be determined based on the relevant bridge, pavement, and/or safety data and descriptions included in the Technical Evaluation Questions section of the project application.

<sup>2</sup> Examples of urban design elements include sidewalks, pedestrian crossings, transit stop improvements, bike facilities, storm water facilities and lighting.

Attributes:

- A panel will evaluate potential improvements to the safety of the facility by considering proposed project attributes such as sight line distance improvements, use of advanced technology, vehicle channelization improvements, appropriate reduction of speed provision of route alternative, etc.)

Project creates or brings up to standard bicycle (2.5 points) or pedestrian (2.5 points) facilities.

**3. Goal: Addresses 2040 land use objectives (40 points)**

*The purpose of this goal is to emphasize the connection between transportation and land use. Metro seeks to invest in corridors that provide access to areas that are prioritized in the 2040 Growth Concept.*

Setting (40 points):

- Using the following matrix, is a high proportion of travel (10 points) or a high number of vehicles (10 points) on the project link seeking access to/from a mixed-use or industrial area?

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

- Economic Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

**4. Goal: Cost Effectiveness (15 points)**

*The purpose of this goal is to reward project sponsors who employ innovative techniques to minimize project cost in proportion to the volume of traffic utilizing the facility in question.*

Attributes (15 points):

- Project utilizes transportation system management and operations (TSMO)? (5 points)
- Cost effectiveness is calculated on the basis of vehicle miles traveled for links and vehicle counts for spots (bridges and intersections). 10 Points are allotted according to the following table:

<b>Bridges/Intersections</b>	<b>Interstate Links</b>	<b>Roadway Links</b>	<b>Score</b>
<\$0.50/Veh	<\$0.50/VMT	<\$0.33/VMT	15
\$0.51-0.99/Veh	\$0.51-0.99/VMT	\$0.34-0.99/VMT	8
>\$1.00/Veh	>\$1.00/VMT	>\$1.00/VMT	0

## 5. Bonus Points (10 points)

*The purpose of offering bonus points is to encourage projects to incorporate specific design elements. These elements represent programs and policy objectives that are promoted in the Regional Transportation Plan.*

Transit & Freight Benefits (5 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<sup>3</sup> (2.5 points) or is located on a regional freight or freight connector route and will remove barriers to freight movements on the freight facility<sup>4</sup> (2.5 points).

Green Streets (5 points):

- Project includes preservation of existing large trees and/or planting of street trees consistent with the Trees for Green Streets guidebook or is the construction of a new bridge consistent with Section 7.3 of the Green Streets guidebook (2.5 points). Project includes storm water infiltration/retention elements noted in Section 5.3 of the Green Streets guidebook (2.5 points).

### Special Notes and Instructions for Road 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 the Road and Bridge Reconstruction application in the Solicitation Packet.
3. Direct any questions to Jon Makler at (503) 797-1873 or [maklerj@metro.dst.or.us](mailto:maklerj@metro.dst.or.us)

<sup>3</sup> Examples of road-related capital elements of a transit system include bus stop pads, signal priority, queue-bypass lanes, etc.

<sup>4</sup> Examples of freight elements include turning radius improvements, intelligent transportation systems that improve traffic flow, access management, etc.

## **REGIONAL TRANSPORTATION OPTIONS (RTO) PROGRAM TECHNICAL EVALUATION CRITERIA**

### **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 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.

### **Special notes and instructions for RTO projects:**

Direct any questions to Pam Peck at (503) 797-1758 or [peckp@metro.dst.or.us](mailto:peckp@metro.dst.or.us)

## **TRANSIT ORIENTED DEVELOPMENT (TOD) TECHNICAL EVALUATION CRITERIA**

### **1. GOAL: Modal performance (25 points)**

Increase the share of transit, bike and walk trips.

1.a 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.

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

### **2. GOAL: Density (20 points)**

2.a 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?

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

### **3. GOAL: Addresses 2040 land use objectives (40 points)**

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

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

3.b 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)

- 10 points - High change
- 5 points - Medium change
- 0 points - Low change

3.c Economic and Community Development: See Attachment B1/B2 in the Solicitation Packet (20 points)

#### **4. GOAL: Cost effectiveness (15 points)**

##### 4.a Cost per VMT reduced

- 15 points - Low cost/VMT reduced
- 8 points - Medium cost/VMT reduced
- 0 points - 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](mailto: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.

### **1. GOAL: Increase Ridership (25 points)**

#### 1.a New Boardings per vehicle revenue hour

- 25 points - High boardings per revenue hour
- 15 points - Medium boardings per revenue hour
- 5 points - Low boardings per revenue hour

### **2. Goal: Safety (20 points)**

The purpose of this goal is to minimize exposure of general and special needs populations to safety related issues when accessing the transit system.

#### 2.a Increase in households within ¼ mile of transit service with proposed service (10 points).

#### 2.b Increase in transit dependent population within ¼ mile of transit service with proposed service (10 points).

### **3. GOAL: Address 2040 Land Use Objectives (40 points)**

#### 3.a Access to Centers, Central City, Regional and Town centers (10 points)

- Number of centers served

#### 3.b Access to Mixed-Use development (10 points)

- Population in Priority 2040 land use areas served (high/medium/low)
- Employment in Priority 2040 land use areas served (high/medium/low)

#### 3.c Economic and Community Development - See Attachment B1 or B2 to the Solicitation Packet (20 points)

### **4. GOAL: Provide Cost Effective Improvements (15 points)**

#### 4.a Cost/New Boarding

- 15 points - Low Cost per new boarding
- 10 points - Medium cost per new boarding
- 5 points - 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](mailto:leyboldt@metro.dst.or.us).

## **TRANSIT: CAPITAL TECHNICAL EVALUATION CRITERIA**

### **1. GOAL: Modal performance (25 points)**

#### 1.a Increase ridership

Project includes transit preferential and stop spacing treatments that reduce travel time and /or provide new access to transit that increases riders. Measure is average weekday new riders = plan year horizon transit riders with improvement – plan year horizon transit riders without improvement. (15 points)

- 15 points - High increase in new riders
- 10 points - Medium increase in new riders
- 5 points - Low increase in new riders
- 0 points - No increase in new riders

#### 1.b Improve schedule reliability

Project includes improvements such as signal preemption, communications equipment, queue by-pass lane, stop design or spacing or other improvements that increase schedule reliability. (5 points)

- 5 points - Yes
- 0 points - No

#### 1.c Improve passenger experience

Project includes improvements such as shelters, benches, real time schedule information and other elements that improve the passenger experience.

- 5 points - Yes
- 0 points - No

### **2. GOAL: Safety and security (20 points)**

2.a Project includes attributes that improve system security such as video monitoring, emergency communications equipment, etc.

- 10 points - High number of riders served by new attributes
- 7 points - Medium number of riders served by new attributes
- 3 points - Low number of riders served by new attributes
- 0 points - No safety or security attributes

2.b Project includes attributes that improve passenger safety such as sidewalks, pedestrian crossings, curb extensions, etc.

- 10 points - High number of riders served by new attributes
- 7 points - Medium number of riders served by new attributes
- 3 points - Low number of riders served by new attributes
- 0 points - No safety or security attributes



### **3. GOAL: Address 2040 Land Use Objectives (40 points)**

#### 3.a Project location

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

#### 3.b Economic and Community Development: - See Attachment B1/B2 to the Solicitation Packet (20 points)

#### 3.c Capital investment that has demonstrated ability to attract development to surrounding area.

- 5 points -Yes
- 0 points - No

### **4. GOAL: Cost Effectiveness (15 points)**

#### 4.a Cost effective transit improvement

Cost per rider (may be cost per AWD rider or amortized over estimated life of capital facility depending on type of applications received).

- 15 points - Low cost per new riders
- 10 points - Medium cost per new riders
- 5 points - High cost per new riders

**-OR-**

#### 4.b Coordination with regional, transit agency and local planning efforts

- 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 and is linked to planned service improvements (5 points)

#### **Special notes and instructions for transit projects:**

1. Direct any questions to Ted Leyboldt at (503) 797-1759 or [leyboldt@metro.dst.or.us](mailto:leyboldt@metro.dst.or.us)



**METRO**

DATE: May 4, 2006  
TO: JPACT and Interested Parties  
FROM: Ted Leybold: MTIP Manager  
Lainie Smith: ODOT Planning and Development Manager  
SUBJECT: Proposed STIP Modernization recommendation process

\* \* \* \* \*

### **Process & Proposed Schedule**

April 27 TPAC: Schedule defined, review/comment on prioritization criteria and evaluation materials.

May 11 JPACT: Briefing on schedule and technical materials.

May 26 TPAC: Technical evaluation of projects, brief on public comment report. Recommendation on 100% modernization list.

June 8 JPACT: Technical evaluation of projects, brief on public comment report. Action on 100% modernization list (if TPAC recommendation reached).

May 30 or June 12 TPAC: Special TPAC meeting if necessary for Recommendation on 100% modernization list.

June 22 JPACT: Special JPACT meeting if necessary on Action on 100% modernization list.

June 22 or 29 Metro Council: Adopt 100% modernization list recommendation.

The process used by ODOT in coming up with the 150% list of

modernization projects applied the OTC eligibility and prioritization criteria in the following manner:

1. Past commitments: ODOT planners started with a list of projects in the current STIP or planning work program, updated the cost estimates, added additional money as necessary, or funded a next logical phase to honor past commitments.
2. Consistency with acknowledged Transportation System Plan (OTC eligibility factor): ODOT staff submitted additional potential projects for each county based on the Constrained RTP project list and based on local priorities as identified at County Coordinating Committees and regional stakeholders. (Federal law requires modernization projects to be in the constrained RTP before being included in the STIP, because projects must comply with the air quality conformity analysis.)
3. Project Need: ODOT staff identified the RTP timeframe: looked at 2004-09 projects as highest priority, 2016-25 as lowest priority.
4. Available Funds: staff eliminated projects or project phases over \$ 30 - 50 million due to insufficient funds in this STIP cycle.
5. Leverage: staff identified projects with federal earmarks and/or alternative funding sources (Bridge, Safety, Preservation, Planning) - if the earmark or alternative funding source was deemed sufficient, the project did not need to be on the list of Modernization projects. If the earmark or alternative funding source was insufficient, staff considered adding some Modernization funds to make them whole.
6. Freight: ODOT staff considered freight criteria including OFAC list of priority projects, and worked closely with ODOT Freight Mobility staff in providing project information to help OFAC refine their list.
7. Oregon Highway Plan support: focused on consistency with Major Improvements Policy, i.e. favored lesser improvements that defer the need for major improvements (OTC eligibility factor).
8. Project-readiness: staff assessed technical, legal, and political project readiness of remaining projects
9. Geographic distribution: considered equity between Metro vs. non-Metro jurisdictions and between counties within Metro.

Next, in order to arrive at a 100% list, ODOT and Metro staff will prepare a matrix applying the OTC prioritization criteria to the projects on the 150% list and to other projects proposed in comments submitted to ODOT during the recent comment period. In doing so, staff proposes to apply the criteria to projects in the Metro area in a manner that address both Oregon Transportation Commission and local prioritization criteria with a qualitative technical evaluation by ODOT and Metro staff.

