



**METRO**

TEL 503-797-1916 FAX 503-797-1930

**MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

**DATE: January 25, 2008**

**TIME: 9:30 A.M.**

**PLACE: Metro Regional Center, 370A/B**

- |          |       |   |                                      |
|----------|-------|---|--------------------------------------|
| 9:30 AM  | 1.    | Call to Order and Declaration of a Quorum   | Andy Cotugno                         |
| 9:30 AM  | 2.    | Citizen Communications to TPAC on Non-Agenda Items  |                                      |
| 9:40 AM  | 3. *  | Approval of TPAC Minutes for January 4, 2008  | Andy Cotugno                         |
| 9:45 AM  | 4.    | Future Agenda Items <ul style="list-style-type: none"> <li>• Willamette River Bridges</li> <li>• PSU Bicycle Transportation Study (March 28<sup>th</sup>)</li> </ul>  | Andy Cotugno                         |
|          | 5.    | <b><u>ACTION ITEMS</u></b>  |                                      |
| 9:45 AM  | 5.1 * | Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations – <u>RECOMMENDATION TO JPACT REQUESTED</u>                     | Andy Cotugno                         |
| 9:50 AM  | 5.2 * | ODOT Region 1 Modernization Reduction Air Quality Conformity Determination – <u>APPROVAL REQUESTED</u>  | Mark Turpel                          |
| 9:55 AM  | 5.3 # | Resolution No. 08-3913, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Reduce the ODOT Region 1 Modernization Program – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Rian Windsheimer                     |
|          | 6.    | <b><u>INFORMATION/ DISCUSSION ITEMS</u></b>   |                                      |
| 10:10 AM | 6.1 * | RTP Air Quality Conformity Consultation – <u>DISCUSSION</u>   | Mark Turpel                          |
| 10:40 AM | 6.2   | MTIP Policy Update – <u>DISCUSSION</u>  | Ted Leybold                          |
| 11:00 AM | 6.3 * | Draft FY 2008-09 Unified Planning Work Program – <u>INFORMATION</u>   | Andy Cotugno                         |
| 11:15 AM | 6.4   | Financial Incentives Toolkit & SDC Report – <u>INFORMATION</u>  | Miranda Bateschell<br>Malu Wilkinson |
| 11:45 AM | 7.0   | ADJOURN   | Andy Cotugno                         |

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Upcoming TPAC Meetings: February 22<sup>nd</sup> (Rescheduled from Feb. 29<sup>th</sup>)  
March 28<sup>th</sup>

- |    |   |   |
|----|---|---|
| *  | Material available electronically.      | Please call 503-797-1916 for a paper copy       |
| ** | Material to be emailed at a later date. |   |
| #  | Material provided at meeting.           | All materials will be available at the meeting. |



**METRO**

**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

January 4, 2008

Metro Regional Center

**MEMBERS PRESENT**

Sorin Garber  
Elissa Gertler  
Nancy Kraushaar  
Mike McKillip  
Dave Nordberg  
Louis A. Ornelas  
Ron Papsdorf  
John Reinhold  
Phil Selinger  
Karen Schilling  
April Siebenaler  
Paul Smith  
Rian Windsheimer

**AFFILIATION**

Citizen  
Clackamas County  
City of Oregon City/Cities of Clackamas County  
City of Tualatin/Cities of Washington County  
DEQ  
Citizen  
City of Gresham  
Citizen  
TriMet  
Multnomah County  
Citizen  
City of Portland  
ODOT

**MEMBERS ABSENT**

Scott Bricker  
Jack Burkman  
Bret Curtis  
John Hoefs  
Susie Lahsene  
Dean Lookingbill  
Satvinder Sandhu  
Sreya Sarkar

**AFFILIATION**

Citizen  
WASDOT  
Washington County  
C-TRAN  
Port of Portland  
SW Washington RTC  
FHWA  
Citizen

**ALTERNATES PRESENT**

Andy Back  
Robin McCaffrey

**AFFILIATION**

Washington County  
Port of Portland

**GUESTS PRESENT**

Tom Arnold  
Theresa Carr  
Danielle Cowen  
Evan Dust

**AFFILIATION**

Parametix  
CH2M Hill  
City of Wilsonville/City of Clackamas County  
HDR

Marianne Fitzgerald	DEQ
Steven Matthews	Principle Management Ltd.
Akin Owasekan	ODOT
Lidwien Rahman	ODOT
Derek Robins	City of Forest Grove
Sam Seskidy	CH2M Hill
Ron Wienman	Clackamas County

### **STAFF**

Andy Cotugno, Robin McArthur, Tom Kloster, Josh Naramore, Pat Emmerson, Tony Mendoza, Anthony Butzek, Ted Leybold, Crista Gardner, Kelsey Newell

### **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:32 a.m.

Chair Cotugno welcomed and introduced new TPAC community representatives Mr. Louis Ornelas and Ms. April Siebenaler.

### **2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There were none.

### **3. APPROVAL OF TPAC MINUTES FOR NOVEMBER 2, 2007**

MOTION: Mr. Phil Selinger moved, Ms. Karen Schilling seconded, to approve the November 30, 2007 meeting minutes. With all in favor, the motion passed.

### **4. FUTURE AGENDA ITEMS**

Future agenda items were not discussed.

### **5. ACTION ITEMS**

#### **5.1 Air Consultation Regarding the Proposed Amendment to Add the US30B (Sandy Boulevard): 122<sup>nd</sup> to 141<sup>st</sup> Safety Project to the 2008-11 MTIP**

Mr. Ted Leybold appeared before the committee and presented information on the air quality conformity analysis of the 2008-11 Metropolitan Transportation Improvement Program (MTIP) for the US30B: 122<sup>nd</sup> to 141<sup>st</sup> Safety project. In the process of coordinating the MTIP and the State Transportation Improvement Program (STIP), Metro and ODOT determined inconsistencies between the two documents with the Sandy Boulevard project necessitating an MTIP amendment. Mr. Leybold stated that the Sandy Boulevard project is not a regionally significant project with regards to potential air quality impacts and that DEQ and the ODOT environmental section supported Metro's findings.

MOTION: Mr. Dave Nordberg moved, Mr. John Reinhold seconded, to approve Metro's findings that the US30B: 122<sup>nd</sup> to 141<sup>st</sup> Safety Project is not a regionally significant project with regards to potential air quality impacts.

Discussion: Ms. Karen Schilling noted changes to Mr. Leybold's memorandum, citing additional project information from ODOT is needed. Mr. Leybold agreed to amend the findings with this information.

ACTION TAKEN: With all in favor, the motion passed.

Mr. Leybold announced that Elderly and Disabled Transportation grant applications, administered through TriMet and ODOT, are now available. Completed applications are due January 30<sup>th</sup>. Additionally, the Transportation Enhancement (TE) program is also accepting grant applications. A TE application workshop, lead by Pat Fisher, is scheduled for Wed., Jan. 23<sup>rd</sup> from 10 a.m. to 12:00 p.m. in the Metro Council Chambers.

## **5.2 Resolution No. 08-3899, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Include the US30B: 122<sup>nd</sup> to 141<sup>st</sup> Safety Project and the I-205: Willamette River Bridge Project**

Mr. Leybold briefly introduced Resolution No. 08-3899 which addresses the Sandy Boulevard and I-205: Willamette River Bridge projects. He clarified that the I-205: Willamette River Bridge project is exempt from air quality conformity by federal rule and therefore did not require an air quality conformity analysis.

ODOT stated that the Willamette River Bridge and Sandy Boulevard projects cost \$14.5 and \$3.9 million dollars respectively. The projects will be financed through the STIP and ODOT safety program funds.

MOTION: Mr. Rian Windsheimer moved, Mr. Ron Papsdorf seconded, to approve Resolution No. 08-3899.

ACTION TAKEN: With all in favor, the motion passed.

## **6. INFORMATION / DISCUSSION ITEMS**

### **6.1 Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations**

Chair Cotugno briefly presented Resolution No. 08-3891, which establishes the federal earmark priorities for Portland and the surrounding area. Local agencies and jurisdictions were asked to submit no more than two highway projects for FHWA earmarking funds. In addition to the highway earmark requests, Chair Cotugno stated that the resolution's proposed transit projects are based on the region's priorities and projects currently under analysis and/or construction.

The resolution states that the Columbia River Crossing (CRC) project is the region's top, but not exclusive, priority. Staff felt that establishing the project as a top priority, with national and regional significance, would help the project secure federal funds during the 2009 reauthorization.

Discussion:

Mr. Windsheimer stated that ODOT would no longer request federal funding for the 82<sup>nd</sup> Avenue Safety Improvements.

Ms. Schilling recommended that the staff report include language addressing the CRC as an established regional priority. In addition, Mr. Paul Smith recommended the document reference to the importance the CRC project has on freight movement.

Mr. Selinger recommended that the staff report be updated to read, "...continue developing a cooperative strategy to address the multimodal transportation needs in the Columbia River Crossing Corridor" to clarify the multimodal component of the project.

Mr. Reinhold was concerned with recognizing the CRC project as a priority without addressing the impacts outside of the corridor. The committee recognized his concern, however, they recommended that the resolution focus on the priorities for the federal 2009 fiscal year and inform/advise JPACT that further analysis is necessary.

## **6.2 Scoping High Capacity Transit (HCT) System Plan**

Mr. Tony Mendoza appeared before the committee and gave a brief presentation on the Metro High Capacity Transit (HCT) System Plan. (Presentation included as part of the meeting summary.) The presentation included information on:

- High Capacity Transit Vision
- Metro Planning Process
- Federal Transit Administration (FTA) Process
- Regional Transportation Plan (RTP) Goals
- HCT Work Plan Consideration
- Resources (available through FTA, Metro, TriMet, City of Portland and LEED)
- Base Performance Measures

Project next steps include the completion of the scope of work and the development of a project advisory committee consisting of TPAC and MTAC members.

Committee members recommended that staff consider the following within the HCT plan:

- Long-term lifecycle investment strategies (social, economic, environmental)
- Unified transit and land-use components
- The federal process
- Coordination and consistency between the RTP and HCT
- Look at corridors that are not just roads

- Traffic performance
- Consideration of freight impacts
- A finance plan
- Employment and housing distribution
- Connection of regional centers
- Incorporate other plans (e.g. regional commuter rail plan or the statewide rail freight plan)
- Use economic and land-use development patterns to help define new potential transit ways
- Strategies to help increase ridership
- Update the maps to indicate potential further expansion to areas beyond the UGB, such as out of the I-84 corridor
- Coverage (completing the transit system)

### **6.3 Input on Reduction to the ODOT Modernization Program**

Mr. Windsheimer stated that in order to resolve a shortfall in modernization funds, the Oregon Transportation Commission (OTC) has directed that the modernization portion of the approved 2008-11 STIP be reduced by \$70 million. Of that total, ODOT Region 1 is expected to reduce their modernization allocations by \$26,040 million. (All handouts included as part of the meeting record.)

Mr. Windshiemer stated that project readiness and leverage were the two reduction criteria for Region 1. Proposed projects for modernization fund reductions include (1) Highway 26 – Cornell to 185<sup>th</sup>, (2) I-5: Victory to Lombard Phase II, (3) Springwater, (4) Glenco Road Reconstruction, and (5) US 26 Veneer Lane to Paha Loop.

Members were concerned that projects taking modernization fund cuts now, may not receive the necessary funding for improvements later. Further discussion is needed on how these projects will be funded during the next STIP cycle. Additional discussion included increased communication to the public on gas taxes and modernization funds.

### **6.4 Overview of "Portland Air Toxics Solutions"**

Ms. Sarah Armitage of DEQ appeared before the committee and provided a presentation on Portland air toxic solutions. (Presentation and handouts included as part of the meeting record.)

The presentation included information on:

- Oregon's Air Toxic program
- Portland Air toxic Solutions (PATs) – committee goals and process
- Prioritizing and Selecting the First Geographic Area
- Draft Prioritization
- Portland Air Toxics of Concern
- PAT Boundary Criteria
- Maps of Existing AQ Boundaries and Census Tracts by Risk from NATA 1999
  - NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries
  - NATA Census Tracts by Risk and Vehicle Inspection Boundary

Project next steps include notice of the PATS study areas and development of a PATS advisory committee and stakeholder process. The advisory committee will be responsible for creating a plan to reduce local air toxic emissions down to benchmarks within 10 years.

Committee members were concerned that air toxics span beyond the Portland area into Vancouver. Ms. Armitage stated that Oregon and Washington do not have the same state regulations, but that SW Clean Air Authority has expressed interest in the project. Sections of Clark County will be included in the study.

Members recommended that the Port of Portland, American Lung Association and the public health and healthcare industries (e.g. hospitals or insurance companies) be considered as potential stakeholders.

7. **ADJOURN**

As there was no further business, Chair Cotugno adjourned the meeting at 11:50 a.m.

Respectfully submitted,

Kelsey Newell  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 4, 2008**

The following have been included as part of the official public record:

<b>ITEM</b>	<b>TOPIC</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
6.2	Presentation	1/4/08	High Capacity Transit Plan Introduction by Tony Mendoza, Metro	010408t-01
6.2	Map	1/4/08	HCT Capacity Transit System Map	010408t-02
6.2	Chart	12/19/07	HCT Work Plan Summary	010408t-03
6.3	Handout	N/A	ODOT Propose Modernization Fund Reductions	010408t-04
6.4	Presentation	10408	Portland Air Toxics Solutions by Sarah Armitage, DEQ	010408t-05
6.4	Map	N/A	NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries	010408t-06
6.4	Map	M/A	NATA Census Tracts by Risk and Vehicle Inspection Boundary	010408t-07
	Newsletter	Fall 2007	ORTEC Fall 2007 Newsletter	010408t-08

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 08-3891  
PORTLAND REGIONAL FEDERAL )  
TRANSPORTATION PRIORITIES FOR )  
FEDERAL FISCAL YEAR 2009 ) Introduced by Councilor Rex Burkholder  
APPROPRIATIONS )

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution at their regular meeting on (date approved by JPACT); now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_ day of February 2008.

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David Bragdon, Council President

APPROVED AS TO FORM:

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Daniel B. Cooper, Metro Attorney



FY '09 Federal Transportation Appropriations Request List			
Project Type/Name	Appropriation Request (\$million)	Source	Purpose
<b>Regional Highway Earmark Priorities</b>			
Columbia River Crossing (ODOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Columbia River Crossing (WsDOT)	\$ 3.00	Interstate Maintenance Discretionary	Perliminary Engineering
<b>Total</b>	<b>\$ 6.00</b>		
<b>Regional Transit Earmark Priorities</b>			
South Corridor I-205/Portland Mall LRT Project (T/M)	\$ 80.00	FTA 5309 New Starts	Construction
Portland - Streetcar Loop Project	\$ 40.00	FTA Small Starts	Construction
TriMet Bus Replacement	\$ 13.184	FTA 5309 Bus & Bus Replacement	Replacement
Lake Oswego to Portland Transit Project DEIS	\$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville	\$ 2.00		
<b>Total</b>	<b>\$ 139.18</b>		
<b>Regional Support for Local/Agency Priorities</b>			
ODOT:I-5/I205 Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: Airport Way/I-205 Northbound Access	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: I-84/257th Ave. Troutdale Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Metro: Pacific University TOD Project	\$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	\$ 3.00	TCSP	Construction/Planning
Portland: NE Cully Blvd. Street Improvement	\$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	\$ 2.50	Surface Transportation Projects	Construction
Gresham: Springwater/US 26 Industrial Access	\$ 5.00	TCSP; STP	Construction
Milwaukie: Kellogg Creek Bridge Replacement	\$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	\$ 2.00	STP	Construction
Washington County: I-5/Highway 99W Connector	\$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	\$ 0.75	NHS	PE/DEIS
<b>Total</b>	<b>\$ 33.85</b>		
<b>Non-Transportation Appropriations Bills</b>			
Port of Portland: Columbia River Channel Deepening	\$ 29.00	Energy & Water	Construction
Multnomah County: Beaver Creek Culverts	\$ 5.00	Energy & Water	Construction
Clackamas County: Willamette Locks	\$ 5.00	Corps of Engineers	Operating
<b>Total</b>	<b>\$ 39.00</b>		
<b>Regional support for OTA Transit Priorities</b>			
South Clackamas: Bus Replacement	\$ 0.50	FTA 5309 Bus	Replacement
City of Sandy: Bus Replacement & Facility	\$ 1.00	FTA 5309 Bus	Replacement/Facility
City of Canby: Bus and Bus Facility	\$ 0.95	FTA 5309 Bus	Replacement/Facility
<b>Total</b>	<b>\$ 2.45</b>		
<b>Grand Total - Transportation Appropriations</b>	<b>\$ 220.48</b>		

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS**

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Date: December 11, 2007

Prepared by: Andy Cotugno

## **BACKGROUND**

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor through a multi-modal project. Furthermore, this resolution calls out the Columbia River Crossing separately for funding through the Federal Highway Administration. This is in recognition of the regional and national significance of the I-5 corridor and this segment, particularly relating to the impact on movement of freight. The intent is to have a preferred alternative for the Columbia River Crossing defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Designation of the Columbia River Crossing separately is not intended as an exclusive priority to the exclusion of funding for other projects. In addition, it is in recognition that other projects will be so designated in the future, much like the multi-year, multi-project approach to implementing a regional light rail system. Finally, funding for the Columbia River Crossing is with the understanding that the analysis that is underway will likely lead to identification of improvements beyond the project area that may need to be addressed in the future.

Beyond these regional transit and highway priorities, the resolution endorses a list of priority projects for earmarking through the federal highway appropriation from throughout the region. To ensure this resolution is limited to the highest priorities, the list is limited to no more than two projects per agency or subregional group of local governments. Included in the list are two priorities from Metro: A TOD project in partnership with Pacific University in Hillsboro by the Metro Planning Department and trail projects by the Metro Parks and Greenspaces Department. In addition this resolution endorses the project requests outside Metro's boundary from the transit districts surrounding Metro in Oregon and developed by the Southwest Washington Regional Transportation Council.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited their requests to two priorities each.

## **ANALYSIS/INFORMATION**

Staff Report, Resolution No. 08-3891

1. **Known Opposition** None known.
2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 07-3831A, Approving the Federal Component of the 2035 Regional Transportation Plan.
3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 09-10 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

#### **RECOMMENDED ACTION**

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.



**METRO**

DATE: January 18, 2007  
TO: Air Quality Consultation Interested Parties  
FROM: Ted Leybold: MTIP Manager  
Mark Turpel: Air Quality Manager  
SUBJECT: 2008-11 MTIP.

\* \* \* \* \*

Requested Action: Concur with proposed Metro staff recommendation of no additional air quality conformity determination analysis in order to revise the 2008-2011 MTIP to reflect ODOT Region 1 reductions to proposed Modernization projects.

Projects (3): Revision of ODOT Region 1 Modernization Projects –

- US 26: Access to Springwater (key# 13763);
- b) I-5 Victory Boulevard to Lombard Phase 2 (key # 15190); and,
- c) US 26: NW 185<sup>th</sup> Avenue to Cornell Road (key #14070).

Background: The Oregon Transportation Commission has concluded that the 2008-2011 State Transportation Improvement Plan (STIP), must be reduced by \$70 million dollars. For Region 1, which includes the Metro area, these reductions result in a reduction of \$25 million and include changes to the three ODOT Modernization projects listed above. (additional information about these reductions distributed to TPAC at your last meeting by ODOT are attached).

