BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2002-2005 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND CONSOLIDATING ACTIONS OF RESOLUTION NO. 01-3025B (2002 MTIP PROJECT SELECTION PROCEDURES) AND RESOLUTION NO. 01-3098A (ALLOCATION OF FY 2004-2005 STP/CMAQ FUNDS)	))))))	RESOLUTION NO. 02-3178 Introduced by: Councilor Rod Monroe JPACT Chair

WHEREAS, planning regulations of the U.S. Department of Transportation identify Metro as the Metropolitan Planning Organization (MPO) for the Portland urban area; and

WHEREAS, pursuant to federal regulations Metro, acting as the Portland-area MPO, has prepared an FY 2002-2005 Metropolitan Transportation Improvement Program (MTIP) that is shown in Exhibit A; and

WHEREAS, the MTIP lists all projects authorized to obligate federal funds in the following three years for improvement and maintenance of transportation facilities according to project, or project category, funding type, phase of work and year of intended obligation; and

WHEREAS, Metro has also approved a fourth year of projects for federal informational purposes; and

WHEREAS, Metro recognizes the fourth year of projects as regional commitments; and

WHEREAS, projects included in the first three years must rely only upon funds which the MPO reasonably anticipates will be available; and

WHEREAS, the fourth year of an MTIP may exceed reasonably anticipated revenues; and

WHEREAS, the MTIP schedule of projects assumes availability of carryover funds and limitation from prior years of the program, including repayment to the region of $1.275 million of STP funds, at 100 percent limitation, borrowed from the region by the Oregon Department of Transportation (ODOT) at the end of FY 1992 and $2.8 million of Transportation Enhancement authority, also at 100 percent limitation, assigned by ODOT for Metro allocation in the 2000 MTIP, and against which project authority was programmed but was deferred in FY 2002 and FY 2003 until FY 2004 or later, in order to increase statewide funding of urgent maintenance activity; and

WHEREAS, Metro expects approximately $30.9 million of Regional Surface Transportation Program funds (STP) and $19.8 million of Congestion Mitigation/Air Quality funds (CMAQ) to be appropriated over federal fiscal years 2004 and 2005; and

WHEREAS, ODOT has requested that the Region 1 local program exceed limitation authority in FY 2002 and potentially in FY 2003 to assist with timely drawdown of statewide federal aid funding; and

WHEREAS, some projects intended for early obligation have slipped and projects intended to rely on later appropriations are ready to advance; and

WHEREAS, the MTIP must also describe significant transportation projects reliant on non-federal funds in sufficient detail to permit modeling of potentially adverse or beneficial air quality effects; and

WHEREAS, Metro has prepared an air quality Conformity Determination showing that all funds approved in the MTIP conform to the State (Air Quality) Implementation Plan for attainment and maintenance of air quality standards; and

WHEREAS, the Conformity Determination has been the subject of a 30-day public comment period in which no significant public or agency comments have been received to dispute the Conformity finding; and

WHEREAS, Metro has provided opportunity for public involvement at all significant points during its development of the MTIP; and

WHEREAS, the MPO must consider the relationship of the MTIP to Environmental Justice policies issued by Executive Order 12898; and

WHEREAS, the MTIP must describe the project selection procedures which implement policies and priorities of the Regional Transportation Plan during MTIP project selection; and

WHEREAS, the MPO is required to list major projects implemented from the previous MTIP and to discuss obstacles to planned implementation of major projects; now, therefore

BE IT RESOLVED:

1. The lists of regional and state highway and transit projects and obligation authority shown in Exhibit A, including its text and appendices, is approved as the Portland-area FY 2002-2005 MTIP.
2. The Priorities 2002 allocations of regional flexible funds approved in the MTIP are conditioned upon terms listed in Appendix 10 of the MTIP.
3. The revenue projections shown on page 3 of the MTIP, and which are discussed in greater detail in Appendix 2 of the MTIP demonstrate fiscal constraint of the approved program, knowing that programming intentionally exceeds projected revenue due to ODOT's commitment of statewide revenue and limitation.
4. The Conformity Determination included in Appendix 6 of the MTIP is approved.
5. The Public Involvement summary shown in Appendix 3 of the MTIP shows that its adoption complies with both federal planning regulations and Metro's own public involvement policies.
6. Appendix 7 of the MTIP shows that the MTIP allocations address federal Environmental Justice mandates, as well as can be determined at this time, given limited demographic data and absence of approved policy guidance.
7. The MTIP discussion of Project prioritization and project selection contained in pages 7-9 of the MTIP and in Appendix 4, adequately summarize JPACT and Metro Council approved MTIP project selection procedures that were formally approved in Metro Resolution No. 01-3025B and which are designed to reinforce Metro's 2040 Growth Concept land use objectives and RTP multimodal transportation system objectives.

8. Metro staff is authorized to coordinate final programming of projects and project phases with ODOT and local agency staff within dollar limits herein approved; consistent with adopted MTIP Management Guidelines.

ADOPTED by the Metro Council this 4th day of April, 2002.

Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

Dan Cooper, General Counsel

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FY 2002 – 2005
PORTLAND METROPOLITAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2002

Exhibit A to Resolution No. 02-3178

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CHAPTER 1: OVERVIEW OF MTIP CONTENTS AND DEVELOPMENT PROCESS

1.1 MTIP PURPOSE

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

No project may receive federal funds if it is not approved in the RTP. However, the RTP approves more projects than can be afforded by the region in any given year. Just as Metro is required to develop an RTP, it is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP "program" process is used to determine which projects included in the Plan will be given funding priority year by year. The MTIP further refines and balances local and regional priorities that are broadly addressed in the RTP and resolves funding decisions that range from correcting deficiencies unique to a local street to advancing major long-range projects.

1.2 MTIP CONTENT

The MTIP must be revised at least every two years and it must address two types of projects. The most detailed information is required for federally funded highway and transit projects. For these, the MTIP must:

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

This information is included in Section II of the MTIP, (the financial tables in the middle of the document). Appendix 1 provides additional information about the projects as they are described in the Financially Constrained Network of the Regional Transportation Plan (RTP). It is this descriptive data that is the basis for modeling air quality effects of the projects. The project listings in the "Total Funding" table included at the end of Section II, includes an RTP reference number to assist cross-reference to the RTP table.

In addition to this level of detail for federally funded projects, the MTIP must also describe other regionally significant state or locally funded projects that have a potential to affect regional attainment and/or maintenance of federal air quality standards. The information about these projects is limited to a description of the intended scope, concept and timing of the projects that is sufficient to model their potential air quality effects, total cost and responsible agency. Appendix 1 provides this information for the bulk of projects anticipated in the region that will not rely on federal funds.

This document, the 2002 – 2005 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2001, and ending September 30, 2005. However, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming is not static though. Slow progress on

early phases of some of the "old" projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the "new" projects, or their early phases, that have been allocated FY 2004-05 funds, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Section 2.*

1.3 2002 MTIP DEVELOPMENT PROCESS.

Metro works with the diverse mixture of local, regional, state and federal jurisdictions that own and operate the region's transportation system to develop the MTIP. These jurisdictions include 24 cities, three counties, Tri-Met, the Oregon Department of Transportation, the Port of Portland, the Federal Highway Administration, the Federal Transit Administration, and the city of Vancouver and Clark County in the state of Washington.

The 2002 MTIP reflects results of the Priorities 2002 Update process concluded by Metro in September, 2001: for some classes of federal funds Metro is responsible for soliciting projects and awarding the funding, which is the purpose of the Priorities' Updates. These funds are referred to collectively as "regional flexible funds" and include regional Surface Transportation Program (STP) funds, Congestion Mitigation/Air Quality (CMAQ) funds and Transportation Enhancement (TE) funds. In the future, ODOT has indicated its intent to manage TE funds on a statewide basis but this suggestion has yet to be finalized by the Oregon Transportation Commission (OTC). Metro's STP funds are a specific portion of all the STP funds appropriated to the state of Oregon and come to Metro in its role as the MPO of an urban area with a population in excess of 200,000. The CMAQ funds come to Metro as a consequence of both the severity of previous air quality problems here, relative to other areas of the state, and the region's larger population. Also, the administration of these funds is more easily managed by the larger city and regional agencies found in the Portland-area, so that most of the CMAQ funds appropriated to the state are assigned to projects in the Metro region.

However, the 2002 MTIP also schedules both federal and state funds administered by ODOT for bridge and highway preservation and modernization, and federal transit dollars scheduled by Tri-Met. Allocation decisions by ODOT and Tri-Met are made in consultation with Metro, as the funds must be included in the MTIP. All funds scheduled in the MTIP must be included without change, either wholly or by reference, in the State TIP (STIP). The Governor would resolve any

disagreement between Metro and ODOT regarding any approved funds, though this has never occurred.

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." As shown in Table 1 below, the 2002 MTIP meets this test through a mixture of conservative future revenue forecasts, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections.

The core of the MTIP's federal revenue projections is that anticipated federal appropriations, for both highway and transit purposes, are outlined in the six-year federal transportation act (TEA-21) which is the source of federal assistance for Metro, Tri-Met and ODOT. With respect to state transportation funding, ODOT collects and distributes the state's gas tax revenues. Starting with TEA-21's maximum authorization schedule, Metro works with ODOT to develop reasonable six-year appropriation estimates. Metro assumes less than the maximum authorized in the Act to reflect historical trends, but there is no way to precisely predict how much will actually be appropriated. In a similar fashion, Metro relies on Tri-Met estimates of anticipated federal transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in TEA-21. As with Tri-Met, Metro relies on ODOT's projections of federal and state revenues that will be made available to Region 1 projects under complex formulas implemented by the OTC on an annual basis.

During the four years of the MTIP, Tri-Met expects to receive about $447 million of federal funding (excluding federal funds controlled by Metro). The MTIP does not report Tri-Met's general fund revenues. ODOT is projecting expenditure of about $256 million of combined federal and state revenue over the four years, within the urban portion of Region 1. (Tables 2 and 3, shown in Chapter 2, provide more detailed analysis of these allocations.)

Metro projects that about $116 million of Metro's regional flexible funds will be provided to advance regional projects during the four year's addressed by the 2002 MTIP. This represents annual federal appropriations and commitment of "carryover funds" by ODOT (e.g., funds available to Metro in prior years that were "loaned" to projects outside the region).

TABLE 1
DEMONSTRATION OF FY 02-05 MTIP FISCAL CONSTRAINT

COST OF APPROVED PROJECTS

	FY 02	FY 03	FY 04	FY 05	TOTAL
Transportation Enhancement (TE)	$ 2.168	$ 1.482		$ 2.909	**$ 6.559**
Surface Transportation Program (STP)	$ 27.383	$ 12.233	$ 17.920	$ 10.527	**$ 68.063**
Congestion Mitigation/Air Quality (CMAQ)	$ 16.156	$ 13.010	$ 7.690	$ 7.251	**$ 44.107**
APPROVED PROJECTS TOTAL	**$ 45.707**	**$ 26.725**	**$ 25.610**	**$ 20.687**	**$ 118.730**

ASSUMED REVENUE
(Assumes 100% of Appropriations but Limitation Value of Carryover Dollars)

	FY 02	FY 03	FY 04	FY 05	TOTAL
TE Appropriations*			$ 1.400	$ 1.400	**$ 2.800**
STP Appropriations	$ 14.467	$ 14.762	$ 15.205	$ 15.661	**$ 60.095**
CMAQ Appropriations	$ 9.272	$ 9.471	$ 9.755	$ 10.048	**$ 38.546**
Total Projected Appropriations	**$ 23.739**	**$ 24.233**	**$ 26.360**	**$ 27.109**	**$ 101.441**
Total Project Costs	$ (45.707)	$ (26.725)	$ (25.610)	$ (20.687)	$ (118.730)
Subtotal	**$ (21.968)**	**$ (2.492)**	**$ 0.750**	**$ 6.422**	**$ (17.289)**
TE Carryover*	$ 3.842				**$ 3.842**
CMAQ Carryover**	$ 4.115				**$ 4.115**
STP Carryover**	$ 5.864				**$ 5.864**
STP/FAU balance	$ 1.275				**$ 1.275**
Subtotal	**$ (6.872)**	**$ (2.492)**	**$ 0.750**	**$ 6.422**	
From Statewide Sources* **	$ 6.872	$ 2.492	$ (0.750)	$ (6.422)	**$ (2.193)**
FINAL BALANCE	**$0**	**$0**	**$0**	**$0**	

* State TE commitment of $2.8 mil to Metro (at 100%) in FY 02/03 was deferred to FY 04/05.

** FY 02 Carryover of STP and CMAQ is in limited dollars

*** Metro has programmed obligations in excess of anticipated *regional* revenue per the request of ODOT Headquarters staff to help assure timely obligation of federal limitation available to the *statewide* program. Overdrafts in early years will be repaid from regional funds in later years by agreement between ODOT and the region. Metro's four-year program will result in a total balance owed to the Statewide program of $2.193 million, which will be reimbursed to the state in FY 06, or earlier, depending on actual federal appropriations to the region in FY 02 – 05, and any "natural" delay of regionally scheduled projects to later years.

At ODOT's request, Metro has scheduled nearly $7.0 million more in projects in FY 2002 than expected regional revenues can advance and nearly $2.5 million more in FY 2003. ODOT is concerned that its statewide construction schedule will not be able to absorb all federal fund categories available to it and that some funds may therefore revert to the national program. ODOT will therefore "loan" some of these funds to advance Metro's "local program" in these years. In the last two years of the program, Metro "underspends" estimated revenue to repay the statewide loans.

This balancing across years will still leave about $2 million of projects without funds in 2005. Though federal regulations permit the fourth year of the MTIP to exceed expected revenue; Metro considers the fourth year to represent regional commitments that will be honored, despite the revenue gap. If regional revenues throughout the entire four year program do not exceed projections (and they have exceeded Metro's conservative estimates in the previous four years) Metro anticipates that the region will be advanced about $2 million from statewide resources in FY 2005. It is ODOT's policy to prioritize "local program" projects at the expense of state projects whenever possible. If no statewide funds are available that year (i.e., if other state program priorities cannot be adjusted), then $2 million worth of regional projects (or whatever the actual balance is at that time) will be slipped to FY 06.

Before this point is reached though, Metro will update the MTIP in 2004. If it appears that projects will be slipped to FY 06, Metro will reserve a portion of the anticipated FY 06 appropriations to honor commitments to slipped projects. In this way the current program will be made whole. A more detailed discussion of each of these issues is provided in Appendix 2.

1.5 PROJECT PRIORITIZATION PROCESS

The RTP defines the collection of regional multi-modal transportation improvements needed over a 20-year period to support the region's land use and transportation goals and policies. The RTP breaks these improvements into those needed between 2000-2005, 2006- 2010 and 2011-2020. Metro indirectly influences a broad assortment of funding sources that help implement these projects. However, Metro directly allocates only a portion of all transportation funds in the region: the STP and CMAQ funds, which amount to about $118 million out of an approximate total of $735 million that is programmed for expenditure in the region over the next

four years. Only $50 million of that money was previously unallocated when the current MTIP update began.

Metro's decision about which RTP projects and programs to fund with this remaining amount of money is accomplished by the MTIP Priorities' Update process. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to nominate and select projects for funding which includes numerous opportunities for public review and comment (see Appendix 3).

Priorities 2002 Update. Once Metro and ODOT staff agreed on FY 04 and 05 revenue assumptions, Metro initiated a public and agency process for development and approval of project selection criteria and a solicitation procedure. Comment was invited on draft criteria from December 18, 2000 through January 16, 2001. The final criteria and procedures were approved in Resolution No. 01-3025A in January 2001. The technical criteria approved by JPACT and the Metro Council were largely those used in the Priorities 2000 update. Technical ranking criteria were adopted for the following modes:

1. Road Modernization
2. Road Reconstruction
3. Freight
4. Bridge
5. Boulevards
6. Bike/Trail
7. Pedestrian
8. Transportation Demand Management
9. Transit Oriented Development
10. Transit

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

The MTIP Update process uses technical and administrative criteria established by ODOT, JPACT and the Metro Council to select projects for funding. Metro uses a 100-point technical ranking system that scores projects for:

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

These are only the general ranking categories. More detailed descriptions of the technical ranking criteria are shown in Appendix 4. Administrative criteria for project selection include project relationships to regional policy, including:

- regional goals and system definitions contained in the 2000 Regional Transportation Plan
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice considerations (see Appendix 5)
- the Transportation Planning Rule (Goal 12)
- provisions of the Clean Air Act Amendments (CAAA) of 1990 and the associated state (Air Quality) Implementation Plan (SIP).

Other factors that have been considered during selection include local agency financial contributions over and above minimum match levels, affordable housing, school safety and project contribution to recovery of endangered salmonid populations.

The Metro Council also developed companion administrative criteria for determining Council project priorities. *These are shown on the last page of Appendix 4.* The primary focus of the Council criteria was to emphasize support of alternative travel modes in light of the many other revenue sources that are available to support construction and maintenance of new road capacity. The Council's criteria were included in the Priorities 2002 Solicitation Package, and a screening matrix was later used to identify a final group of projects that best met the Council criteria.