### **Qualitative Technical Evaluation Criteria**

Following is a set of evaluation factors consistent with these criteria that incorporates factors of regional and local concern.

#### **A. Project Readiness:**

- Has the proposed improvement been adequately defined through transportation systems planning, corridor planning, and/or environmental analysis?
- Is the proposed improvement consistent with the RTP and with the local Comprehensive Plan and Transportation System Plan, or is there a need for further planning?

#### **B. Projects that best support the policies of the Oregon Highway Plan:**

- Is the proposed improvement consistent with the Major Improvements Policy?
- Is it consistent with the Land Use and Transportation Policy, i.e. does it appropriately support priority 2040 land uses such as Mixed Use Centers and Industrial Areas?

#### **C. Projects that support Freight Mobility:**

- Is the project on the State and/or RTP Freight system?
- Is the Highway designated an NHS inter-modal connector?
- Does it remove barriers to the safe, reliable, and efficient movement of goods?
- Does it support multi-modal freight movement?

#### **D. Projects that leverage other funds and public benefits:**

- Is the local jurisdiction willing to contribute to the project by providing an overmatch or is there innovative financing that can be leveraged?
- Will the project leverage other publicly or privately funded infrastructure projects?
- Does the project offer opportunity for transfer of jurisdiction?

- Will the project benefit multiple modes of travel?
- Will the project aid in traded-sector job creation/retention?

#### E. Environmental

- Will the project require additional environmental documentation or is it based on a completed ROD or FONSI?

These questions will be assessed in a summary matrix answering each question with either yes/no/unknown or high/medium/low/unknown format and a brief description of why the project received that answer.

Metro and ODOT staff will also be coordinating our respective planning and project development programs for clarification on work plan scope and budgets through the 2008-11 time frame. Proposals for programming some 2008-11 Modernization funding to these activities under the Development-STIP may be generated as a result of this coordination. Any requests for Projects proposed for the development-STIP will be evaluated under the criteria established by the OTC for eligibility and prioritization of development-STIP work.

ODOT Planners have prepared Project Summary Reports that include an initial response for projects on the 150% list to the OTC prioritization criteria. Local jurisdictions are encouraged to submit information relative to these criteria to Ted Leybold and Lidwien Rahman via e-mail at [leyboldt@metro.dst.or.us](mailto:leyboldt@metro.dst.or.us) or by phone at 503-797-1759 by May 15, 2006, to help inform this initial assessment.

The technical evaluation and summary of public comments received on the 150% list will be presented to TPAC for comment as well as a draft recommendation of a prioritized Modernization program list. TPAC will be asked to recommend a prioritized list to JPACT for its consideration and referral to Metro Council. This list will then be recommended to ODOT Region 1 Manager for inclusion in the draft STIP.

For descriptions of the Region 1 STIP process including individual Modernization project descriptions and copies of the public comments received, please go to: <http://www.oregon.gov/ODOT/HWY/REGION1/r1stip/>

For more information on the statewide 2008-11 draft STIP development process, please go to <http://www.oregon.gov/ODOT/HWY/STIP/0811DraftStip.shtml>.

**Prioritization Summary of Potential ODOT Region 1 Modernization Projects  
2008-11 STIP**

Prioritization Criteria	Eligibility	Project Readiness		Oregon Highway Plan Consistency		Freight Mobility		Congestion and/or Freight Mobility (V/C ratio)	Leverage and Public Benefit			
		Consistent with Constrained RTP and Local TSP	Adequate definition and planning	Funding PE, ROW, Construction	Consistent with Major Improvements Policy	Support 2040 land use	On State or Regional freight system or NHS intermodal connector		Support multi-modal freight movement	Remove barrier to movement of goods	Over match, innovative financing, other infrastructure, jurisdictional transfer	Aid in traded-sector job creation or retention
Project												
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	High	High - Preferred alt being selected this month as part of current EA	PE, ROW	High	High (Ind, TC)	yes - high OFAC priority	High	High - safe operations and congestion. (.7)	Potential transfer of Denver Ave., community enhancements	High (Columbia South Shore, Rivergate)	Y	
I-5 SB/I-205 SB Merge Lane extension	Med	High - came out of auxiliary lanes project design	PE to Con	High	Low	yes - high OFAC priority	Low	Med - safe operations and congestion. (.34 w/ 2 lanes)	Enhance benefits of Auxiliary lanes	Low	N	
US26: 185th to Cornell	High	Medium - US 26 corridor plan completed	PE to Con	Med	Med (TC)	yes - high OFAC priority	Low	Med - congestion. (.76 w/ 3 lanes)	Low: \$1 million earmark for PD	High (Sunset Corridor)	N	
Troutdale Marine Drive extension PE	Med: Troutdale TSP but not RTP.	Med: earmark funds available but insufficient for planning and design	PE	High: defers need for full interchange	High (Ind, TC)	no but directly connects to I-84 interchange and Marine Dr. - high OFAC priority	Med	Med - safe operations and congestion. (.89)	High: \$1 million earmark for PD/PE	Med (industrial lands access, including former Reynolds Aluminium site - 700 acres)	N	
US26: Springwater Interchange Phase I	High	Med - Refinement plan completed, EA/IAMP in '06-'09 DSTIP	PE to Con	High: defers need for full interchange	Med (Ind) but is timing ripe relative to other projects?	yes - medium OFAC priority	Low	Low	Low: But SDC's eligible for use.	High (Springwater; 15-18K jobs potential)	N	
I-5: Wilsonville Interchange (Refinement Plan, PE + ROW)	High (PE, ROW in constrained RTP)	Med - Wilsonville Freeway Access Study defined need, proposal includes refinement plan	PE to Con	High	High (Ind, TC)	yes - high OFAC priority	Med	High - congestion. (1.2)	High (local match)	High (Wilsonville RSIA 194 acres vacant)	Y	
Sunrise Corridor (PE, ROW)	High	Med - EIS underway	ROW	Low	Med (Ind)	yes - medium OFAC priority	Low	High - safe operations and congestion. (Hwy 212 = 1)	High (earmark, County, OTIA)	High (Clackamas and Damascus Industrial Areas)	Y	
Preservation Supplement for Ped/Bike	High	N/A	Con	High	Varies	Varies	Low	No	Possible	No	Y	
STA Implementation Project: Oregon City	High	High - Boulevard plan completed, PE phase underway	Con	High	High	yes	Low	No. (.52)	High (MTIP, bridge and pres projects)	Med	Y	

# FY 2007 Transit Investment Plan

## Executive Summary

The Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TriMet Board of Directors first adopted the TIP in June 2002.

The TIP relies on long-term goals and strategies developed by Metro, including the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

### The Total Transit System

The Total Transit System is TriMet's term for the elements that make transit an attractive choice for riders. The Total Transit System includes: frequent, reliable service during all times of the day and every day of the week; clear customer information; easy access to stops; comfortable places to wait for transit and modern, well-maintained vehicles. TriMet and its partners are investing in the Total Transit System to not only meet the current demand for service, but to support regional development described in the 2040 Framework Plan and to attract the level of ridership called for in the RTP.

### Regional Partnerships and Focused Investments

TriMet partners with local, regional, and state governments and agencies to provide many of the important elements that enhance access to transit such as roadways, sidewalks, safe pedestrian crossings, priority treatments for transit vehicles, and building codes that promote and enhance pedestrian-friendly areas. Only with such combined and coordinated efforts can the region realize the full potential of its significant transit system investment.

The TIP provides the framework for forming regional partnerships between TriMet and other agencies to improve access to transit and encourage transit-oriented development. TriMet worked with local jurisdictions to develop criteria for expanding transit service.

### TIP Priorities

Within available financial resources, TriMet and its partners balance needs to guide where, when and how to invest transit-related dollars. The TIP priorities are to:

1. **Build the Total Transit System** – Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security.
2. **Expand high capacity transit** – Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect Regional Centers.
3. **Expand Frequent Service** – Add routes to TriMet's network of bus lines than run every 15 minutes or better, every day.
4. **Improve local service** – Work with local jurisdictions to improve transit service in specific local areas.

# TIP Implementation

TIP Priority	FY 2006	FY 2007	FY2008 to FY 2011
	June 2005 - July 2006	June 2006 - July 2007	June 2007 - July 2011
	<i>Past Fiscal Year</i>	<i>Upcoming Fiscal Year</i>	<i>Program of investments, depends upon improved revenue</i>
<b>1. Build the Total Transit System</b>  Chapter 4	<p>Transit Tracker by Phone provides real time bus &amp; MAX arrivals to more than 12,000 calls per day</p> <p>Added Stop IDs at 2,000 bus stops for use with Transit Tracker</p> <p>Installed 10 shelters and replaced 20</p> <p>Install solar-powered lighting at 45 stops</p> <p>Deployed 39 new buses</p>	<p>Add Transit Tracker stop ID numbers to 1,200 more stops</p> <p>Open Milwaukie Park &amp; Ride</p> <p>Install 35 new shelters</p> <p>Automate announcements on low floor buses</p> <p>Install stop name decals</p> <p>Address low performing lines 86-Alderwood, 157-Happy Valley, and the Cedar Mill Shuttle. Assess performance of Line 39-Lewis and Clark changes.</p>	<p>Provide automated stop announcements, air conditioning and low-floor boarding on over 3/4 of buses</p> <p>Add buses and light rail vehicles to address projected passenger crowding</p> <p>Improve Rose Quarter bicycle access</p> <p>Complete installation of new signs and optimize bus stop spacing</p>
<b>2. Expand High Capacity Transit</b>  Chapter 5	<p>Completed South Corridor 50 percent Design</p>	<p>Begin Washington County Commuter Rail construction</p> <p>Begin I/205-Portland Mall Construction</p> <p>Continue Analysis &amp; planning for future corridors (Milwaukie-Portland, Lake Oswego-Portland, Portland Eastside, Columbia River Crossing, Powell/Foster, Damascus/Boring) and possible MAX extensions.</p>	<p>Open Washington County Commuter Rail</p> <p>Open Gresham Civic MAX Station</p> <p>Open MAX on I-205 to Portland Mall; Redesign downtown bus service</p>



<p><b>3. Expand Frequent Service</b></p> <p>Chapter 6</p>	<p>Frequent Service buses served 56.7% of bus riders in FY05.</p>	<p>Add hours of service to line 9-Powell</p> <p>Construct access improvements along line 57-TV Hwy/Forest Grove</p>	<p>Add Frequent Service to complement Commuter Rail, I-205 investments</p> <p>Extend hours of Frequent Service on 4 existing lines</p>
<p><b>4. Improve Local Service</b></p> <p>Chapter 7</p>	<p>Second year of Blue Lake Park weekend shuttle</p>	<p>Tigard</p>	<p>Revise N. Clackamas service to coordinate with I-205 MAX Green Line</p> <p>Change S. Waterfront service</p>

# TriMet's Transit Investment Plan

- Legend**
- MAX Blue Line
  - MAX Red Line
  - MAX Yellow Line
  - I-205 & Mall Light Rail Project
  - South Corridor LRT/BRT
  - Portland Streetcar/Extension
  - Commuter Rail
  - High Capacity Transit
  - Frequent Service (existing/future)
  - Other Railroads
  - Freeways/Arterials
  - Capital Projects