The proposed ODOT project changes are as follows:

- US26: Access to Springwater: revised scope savings;
- I-5 Victory Blvd to Lombard Phase 2 – Acquire right-of-way only;
- US26: NW 185<sup>th</sup> Ave.to Cornell Rd. – Delay, but construct 2010-2013.

Metro staff recommend that these proposed ODOT changes should have interagency consultation, but need no further air quality conformity analysis for the following reasons:

- 1) The US26 Access to Springwater project will still be completed in the timeframe that the current MTIP anticipates (2010) because ODOT and the local jurisdictions were able to coordinate projects with a resulting savings of \$1 million.
- 2) The I-5: Victory Blvd to Lombard Phase 2 project is reduced, but still includes purchase of right-of-way in the same timeframe (2008) and therefore would be modeled for air quality conformity – as has already been done with full construction assumption.
- 3) The US26: NW185th to Cornell Road project is delayed. However, ODOT will continue to fund Preliminary Engineering and has already purchased right-of-way for the project. ODOT still intend to schedule construction as part of the 2010-2013 STIP (currently it is programmed in the MTIP for 2010 construction). Further, because of the substantial difference estimated in the year 2010 between the motor vehicle emission budgets and projected Carbon Monoxide emissions, it is not likely that delay of this project would substantially change projected emissions or that the region would come close to the emission budget (maximum emissions from on-road transportation sources).

Accordingly, we ask that State and Federal agency consultation comments or a request for a formal consultation meeting be made to Metro staff by 4:00 PM, January 24, 2008. TPAC will consider these draft conformity findings at its January 25, 2008 meeting.

TPAC may adopt concurrence on the draft Metro staff finding of conformance with the State Implementation Plan for air quality contingent on refinements the findings made in response to your comments.

Thank you.

Rian Windsheimer, ODOT

## ODOT REGION 1 MODERNIZATION REDUCTION PROCESS

In order to resolve a shortfall of modernization funds the Oregon Transportation Commission has directed that the modernization portion of the approved '08-'11 State Transportation Improvement Plan (STIP) be reduced by \$70 million.

### **REDUCTIONS TO MODERNIZATION (thousands)**

<b>Region</b>	<b>Total 2008-2011 Reductions Based on Region MOD Equity Splits</b>
1	\$26,040
2	\$20,472
3	\$10,647
4	\$7,186
5	\$5,656
<b>Total</b>	<b>\$70,000</b>

Regions will work with their ACTs or ACT-like bodies to identify project reductions to meet the above target by **February 29, 2008**.

## ODOT REGION 1 MODERNIZATION REDUCTION CRITERIA

### **1) Project Readiness**

- a. Preserving funds for projects going to bid in 2008 is the first priority.
- b. Projects going to construction in 2009 should not be impacted if possible.

### **2) Leverage**

- a. To preserve leveraged funds and maximize return on investments, every effort should be made to minimize the impact to projects with federal earmarks, OTIA, local funds or other leveraged funding.
- b. Sustain Existing Efforts - For projects under development, funding to a logical milestone should be maintained to preserve the region's investment.

**PROPOSED ODOT REGION 1 MODERNIZATION REDUCTIONS**

**ODOT Region 1 needs to cut \$26.04m**

	<b><u>Proposed Reductions</u></b>	<b><u>Action</u></b>
Hwy 26 (Cornell to 185 <sup>th</sup> )	\$14.481	Use remaining funds to Complete PE
I-5: Victory to Lombard II	\$5.781	Use \$1.2m for ROW and/or Scoping
Springwater	\$1	Savings - Change to Scope
Glencoe Improvements	\$3.117	Savings - Change to Scope
Veneer Lane to Paha Loop	\$1.661	Cancel Additional Work
	----- \$26.040	

**Hwy 26 -- Cornell to 185<sup>th</sup>**

The project has approximately \$1.1m in federal earmarked funds and the additional local funding necessary to complete all environmental and preliminary engineering work on schedule for construction in 2010-2013 STIP. Funding would need to be restored through the 2010-2013 STIP process or other sources to go to construction.

**I-5: Victory to Lombard Phase II**

The proposed reduction leaves \$1.219m in the STIP for protective ROW purchase and/or preliminary project development work.

**Springwater**

The remaining STIP funding is sufficient to design and construct the identified ODOT improvements to the existing at-grade intersection in coordination with the City of Gresham's improvements and complete the Interchange Area Management Plan.

**Glencoe Road Reconstruction**

The funds remaining in the STIP for Glencoe Road are sufficient to complete the Glencoe Interchange IAMP and environmental work, and to reimburse Washington County's funds for improvements to Glencoe Road.

**US26 Veneer Lane to Paha Loop**

This funding was originally designated for improvements between Langensand and Brightwood. Some of these funds were leveraged with type specific safety dollars for improvements to the corridor, including cable barrier and rumble strips. These funds represent the remaining balance.

### Proposed ODOT Region 1 Modernization Reductions

Project Name	Metro MPO	Project Readiness	Leverage	Modernization	Reduction	Remaining Funds	Impact of Reductions
OR 217: Sunset Hwy - TV Hwy	Yes	Bid Date - March 20, 2008	34,406	\$ 2,885		\$ 37,291	
I-5: Victory Blvd - Lombard	Yes	Bid Date - February 1, 2008	45,300	\$ 26,137		\$ 71,437	
I-205/Mall LRT Unit 3	Yes	Under Construction	Yes	\$ 5,572		\$ 5,572	
I-5/I-84 Analysis	Yes	Continue Planning & Analysis Work		\$ 400		\$ 400	
Troutdale/Marine Dr Ext	Yes	Funded IAMP & Environmental	223	\$ 500		\$ 723	
I-5: Wilsonville Interchange	Yes	Funded Phase of Construction 2010	3,500	\$ 8,000		\$ 11,500	
US 26: Access to Springwater	Yes	Funded Construction 2010 + IAMP	Bundle w/ City Work	\$ 5,000	\$ (1,000)	\$ 4,000	Revised Scope Savings
I-5:Victory Blvd to Lombard Ph 2	Yes	Substantial Construction Shortfall		\$ 7,000	\$ (5,781)	\$ 1,219	Acquire ROW
US26: NW 185th Ave - Cornell Road	Yes	Not Started	4,031	\$ 14,481	\$ (14,481)	\$ 4,031	Keep PE on Schedule for Construction in 2010-13 STIP
US26: Staley's Junction Improvement	No	Construction 2008	7,011	\$ 4,979		\$ 11,990	
US30 @ Van St.	No	Funded Construction 2010	500	\$ 5,912		\$ 6,412	
US 26:Veneer Lane to E Paha Loop	No	Not Started		\$ 1,661	\$ (1,661)		Additional work cancelled
US26: Sunset Hwy @ Glencoe Road	No	Funded Through IAMP & EA	Bundle w/ County Work	\$ 3,533		\$ 3,533	Finish IAMP & EA
Glencoe Road Reconstruction	No			\$ 3,117	\$ (3,117)		
					\$ (26,040)		



M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 FAX 503 797 1794



DATE: January 18, 2008  
TO: TPAC and Interested Parties  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: 2035 Regional Transportation Plan – Federal Component Next Steps

\*\*\*\*\*

On December 13, 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the federal component of the 2035 Regional Transportation Plan (RTP) to meet the Safe, Accountable, Flexible, and Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) and other federal planning requirements. This action allowed Metro to proceed with updating the public review draft RTP document to reflect the JPACT and Metro Council action and to conduct the required air quality conformity analysis.

Attached for your information are:

**1. Final draft 2035 RTP document (in track changes format)**

*This document reflects amendments approved by JPACT and the Metro Council on December 13 and will be submitted to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on January 18 for final review. A final printed document and appendices will be prepared upon certification by the U.S. Department of Transportation that the updated plan and process meet federal metropolitan transportation planning requirements.*

**2. Public Review draft Air Quality Conformity Determination Report for the 2035 RTP and 2008-11 Metropolitan Transportation Improvement Program (MTIP)**

*The analysis found that the plan does meet the conformity requirements. This document will also be submitted to FHWA and FTA for review. Please note that the conformity determination report will be subject to a 30-day public comment period from January 18 to February 19, 2008 at noon. The final air quality conformity determination report is scheduled for consideration by the TPAC on February 22.*

Thank you for all your efforts during the federal component of the RTP update. Please contact me if you have questions at [ellisk@metro.dst.or.us](mailto:ellisk@metro.dst.or.us).

/attachments

[www.metro-region.org](http://www.metro-region.org)



**Final Draft  
for USDOT Review**

**January 18, 2008**

# 2035

**REGIONAL TRANSPORTATION PLAN**



**Metro** | *Joint Policy Advisory Committee on Transportation*

[www.metro-region.org](http://www.metro-region.org)



**Public Review Draft  
Air Quality Conformity  
Determination**

**January 18, 2008**

**2035  
REGIONAL TRANSPORTATION PLAN  
and  
2008-11  
METROPOLITAN TRANSPORTATION  
IMPROVEMENT PROGRAM**

---

# **FY 2008-09**

# **Unified Planning Work Program**

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## Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

City of Damascus

City of Portland

City of Wilsonville (SMART)

Clackamas County

Multnomah County

Washington County

TriMet

Oregon Department of Transportation

Southwest Washington Regional Transportation Council

# **DRAFT**

January 18, 2008

Materials following this page were distributed at the meeting.

**DRAFT****FY 09 Federal Transportation Appropriations Request List****DRAFT**

<b>Project Type/Name</b>	<b>Appropriation Request (\$million)</b>	<b>Source</b>	<b>Purpose</b>
<b>Northwest National Highway Earmark Priority</b>			
Columbia River Crossing (ODOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
Columbia River Crossing (WsDOT)	\$ 3.00	Interstate Maintenance Discretionary	Preliminary Engineering
<b>Total</b>	<b>\$ 6.00</b>		
<b>Regional Transit Earmark Priorities</b>			
Portland - Streetcar Loop Project	\$ 40.00	FTA Small Starts	Construction
TriMet Bus Replacement	\$ 13.184	FTA 5309 Bus & Bus Facilities	Replacement
South Corridor I-205/Portland Mall LRT Project (T/M)	\$ 80.00	FTA 5309 New Starts	Construction
Lake Oswego to Portland Transit Project DEIS	\$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville Multimodal Facility	\$ 2.00	FTA 5309 Bus & Bus Facilities	Construction
<b>Total</b>	<b>\$ 139.184</b>		
<b>Regional Support for OTA Transit Priorities</b>			
South Clackamas: Bus Replacement	\$ 0.50	FTA 5309 Bus & Bus Facilities	Replacement
City of Sandy: Bus Replacement Facility	\$ 1.00	FTA 5309 Bus & Bus Facilities	Replacement/Facility
City of Canby: Bus and Bus Facility	\$ 0.95	FTA 5309 Bus & Bus Facilities	Replacement/Facility
<b>Total</b>	<b>\$ 2.45</b>		
<b>Regional Highway Priorities</b>			
Port of Portland: Airport Way/I-205 Northbound Access	\$ 2.00	Interstate Maintenance Discretionary	
Port of Portland I-84/257th Ave. Troutdale Interchange	\$ 2.00	Interstate Maintenance Discretionary	
Gresham: Springwater/US 26 Industrial Access	\$ 5.00	TCSP; STP	Construction
ODOT:I-5/I-205 Interchange	\$ 2.00	Interstate Maintenance Discretionary	Construction
Washington County: I-5/Highway 99W Connector	\$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	\$ 0.75	NHS	PE/DEIS
<b>Total</b>	<b>\$ 21.75</b>		
<b>Regional Street and Other Regional Priorities</b>			
Portland: NE Cully Blvd. Street Improvement	\$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	\$ 2.50	Surface Transportation Projects	Construction
Milwaukie: Kellogg Creek Bridge Replacement	\$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	\$ 2.00	STP	Construction
Metro: Pacific University TOD Project	\$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	\$ 3.00	TCSP	Construction/Planning
<b>Total</b>	<b>\$ 12.10</b>		
<b>Non-Transportation Appropriations Bills</b>			
Port of Portland: Columbia River Channel Deepening	\$ 29.00	Energy & Water	Construction
Multnomah County; Beaver creek Culverts	\$ 5.00	Energy & Water	Construction
Clackamas County: Willamette Locks	\$ 5.00	Corps of Engineers	Operating
<b>Total</b>	<b>\$ 39.00</b>		
<b>Grand Total - Transportation Appropriations</b>	<b>\$ 220.48</b>		

## Projected Ozone, Air Toxics and Greenhouse Gas Emissions from On-Road Sources for the Metro Region (assumes 2035 Regional Transportation Plan)

<u>Pollutant</u>	<u>Summer/ Winter</u>	<u>2007</u>	<u>2010</u>	<u>2017</u>	<u>2025</u>	<u>2035 (Financially Constrained System)</u>	<u>Change 2007-2035</u>
<b><u>Ozone</u></b>							
<i>Oxides of Nitrogen (NOx) Former Maximum Allowance</i>	<i>Summer</i>	108,177	88,553 104,000	42,764	44,917 118,000	31,034	-71%
<i>Volatile Organic Compounds Former Maximum Allowance</i>	<i>Summer</i>	61,912	53,781 80,000	34,810	38,834 80,000	32,697	-47%
<b><u>Air Toxics</u></b>							
<i>Acetaldehyde</i>	<i>Winter</i>	399	334	182	249	266	-33%
<i>Acrolein</i>	<i>Winter</i>	33	28	15	19	18	-45%
<i>Benzene</i>	<i>Winter</i>	2,134	1,799	1,016	1,276	1,093	-49%
<i>1,3 butadiene</i>	<i>Winter</i>	205	171	93	122	116	-43%
<i>Formaldehyde</i>	<i>Winter</i>	624	523	288	349	342	-45%
<i>PM 10 carbon</i>	<i>Winter</i>	852	663	222	166	96	-89%
<i>PM 10 exhaust</i>	<i>Winter</i>	1,369	1,089	435	307	148	-89%
<i>PM 2.5 carbon</i>	<i>Winter</i>	784	603	179	121	48	-94%
<i>PM 2.5 exhaust</i>	<i>Winter</i>	1,266	998	371	241	78	-94%
<b><u>Greenhouse Gas</u></b>							
<i>CO2</i>	<i>Summer</i>	33,846,638	35,835,561	40,476,381	43,041,918	49,028,172	45%
<i>VMT/Capita</i>		16.95	16.73	16.29	16.34	16.37	-3%

**Notes:**

1. Emissions for years 2007, 2010 and 2017 assume DEQ Inspection and Maintenance Program, years 2025 and 2035 assume no Inspection and Maintenance Program
2. Calculations made January, 2008, Metro, Transportation Research and Modeling Services Division for the Metro 2035 Regional Transportation Plan
3. Former Maximum Allowance refers to DEQ determined motor vehicle emission budgets for ozone precursors.
4. Ozone determined using the former air quality model (MOBILE5) and, in addition, the region is no longer required by EPA and USDOT to assess ozone, but does so under an agreement with DEQ



# Metropolitan Transportation Improvement Program

## 2007 Project Obligation Report

December 31, 2007



**METRO**

PEOPLE PLACES  
OPEN SPACES



## **Metro**

### **People places • open spaces**

Metro serves 1.4 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; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

### **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)

*The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.*

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**METRO**

## **Metropolitan Transportation Improvement Program**

The 2007 Obligation Report for the Metropolitan Transportation Improvement Program lists the Metro area projects for which Federal funds have been obligated. Publication of this report fulfills Metro's obligations as the Portland area metropolitan planning organization to federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)) and FTA/FHWA guidance on annual listing of obligated projects.

The projects listed in this report are organized by their location within the entire region or within Clackamas, Multnomah or Washington Counties. Projects prioritized for federal funding must be in a federally approved Regional Transportation Plan, prioritized through a federally certified planning process, and programmed in the region's four-year Metropolitan Transportation Improvement Program (MTIP). Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments. As funding becomes available each federal fiscal year, projects are selected for funding based on the project programming for that year within the MTIP, the actual revenues made available, and project readiness to proceed. Based on these factors, some projects may slip to future years and some projects programmed for future years in the MTIP may be selected to advance up to the current fiscal year.

Obligation in the context of this report is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the Federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. For obligations on a construction project, typically the project needs to complete a competitive bid process and if acceptable bid is received, begin construction. Alternatively, projects may have obtained permission to proceed to construction using local funds with the ability to obligate and be reimbursed with federal funds at a later date, therefore some projects in this report have already been constructed.

The amount of the obligation usually does not equal the total cost of the project as the obligation may only be for one phase of a multi-phased project nor does the obligation amount listed account for local funding spent on a project. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and the recipient agency requests that the funds be obligated.

Furthermore, once obligation of funds occurs, the eligible recipient proceeds with incurring eligible expenses associated with the project and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

Occasionally, an agency may request funds be "de-obligated" from a project. This can occur when the recipient agency decides not to proceed with spending funds on a project that has obligated funds or when the agency completes a project for less funding than originally obligated. De-obligation may also occur if the type of funding is changed after an obligation, either to a different

federal funding source or to a local or state source. De-obligations are shown on the obligation table in parenthesis ( ).

Following are the projects that obligated in Federal Fiscal Year 2007 (October 1, 2006 – September 30, 2007) in the Portland metropolitan area and are organized by jurisdiction. Descriptions of the projects are also provided, but in some cases the order of projects has been altered for space considerations.

