

A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



METRO

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

REVISED

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: May 2, 2008

TIME: 10:00 a.m.

PLACE: Metro Regional Center, Council Chambers

- | | | | |
|----------|-----|--|---------------------------------|
| 10:00 AM | 1. | Call to Order and Declaration of a Quorum | Andy Cotugno |
| 10:00 AM | 2. | Citizen Communications to TPAC on Non-Agenda Items | |
| 10:05 AM | 3. | Future Agenda Items | Andy Cotugno |
| | | • PSU Bike Study | |
| | | • ODOT Safety, Preservation & Bridge Programs | |
| | 4. | <u>ANNOUNCEMENTS</u> | |
| 10:05 AM | 4.1 | * Regional Transportation Plan (RTP) Performance Measures Work Group – <u>INFORMATION</u> | Deena Platman |
| 10:10 AM | 4.2 | * Regional Transportation System Management and Operations (TSMO) Refinement Plan – <u>INFORMATION</u> | Deena Platman |
| | 5. | <u>ACTION ITEMS</u> | |
| 10:15 AM | 5.1 | * Senate Bill 566 – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Rian Windshiemer |
| | 6. | <u>INFORMATION ITEMS</u> | |
| 11:45 AM | 6.1 | * Performance-based Growth Management Concept and Project Work Schedule – <u>INFORMATION</u> | Christina Deffebach
Ted Reid |
| 12:00 PM | 7. | ADJOURN | Andy Cotugno |

Upcoming TPAC Meetings: Fri., May 30, 2008 from 9:30 – 12:00 p.m. at Metro Room 370A/B

* 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.

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: April 25, 2008
TO: TPAC, MTAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: 2035 Regional Transportation Plan – Performance Measures Work Group Membership

Action Requested

- Identify additional members, if desired, to participate in the RTP Performance Measures Work Group.

Background

The 2035 Regional Transportation Plan (RTP) update is embracing new ways to think holistically and strategically about how best to efficiently and effectively move people and freight around and through the Portland metropolitan region. A key element is the development and application of an outcomes-based evaluation framework that will serve as the basis for identifying and evaluating transportation needs, guiding the region's investment decisions and monitoring plan implementation over time.

To meet state planning requirements, the RTP must demonstrate that it defines an adequate transportation system to serve planned land uses. Additional work is needed to identify an aggregate set of performance measures to make this determination, evaluate system performance, and also consider a broader set of potential benefits and negative impacts – including equity and impacts to the environment.

Through evaluation and monitoring, the region will come to better understand the extent to which investments in the transportation system are achieving desired outcomes (as expressed in the RTP Goals and Objectives) and the best return on public investments. This work will also satisfies benchmarks mandated by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the region's Congestion Management Process (CMP).

RTP Performance Measures Work Group Membership

A work group has been meeting since late 2007 to advise Metro staff on a recommended set of measures to be used to evaluate the RTP Scenarios this summer. The recommended measures will be brought forward for discussion and input by TPAC and MTAC in May and June.

The work group focus has expanded from the mobility-related measures to a broader set of performance measures that include equity and the environment. Given this expanded scope, Metro would like to invite other members who are interested in participating to join future work group discussions.

Following is the list of the TPAC and MTAC members/alternates and other expert stakeholders who are currently participating on the RTP Performance Measures Work Group. The meetings are open to the public.

Name	Organization
Frank Angelo	Angelo Planning
Andy Back/Clark Berry	Washington County
Al Burns	City of Portland Bureau of Planning
Mara Gross/Ron Carley	Coalition for a Livable Future
Bob Cortright/ Meg Fernekees	Department of Land Conservation and Development
Denny Egner	City of Lake Oswego
John Gessner	City of Fairview
John Gillam/Courtney Duke	City of Portland – Department of Transportation
Brian Gregor	Oregon Department of Transportation
Jon Holan	City of Forest Grove
Robin McCaffrey	Port of Portland
Kate Dreyfus	City of Gresham
Mike McKillip	City of Tualatin
Lidwien Rahman/Andy Johnson	Oregon Department of Transportation
Satvinder Sandhu	Federal Highway Administration
Joe Recker	TriMet
Ron Weinman	Clackamas County

Upcoming RTP Performance Work Group Meetings

The work group will continue meeting throughout the RTP update to further develop the evaluation framework and monitoring system that would be included in the final RTP in 2009.