## Metro 2040 Plan Center Types

- Portland CBD
- Regional Center
- Town Center
- Land within UGB

## Updated Corridors Work Plan (Metro)

### On-Going Corridor Planning

- I-5 North
- I-5 to North
- Hwy 217
- Sunrise Corridor
- McCasland/Hwy 43
- I-5 to Hwy 99 Connector

### New Recommended Corridor Refinements

- I-84 to Hwy 26 Connector
- I-205 (South)
- Outer Southwest Area
- LRT & Streetcar System

### Other Corridors

- North Willamette Crossing
- Highway 224
- Highway 224/1-5
- TV Hwy
- Sunset Hwy
- NE Portland Hwy
- Boonville Hwy
- Boonville (I-84)
- McLoughlin & Hwy 224



## Stay in touch

- *To be notified of future updates to the TIP, please sign up for TIP email updates at [trimet.org/emailupdates](http://trimet.org/emailupdates).*
- *The most current Transit Investment Plan is available at [trimet.org/tip](http://trimet.org/tip).*

**For TIP input, questions or additional copies, please contact:**

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**For general comments, concerns, trip planning & Transit Tracker™ Next Arrivals, please contact:**

**Customer Service**  
503-238-RIDE (7433)  
TTY 503-238-5811  
[comments@trimet.org](mailto:comments@trimet.org)  
[trimet.org](http://trimet.org)

**Summary of Public Involvement  
Procedures and Comments**

## Introduction

This report presents a compilation of public comments received from February 5 through February 13, 2007, on a draft final list of funding recommendations. The funding recommendations are part of Metro's 2008–11 Transportation Priorities process. The Transportation Priorities process selects projects to receive the "flexible funding" part of the Metropolitan Transportation Improvement Program (MTIP). The flexible funds, administered by Metro, comprise about 13% of the region's federal transportation investment and about 4% of the region's total transportation investment (including state, county and local funds).

The flexible funds come from two federal funding categories—the Surface Transportation Program funds and Congestion Mitigation/Air Quality funds. They are called flexible because they may be invested in more types of projects than may most federal funds. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed that the funds be invested to support the region's 2040 Growth Concept, to leverage economic development in centers of economic activity, support modes of travel that do not have other dedicated sources of funding, complete missing links in transportation systems, and provide transportation choices for people and businesses.

Metro received 66 applications for projects and programs requesting a total of \$132 million. Only \$45.4 million are actually available for new funding obligation. The 66 applications included projects to plan or improve boulevards, bike and trails systems, freight routes, vehicle routes, bridges, sidewalks, and transit facilities, as well as regional programs such as those promoting transit oriented developments and transportation options.

The applications were evaluated for technical feasibility and readiness. Based on that evaluation, Metro planning staff and the Transportation Policy Alternatives Committee (TPAC), a technical advisory committee to JPACT, created a first-cut list of funding recommendations. That first-cut list recommended funding for 49 of the 67 applications and represented \$79.6 million in funding requests. A 45-day public comment period was held from October 13–December 1, 2006, to help select a draft final project list that more closely matches the available \$45.4 million.

On February 5, 2007, TPAC released its draft final list recommendation for public review and comment, consisting of 32 projects and programs to receive \$45.4 million of funding. The review and comment period ended on February 13, 2007, when JPACT and the Metro Council held a joint public hearing on the draft final list in preparation for taking final action. JPACT is tentatively scheduled to take final action on March 1, 2007, and the Metro Council on March 15, 2007. (Confirm the date and time with the Council Office, 303-797-1540, or check the Metro website at [www.metro-region.org](http://www.metro-region.org).)

Thanks to everyone who took the time to write or testify and to the neighborhood associations, advocacy groups, business associations and government stakeholders that encourage members to participate in this important function of democracy.

## **Section 2: Summary of Comments**

## Summary of Comments

This section summarizes comments received on the funding recommendations for the regional flexible fund component of the 2008-11 Metropolitan Transportation Improvement Program.

The final public review and comment period began on February 5, 2007, with release of the Transportation Policy Advisory Committee's (TPAC) recommended funding levels on a draft final list of projects and programs. The period ended with a public hearing held by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on February 13, 2007. Metro received a total of 1,193 comments on this draft final list delivered in the form of oral and written testimony, and as letters, petitions, signed statements and emails.

More than 100 individuals attended the public hearing. Eighty of those attending offered either oral or written testimony, or both. Several testifiers spoke on behalf of one or more organizations; in at least two instances, testifiers presented signatures indicating the support of hundreds of other people.

Comments received during this final comment period and during the first-cut comment period are summarized below. (A full report on the first-cut comment period was published in January 2007.) Please keep in mind when comparing remarks received during the two comment periods that the first comment period comprised 45 days and four public listening posts; the second comment period comprised 8 days and one public hearing.

### **Boulevard**

#### **East Burnside: 3rd Ave to 14th Ave**

**Final comment period:** 6 comments, 5 in favor as necessary to support revitalization. The 1 opposed said that the project needs to be better thought out.

**First-cut comment period:** 29 comments, all but 2 in favor as a way to support better bike connections and promote development. Opposition criticized the design and questioned whether the project would be safe for buses and truck.

#### **Killingsworth: N Commercial to MLK**

**Final comment period:** 21 comments in favor of the project (6 individual submissions of which one represented 8 other organizations and one represented 7 other organizations. Reasons included revitalization and the need for pedestrian and bicycle improvements in an area heavily used by students and transit-dependent residents.

**First-cut comment period:** 1 comment in support, citing a needed link between nearby neighborhoods and MAX.

#### **NE 102nd Avenue: NE Glisan to NE Stark**

**Final comment period:** 2 comments in favor, citing the need for improvements in this area and the fact that the project is ready to go.

**First-cut comment period:** 12 comments, 10 in support of this project as a way to promote safety and economic development; 2 opposed, with 1 citing concerns about the design, and the other suggesting that the project should be paid for by local businesses.

**SE Burnside: 181 Street to Stark Street**

**Final comment period:** 1 comment in favor, citing support for the Rockwood Town Center.

**First-cut comment period:** 15 comments, all in favor of the project as a way to spur economic development, improve bike and pedestrian facilities, and address safety issues.

**Rose Biggi Ave: Southwest Hall Blvd to Crescent Way**

**Final comment period:** no comment.

**First-cut comment period:** 2 comments, 1 supporting a connection to The Round, and the other opposing the project.

**East Baseline Street, Cornelius: 10th Ave to 19th Ave**

**Final comment period:** 916 total comments in favor of the project (10 submissions, one accompanied by 905 signed endorsements).

**First-cut comment period:** 19 comments, 18 strongly favorable, citing badly needed improvements for pedestrian and bicycle safety and to promote downtown development; the 1 opposed said project would be "a travesty."

**McLoughlin Blvd: Clackamas River to Dunes Drive**

**Final comment period:** 7 comments in favor, citing the importance of the project to supporting Milwaukie as a Regional Center, providing connections to transit, and improving the aesthetic to encourage tourism.

**First-cut comment period:** 18 comments, all in support of the project as a way to provide access to the river and to improve bike and pedestrian connections.

**Boones Ferry Road: Red Cedar Way to S of Reese Road**

**Final comment period:** 2 comments in favor, citing the need to address safety issues and to catalyze development of Lake Grove as a Village Center.

**First-cut comment period:** 57 comments, 20 supported the project as a way to improve safety and promote development of a town center; 37 opposed the project citing lacking in public involvement and absence of an economic impact study. The Lake Grove Commercial Association submitted a petition containing 2,458 signatures that asked that funding be delayed until the public had been consulted and the economic impact studied.



## **Bike/Trail**

### **Sullivan's Gulch Trail: Esplanade to 122nd Ave**

**Final comment period:** 26 total comments in favor (one submission represented and additional 17 neighborhood associations).

**First-cut comment period:** 66 comments, 65 from residents, developers, businesses and agencies, supporting this trail as a boon to development, to bicycle commuting and recreation, and to pedestrian connections. One individual did not explicitly state a position, but questioned Metro's sponsorship of the project.

### **Willamette Greenway Trail: SW Gibbs to SW Lowell**

**Final comment period:** 166 comments in favor (including one petition with 101 signatures, and 34 statements individually signed). Reasons included the need to serve a rapidly growing population of residents and workers in an area with lots of construction and heavy bike and pedestrian use. The trail was approved for funding two cycles ago, but the money was used for the streetcar instead.

**First-cut comment period:** 124 comments, 42 in favor from residents of the area supporting the project as a connection to other trails for bicycle and pedestrian use and as important for developing the area (one included a petition with 80 supporting signatures); 2 opposed the project.

### **NE/SE 50s Bikeway: NE Thompson to SE Woodstock**

**Final comment period:** 2 comments, 1 in favor, and 1 opposed.

**First-cut comment period:** 45 comments, all but 1 supporting what was often described as a needed north-south bike route. One individual opposed the project, citing over-representation of bicycle projects.

### **NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop**

**Final comment period:** 2 comments, 1 in favor, and 1 opposed.

**First-cut comment period:** 34 comments similar in content to those submitted on the NE/SE 50s Bikeway project—33 in favor and 1 opposed.

### **Rock Creek Path: Orchard Park to NW Wilkins**

**Final comment period:** 2 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

**First-cut comment period:** 20 comments, 18 cited the need for a safe connector for runners, walkers, and bikers; 2 opposed the project.

### **Westside Corridor Trail: Tualatin to Willamette Rivers**

**Final comment period:** 3 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

**First-cut comment period:** 38 comments, 37 in favor of connecting with other trails, providing safe pathways for pedestrians and bike riders and access to nature. One comment objected to funding trails in general.

### **Northwest 28<sup>th</sup> PE: NE Grant to East Main Street**

**Final comment period:** no comment.

**First-cut comment period:** 3 comments in favor, but 2 of those expressing reservations about particular design features.

### **Marine Drive Bike Facility Gaps: NE 6th to NE 185<sup>th</sup>**

**Final comment period:** no comment.

**First-cut comment period:** 24 comments in favor from residents, and organizations, citing the need to complete the bicycle route for safety as well as connectivity.

### **Trolley Trail: Arista St to Glen Echo**

**Final comment period:** 1 comment in favor, citing the need to repair gaps in a multi-modal network.

**First-cut comment period:** 36 comments, 34 supporting the project as a positive addition to a trail system that promotes exercise and non-auto commuting. The 2 in opposition objected to spending money on trails and on bicycle projects, which were seen as over-represented.

### **Milwaukie to Lake Oswego Trail**

**Final comment period:** no comment.

**First-cut comment period:** 40 comments, 37 in favor of supporting safe bicycle routes, especially for seniors. The 3 comments not in favor included 1 that suggested transit on this route; 1 that objected to funding bicycle facilities, and 1 that said the project would not solve transportation problems.

### **Willamette Falls Dr: 10th St to Willamette Dr**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor of enhancing the livability of the area.

### **NE 28th Ave preliminary engineering: NE Grant to E. Main St**

**Final comment period:** no comment.

**First-cut comment period:** no comment.

## **Diesel Retrofit**

### **Sierra Cascade SmartWay Technology: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 15 comments, 14 in favor of this program as a way to promote fuel efficiency and reduce emissions; 1 did not support the program.