# 2007 Project Obligation Report

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## **Project Tables**

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

Regional Projects								
Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
TriMet	13519	Bus Preventive Maintenance		OR-90-X147-00	Urban STP		\$245	
TriMet	14486	Regional Transportation Options Program		OR-95-X007-00	CMAQ		\$195,000	
TriMet	14488	Regional Transportation Options Program		OR-95-X007-00	CMAQ		\$100,000	
TriMet	13509	Bus Stop Development		OR-95-X008-00	CMAQ		\$1,375,000	
TriMet	13510	GARVEE Bond Debt Service		OR-95-X009-00	CMAQ		\$4,309,292	
TriMet	14574	Rail Preventive Maintenance		OR-95-X006-00	Urban STP		\$4,065,708	
TriMet	14381	Portland Streetcar Loop		OR-95-X011-00	CMAQ		\$1,650,000	
TriMet	14571	Wilsonville to Beaverton Commuter Rail		OR-03-0107-04	Section 5309NS		\$14,701,500	
TriMet	15435	Wilsonville to Beaverton Commuter Rail		OR-03-0107-05	Section 5309NS		\$27,386,753	
TriMet	15323	Rail Preventive Maintenance		OR-05-0013-02	Section 5309FG		\$850,419	
TriMet	13518	Transit Enhancements		OR-90-X147-00	Section 5307TE		\$293,780	
TriMet	13519	Bus Preventive Maintenance		OR-90-X147-00	Section 5307		\$29,084,200	
TriMet	15436	South Corridor Project		OR-03-0124-01	Section 5309NS		\$80,000,000	
TriMet	15434	Interstate MAX FFGA		OR-03-0076-10	Section 5309NS		\$538,282	
TriMet	14635	Portland Oregon Streetcar Prototype		OR-26-7001-01	Section 5312		\$1,000,000	
TriMet	15414	Job Access and Reverse Commute		OR-37-X009-00	Section 5316		\$571,191	
TriMet	15415	Job Access and Reverse Commute		OR-37-X009-00	Section 5316		\$608,000	
TriMet	15418	New Freedom		OR-57-X002-00	Section 5317		\$320,774	
TriMet	15419	New Freedom		OR-57-X002-00	Section 5317		\$349,524	
City of Wilsonville	14171	Design/Construct Multimodal Facility		OR-03-0121-00	Section 5309	\$486,400	\$485,888	\$607,360
City of Wilsonville	15171	Design/Construct Multimodal Facility		OR-04-0009-00	Section 5309	\$495,200	\$495,000	\$618,750
City of Wilsonville	14578	Maintain and Refurbish Fleet		OR-90-X149-01	Section 5307	\$301,600	\$245,965	\$307,456
City of Wilsonville	14656	Multimodal Facility		OR-04-0017	Section 5309	\$50,400	\$50,400	\$63,000

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

*Metro (MPO for Portland Metropolitan Region)*

<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
City of Wilsonville	14654	Multimodal Facility		OR-04-0018	Section 5309	\$48,000	\$48,000	\$60,000
Metro	13516	Metro - Planning		Planning	Urban STP	\$737,647	\$737,647	\$822,074
Metro	14383	Regional Freight Plan		Planning	Urban STP	\$75,000	\$75,000	\$83,584
Metro	14402	Next Corridor Study: Regional high capacity transit study		Planning	Urban STP	\$448,650	\$448,650	\$500,000
Metro	14391	Milwaukie LRT EIS		OR-95-X012	5307	\$2,000,082	\$2,000,082	\$2,229,000
Metro	14570	Portland Streetcar : Eastside AA, Lake Oswego AA, System Plan		OR-39-0002-01	Section 5339	\$1,500,000	\$1,500,000	\$1,875,000
Metro	12176 & 12178	Regional Travel Options - TDM		OR-90-X124-01	Section 5307	\$132,890	\$132,890	\$148,100
TriMet	15511	Mobility Management, Travel Training		24372	Section 5310		\$809,684	
TriMet	15511	Mobility Management, Service Design Plan		24371	Section 5310		\$128,308	
TriMet	15511	Mobility Management, IT Planning		24369	Section 5310		\$114,000	
TriMet	15504	Operating, E & D Non-Paratransit		24423	Section 5310		\$91,780	
TriMet	11677	Capital, Veh. Prev. Maintenance		24301	Section 5311		\$37,687	
TriMet	11677	Capital, Veh. Prev. Maintenance		24395	Section 5311		\$16,151	
TriMet	11677	Capital, Veh. Prev. Maintenance		24461	Section 5311		\$21,535	
TriMet	11677	Capital, Veh. Prev. Maintenance		24307	Section 5311		\$2,692	
TriMet	14730	Operating, JARC		24386	Section 5316		\$156,500	
TriMet	14731	Operating, JARC		24386	Section 5316		\$107,500	
TriMet	14731	Operating, JARC		24394	Section 5316		\$148,180	

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

*Metro (MPO for Portland Metropolitan Region)*

<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
TriMet	15512	Operating, JARC		24370	Section 5316		\$87,665	
TriMet	14732	Capital, Veh. Expansion		24388	Section 5316		\$56,000	
TriMet	14728	Operating, Purchase Service		24299	Section 5317		\$279,166	
TriMet	14727	Operating, E & D Non-Paratransit		24342	Section 5317		\$17,845	
TriMet	12945	Planning, Transportation Planning		24387	Section 5311(p)		\$44,865	
TriMet	15507	Capital-Mass Transit, Veh. Replacement		Direct	MassT		\$224,325	
TriMet	15503	Capital-Mass Transit, Veh. Replacement		Direct	MassT		\$1,480,545	
TriMet	15508	Capital, Veh. Prev. Maintenance		24410	STP (5310)		\$13,460	
TriMet	13871	Capital, Veh. Replacement		24396	STP (5310)		\$63,708	
TriMet	13871	Operating, E & D Non-Paratransit		24385	STP (5310)		\$63,360	
TriMet	15505	Capital, Veh. Prev. Maintenance		24405	STP (5310)		\$600,294	
TriMet	15505	Capital, Veh. Replacement		24406	STP (5310)		\$4,061,186	
TriMet	15505	Capital, Veh. Expansion		24404	STP (5310)		\$310,058	
TriMet	15510	Capital, Veh. Replacement		24375	STP (5310)		\$121,137	
TriMet	15510	Capital, Veh. Prev. Maintenance		24373	STP (5310)		\$323,028	
TriMet	15510	Capital, Veh. Rehabilitation		24374	STP (5310)		\$10,358	



**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
TriMet	15506	Operating, E & D Non-Paratransit		24480	STP (5310)		\$456,140	
TriMet	15509	Operating, E & D Non-Paratransit		24368	STP (5310)		\$140,534	
TriMet	15518	Capital, Veh. Rehabilitation		24280	STP (5311)		\$6,640	
TriMet	15518	Capital, Veh. Replacement		24280	STP (5311)		\$287,136	
TriMet	15193	Transit Innovation, Equipment-Other		24403	STP-Innv.		\$134,595	
TriMet	15494	Vanpool Development, Vanpool		24352	TDM		\$247,500	
<b>City of Portland Projects</b>								
Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
Portland	13514	N Ivanhoe:N Richmond-N St Louis (St Johns Ped/Freight)	Ped	Planning	Urban STP	\$75,000	\$75,000	\$83,584
City of Portland	12461	NE 102nd Ave: NE Weidler-SE Washington	Bike/Ped	Preliminary Engineering	HIGH PRIORITY PROJ SEC 1702	\$800,000	\$200,000	\$891,564
City of Portland	12461	NE 102nd Ave: NE Weidler-SE Washington	Bike/Ped	Right of Way	HIGH PRIORITY PROJ SEC 1702	\$1,100,000	\$518,596	\$1,225,900
City of Portland	12461	NE 102nd Ave: NE Weidler-SE Washington	Bike/Ped	Construction	Urban STP	\$4,000,000	\$830,810	\$4,457,818
City of Portland	13502	MLK overcrossing/turn Lanes: Columbia To Lombard / MLK Jr Blvd		Planning	Urban STP	\$500,000	\$500,000	\$557,227
Portland	14306	SE 82nd Avenue: NE Killingsworth - SE Flavel		Construction Engineering	Urban STP	\$550,000	\$33,108	\$612,950

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

<b>Clackamas County Projects</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
City of Wilsonville	12400	Boeckman Rd: 95th Ave-110th Ave	Bike/Ped	Construction	HIGH PRIORITY PROJ SEC 1702	\$800,000	\$147,396	\$16,832,993
Clackamas County	12454	Sunrise Corridor EIS		Preliminary Engineering	HIGH PRIORITY PROJ SEC 1702	\$6,500,000	\$3,000,270	\$7,243,954
Clackamas County	13477	SE 172nd: Sunnyside Road To OR 212	Bike/Ped	Preliminary Engineering	Urban STP	Programming authority transferred to new project	(\$549,000)	\$611,836
<b>E. Multnomah County Projects</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
Multnomah County	08680	Fairview Village, Pedestrian Facilities	Bike/Ped	Facilities for Pedestrians and Bicycles	CMAQ	\$368,000	(\$951)	\$410,119
<b>Washington County Projects</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
City of Cornelius	11434	SW 10th Ave: E Main St - Baseline St	Bike/Ped	Right of Way	Urban STP	\$175,286	\$429,008	\$195,348
Washington County	12480	Washington County Sidewalk Projects	Ped	Preliminary Engineering	Urban STP	\$108,000	(\$1,246)	\$120,000
City of Forest Grove	12481	Forest Grove Ped Improvements: 19th Ave - Pacific Ave	Bike/Ped	Preliminary Engineering	Urban STP	\$340,000	\$123,631	\$378,915
City of Forest Grove	12481	Forest Grove Ped Improvements: 19th Ave - Pacific Ave	Bike/Ped	Right of Way	Urban STP	\$90,000	\$125,622	\$100,301
Tualatin Hills	13526	Beaverton Powerline Trail: Merlo LRT Station - Schuepbach Park	Bike/Ped	Preliminary Engineering	CMAQ	\$393,607	\$130,698	\$438,657
City of Beaverton	14057	Rose Biggi Ave/Crescent Street-Millikan Way	Ped	Preliminary Engineering	Urban STP	\$214,961	(\$31,895)	\$239,565
City of Beaverton	14057	Rose Biggi Ave/Crescent Street-Millikan Way	Ped	Construction	Urban STP	\$917,150	\$124,746	\$987,251
City of Beaverton	14057	Rose Biggi Ave/Crescent Street-Millikan Way	Ped	Right of Way	Urban STP	\$672,975	(\$91,851)	\$750,000

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

ODOT Highway Capacity								
Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
ODOT	03346	E Portland Freeway at Sunnybrook Ext.		Right of Way	INTERSTATE 4R 23 USC 105		\$526,523	\$3,150,000
City of Wilsonville	12400	Boeckman Rd: 95th Ave-110th Ave	Bike/Ped	Construction	STP -STATE FLEX	\$0	(\$164,266)	\$21,409,000
City of Oregon City	12460	OR99E:I-205 - Railroad Tunnel	Bike/Ped	Preliminary Engineering	REDISTRIB OF AUTHORITY		\$242,527	\$1,538,000
Clackamas County	12454	Sunrise Corridor EIS		Preliminary Engineering	HIGH PRIORITY	\$8,500,000	\$3,000,000	\$5,869,000
ODOT Interstate Maintenance								
Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
ODOT	11942	I-205: Columbia River Br. - Willamette River Br.		Right of Way	INTERSTATE MAINTENANCE	\$15,677	(\$18,327)	\$19,534,000
ODOT Safety/Hazard Elimination Program								
Lead Agency	Key Number	Project Name	Bike/Ped	Phase/Grant	Fund Type	Amount Programmed	2007 Obligated	Cost Estimate
City of Portland	07146	Burnside/MLK Blvd - 37th Ave		Preliminary Engineering	STP HAZARD ELIMINATION		\$3,617	\$52,000
Multnomah County	12262	NE 181st Ave. at NE Halsey St.		Construction	STP HAZARD ELIMINATION		(\$2,009)	\$39,000
City of Lake Oswego	13233	OR 43: Laurel To Glenmorrie Drive		Construction	STP HAZARD ELIMINATION		\$3,508	\$356,000

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

<b>ODOT Operations</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
Portland State University	13645	PSU Intelligent Transportation Research Initiative		Other	STP - STATE FLEXIBLE	\$0	(\$471,823)	\$400,000
Portland State University	13646	PSU Intelligent Transportation Research Initiative		Other	ITS - Deployment	\$0	\$430,791	\$400,000
ODOT	14451	PSU Intelligent Transportation Research Initiative		Other	ITS - Deployment	\$0	\$284,466	\$431,000
ODOT	14289	ODOT/Metro Mass Marketing Project - Regional Transportation Demand Management Program		Other	1.25% Metro Planning		\$933,192	\$1,040,000
City of Portland	12458	Signal Priority Receiver Installation		Construction	HIGH PRIORITY		(\$44,498)	
<b>ODOT Bridge</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
ODOT	09350	OR99E MLK (O'xing SPRR #2115) Blvd. Bridge		Preliminary Engineering	NATIONAL HIGHWAY SYSTEM (NHS)	\$6,240,722	\$400,892	\$53,866,000
City of Portland	13991	N. Going Street Bridge Rehabilitation		Preliminary Engineering	2006-SURFACE TRANSPORTATION	\$990,000	\$990,000	\$990,000
City of Portland	10705	McLoughlin Blvd. - UPRR Br. #02026	Bike/Ped	Bridge Replacement-No Added Capacity	BRIDGE REPLACMT & REHABILITATION		\$149,931	\$3,732,000

**Annual Listing of Federally Obligated Projects  
Fiscal Year**

Metro (MPO for Portland Metropolitan Region)

<b>ODOT Enhancements</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
Tualatin Hills Park and Rec	11423	Fanno Creek Trail: Greenwood Inn-SW Scholls Ferry Rd.	Bike/Ped	Preliminary Engineering	TRANSPORTATION ENHANCEMENTS		\$107,183	\$261,000
City of Portland	11456	OMSI - Springwater Trail Three Bridges	Bike/Ped	Facilities for Pedestrians and Bicycles	TRANSPORTATION ENHANCEMENTS		\$46,100	\$216,033
<b>ODOT Planning</b>								
<b>Lead Agency</b>	<b>Key Number</b>	<b>Project Name</b>	<b>Bike/Ped</b>	<b>Phase/Grant</b>	<b>Fund Type</b>	<b>Amount Programmed</b>	<b>2007 Obligated</b>	<b>Cost Estimate</b>
ODOT	12768	Statewide Planning and Research, State FY 2008-2009		Planning	1.25% METRO PLANNING	\$2,372,319	\$1,457,238	\$2,372,319
ODOT	13043	Freeway Travel Time Study		Other	SURF TRAN RESEARCH: OPERATIONS		(\$5,025)	\$50,000

## **Project Descriptions**

## Regional Projects

### TriMet

Project Name	Key Number
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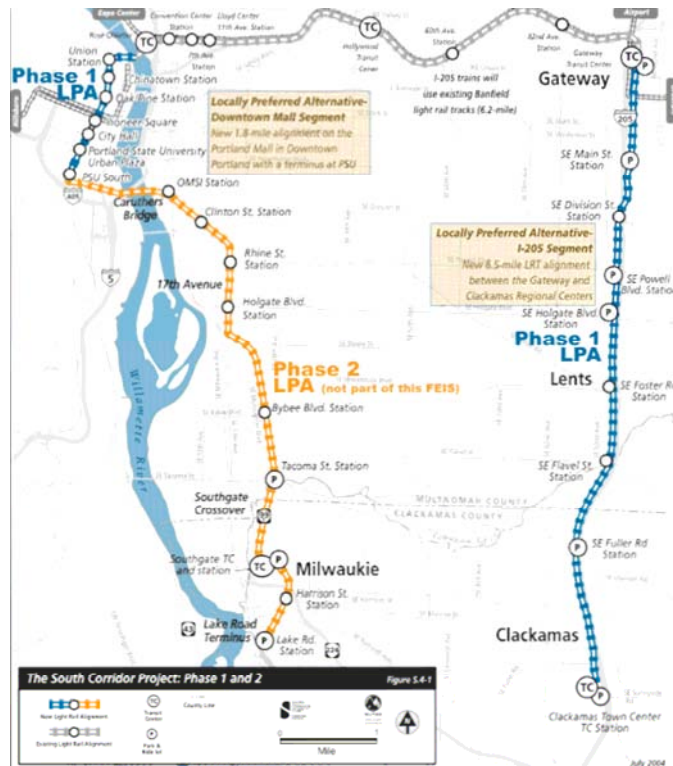
<p><b>Bus Preventive Maintenance</b> Funds to maintain and refurbish the vehicle fleet.</p>	13519
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<p><b>Regional Transportation Options Program</b> Funds for programs that reduce drive alone travel, improve efficiency of existing transportation systems, reduce congestion and improve air quality.</p>	14486, 14488
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<p><b>GARVEE Bond Debt Service</b> Funds are used to pay off bonded debt for development and construction for the I-205 Mall LRT, Washington County Commuter Rail projects.</p>	13510
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### I-205 Mall LRT



**Bus Stop Development**

13509

Program increases safe access to transit service and improves customer amenities in corridors identified in the Regional Transportation Plan.

**Rail Preventive Maintenance**

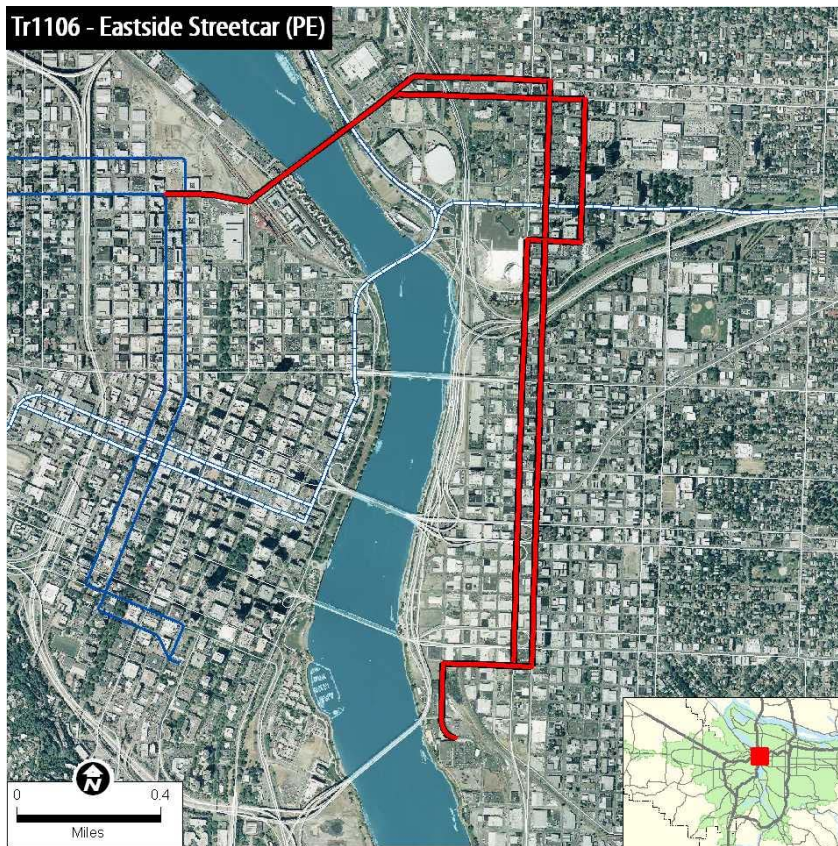
14574, 15323

Funds to maintain and refurbish the vehicle fleet.

**Portland Streetcar Loop**

14381

Contribution toward the construction of a 3.4 mile extension of the streetcar System from the Pearl District to the east side of the Portland Central City.



**Wilsonville to Beaverton Commuter Rail**

14571, 15435

Track and station improvements and rail vehicles for transit service on existing tracks (See map for GARVEE Bond Debt Service, 13510).

**Transit Enhancements**

13518

Project is part of the 1% of FTA section 5307 funds to be allocated to improvement of bus or rail transit amenities. TriMet uses these funds for bus and rail stop improvements.



<i>Project Name</i>	<i>Key Number</i>
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<b>South Corridor Project</b> The Portland – Milwaukie LRT Project is a regional partnership to construct a MAX line that serves the transportation needs of communities in north Clackamas county, southeast Portland, and south waterfront (See map for GARVEE Bond Debt Service, 13510).	<b>15436</b>
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<b>Interstate MAX FFGA</b> Final federal funding contribution to the light rail line on Interstate Avenue from the Rose Quarter to the Expo Center.	<b>15434</b>
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<b>Portland Oregon Streetcar Prototype</b> Portland Streetcar, Inc. was awarded these competitive federal grant funds to design and build a prototype of a domestically produced streetcar.	<b>14635</b>
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<b>Job Access and Reverse Commute</b> The goal of the Job Access and Reverse Commute program (JARC) is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.	<b>15414, 15415</b>
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<b>New Freedom</b> Services and facility requirements in excess of ADA requirements.	<b>15418, 15419</b>
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### **Wilsonville**

<i>Project Name</i>	<i>Key Number</i>
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<b>Design/Construct Multimodal Facility</b> Design and construct SMART multimodal transit center.	<b>14171, 15171</b>
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<b>Maintain and Refurbish Fleet</b> Funds for SMART bus and rail preventive maintenance.	<b>14578</b>
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<b>Multimodal Facility</b> Funds for bus purchase and maintenance facility restoration.	<b>14654, 14656</b>
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### **Metro**

<i>Project Name</i>	<i>Key Number</i>
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<b>Metro – Planning</b> Funds Metro planning activities, most of which are required by federal and state regulations to maintain eligibility to receive funds.	<b>13516</b>
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<b>Regional Freight Plan</b> Planning activities to ensure the region’s freight needs are being met.	<b>14383</b>
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**Next Corridor Study: Regional high capacity transit study**  
System level planning and alternatives for selected corridor.