- Monday, May 19, 2008, 2-4 p.m., Metro Council Chambers
- Monday, June 30, 2008, 2-4 p.m., Metro Council Chambers
- Monday September 8, 2008, 2-4 p.m., Room 370 A/B

For more information

For more information about the work group and RTP Performance Measures Work Program, please contact Deena Platman at (503) 797-1754 or platmand@metro.dst.or.us.

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: May 2, 2008
TO: TPAC and Interested Parties
FROM: Deena Platman, Principal Transportation Planner
SUBJECT: Regional Transportation System Management and Operations Refinement Plan –
Work Group Formation

Action Requested

Designate TPAC members to participate in a TSMO Policy Work Group that will guide the development of the Regional Transportation System Management and Operations (TSMO) Refinement Plan.

Background

Metro was awarded a Transportation and Growth Management (TGM) grant to develop a regional plan for transportation system management and operations. As a refinement of the regional transportation plan (RTP), the TSMO plan will be designed specifically to result in policies and projects that can be amended into the region's RTP. The planning process will also result in the allocation of 2010 MTIP funds programmed for TSMO and establish priorities for future funding.

Although no TSMO plans exist in the state or the region, almost every stakeholder agency/jurisdiction has invested in the development of an intelligent transportation system (ITS) plan and there may be considerable overlap between the two distinct types of planning efforts. Beyond the ITS plans, work has been done on access management, demand management, traveler information and incident management techniques that will be folded into the process and create a comprehensive system management strategy for the region.

The planning process will result in a regional vision for system management; a prioritized set of investments; a finance policy for how TSMO should be financed; a process for allocating regional program funds; an updated ITS architecture; and increased awareness about the benefits and application of system management tools.

The desired transportation planning outcomes for this project include:

- Improving the performance of existing transportation infrastructure with regard to mobility, safety and reliability;
- Reducing congestion and associated impacts, including business costs and air pollution;

- Increasing the return on investment for new capital investments that incorporate management and operational strategies.

DKS and Associates is the consulting firm leading the project. Kittelson and Associates, Angelo Planning Group, and Jeanne Lawson and Associates are also participating. The planning work is expected to be underway by June 2008.

Advisory Committee Structure

Development of the TSMO Refinement Plan will be guided by a two-tiered advisory committee structure.

The TransPort and Regional Travel Options (RTO) subcommittees of TPAC, will serve as the technical advisory committees. These well-established committees, whose membership includes staff from many of the local, regional, and state agencies, will provide input and review work products with a focus on the technical aspects of the project such as needs assessment and capabilities. The groups meet monthly.

The TSMO Policy Work Group will be established to provide direction on the plan's mission, goals, and objectives; investment strategies and priorities; and financing. The composition of the work group will include both public and private sector organizations that actively participate in or oversee TSMO activities. The work group will meet up to six times during the course of the project. Additionally, members will be asked to review and comment on work products.

Next Steps

With the designation of TPAC representation on the TSMO Policy Work Group, staff will finalize the membership roster and establish a meeting schedule. The first meeting of the work group will occur this summer.

Materials following this page were distributed at the meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AFFIRMING A)	RESOLUTION NO. 08-3940
DEFINITION OF A “SUCCESSFUL REGION”)	
AND COMMITTING METRO TO WORK WITH)	Introduced by Councilor Carl Hosticka
REGIONAL PARTNERS TO IDENTIFY)	
PERFORMANCE INDICATORS AND TARGETS)	
AND TO DEVELOP A DECISION-MAKING)	
PROCESS TO CREATE SUCCESSFUL)	
COMMUNITIES)	

WHEREAS, the preamble to Metro’s Charter states that Metro shall undertake “...as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations...”; and