### **Transit bus emission reduction: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 5 comments, all in favor of the program as a way to reduce pollution.

## **Freight**

### **N Burgard/Lombard: N Columbia Blvd to UPRR Bridge**

**Final comment period:** 2 comment in favor.

**First-cut comment period:** 4 comments in favor, citing the opportunity to keep trucks out of the St. Johns neighborhood.

### **Portland Road/Columbia Blvd**

**Final comment period:** 3 comments in favor.

**First-cut comment period:** 6 comments, 5 favoring this project as a way to protect St Johns neighborhood; 1 expressed concerned about cut-through traffic if more freight were to travel on Portland Road.

### **82nd Ave/Columbia Intersection Improvements**

**Final comment period:** 4 comments in favor.

**First-cut comment period:** 9 comments, 7 supporting the project as a way to move freight, reduce auto-truck conflicts, and promote economic competitiveness. The 2 opposed included 1 contention that the Port of Portland should fund the project.

## **Green Streets Culvert**

### **OR 99-E Bridge at Kellogg Lake**

**Final comment period:** 3 comments (1 submissions with 2 cosigners) in favor to protect fish habitat.

**First-cut comment period:** 38 strongly in favor of this project as a way to restore fish habitat as well as to provide safe facilities for bike riders and pedestrians.

## **Green Streets Retrofit**

### **Cully Boulevard: NE Prescott to NE Killingsworth**

**Second comment period:** 6 comments in favor, citing badly needed safety improvements in an area that has not had a project in 20 years.

**First-cut comment period:** 55 comments that indicated broad support, including comments from elected officials representing the area, businesses, residents and neighborhood associations. Support included the need to make crucial safety improvements that were long overdue in an underserved area. There was no opposition.

### **Main Street: Rail Corridor to 99W, Tigard**

**Final comment period:** 2 comments in favor, citing the integration with other improvements and the need to better handle storm water runoff, as well as important for downtown development.

**First-cut comment period:** 26 comments that indicated broad public support, 25 in favor of the project as a way to promote revitalizing of the downtown, promote pedestrian activity and improve stormwater management; 1 did not support the project.

## **Pedestrian**

### **Sandy Blvd pedestrian improvements: NE 17 to NE Wasco St**

**Final comment period:** no comment.

**First-cut comment period:** 2 comments, one in favor of the project as a way to improve safety; 1 opposed to the project suggested that the money be spent instead on improving crossing safety.

### **Foster-Woodstock: SE 87th St to SE 101 St**

**Final comment period:** 2 comments in favor, citing the need to improve pedestrian safety.

**First-cut comment period:** 35 comments, 34 in favor of the project as a way to spur revitalization of the area and promote safety for seniors and children; 1 opposed the project.

### **Hood Street: SE Division Street to SE Powell Blvd**

**Final comment period:** 2 comments in favor, citing the need for pedestrian facilities, make the area ADA compliant, and provide link to transit near a proposed Center for the Arts.

**First-cut comment period:** 13 comments, 12 favor the project as a way to improve access to transit, pedestrian safety, and spur economic development; 1 opposed.

**SE 17th Ave: SE Ochoco to SE Lava Drive**

**Final comment period:** 1 comment in favor, citing town revitalization and need to fill a gap in bike connections.

**First-cut comment period:** 31 comments in favor of this project as a way to improve pedestrian and bicycle facilities and address safety issues; none opposed.

**Fanno Creek trail: Hall Blvd crossing study**

**Final comment period:** 3 comments in favor, citing the extreme hazard of the current crossing.

**First-cut comment period:** 88 comments, 86 in favor of this project as a way to fix a dangerous crossing at Hall Blvd and provide needed bicycle and pedestrian connections to a natural area; 2 comments opposed, 1 cited the expense of a bridge, and the other suggested installing a traffic light instead.

**Pine Street: Willamette St to Sunset Blvd**

**Final comment period:** no comment.

**First-cut comment period:** 1 comment in favor.

**Pedestrian Network Analysis: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 5 comments, 4 in support of the program as a way to identify gaps in the system; 1 was noncommittal, but mentioned the Cedar Mill trail.

**Planning**

**Rx for Big Streets: Metro region 2040 corridors**

**Final comment period:** no comment.

**First-cut comment period:** 3 comments in favor.

**Livable Streets policy and guidebook update: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor.

**Hillsboro RC planning study**

**Final comment period:** no comment.

**First-cut comment period:** 1 comment opposed the study as being ambiguous.

**Happy Valley Town Center arterial street planning**

**Final comment period:** no comment.

**First-cut comment period:** 3 comments in favor of the project, citing the need for bike and pedestrian facilities and the need to improve safety.

**Tanasbourne Town Center planning study: Hillsboro**

**Final comment period:** no comment.

**First-cut comment period:** no comment.

**MPO Program: region wide**

**Final comment period:** no comment.

**First-cut comment period:** no comment.

**RTP corridor project: region wide**

**Final comment period:** no comment.

**First-cut comment period:** no comment.

**Road Capacity**

**ITS Programmatic Allocation: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 5 comments, 4 in favor of this program as a cost-efficient way to manage traffic; 1 opposed funding more ways to move traffic.

**Wood Village Blvd: NE Halsey St to NE Arata Rd**

**Final comment period:** no comment.

**First-cut comment period:** 5 comments, 4 in favor of this project as a way to address congestion; 1 opposed, expressing concern that the project would create more traffic.

**Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor of this project as a low-cost way to manage congestions.

### **Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd**

**Final comment period:** 3 comments in favor, citing the need to provide road capacity and support the state's economy.

**First-cut comment period:** 8 comments, 6 in favor of the project as a way to address congestion; 2 opposed the project for the expense and for environmental reasons.

### **Farmington Road: SW Murray Blvd to SW Hocken Ave**

**Final comment period:** 3 comments, 2 in favor citing the need to make improvements that will accommodate growth in the area; 1 opposed to spending the money where no improvements are needed.

**First-cut comment period:** 19 comments, 15 in favor of the project as a way to address congestion; 4 opposed said it was not going to solve the problem.

### **Cornell Road ATMS and ATIS: Hillsboro to US 26**

**Final comment period:** no comment.

**First-cut comment period:** 3 comments, 2 in favor of the project as a cost-efficient way to manage traffic; 1 opposed for expense reasons.

### **Sue/Dogwood Connection: NW Dale to NW Saltzman**

**Final comment period:** no comment.

**First-cut comment period:** 1 comment supported the connection.

### **Harmony Road: 82nd Ave to Highway 224**

**Final comment period:** no comment.

**First-cut comment period:** 15 comments, 5 in favor as a way to address congestion; 10 opposed the project expressing environmental and safety concerns; 1 comment took no position, but asked if TriMet would serve the area and whether pedestrian facilities would be built.

### **Clackamas County ITS: Clackamas County**

**Final comment period:** no comment.

**First-cut comment period:** 7 comments, 5 in favor of ITSA as a way to maximize existing system capacity; 1 did not "fully support" and 1 opposed, saying that this type of project should not be funded until other priorities had been addressed.

### **SE 172nd Ave: Multnomah Co line to Sunnyside Rd**

**Final comment period:** no comment.

**First-cut comment period:** 8 comments, 4 in favor of this connection to Damascus; 4 opposed to spending more money on car travel or a facility that wouldn't work with bike lanes.

### **SE 190th Dr: Pleasant View/Highland to SW 30th St**

**Final comment period:** 1 comment in favor, citing the need to develop Pleasant Valley in a way that supports 2040 goals

**First-cut comment period:** 24 comments, 23 favored the project as necessary to development of Pleasant Valley; 1 opposed, expressing concern over converting a quiet road to higher speed.

## **Large Bridge**

### **Morrison Bridge: Willamette River, Portland**

**Final comment period:** 1 comment in favor.

**First-cut comment period:** 4 comments in favor of improving this vital connection to downtown Portland.

## **Road Reconstruction**

### **Division Street: SE 6th St to 39th St**

**Final comment period:** 3 comments in favor, citing the need to improve safety and the fact that the project is ready to go.

**First-cut comment period:** 49 comments, 47 in favor of this project, citing support for development, business, bicycle riders and pedestrians; 2 opposed, saying it would not improve safety.

### **223rd RR Undercrossing at Sandy Boulevard**

**Final comment period:** 29 comments in favor, citing the urgent need to fix a very dangerous situation for pedestrians, bicyclists and cars.

**First-cut comment period:** 40 comments, 39 in favor of fixing what was seen as a dangerous situation for autos, bicyclists, and pedestrians; 1 opposed, expressing concern over the potential for increasing in traffic in Fairview.

## **Transit Oriented Development**

### **Metro TOD Implementation Program: region wide**

**Final comment period:** 10 comments in favor, citing the need for TOD programs to leverage private investment and make these kinds of developments pencil out.



**First-cut comment period:** 29 comments, 28 in favor of a program with a proven track record, that supports 2040 goals, and that encourages public-private partnerships; 1 opposed programs that benefit developers.

**Metro Centers Implementation Program: region wide**

**Final comment period:** 8 comments in favor, citing the demonstrated success of supporting mixed-use areas that can be served by transit.

**First-cut comment period:** 30 comments; 29 in favor of a program that supports 2040 goals, improves economic vitality, and promotes healthy public-private partnerships; 1 opposed the program as benefiting developers.

**Hollywood Transit Center: NE Halsey and NE 42nd St**

**Final comment period:** 2 comments, in favor of making needed safety improvements and to support transit ridership; 1 opposed

**First-cut comment period:** 52 comments, 49 expressing strong support for this project as a way to improve a poor design, support local business development and improve access to transit; 3 opposed—1 questioned whether safety would improve; 1 objected to curb extensions; 1 simply opposed the project.

**Regional Travel Options**

**Regional Travel Options: region wide**

**Final comment period:** 3 comments in favor, citing the importance of the program in reducing SOV travel, supporting successful centers.

**First-cut comment period:** 15 comments, 14 in favor of promoting transportation choices; 1 opposed the program.

**RTO individualized marketing program: region wide**

**Final comment period:** 3 comments in favor, citing the importance of the program in educating people on alternatives to SOV travel.

**First-cut comment period:** 5 comments in favor of promoting transportation choices and reducing SOV use.

**RTO new TMA Support: region wide**

**Final comment period:** 2 comment in favor, citing the importance of the program in supporting TMA services that have demonstrated their value in reducing SOV commuting.

**First-cut comment period:** 4 comments in favor of the program, citing benefits to employers and employees and reducing SOV travel.

## **Transit**

### **South Corridor Phase II (PE): Portland to Milwaukie**

**Final comment period:** no comment.

**First-cut comment period:** 11 comments favored this "long overdue" project; 1 had concerns.

### **Eastside Streetcar: NW 10th to NE Oregon**

**Final comment period:** 1 comment in favor.

**First-cut comment period:** 14 comments, 9 in favor of adding another transit option and stimulating positive development; 5 opposed as not needed, too expensive, and lacking vision.

### **Tigard Transit Center: SW Commercial St, Tigard**

**Final comment period:** no comment directly about this project, but the project was mentioned in related testimony as one of the several good revitalization efforts proposed or underway.