2040 Land Use Objectives. As in previous criteria development procedures, the thrust of the Priorities 2002 exercise was to better assure that transportation investments complement the Region 2040 land use objectives. This process was aided by availability of the 2000 RTP that addressed the policy and multimodal system considerations of how best to achieve this

objective. During adoption of the criteria and solicitation procedures, additional policy discussion focused on three issues:

1. First, should regional funds be used for design, right of way acquisition or construction of mainline and/or interchange improvement projects? The conclusion of these discussions was to permit freeway design requests to compete for funds but to limit right or way and/or construction allocations only to interchange enhancements that principally aid local street circulation.
2. Second, should the region spread its funds to many smaller projects or seek to leverage funds to implement a few much larger projects? No specific dollar limit was endorsed on submission of candidate projects.
3. Finally, should the region continue to prioritize funding of ongoing regional programs (e.g., Transportation Demand Management, Transportation Management Association Assistance, Intelligent Transportation Systems, etc.)? The high value of these programs was recognized but no automatic funding commitment was endorsed.

The Metro Council and JPACT have directed staff to initiate a comprehensive review of the current selection procedures, which have evolved in the previous four updates. This process began in the late winter of 2002 and is scheduled to conclude in July.

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

1.6 PROJECT PROGRAMMING AND SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP 20-year plan. Project *selection* refers to the process of deciding how projects that are prioritized for funding are organized by year (programming), and, where conflicts develop within a current fiscal year, how it is decided to advance some projects ahead of others (project selection). The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

1.6.1 Programming Funds.

Tri-Met. In cooperation with Metro, Tri-Met is primarily responsible for both prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc). Tri-Met develops its own annual Service Plan and five-year Capital Plan to determine service and capital priorities. It then allocates both federal and general fund revenues to implement these plans. Transit funds are subject to their own limitation and do not draw down the ability of either ODOT or Metro to spend other fund categories in any given year. The MTIP reports only the federal funding component of Tri-Met's overall capital and operations programs.

The bulk of federal funding projected for receipt by Tri-Met in the current MTIP consists of annual Section 5309 New (Rail) Start appropriations expected by Tri-Met for construction of the Interstate MAX light rail extension from the Rose Quarter to the Exposition Center ($250 million). These New Start funds are limited exclusively to the MAX construction project. Other federal transit funding categories received by Tri-Met (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports Tri-Met's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to FTA. Metro defers allocation of discretionary federal transit funds to Tri-Met for routine transit maintenance programs.

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

ODOT Funds. ODOT prioritizes and administers Interstate Maintenance, State Modernization, federal and state bridge rehabilitation, and highway safety, preservation and operations funds,

again, in cooperation with Metro.[1] In response to a directive from the Governor to conserve limited transportation funds, the Oregon Transportation Commission (OTC) has severely restricted ODOT's authority to implement new system expansion projects: statewide, only $57 million per year is permitted to be spent for modernization activity, as required by the state constitution. The region's share of this fund is limited to approximately $27 million per biennium. The OTC has dedicated all other state resources to keep pace with essential system preservation activity. For the past eight years, ODOT's expansion projects have been confined to three projects: completion of the Sylvan Interchange reconstruction/widening; the I-5/Hwy. 212/Kruse Way interchange reconstruction and the Sunnybrook interchange split diamond interchange project. Each of these is consistent with freeway project priorities endorsed by Metro and its regional partners.

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

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

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure

[1] For federal review purposes, in cooperation with Metro, ODOT selects projects that are funded under the Interstate Maintenance and Bridge Replacement programs, or that are on the National Highway System. All other projects are selected by Metro in consultation with ODOT. Projects identified in the first year of the three-year approved program period are deemed "selected" and may obligate federal funds without further administrative authorization.

all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

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

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

1.6.2 Project Selection

All of the funds type discussed above must be programmed in the MTIP. However, Tri-Met funds do not restrict the ability to spend ODOT or regional funds and, for the most part, ODOT's spending is similarly segregated. ODOT and Tri-Met are responsible for developing their own funding priorities, which for the most part, are simply reflected in the MTIP, rather than developed by the Priorities Update and MTIP adoption process. For the regional flexible funds, the Priorities 2002 Update and the MTIP adoption are the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure. Thereafter, oversight of all fund types is left largely to discretion of the primary administrative agency. The caveat is that no projects may be added or taken from the total regional program, or diverted between projects, or project phases without notification and approval by Metro.

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

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

CHAPTER 2: HIGHLIGHTS OF THE CURRENT FOUR-YEAR PROGRAM.

2.1 REGIONAL FUNDS

A key portion of the current program was approved in September 2001 when Metro adopted Resolution No. 01-3098A, which allocated $50.5 million of FY 04-05 STP and CMAQ funds. Regional Flexible Fund allocations approved in FY 2000 and in FY 1998 also contribute significantly to the overall program. All three sets of project allocations are shown in Appendix 5. (There are, in fact, some allocations dating back to 1993 that remain eligible to obligate their funds that are reflected in the current four-year program.) The program approved in the current resolution (see the financial tables in Section II) blends the newly allocated dollars with previously approved funds and updates the phasing, fund type and timing of all approved projects across all four years of the program.

2.2.1 Key Initiatives Awarded Regional Flexible Funds by Metro

Boulevards. The 2000 RTP designates certain limited portions of the regional arterial network as a "Boulevard" street type. These areas are targeted for an increased emphasis. It is anticipated that local and regional resources will be focussed along these road segments to provide amenities such as wider sidewalks, bike lanes, street plantings and pedestrian buffer strips, planted median strips, special lighting and street furniture, building design features, curb extensions at more frequent cross walks, transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

The Priorities 2000 regional flexible funding allocation provided over $11.5 million dollars to a collection of ten Boulevard projects throughout the region. The Priorities 2002 allocation included some $3 million awarded to three new projects and supplemental funds to a fourth.

Bike System Improvements. The last three regional flexible funding allocations have focussed on three general categories of bike system improvement. The first of these has been to enhance bike and pedestrian access to the Willamette River bridges. The Hawthorne and Steel Bridge facilities are now open. The Priorities 2002 allocation provided $1.0 to create a bike lane crossing of the Morrison Bridge.

A second focus has been completion of the East Bank Trail and its connection to the Springwater Trail. The Steel Bridge to OMSI portion of the East Bank Trail opened last year, relying on a broad assortment of regional and City of Portland funding sources. The Priorities 2000 allocation provided funding to construct a link from OMSI to the City of Milwaukie. The Priorities 2002 update gave over $4.2 million to construct three bridges and associated street lanes to connect the Springwater and East Bank Trails. Completion of these projects will provide a continuous off-street connection from Willamette Park on the west shore of the river to Boring in rural Clackamas County.

Metro has also concentrated on strengthening bike systems in more suburban portions of the region. In prior years, Metro awarded funds to a first phase of the Fanno Creek Trail through Beaverton. In the 2000 update Metro awarded right of way funds to a second phase of the Fanno Creek trail system between Beaverton and Tigard and, in the 2002 program, has used regional flexible funding and proceeds from the Metro sponsored Greenspaces Bond Measure to fund construction of the second phase. Construction funds were also awarded in 2002 to match a previous right of way allocation for the Gresham-Fairview multi-use trail.

Pedestrian Improvements. One of the most profound ways Metro promotes strengthened pedestrian amenities throughout the region is by its development and inclusion in the RTP of multi-modal street design guidelines that must be considered when approving regionally significant facilities. These guidelines will ultimately leverage routine, broad ranging planning and capital investment by the region's local and county governments to implement pedestrian enhancements. However, Metro also directly invests flexible funds in pedestrian projects, typically ones that improve pedestrian connections to high-quality transit corridors. Almost all categories of transportation projects provide some improvement of the region's pedestrian

environment, since new and reconstructed streets provide new sidewalks. Also, most of Metro's bike funds are applied to multi-use facilities like the East Bank, Springwater and Fanno Creek trail systems. Boulevard projects are also very intimately connected with improving pedestrian-to-transit connections. And finally, in this Priorities Update, Metro invested $1.4 million in a set of eight specific pedestrian projects that enhance connection to transit in Washington and Clackamas counties.

Roadway and Intelligent Transportation Systems (ITS). The current Update did not initiate any new roadway projects, but rather, focussed resources on advancing projects previously awarded design and/or right of way funds, including the I-5/Nyberg Overcrossing project in Tualatin ($2.3 million for construction), the Hwy 217/Greenberg Road project in Tigard ($390,000 right of way) and the 223rd Railroad Overcrossing reconstruction project in Fairview ($134,000 right of way).

Metro continued to expand its commitment of funds to better manage existing auto capacity by upgrading and integrating the region's fragmented street signal systems. The previous updates awarded planning and proof of concept funds to Multnomah County and the City of Gresham to demonstrate benefits of using new computer-based management systems to improve street signal systems. The ITS systems reduce waiting at signals, reduce fuel consumption and air emissions and reduce intersection accidents by maintaining steadier progression of vehicles along major streets. The benefits demonstrated by these projects in the East County led to expansion of the program throughout the region in the previous 2000 Update. A total of $1.65 million of additional implementation funds have been awarded to Multnomah, Clackamas and Washington counties in the current allocation.

Transit. In 1999, Metro committed revenue of $6.0 million annually for ten years ($60 million total) for transit capital improvements in the South/North transit corridor between Vancouver Washington and Oregon City. The current MTIP honors this commitment by allocating $24 million of regional funds to construct the Interstate MAX extension between the Rose Quarter and the Exposition Center in North Portland, which is the first phase of the South/North MAX program. The core regional commitment of $37.5 million to Interstate MAX will be fully met in 2006. (A contingency clause of Metro's agreement with Tri-Met could trigger allocation beyond 2006 if the schedule of federal appropriations is not met and borrowing costs increase.)

Once the Interstate MAX commitment is met, Metro will contribute subsequent annual allocations to improvements in the south portion of the corridor, including McLoughlin Blvd, between downtown and Oregon City, and potentially, along the I-205 portion of the corridor. Four million dollars were allocated in this Update to conduct planning and preliminary engineering of transit design alternatives in the corridor. It is hoped this work will lead to an earmark of federal funding in the next six-year authorization bill due in 2003, to construct new transit capital facilities in the corridor. In the last update, $1.44 million was awarded to begin improved bus transit service along McLoughlin Blvd. as an interim, transit ridership-building program. The new service included improved shelters and other amenities, increased bus frequency to 15-minute headways and expanded weekly service hours. (These regional investments dovetail with other Tri-Met capital programming for improved park and ride facilities and transit center and bus stop improvements in the corridor.)

In addition to the South Corridor improvements, the last update also funded similar investment in the Barber Corridor between Downtown Portland and South Washington County. The current Update provides supplemental support for the new service starts in both corridors and an additional $1.2 million to kick-start improved transit service in one or more additional priority corridors. The new funds were contingent on Tri-Met returning to Metro with a plan showing which priority corridor(s) would benefit from the regional funds. Also, Tri-Met must demonstrate how deployment of regionally funded new service starts in the McLoughlin and Barber corridors, and in the yet to be determined corridor(s), will be maintained using non-regional resources.

Tri-Met has signaled that one approach it will take to meet this challenge is allocation of the regional capital funds to its "Streamline" service program. As road congestion increases, Tri-Met has traditionally added new bus service to simply maintain frequency and reliability of existing service. Over the past two years though, Tri-Met has begun deployment of Streamline service in its priority corridors. Part of this program relies on Tri-Met's ten-year investment in computer aided dispatch technology and satellite tracking of its bus fleet. These innovations in fleet management enable Tri-Met to squeeze more service from existing service hours. This reduces capital costs for new buses. Maintenance costs for a smaller fleet is also reduced. The computer system also helps Tri-Met identify which routes achieve the best ridership and determine where crucial bottlenecks can be smoothed to improve service reliability. Smoothing sometimes consists of building dedicated bus lanes at problem intersections, or deployment of transit-priority emitters that let a bus automatically extend green time of traffic signals if it is running behind schedule. These efficiencies are matched by providing more comfortable low-

floor; air-conditioned buses and other transit stop amenities, including deployment of real-time bus arrival information at major transit stop locations.

These fleet management and service tools combine to reduce the cost of preserving existing transit service in the face of increasing road congestion and actually stimulates added ridership from existing service hours. Tri-Met records indicate that the Streamline program system enhancements will achieve ridership increases of about 266,000 added annual boardings (net of transfers) without adding service hours on 12 regional routes. Absent the program, Tri-Met would have to field 266 extra weekly service hours to gain these new riders, at a cost of some $720,000 per year. These savings can therefore be used by Tri-Met to provide actual new service.

The Wilsonville SMART initiative to secure federal earmark funding for construction of a Park & Ride lot adjacent to the proposed Wilsonville/Beaverton Commuter Rail station was unsuccessful for a third year in 2002. Regional funds of $1.1 million were allocated to secure the property, as part of a larger strategy to support both the Commuter Rail project and redevelopment of the Dammash Hospital site in Wilsonville as an Urban Village.[2]

2.2 TRI-MET PROGRAM AND OTHER REGIONAL TRANSIT PROJECTS.

This MTIP updates a broad array of transit funds throughout the region, all of which are shown in Table 2, below. The largest block of funds is the $250 million of Section 5309 appropriations for construction of the Interstate MAX extension. The second largest chunk of funds is $121 million of Section 5307 and 5309 formula funds that Tri-Met propose to spend on bus and light rail vehicle maintenance. Together with other regional funds, a total of $155.7 million is

[2] At the time of publication, the City of Wilsonville had been awarded $1.6 million toward extension of Boeckman Road into the hospital site. Metro, ODOT and Wilsonville also agreed to share costs of the additional $15 million needed to build the road but the details were not available for publication.

allocated to these purposes in order to minimize complexity of the grant process Tri-Met must coordinate with FTA staff in Seattle, Washington.[3]

Tri-Met received Section 5309 Discretionary, or "earmark" funds, in both 2001 and 2002 totaling about $5.4 million for Park and Ride and Transit Center Improvements in the south Clackamas County transit corridor. Tri-Met has programmed these funds to purchase the Southgate Park & Ride in Milwaukie, with any excess funds dedicated to a bus and/or LRT transit center in the Clackamas Town Center area.

[3] Of note is that $12.0 million of STP funds allocated to the Interstate MAX construction program have been diverted to Preventive Maintenance. Tri-Met has bonded for an equal amount of funds in FY 03 to meet cash flow requirement. Tri-Met's bond debt will be made whole by use the STP funds in its maintenance program.

Relatedly, Metro advanced $10 million of bus purchase funds in 1999 that were originally allocated in FY 2000 and 2001 and $4.5 million to the FY 02 program year, from FY 03, to reduce interest costs that Tri-Met would otherwise have experienced funding construction of the Airport MAX.

TABLE 2

KEY NUMBER	PROJECT	FUND TYPE	FY 02	FY 03	FY 04	FY 05	TOTAL
10913/11306	Bus Prevent. Mntc.	5307	23.767	25.355	26.000	27.000	**102.122**
needed	Prevent. Mntc.	*STP*			6.000	6.000	**12.000**
	TOTAL		**23.767**	**25.355**	**32.000**	**33.000**	**$ 114.122**
11318&11319	Rail Prevent. Mntc.	STP	3.825	1.457			**5.282**
	Rail Prevent. Mntc.	St. STP	5.435				**5.435**
11304&11305	Rail Prevent. Mntc.	5307	2.600	2.704	2.812	2.925	**11.041**
10911&2	Rail Prevent. Mntc.	5309 R. Mod.	4.200	5.068	5.220	5.377	**19.865**
	TOTAL		**16.060**	**9.229**	**8.032**	**8.301**	**$ 41.623**
11302&3	Interstate MAX	5309	63.361	83.000	103.710		**250.071**
11543&4	Interstate MAX	CMAQ	1.825	6.000			**7.825**
11323&4	Interstate MAX	STP	4.175				**4.175**
	TOTAL		**70.000**	**82.000**	**77.500**	**0.000**	**$ 262.071**
11209&10	Buses/PDX LRT	CMAQ	8.000				**8.000**
needed	Buses-Streamline Pgm.	CMAQ			2.050	2.056	**4.106**
	TOTAL		**8.000**	**0.000**	**2.050**	**2.056**	**$ 12.106**
	South Corridor Transit Study	STP	4.000				**4.000**
needed	Clack. Co. So. Corridor. T.C./P&R (So.Gate/CTC)	5309 Bus	5.396				**5.396**
	TOTAL		**9.396**				**$ 9.396**
needed	Wash. Co. Commuter Rail	5309	0.500	18.000	18.000	18.000	**$ 54.500**
needed	SMART T.C./Park&Rides	CMAQ	1.086				**$ 1.086**
needed	Jobs Access	3037	1.800	1.800			**$ 3.600**
11313&4	TDM Program	CMAQ	0.700	0.999	0.700	0.700	**$ 3.099**
11309&10	Region 2040/TMA Pgm	CMAQ	0.500	0.500	0.270	0.265	**$ 1.535**
10917&8	Transit Enhancements	5307	0.250	0.254	0.260	0.270	**$ 1.034**
TRANSIT CAPITAL GRAND TOTAL			**$ 132.058**	**$ 138.137**	**$ 138.812**	**$ 62.592**	**$ 504.170**

2.3 ODOT PROGRAM HIGHLIGHTS.

ODOT has proposed programming $256.4 million of state and federal funds to freeway expansion, preservation, operations, bridge and safety programs, which are summarized, in Table 3, below.