WHEREAS, the concept of “quality of life” is given further clarification in the 2040 Growth Concept, the Regional Framework Plan and Metro Council Goals and Objectives; and

WHEREAS, to preserve and enhance the quality of life for current and future generations, growth management policies should be based upon measurable performance toward the achievement of regional goals and objectives; and

WHEREAS, Title 9 (Performance Measures) of the Urban Growth Management Functional Plan states that the Metro Council shall adopt and periodically revise performance measures to be used in evaluating and adjusting, as necessary, Metro’s functional plans, the urban growth boundary (UGB), and other regional plans; and

WHEREAS, the region has an increasing ability to measure its success in realizing its goals, to use performance measures and to understand the likely effects of different policy options; and

WHEREAS, state law currently requires Metro to determine the capacity of the region’s UGB every five years, using a precise methodology set forth at ORS 197.296, and to add capacity if the UGB does not have sufficient room to accommodate population and employment growth forecasted for the next 20 years; and

WHEREAS, the current approach to growth management causes the region to apply a level of analytical precision to long-range population and employment forecasts that does not account for the dynamic nature of housing and employment needs and markets; and

WHEREAS, the current approach can lead to UGB land allocations that do not help to create great communities that enhance the quality of life for ourselves and future generations; and

WHEREAS, this cyclical approach has also had the effect of diverting the region’s attention and resources from critical, shorter-term efforts to build livable communities within the region’s centers and corridors and, instead, has directed scarce resources to a continual analysis of need to add to the region’s long-term development capacity by adding land from outside the UGB; and

WHEREAS, despite the passage of approximately 13 years since its adoption, support for the 2040 Growth Concept remains strong among local governments and the general public, and

WHEREAS, the 2040 Growth Concept also holds promise for addressing contemporary and pressing concerns, such as the region's rapid population growth and its contributions to global warming, and for directing investments in infrastructure in a time of limited funds; and

WHEREAS, in order to establish performance measures to inform future growth management decisions, the region should affirmatively state its vision of long-term success in creating a livable region and its constituent communities; and

WHEREAS, a performance-based approach to growth management will be most successful if jurisdictions throughout the region participate in its development and integrate it into their decision making; and

WHEREAS, Metro and its regional partners intend to use a performance-based approach to help determine whether and where to (1) allocate growth to and within the UGB; (2) invest in communities within the UGB; and (3) expand the UGB; now, therefore

BE IT RESOLVED that the Metro Council

1. Affirms a definition of a successful region and its constituent communities, as set forth in Exhibit A, attached hereto.
2. Commits, based on the principles articulated in Exhibit B, to working with all of our regional partners to identify the performance indicators, targets and decision making process necessary to create successful communities.

ADOPTED by the Metro Council this ____ day of _____, 2008

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Exhibit A
To Resolution No. 08-3940

A Definition of a Successful Region

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Exhibit B
To Resolution No. 08-3940

Guiding Principles - Performance Based Growth Management

1. The new growth management approach should be outcome-oriented, with the outcomes endorsed through regional commitment to a definition of performance or outcome.
2. The new approach should be transparent, allowing for explicit weighing of community values and desired outcomes.
3. Performance or outcome should be defined in a way that is readily measurable and has clear cause-and-effect linkages with policy choices.
4. A combination of measures will be used to assess progress toward meeting the region's goals and will inform decisions about which policy tools are needed to achieve the desired outcomes.
5. Measurements should accommodate local aspirations and should support equitable outcomes across the region while also achieving region-wide goals.
6. The new approach will link performance measures reporting directly with growth management decisions.
7. The new approach should rely on an integrated set of policy and financial tools, including public investments, land supply decisions, local zoning and other strategies.
8. Strategies should be aligned at the regional, local, state and federal level to support progress toward achieving the outcomes desired for the region and to effectively leverage private investment.
9. Changes to state statute and administrative rules may be needed to fully implement this approach.