**First-cut comment period:** 12 comments in favor of a project seen as promoting downtown revitalization, connecting with commuter rail and enhancing the livability of the area.

### **On-street transit facilities: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor of adding amenities that encourage transit use; none opposed.

## **General Comments**

**Final comment period:** 3 comments received, 2 requesting more bike and pedestrian trails in SW Portland and 1 requesting light rail service in Tigard.

**First-cut comment period:** 34 comments were received that did not pertain to specific projects on the first-cut list. Comments ranged from general support for types of projects—pedestrian and bicycle improvements, for example—to suggestions for projects that are not on the current list, to a request that Metro address diversity in contracting.

**2004 Regional Transportation Plan**

- **Resolution 03-3380A**
- **Ordinance 04-1045A**
- **US DOT letter certifying conformity**

BEFORE THE METRO COUNCIL

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

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

WHEREAS, 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,

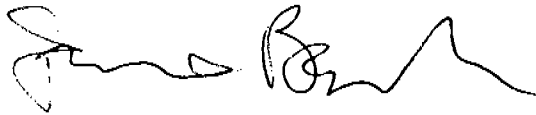
BE IT RESOLVED that the Metro Council:

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.

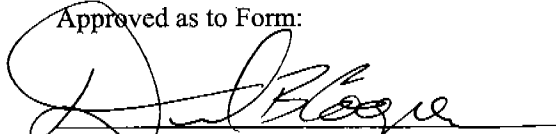
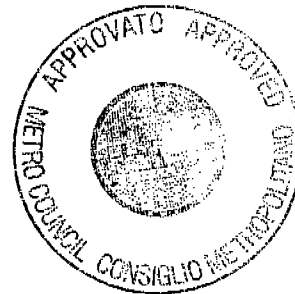
4. The Chief Operating Officer shall submit this resolution, the 2004 RTP and Resolution No. 03-3382 (the 2004 RTP/2004-07 MTIP Air Quality Conformity Determination), upon its adoption by the Council, to the U.S. Department of Transportation (Federal Highway Administration and the Federal Transit Administration) 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 11<sup>th</sup> day of December 2003.



David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney

BEFORE THE METRO COUNCIL

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

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

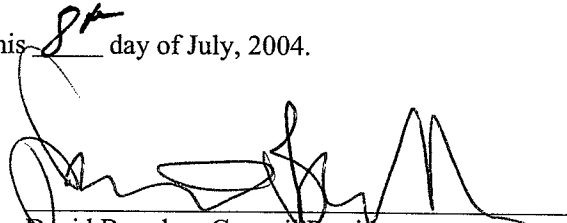
WHEREAS, the Metro Council held public hearings on amendments to the 2000 RTP identified in Exhibit "A" on May 13 and July 8, 2004; now, therefore

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 "CB", 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.

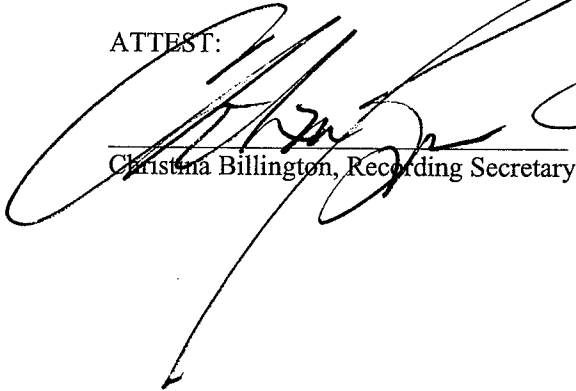
ADOPTED by the Metro Council this 8<sup>th</sup> day of July, 2004.



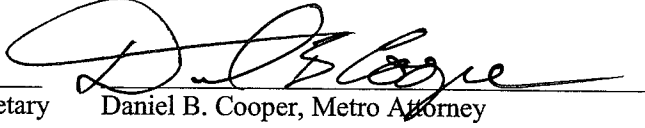
David Bragdon, Council President

ATTEST:

Approved as to Form:



Christina Billington, Recording Secretary



Daniel B. Cooper, Metro Attorney







## 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*

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**Environmental Justice Report**



# Transportation Priorities 2008-11 Program

*"Investing in the 2040  
Growth Concept"*

# Draft Environmental Justice Report

August 2006



**METRO**

PEOPLE PLACES  
OPEN SPACES

## **PURPOSE**

Because the 2008-11 Transportation Priorities program will receive federal funding through the Surface Transportation Program and the Congestion Mitigation/Air Quality program, it is required to be in full compliance with all federal and state regulations regarding environmental justice. The importance of environmental justice analysis lies in ensuring that the costs and benefits of each transportation project are distributed equitably among communities in our region, and to minimize situations in which the benefits of a project do not incur to those who are suffering the costs.

Title VI of the Civil Rights Act of 1964 mandates, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance” (United States Department of Justice, 1964). Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” states that the duty of each public agency is to identify and address “disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations” (Clinton, 1994). Metro is also required to comply with 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.

This draft currently assesses 2008-11 MTIP candidate projects, and will be updated at a later date to reflect environmental justice effects of projects selected for funding.

## **METHODOLOGY**

Environmental Justice populations are defined as significant concentrations of persons with one or more of the following demographic characteristics:

- Minority racial group (Black, Asian, American Indian/Alaska Native, Hawaiian/Pacific Islander)
- Hispanic origin
- Low-Income (households that earned 1.99 times the federally-defined poverty level or less in 1999)
- Elderly (persons 65 years of age or older)
- Disabled (persons 5 years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment)
- Non-English Speaking (persons who stated that they didn’t speak any English at all in 2000)

The analysis was done using Geographic Information System application of year 2000 U.S. Census data. Each project was given a half-mile buffer and analyzed to determine the relative concentration of Environmental Justice populations within each buffer. A significant concentration is one in which 2.5 times the regional average or 1000 total persons or more of the surrounding population belong to an environmental justice category. Table 1 lists the regional average populations of each category as well as 2.5 times the regional average. The regional average was calculated for the tri-county region.

**TABLE 1: Environmental Justice Regional Averages**

	<b>Regional Average</b>	<b>2.5 times the Regional Average</b>
American Indian/Alaska Native	1% (11,688)	2.5%
Asian	5% (75,340)	12.5%
Black	3% (42,548)	7.5%
Disabled	11% (165,733)	27.5%
Elderly	10% (150,386)	25%
Hawaiian/Pacific Islander	0% (4,526)	1%
Hispanic	8% (115,971)	20%
Non-English-Speaking	0% (1,427)	1%
Low-Income	24% (344,699)	60%
<i>Total Population (2000)</i>	1,444,219	

Source: U.S. Census Bureau, 2000

Table 2 shows the MTIP applications that are located in an area with a significant concentration of an Environmental Justice population. The attached map shows the locations of the identified MTIP applications. NOTE: Each project was analyzed for all of the above-mentioned demographic categories, but none were in proximity to a significant non-English-speaking population; therefore, non-English-speaking is not listed in Table 2.

**TABLE 2: MTIP Projects Affecting a Significant Concentration\* of Environmental Justice Populations**

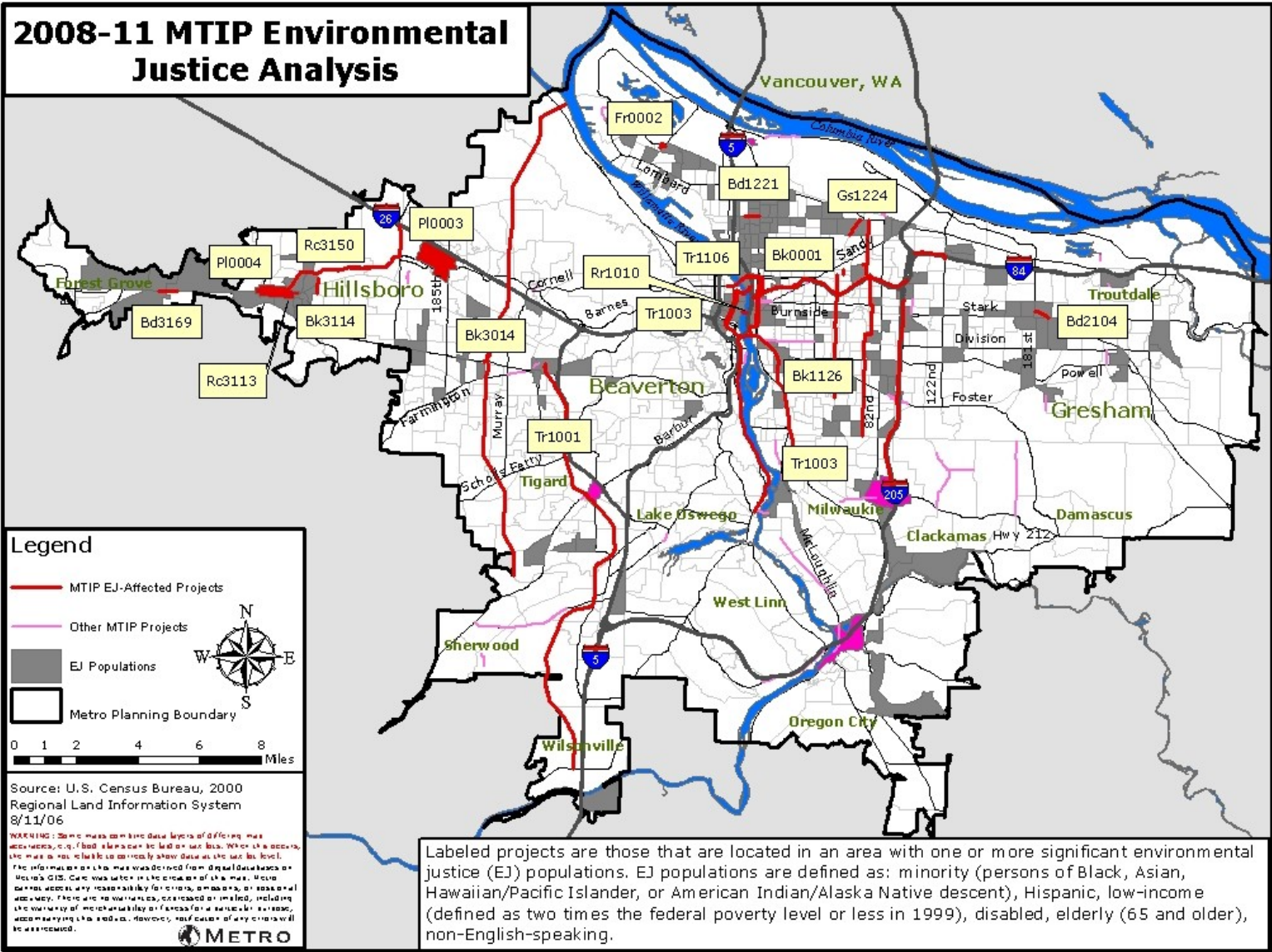
Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
<b>Bd1221</b>	1221	Killingsworth	11193	Black: 35% (3941)	Low-Income: 23% (2544)	
<b>Bd2104</b>	2104	Burnside	9360	Hispanic: 28% (2587)	Low-Income: 37% (3433)	
<b>Bd3169</b>	3169	E. Baseline (Cornelius)	1468	Hispanic: 26% (384)		
<b>Bk0001</b>	N/a	Sullivan's Gulch Trail Planning Study	49050	Asian: 2% (1127) Black: 2% (1170)	Low-Income: 4% (2151)	
<b>Bk1126</b>	1126 (70s not in RTP)	NE/SE 50s bikeway; NE/SE 70s bikeways	91266	Asian: 36% (3268) Hispanic: 1% (1085)	Low-Income: 2% (1702)	
<b>Bk3014</b>	3014, 3072, 3092, 6020	Westside Corridor Trail	47333	Asian: 2% (1023)		
<b>Bk3114</b>	3114	NE 28th Ave	6546	Hispanic: 21% (1375)		
<b>Fr0002</b>	Pending adoption of freight master plan in the RTP update	Portland Road/Columbia intersection improvements	4993	Black: 10% (524)	Low-Income: 27% (1378)	
<b>GS1224</b>	1224	Cully Boulevard Green Street Project	8149		Low-Income: 13% (1024)	
<b>PI0003</b>	N/a	Tanasbourne Town Center Infrastructure Planning Study	17801	Asian: 7% (1292)		
<b>PI0004</b>	N/a	Hillsboro Regional Center Infrastructure Planning Study	16196	Hispanic: 32% (5182)	Low-Income: 7% (1200)	
<b>RC3113</b>	3113	SE 10th Ave	6903	Hispanic: 41%	Low-Income: 19%	