14402

**Regional Travel Options – TDM**

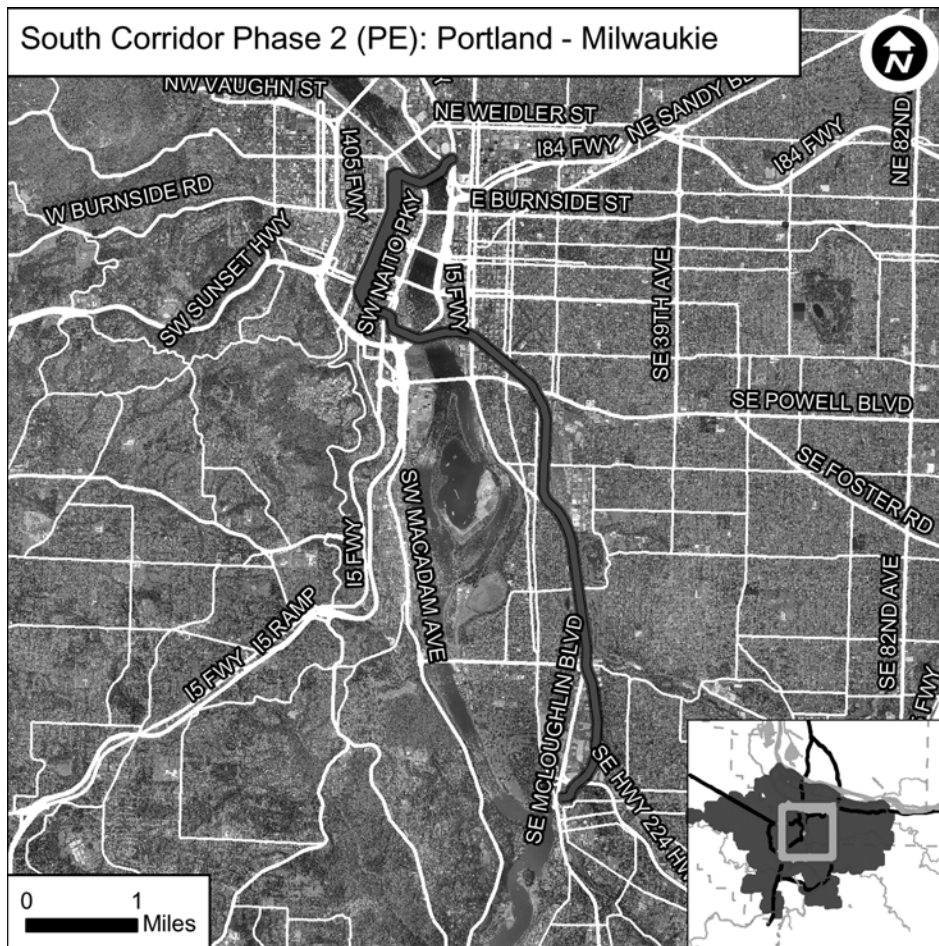
12176, 12178

The Regional Travel Options (RTO) Program is the region’s travel demand management (TDM) strategy for increasing public education and outreach activities to decrease single-occupant vehicle trips, thereby addressing congestion and air quality.

**Milwaukie LRT EIS**

14391

Required element of competitive LRT funding process.



**Portland Streetcar: Eastside AA, Lake Oswego AA, System Plan**  
Alternative analyses for streetcar extensions.

14570

## TriMet/ODOT Public Transit Division

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The following projects were selected competitively through ODOT Public Transit Division 's Discretionary Grant Program (DGP). Public Transit Division uses the DGP to distribute Federal Transit Administration funding programs, i.e., Small City and Rural (5311), Elderly and Individuals with Disabilities (5310), Job Access Reverse Commute (5316), New Freedom (5317) and state Special Transportation Fund (discretionary portion) and state STP transfer to eligible entities to purchase vehicles, sustain and enhance operations, preventive maintenance, travel training, planning, etc. For more information on these projects, contact Sherrin Coleman at ODOT Public Transit Division: 503.986.4305 or [sherrin.k.coleman@odot.state.or.us](mailto:sherrin.k.coleman@odot.state.or.us).

<i>Project Name</i>	<i>Key Number</i>
· <b>Mobility Management, Travel Training, Service Design Plan, IT Planning</b>	<b>15511</b>
· <b>Operating, E &amp; D Non-Paratransit</b>	<b>15504</b>
· <b>Capital, Veh. Prev. Maintenance</b>	<b>11677</b>
· <b>Operating, JARC</b>	<b>14730, 14731, 15512</b>
· <b>Capital, Vehicle Expansion</b>	<b>14732</b>
· <b>Operating, Purchase Service</b>	<b>14728</b>
· <b>Operating, E &amp; D Non-Paratransit</b>	<b>14727</b>
· <b>Planning, Transportation Planning</b>	<b>12945</b>
· <b>Capital-Mass Transit, Veh. Replacement</b>	<b>15503, 15507, 15508</b>
· <b>Capital, Vehicle Replacement &amp; I. Operating, E &amp; D Non-Paratransit</b>	<b>13871</b>
· <b>Capital, Veh. Prev. Maintenance, replacement, expansion</b>	<b>15505, 15510</b>
· <b>Operating, E &amp; D Non-Paratransit</b>	<b>15506, 15509</b>
· <b>Capital, Veh. Rehabilitation &amp; replacement</b>	<b>15518</b>
· <b>Transit Innovation, Equipment-Other</b>	<b>15193</b>
· <b>Vanpool Development</b>	<b>15494</b>

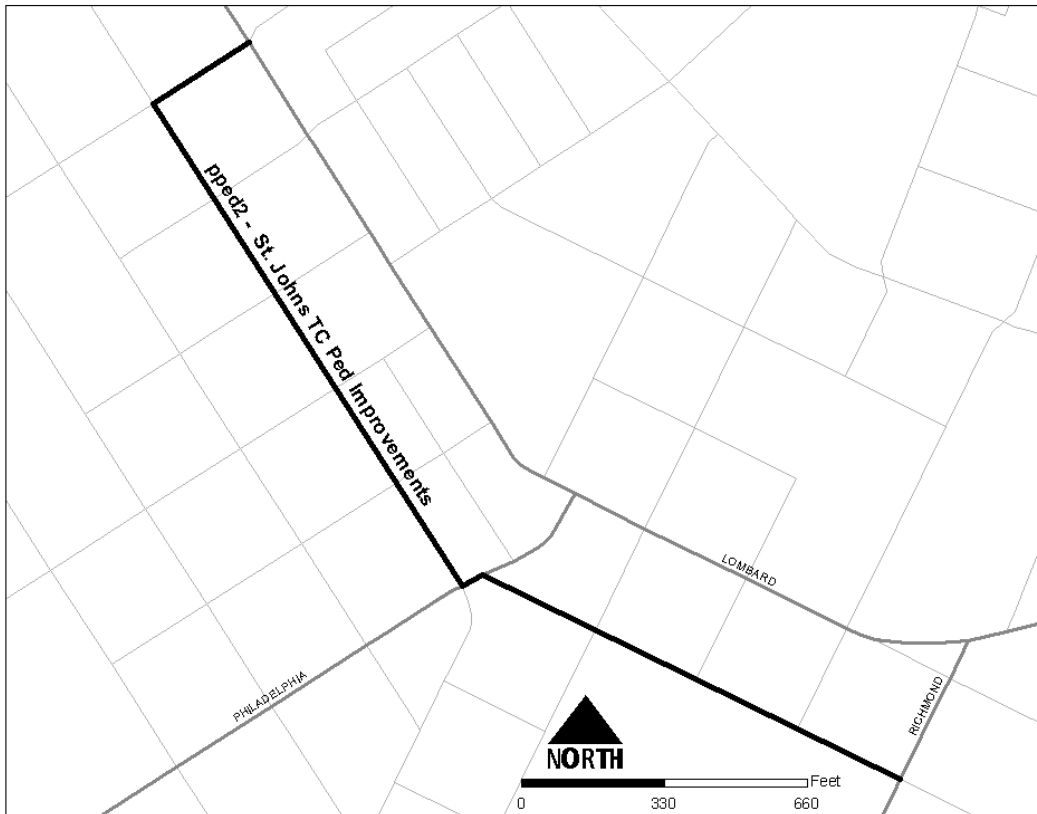
*Project Name*

*Key Number*

**N Ivanhoe: N Richmond - N St Louis (St Johns Ped/Freight)**

**13514**

Redesign and improve signals at N. Lombard/St. Louis/Ivanhoe & Ivanhoe/Philadelphia intersections to improve pedestrian crossings and traffic flow.



**SE 82<sup>nd</sup> Avenue: NE Killingsworth - SE Flavel**

**14306**

Install electric message signs to improve operation of 82nd Avenue.

**MLK Overcrossing/Turn lanes: Columbia To Lombard /  
MLK Jr Blvd**

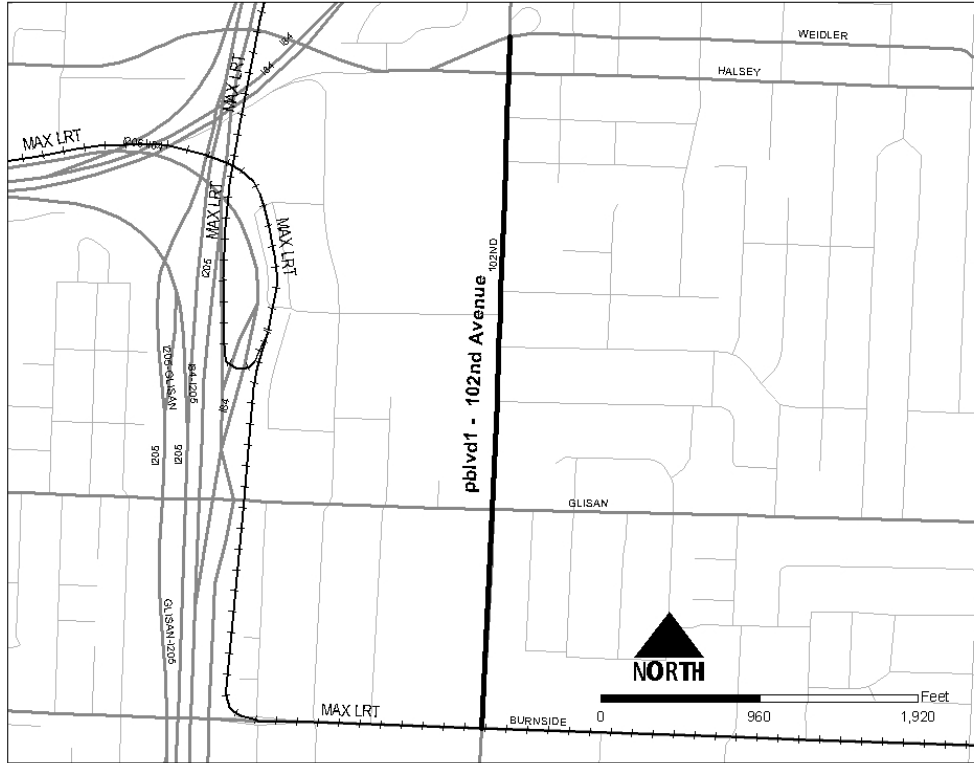
**13502**

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.

**NE 102<sup>nd</sup> Ave: NE Weidler - SE Washington St.**

**12461**

Construct multimodal amenities to support mixed-use development of the Gateway regional center.



## Clackamas County

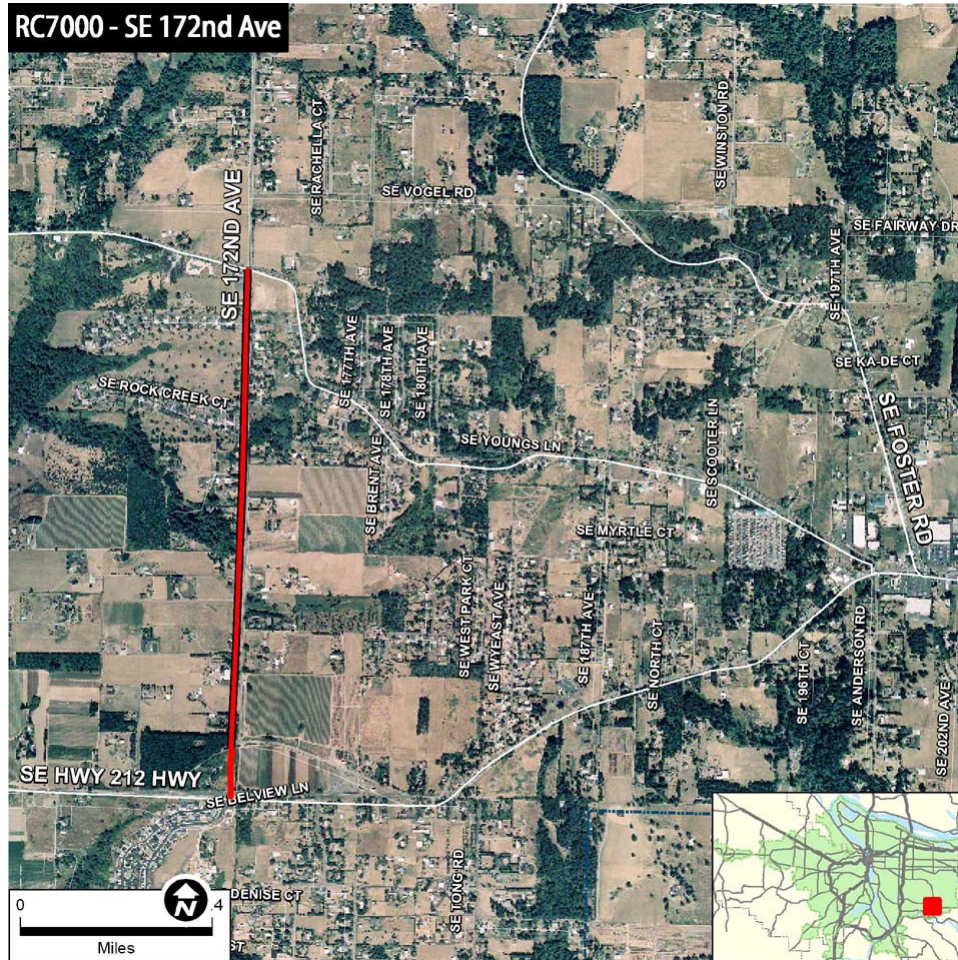
*Project Name*

*Key Number*

### **SE 172nd: Sunnyside Road to OR 212**

**13477**

Improves access to the proposed Rock Creek industrial area by widening 172<sup>nd</sup> to five lanes and adding sidewalks and bike lanes.



## East Multnomah County Projects

### Multnomah County

*Project Name*

*Key Number*

### **Fairview Village, Pedestrian Facilities**

**08680**

This deobligation eliminates remaining programming authority not needed for closing out a project completed several years ago.

# Washington County Projects

## Washington County

*Project Name*

*Key Number*

### **Washington County Sidewalk Projects**

**12480, 14454**

Five sidewalk projects to improve neighborhood access to transit.

## City of Cornelius

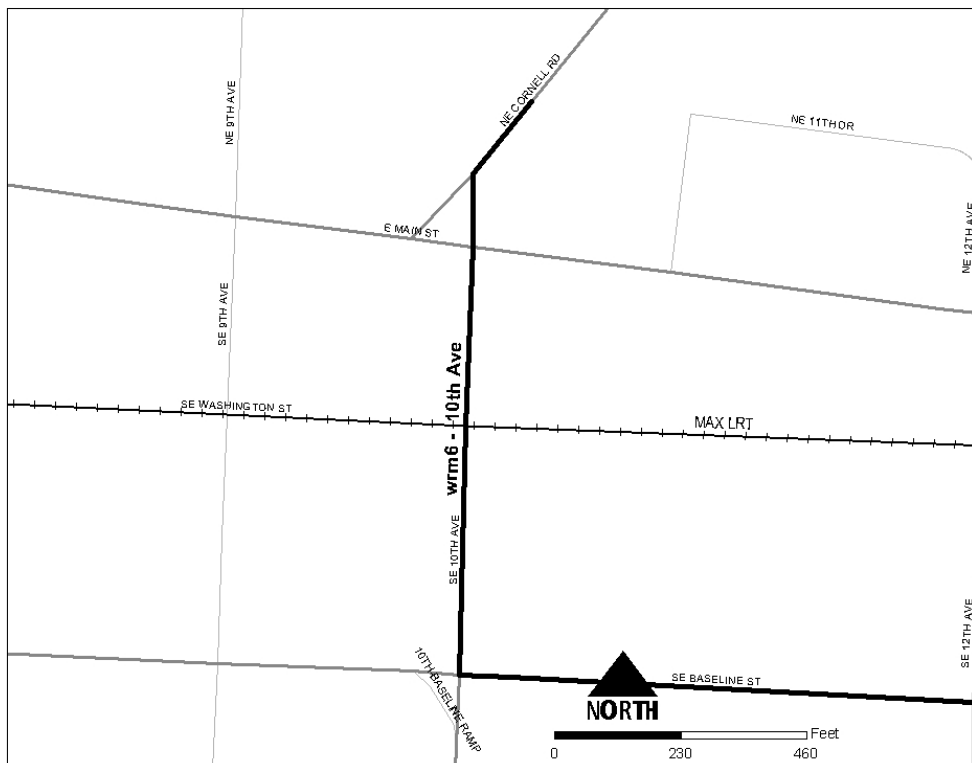
*Project Name*

*Key Number*

### **SE 10<sup>th</sup> Ave: E Main St – Baseline St**

**11434**

Construct right turn lane to improve access to Hillsboro regional center and reduce conflict between Westside LRT and vehicular traffic.