Projects Within the MPO

Project	Project Description	In MPO	In A Plan	County	Congestion Relief	Safety Improvement	OFAC Freight Mobility	PFAC endorsement	Phase in Current STIP	Scoping Estimated Cost (\$2008)	Funds in STIP	2010	2011	2012	2013	2014	2015
I-205 South to I-5 South Auxiliary Lane	Constructs acceleration lanes at merge of I-205/I-5 for improved operations.	Yes	Metro RTP (2008 2017) (RTP ID#10872)	Clack/Wash	Yes	Yes			not programmed	\$13m	N/A	15	16	16	16	17	17
I-84 East to I-205 North Auxiliary Lane	Extend exit lane from I-84 to I-205 back to Halsey exit to allow traffic to exit the mainline I-84 sooner so as to not block the outer travel lane.	Yes	Metro RTP (2008 2017) (RTP ID#10876)	Multnomah	Yes	Yes			not programmed	\$13m	N/A	14	15	16	16	17	17
Northbound Airport Way to I-205 North	Address congestion at the Airport Way Interchange	Yes	Metro RTP (2008 2017) (RTP ID#10865)	Multnomah	Yes	Yes			programmed for development in current STIP	\$47m	\$8m	44	46	48	50	53	55
Delta Park - Phase II	Replace Denver Viaduct, reconstruct local road connections, new signalization. Purpose of the Delta Park projects is to relieve congestion, improve safety and operations and efficiency of existing highway in the project area.	Yes	Metro RTP (2008 2017) (RTP ID#10874)	Multnomah	Yes	Yes			programmed for development in current STIP	\$82m	\$1.219m	89	92	96	100	104	108
Troutdale Interchange at I-84 / Phase 1	Build first phase of Marine Drive Extension as refined through current IAMP work. (Current assumption is 2 lanes Marine Drive Extension.)	Yes	Metro RTP (2008 2017) (RTP ID#10871)	Multnomah	Yes	Yes			programmed for IAMP and conceptual design	\$28m	\$0.723m	30	32	33	34	35	36
State Highway Preservation Enhancements	Safety and Freight Focused Enhancements to Preservation Projects	Yes	NA	Multnomah, Clackamas, Washington, Columbia, Hood River	No	Yes			not programmed	\$18m	N/A	3	3	3	3	3	3
Mobility Corridor Intelligent Transportation Systems and Operations	ITS and Operational improvements within Mobility Corridors that provide a benefit to the State System	Yes	NA	Multnomah, Clackamas, Washington, Columbia, Hood River	Yes	Yes			not programmed	\$18m	N/A	3	3	3	3	3	3
Shute Road Interchange Improvement on US 26	Add loop ramp, added NB through lane, relocate Jacobsen intersection	Yes	Metro RTP (2008 2017) (RTP ID#10600)	Washington	Yes	Yes			not programmed	\$45m	N/A	56	58	61	63	66	69

Projects Outside The MPO

US 26 @ Staley's Junction	Replace existing at-grade intersection with new grade separated interchange	No	Consistent with Wash Co TSP	Washington	Yes	Yes			programmed for development in current STIP	\$22m	\$12m	10	18	27	28	29	30
Button Junction Intersection Improvement on Hwy 35	Intersection improvement	No	Consistent with Hood River County TSP	Hood River	Yes	Yes			not programmed	\$7m	N/A	8	8	9	9	9	10
Swedetown Road Bridge Replacement on US 30	Widen bridge to 4 lanes to match existing configuration in Clatskanie	No	Consistent with Clatskanie TSP	Columbia	Yes	Yes			not programmed	\$9m	N/A	12	12	13	14	15	16
US 26 - Additional Lane West from Government Camp	Add a westbound travel lane (4th lane) from W. Govt Camp Loop Road approximately 1.2 miles to tie into an existing 4 lane section. The project may need to include re-alignment of the W. Govt Camp Lop Road-US 26 intersection and modifications to the Ski Bowl approaches.	No	In Clack County Rural TSP	Clackamas	Yes	Yes			not programmed	\$25m	N/A	28	29	30	31	32	34
US 26 @ Glencoe Rd	Interchange improvements	No	Consistent with Wash Co TSP	Washington	Yes	Yes			Programmed through IAMP and EA.	\$66m	Funded Through IAMP & EA	72	75	78	82	85	92