TABLE 3:

SUMMARY OF ODOT PROGRAM	FY 02	FY 03	FY 04	FY 05	TOTAL
Freeway Expansion		$13.856	$30.192		**$44.048**
Preservation	$10.503	$36.939	$9.436	$19.538	**$76.417**
Operations	$3.799	$0.657	$6.352	$5.553	**$16.362**
Bridge	$19.680	$41.318	$32.871	$7.570	**$101.439**
Safety	$5.678	$6.676	$1.323	$4.401	**$18.078**
TOTAL	**$39.660**	**$99.446**	**$49.982**	**$67.599**	**$256.343**

(in millions)

2.3.1 Freeway Expansion.

Consistent with the 2000 MTIP, ODOT has completed Phase 1 of the I-5/217/Kruse Way Interchange reconstruction; Phase 2 of the U.S. 26/Sylvan Interchange and Widening program and has just obligated construction funding for Phase 1 of the I-205/Sunnybrook Split Diamond Interchange.

The 2000 MTIP scheduled Phase 3 of the Sylvan program in FY 03. The timing has not changed, but refinement of the project scope shows that only $13.9 million will be needed to complete the effort, rather than the $24.3 million programmed in the previous update. This project, together with the I-5 and I-205 projects, will conclude the regional freeway improvement priorities established in 1996.

As part of state approval for the combined Westside MAX extension and US 26/Hwy217 improvement projects, ODOT must reestablish freeway access to U.S. 26 at the Barnes Road Interchange, which was closed during MAX construction. To accommodate expected volumes,

ODOT will widen US 26 from the Highway 217 Interchange to Murray Blvd. This is a $30.2 million project newly scheduled in FY 04. Part of the savings from reduced cost of Phase 3 of the Sylvan Interchange project have gone into this project. (Additionally, ODOT has programmed improvement of the Zigzag/Rhododendron section of US 26 in rural Clackamas County.)

2.3.2 *ODOT Operations, Pavement, Bridge Preservation and Safety Program.*

Five projects from ODOT's maintenance program are of special significance to the Metro Region.

1. ODOT has maintained its scheduled FY 03 pavement and safety improvement of I-5 from the Capitol Highway to the Marquam Bridge. Estimated costs have increased from the $12 million programmed in the FY 2000 MTIP to nearly $20 million.

2. ODOT has also retained re-paving of I-205 between the Columbia River Bridge and the Willamette River Bridges. The first phase ($17.9 million), which includes the Columbia River Bridge itself, was delayed from FY 02 to FY 03. The second phase ($12.2 million) has been delayed from FY 03 to FY 05.

3. ODOT has retained repainting of the St. Johns Bridge ($30.3 million), but due to design considerations, has delayed implementation from FY 01 to FY 03.

4. The $33 million reconstruction of the MLK Viaduct in the City of Portland has slipped from FY 01 to FY 04. Another $5.7 million of right of way costs have been identified and engineering has increased by nearly $2 million from previously authorized levels.

5. About $10.0 million allocated for rehabilitation of the Broadway Bridge has been deleted from the program (Phase 7) with the expectation that the State's infrastructure bond program will approve funding for the bridgework.

2.3.3 *ODOT Bond Program.*

In February 2001, the OTC approved $400 million of bond financing for highway modernization and preservation throughout the state. Approximately $105 million of these funds were allocated to eleven major highway and bridge modernization projects in the Portland area and to a collection of smaller maintenance and preservation projects. All of these projects will be addressed in the MTIP after they are examined for consistency with the RTP and pertinent air quality issues.

CHAPTER 3: MISCELLANEOUS PLANNING AND PROGRAMMING ISSUES

3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

All transportation projects must conform to the State Implementation Plan for assuring that air quality standards are maintained in the Portland area. Metro has prepared a Conformity Determination that documents this finding. It is included in Appendix 6. The core of the Determination is the finding that all projects advanced by the 2002 MTIP are either exempt, or else their potential air quality effects have been addressed in the quantitative analysis that was prepared for the 2000 RTP. The 2002 MTIP funding allocations also address the pertinent qualitative factors that are referenced in the SIP and therefore, under both the quantitative and qualitative procedures stipulated in the state conformity regulations, the 2002 MTIP has been found by Metro to conform with the SIP.

It is also in the Determination that the MTIP identifies funded Transportation Control Measures required by the Portland Area ozone and carbon monoxide maintenance plans, including allocation of regional funding to implement certain amounts of regionally significant bike and pedestrian system facilities each biennium. Federal planning regulations require the MTIP to identify the project allocations that are responsive to these TCM requirements.

3.2 PUBLIC INVOLVEMENT

Appendix 3 summarizes the extensive public involvement processes that attended adoption of regional flexible funding allocations reported in this Update. The ODOT program was submitted for public comment in parallel with the Metro Update process and Metro staff attended ODOT's public functions to provide information about the relationship of state projects with the MTIP Update. Tri-Met manages its own more comprehensive service and capital program update with separate events. Virtually all federal funds allocated to Tri-Met have been discussed as part of the MTIP update, or are allocated in this action to maintenance activity.

3.3 ENVIRONMENTAL JUSTICE

Appendix 7 summarizes provisions of the federal Environmental Justice Executive Order 12898. Only the last two years of the current MTIP reflect programming of funds since issuance of the Order and final regulations interpreting the Order's relationship to the MTIP have not been published at his time.

3.4 FAU AND INTERSTATE TRANSFER PROGRAM BALANCES

The Federal Aid Urban program was eliminated by passage of ISTEA in 1991. Balances remaining in the program were converted to STP funds. A number of old FAU projects remain on the books technically, but have been inactive for over five years. ODOT and sponsoring jurisdictions must close out these projects and inform Metro of the projects to which outstanding balances should be redirected. To retain track of the residual program authority, the table of inactive FAU funds is provided in Appendix 8.

Similarly, the Interstate Transfer program retains some balance. ODOT and sponsoring jurisdictions must reach agreement about these balances before the program can be cancelled. The list of inactive accounts is provided in Appendix 9.

Both of these programs remain part of the MTIP and are formally recognized to be part of the regional program. They have been segregated to the Appendices in order to retain the document's priority focus on the program of active projects reported in the financial tables that follow in Section II.

3.5 PRIORITIES 2000 AND 2002 CONDITIONS OF PROJECT APPROVAL.

During adoption of the Priorities 2000 and 2002 project allocations, JPACT and the Metro Council applied conditions of approval to some funds. Appendix 10 lists these conditions.

3.6 PROJECTS APPROVED FOR THE FIRST TIME IN THIS MTIP

The vast bulk of system expansion projects identified in the 2002 MTP have received prior policy approval by Metro in previous MTIP updates. However, 20 projects have not been previously authorized and will appear for the first time in the current document. These are shown in Table 4, below. (They are all included in the "Program Tables" that follow in Section II.) For different reasons, these projects were not addressed in the Priorities 2002 Update, as discussed below. However, all but four exempt state funded bike/pedestrian projects (see the final four projects in Table 4) were explicitly considered in the Conformity Determination. The projects include:

- Nine of the projects are transit allocations that could not be finalized by Tri-Met prior to publication in January of the 2002 Congressional earmarks.
- Two projects (Regional IX/STP Reserve and City of Portland Arterial Rehabilitation Program Reserve) derive from reallocation of old FAU program funds redirected at the request of the City of Portland to new projects.
- ODOT's US 26: Hwy 217 to Murray project was discussed during the Priorities 2002 Update but was not formally addressed in the resolution that approved the regional flexible funding allocations. Therefore, this opportunity is being taken to formally approve this biennial installment of ODOT" Region 1 modernization program. Allocation of $30.2 million to this project is consistent with Metro 1995 policy declaration that the region supports completing the scope of US 26 improvements described in the Westside MAX Extension EIS.
- The Bertha Court project represents application of previously authorized TE funds to pedestrian work in Hillsdale. The original project scope was linked to anticipated construction of a new library in Hillsdale that did not occur. The current project also provides pedestrian amenities consistent with the Hillsboro neighborhood plan but in a different

location. To avoid confusion and delay, the project is being identified at this time as a new project to which the previously authorized funds are approved for transfer.

- A second phase of the Transit Signal Priority project was unanticipated. The project's first phase was completed approximately $1.5 million below its expected cost. Therefore, consistent with the restrictions attached to the original TEA-21 High Priority Project earmark, a second phase expansion of the program is being designed and implemented with the leftover funds.
- Funds were approved in prior updates to widen Sunnyside Road from I-205 to 122nd. Clackamas County is now using local funds for the construction phase of this project. The released federal funds ($2.8 million) are allocated in this update to design improvement of two more segments: 122nd/152nd, (which received state bond construction funding in the OTIA program) and 152nd/172nd.
- Three of the projects are state-funded bike and pedestrian facilities.
- One project (I-205 at Powell Boulevard Bike crossing) was authorized by the State TE program manager.

TABLE 4

PROJECTS NEWLY APPROVED IN THE 2002 MTIP

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
Clack. Co.	**Sunnyside RdWidening: 122nd/152nd** Funding to design widening of Sunnyside to five lanes from 122nd to 152nd.	STP-PE		1.400				$ 1.400
		Federal Total		**$ 1.400**				**$ 1.400**
Clack. Co.	**Sunnyside RdWidening: 152nd/172nd** Funding to design widening of Sunnyside to five lanes from 152nd to 172nd.	STP-PE		1.400				$ 1.400
		Federal Total		**$ 1.400**				**$ 1.400**
Tri-Met	**Clack.Co. So. Corridor Transit Center/P&R** FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack.Town Center Transit Center in the So. Corridor.	S5309 Bus		5.396				$ 5.396
		Federal Total		**$ 5.396**				**$ 5.396**
COP	**Portland Transit Signal Priority Ph. 2** Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-PE		0.150				$ 0.150
		TEA21-CON			1.400			$ 1.400
		Federal Total		**$ 0.150**	**$ 1.400**			**$ 1.550**
Metro	**Region IX/STP Reserve** FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	STP-CON					1.728	$ 1.728
		Federal Total					**$ 1.728**	**$ 1.728**
COP	**City of Portland Arterial Rehab. Program** Funds derived from City FAU balances reserved for arterial reconstruction program.	STP-PE			0.230			$ 0.230
		STP-CON					1.411	$ 1.411
		Federal Total			**$ 0.230**		**$ 1.411**	**$ 1.641**
COP	**Bertha: Capitol Hwy/Vermont** Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	TE-CON			0.400			$ 0.400
		Federal Total			**$ 0.400**			**$ 0.400**
ODOT	**U.S. 26Hwy 217/Murray Blvd.** Replace structure and widen to six lanes.	Gas Tax PE	1.402					$ 1.402
		Gas Tax ROW			0.560			$ 0.560
		Gas Tax CON				30.092		$ 30.092
		Federal Total	**$ 1.402**		**$ 0.560**	**$ 30.092**		**$ 32.054**
Wash. Co.	**Wash. Co. Commuter Rail Alt. Analysis** Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	5309 PE	1.000	0.500				$ 1.500
		5309-CON			18.000	18.000	18.000	$ 54.000
		Federal Total	**$ 1.000**	**$ 0.500**	**$ 18.000**	**$ 18.000**	**$ 18.000**	**$ 55.500**
Tri-Met	**Rail Preventive Maintenance** Reg. STP FY 01-03 TCL funds traded to expidite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5307 CAP		2.600	2.704	2.812	2.925	$ 11.041
		5309FG CAP		4.200	5.068	5.220	5.377	$ 19.865
		STP-CAP	1.425	3.825	1.457			$ 6.707
		St. STP-CAP		5.435				$ 5.435
		Federal Total	**$ 1.425**	**$ 16.060**	**$ 9.229**	**$ 8.032**	**$ 8.301**	**$ 43.047**
Tri-Met	**Bus Preventive Maintenance** Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	5307-CAP		23.767	25.355	26.000	27.000	$ 102.122
		Federal Total		**$ 23.767**	**$ 25.355**	**$ 26.000**	**$ 27.000**	**$ 102.122**
	Preventive Maintenance	STP-CAP				6.000	6.000	$ 12.000

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
Tri-Met	$12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to $40 mil. Regional Interstate MAX commitment	Federal Total				$ 6.000	$ 6.000	$ 12.000
Tri-Met	**Interstate MAX** Allocation of regionally controlled federal funds for construction of Interstate MAX	5309-CON	7.429	63.361	83.000	103.710		$ 257.500
		STP-CON	0.575	4.175				$ 4.750
		CMAQ-CON	11.425	1.825	6.000			$ 19.250
		Federal Total	**$ 19.429**	**$ 69.361**	**$ 89.000**	**$ 103.710**		**$ 281.500**
Tri-Met	**Jobs Access** Earmark funds for a Jobs Access transit program featuring station amenities and signage to improve low income transportation access.	S3037		1.800	1.800			$ 3.600
		Federal Total		**$ 1.800**	**$ 1.800**			$ 3.600
Tri-Met	**Transit Enhancements** 1% of Tri-Met Section 5307 appropripriation dedicated to improving bus and LRT station amenities.	S5307		0.250	0.254	0.260	0.270	$ 1.034
		Federal Total		**$ 0.250**	**$ 0.254**	**$ 0.260**	**$ 0.270**	$ 1.034
ODOT	**BH Hwy: BV/Tigard Hwy to Mult/Wash Co Line** Bike/ped component of companion preservation project.	State Bike-CON		0.200				$ 0.200
		Federal Total		**$ 0.200**				$ 0.200
Tri-Met	**TV Hwy: Hocken - Minter Bridge Road** Bike/ped component of companion preservation project.	State Bike-CON		0.450				$ 3.600
		Federal Total		**$ 0.450**				$ 3.600
Tri-Met	**St. John's Bridge** Bike/ped component of companion preservation project.	State Bike-CON			0.175			$ 0.175
		Federal Total			**$ 0.175**			$ 0.175
Tri-Met	**I-205 Multi-Use Path: Powell Blvd O'Xing** Bike/ped component of companion preservation project.	State Bike-PE		0.156				$ 0.156
		St. TE-CON			1.100			$ 1.100
		Federal Total		**$ 0.156**	**$ 1.100**			$ 1.256

3.7 LIST OF MAJOR PROJECTS IMPLEMENTED FROM THE PREVIOUS MTIP

Federal regulations also require discussion of significant projects that have been implemented from the previous MTIP. The listing below expands on this somewhat in that it addresses major projects that have been completed in the previous two MTIPs, and also includes some projects that did not specifically rely on regional funds, but which are associated with program efforts supported by regional funds. For instance, the Sunnybrook Split Diamond interchange is a federally funded project in the Clackamas Town Center area. It reinforces objectives of the Monterey Overpass and 92nd Avenue projects that are funded with local resources. To give a better conception of the complete improvements affecting the Town Center traffic conditions, all these projects are referenced.

GEOGRAPHIC LISTING

Clackamas County

- Sunnybrook Extension: 92nd/108th
- Sunnybrook Split Diamond Interchange, Ph. 1
- Johnson Creek Blvd Reconstruction, Ph. 2
- Sunnyside Widening: I-205/122nd (ROW)
- South Corridor Transit Study (AA/EIS)
- I-205 Willamette River Bridge Seismic Retrofit
- Monterey Overpass (locally funded)
- 92nd Avenue Extension (locally funded)

East Multnomah County

- Multnomah County/Gresham ITS Implementation Program, Ph. 2
- Division Street Boulevard: Wallula/Kelly (PE/ROW)
- Civic Neighborhood Collector

City of Portland

- Hawthorn Bridge Widening and Rehabilitation
- East Bank Trail: Steel Bridge/OMSI
- Morrison Bridge Bike Path PE
- Barbur Blvd Bike Lane: SW Lane/Hamilton
- Lovejoy Ramp Demolition

- Lovejoy Ave Reconstruction
- Broadway Bridge Rehabilitation, Ph. 1
- Broadway Bridge Rehabilitation, Ph 2
- I-205: Columbia River Bridge (NB) Painting
- Ross Island Bridge Rehabilitation
- I-5 Pavement Preservation: Interstate Bridge/Oregon Street.
- Emergency and Transit Vehicle Signal Priority Project (ITS)
- Albina O'Xing
- Lombard Railroad O'Xing, PE
- Columbia Slough Intermodal Bridge

Washington County

- Murray Blvd O'Xing: Terman Rd./Farmington Rd.
- Cedar Hills Blvd Bike Lane: Walker/Butner
- I-5/217/Kruse Way Interchange Reconstruction
- US 26: Camelot/Sylvan, Ph. 2
- Washington County Commuter Rail Feasibility Analysis/PE
- Farmington Road: Murray/Hocken, PE

Tri-Met

- Airport MAX/Bus Purchase
- Interstate MAX
- Cascadia High Speed Intercity Rail Program (Eugene/Vancouver B.C.)

FUNCTIONAL LISTING

Freeway Modernization

- Sunnybrook Split Diamond Interchange, Ph. 1
- I-84: 223rd/Troutdale
- I-5/217/Kruse Way Interchange Reconstruction
- US 26: Camelot/Sylvan, Ph. 2

Freeway & Bridge Preservation

- I-205 Willamette River Bridge Seismic Retrofit
- I-5 Pavement Preservation: Interstate Bridge/Oregon Street.
- I-205: Columbia River Bridge (NB) Painting
- Hawthorn Bridge Widening and Rehabilitation
- Morrison Bridge Approach Ramps
- Broadway Bridge Rehabilitation, Ph. 1
- Broadway Bridge Rehabilitation, Ph 2
- Ross Island Bridge Rehabilitation

Roadway Construction, Reconstruction and Boulevards

- Sunnybrook Extension: 92nd/108th
- Sunnyside Widening: I-205/122nd (ROW)
- Monterey Overpass (locally funded)
- 92nd Avenue Extension (locally funded)

Note:
These four projects, together with the I-205/ Sunnybrook split diamond interchange, complete a major set of planned Clackamas Town Center access and circulation improvements.