## City of Forest Grove

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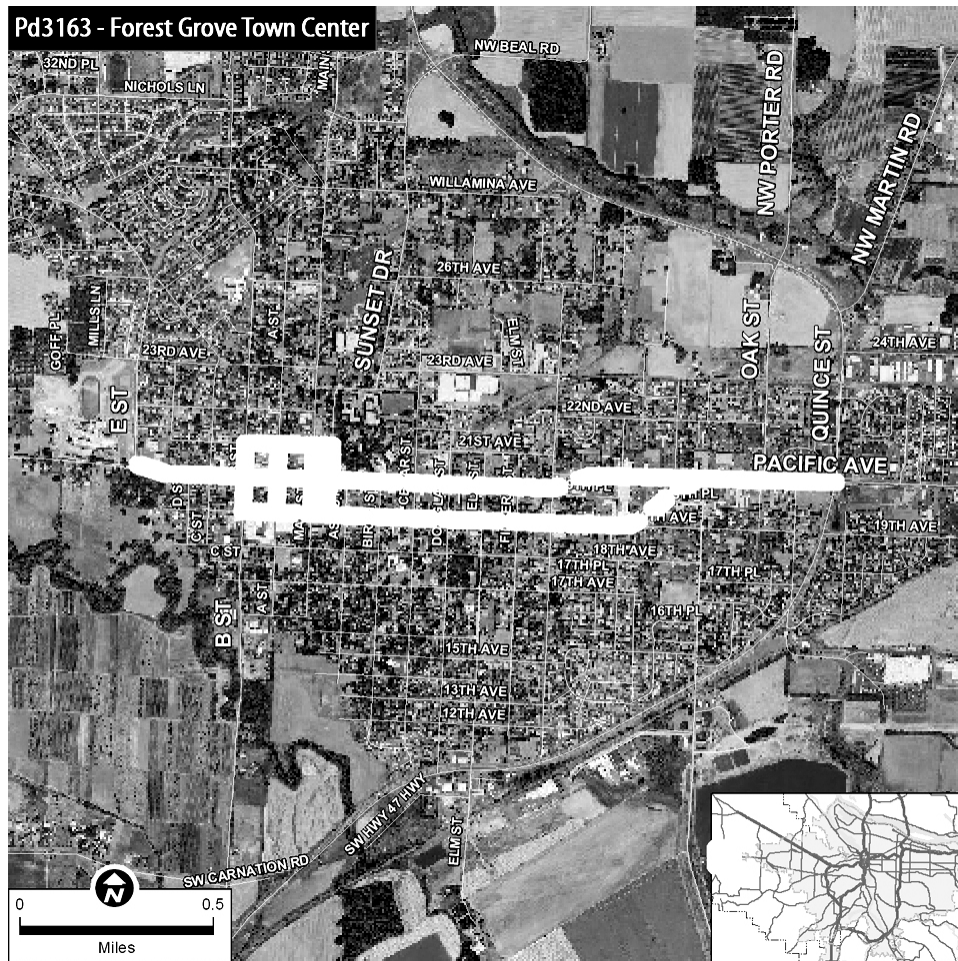
*Project Name*

*Key Number*

**Forest Grove Pedestrian Improvements: 19<sup>th</sup> Ave –Pacific Ave**

**12481**

Construct elements of Forest Grove Downtown Pedestrian Improvement Program.



## City of Beaverton

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*Project Name*

*Key Number*

**Rose Biggi Ave/Crescent Street – Millikan Way**

**14057**

Project extends Rose Biggi Avenue in the Beaverton Regional Center.



# Tualatin Hills Park & Recreation District

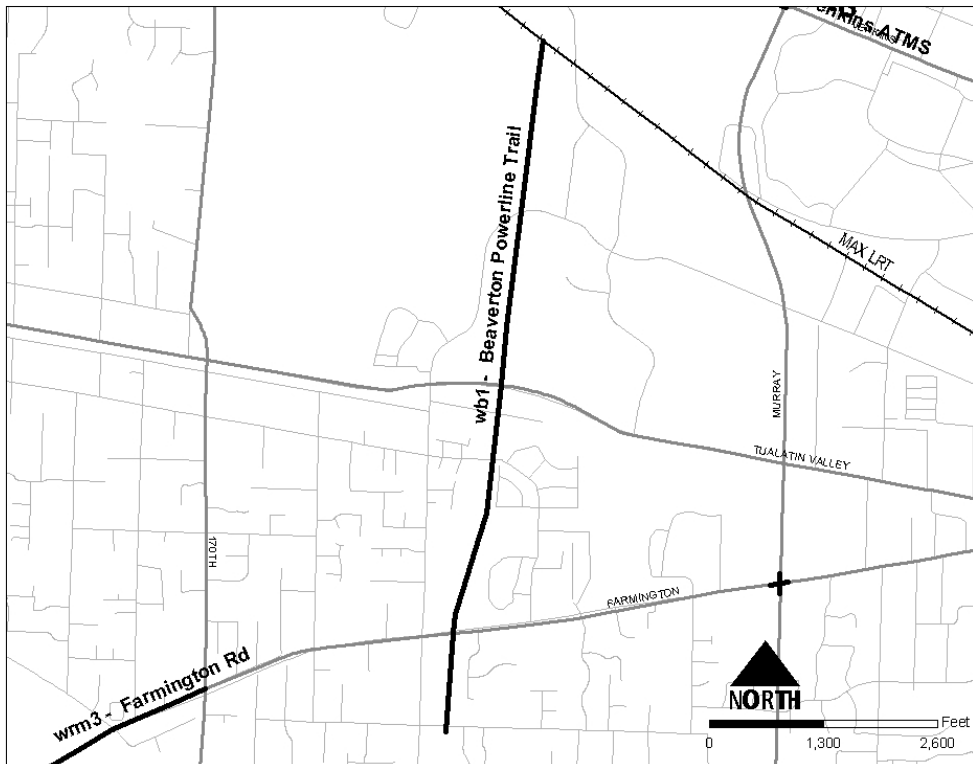
*Project Name*

*Key Number*

**Beaverton Powerline Trail: Merlo LRT Station – Schuepbach Park**

**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.



# ODOT Projects

## ODOT Highway Capacity/Modernization

*Project Name*

*Key Number*

**Boeckman Rd: 95th Ave-110th Ave**

**12400**

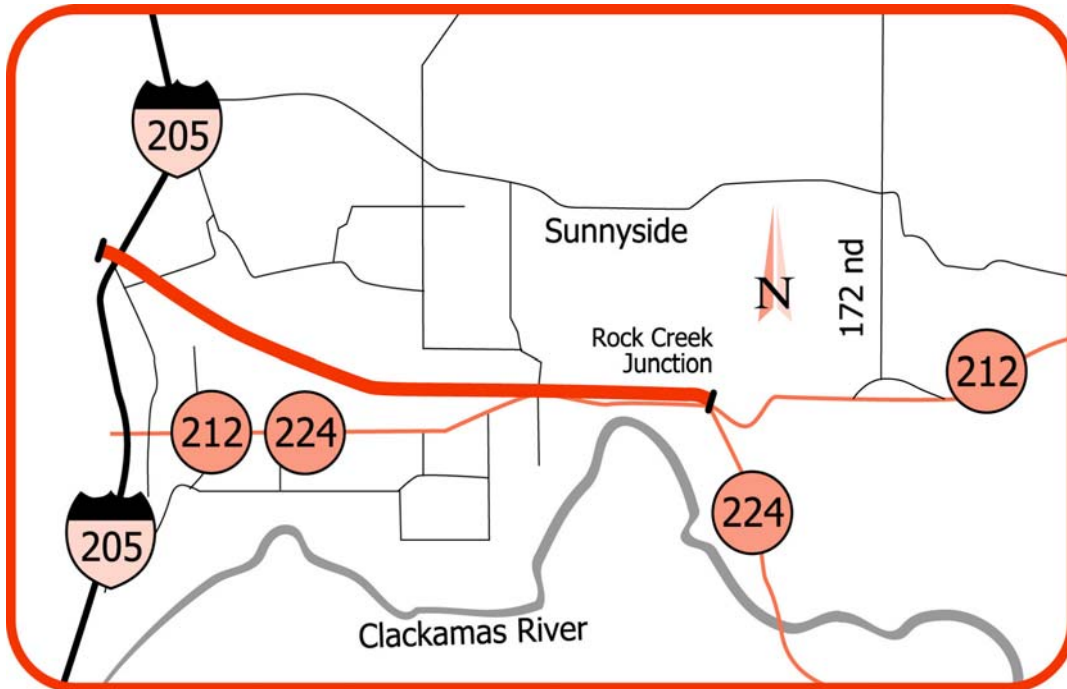
Build street to former Dammash State Hospital site to provide E/W arterial access to new high density redevelopment (project is listed on obligation table under Clackamas county and ODOT Highway Capacity/Modernization).



**Sunrise Corridor EIS**

12454

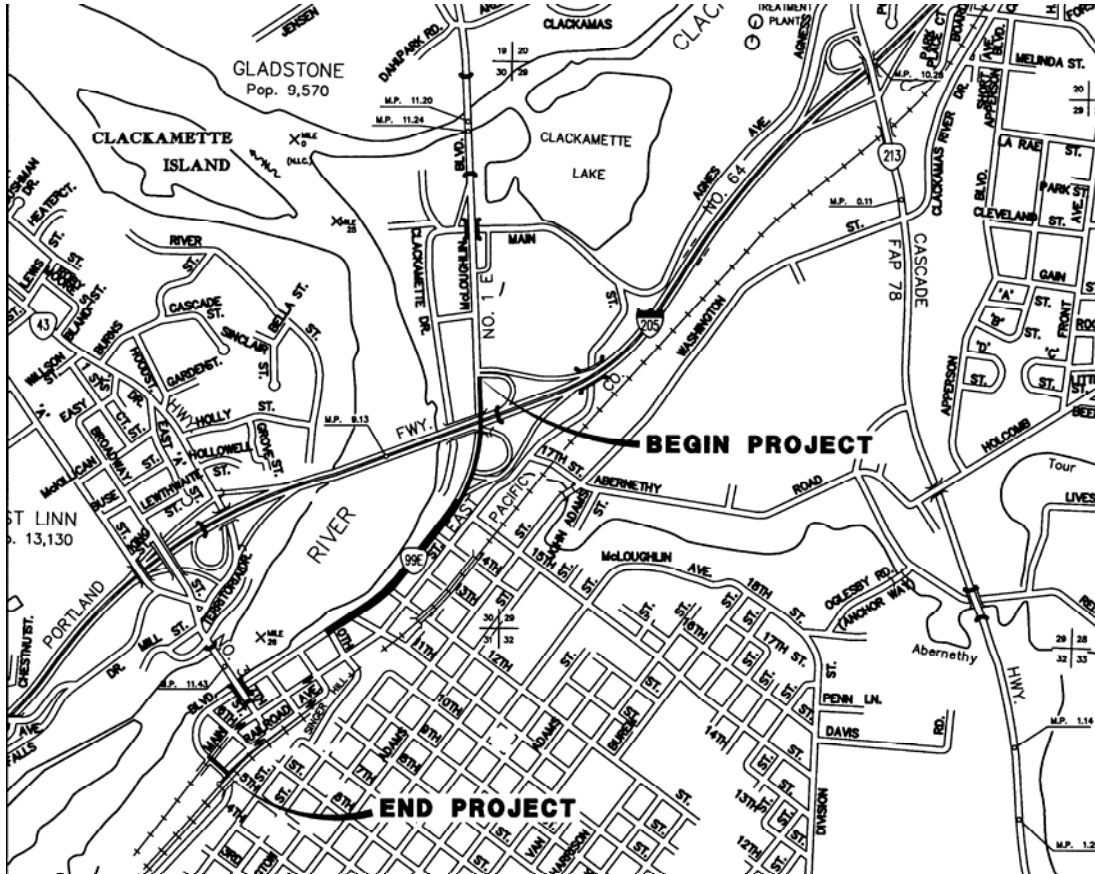
Construct a new access controlled facility (project is listed on obligation table under Clackamas county and ODOT Highway Capacity/Modernization).



**OR99E: I-205 - Railroad Tunnel**

12460

Boulevard retrofit to support development, includes pedestrian, bicycle, on-street parking, and street lighting. Construction funds are for first phase from I-205 to Hwy 43 bridge.



**E Portland Freeway at Sunnybrook Ext.**

87053, 03346

**ODOT Interstate Maintenance Projects**

**Columbia River Br. - Willamette River Br.**

11942

Overlay existing roadway, ramps: joint and deck repair; include safety items as needed.

# ODOT Safety/Hazard Elimination Program

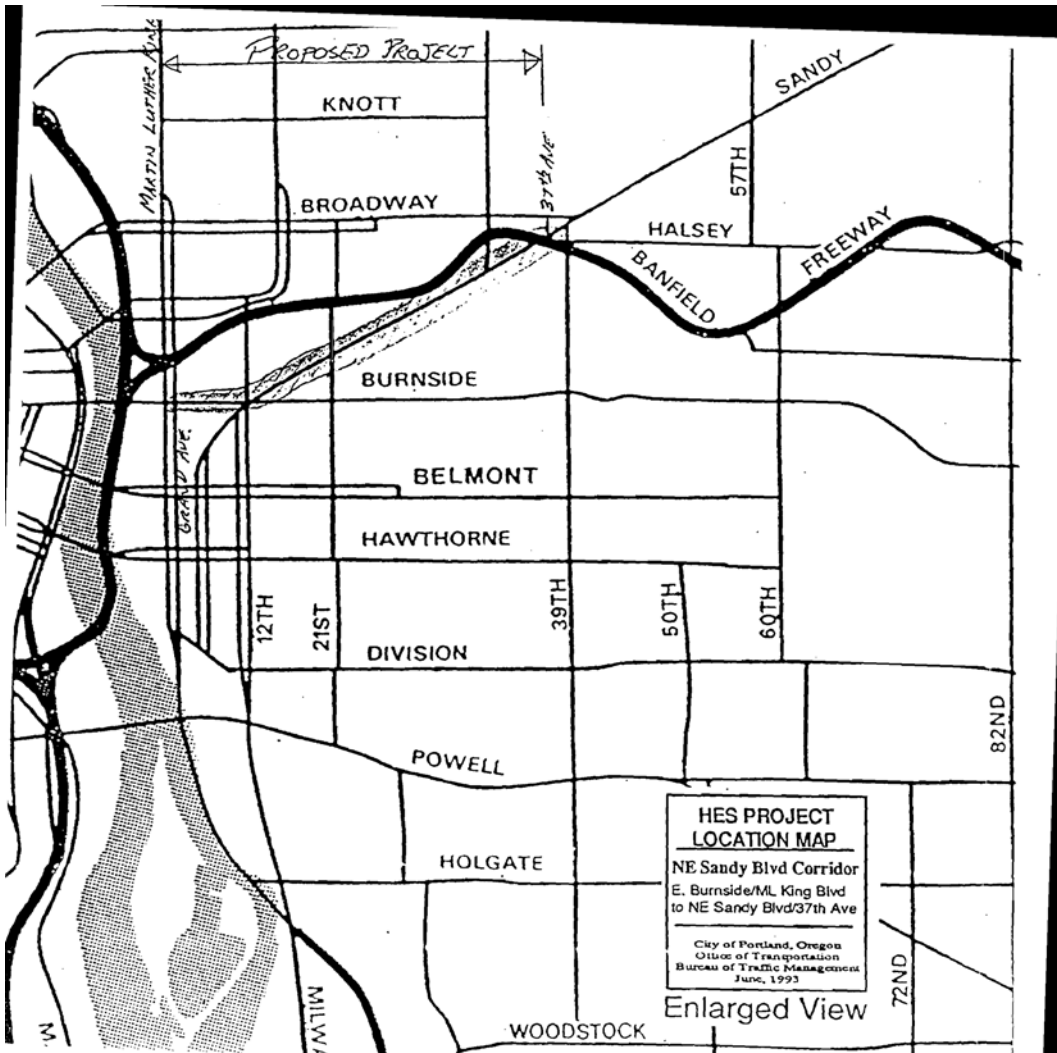
Project Name

Key Number

**Burnside/MLK Blvd – 37th Ave**

**07146**

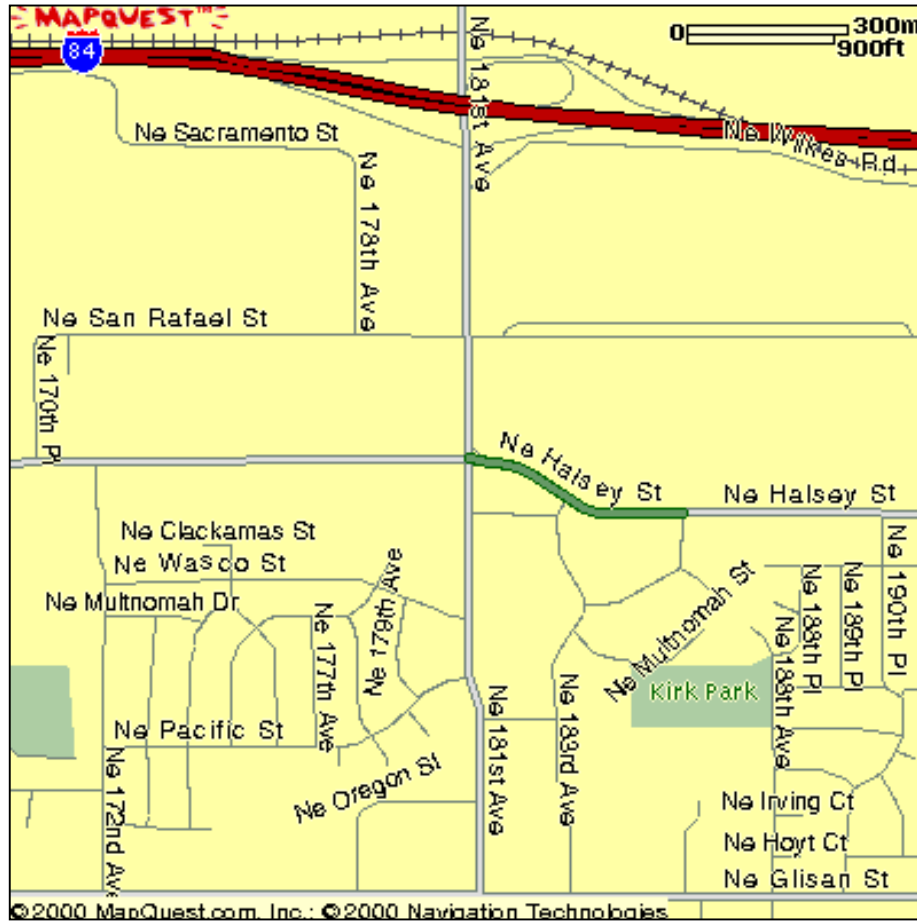
Project adds new signals, interconnects and signage at various intersections where designated.