Total	16	37	150	15	41	56
Cumulative Total	16	53	203	218	259	315
Funding Availability	53	105	158	210	263	315
Projected Cash Flow	37	52	-45	-8	4	0

Projects Within the MPO

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Button Junction Intersection Improvement on Hwy 35	Intersection improvement	No	Consistent with Hood River County TSP	Hood River	Yes	Yes	Yes	Yes	2	not programmed	\$7m	N/A	8	8	9	9	9	10
Swedetown Road Bridge Replacement on US 30	Widen bridge to 4 lanes to match existing configuration in Clatskanie	No	Consistent with Clatskanie TSP	Columbia	Yes	Yes	Yes	Yes	N/R	not programmed	\$9m	N/A	12	12	13	14	15	16
US 26 - Additional Lane West from Government Camp	Add a westbound travel lane (4th lane) from W. Govt Camp Loop Road approximately 1.2 miles to tie into an existing 4 lane section. The project may need to include re-alignment of the W. Govt Camp Lop Road-US 26 intersection and modifications to the Ski Bowl approaches.	No	In Clack County Rural TSP	Clackamas	Yes	Yes	Yes	Yes	N/R	not programmed	\$25m	N/A	28	29	30	31	32	34
US 26 @ Glencoe Rd	Interchange improvements	No	Consistent with Wash Co TSP	Washington	Yes	Yes	Yes	Yes	1	Programmed through IAMP and EA.	\$66m	Funded Through IAMP & EA	72	75	78	82	85	92

Total	16	37	150	15	41	56
Cumulative Total	16	53	203	218	259	315
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List of large unfunded projects with estimated costs over \$100 Million

Project	Project Description	In RTP or TSP?	In STIP	Current STIP funding	Plan/ Environmental	PE	ROW	Construction	Total Estimated Cost (Range in Millions, 2008 \$)	
Columbia River Crossing	To implement preferred alternative from the EIS	yes	Environmental document in 2009, funded through planning, some PE and ROW funding available	\$ 35,777,000					\$3,100	\$4,200
I-5/I-84 Interchange	Improve function of I-5 at the I-5/I-84 Interchange	yes	Continue Planning & Analysis Work	\$ 400,000	\$2	\$50	n/a	\$310-500	\$360	\$550
I-5/OR99W Connector	To implement outcome of regional process looking at I-5/99W.	yes	Environmental document in 2009, funded through planning, some PE funding available	\$ 25,762,000	\$10	\$150	\$100	\$540-1,240	\$800	\$1,500
Sunrise Corridor	To implement the outcome of the Sunrise SDEIS covering from I-205 to Rock Creek Junction.	yes	Environmental document in 2009, funded through planning, some PE funding available	\$ 57,061,000	Funded	\$150	\$150-175M	\$800-1,200	\$1,100	\$1,500
OR 217 Braided Ramps: Beaverton-Hillsdale Hwy to Allen	Build braided ramps from BH to Allen to improve capacity and operations on OR 217, further planning/environmental required	yes	Project development.	\$ 416,000					\$250	\$300
Sellwood Bridge	To implement outcome of Sellwood Bridge EIS	yes	Environmental document in 2009, funded through planning, some PE funding available	\$ 26,030,000					\$300	\$450

*RTP identified corridor needs including, I-84/US 26 Connector, I-205 and Sunrise Parkway, require corridor plans prior to development and are expected to cost well over \$100m.