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
				(2848)	(1337)	
<b>RC3150</b>	3150	Cornell Road ATMS and ATIS	21377	Hispanic: 20% (4196)	Low-Income: 7% (1405)	
<b>RR1010</b>	1010	Morrison Bridge Rehab	4797	Black: 9% (439)	Low-Income: 38% (1855)	
<b>Tr1001</b>	1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	84599	Hispanic: 3% (2688)		Elderly: 1% (1026)
<b>Tr1003</b>	1003 modified	South Corridor Phase 2: PE	40456		Low-Income: 14% (5472)	Disabled: 4% (1807)
<b>Tr1106</b>	1106, 1107	Eastside Transit Alternatives Analysis - Streetcar Alternative alignment Project	17038	Black: 7% (1159)	Low-Income: 17% (2859)	Disabled: 6% (1128)

Source: U.S. Census Bureau, 2000

\*Significant concentration is defined as 2.5 times the Regional Average population within each category OR greater than 1000 total persons





## **RESULTS**

The Transportation Priorities funding allocation process received 54 construction or project development applications that can be evaluated for environmental justice impacts (the remaining programs are general planning or programs whose impacts are region wide). One method to evaluate whether the potential benefits and impacts of the program places a disproportional burden on minority, ethnic or low-income populations is to measure the percentage of candidate applications benefiting/impacting environmental justice populations to the percentage of these populations relative to the regional average.

Fifteen out of fifty four Transportation Priorities candidate projects benefit or impact one or more minority and/or ethnic populations (five Black, eight Hispanic, and four Asian). This represents 27.8% of the candidate projects. Minority and ethnic populations represent 17.3% of the regional population. This represents a slightly higher distribution of benefits and impacts to minority and ethnic populations relative to the regional average.

Twelve out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of low-income populations. This represents 22.2% of the candidate projects. Low-income persons constitute 24% of the regional population. This represents an even distribution of benefits and impacts to low-income persons relative to the regional population.

Three out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of elderly or disabled populations. This represents 5.6% of the candidate projects. Elderly and disabled populations represent 10% and 11% of the regional population respectively.

The only projects that are estimated at this time to have significant negative impacts (more than one displacement) are the Harmony Road project (RC5069) and a potential light rail project emerging from Preliminary Engineering of the South Corridor Phase II (Tr1003). The FEIS may also identify noise/vibration impacts associated with the potential light rail project. The Harmony Road project is not benefiting/impacting a significant concentration of an Environmental Justice population. The South Corridor project would benefit/impact a significant number (5,472) of low-income persons.

All of the projects are expected to provide benefits to the surrounding populations. These include increased number of travel options and access to jobs and services and decreased congestion.

## Environmental Justice for current STIP projects

Project	Total Population	2x Poverty Level Income or Less	White Alone	Black Alone	American Indian-Alaskan Alone	Asian Alone	Hispanic Ethnicity	Non-English-Speaking
I-5: Delta Park Project	8796	2919 (33%)	5844 (66%)	<b>1285 (15%)</b>	<b>142 (2%)</b>	504 (6%)	652 (7%)	209 (2%)
I-5/I-205 Merge: Acceleration Lane	4900	384 (4%)	4332 (88%)	9 (0%)	10 (0%)	276 (6%)	223 (5%)	69 (1%)
US 26: 185 <sup>th</sup> Ave to Cornell Road Widening	13569	2468 (18%)	10159 (75%)	122 (1%)	107 (1%)	<b>2267 (17%)</b>	906 (7%)	<b>599 (4%)</b>
Troutdale Marine Drive Backage Road	5196	834 (16%)	4511 (87%)	143 (3%)	53 (1%)	215 (4%)	133 (3%)	69 (1%)
US 26: Springwater Interchange Phase I	11175	2187 (20%)	10189 (91%)	100 (1%)	73 (1%)	141 (1%)	571 (5%)	84 (1%)
Wilsonville Road Interchange	11490	2304 (20%)	10325 (90%)	79 (1%)	47 (0%)	279 (2%)	963 (8%)	<b>311 (3%)</b>
Sunrise Corridor	8128	1172 (14%)	7144 (88%)	70 (1%)	0 (0%)	410 (5%)	371 (5%)	101 (1%)

**\*Impacts greater than 2.5 the Regional Average OR greater than 1000 people**

### Regional Averages (from MTIP):

	Regional Average	2.5 times the R.A.
Black Alone	3%	7.5%
American Indian/Alaskan Alone	0.7%	1.8%
Asian Alone	5.2%	13%
Hispanic Ethnicity	8%	20%
Non-English speaking	1%	2.5%

Notes from spreadsheet "STIP Projects.xls"

Population Low-Income: POV\_UP2

Population non-English-speaking: [5\_17NOTNO+18\_64NOTNO+OVER65NOTN]

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

# JPACT Recommendation

Planning & Travel Options	Planning			Bike/Trail			Pedestrian				
	Score	Requested Amount (millions of \$)		Score	Requested Amount (millions of \$)		Score	Requested Amount (millions of \$)			
	<b>Recommended for Funding</b>			<b>Recommended for Funding</b>			<b>Recommended for Funding</b>				
n/a	PI0005	Regional Freight Planning: Region wide	\$0.300	93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1.237	90	Pd3163	Forest Grove Town Center Pedestrian Improvements	\$0.660
n/a	PI0001	MPO Required Planning: Region wide	\$1.731	82	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$0.966	88	Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000	81	Bk2055	Springwater Trailhead at Main City Park	\$0.310	74	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.530
n/a	PI5053	Multi-Use Path Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott - Scouter's Loop	\$0.300	76	Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890				
n/a	PI0002	Next Priority Corridor Study	\$0.500	75	Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$0.742				
n/a	PI1017	Willamete Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0.688	73	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675				
		<b>Subtotal:</b>	<b>\$5.519</b>			<b>Subtotal:</b>	<b>\$5.420</b>			<b>Subtotal:</b>	<b>\$1.640</b>
	Not Recommended for Further Consideration in Final Cut			Not Recommended for Further Consideration in Final Cut			Not Recommended for Further Consideration in Final Cut				
n/a	PI0004	Livable Streets Update: Region wide	\$0.200	67	Bk5110	Jennifer St: 106th to 122nd	\$0.550	78	Pd1227	Tacoma Street: 6th to 21st	\$1.402
n/a	PI9000	Bike Model and Interactive Map: Region wide	\$0.201	65	Bk3072	Powerline Trail (north): Schueback Park to Burntwood Dr. (Con)	\$0.900	75	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$1.400
n/a	PI5053	Multi-Use Path Master Plans: Sullivan's Gulch	\$0.290	93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$0.372	44	Pd1019	Transit Safe Street Crossings	\$0.500
n/a	PI1017	Willamete Shoreline - Hwy 43 Transit preliminary engineering: Portland South Waterfront to Lake Oswego	\$1.350			<b>Subtotal:</b>	<b>\$1.822</b>	n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	\$0.250
		<b>Subtotal:</b>	<b>\$2.041</b>			<b>Subtotal:</b>	<b>\$1.822</b>			<b>Subtotal:</b>	<b>\$3.552</b>
	Not Recommended for Further Consideration in First Cut			Not Recommended for Further Consideration in First Cut			Not Recommended for Further Consideration in First Cut				
n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$1.725	63	Bk6057	Washington Square Regional Center Trail: Hwy. 217 to Fanno Creek Trail	\$1.256	68	Pd1080	SE Hawthorne: 20th to 50th	\$0.822
n/a	PI5016	I-205/Hwy 213 Interchange Reconnaissance Study	\$0.300	53	Bk6020	Powerline Trail (South): Barrows to Beef Bend Rd.	\$0.942	63	Pd3021	SW Scholls Ferry Road: Raleigh Hills town center	\$0.436
n/a	PI3121	Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road	\$1.900			<b>Subtotal:</b>	<b>\$2.198</b>	59	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0.923
n/a	TD0005	Fuller Road at I-205	\$0.500			<b>Subtotal:</b>	<b>\$2.198</b>	49	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0.707
		<b>Subtotal:</b>	<b>\$4.425</b>			<b>Subtotal:</b>	<b>\$2.198</b>	n/a	Pd8007	ODOT Preservation Supplement (Powell: 50th to I-205)	\$0.250
	<b>Mode Category Total:</b>			<b>Mode Category Total:</b>			<b>Mode Category Total:</b>				
	<b>\$11.985</b>			<b>\$9.440</b>			<b>\$8.330</b>				
	<b>Regional Travel Options</b>			<b>TOD</b>			<b>Transit</b>				
	<b>Recommended for Funding</b>			<b>Recommended for Funding</b>			<b>Recommended for Funding</b>				
n/a		Program management & administration	\$0.340	98	TD8005	Regional TOD LRT Station Area Program	\$3.000	n/a	Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16.000
n/a		Regional marketing program	\$2.960	95	TD0002	Regional TOD Urban Center Program	\$1.000	n/a	Tr1002	I-205 Supplemental	\$2.600
n/a		Regional evaluation	\$0.300	88	TD0003	Site acquisition: Beaverton regional center	\$2.000	93	Tr8035	Frequent Bus Capital program	\$2.750
n/a		1 TravelSmart	\$0.500			<b>Subtotal:</b>	<b>\$6.000</b>	81	Tr1106	Eastside Streetcar (Con)	\$1.000
		<b>Subtotal:</b>	<b>\$4.100</b>			<b>Subtotal:</b>	<b>\$6.000</b>	57	Tr5126	South Metro Amtrak Station: Phase II	\$0.900
	Not Recommended for Further Consideration in Final Cut			Not Recommended for Further Consideration in Final Cut			Not Recommended for Further Consideration in Final Cut				
n/a		1 TravelSmart	\$0.500	95	TD0002	Regional TOD Urban Center Program	\$0.500	57	Tr5126	South Metro Amtrak Station: Phase II	\$0.250
n/a		Regional Vanpool fleet	\$0.503	88	TD0003	Site acquisition: Beaverton regional center	\$1.000	28	RC8038	SW Ash Street extension (PE-ROW)	\$0.639
n/a		1 TravelSmart projects	\$0.500	81	TD0004	Gateway Transit Center Redevelopment	\$0.500				
		<b>Subtotal:</b>	<b>\$1.503</b>	98	TD8005	Regional TOD LRT Station Area Program	\$0.500				
		<b>Subtotal:</b>	<b>\$1.503</b>			<b>Subtotal:</b>	<b>\$3.000</b>			<b>Subtotal:</b>	<b>\$0.889</b>
	Not Recommended for Further Consideration in First Cut			Not Recommended for Further Consideration in First Cut			Not Recommended for Further Consideration in First Cut				
n/a		2 TravelSmart Projects	\$1.000			<b>Subtotal:</b>	<b>\$0.000</b>	28	RC8038	SW Ash Street extension (construction)	\$0.212
		<b>Subtotal:</b>	<b>\$1.000</b>			<b>Subtotal:</b>	<b>\$0.000</b>			<b>Subtotal:</b>	<b>\$0.212</b>
	<b>Mode Category Total:</b>			<b>Mode Category Total:</b>			<b>Mode Category Total:</b>				
	<b>\$6.603</b>			<b>\$9.000</b>			<b>\$24.351</b>				