**NE 181st Ave. at NE Halsey St.**

12262

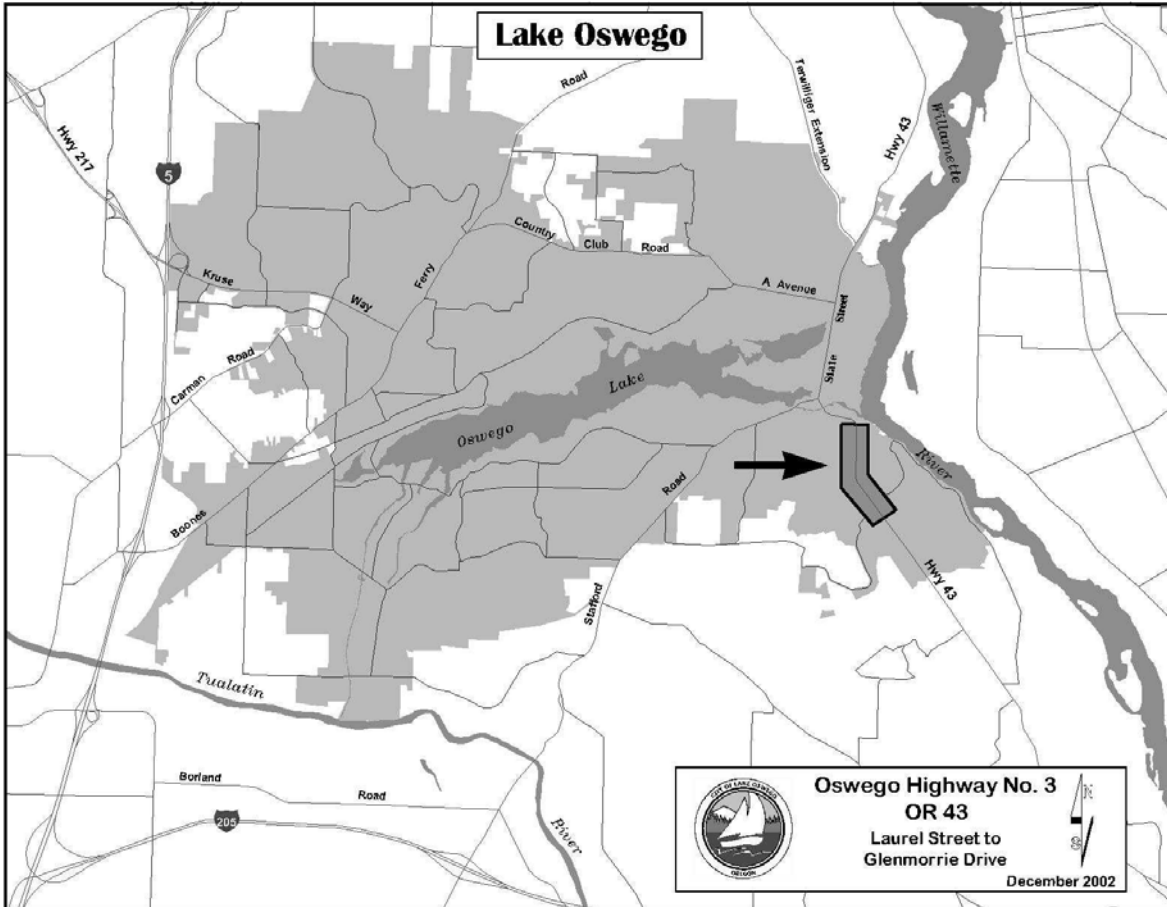
This project is for safety improvements at the intersection of NE 181<sup>st</sup> and NE Halsey.



**OR 43: Laurel to Glenmorrie Drive**

13233

Project involves pavement preservation, restriping, pedestrian improvements.



## ODOT Operations Projects

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<i>Project Name</i>	<i>Key Number</i>
<b>PSU Intelligent Transportation Research Initiative</b> Research conducted through the ITS lab at Portland State University.	<b>13645, 13646, 14451</b>
<b>ODOT/METRO Mass Marketing Project</b> Regional Transportation Demand Management Program	<b>14289</b>
<b>Freeway Travel Time Study</b>	<b>13043</b>
<b>Signal Priority Receiver Installation</b>	<b>12458</b>



**ODOT Bridge Projects**

*Project Name*

*Key Number*

**MLK (O'xing SPRR #2115) Blvd. Bridge**

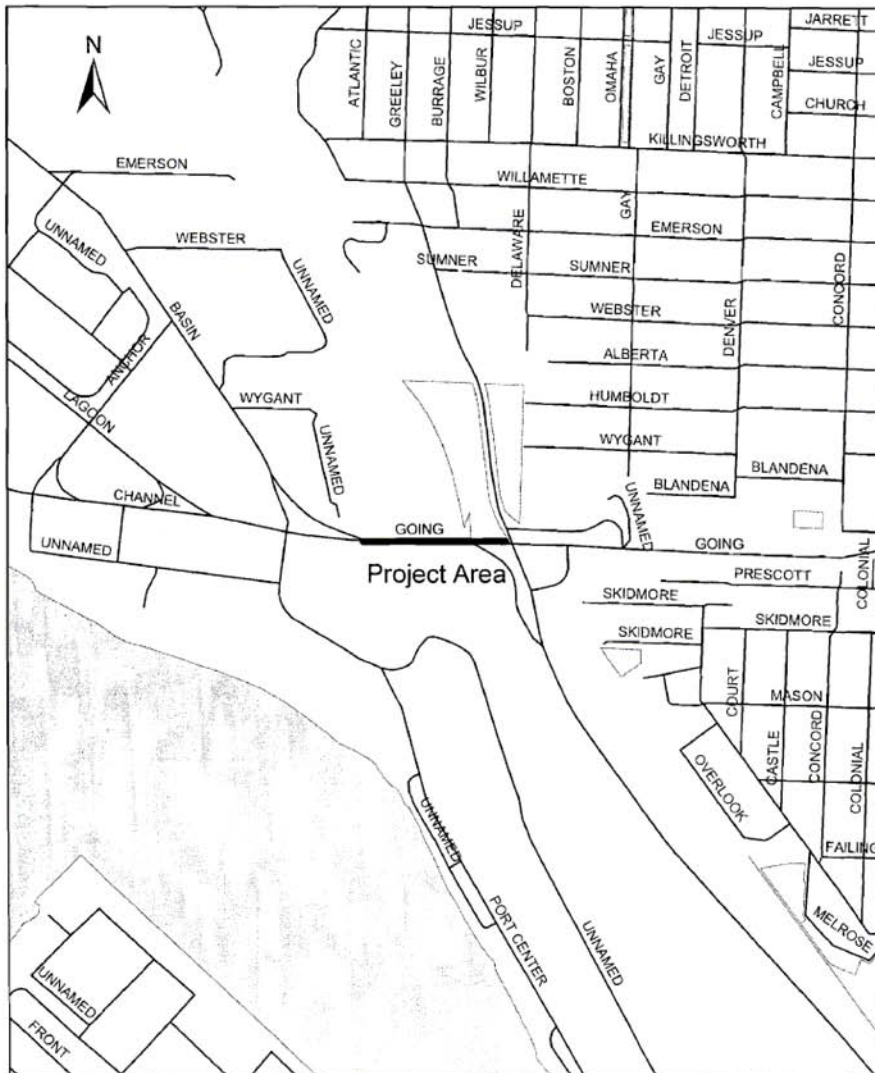
**09350**

This project is for preliminary engineering to replace bridge in Multnomah County.

**N. Going Street Bridge Rehabilitation**

**13991**

Rehabilitation of bridge to encourage industry development at Swan Island.

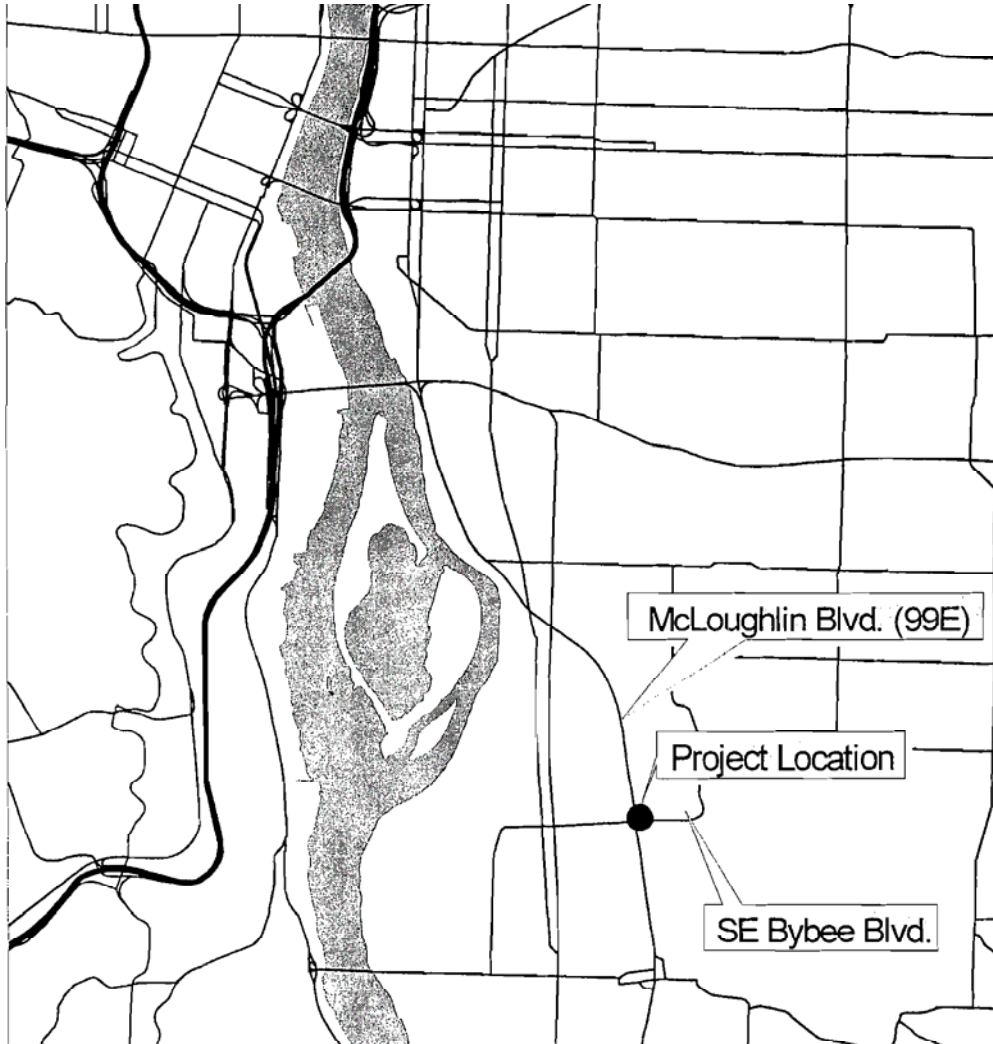


**N GOING STREET BRIDGE**



**McLoughlin Blvd. - UPRR Br. #02026**  
Project to replace bridge structures.

**10705**



# ODOT Enhancement Projects

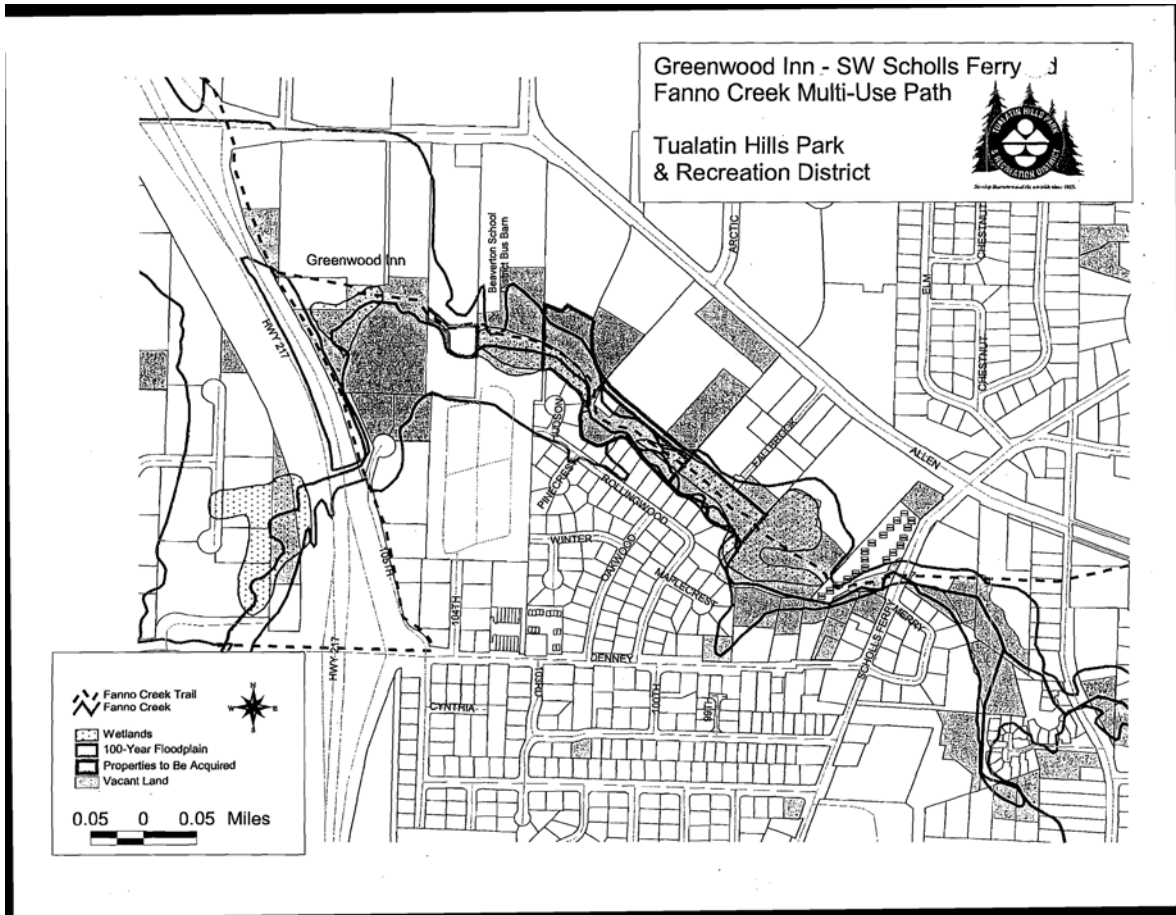
*Project Name*

*Key Number*

## **Fanno Creek Trail: Greenwood Inn-SW Scholls Ferry Rd.**

**11423**

Construct bike path between Greenwood Inn (Beaverton) and Scholls Ferry Road through THPRD property and property donated by Metro Greenspaces bond program



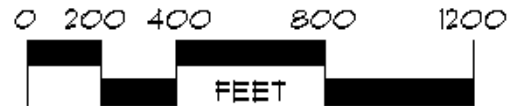
**OMSI - Springwater Trail Three Bridges**

11456

Design and construct an extension of the Springwater Trail with bridges over the UPRR, McLoughlin Blvd. and Johnson Creek.



**E. BANK TRAIL - PHASE 2  
(Springwater Three Bridges)  
From SE 11th Avenue to  
east side of UPRR (4 99E)**



**ODOT Planning Projects**

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*Project Name* *Key Number*

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**Statewide Planning and Research, State Fiscal Years 2008-2009** **12768**  
Planning, project development and research activities to support the provision of Capital and maintenance improvements by the Oregon Department of Transportation.

<b>Agency Contact Information</b>
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<b>Agency name</b>	<b>Phone number</b>	<b>Email/website</b>
City of Beaverton	503-526-2222	publicworks@ci.beaverton.or.us
City of Cornelius	503-357-9112	<a href="http://www.ci.cornelius.or.us/">http://www.ci.cornelius.or.us/</a>
City of Forest Grove	503-992-3200	<a href="http://www.ci.forest-grove.or.us/index.html">http://www.ci.forest-grove.or.us/index.html</a>
City of Lake Oswego	503-635-0270	<a href="http://www.ci.oswego.or.us/">http://www.ci.oswego.or.us/</a>
City of Oregon City	503-657-8241	<a href="http://www.ci.oregon-city.or.us/index.htm">http://www.ci.oregon-city.or.us/index.htm</a>
City of Portland	503-823-5185	<a href="mailto:Director@pdxtrans.org">Director@pdxtrans.org</a>
City of Wilsonville	503-682-1011	<a href="http://www.ci.wilsonville.or.us/index.htm">http://www.ci.wilsonville.or.us/index.htm</a>
Clackamas County	503-655-8581	<a href="http://www.co.clackamas.or.us/dtd/trans/">http://www.co.clackamas.or.us/dtd/trans/</a>
Metro	503-797-1757	<a href="mailto:trans@metro-region.org">trans@metro-region.org</a>
Multnomah County	503-823-4000	<a href="http://www.co.multnomah.or.us/">http://www.co.multnomah.or.us/</a>
Oregon Department of Transportation	503-731-8200	<a href="http://www.oregon.gov/ODOT/HWY/REGION1/">http://www.oregon.gov/ODOT/HWY/REGION1/</a>
ODOT Public Transit Division	503-986-3300	<a href="mailto:ptd.info@odot.state.or.us">ptd.info@odot.state.or.us</a>
Portland State University	503.725.4249	<a href="http://www.its.pdx.edu/index.php">http://www.its.pdx.edu/index.php</a>
TriMet	503-846-8611	<a href="http://trimet.org/">http://trimet.org/</a>
Tualatin Hills Park and Recreation District	503-645-6433	<a href="http://www.thprd.org">http://www.thprd.org</a>
Washington County	503-846-8611	<a href="http://www.co.washington.or.us/cgi/home/washco.pl">http://www.co.washington.or.us/cgi/home/washco.pl</a>

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1700 | FAX 503 797 1794



**METRO**

DATE: January 17, 2008  
TO: Transportation Policy Alternatives Committee (TPAC)  
FROM: Ted Leybold, MTIP manager  
SUBJECT: Draft policy update survey distributed to JPACT

\* \* \* \* \*

Attached is a draft survey and supporting information regarding a policy update to the 2010-13 Metropolitan Transportation Improvement Program (MTIP) that will be distributed to JPACT members and the Metro Council. The purpose of the survey is to gather the perspective of jurisdictional and agency representative on how JPACT and the Metro Council should shape the policy direction of the MTIP.

An abbreviated version of the survey will be used to gather perspectives from community stakeholders. Input from all the surveys will be used to propose an update to existing program policies for your consideration in the next few months. The resulting policy document will guide allocation, programming, and administering of federal transportation funding for the coming MTIP cycle.

Your counterpart on JPACT may come to you for assistance in completing the survey. Surveys need to be returned to Metro by February 1, 2008.

**NAME:**  
**AFFILIATION:**

**Policy Questions**  
**Metropolitan Transportation Improvement Program (MTIP)**  
Federal Fiscal Years 2010 – 2013

**Metropolitan Planning Organization (MPO) responsibility to the MTIP**

Federal regulations require all urban areas with populations over 50,000 to have a Metropolitan Planning Organization (MPO) that manages federal expenditures on transportation projects and programs in the metropolitan planning area. Metro is the designated MPO for the Portland metropolitan region. Metro and the Joint Policy Advisory Committee on Transportation (JPACT) form the MPO decision-making body.

The MPO works with the state transportation agency and all regional transportation operators to develop a Transportation Improvement Program (TIP) for the metropolitan planning area—the MTIP. The MTIP must be approved by the MPO decision-making body and the Governor.

The MTIP must include:

- all transportation projects (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) funded under Title 23 USC and Federal Transit Act (with minor exceptions)
- all regionally significant transportation projects requiring USDOT approval
- only projects consistent with the Regional Transportation Plan.

Regionally significant transportation projects funded with local money or with federal money other than that under Title 23 USC or the Federal Transit Act may be listed in the MTIP for informational purposes.

**Policy Questions**

Consider your experience and observations in answering the following questions. Refer to attachment A for a summary of typical federal and state investments in past MTIPs, and to attachment B for a summary of current ODOT prioritization criteria.

**Overall MTIP Administration**

1. **MTIP administration and adoption:** Is the *overall* coordination of ODOT-administered funds with regional flexible funds and transit funds within the MTIP and overall administration of the MTIP transparent, logical and equitable?

Yes       No



What improvements to the *overall* coordination might you recommend? (You will be able to comment on the administration of specific programs in the following sections.)

- 2. Project Development and the MTIP:** Are decisions to spend MTIP funds on project development activities (e.g., activities that refine designs, identify environmental impacts and refine project cost estimates) that can advance expectations of priority for future project funding, made in a transparent, logical and equitable manner?
- Yes       No

What improvements might you recommend?