- Johnson Creek Blvd Reconstruction, Ph. 2
- Division Street Boulevard: Wallula/Kelly (PE/ROW)
- Civic Neighborhood Collector
- Lovejoy Ramp Demolition
- Lovejoy Ave Reconstruction
- Murray Blvd O'Xing: Terman Rd./Farmington Rd.
- Farmington Road: Murray/Hocken, PE

Note: Construction funds have been allocated for the Division Street Boulevard project and are scheduled for obligation this spring.

Bike/Trial/Pedestrian Program

- Hawthorn Bridge Widening and Rehabilitation
- East Bank Trail: Steel Bridge/OMSI
- Morrison Bridge Bike Path PE
- Barbur Blvd Bike Lane: SW Lane/Hamilton
- Cedar Hills Blvd Bike Lane: Walker/Butner

NOTE: The East Bank Trail: Steel Bridge/OMSI segment is linked to additional funded components (OMSI/Springwater and East Bank to Springwater Connector). Completion of these new segments will make a continuous off-road trail system from Willamette Park on the West Bank, through downtown Portland to the East Bank, south to Milwaukie and east to Boring in rural Clackamas County.

Additionally, funded projects (Red Electric Feasibility Study, and phases 1 and 2 of the Fanno Creek Trail,) will implement critical links of a Fanno Creek trail system from the Willamette River to Beaverton and Tigard.

Freight Projects and ITS Projects

- Multnomah County/Gresham ITS Implementation Program, Ph. 2
- Emergency and Transit Vehicle Signal Priority Project (ITS)
- Albina O'Xing
- Lombard Railroad O'Xing, PE
- Columbia Slough Intermodal Bridge

NOTE:
Significant freight benefits also attend many of the freeway, arterial and bridge preservation projects that eliminate bottlenecks and ensure that load restrictions do not hamper access to state and interstate highways.

Also, ITS master plan and first phase implementation funds have been allocated to both Washington and Clackamas counties. These projects will balance ITS arterial management capabilities across the region. This will provide a degree of system integration characterized by both the regional freeway network (e.g., ramp meters, monitoring cameras, variable message signs, roving patrols) and the regional transit system (e.g., computer aided bus dispatch and vehicle location, real-time arrival information, traffic signal priority for transit vehicles, etc.).

Rail Program

- South Corridor Transit Study (AA/EIS)
- High capacity transit ROW acquisition on Sunnyside Road: I-205/122nd
- Civic Neighborhood LRT Station
- Washington County Commuter Rail Feasibility Analysis/PE
- Airport MAX Construction (Tri-Met)
- Airport MAX/Bus Purchase
- Interstate MAX
- Cascadia High Speed Intercity Rail Program (Eugene/Vancouver B.C.)

DELAYS TO PLANNED IMPLEMENTATION

The US 26: Camelot/Sylvan Interchange reconstruction has been spread across the past six years. This is largely a consequence of the Oregon Transportation Commission's decision to emphasize preservation of state facilities at the cost of system modernization. The Metro region can anticipate only about $27 million of state gas tax revenues every two years for expansion of state facilities. These funds have been dedicated to incremental completion of phases of the project. Other freeway interchange work (I-5/217/Kruse Way and Sunnybrook Interchanges) have been advanced largely by congressional earmark of dedicated funds combined with limited state funds. With conclusion of Phase 3 of the Sylvan Interchange work, and widening of US 26 westbound from Murray to Highway 217, the state and regional commitment to US 26 improvements that date from the STIP program reduction effort in 1995, will be met.

Delays were experienced on completion of the East Bank Trail project. This had mostly to do with securing railroad right of way easements on the Steel Bridge and air rights for crossing of the approach tracks. Also, very significant geotechnical obstacles were encountered in cantilever of various trail portions and in securing Army Corps of Engineers permits for pylons and floating trail elements. Other elements of the region's bike/trail program have also been delayed for a wide variety of reasons ranging from unfamiliarity of parks staff with the federal aid funding requirements and community concern with parking elimination and privacy issues along select trail segments.

There is ongoing concern from virtually all quarters about the complexity of the prospectus, agreement and contracting procedures that attend application for federal aid funds. This reflects a shortage of staffing, both at ODOT and in local jurisdictions, and an increasingly complex review process associated with fish habitat and Metro's recently formalized Street Design Guidelines. New staff at ODOT's local program coordination desk has been financed from regional contributions of STP funds to help eliminate staffing bottlenecks at ODOT. New electronic STIP amendment procedures have been developed to help streamline amendment processes. However, it remains true that the time required to approve, design and construct new projects is seen to be lengthy and frustrating by a wide cross section of the region's jurisdictions.

SECTION II:

MTIP PROGRAM TABLES

- TOTAL REGIONAL FLEXIBLE FUNDS, TRANSIT FUNDS AND ODOT MODERNIZATION FUNDS BY JURISDICTION
- SURFACE TRANSPORTATION PROGRAM (STP)
- CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROGRAM
- TRANSPORTATION ENHANCEMENT PROGRAM FUNDS
- TEA-21 HIGH PRIORITY PROJECTS
- TRANSIT PROGRAM FUNDS
- ODOT MODERNIZATION
- ODOT/LOCAL BRIDGE
- ODOT PRESERVATION
- ODOT SAFETY
- ODOT OPERATIONS

PORTLAND-AREA
FY 2002 - 2005 MTIP

Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
CLACKAMAS COUNTY									
08828	**Sunnyside Rd/Mt. Scott Creek: 102nd/122nd**	STP-PE							Baseline
Clack. Co.		STP-ROW	1.500	4.425				$ 5.925	Network
	Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnybrook intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	CON							*
		Federal Total	$ 1.500	$ 4.425				$ 5.925	
		Local Match	$ 0.154	$ 0.454				$ 0.608	
		GRAND TOTAL	$ 1.654	$ 4.879				$ 6.533	
	Sunnyside RdWidening: 122nd/152nd	STP-PE		1.400				$ 1.400	5066
Clack. Co.		ROW							*
	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	CON							
		Federal Total		$ 1.400				$ 1.400	
		Local Match		$ 0.144				$ 0.144	
		GRAND TOTAL		$ 1.544				$ 1.544	
	Sunnyside RdWidening: 152nd/172nd	STP-PE		1.400				$ 1.400	5066
Clack. Co.		ROW							*
	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	CON							
		Federal Total		$ 1.400				$ 1.400	
		Local Match		$ 0.144				$ 0.144	
		GRAND TOTAL		$ 1.544				$ 1.544	
11412	**SMART TDM Program**	PE							8052
Clack. Co.		ROW							
	Regional support of Wilsonville SMART transortation demand management program	STP-OPS	0.110	0.110		0.110		$ 0.330	
		Federal Total	$ 0.110	$ 0.110		$ 0.110		$ 0.330	
		Local Match	$ 0.011	$ 0.011		$ 0.011		$ 0.034	
		GRAND TOTAL	$ 0.121	$ 0.121		$ 0.121		$ 0.364	
11141	**Harmony Road Corridor Study**	STP-PLNG		0.449				$ 0.449	5045
Clack. Co.		ROW							
	Corridor study to identify multimodal needs of the Harmony Road Corridor from I-205 through the Harmong/Linwood/Railroad Ave interchange.	CON							
		Federal Total		$ 0.449				$ 0.449	
		Local Match		$ 0.046				$ 0.046	
		GRAND TOTAL		$ 0.495				$ 0.495	
11468	**Hwy 213/Beavercreek Rd.**	PE							5018
		ROW							*
Oregon City	Construct phase 1 intersection improvement (inlcuding purchase of phase 2 ROW with local funds)	STP-CON			3.000			$ 3.000	
		Federal Total			$ 3.000			$ 3.000	
		Local Match			$ 0.308			$ 0.308	
		GRAND TOTAL			$ 3.308			$ 3.308	
	McLoughlin Blvd PE: I-205/RR Tunnel	STP-PE			0.625			$ 0.625	5135
		ROW							
	Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	CON							
		Federal Total			$ 0.625			$ 0.625	
		Local Match			$ 0.064			$ 0.064	
		GRAND TOTAL			$ 0.689			$ 0.689	
	Sunrise Corridor EIS/PE	STP-PLNG		2.000				$ 2.000	5003
		ROW							*
	Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	Con							
		Federal Total		$ 2.000				$ 2.000	
		Local Match		$ 0.205				$ 0.205	
		GRAND TOTAL		$ 2.205				$ 2.205	
11427	**Willamette Dr. - "A" St/McKillican (Blvd)**	STP-PE					0.200	$ 0.200	5195
West Linn		ROW							
	Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	CON							
		Federal Total					$ 0.200	$ 0.200	
		Local Match					$ 0.021	$ 0.021	
		GRAND TOTAL					$ 0.221	$ 0.221	

PORTLAND-AREA
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Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
	Molalla Ave Ped: Will/Pearl & Mntn View/Holmes	PE							5143
		ROW							
	Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Mollala Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	STP-CON					0.500	$ 0.500	
		Federal Total					$ 0.500	$ 0.500	
		Local Match					$ 0.051	$ 0.051	
		GRAND TOTAL					$ 0.551	$ 0.551	
11409	**Scott Creek Lane Pedestrian Path**	PE							5085
		ROW							
Happy Valley	Construct an off-street trail in Happy Valley	CMAQ-CON			0.080			$ 0.080	
		Federal Total			$ 0.080			$ 0.080	
		Local Match			$ 0.008			$ 0.008	
		GRAND TOTAL			$ 0.088			$ 0.088	
11426	**Clack. Co. ITS/ATMS**	CMAQ-PLNG		0.171				$ 0.171	5103
Clack. Co.		CMAQ-PE			0.144			$ 0.144	
	Plan and implement arterial signal control improvement on major streets throughout the county	CMAQ-CON				0.937		$ 0.937	
		Federal Total		$ 0.171	$ 0.144	$ 0.937		$ 1.252	
		Local Match		$ 0.018	$ 0.015	$ 0.096		$ 0.129	
		GRAND TOTAL		$ 0.189	$ 0.159	$ 1.033		$ 1.381	
	SMART Transit Cntr/P&R	PE							8042
SMART		CMAQ-ROW		1.086				$ 1.086	*
	$1.086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased $1.086 in 02; IMAX STP decreased $1.086. Tri-Met is liable for ROW purchase at $1.086 with SMART liable for 10.27% match of $124,298.	CON							
		Federal Total		$ 1.086				$ 1.086	
		Local Match		$ 0.112				$ 0.112	
		GRAND TOTAL		$ 1.198				$ 1.198	
	Clack.Co. So. Corridor Transit Center/P&R	PE							Southgate P&R is Baseline
		ROW							
	FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack.Town Center Transit Center in the So. Corridor.	S5309 Bus		5.396				$ 5.396	
		Federal Total		$ 5.396				$ 5.396	
		Local Match		$ 0.554				$ 0.554	
		GRAND TOTAL		$ 5.950				$ 5.950	
05651	**McLoughlin: Harrison/SPRR X'ing**	CMAQ-PE		0.600				$ 0.600	5043
Milwaukie		CMAQ-ROW			0.900			$ 0.900	
	Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CMAQ-CON					0.400	$ 0.400	
		Federal Total		$ 0.600	$ 0.900		$ 0.400	$ 1.900	
		Local Match		$ 0.062	$ 0.092		$ 0.041	$ 0.195	
		GRAND TOTAL		$ 0.662	$ 0.992		$ 0.441	$ 2.095	
11454	**Fuller Rd: Harmony/King (Blvd.)**	TE-PE		0.092				$ 0.092	5100
Clack Co.		ROW							
	Reconstruct Fuller Road as multimodal Boulevard design	TE-CON				0.500		$ 0.500	
		Federal Total		$ 0.092		$ 0.500		$ 0.592	
		Local Match		$ 0.009		$ 0.051		$ 0.061	
		GRAND TOTAL		$ 0.101		$ 0.551		$ 0.653	
11419	**Clackamas. Regional Center Trail**	PE							5085
Clack. Co.		ROW							
	Construct E-W trail through No. Clackamas Park near the Aquatic Center.	STP-CON				0.278		$ 0.278	
		Federal Total				$ 0.278		$ 0.278	
		Local Match				$ 0.029		$ 0.029	
		GRAND TOTAL				$ 0.307		$ 0.307	
11453	**Wilsonville:Town Center Park Bike/Ped Lane**	PE							6105
Wilsonville		ROW							
	Construct element of downtown bike system loop and sidewalk improvements	STP-CON				0.240		$ 0.240	
		Federal Total				$ 0.240		$ 0.240	
		Local Match				$ 0.025		$ 0.025	
		GRAND TOTAL				$ 0.265		$ 0.265	

PORTLAND-AREA
FY 2002 - 2005 MTIP

Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
E. MULTNOMAH COUNTY									
11413 Mult Co.	**207th Connector: Halsey/Glisan**	PE							3074
		ROW							*
		STP-CON	0.573	0.772				$ 1.345	
	Allocation to address project cost overrun	TOT	$ 0.573	$ 0.772				$ 1.345	
11431 Mult Co.	**Morrison Bridge Electrical Mntce**	STP-PE	0.108					$ 0.108	na
		ROW							
		STP-CON		0.692				$ 0.692	
	Design and construction of repairs to the bridge electro-mechanical components	**Federal Total**	$ 0.108	$ 0.692				$ 0.800	
		Local Match	$ 0.011	$ 0.071				$ 0.082	
		GRAND TOTAL	$ 0.119	$ 0.763				$ 0.882	
11447 Mult Co.	**Burnside Bridge Electrical Mntce**	STP-PE	0.072					$ 0.072	1007
		ROW							
		STP-CON		0.428				$ 0.428	
	Design and construction of repairs to the bridge electro-mechanical components	**Federal Total**	$ 0.072	$ 0.428				$ 0.500	
		Local Match	$ 0.007	$ 0.044				$ 0.051	
		GRAND TOTAL	$ 0.079	$ 0.472				$ 0.551	
11430 Gresham	**Gresham/Mult. Co. ITS**	STP-PE	0.100	0.100				$ 0.200	2065
		CMAQ-CON			0.750			$ 0.750	
	Planning and implementation of phase 3 of the city/county arterial management system	STP-CON			0.300			$ 0.300	
		Federal Total	$ 0.100	$ 0.100	$ 1.050			$ 1.250	
		Local Match	$ 0.010	$ 0.010	$ 0.108			$ 0.128	
		GRAND TOTAL	$ 0.110	$ 0.110	$ 1.158			$ 1.378	
11429 Mult Co.	**223rd O'Xing (PE/ROW)**	STP-PE	0.267					$ 0.267	2081
		STP-ROW			0.134			$ 0.134	*
	PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	CON							
		Federal Total	$ 0.267		$ 0.134			$ 0.401	
		Local Match	$ 0.027		$ 0.014			$ 0.041	
		GRAND TOTAL	$ 0.294		$ 0.148			$ 0.442	
	Stark Street Blvd Project: 190th/197th	STP-PE			0.200			$ 0.200	2101
		ROW							
		STP-CON				0.600		$ 0.800	
	Implement tranist/ped/bike improvements	**Federal Total**			$ 0.200	$ 0.600		$ 1.000	
		Local Match			$ 0.021	$ 0.062		$ 0.103	
		GRAND TOTAL			$ 0.221	$ 0.662		$ 1.103	
11064 Mult. Co.	**Stark Street: 181st/190th (Blvd Project)**	TEA21-PE	0.070					$ 0.070	2102
		TEA-21 ROW		0.040				$ 0.040	
	Construct multimodal, and especially pedestrian enhancements linked to Eastside MAX station improvements. (TEA21 is $1.026 m w/out limitation)	TEA21 CON			0.800			$ 0.800	
		Federal Total	$ 0.070	$ 0.040	$ 0.800			$ 0.910	
		Local Match	$ 0.007	$ 0.004	$ 0.082			$ 0.093	
		GRAND TOTAL	$ 0.077	$ 0.044	$ 0.882			$ 1.003	
11425 Gresham	**Division: Wallula/Kelly**	CMAQ-PE	0.063	0.137				$ 0.767	2047
		CMAQ-ROW	0.515					$ 0.515	
	Desgin and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CMAQ-CON		2.375				$ 2.375	
		Federal Total	$ 1.145	$ 2.512				$ 3.657	
		Local Match	$ 0.118	$ 0.258				$ 0.376	
		GRAND TOTAL	$ 1.263	$ 2.770				$ 4.033	
11420 Gresham	**Gresham/Fairview Trail**	PE							2053
		CMAQ-ROW			0.224			$ 0.224	
	Right of way and construction funds for on/off-street bikeway and multi use path	CMAQ-CON				0.852		$ 0.852	
		Federal Total			$ 0.224	$ 0.852		$ 1.076	
		Local Match			$ 0.023	$ 0.088		$ 0.111	
		GRAND TOTAL			$ 0.247	$ 0.940		$ 1.187	
11421 Mult. Co.	**Morrison Bridge Ped/Bike Access.**	TE-PE	0.100					$ 0.100	1062
		ROW							
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CMAQ-CON				1.345		$ 1.345	
		Federal Total	$ 0.100			$ 1.345		$ 1.445	
		Local Match	$ 0.010			$ 0.138		$ 0.148	
		GRAND TOTAL	$ 0.110			$ 1.483		$ 1.593	