ODOT Region 1 Modernization Projects

Project Name	Metro MPO	Total	Project Readiness
OR 217: Sunset Hwy - TV Hwy	Yes	\$ 37,291	Bid Date - October 20, 2008
I-5: Victory Blvd - Lombard	Yes	\$ 71,437	Under Construction
I-84: Right turn lane @ 257th	Yes	\$ 1,092	Construction in 2009
US 26: Access to Springwater	Yes	\$ 4,000	Funded Construction 2010 + IAMP
I-5: Wilsonville Interchange	Yes	\$ 11,500	Funded Phase of Construction 2010
I-5 @ North Macadam	Yes	\$ 28,416	Construction in 2009/2010
Troutdale/Marine Dr Ext	Yes	\$ 723	Funded IAMP & Environmental
US26: NW 185th Ave - Cornell Road	Yes	\$ 4,031	Funded through planning and PE
I-5: Victory Blvd to Lombard Ph 2	Yes	\$ 1,219	EA Complete, Limited PE & ROW
Columbia River Crossing	Yes	\$ 35,777	Funded through planning and PE
Sunrise Corridor	Yes	\$ 57,061	Funded through planning and PE
OR 99W: Tualatin to Sherwood Connector	Yes	\$ 25,762	Environmental document in 2009
OR 217: Beaverton /Hillsdale Hwy to SW Allen Blvd	Yes	\$ 416	Study in 2011
I-5/I-84 Analysis	Yes	\$ 400	Continue Planning & Analysis Work
Sellwood Bridge	Yes	\$ 26,030	Funded through PE and ROW
Sandy River Delta Access	No	\$ 945	Construction in 2008
US30 @ Van St.	No	\$ 6,412	Funded Construction 2010
US 30 Havlik Drive	No	\$ 1,223	Construction in 2010
US26: Staley's Junction Improvement	No	\$ 11,990	Funding Shortfall / Construction 2010
US26: Sunset Hwy @ Glencoe Road	No	\$ 3,533	Funded Through IAMP & EA

INFLATION FACTORS FOR THE 2010-2013 STIP

The inflation rate to be used for the 2010-2013 STIP is 4.3% for 2010 and 2011, and 4% for 2012 and 2013. All 2010 and 2011 projects should be inflated by 4.3% per year, and all 2012 and 2013 projects should be inflated by 4% per year, from 2008 dollars. Also, any additional funds added to 2010 and 2011 projects that were in the 2008-2011 STIP, due to increased costs or scope, should be inflated by 4.3% per year.

The factors used to determine the inflation rate are fuel prices, the Oregon Wage Index for Highway, Street, and Bridge Construction Employees, and the Producer Price Index for Highway and Street Construction. The factors are updated annually, and forecasted annual increases are averaged to obtain the estimated inflation rate.

The inflation rate should be compounded each year. Please refer to this chart for the appropriate inflation rate to apply for each year:

	Current (2008)	2009	2010	2011	2012	2013
Annual Inflation Rate	100.00%	104.30%	104.30%	104.30%	104.00%	104.00%
Compounded Rate	100.00%	104.30%	108.78%	113.46%	118.00%	122.72%
Looks Like This	0.00%	4.30%	8.78%	13.46%	18.00%	22.72%
Example	\$1,000,000	\$1,043,000	\$1,087,849	\$1,134,627	\$1,180,012	\$1,227,212

SB 566 Project List Assumptions

Why is there a cap on the project list?

The cap was developed in response to a request from several Regions and ACTs that felt that it would be too difficult to prioritize the entire list of needed projects. In discussions with them about the Senate Bill request, they felt some sort of ceiling would be appropriate, given there was a place to further call-out and identify projects requiring over \$100 million on a separate list.

Assumptions for the \$140m

Starting with the maximum reasonable amount under discussion at the time for increased transportation funding, 14 cents.

Anticipate current revenue split 50/30/20 (state/county/city).

Expect about 1/3 of the money to supplement current funding for preserving the existing system.

Expect current modernization equity split amongst the Regions.

The breakdown

14 cents per gallon times \$29 million per year yields \$406 million
The State's 50% is roughly \$205 million/yr (rounded to the nearest \$5m)

The \$205 million was split as follows:

\$65 million to supplement maintenance, preservation, bridge, operations
\$140 million for modernization

$\$140m * 37.5614\%$ (Region 1's modernization split) = \$52.586m/year

$\$52.586 * 6$ years (2010-15) = \$315.516m for Region 1