# JPACT Recommendation

Roads & Bridges	Road Capacity		Road Reconstruction		Boulevard	
	Score	Requested Amount (millions of \$)	Score	Requested Amount (millions of \$)	Score	Requested Amount (millions of \$)
	<b>Recommended for Funding</b>		<b>Recommended for Funding</b>		<b>Recommended for Funding</b>	
	74 RC6014 SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1,000	91 Fr3166 10th Avenue at Highway 8 Intersections	\$0.837	102 Bd3020 Rose Biggi extension: Crescent St. to Hall (PE)	\$0.580
	65 RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1,000	88 RR2035 Cleveland St.: NE Stark to SE Powell	\$1,000	97 Bd1051 Burnside Street: Bridge to E 14th (PE)	\$1,650
	62 RC7000 SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW) <sup>3</sup>	\$2,000			95 Bd1260 Killingsworth: N Commercial to NE MLK (PE)	\$0,400
	<b>Subtotal:</b>	<b>\$4,000</b>	<b>Subtotal:</b>	<b>\$1,837</b>	<b>Subtotal:</b>	<b>\$2,630</b>
	Not Recommended for Further Consideration in Final Cut		Not Recommended for Further Consideration in Final Cut		Not Recommended for Further Consideration in Final Cut	
	65 RC2110 Wood Village Blvd.: Arata to Halsey	\$0,815	91 RR1053 Naito Parkway: NW Davis to SW Market	\$3,840	Bd3020 Rose Biggi extension: Crescent St. to Hall (ROW)	\$1,140
	65 Pd6127 Boones Ferry Road at Lanewood Street	\$1,400	88 RR2035 Cleveland St.: NE Stark to SE Powell	\$0,540	Bd3020 Rose Biggi extension: Crescent St. to Hall (Con)	\$2,087
	RC7000 SE 172nd Ave: Phase I; Sunnyside to Hwy 212 (ROW)	\$2,300	84 RR5037 Lake Rd: 21st to Hwy 224	\$1,884	Bd1051 Burnside Street: Bridge to E 14th (PE)	\$1,710
	46 RC5103 Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500			Bd1260 Killingsworth: I-5 Overpass	\$0,935
	65 RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$0,411			Bd1260 Killingsworth: N Commercial to NE MLK (Con)	\$1,679
	<b>Subtotal:</b>	<b>\$5,426</b>	<b>Subtotal:</b>	<b>\$6,264</b>	<b>Subtotal:</b>	<b>\$2,535</b>
	Not Recommended for Further Consideration in First Cut		Not Recommended for Further Consideration in First Cut		Not Recommended for Further Consideration in First Cut	
	RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1,489	81 RR2001 NE 242nd Ave.: Stark to Glisan	\$0,840	87 Bd3169 E Baseline: 10th to 20th	\$2,447
	56 RC3114 NE 28th Avenue: East Main to Grant	\$1,682	70 RR1209 NW 23rd Avenue: Burnside to Lovejoy	\$2,694		
	<b>Subtotal:</b>	<b>\$1,682</b>	<b>Subtotal:</b>	<b>\$2,694</b>	<b>Subtotal:</b>	<b>\$2,447</b>
	<b>Mode Category Total:</b>	<b>\$9,426</b>	<b>Mode Category Total:</b>	<b>\$8,101</b>	<b>Mode Category Total:</b>	<b>\$15,163</b>
	<b>Freight</b>		<b>Large Bridge</b>		<b>Green Streets</b>	
	Score	Requested Amount (millions of \$)	Score	Requested Amount (millions of \$)	Score	Requested Amount (millions of \$)
	<b>Recommended for Funding</b>		<b>Recommended for Funding</b>		<b>Recommended for Funding</b>	
	79 Fr4063 N Lombard: Slough overcrossing	\$2,000	71 RR1012 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$2,000	93 GS2123 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000
	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				
	<b>Subtotal:</b>	<b>\$5,720</b>	<b>Subtotal:</b>	<b>\$2,000</b>	<b>Subtotal:</b>	<b>\$1,000</b>
	Not Recommended for Further Consideration in Final Cut		Not Recommended for Further Consideration in Final Cut		Not Recommended for Further Consideration in Final Cut	
	79 Fr4063 N Lombard: Slough overcrossing	\$0,210	RR1012 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1,600	88 GS1224 NE Cully Boulevard: Prescott to Killingsworth	\$2,457
	61 Fr2074 NE Sandy Blvd. (PE/ROW): 207th to 238th	\$0,630			GS2123 Beaver Creek Culverts: Troutdale, Cochran, Stark	\$0,470
	<b>Subtotal:</b>	<b>\$0,630</b>	<b>Subtotal:</b>	<b>\$1,600</b>	<b>Subtotal:</b>	<b>\$0,470</b>
	Not Recommended for Further Consideration in First Cut		Not Recommended for Further Consideration in First Cut		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				
	<b>Subtotal:</b>	<b>\$5,410</b>	<b>Subtotal:</b>	<b>\$0,000</b>	<b>Subtotal:</b>	<b>\$0,000</b>
	<b>Mode Category Total:</b>	<b>\$11,760</b>	<b>Mode Category Total:</b>	<b>\$3,600</b>	<b>Mode Category Total:</b>	<b>\$1,470</b>

**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 (Schueback 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 172<sup>nd</sup> 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; 2<sup>nd</sup> 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**

(PI0002): 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; 2<sup>nd</sup> 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; 2<sup>nd</sup> edition; June 2002).

(RC7001) The 172<sup>nd</sup> 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 172<sup>nd</sup> 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; 2<sup>nd</sup> 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 10<sup>th</sup> 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.

**Transportation Priorities 2008-11  
JPACT Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	\$1.366	\$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	\$1.200	\$0	\$0
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	\$0.600	\$0	\$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1.875	\$1.875	\$1.100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3.698	\$1.800	\$0
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	\$0.600	\$0.600	\$0.600
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	\$1.873	\$0	\$0
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	\$0.300	\$0.300	\$0.300
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	\$0.224	\$0.224	\$0.224
	Bk5053	Milwaukie to Lake Oswego Trail	\$0.583	\$0.583	\$0
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	\$2.987	\$0	\$0
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0
	<b>Subtotal</b>			<b>\$15.606</b>	<b>\$6.748</b>
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$3.231	\$3.231	\$3.231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	\$4.700	\$4.700	\$3.000
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	\$2.800	\$2.800	\$0
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	\$1.918	\$1.918	\$0
	Bd2104	SE Burnside: 181 Street to Stark Street	\$1.500	\$0.300	\$0.300
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	\$1.955	\$1.955	\$0
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5.387	\$0	\$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3.491	\$3.491	\$0
	<b>Subtotal</b>			<b>\$24.982</b>	<b>\$18.395</b>
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1.800	\$1.800	\$1.000
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0
	DR0001	Cascade Sierra SmartWay Technology: region wide	\$0.200	\$0.200	\$0.200
<b>Subtotal</b>			<b>\$2.700</b>	<b>\$2.000</b>	<b>\$1.200</b>
Freight	Fr4044	82nd Ave/Columbia intersection improvements	\$2.000	\$2.000	\$2.000
	Fr0002	Portland Road/Columbia Blvd	\$0.538	\$0.538	\$0.538
	Fr0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	\$3.967	\$0	\$0
<b>Subtotal</b>			<b>\$6.506</b>	<b>\$2.538</b>	<b>\$2.538</b>
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	\$1.055	\$1.055
<b>Subtotal</b>			<b>\$1.055</b>	<b>\$1.055</b>	<b>\$1.055</b>
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	\$3.207	\$3.207	\$1.600
	GS6050	Main Street: Rail Corridor to 99W, Tigard	\$2.540	\$2.540	\$2.540
<b>Subtotal</b>			<b>\$5.747</b>	<b>\$5.747</b>	<b>\$4.140</b>
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0
	<b>Subtotal</b>			<b>\$2.000</b>	<b>\$2.000</b>
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0.887	\$0.887	\$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$1.931	\$1.931	\$1.931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	\$1.655	\$1.655	\$0
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	\$0.359	\$0.359	\$0.359
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	\$0.712	\$0	\$0
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1.100	\$0	\$0
<b>Subtotal</b>			<b>\$6.643</b>	<b>\$4.831</b>	<b>\$3.176</b>

**Transportation Priorities 2008-11  
JPACT Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	JPACT Final cut recommendation
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	\$0.200	\$0.250	\$0.250
	Pd8035	Pedestrian Network Analysis: region wide	\$0.247	\$0.125	\$0.125
	PI0003	Tanasbourne town center planning study: Hillsboro	\$0.200	\$0	\$0
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350	\$0
		<b>Subtotal</b>	<b>\$3.840</b>	<b>\$3.318</b>	<b>\$2.668</b>
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.279
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200	\$0
			<b>Subtotal</b>	<b>\$5.647</b>	<b>\$5.047</b>
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	\$1.500	\$1.500
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	\$4.284	\$4.284	\$0
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	\$1.561	\$0	\$0
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0.600
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500	\$0.373
	PI0007	Happy Valley Town Center arterial street planning	\$0.432	\$0.432	\$0
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	\$1.500	\$0	\$0
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0
			<b>Subtotal</b>	<b>\$24.035</b>	<b>\$14.783</b>
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000	\$1.000
			<b>Subtotal</b>	<b>\$3.000</b>	<b>\$1.000</b>
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	\$1.000	\$1.000	\$0
	Tr8035	On-street transit facilities: region wide	\$2.750	\$2.750	\$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	\$2.000	\$2.000	\$2.000
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	\$0.160	\$0.160	\$0
			<b>Subtotal</b>	<b>\$5.910</b>	<b>\$5.910</b>
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$2.000	\$2.000	\$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	\$0.202	\$0.202	\$0
			<b>Subtotal</b>	<b>\$6.202</b>	<b>\$6.202</b>
		<b>Bond Payment</b>	<b>\$18.600</b>		
		<b>Grand Total</b>	<b>\$132.473</b>	<b>\$79.575</b>	<b>\$45.400</b>
		<b>100% target</b>	<b>\$45.400</b>		

**Transportation Priorities 2008-11:  
*Investing in the 2040 Growth Concept***

**Conditions of Program Approval**

**Bike/Trail**

All projects will meet Metro signage and public notification requirements.