PORTLAND-AREA
FY 2002 - 2005 MTIP

Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
CITY OF PORTLAND									
11414	**W. Burnside: NE 12th/NW 23rd**	STP-PLNG	0.269	0.100				$ 0.369	1051
COP		ROW							
	Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	CON							
		Federal Total	**$ 0.269**	**$ 0.100**				**$ 0.369**	
		Local Match	$ 0.028	$ 0.010				$ 0.038	
		GRAND TOTAL	**$ 0.297**	**$ 0.110**				**$ 0.407**	
11432	**Portland Arterial/Frwy. ITS**	STP-PE	0.150					$ 0.150	1207
COP		ROW							
	Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	STP-CON		0.600				$ 0.600	
		Federal Total	**$ 0.150**	**$ 0.600**				**$ 0.750**	
		Local Match	$ 0.015	$ 0.062				$ 0.077	
		GRAND TOTAL	**$ 0.165**	**$ 0.662**				**$ 0.827**	
11063	**Portland Transit Signal Priority Ph. 2**	TEA21-PE		0.150				$ 0.150	8046
COP		ROW							
	Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-CON			1.400			$ 1.400	
		Federal Total		**$ 0.150**	**$ 1.400**			**$ 1.550**	
		Local Match	$ -	$ 0.015	$ 0.144			$ 0.159	
		GRAND TOTAL	**$ -**	**$ 0.165**	**$ 1.544**			**$ 1.709**	
08824	**Lower Albina Overcrossing**	PE							1034
COP		ROW							*
	Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District.	STP-CON	4.000	1.800				$ 5.800	
		Federal Total	**$ 4.000**	**$ 1.800**				**$ 5.800**	
		Local Match	$ 0.411	$ 0.185				$ 0.596	
		GRAND TOTAL	**$ 4.411**	**$ 1.985**				**$ 6.396**	
	Red Electric Line: Will. Park/Oleson	STP-PLNG		0.135				$ 0.135	1020
COP		ROW							
	Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	CON							
		Federal Total		**$ 0.135**				**$ 0.135**	
		Local Match		$ 0.014				$ 0.014	
		GRAND TOTAL		**$ 0.149**				**$ 0.149**	
07259	**E. Bank Trail: OMSI/Springwater (Con)**	PE							1009
COP		ROW							
	Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	TE-CON		0.720				$ 0.720	
		Federal Total		**$ 0.720**				**$ 0.720**	
		Local Match		$ 0.074				$ 0.074	
		GRAND TOTAL		**$ 0.794**				**$ 0.794**	
	Gateway Transit Oriented Develop. Project	PLNG							
	Regional funds to support element of Gateway redevelopment. A portion of Gateway P&R surface parking to be replaced w/ structured parking, new retail/commerical/housing uses. About 250 parking space transfer to nearby, expanded 122 Ave P&R.	ROW							
		STP-CAP		0.800				$ 0.800	
		Federal Total		**$ 0.800**				**$ 0.800**	
		Local Match		$ 0.082				$ 0.082	
		GRAND TOTAL		**$ 0.882**				**$ 0.882**	
Ph. 2: 08053	**Johnson Crk Blvd: 36th/45th (Ph. 2&3)**	STP-PE	0.404					$ 0.404	5038
		STP-ROW	0.350					$ 0.350	
Ph.3: 10258	Phase 3 reconstruction with enhancement of bike/ped/transit amenities	STP-CON	0.545		1.413			$ 1.958	
COP/Mlw.		**Federal Total**	**$ 1.299**		**$ 1.413**			**$ 2.712**	
		Local Match	$ 0.133		$ 0.145			$ 0.278	
		GRAND TOTAL	**$ 1.432**		**$ 1.558**			**$ 2.991**	

PORTLAND-AREA
FY 2002 - 2005 MTIP

Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
11464	**MLK/Interstate ITS**	PE							1242
COP		ROW							
	Design and implement signal systems to improve operation of MLK/Interstate between Russell and the Exposition Center	STP-CON			0.550			$ 0.550	
		Federal Total			$ 0.550			$ 0.550	
		Local Match			$ 0.056			$ 0.056	
		GRAND TOTAL			$ 0.606			$ 0.606	
8815	**N. Lombard Rail Overcrossing (Rivergate)**	STP-PE	1.392					$ 1.392	4065
Port		CMAQ-CON			2.000			$ 2.000	*
	Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving fright trains (TEA-21 is $13.342 w/out limitation).	STP-CON			0.904			$ 0.904	
		TEA-21 CON			11.830			$ 11.830	
		Federal Total	$ 1.392		$ 14.734			$ 16.126	
		Local Match	$ 0.143		$ 1.513			$ 1.656	
		GRAND TOTAL	$ 1.535		$ 16.247			$ 17.782	
	102nd Ave Blvd Project: Hancock/Main	STP-PE			0.700			$ 0.700	2008
COP		ROW							
		CON							
	Design transit/ped/bike improvements.	**Federal Total**			$ 0.700			$ 0.700	
		Local Match			$ 0.072			$ 0.072	
		GRAND TOTAL			$ 0.772			$ 0.772	
08822	**Naito Prkwy: Everett/Harrison**	PE							1053
COP		ROW							
		STP-CON				6.174		$ 6.174	
	Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	**Federal Total**				$ 6.174		$ 6.174	
		Local Match				$ 0.634		$ 0.634	
		GRAND TOTAL				$ 6.808		$ 6.808	
	Region IX/STP Reserve	PE							na
Metro		ROW							
	FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	STP-CON					1.728	$ 1.728	
		Federal Total					$ 1.728	$ 1.728	
		Local Match					$ 0.177	$ 0.177	
		GRAND TOTAL					$ 1.905	$ 1.905	
	City of Portland Arterial Rehabilitation Program)	STP-PE			0.230			$ 0.230	na
cop		ROW							
		STP-CON					1.411	$ 1.411	
		Federal Total			$ 0.230		$ 1.411	$ 1.641	
		Local Match			$ 0.024		$ 0.145	$ 0.169	
		GRAND TOTAL			$ 0.254		$ 1.556	$ 1.810	
11463	**Hawthorne: 20th/55th**	CMAQ-PE		0.180				$ 0.180	1080
COP		CMAQ-ROW			0.010			$ 0.010	
	Design and build second phase non-auto enhancements along Hawthorne Blvd.	CMAQ-CON					1.310	$ 1.310	
		Federal Total		$ 0.180	$ 0.010		$ 1.310	$ 1.500	
		Local Match		$ 0.018	$ 0.001		$ 0.135	$ 0.154	
		GRAND TOTAL		$ 0.198	$ 0.011		$ 1.445	$ 1.654	
11459	**Greeley/Interstate: Russel/Killingsworth**	CMAQ-PE		0.050					1146
COP		ROW							
		CMAQ-CON			0.094			$ 0.144	
	Construct a bike lane	**Federal Total**		$ 0.050	$ 0.094			$ 0.144	
		Local Match		$ 0.005	$ 0.010			$ 0.015	
		GRAND TOTAL		$ 0.055	$ 0.104			$ 0.159	

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Federal Funds w/ Local Match, by Jurisdiction

(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
11456	E. Bank Trail - Phase 2	TE-PE		0.718				$ 0.718	1009
COP		TE-ROW			0.582			$ 0.582	
	Funds to purchase ROW for improved connection between Eastbank Trail and the Springwater Corridor	TE-CON					2.909	$ 2.909	
		Federal Total		$ 0.718	$ 0.582		$ 2.909	$ 4.209	
		Local Match		$ 0.074	$ 0.060		$ 0.299	$ 0.432	
		GRAND TOTAL		$ 0.792	$ 0.642		$ 3.208	$ 4.641	
11422	Bertha: Capitol Hwy/Vermont	PE							1168
COP		ROW							
	Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	TE-CON			0.400			$ 0.400	
		Federal Total			$ 0.400			$ 0.400	
		Local Match			$ 0.041			$ 0.041	
		GRAND TOTAL			$ 0.441			$ 0.441	
11407	Portland Bike Signage	TE-PE	0.039					$ 0.039	na
COP		ROW							
	Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	TE-CON		0.090				$ 0.090	
		Federal Total	$ 0.039	$ 0.090				$ 0.129	
		Local Match	$ 0.004	$ 0.009				$ 0.013	
		GRAND TOTAL	$ 0.043	$ 0.099				$ 0.142	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
WASHINGTON COUNTY									
08644	**Cedar Hills Bike Path: Walker/Butner**	PE							3075
Wash. Co.		CMAQ-CON	0.763					$ 0.763	
	Construction funds for a bike lane	CON - Co STP	0.236					$ 0.236	
		Federal Total	$ 0.999					$ 0.999	
		Local Match	$ 0.103					$ 0.103	
		GRAND TOTAL	$ 1.102					$ 1.102	
07256	**Cedar Creek Greenway Trail**	PE							MTIP funded projects not
Wash. Co.		ROW							
	Construct component of Cedar Creek Greenway trail in Washington County	TE-CON		0.076				$ 0.076	
		Federal Total		$ 0.076				$ 0.076	
		Local Match		$ 0.008				$ 0.008	
		GRAND TOTAL		$ 0.084				$ 0.084	
11434	**SE 10th: E Main/SE Baseline**	STP-PE		0.090				$ 0.090	3113
		ROW							
	Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	CON							
		Federal Total		$ 0.090				$ 0.090	
		Local Match		$ 0.009				$ 0.009	
		GRAND TOTAL		$ 0.099				$ 0.099	
	US 26: Murray/Cornell PE Reserve	STP- RESERVE		0.359				$ 0.359	
		ROW							
	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	CON							
		Federal Total		$ 0.359				$ 0.359	
		Local Match		$ 0.037				$ 0.037	
		GRAND TOTAL		$ 0.396				$ 0.396	
	US 26: Camelot/Sylvan Intrchng (Ph 3)	Gas Tax PE	1.558					$ 1.558	Baseline
		ROW							
	Replace structure and widen highway	Gas Tax CON			13.202			$ 13.202	Network
		Federal Total	$ 1.558		$ 13.202			$ 14.760	
		Local Match	$ 0.160		$ 1.356			$ 1.516	
		GRAND TOTAL	$ 1.718		$ 14.558			$ 16.276	
	U.S. 26Hwy 217/Murray Blvd.	Gas Tax PE	1.402					$ 1.402	Baseline
		Gas Tax ROW			0.560			$ 0.560	
	Replace structure and widen to six lanes.	Gas Tax CON				30.092		$ 30.092	Network
		Federal Total	$ 1.402		$ 0.560	$ 30.092		$ 32.054	
		Local Match	$ 0.144		$ 0.058	$ 3.090		$ 3.292	
		GRAND TOTAL	$ 1.546		$ 0.618	$ 33.182		$ 35.346	
	Tri-Met/Wash. Co. Transit/Ped Program	PE							6043
Wash. Co.		ROW							3096
	Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	STP-CON	0.180	0.280				$ 0.460	& misc
		Federal Total	$ 0.180	$ 0.280				$ 0.460	
		Local Match	$ 0.018	$ 0.029				$ 0.047	
		GRAND TOTAL	$ 0.198	$ 0.309				$ 0.507	
11437	**Wash. Co. ATMS**	STP-PLNG		0.076				$ 0.076	3150
Wash. Co.		STP-PE			0.100			$ 0.100	3016
	Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	STP-CON				0.569		$ 0.569	
		Federal Total		$ 0.076	$ 0.100	$ 0.569		$ 0.745	
		Local Match		$ 0.008	$ 0.010	$ 0.058		$ 0.077	
		GRAND TOTAL		$ 0.084	$ 0.110	$ 0.627		$ 0.822	
11436	**SW Greenburg Rd: Wash Sq/Tiedeman**	STP-PE		0.270				$ 0.270	6016
Tigard		STP-ROW				0.390		$ 0.390	*
	Design and Right of Way funds to widen Greenburg Rd (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing.	CON							
		Federal Total		$ 0.270		$ 0.390		$ 0.660	
		Local Match		$ 0.028		$ 0.040		$ 0.068	
		GRAND TOTAL		$ 0.298		$ 0.430		$ 0.728	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
11435	**I-5/Nyberg Interchange (PE/CON)**	STP-PE		0.342				$ 0.342	6066
Tualitun		STP-ROW			0.095	2.233		$ 2.328	*
	Preliminary engineering and partial construction funds to widen overcrossing and southbound onramp.	STP-CON		0.342	0.095	2.233		$ 2.670	
		Federal Total		$ 0.342		$ 2.328		$ 2.670	
		Local Match		$ 0.035		$ 0.239		$ 0.274	
		GRAND TOTAL		$ 0.377		$ 2.567		$ 2.944	
11297	**Wash. Co. Commuter Rail Alt. Analysis**	5309 PE	1.000	0.500				$ 1.500	6000
Wash. Co.		ROW							
	Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	5309 CON			18.000	18.000	18.000	$ 54.000	
		Federal Total	$ 1.000	$ 0.500	$ 18.000	$ 18.000	$ 18.000	$ 55.500	
		Local Match	$ 0.103	$ 0.100	$ 7.200	$ 7.200	$ 7.200	$ 21.803	
		GRAND TOTAL	$ 1.103	$ 0.600	$ 25.200	$ 25.200	$ 25.200	$ 77.303	
	Washington Co. Sidewalk Program	STP-PE			0.090			$ 0.090	6043
Wash. Co.		STP-ROW				0.126		$ 0.126	3096
	Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	STP-CON					0.488	$ 0.488	& misc
		Federal Total			$ 0.090	$ 0.126	$ 0.488	$ 0.704	
		Local Match			$ 0.009	$ 0.013	$ 0.050	$ 0.072	
		GRAND TOTAL			$ 0.099	$ 0.139	$ 0.539	$ 0.777	
	Forest Grove Town Cntr Ped Improvements	PE							6163
		ROW							
Forest Grove	Funds to construct elements of Forest Grove downtown pedestrian improvmenel program.	STP-CON					0.200	$ 0.200	
		Federal Total					$ 0.200	$ 0.200	
		Local Match					$ 0.021	$ 0.021	
		GRAND TOTAL					$ 0.221	$ 0.221	
11444	**Main St: 10th/20th (Blvd)**	PE			0.250			$ 0.250	3169
Cornelius		ROW							
	Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening the hwy to 3 lanes.	CMAQ-CON					1.550	$ 1.550	
		Federal Total			$ 0.250		$ 1.550	$ 1.800	
		Local Match			$ 0.026		$ 0.159	$ 0.185	
		GRAND TOTAL			$ 0.276		$ 1.709	$ 1.985	
11460	**Hall Blvd Bike Path: 12th/Allen**	CMAQ-PE		0.166				$ 0.166	3074
BV		CMAQ-ROW			0.718			$ 0.718	
	Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	CMAQ-CON				0.554		$ 0.554	
		Federal Total		$ 0.166	$ 0.718	$ 0.554		$ 1.438	
		Local Match		$ 0.017	$ 0.074	$ 0.057		$ 0.148	
		GRAND TOTAL		$ 0.183	$ 0.792	$ 0.611		$ 1.586	
11461	**SW 170th Ped. Path: Merlo/Elmonica LRT Station**	PE							3095
Wash. Co.		ROW							
	Improve pedestrian path to the LRT station	CMAQ-CON					0.270	$ 0.270	
		Federal Total					$ 0.270	$ 0.270	
		Local Match					$ 0.028	$ 0.028	
		GRAND TOTAL					$ 0.298	$ 0.298	
09341	**Hall Blvd Bike Path: SPRR/Ridgecrest**	PE							MTIP funded projects not
BV		ROW							
	Construction funds for a bike lane.	CMAQ-CON		0.322				$ 0.322	
		Federal Total		$ 0.322				$ 0.322	
		Local Match		$ 0.033				$ 0.033	
		GRAND TOTAL		$ 0.355				$ 0.355	
11462	**Cornell Rd Bike Path: Elam Young/Ray**	CMAQ--PE			0.091			$ 0.091	3094
Hillsboro		ROW							
	Consruct bike lane	CMAQ-CON					0.450	$ 0.450	
		Federal Total			$ 0.091		$ 0.450	$ 0.541	
		Local Match			$ 0.009		$ 0.046	$ 0.056	
		GRAND TOTAL			$ 0.100		$ 0.496	$ 0.597	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
08758 BV	**Fanno Creek Trail: Allen/Denny (Ph.1)**	TE-PE	0.152					$ 0.152	3071
		ROW							
	Construct portion of the Fanno Creek multi-use trail.	TE-CON		0.192				$ 0.192	
		Federal Total	$ 0.152	$ 0.192				$ 0.344	
		Local Match	$ 0.016	$ 0.020				$ 0.035	
		GRAND TOTAL	$ 0.168	$ 0.212				$ 0.380	
11423 ThPRD	**Fanno Creek Trail Phase 2 (PE/Con)**	TE-PE	0.135	0.100				$ 0.235	3071
		ROW							
	Design and construction funds second phase extension of the Fanno Creek trail.	CMAQ-CON				0.888		$ 0.888	
		Federal Total	$ 0.135	$ 0.100		$ 0.888		$ 1.123	
		Local Match	$ 0.014	$ 0.010		$ 0.091		$ 0.115	
		GRAND TOTAL	$ 0.149	$ 0.110		$ 0.979		$ 1.238	
11424 Wash. Co.	**Sentinel Plaza:Cornell/Cedar Hills/113th**	TE-PE		0.030				$ 0.030	na
		ROW							
	Design and install Native American totem pole in park located at intersection	TE-CON		0.150				$ 0.150	
		Federal Total		$ 0.180				$ 0.180	
		Local Match		$ 0.018				$ 0.018	
		GRAND TOTAL		$ 0.198				$ 0.198	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
REGIONAL PLANNING ALLOCATIONS									
11454-2002	**Metro Transportation Planning Program**	STP-PLNG	2.037	0.705	0.730	0.750		$ 4.222	na
11467-2003		ROW							
	Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	CON							
		Federal Total	$ 2.037	$ 0.705	$ 0.730	$ 0.750		$ 4.222	
		Local Match	$ 0.209	$ 0.072	$ 0.075	$ 0.077		$ 0.434	
		GRAND TOTAL	$ 2.246	$ 0.777	$ 0.805	$ 0.827		$ 4.656	
	Willamette Shoreline Rail & Trial Study	STP-PLNG			0.300			$ 0.300	5172
Metro		ROW							
	Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Streel Car system and design bike facilities within the corridor.	CON							
		Federal Total			$ 0.300			$ 0.300	
		Local Match			$ 0.031			$ 0.031	
		GRAND TOTAL			$ 0.331			$ 0.331	
11281	**I-5 Trade Corridor Study**	STP-PLNG		0.250				$ 0.250	na
ODOT		ROW							
	Assess improvements needed to the corridor within the Portland region	CON							
		Federal Total		$ 0.250				$ 0.250	
		Local Match							
		GRAND TOTAL							
09788	**Tualatin/Sherwood I-5/99W Toll Road**	TEA21 PLNG			0.341			$ 0.375	6004
Wash. Co.		Gas Tax PLNG			0.094			$ 0.094	
	Alternatives analysis of proposed toll facility connecting I-5 to 99W in order to divert through traffic from congested north portion of Metro region (TEA21 of $.385 m w/out limitation)	CON							
		Federal Total			$ 0.435			$ 0.469	
		Local Match			$ 0.045			$ 0.048	
		GRAND TOTAL			$ 0.480			$ 0.517	
11260	**So. Corridor Transit EIS**	STP-PLNG	1.500	4.000				$ 5.500	1003
Metro		PE - 5309							5035
	Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/I-205 corridor.	CON							
		Federal Total	$ 1.500	$ 4.000				$ 5.500	
		Local Match	$ 0.154	$ 0.411				$ 0.565	
		GRAND TOTAL	$ 1.654	$ 4.411				$ 6.065	
11428-2001	**Metro TOD Program**	PLNG							8005
11446-2002		STP-ROW			1.500			$ 1.500	
Metro	Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development.	CON							
		Federal Total			$ 1.500			$ 1.500	
		Local Match			$ 0.154			$ 0.154	
		GRAND TOTAL			$ 1.654			$ 1.654	
	Regional Freight Program Analysis	STP-PLNG	0.100			0.150		$ 0.250	na
Metro		ROW							
	Refinement analysis of local delivery characteristics and system needs	CON							
		Federal Total	$ 0.100			$ 0.150		$ 0.250	
		Local Match	$ 0.010			$ 0.015		$ 0.026	
		GRAND TOTAL	$ 0.110			$ 0.165		$ 0.276	
	RTP Corridor Study	STP-PLNG				0.300		$ 0.300	na
Metro		ROW							
	Corridor TBD	CON							
		Federal Total				$ 0.300		$ 0.300	
		Local Match				$ 0.031		$ 0.031	
		GRAND TOTAL				$ 0.331		$ 0.331	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS									
	Regional Contribution for Bus Purchase/PDX LRT Extensio	PE							4000
Tri-Met		STP-CAP	10.586					$ 10.586	
		CMAQ-CAP	1.425	8.000				$ 9.425	
	Regional funds to replace buses. $18M reimburses Tri-Met general fund contributions to PDX MAX extension. $1.425 diverted from first year TCL allocations.	**Federal Total**	**$ 12.011**	**$ 8.000**				$ 20.011	
		Local Match	$ 1.234	$ 0.822				$ 2.055	
		GRAND TOTAL	**$ 13.245**	**$ 8.822**				$ 22.066	
11318-02	**Rail Preventive Maintenance**	5307 CAP		2.600	2.704	2.812	2.925	$ 11.041	na
11319-03	Reg. STP FY 01-03 TCL funds traded to expidite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5309FG CAP		4.200	5.068	5.220	5.377	$ 19.865	
		STP-CAP	1.425	3.825	1.457			$ 6.707	
		St. STP-CAP		5.435				$ 5.435	
Tri-Met		**Federal Total**	**$ 1.425**	**$ 16.060**	**$ 9.229**	**$ 8.032**	**$ 8.301**	$ 43.047	
		Local Match	$ 0.146	$ 2.311	$ 1.704	$ 1.606	$ 1.660	$ 7.428	
		GRAND TOTAL	**$ 1.571**	**$ 18.371**	**$ 10.933**	**$ 9.639**	**$ 9.962**	$ 50.476	
10913 02	**Bus Preventive Maintenance**	PE							na
11306 03		ROW							
	Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	5307-CAP		23.767	25.355	26.000	27.000	$ 102.122	
Tri-Met		**Federal Total**		**$ 23.767**	**$ 25.355**	**$ 26.000**	**$ 27.000**	$ 102.122	
		Local Match		$ 4.753	$ 5.071	$ 5.200	$ 5.400	$ 20.424	
		GRAND TOTAL		**$ 28.520**	**$ 30.426**	**$ 31.200**	**$ 32.400**	$ 122.546	
needed	**Preventive Maintenance**	PE							na
		ROW							
Tri-Met	$12 million from interstate MAX STP allocation to repay Tri-Met bonds. Linked to $40 mil. Regional Interstate MAX commitment	STP-CAP				6.000	6.000	$ 12.000	
		Federal Total				**$ 6.000**	**$ 6.000**	$ 12.000	
		Local Match				$ 0.616	$ 0.616	$ 1.232	
		GRAND TOTAL				**$ 6.616**	**$ 6.616**	$ 13.232	
11320-24	**Interstate MAX**	5309	7.429	63.361	83.000	103.710		$ 250.071	1000
Tri-Met		STP-CON	0.575	4.175				$ 4.750	*
	Allocation of regionally controlled federal funds for construction of Interstate MAX	CMAQ-CON	11.425	1.825	6.000			$ 19.250	
		Federal Total	**$ 19.429**	**$ 69.361**	**$ 89.000**	**$ 103.710**		$ 274.071	
		Local Match	$ 2.718	$ 13.288	$ 17.216	$ 20.742		$ 52.479	
		GRAND TOTAL	**$ 22.147**	**$ 82.649**	**$ 106.216**	**$ 124.452**		$ 326.550	
11311-'01	**Regional TDM Program**	PE							8052
11313- '02		ROW							
	Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	CMAQ-OPS	0.700	0.700	0.999	0.700	0.700	$ 3.799	
		Federal Total	**$ 0.700**	**$ 0.700**	**$ 0.999**	**$ 0.700**	**$ 0.700**	$ 3.799	
		Local Match	$ 0.072	$ 0.072	$ 0.103	$ 0.072	$ 0.072	$ 0.390	
		GRAND TOTAL	**$ 0.772**	**$ 0.772**	**$ 1.102**	**$ 0.772**	**$ 0.772**	$ 4.189	
11309- '02	**TMA Assistance/Stabilization Program**	PE							8056
11310- '03		ROW							
Tri-Met	Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	CMAQ-OPS	0.500	0.250	0.250	0.125	0.125	$ 1.250	
		Federal Total	**$ 0.500**	**$ 0.250**	**$ 0.250**	**$ 0.125**	**$ 0.125**	$ 1.250	
		Local Match	$ 0.051	$ 0.026	$ 0.026	$ 0.013	$ 0.013	$ 0.128	
		GRAND TOTAL	**$ 0.551**	**$ 0.276**	**$ 0.276**	**$ 0.138**	**$ 0.138**	$ 1.378	
11450- '02	**ECO Information Clearinghouse**	PE							8054
11466- '04		ROW							
DEQ	OEQ program which complements the Tri-Met portion of the regional TDM effort	CMAQ-OPS	0.094	0.094		0.094		$ 0.282	
		Federal Total	**$ 0.094**	**$ 0.094**		**$ 0.094**		$ 0.282	
		Local Match	$ 0.010	$ 0.010		$ 0.010		$ 0.029	
		GRAND TOTAL	**$ 0.104**	**$ 0.104**		**$ 0.104**		$ 0.311	