### ODOT Administered Funds

- 3. Funding prioritization process:** Is the process to prioritize funding for development, construction and operation of ODOT-administered projects and programs from state, regional and local transportation plans transparent, logical and equitable?
- Yes       No

What improvements might you recommend?

- 4. Criteria organization and prioritization procedures:** The current state transportation program areas (Modernization, Preservation, and Bridge) have individual but coordinated prioritization criteria (see summary Attachment B or a detailed description at [www.oregon.gov/ODOT/TD/TP/stipGuide.shtml](http://www.oregon.gov/ODOT/TD/TP/stipGuide.shtml)) and individual but coordinated program administration procedures. Has this approach been efficient and effective in prioritizing state resources to achieve State and Regional Transportation Plan policy objectives, given current funding levels
- Yes       No

What improvements might you recommend? ? (Comments regarding prioritization criteria will be considered for framing regional participation in the upcoming 2012-15 STIP policy update process).

- 5. Consideration of local policies:** ODOT prioritization criteria currently include some local policies when prioritizing projects for funding, for example:
- coordination with other local projects to achieve cost-savings or other efficiencies
  - transfer of jurisdiction for better service delivery
  - inclusion of the project in local and regional transportation plans
  - coordination with local circulation improvements.

Are there other local policies that you think should be included? Please list them here by state spending program (Modernization, Preservation, Bridge).

- 6. State Safety Program:** The state Safety funding program is intended to enhance safety by leveraging investments of the Preservation Program with additional safety features and with stand-alone safety projects on the state highway system. Has this approach been efficient and effective in prioritizing state resources to achieve the Oregon Transportation Safety Action Plan and RTP safety policy objectives, given current funding levels?

Yes       No

What improvements might you recommend?

- 7. Additional suggestions:** What other issues or recommendations should be considered regarding the allocation and administration of ODOT administered funding?

### Regional Flexible Funds

- 8. Funding prioritization process:** Is the regional decision process to prioritize projects and programs for regional flexible funding from regional and local transportation plans transparent, logical and equitable?

Yes       No

What improvements might you recommend?

- 9. Program policy goals and objectives.** Of the policy goals and objectives in the 2035 Regional Transportation Plan summarized below, are there any that should be priorities for Regional Flexible Funds this funding cycle. Check those that you think should be priorities for these funds relative to the responsibility of other funding sources or agencies.

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

- System gaps or deficiencies to improve multi-modal access in primary 2040 target areas
- Programs that reduce land dedicated to parking

#### **RTP Goal 2: Sustain economic competitiveness**

- Gaps in multi-modal access to labor markets and trade areas within or between 2040 target areas
- Intercity public transportation/inter-modal connections
- Reliable movement of freight and goods
- Access to industrial areas
- Multi-modal freight connections (at least two different modes)

**RTP Goal 3: Expand transportation choices**

- Gaps in bicycle, pedestrian or transit access/inter-modal connections
- Reduction in vehicle miles traveled per capita
- Access to all modes of transportation for underserved populations

**RTP Goal 4: Emphasize efficient management of the transportation system**

- Investments in Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety in regional mobility corridors
- Incentives, services and infrastructure that uses the TSMO Concept to increase awareness of travel options

**RTP Goal 5: Enhance safety and security**

- Investments that address recurring safety-related deficiencies on the regional mobility corridor system and gaps in the regional bicycle and pedestrian systems
- Investments that increase system monitoring, management and security to reduce crime
- Investments that increase system monitoring, management and security to address terrorism, natural disasters or hazardous material spills

**RTP Goal 6: Promote environmental stewardship**

- Improvements to fish or wildlife habitat/barrier removal that limits fish or wildlife passage in a habitat conservation area or wildlife corridor
- Reductions in transportation-related vehicle emissions
- Reduction in impervious surface coverage and stormwater runoff
- Reduction in transportation-related energy and land consumption/reliance on unstable energy sources

**RTP Goal 7: Enhance human health**

- Investments that encourage walking, bicycling
- Reductions in noise, impervious surface and other transportation-related pollution impacts on residents

**RTP Goal 8: Ensure Equity**

- Investment that benefit environmental justice communities
- Investments that provide access to transportation options for people of all ages, abilities and incomes

**RTP Goal 9: Ensure Fiscal Stewardship**

- Investments and strategies for cost-effective maintenance or preservation of existing transportation facilities and services
- Investments that achieve multiple goals and objectives
- Investments that leverage other sources of funding

Comments:

**10. Funding priority:** Should Metro continue to prioritize Regional Flexible Funds for projects and programs that do not have other dedicated sources of revenue available?

- Yes       No

Comments:

**11. Ensuring compliance with state air quality plan requirements:** The region must build enough new bicycle and pedestrian facilities to meet state air quality plan requirements. (If these requirements are not met, federal funding could be redirected to meet them.) Should Metro continue to ensure that regional flexible funds are used to meet the requirement of funding bicycle and pedestrian facilities?

- Yes       No

Comments:

**12. Identifying regional programs before setting local funding targets:** In the interest of reducing local agency work, would you support changing the allocation process to identify on-going funding for regional programs first, before setting application targets for local agency applications? Examples of these types of regional programs include regional share of high capacity transit projects, MPO planning support (in lieu of local dues), corridor planning, Transit Oriented Development program, Regional Travel Options program, Intelligent Transportation System program, On-street transit projects, bike and pedestrian program (see state air quality requirement above), or a research and development program.

- Yes       No

Comments:

**13. Evaluation methodology:** Should the current method of evaluating applications by modal category be replaced by any of the following?

a. All priority policy goals and objectives measured and scored across all candidate applications and eliminate the current system of evaluating by modal category

- Yes       No

Comments:

b. Pre-allocated funding awards, funding targets, or independent evaluation categories  
(see questions 10, 11, 12)

Yes       No

Comments:

c. Other (please describe)

**14. Supporting large projects that have other potential funding sources:** Should regional flexible funds continue to be used for project development and local match to support funding efforts from other sources for large projects (for example, Sellwood Bridge, light rail transit projects, I-5/Nyberg interchange)?

Yes       No

If yes, are there any limits or qualifications you would recommend (for example, documenting a full project funding strategy, limits on future allocation amounts or future years of commitment)?

**15. Local match:** Current incentives for meeting land use policy objectives include requiring a 30% match for projects not directly serving priority land use areas (rather than the 10% federally required minimum match). Should these financial incentives continue to be used as a tool to meet these objectives?

Yes       No

Comments:

**16. Additional suggestions:** What other issues or recommendations should be considered regarding the allocation and administration of regional flexible funding?

## Transit

**17. Federal transit funding in the MTIP:** The current process involves

- a. TriMet updates its Transit Improvement Plan annually.
- b. TriMet briefs JPACT biennially on TriMet and SMART's financial situation.
- c. Metro organizes the regional request for New Starts earmarks to Oregon's Congressional delegation.

Does this process provide useful and adequate preparation for adopting federal transit fund programming in the MTIP? Is it transparent, logical and equitable?

Yes       No

If not, what changes would you recommend?

**18. Funding special needs transportation:** The current process for including special needs transportation in the TIP is as follows:

- a. TriMet administers a solicitation process for applicants seeking funds to provide transportation for people with special needs (elderly, low-income and people living with disabilities).
- b. TriMet sends its funding recommendation to ODOT's public transit division for inclusion in the MTIP.

Is this process transparent, logical and equitable?

Yes       No

If not, what changes would you recommend?

**19. Additional suggestions:** What other issues or recommendations should be considered regarding the allocation and administration of federal transit funding?

# Attachment A

## Metropolitan Transportation Improvement Program (MTIP) Funding and Investment Summary

The Metropolitan Transportation Improvement Program (MTIP) schedules the distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. To be eligible for the MTIP, projects or programs must be in the financially constrained list of the Regional Transportation Plan (RTP).

**MTIP funds are administered in the Portland metropolitan region by four agencies:** the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. Each agency receives its own pot of funds from specific federal sources. Most of the funds administered by ODOT and the transit agencies are dedicated to investments that fall into specific categories. The funds administered by Metro are more flexible. These funds—dubbed "Regional Flexible Funds"—may be invested more broadly. Although these funds constitute only about 13 percent of the region's federal transportation money, they attract considerable attention because they can be used for programs and projects that may have no other source of support. Locally administered transportation funds are not programmed in the MTIP, but may be listed for informational purposes.

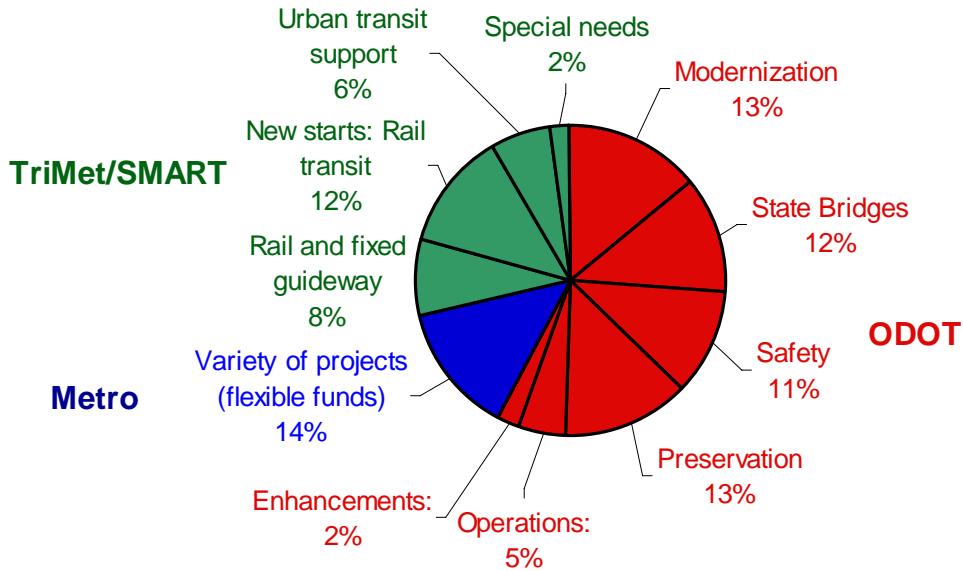
The table below summarizes the main funding sources for each agency and the types of investments they support. A graph on the back of this sheet shows the proportion of federal funds invested in different programs and projects as administered by these agencies. The federal funds administered by ODOT are supplemented with state transportation revenues. The table below reflects only the federal funds.

AGENCY	FEDERAL FUND TYPE	USES
ODOT	<b>Federal Highway Administration (FHWA) Trust Fund</b>	
	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• Surface Transportation Program</li> <li>• Bridge funds</li> <li>• Safety funds</li> <li>• High-Priority Projects (Congressional earmarks)</li> <li>• Transportation enhancements</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation (resurfacing) of the interstate highway system</li> <li>• Highway preservation (resurfacing)</li> <li>• Operations (signs, signals, traffic management)</li> <li>• Highway modernization (widening)</li> <li>• Building and maintaining state bridges</li> <li>• Crash reduction and highway safety</li> <li>• Special projects; highway modernization (widening)</li> <li>• Highway appearance/function; historic preservation</li> </ul>
TriMet/SMART	<b>Federal Transit Administration</b>	
	<ul style="list-style-type: none"> <li>• New Starts/Small Starts</li> <li>• Transit Formula Funds</li> <li>• Rail and bus maintenance</li> <li>• Special needs grants</li> </ul>	<ul style="list-style-type: none"> <li>• New passenger rail or bus rapid transit</li> <li>• Urban transit support</li> <li>• Refurbishing existing passenger rail systems and bus fleets</li> <li>• Transit services for elderly, disabled and low-income people</li> </ul>
Metro	<b>FHWA Trust Fund</b>	
	<ul style="list-style-type: none"> <li>• Congestion Mitigation/Air Quality</li> <li>• Surface Transportation Program</li> </ul>	<ul style="list-style-type: none"> <li>• Projects that improve air quality</li> <li>• Anything but construction of local streets</li> </ul>

# Attachment A

## Fund and investment distribution

The graph below shows the relative amounts and general types of federal and state transportation investments that are administered by ODOT, TriMet and Smart, and Metro. Please note that the relative proportions shown in this graph are based on recent historical averages to give a sense of how funding has generally been allocated.



**NOTE:** The Metro region covers urban portions of Clackamas, Multnomah and Washington Counties. ODOT Region 1 covers those three counties plus Columbia and Hood River. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA-administered, or local government funding. The ODOT enhancement portion reflects a statewide total.



# Attachment B

## Prioritization Factors Used to Select Projects for Funding from the Pool of Eligible Projects

Development STIP Major projects	Construction STIP		
	Modernization projects	Preservation projects	Bridge replacement/rehabilitation projects
<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone).</li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>2</sup></li> <li>• Projects that have already completed one or more D-STIP milestones.</li> <li>• Projects that have funding identified for development or construction<sup>3</sup></li> <li>• Major Modernization Projects that leverage other funds and public benefits.<sup>4</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>7</sup></li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>8</sup></li> <li>• Projects that support freight mobility.<sup>9</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>10</sup></li> <li>• Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects).<sup>11</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>13</sup></li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>14</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>15</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>• Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.)<sup>17</sup></li> <li>• Projects that best support the policies of the Oregon Highway Plan.<sup>18</sup></li> <li>• Projects that support freight mobility.<sup>19</sup></li> <li>• Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>20</sup></li> <li>• Projects that leverage other funds and public benefits.<sup>21</sup></li> </ul>

**Metro**  
**FY2008-09 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY**

DRAFT

ODOT Key #	09 PL ODOT(1) #14386	09 STP* Metro #14386	07 Metro / STP* # 13476	09 Freight STP #14384	09 ODOT Support Funds	09 Sec 5303	08 Sec 5303	09 TriMet Support	FTA Streetcar OR-39-0002 # 14570	Streetcar Local Match	FTA Mihwaukie SDEIS # 14391	Loc Jur/BETC Match	09 Next Corridor STP # 14564	ODOT RTO Mktg	CMAQ RTO OR90-X124 #14441/14443	TRANSIMS - FHWA	Other Funds (2)	Local Match	Total
<b>METRO</b>																			
<b>Transportation Planning</b>																			
1 Regional Transportation Plan	381,117	61,287	60,609	-	68,657	122,191	46,435	54,114	-	-	-	-	-	-	-	-	-	58,035	852,445
2 Best Design Practices in Transportation	-	110,774	19,586	-	17,820	-	-	-	-	-	-	-	-	-	-	-	-	14,920	163,100
3 2040 Performance Indicators	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	2,500
4 Regional Mobility Program/CMS/ITS	13,759	-	42,300	-	19,000	8,400	1,680	11,000	-	-	-	-	-	-	-	-	-	7,361	103,500
5 New Look @ 2040 - Trans Support	50,293	-	-	-	2,241	20,956	12,000	16,771	-	-	-	-	-	-	-	-	-	8,239	110,500
6 Metro Transportation Imprv Prog	516,394	97,192	31,754	-	41,528	16,563	-	91,399	-	-	-	-	-	-	-	-	-	18,899	813,729
7 Environmental Justice/Title VI	27,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,000
8 Elderly & Disabled Transportation Planning	-	-	-	-	7,335	-	-	4,665	-	-	-	-	-	-	-	-	-	-	12,000
9 Regional Trans Planning Financing	36,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000	111,500
10 Regional Freight Plan	1,157	17,730	-	75,000	-	-	-	-	-	-	-	-	-	-	-	-	-	10,613	104,500
11 Reg High Capacity Transit System Plan	9,014	8,973	-	-	-	90,471	-	-	-	-	-	-	456,930	-	-	-	199,230	199,550	964,168
<b>Research &amp; Modeling</b>																			
1 Trans Model Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,914	-	1,978	9,892
2 Model Development Program	406,089	120,615	-	-	2,994	21,418	-	2,851	-	-	-	-	-	-	-	-	71,079	19,159	644,205
3 Transportation System Monitoring	121,986	14,369	-	-	-	20,000	48,000	-	-	-	-	-	-	-	-	-	-	6,645	211,000
4 Technical Assistance Program	-	31,876	-	-	19,482	-	-	6,700	-	-	-	-	-	-	-	-	-	4,003	62,061
5 Economic, Demographic & Land Use Forecasting	251,083	-	-	-	-	21,000	74,720	-	-	-	-	-	-	-	-	-	-	120,767	527,011
6 Data, Growth Monitoring	151,048	16,746	-	-	15,000	66,914	-	37,500	-	-	-	-	-	-	-	-	884,099	117,351	1,288,658
<b>Administrative Services</b>																			
1 Mgmt & Coordination/Grants Mgmt	470,466	342,566	62,804	-	16,343	27,972	1,246	-	-	-	-	-	-	-	-	-	-	53,701	975,098
<b>Corridor Planning</b>																			
1 Portland-Milwaukie Light Rail Project SDEIS	-	-	-	-	-	-	-	-	-	-	160,000	-	-	-	-	-	185,092	40,000	385,092
2 Lake Oswego to Portland Corridor	-	-	-	-	-	-	-	-	338,835	84,709	-	-	-	-	-	-	945,956	50,000	1,419,500
3 Streetcar Technical Methods and City of Portland Streetcar System Plan	-	-	-	-	-	-	-	-	183,119	45,780	-	-	-	-	-	-	-	-	228,899
4 Bi-State Coordination	10,025	6,258	10,768	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,949	29,000
5 Project Development (3)	2,499	24,946	-	-	14,600	-	10,000	-	-	-	-	-	-	-	-	-	-	541,300	594,146
6 Portland Streetcar Loop Project	-	-	-	-	-	-	-	-	20,000	5,000	-	-	-	-	-	-	-	801	25,000
7 Next Corridor	-	-	-	-	-	-	-	-	-	-	-	-	43,070	-	-	-	-	4,930	48,000
8 Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Metro Subtotal</b>	<b>2,448,430</b>	<b>853,332</b>	<b>227,821</b>	<b>75,000</b>	<b>225,000</b>	<b>415,885</b>	<b>194,081</b>	<b>225,000</b>	<b>541,954</b>	<b>135,489</b>	<b>160,000</b>	<b>-</b>	<b>500,000</b>	<b>600,000</b>	<b>2,488,790</b>	<b>7,914</b>	<b>3,249,107</b>	<b>868,425</b>	<b>13,216,228</b>
<b>GRAND TOTAL</b>	<b>2,448,430</b>	<b>853,332</b>	<b>227,821</b>	<b>75,000</b>	<b>225,000</b>	<b>415,885</b>	<b>194,081</b>	<b>225,000</b>	<b>541,954</b>	<b>135,489</b>	<b>160,000</b>	<b>-</b>	<b>500,000</b>	<b>600,000</b>	<b>2,488,790</b>	<b>7,914</b>	<b>3,249,107</b>	<b>868,425</b>	<b>13,216,228</b>
*Federal funds only, no match included																			
(1) PL funds include \$716,747 carryover from FY07.																			
(2) See narrative for anticipated funding sources.																			
(3) Project Development budget includes funds received for work on Sunrise Pkwy/Hwy 212 Damascus, Sellwood Bridge, Sunrise Corridor DEIS/FEIS, I-5/99W, and Columbia River Crossing.																			