(Bk1126) The NE/SE 50s Bikeway 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 Asian (3,268) and low-income (1,702) populations in the vicinity of the project.

(Bk3014) The Westside Corridor Trail 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 Asian population (1,023) in the vicinity of the project.

(Bk0001) The Sullivan's Gulch Trail 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 Asian (1,127) and low-income (2,151) populations in the vicinity of the 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* guidebook (Metro; 2<sup>nd</sup> 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).

(Bd3169) The East Baseline: 10<sup>th</sup> to 19<sup>th</sup> street 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 (2,064) and low-income (1,903) 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 (3,433) population in the vicinity of the project.

## **Freight**

(Fr0002) The Portland Road/Columbia 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 (524) and low-income (1,378) populations 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 low-income (1,024) population 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**

(PI0002): 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; 2<sup>nd</sup> 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; 2<sup>nd</sup> edition; June 2002).

(RC5069) The Harmony Road project funding is conditioned on development of a project design that seeks in priority order to avoid, minimize and then mitigate the environmental impacts of the project. Mitigation strategies should include a comprehensive strategy for restoration of the stream and upland resources in the vicinity of the project and not simply the direct impacts associated with the proposed construction activities.

The Intelligent Transportation System (ITS) program funding is conditioned on the Transport Subcommittee of TPAC making a recommendation of project scope and cost to TPAC, JPACT and the Metro Council on how these funds should be allocated.

Transport's recommendation should be developed considering the following direction:

1. Projects will be consistent with the National ITS Architecture and Standards and Final Rule (23 CFR Section 940), including that a systems engineering process has or will be followed during project development.
2. First consideration of funding will be allocated to a project of similar scope as the Tualatin-Sherwood Road ATMS: I-5 to Hwy 99 project application.
3. Consideration will also be given to the projects defined in the Clackamas County ITS application.
4. Additional project considerations should be developed through Regional Concept of Transportation Operations (RCTO) processes, as priority "proof-of-concept" demonstration projects, or as part of an opportunity fund for supportive infrastructure or spot improvements.
5. Project recommendations should be evaluated in the context of a regional strategy for use of programmatic ITS funding, and consider the benefits and trade-offs in mobility, reliability, 2040 priority land-use access, and safety.

### **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; 2<sup>nd</sup> edition; June 2002).

### **Transit Oriented Development (TOD)**

All projects will meet Metro signage and public notification requirements.

### **Transit**

Capital projects will meet Metro signage and public notification requirements.

(Tr1003) The South Corridor Phase II 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 (5,472) and disabled (1,807) populations in the vicinity 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)**



## **Sign Guidelines**

### **Metro MTIP**

**Road-related Projects** (Boulevard, Capacity, Green Street Demonstration, On-street Bicycle, Pedestrian, and Reconstruction projects)

#### ***Construction Phase Only***

Sign Material: Plywood or sheet aluminum, high intensity sign sheeting

Sign Background: white, reflective sheeting

Sign Message and Border: blue, reflective sheeting

Standard Sign Size: Posted speeds equal or less than 25 MPH, 30 inches by 30 inches  
Posted speeds more than 25 MPH, 36 inches by 36 inches

Text Size: Posted speeds equal or less than 25 MPH, 4 inches or more  
Posted speeds more than 25 MPH, 5 inches or more

Content: Metro logo displayed with that of project sponsor  
“This project funded in part by grants distributed through Metro”

Sign Mounting: Ground mounted signs not protected by guardrails or barriers should be installed on breakaway posts. Any sign support that could be struck by a vehicle should be of breakaway type: 4” by 4” wood posts are considered to be breakaway.

#### **Multi-Use Trail Projects**

##### ***Permanent Sign***

Sign Material: Any permanent material

Sign Size: 18 inches by 24 inches to 36 inches by 24 inches

Text Size: 1 inch or more

Content: Metro logo displayed with that of project sponsor  
“This project funded in part by grants distributed through Metro”

Sign Location: Key trailhead access points

**Transit Oriented Development Projects**  
***Permanent Sign***

Sign Material: Any permanent material

Sign Size: 18 inches by 18 inches to 36 inches by 24 inches

Text Size: 1 inch or more

Content: Metro logo displayed  
“This development funded in part by grants distributed through Metro”

Sign Location: Location in vicinity of primary building entrance clearly visible from public location such as sidewalk.

Note: Supplemental text describing other participation in project development and purpose of public participation is encouraged.

ODOT Sign Design Manual and Sign Policy Guidelines:

[www.odot.state.or.us/traffic](http://www.odot.state.or.us/traffic)

Julia Wellner; ODOT Sign Engineer 503-986-3610

ODOT Sign Shop

503-986-2805

Public agencies may use the ODOT Sign Shop

List of private sector sign companies available from ODOT

**Project Programming by Fund Type**

Placeholder for STP and CMAQ Tables

**STIP/MTIP Amendment Process  
Summary Table**

## STIP/ TIP AMENDMENTS

Type of Change	OTC Approval	Region 1 or State-wide	Federal Action	Full Amendment	Administrative Amendment	Financial Plan/ Change only	Region 1 Project Delivery Line Team (RPDLT) Approval	Metro Approval Process (for projects in the MPO)
<b>If it is NOT in the STIP:</b>								
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)
<b>If it is already in the STIP:</b>								
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 funds

\*\*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.

**Approval Documentation**

- Adopting Resolution
- Governor Approval of MTIP
- US DOT Approval of STIP

Placeholder for Approval Documentation



*Appendix 11*

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**Calendar of Activities**



**METRO**

**2007 Transportation Priorities  
And 2008-11 MTIP:  
*Investing in the 2040 Growth Concept***

# **Calendar of Activities**

**2006**

<b>February</b>	JPACT/Metro Council adopt Program policy objectives.
<b>March</b>	Pre-application materials available – brief Coordinating Committees.
<b>April 30</b>	Pre-applications due to Metro.
<b>May</b>	Metro/ODOT conferences with applicant agencies.
<b>June 13</b>	Prep-JPACT review of Metro TIP applications
<b>June 20</b>	Council work session review of Metro TIP applications
<b>June 29</b>	Metro Council approval of Metro TIP applications
<b>June 30</b>	Final applications due to Metro
<b>August 14</b>	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
<b>August 25</b>	TPAC review of draft Metro Staff recommended First Cut List.
<b>September 8</b>	JPACT review of draft Metro Staff recommended First Cut List.
<b>September 29</b>	TPAC action on First Cut List.
<b>October 10</b>	Metro Council work session on release of First Cut List.
<b>October 12</b>	JPACT action on release of First Cut List.

**October 13 –  
December 1** Public comment period, listening posts on First Cut List and Draft ODOT STIP (including TriMet TIP and SMART programming).

November 9 (Thursday)  
Springwater Trail Room  
City Hall Building  
1333 NW Eastman Parkway, Gresham

November 13 (Monday)  
Beaverton Community Center  
12350 SW 5th St  
Community Room (testimony) and Vose Room (exhibits/information)

November 14 (Tuesday)  
Pioneer Community Center  
615 Fifth St  
Oregon City

November 16 (Thursday)  
Council Chamber (testimony) and Council Annex (exhibits/information)  
Metro Central  
600 NE Grand Ave  
Portland

**December 1** End of Public comment period

**December 12** Metro Council work session: receive Executive Summary of Public Comment report, discuss policy issues for Final Cut.

**December 14** JPACT: receive Executive Summary of Public Comment report, discuss policy issues for Final Cut.

## 2007

**January 18** JPACT action on policy direction to staff on narrowing to the Final Cut List.

**January 26** TPAC discussion on Final Cut List.

**February 2** TPAC action on Final Cut List (Special meeting).

**February 13** Public hearing on draft Final Cut List (Joint JPACT/Metro Council).

**February 22** JPACT briefing on Final Cut List recommendation from TPAC.

**March 1** JPACT action on Final Cut List pending air quality analysis.

**March 15** Metro Council action on Final Cut List pending air quality analysis.

<b>March 30</b>	Transit element of MTIP review at TPAC.
<b>April 12</b>	Transit element of MTIP action at JPACT.
<b>April - June</b>	Programming of funds. Air quality conformity analysis.
<b>June - July</b>	Public review of draft MTIP with air quality conformity analysis.
<b>August</b>	Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.
<b>September</b>	Receive approval of air quality conformity and STIP from USDOT.
<b>October</b>	Obligation of FFY 2008 programming begins.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 07-3825, FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

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Date: August 16, 2007

Prepared by: Ted Leybold

## BACKGROUND

The 2008-11 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region for the federal fiscal years 2008 through 2011 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP; “regional flexible funds” whose projects are selected in the Transportation Priorities process by JPACT and the Metro Council, projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process, and transit projects proposed by the region’s transit agencies. Federal regulations designate JPACT and the Metro Council as the bodies responsible for allocating the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs recently selected by JPACT and the Metro Council to receive regional flexible funds for the years 2010 and 2011 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Furthermore, previous programming of these funds for the years 2008 and 2009 have been updated to reflect changes in construction schedules and project costs.

The programming of state highway funds is proposed through the state wide State Transportation Improvement Program process. Projects and programs within the Metro region are summarized within the MTIP. Projects that increase vehicle capacity is included in Table 4.1. Other state projects: bridge rehabilitation, pavement preservation, safety, and operations are summarized in Tables 4.2.1 through 4.2.4.

The programming of federal transit funds to the metropolitan region is summarized in Table 2.2-1. In addition to the regional flexible funds programmed to transit activities through the Transportation Priorities process, there are several types of federal funds summarized, including rail new starts, a program for low income access to jobs, allocations for bus purchases and allocations for maintenance of the bus and rail systems. The proposed programming of funds is consistent with the TriMet Transit Investment Plan, a 5-year rolling capital improvement program that guides the short-term implementation of the 20-year Regional Transportation Plan.

Adoption of this resolution would fulfill JPACT and the Metro Council’s role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2008 through 2011.

## ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as SAFETEA-LU). The allocation process is intended to implement the Transportation Priorities 2005 and 2007 program allocations as defined by Metro Resolution Nos. 05-3529 and 07-3773. This MTIP must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 04-1045A. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which would be accomplished through action on draft Metro Resolution No. 07-3824.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. This includes \$928,000 of federal funds to be used for planning activities at Metro in the next fiscal year. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$405,000 through the course of the 2008 – 2011 time period. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$830,000 of required local match for other regional planning and program activities over the course of the 2008 – 2011 time period.

## RECOMMENDED ACTION

Approve the resolution as recommended.