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(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
11309- '02 11310- '03 Tri-Met	**Region 2040 Initiatives** Regional funding to support transit service provision by public/private Transportation Mng't Associations	PE							8053
		ROW							
		CMAQ-CAP	0.500	0.250	0.250	0.145	0.140	$ 1.285	
		Federal Total	**$ 0.500**	**$ 0.250**	**$ 0.250**	**$ 0.145**	**$ 0.140**	**$ 1.285**	
		Local Match	$ 0.051	$ 0.026	$ 0.026	$ 0.015	$ 0.014	$ 0.132	
		GRAND TOTAL	**$ 0.551**	**$ 0.276**	**$ 0.276**	**$ 0.160**	**$ 0.154**	**$ 1.417**	
11455 Tri-Met	**Will. Shoreline Trestle/Track Repair** First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment.	PE							5169
		ROW							
		CMAQ-CON			0.500			$ 0.500	
		Federal Total			**$ 0.500**			**$ 0.500**	
		Local Match			$ 0.051			$ 0.051	
		GRAND TOTAL			**$ 0.551**			**$ 0.551**	
Tri-Met	**Transit Development Program Reserve** Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	PE							8035
		ROW							
		CMAQ-CON				2.050	2.056	$ 4.106	
		Federal Total				**$ 2.050**	**$ 2.056**	**$ 4.106**	
		Local Match				$ 0.211	$ 0.211	$ 0.422	
		GRAND TOTAL				**$ 2.261**	**$ 2.267**	**$ 4.528**	
Tri-Met	**Jobs Access** Earmark funding to implement a Jobs Access transit improvement program featuring station amenities and signage to improve low income transportation access.	S3037		1.800	1.800			$ 3.600	na
		ROW							
		CON							
		Federal Total		**$ 1.800**	**$ 1.800**			**$ 3.600**	
		Local Match		$ 0.900	$ 0.900			$ 1.800	
		GRAND TOTAL		**$ 2.700**	**$ 2.700**			**$ 5.400**	
10917&8 Tri-Met	**Transit Enhancements** 1% of Tri-Met Section 5307 appropriation dedicated to improving bus and LRT station amenities.	S5307		0.250	0.254	0.260	0.270	$ 1.034	na
		ROW							
		CON							
		Federal Total		**$ 0.250**	**$ 0.254**	**$ 0.260**	**$ 0.270**	**$ 1.034**	
		Local Match		$ 0.050	$ 0.051	$ 0.052	$ 0.054	$ 0.207	
		GRAND TOTAL		**$ 0.300**	**$ 0.304**	**$ 0.312**	**$ 0.324**	**$ 1.240**	

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EXHIBIT A

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
CLACKAMAS CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
08828	**Sunnyside Rd/Mt. Scott Creek: 102nd/122nd**	PE						
Clack. Co.	Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnybrook intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	ROW	1.500	3.625				5.125
		CON						
		TOT	**1.500**	**3.625**				**5.125**
	Sunnyside RdWidening: 122nd/152nd	PE		1.400				**1.400**
Clack. Co.		ROW						
	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	CON						
		TOT		**1.400**				**1.400**
	Sunnyside RdWidening: 152nd/172nd	PE		1.400				**1.400**
Clack. Co.		ROW						
	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	CON						
		TOT		**1.400**				**1.400**
11412	**SMART TDM Program**	PE						**0.000**
Clack. Co.		ROW						
	Regional support of Wilsonville SMART transortation demand management program	CON	0.110	0.110		0.110		**0.330**
		TOT	**0.110**	**0.110**		**0.110**		**0.330**
11141	**Harmony Road Corridor Study**	PLNG		0.449				**0.449**
Clack. Co.		ROW						
	Corridor study to identify multimodal needs of the Harmony Road Corridor from I 205 through the Harmong/Linwood/Railroad Ave Interchange.	CON						
		TOT		**0.449**				**0.449**
11468	**Hwy 213/Beavercreek Rd.**	PE						
Oregon City		ROW						
	Construct phase 1 intersection improvement (inlcuding purchase of phase 2 ROW with local funds)	CON			3.000			**3.000**
		TOT			**3.000**			**3.000**
	McLoughlin Blvd PE: I-205/RR Tunnel	PE			0.625			**0.625**
	Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	ROW						
		Con						
		TOT			**0.625**			**0.625**
	Sunrise Corridor EIS/PE	PLNG		2.000				**2.000**
	Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	ROW						
		Con						
		TOT		**2.000**				**2.000**
11419	**Clackamas. Regional Center Trail**	PE						
Clack. Co.		ROW						
	Construct E-W trail through No. Clackamas Park near the Aquatic Center.	CON				0.278		**0.278**
		TOT				**0.278**		**0.278**
11453	**Wilsonville:Town Center Park Bike/Ped Lane**	PE						
Wilsonville		ROW						
	Construct element of downtown bike system loop and sidewalk improvements	CON				0.240		**0.240**
		TOT				**0.240**		**0.240**
11427	**Willamette Dr. - "A" St/McKillican (Blvd)**	PE					0.200	**0.200**
West Linn		ROW						
	Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	CON						
		TOT					**0.200**	**0.200**
	Molalla Ave Ped: Will/Pearl & Mntn View/Holmes	PE						
	Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Molalla Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	ROW						
		CON					0.500	**0.500**
		TOT					**0.500**	**0.500**
	Clackamas County STP Subtotal		**1.610**	**7.584**	**3.625**	**0.628**	**0.700**	**14.147**

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ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
MULTNOMAH CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
11413 Mult Co.	**207th Connector: Halsey/Glisan**	PE						
		ROW						
	Allocation to address project cost overrun	CON	0.573	0.772				1.345
		TOT	**0.573**	**0.772**				**1.345**
11431 Mult Co.	**Morrison Bridge Electrical Mntce**	PE	0.108					0.108
		ROW						
	Design and construction of repairs to the bridge electro-mechanical components	CON		0.692				0.692
		TOT	**0.108**	**0.692**				**0.800**
11447 Mult Co.	**Burnside Bridge Electrical Mntce**	PE	0.072					0.072
		ROW						
	Design and construction of repairs to the bridge electro-mechanical components	CON		0.428				0.428
		TOT	**0.072**	**0.428**				**0.500**
10032 Gresham	**Gresham/Mult. Co. ITS Ph 2**	PE						0.000
		ROW						
	Planning and implementation of phase 3 of the city/county arterial management system	CON	0.375					0.375
		TOT	**0.375**					**0.375**
11430 Gresham	**Gresham/Mult. Co. ITS: 181st/Burnside Corridors**	PE	0.100	0.100				0.200
		ROW						
	Design and implementation of traffic adaptive signal management in corridors. Techniques will be tested for regionwide application.	CON			0.300			0.300
		TOT	**0.100**	**0.100**	**0.300**			**0.500**
11429 Mult Co.	**223rd O'Xing (PE/ROW)**	PE	0.267					0.267
		ROW			0.134			0.134
	PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	CON						
		TOT	**0.267**		**0.134**			**0.401**
	Stark Street Blvd Project: 190th/197th	PE			0.200			0.200
		ROW						
	Implement transit/ped/bike improvements	CON				0.600		0.600
		TOT			**0.200**	**0.600**		**0.800**
	E. Mult Co. STP Subtotal		**1.495**	**1.992**	**0.634**	**0.600**		**4.721**

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ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
CITY OF PORTLAND SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
11414	**W. Burnside: NE 12th/NW 23rd**	PLNG	0.269	0.100				0.369
COP		ROW						
	Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	CON						
		TOT	0.269	0.100				0.369
11432	**Portland Arterial/Frwy. ITS**	PE	0.150					0.150
COP		ROW						
	Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	CON		0.600				0.600
		TOT	0.150	0.600				0.750
08824	**Lower Albina Overcrossing**	PE						
COP		ROW						
	Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District.	CON	4.000	1.800				5.800
		TOT	4.000	1.800				5.800
08824	**Red Electric Line: Will. Park/Oleson**	PLNG		0.135				0.135
COP		ROW						
	Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	CON						0.000
		TOT		0.135				0.135
	Gateway Transit Oriented Development Project	PLNG						
	Regional funds to support element of Gateway redevelopment. A portion of Gateway P&R surface parking to be replaced w/ structured parking, new retail/commerical/housing uses. About 250 parking space transfer to nearby, expanded 122 Ave P&R.	ROW						
		CON		0.800				0.800
		TOT		0.800				0.800
Ph. 2: 08053	**Johnson Crk Blvd: 36th/45th (Ph. 2&3)**	PE	0.404					0.404
Ph.3: 10258		ROW	0.350					0.350
	Phase 3 reconstruction with enhancement of bike/ped/transit amenities	CON	0.545		1.413			1.958
		TOT	1.299		1.413			2.712
11464	**MLK/Interstate ITS**	PE						
		ROW						
COP	Design and implement signal systems to improve operation of MIL/Interstate between Russell and the Exposition Center	CON			0.550			0.550
		TOT			0.550			0.550
8815	**N. Lombard Rail Overcrossing (Rivergate)**	PE	1.392					1.392
Port	Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving fright trains (TEA-21 is $13.342 w/out limitation).	ROW						
		CON			0.904			0.904
		TOT	1.392		0.904			2.296
	102nd Ave Blvd Project: Hancock/Main	PE			0.700			0.700
		ROW						
	Design transit/ped/bike improvements.	CON						
		TOT			0.700			0.700
08822	**Naito Prkwy: Everett/Harrison**	PE						
COP		ROW						
	Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	CON - STP				6.174		6.174
		TOT				6.174		6.174
	Region IX/STP Reserve							
	FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.						1.728	1.728
							1.728	1.728
11433	**City of Portland Arterial Rehabilitation Program)**	PE			0.230			0.230
		ROW						
COP	FAU Payback funds reserved to reconstruct a priority arterial (TBD).	CON					1.411	1.411
		TOT			0.230		1.411	1.641
	City of Portland STP Subtotal		7.110	3.435	3.797	6.174	3.139	3.052