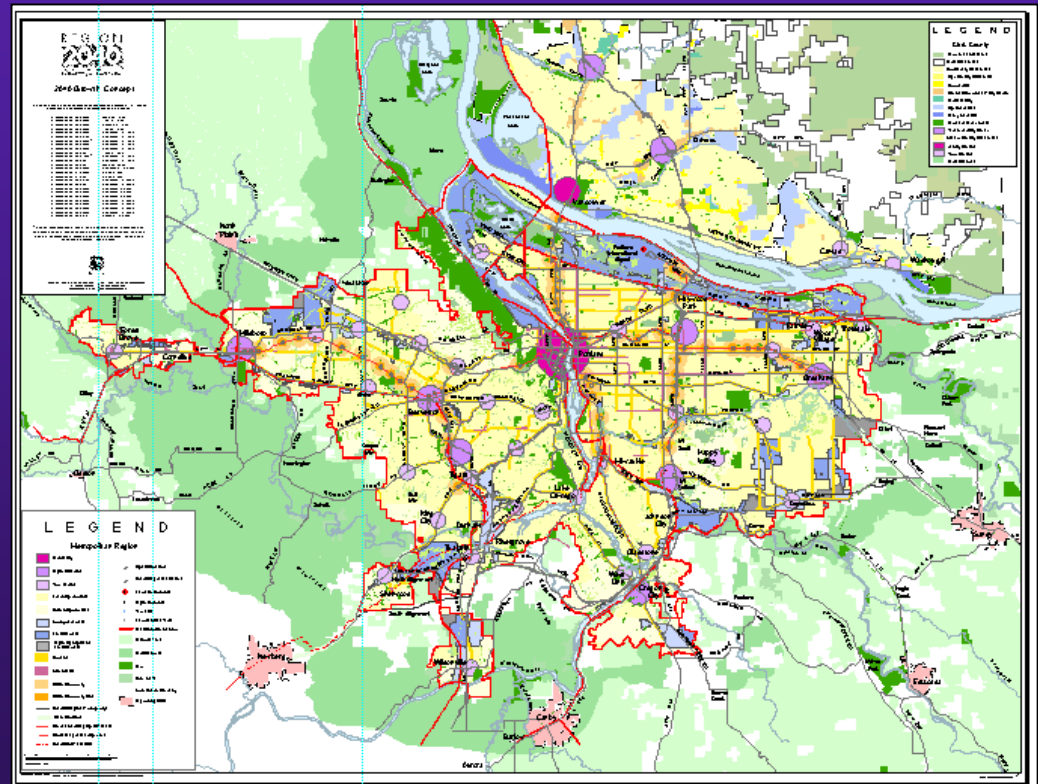
# Promoting Vibrant Communities

*Public investment policies and tools for the 21<sup>st</sup> Century*

**Metro Planning Department  
January 2008**

# Investing in Our Communities

- Investment choices
- Financial tools
- Pursue measures to increase capacity within UGB





# Regional Infrastructure and Public Investment Analysis

- Define issues, opportunities and potential strategies to align public investments with the region's goals as expressed in the 2040 Growth Concept
- Large range of infrastructure types
- Working with service providers to gather information on needs and gaps
- Analysis will be complete in early June



# Community Investment Toolkit

- 3 Volumes (maybe 4)
  - Financial Incentives
  - Design and Codes
  - Employment Areas
  - *Emerging communities*
- Technical assistance and discussion guide
- Regional success stories



# Innovative Design and Development Codes Toolkit



- Best practices and strategies for design and development codes
  - Urban Transitions
  - Contextual Design
  - Urban Design Plans
  - Parking

# Financial Incentives Toolkit



- Tools to stimulate development in centers and corridors that can be implemented at the local level
  - Vertical Housing Program
  - Transit-Oriented Development Tax Exemption
  - Brownfields Assessment and Cleanup Funds
  - Urban Renewal and Tax Increment Financing
  - Improvement Districts
  - Impact-based System Development Charges



# System Development Charges

- Funds infrastructure related to growth
- What we heard:
  - Not reflective of costs & current projects
  - Updating plans and SDCs is costly
  - Impacts housing affordability
  - Political constraints: charge < cost
  - Does not cover all infrastructure systems needed to serve new development  
(e.g. schools and public safety)
  - New methodologies in the region

# System Development Charges

- New methodologies in the region:
  - SDCs assessed by districts
  - Supplemental SDCs
  - Green design can decrease SDCs
  - SDCs paying for planning costs

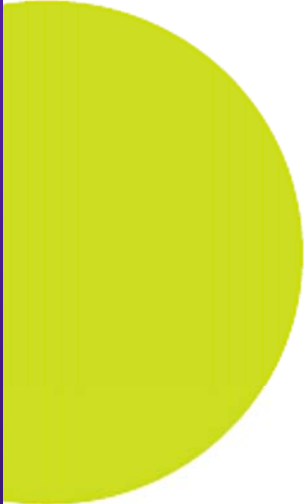


# Promoting Vibrant Communities with SDCs

- Metro asked:
  - Do different development patterns have different costs and impacts?
  - How can SDCs be reflective of varying costs?
  - How can SDCs be reflective of varying impacts?
  - Can SDCs pay for 2040 infrastructure types?

# Promoting Vibrant Communities with SDCs

- Metro hired Galardi Consulting
- Metro convened a subcommittee
  - Matt Brown, Williams & Dame
  - John Dorst, City of Gresham Dept of Env Services
  - Dan Hoyt, Costa Pacific
  - Mike Kohlhoff, Wilsonville City Attorney
  - Doug McClain, Clackamas County
  - Valerie Soilihi, formerly with Hillsboro
- Metro co-sponsored a regional event



Promoting vibrant communities with

## System Development Charges

WELCOME AND INTRODUCTIONS

David Bragdon, Metro Council President

Skip Rotticci, Chair, Urban Land Institute Oregon/SW Washington District Council

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**CREATIVELY FINANCING PROGRESSIVE DEVELOPMENT: A MARKET ANALYSIS**

Christopher B. Leinberger, Visiting Fellow, The Brookings Institution, and Professor of Practice and Director, Graduate Real Estate Development Program, University of Michigan

**THE IMPACT OF SDCS ON ECONOMIC DEVELOPMENT**

Arthur C. (Chris) Nelson, Ph.D., ASCE, FAICP, Professor and Director of the Metropolitan Institute, Virginia Tech University

**LOCAL EXPERIENCES WITH SYSTEM DEVELOPMENT CHARGES AND IMPACT FEES**

Bob Radloff, P.Eng., Director of Development Services, City of Prince George, British Columbia

Desmond Parrington, AICP, Infill Coordinator, City of Sacramento

Deborah Galardi, Principal, Galardi Consulting Group

A new Ideas workshop for developers, lenders, builders, city planners, elected officials and citizen boosters

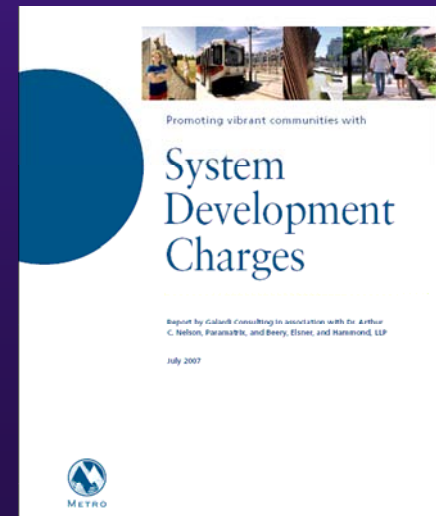
7:30 to 10 a.m.  
Friday, July 13, 2007  
Mulmoham Athletic Club  
1849 SW Salmon St., Portland

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District Council and Metro

# Report findings

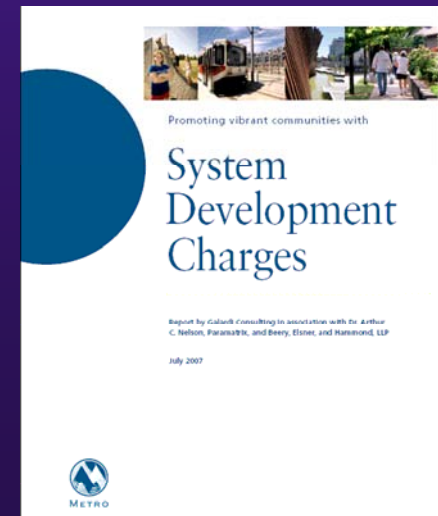
One size does not fit all – communities need to reflect:

- Type of growth and facilities needed
- How growth needs will be met through existing/future capacity
- Community and regulatory-driven standards
- Policy objectives



# Report findings

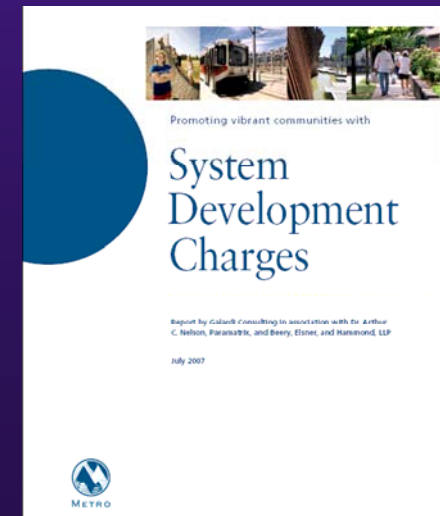
- Integrate SDC development with other planning processes
- Keep plans and SDCs current
- Consider other costs
  - Financing
  - Planning
  - SDC Act compliance costs





# Report findings

- Include projects needed to meet local development patterns and policy goals
  - Prioritize projects that help implement 2040
  - Example: City of Portland
    - Proposed criteria for evaluating transportation projects is if the project “supports 2040 Growth Concept land-use components”
    - Portland Streetcar was partially funded with SDCs

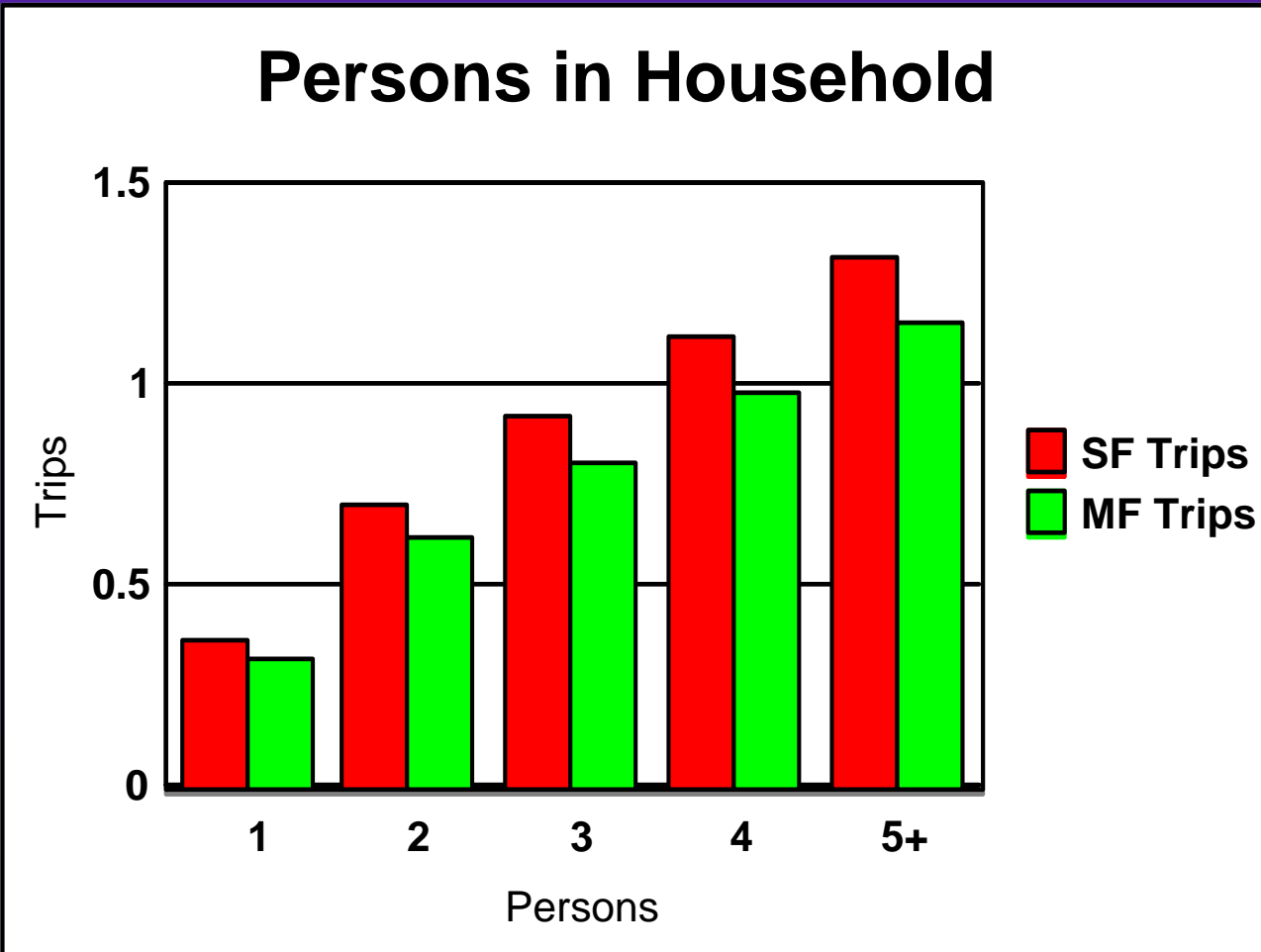


# Report findings

- Different impacts = different fees
  - Building size
  - Lot size
  - Configuration
  - Green design
- Different costs of service = different fees
  - Location
  - Density



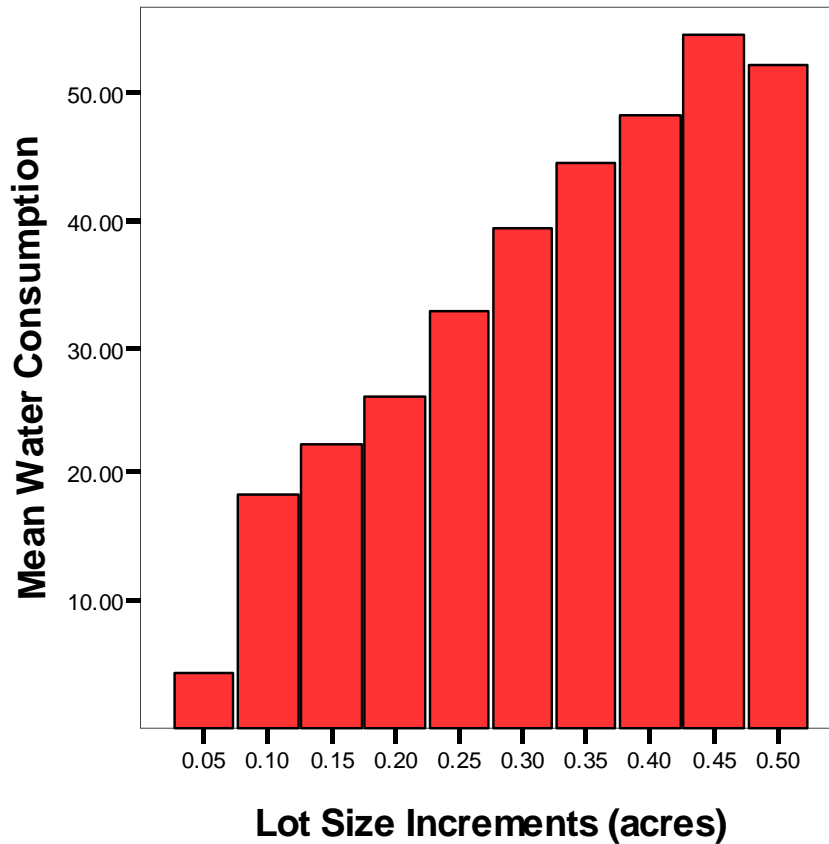
# Building size matters



# Lot size matters

## Mean Water Consumption by Lot Size (Grouped in .05 acre increments)

5 Year Average for June Water Consumption



# Configuration matters

- Integrated office, retail and residential reduces road impacts by 30%+
- Connected to multi-modal can reduce road impacts by 50%+
- Few impact fee programs recognize these reductions on fee schedules



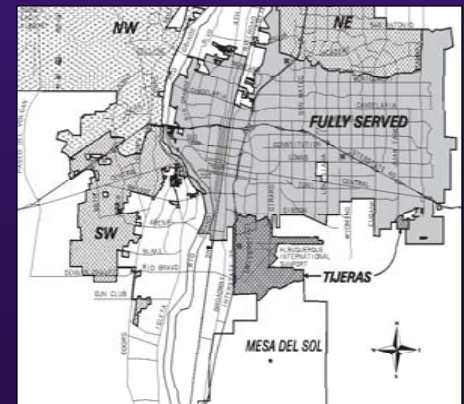
# Green design matters

- Innovative design features can reduce the impact of development on infrastructure systems, particularly stormwater
- Unbundling SDCs is a key component
- A jurisdiction may choose to discount for policy reasons to encourage use of BMPs (Eugene)
- Local example: Gresham green street requirements reduced citywide need for stormwater management, SDC was reduced



# Location matters

- Distance to public transit and schools
- Land features and topography
- Wilsonville uses supplemental SDCs to cover the costs of significant infrastructure improvements in specific locations
- Gresham applies three different SDC schedules for parks based on individual community plans and differing level of service expectations



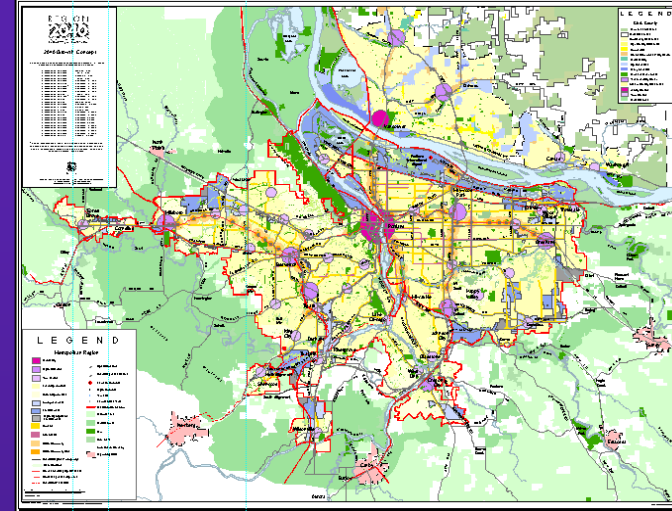
# Density matters

- Example: Prince George, British Columbia
- Incentive for higher density single family developments – 12% reduction applies if:
  - Density greater than 8 lots per acre (5,000 sq. ft.)
  - Lots must be 45 feet wide or less
- Reflects the shorter length of linear infrastructure such as roads and utility mains for development at that density



# Report recommendations

- Integrate 'proportionality' concepts into SDC methodology and fee schedule
- Keep plans and SDCs current
- Consider putting planning and implementation costs in the SDC fees
- Encourage infill, redevelopment, green design & 2040



# Next Steps

- Metro will be working with our local partners as needed to support implementing new SDC methodologies
- Metro's regional infrastructure and public investment analysis will further identify needs to accommodate the next 1 million people while achieving the benefits of the 2040 vision







Promoting vibrant communities with

# System Development Charges

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Report by Galardi Consulting in association with Dr. Arthur  
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