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EXHIBIT A

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
WASHINGTON CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
08644	**Cedar Hills Bike Path: Walker/Butner**	PE						
		ROW						
	Construction funds for a bike lane	CON - Co STP	0.236					0.236
		TOT	**0.236**					0.236
11297	**Wash. Co. Commuter Rail Alt. Analysis**	PE	1.000	0.500				1.500
		ROW						
	Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	CON						
		TOT	**1.000**	**0.500**				1.500
11434	**SE 10th: E Main/SE Baseline**	PE		0.090				0.090
		ROW						
	Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	CON						
		TOT		**0.090**				0.090
	US 26: Murray/Cornell PE Reserve	RESERVE		0.359				0.359
		ROW						
	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	CON						
		TOT		**0.359**				0.359
11438	**Tri-Met/Wash. Co. Transit/Ped Program**	PE						
		ROW						
	Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	CON	0.180	0.280				0.460
		TOT	**0.180**	**0.280**				0.460
11437	**Wash. Co. ATMS**	PLNG		0.076				0.076
		PE			0.100			0.100
	Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	CON				0.569		0.569
		TOT		**0.076**	**0.100**	**0.569**		0.745
11436	**SW Greenburg Rd: Wash Sq/Tiedeman**	PE		0.270				0.270
		ROW				0.390		0.390
	Design and Right of Way funds to widen Greenburg Rd. (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing.	CON						
		TOT		**0.270**		**0.390**		0.660
11435	**I-5/Nyberg Interchange (PE/CON)**	PE		0.342				0.342
		ROW			0.095			0.095
	Preliminary engineering and partial construction funds to widen overcrossing and southbound onramp.	CON				2.233		2.233
		TOT		**0.342**	**0.095**	**2.233**		2.670
	Washington Co. Sidewalk Program	PE			0.090			0.090
		ROW				0.126		0.126
	Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	CON					0.488	0.488
		TOT			**0.090**	**0.126**	**0.488**	0.704
	Forest Grove Town Cntr Ped Improvements	PE						
		ROW						
	Funds to construct elements of Forest Grove downtown pedestrian improvmenet program.	CON					0.200	0.200
		TOT					**0.200**	0.200
	Washington County STP Subtotal		**1.416**	**1.417**	**0.190**	**3.318**	**0.688**	7.029

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EXHIBIT A

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
REGIONAL PLANNING ALLOCATIONS								
SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
09791-2001 11441-2001 11454-2002 11467-2003	**Metro Transportation Planning Program** Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	PLAN'G ROW CON TOT	2.037 **2.037**	0.705 **0.705**	0.730 **0.730**	0.750 **0.750**		**4.222** **4.222**
	Willamette Shoreline Rail & Trial Study Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Street Car system and design bike facilities within the corridor.	PLAN'G ROW CON TOT			0.300 **0.300**			**0.300** **0.300**
11281	**I-5 Trade Corridor Study** Assess improvements needed to the corridor within the Portland region	PLAN'G ROW CON TOT		0.250 **0.250**				**0.250** **0.250**
11280	**So. Corridor Transit EIS** Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/I-205 corridor.	PLAN'G - STP PE - 5309 CON TOT	1.500 **1.500**	4.000 **4.000**				**5.500** **5.500**
11428-2001 11446-2002	**Metro TOD Program** Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development.	PLAN'G ROW CON TOT			1.500 **1.500**			**1.500** **1.500**
11442-2001 11452-2002	**Regional Freight Program Analysis** Refinement analysis of local delivery characteristics and system needs	PLAN'G ROW CON TOT	0.100 **0.100**			0.150 **0.150**		**0.250** **0.250**
	RTP Corridor Study Corridor TBD	PLAN'G ROW CON TOT				0.300 **0.300**		**0.300** **0.300**
	Regional Planning Total		**3.637**	**4.955**	**2.530**	**1.200**		**12.322**
REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS								
SURFACE TRANSPORTATION PROGRAM (STP) FUNDS								
11068-99 11209- '02 11210- '03	**Regional Contribution for Bus Purchase/PDX LRT Extension** Regional funds to replace buses. $18M reimburses Tri-Met general fund contributions to PDX MAX extension. $1.425 diverted from first year TCL allocations.	PE ROW CON -STP TOT	 10.586 **10.586**					 **10.586** **10.586**
	Preventive Maintenance $12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to $40 mil. Regional Interstate MAX commitment	PE ROW CON TOT				6.000 **6.000**	6.000 **6.000**	**12.000** **12.000**
11317-01 11318-02 11319-03	**Rail Preventive Maintenance** FY 01-03 TCL funds traded to expidite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources	PE ROW CON TOT	 1.425 **1.425**	 3.825 **3.825**	 1.457 **1.457**			 **6.707** **6.707**
11320-24 Tri-Met	**Interstate MAX** Allocation of regionally controlled federal funds for construction of Interstate MAX	PE ROW CON - STP TOT	 0.575 **0.575**	 4.175 **4.175**				 **4.750** **4.750**
	Regional TDM/Tri-Met STP Subtotal		**12.586**	**8.000**	**1.457**	**6.000**	**6.000**	**34.043**
	STP TOTAL		**27.854**	**27.383**	**12.233**	**17.920**	**10.527**	**75.314**
					ACTIVE FOUR-YEAR STP PROGRAM TOTAL			**68.063**

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ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
CLACKAMAS COUNTY								
CMAQ FUNDS								
11409 Happy Valley	Scott Creek Lane Pedestrian Path	PE						
		ROW						
	Construct an off-street trail in Happy Valley	CON			0.080			0.080
		TOT			0.080			0.080
11426 Clack. Co.	Clack. Co. ITS/ATMS	PLNG		0.171				0.171
		PE			0.144			0.144
	Plan and implement arterial signal control improvement on major streets throughout the county	ROW						
		CON				0.937		0.937
		TOT		0.171	0.144	0.937		1.252
	SMART Transit Cntr/P&R	PE						
	$1.086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased $1.086 in 02; IMAX STP decreased $1.086. Tri-Met is liable for ROW purchase at $1.086 with SMART liable for 10.27% match of $124,298.	ROW		1.086				1.086
		CON						
		TOT		1.086				1.086
05651 ODOT	McLoughlin: Harrison/SPRR X'ing	CMAQ-PE		0.600				0.600
		CMAQ-ROW			0.900			0.900
	Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CON					0.400	0.400
		TOT		0.600	0.900		0.400	1.900
	Clackamas County CMAQ Subtotal			**1.857**	**1.124**	**0.937**	**0.400**	**4.318**
E. MULTNOMAN COUNTY								
CMAQ FUNDS								
11425 Gresham	Division: Wallula/Kelly	PE	0.063	0.137				0.200
		ROW	0.515					0.515
	Desgin and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CON		2.375				2.375
		TOT	0.578	2.512				3.090
11430 Gresham	Gresham/Mult. Co. ITS: 181st/Burnside Corridors	PE						
		ROW						
	Design and implementation of traffic adaptive signal management in corridors. Techniques will be tested for regionwide application.	CON			0.750			0.750
		TOT			0.750			0.750
11420 Gresham	Gresham/Fairview Trail	PE						
		ROW			0.224			0.224
	Right of way and construction funds for on/off-street bikeway and multi use path	CON				0.852		0.852
		TOT			0.224	0.852		1.076
11421 Mult. Co.	Morrison Bridge Ped/Bike Access.	PE						
		ROW						
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CON				1.345		1.345
		TOT				1.345		1.345
	E. Mult Co. CMAQ Subtotal		**0.578**	**2.512**	**0.974**	**2.197**		**6.261**

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ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
CITY OF PORTLAND								
CMAQ FUNDS								
8515	N. Lombard Rail Overcrossing (Rivergate)	PE						0.000
Port	Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving fright trains.	ROW						
		CON			2.000			2.000
		TOT			2.000			2.000
11463	Hawthorne: 20th/55th	PE		0.180				0.180
	Design and build second phase non-auto enhancements along Hawthorne Blvd.	ROW			0.010			0.010
		CON					1.310	1.310
		TOT		0.180	0.010		1.310	1.500
11459	Greeley/Interstate: Russet/Killingsworth	PE		0.050				0.050
		ROW						
	Construct a bike lane	CON			0.094			0.094
		TOT		0.050	0.094			0.144
	City of Portland CMAQ Subtotal			**0.180**	**2.104**		**1.310**	**3.594**
WASHINGTON COUNTY								
CMAQ FUNDS								
08644	Cedar Hills Bike Path: Walker/Butner	PE						
		ROW						
	Construction funds for a bike lane	CON -CMAQ	0.763					0.763
		TOT	0.763					0.763
11444	Main St: 10th/20th (Blvd)	PE						
Cornelius		ROW						
	Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening the hwy to 3 lanes.	CON					1.800	1.800
		TOT					1.800	1.800
11460	Hall Blvd Bike Path: 12th/Allen	PE		0.166				0.166
		ROW			0.718			0.718
	Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	CON				0.554		0.554
		TOT		0.166	0.718	0.554		1.438
11451		PE						
	SW 170th Ped. Path: Merlo/Elmonica LRT Station	ROW						
	Improve pedestrian path to the LRT station	CON					0.270	0.270
		TOT					0.270	0.270
11423	Fanno Crk Trail Phase 2 (Con)	PE						
	Design second phase extension of the Fanno Creek trail and match other regional funds for ROW acquisition.	ROW						
		CON				0.888		0.888
		TOT				0.888		0.888
09341	Hall Blvd Bike Path: SPRR/Ridgecrest	PE						
		ROW						
	Construction funds for a bike lane.	CON		0.322				0.322
		TOT		0.322				0.322
11462	Cornell Rd Bike Path: Elam Young/Ray	PE			0.091			0.091
		ROW						0.000
	Conerut bike lane	CON					0.450	0.450
		TOT			0.091		0.450	0.541
	Washington County CMAQ Subtotal		**0.763**	**0.488**	**0.809**	**1.442**	**2.520**	**6.022**

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ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS								
CMAQ FUNDS								
11311-01	Regional TDM Program	PE						
11313-'02		ROW						
11314-'03	Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	CON	0.700	0.700	0.999	0.700	0.700	3.799
		TOT	0.700	0.700	0.999	0.700	0.700	3.799
	TMA Assistance/Stabilization Program	PE						
		ROW						
11308-'02	Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	CON	0.500	0.250	0.250	0.125	0.125	1.250
11310-'03		TOT	0.500	0.250	0.250	0.125	0.125	1.250
	ECO Information Clearinghouse	PE						
		ROW						
11450-'02	DEQ program which complements the Tri-Met portion of the regional TDM effort	CON	0.094	0.094		0.094		0.282
11468-'04		TOT	0.094	0.094		0.094		0.282
	Region 2040 Initiatives	PE						
		ROW						
11309-'02	Regional funding to support transit service provision by public/private Transportation Mng't Associations	CON	0.500	0.250	0.250	0.145	0.140	1.285
11310-'03		TOT	0.500	0.250	0.250	0.145	0.140	1.285
11068-99	Regional Contribution for Bus Purchase/PDX LRT Extension	PE						
11209-'02		ROW						
Tri-Met		CON -CMAQ	1.425	8.000				9.425
		TOT	1.425	8.000				9.425
11455	Will. Shoreline Trestle/Track Repair	PE						
Tri-Met		ROW						
	First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment.	CON			0.500			0.500
		TOT			0.500			0.500
	Transit Development Program Reserve	PE						
		ROW						
	Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	CON				2.050	2.056	4.106
		TOT				2.050	2.056	4.106
11320-24	Interstate MAX	PE						
Tri-Met		ROW						
	Allocation of regionally controlled federal funds for construction of Interstate MAX	CON - CMAQ	11.425	1.825	6.000			19.250
		TOT	11.425	1.825	6.000			19.250
	Regional Transit CMAQ Total		**14.644**	**11.119**	**7.999**	**3.114**	**3.021**	**39.897**
	CMAQ TOTAL		**15.985**	**$ 16.156**	**$ 13.010**	**$ 7.690**	**$ 7.251**	**60.092**
			ACTIVE FOUR-YEAR CMAQ PROGRAM TOTAL					**44.107**

FY 2002-2005
PORTLAND-AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
CLACKAMAS COUNTY								
TRANSPORTATION ENHANCEMENT FUNDS								
11454 Clack Co.	**Fuller Rd: Harmony/King (Blvd.)**	PE		0.092				0.092
		ROW						
	Reconstruct Fuller Road as multimodal Boulevard design	CON			0.500			0.500
		TOT		0.092	0.500			0.592
	Clackamas County TE Subtotal			**0.092**	**0.500**			**0.592**
E. MULTNOMAN COUNTY								
TRANSPORTATION ENHANCEMENT FUNDS								
07259	**E. Bank Trail: OMSI/Springwater (Con)**	PE						
		ROW						
	Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	CON		0.720				0.720
		TOT		0.720				0.720
11421 Mult. Co.	**Morrison Bridge Ped/Bike Access.**	PE	0.100					0.100
		ROW						
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CON						
		TOT	0.100					0.100
	E. Mult Co. TE Subtotal		**0.100**	**0.720**				**0.820**
CITY OF PORTLAND								
Transportation Enhancement Funds								
07259	**E. Bank Trail: OMSI/Springwater (Con)**	PE						
		ROW						
	Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	CON		0.720				0.720
		TOT		0.720				0.720
11456	**E. Bank Trail - Phase 2**	PE		0.718				0.718
		ROW			0.582			0.582
	Funds to purchase ROW for improved connection between Eastbank Trail and the Springwater Corridor	CON					2.909	2.909
		TOT		0.718	0.582		2.909	4.209
11422	**Bertha: Capitol Hwy/Vermont**	PE						
		ROW						
	Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	CON			0.400			0.400
		TOT			0.400			0.400
11407	**Portland Bike Signage**	PE	0.039					0.039
		ROW						
	Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	CON		0.090				0.090
		TOT	0.039	0.090				0.129
	City of Portland TE Subtotal		**0.039**	**0.808**	**0.982**		**2.909**	**4.738**
WASHINGTON COUNTY								
TRANSPORTATION ENHANCMENT FUNDS								
07256 Wash. Co.	**Cedar Creek Greenway Trail**	PE						
		ROW						
	Construct component of Cedar Creek Greenway trail in Washington County	CON		0.076				0.076
		TOT		0.076				0.076
06758	**Fanno Creek Trail: Allen/Denny (Ph.1)**	PE	0.152					0.152
		ROW						
	Construct portion of the Fanno Creek multi-use trail.	CON		0.192				0.192
		TOT	0.152	0.192				0.344
11423	**Fanno Crk Trail Phase 2 (PE)**	PE	0.135	0.100				0.235
		ROW						0.000
	Design second phase extension of the Fanno Creek trail and match other regional funds for ROW acquisition.	CON						0.000
		TOT	0.135	0.100				0.235
11424	**Sentinel Plaza:Cornell/Cedar Hills/113th**	PE		0.030				0.030
		ROW						
	Design and install Native American totem pole in park located at intersection	CON		0.150				0.150
		TOT		0.180				0.180
	Washington County TE Subtotal		**0.287**	**0.548**				**0.835**
	TE TOTAL		**0.426**	**2.168**	**1.482**	**0.000**	**2.909**	**6.985**
				ACTIVE FOUR-YEAR TE PROGRAM TOTAL				**6.559**

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
TEA-21 High Priority Projects (millions)								
11064	**Stark Street: 181st/190th (Blvd Project)**	PE	0.070					$ 0.070
Mult. Co.	Construct multimodal, and especially pedestrian enhancements linked to Eastside MAX station improvements. (T-21 total = $1.026mil w/o limitation)	ROW						
		CON			0.840			$ 0.840
		TOT	$ 0.070		$ 0.840			$ 0.910
11067	**Broadway Bridge Unit 3**	PE						
Mult. Co.	Replace worn bearings and lift span center locks and repair span drive machinery.	ROW						
		CON		0.930				$ 0.930
		TOT		$ 0.930				$ 0.930
11134	**Broadway Bridge Unit 6**	PE						
Mult. Co.	Phase 3 reconstruction with enhancement of bike/ped/transit amenities (PE HBRR Funded) (T-21 total Units 1-6 = $10.263mil w/o limitation)	ROW						
		CON			4.274			$ 4.274
		TOT			$ 4.274			$ 4.274
11063	**City of Portland Signal Prioritization for Transit (Receiver Installation)**	PE	0.260					$ 0.260
COP	Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended. Original project scope underspent award. New phase TBD.	ROW						
		CON	1.085		1.550			$ 2.635
		TOT	$ 1.345		$ 1.550			$ 2.895
08815	**N. Lombard RR Xing**	PE						
Port	Select alternative and construct grade separation of Lombard and adjacent railroad tracks. $11.830mil ($13.342 w/o limitation) is T-21 w/ $3.495mil from non-federal sources	ROW						
		CON			11.830			$ 11.830
		TOT			11.830			$ 11.830
10329	**Murray Blvd O'Xing: Terman/Millkan**	PE						
Wash. Co.	Eliminate rail O'Xing bottleneck on Murray Blvd by building a 2-lane O'xing adjacent to existing 2-lane O'Xing. (T-21 total = $3.849mil w/o limitation)	ROW						
		CON	3.334		0.078			$ 3.412
		TOT	$ 3.334		$ 0.078			$ 3.412
09788	**Tualatin/Sherwood I-5/99W Toll Road**	PE						
Wash. Co.	Alternatives analysis of proposed toll facility (T-21 total = $0.385mil w/o limitation)	ROW						
		CON			0.341			$ 0.341
		TOT			$ 0.341			$ 0.341

FY 2002 - 2005 FTA TRANSIT FUNDS (millions)

KEY NUMBER	PROJECT	FUND TYPE	FY 02	FY 03	FY 04	FY 05	TOTAL
10917&8	Transit Enhancements	5307	0.250	0.254	0.260	0.270	**1.034**
10913/11306	Bus Prevent. Mntc.	5307	23.767	25.355	26.000	27.000	**102.122**
11304&11305	Rail Prevent. Mntc.	5307	2.600	2.704	2.812	2.925	**11.041**
	TOTAL		**$ 26.617**	**$ 28.313**	**$ 29.072**	**$ 30.195**	**$ 114.196**
11302&3	Interstate MAX	5309 Disc.	63.361	83.000	103.710		**250.071**
10911&2	Rail Prevent. Mntc.	5309 R. Mod.	4.200	5.068	5.220	5.377	**19.865**
needed	Wash. Co. Commuter Rail	5309 Disc.	0.500	18.000	18.000	18.000	**54.500**
needed	Clack. Co. So. Corridor. T.C./P&R (So.Gate/CTC)	5309 Bus	5.396				**5.396**
	TOTAL		**$ 73.457**	**$ 106.068**	**$ 126.930**	**$ 23.377**	**$ 329.832**
needed	Jobs Access	3037	1.800	1.800			**$ 3.600**
	FTA TRANSIT CAPITAL GRAND TOTAL		**$ 102.513**	**$ 111.181**	**$ 111.792**	**$ 35.571**	**$ 361.057**

FY 2002-2005
PORTLAND-AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

EXHIBIT A

MODERNIZATION PROGRAM*

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
97-28	**US 26: Camelot/Sylvan Intrchng (Ph 3)**	PE	1.558					**1.558**
	Replace structure and widen highway	ROW						
		CON			13.202			**13.202**
		TOTAL	**1.558**		**13.202**			**14.760**
97-19	**I-5 to 99W Connector**	PLNG			0.094			**0.094**
	Match for TEA-21 High Prioirty funding of study to determine alignment options for the Tualatin/ Sherwood Toll Rd.connector highway.	ROW						
		CON						
		TOTAL			**0.094**			**0.094**
97-28	**U.S. 26Hwy 217/Murray Blvd.**	PE	1.402					**1.402**
	Replace structure and widen to six lanes.	ROW			0.560			**0.560**
		CON				30.092		**30.092**
		TOTAL	**1.402**		**0.560**	**30.092**		**32.054**
TOTAL			**2.960**		**13.856**	**30.192**		**47.008**

*State Modernization projects rely on a mixture of state gasoline tax trust funds and a wide variety of federal discretionary fund types and project specific appropriations.

FY 2002-05
PORTLAND-AREA
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BRIDGE PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10684	**FY 2002 Protective Screening (Reg 1)**	PE	0.103					$ 0.103
		ROW						
	Protective Screening- overpass	CON		0.830				$ 0.830
		Total	**$ 0.103**	**$ 0.830**				$ 0.933
11132	**Broadway Br. (Ph 4) #06757**	PE	1.032					$ 1.032
		ROW						
	Clean/paint lower truss & floor system	CON		7.830				$ 7.830
		Total	**$ 1.032**	**$ 7.830**				$ 8.862
11133	**Broadway Br. (Ph 5) #06757**	PE	0.527	2.000				$ 2.527
		ROW						
	Replace Steel Liftspan Grating	CON		3.685				$ 3.685
		Total	**$ 0.527**	**$ 5.685**				$ 6.212
11067	**Broadway Bridge Unit 3**	PE						
Mult. Co.		ROW						
	Replace worn bearings and lift span center locks and repair span drive machinery.	TEA21-CON		0.930				$ 0.930
		TOT		**$ 0.930**				$ 0.930
11134	**Broadway Bridge Unit 6**	HBRR-PE	0.236					$ 0.236
Mult. Co.		ROW						
	Phase 3 reconstruction with enhancement of bike/ped/transit amenities (T-21 total Units 1-6 = $10.263mil w/o limitation)	TEA-21 CON			4.274			$ 4.274
		TOT	**$ 0.236**		**$ 4.274**			$ 4.510
9404	**Burnside Br. Approach Ramps (#0511A&B)**	PE						
		ROW						
	Repair of substructure, etc.	CON		4.600				$ 4.600
		Total		**4.600**				$ 4.600
9393	**St. Johns Bridge**	PE	0.642					$ 0.642
		ROW		0.020				$ 0.020
	Painting, Etc. Ck fund split for STP	CON			29.647			$ 29.647
		Total	**$ 0.642**	**$ 0.020**	**$ 29.647**			$ 30.309
10693	**I-205: Col. Riv Br. - Wil.River (Unit 1)**	PE						
		ROW						
	Pave NB & SB lanes	CON			3.061			$ 3.061
		Total			**$ 3.061**			$ 3.061
10685	**I-5 (Col.Rv) Br.(NB/SB) Br. #01377A & 07333**	PE	0.519					$ 0.519
		ROW						
	Electrical Upgrade (Total of $6.924M: 1/2 WashDOT)	CON			3.462			$ 3.462
		Total	**$ 0.519**		**$ 3.462**			$ 3.981
10745	**FY 2003 Protective Screening (Reg 1)**	PE		0.135				$ 0.135
		ROW						
	Protective Screening - overpass	CON			0.687			$ 0.687
		Total		**$ 0.135**	**$ 0.687**			$ 0.821
10705	**SE Bybee Blvd: McLoughlin/SPRR Br. (#020264 A & B)**	PE		0.300				$ 0.300
		ROW		0.025				$ 0.025
	Replace Structures	CON			3.375			$ 3.375
		Total		**$ 0.325**	**$ 3.375**			$ 3.700
10663	**Stark St. Viaduct (#11113)**	PE		0.120				$ 0.120
		ROW			0.030			$ 0.030
	Replace structure	CON			0.582			$ 0.582
		Total		**$ 0.120**	**$ 0.612**			$ 0.732
11932	**FY 2004 Protective Screening (Reg 1)**	PE			0.140			$ 0.140
		ROW						
	Screen various structures	CON				0.661		$ 0.661
		Total			**$ 0.140**	**$ 0.661**		$ 0.801
9350	**99E: MLK/Grand Viaducts (O-Xing UPRR #02115 & 08905)**	PE	3.090	0.500				$ 3.590
		ROW	5.712					$ 5.712
	Replace structure	CON				32.059		$ 32.059
		Total	**$ 8.802**	**$ 0.500**		**$ 32.059**		$ 41.361

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ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
11916		PE		0.135				$ 0.135
	99E: Water St. (Pacific Hwy E) Viaduct #02374	ROW						
		CON					1.104	$ 1.104
	Seismic retrofit. Replace joints	**Total**		**$ 0.135**			**$ 1.104**	**$ 1.239**
11942	**I-205: Col. River Br./Wil. River Unit 2**	PE						
		ROW						
	Pave NB & SB lanes	CON					3.087	$ 3.087
		Total					**$ 3.087**	**$ 3.087**
11944	**FY 2005 Protective Screening (Reg 1)**	PE				0.151		$ 0.151
		ROW						
	Screen various structures	CON					0.835	$ 0.835
		Total				**$ 0.151**	**$ 0.835**	**$ 0.986**
11945	**TV Hwy: Dairy Crk Br. #00744B**	PE			0.140			$ 0.140
		ROW						
	Seismic Retrofit; jt repair; rail retrofit	CON					0.767	$ 0.767
		Total			**$ 0.140**		**$ 0.767**	**$ 0.907**
11946	**OR43: O'Xing Hwy 1 Conn & Porter St. #08194R**	PE			0.195			$ 0.195
		ROW						
	Microsilica o'lay; rail and joint retrofit	CON					1.777	$ 1.777
		Total			**$ 0.195**		**$ 1.777**	**$ 1.972**
TOTAL			**$ 11.625**	**$ 19.680**	**$ 41.318**	**$ 32.871**	**$ 7.570**	**$ 113.063**

FY 2002-05
PORTLAND-AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

PRESERVATION PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10666	**B-H Hwy: BV/Tigard Hwy - Mult./Wash Co**	PE	0.653					$ 0.653
		ROW		0.081				$ 0.081
	Paving	CON		2.745				$ 2.745
		Total	**$ 0.653**	**$ 2.826**				$ 3.479
10680	**TV Hwy: Hocken - Minter Bridge Road**	PE	0.303					$ 0.303
		ROW		0.054				$ 0.054
	Paving, grind & overlay	CON		4.719				$ 4.719
		Total	**$ 0.303**	**$ 4.773**				$ 5.076
9364	**I-5: Capitol Hwy - Marquam Bridge**	PE	0.688					$ 0.688
		ROW		0.025				$ 0.025
	2" Inlay, barrier, g.rail, bridge	CON			19.251			$ 19.251
		Total	**$ 0.688**	**$ 0.025**	**$ 19.251**			$ 19.964
10693	**I-205: Col. River Br. - Wil. River (Unit 1)**	PE	1.072					$ 1.072
		ROW						
	Pave NB & SB lanes	CON			16.834			$ 16.834
		Total	**$ 1.072**		**$ 16.834**			$ 17.906
10731	**Powell Blvd.: Ross Island Br. - SE 50th**	PE		0.508				$ 0.508
		ROW						
	Pave	CON				3.356		$ 3.356
		Total		**$ 0.508**		**$ 3.356**		$ 3.864
10679	**TV Hwy: Quince - District Boundary**	PE		0.370				$ 0.370
		ROW			0.056			$ 0.056
	Paving, grind & overlay	CON				6.081		$ 6.081
		Total		**$ 0.370**	**$ 0.056**	**$ 6.081**		$ 6.507
11941	**I-84: MLK Blvd. - E Portland Fwy Sec I-84**	PE			0.799			$ 0.799
		ROW						
	Rut Repair Overlay 50mm AC wearing course	CON					6.613	$ 6.613
		Total			**$ 0.799**		**$ 6.613**	$ 7.412
11942	**I-205: Col. Rv. Br. - Wil. Rv Unit 2**	PE	0.800	2.001				$ 2.801
		ROW						
	Pave NB & SB lanes	CON					12.925	$ 12.925
		Total	**$ 0.800**	**$ 2.001**			**$ 12.925**	$ 15.726
TOTAL			**$ 3.516**	**$ 10.503**	**$ 36.939**	**$ 9.436**	**$ 19.538**	**$ 79.933**

FY 2002-05
PORTLAND-AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

SAFETY PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
8005	**BV/TV Hwy @ Scholls**	PE	0.145					0.145
		ROW		0.218				0.218
	Right turn channelization	CON		0.457				0.457
		Total	**0.145**	**0.675**				0.821
10666	**BH Hwy: Beaverton/Tigard Hwy - Mult./Wash Co**	PE						
		ROW						
	Safety improvements	CON		0.432				0.432
		Total		**0.432**				0.432
10680	**TV Hwy: Hocken - Minter Bridge Road**	PE						
		ROW						
	Paving, grind & overlay	CON		0.740				0.740
		Total		**0.740**				0.740
10682	**I-5/Nyberg Rd Interchange (SB ramp)**	PE	0.125					0.125
		ROW	0.031					0.031
	Additional lane, more storage	CON		0.807				0.807
		Total	**0.156**	**0.807**				0.962
10683	**US 26: Sunset Hwy @ Jackson School Rd**	PE	0.145					0.145
		ROW						
	Left turn channelization; ramp	CON		1.058				1.058
		Total	**0.145**	**1.058**				1.203
9394	**Lombard: Pacific East - Philadelphia Ave.**	PE	0.075					0.075
		ROW	0.005					0.005
	CSIP Signals	CON		0.415				0.415
		Total	**0.080**	**0.415**				0.495
7146	**Sandy Blvd.: Pacific East-NE 37th Ave.**	PE	0.052					0.052
		ROW						
	CSIP Signals	CON		0.557				0.557
		Total	**0.052**	**0.557**				0.609
9358	**Cascade North Hwy: Airport Way - Flavel**	PE						
		ROW						
	CSIP Signals	CON		0.400				0.400
		Total		**0.400**				0.400
12145	**Murray Blvd @ Allen Blvd**	PE						
		ROW						
	Cut Back median, modify curbs	CON		0.090				0.090
		Total		**0.090**				0.090
12262	**NE 181st @ NE Halsey St**	PE						
		ROW						
	Install median islands & adv signal	CON		0.039				0.039
		Total		**0.039**				0.039
12147	**Binford Lake Parkway: Pleasant View Dr./Towle Rd.**	PE						
		ROW						
		CON		0.233				0.233
		Total		**0.233**				0.233
12146	**Scholls Ferry Rd @ Clark Hill Rd.**	PE						
		ROW		0.020				0.020
		CON		0.307				0.307
		Total		**0.327**				0.327
6010	**Beaverton/ Tigard Hwy @ Scholls**	PE	0.125					0.125
		ROW		0.092				0.092
	Add l/r turn lanes;inclu signal/interconnect	CON			0.661			0.661
		Total	**0.125**	**0.092**	**0.661**			0.877
10867	**Hillsboro/Silverton Hwy @ SE Walnut**	PE	0.156					0.156
		ROW		0.104				0.104
	Safety Intersection Improvement	CON			0.510			0.510
		Total	**0.156**	**0.104**	**0.510**			0.769
11927	**I-405 @ Front Ave.**	PE		0.081				0.081
		ROW						
	Extend safety barrier	CON			0.151			0.151
		Total		**0.081**	**0.151**			0.232

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METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

SAFETY PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
9393	**Lombard: St. Johns Bridge #6497 & 6498**	PE						
		ROW						
	Bridge painting, etc.	CON			2.268			2.268
		Total			**2.268**			**2.268**
12182	**Safety Reserve**	PE						
		ROW						
		CON			0.827			0.827
		Total			**0.827**			**0.827**
12149	**U.S. 26, Cascade Hwy North: Access Mgt/ Safety on Powell, 82**	PE			0.010			0.010
		ROW						
		CON			0.246			0.246
		Total			**0.256**			**0.256**
10731	**Powell Blvd (U.S. 26): Ross Island Br. - SE 50th**	PE						
		ROW						
	Safety features	CON				0.282		0.282
		Total				**0.282**		**0.282**
10679	**Tualatin Valley Hwy: Quince - District Boundary**	PE						
		ROW						
	Paving, grind & overlay	CON				0.630		0.630
		Total				**0.630**		**0.630**
11926	**I-84 & I-205 Pavement Drainage Correction**	PE		0.189				0.189
		ROW						
	Install additional inlets to enhance runoff	CON				0.344		0.344
		Total		**0.189**		**0.344**		**0.533**
10869	**Sunset Hwy @ Glencoe Road**	PE			2.003			2.003
		ROW				0.067		0.067
	Signalize ramp; Rt turn channel; access	CON					0.783	0.783
		Total			**2.003**	**0.067**	**0.783**	**2.853**
12158	**Clackamas Hwy: I-205 - SE 98th**	PE						
		ROW						
	Add lane, widen structure	CON					3.618	3.618
		Total					**3.618**	**3.618**
TOTAL			**0.859**	**5.678**	**6.676**	**1.323**	**4.401**	**18.937**

FY 2002-05
PORTLAND-AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

OPERATIONS PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10697	**US 26: Highland Intrchng - Jefferson Cameras**	PE						
		ROW						
	Hardware & Software Purchase	CON		0.324				$ 0.324
		Total		**$ 0.324**				**$ 0.324**
10021	**I-405: NW Everett St. - SW 12th Ave.**	PE	0.309					$ 0.309
		ROW						
	Widen ramp, add ramp meters	CON		2.121				$ 2.121
		Total	**$ 0.309**	**$ 2.121**				**$ 2.431**
12010	**I-5: Iowa St. Slide Repair**	PE	0.071					$ 0.071
		ROW		0.015				$ 0.015
	Repair Slide Area	CON		0.426				$ 0.426
		Total	**$ 0.071**	**$ 0.441**				**$ 0.512**
7579	**Beaverton/Tualatin Hwy @ Locust**	PE		0.065				$ 0.065
		ROW			0.056			$ 0.056
	Alignment/ bike lane install	CON				0.259		$ 0.259
		Total		**$ 0.065**	**$ 0.056**	**$ 0.259**		**$ 0.379**
10672	**Region 1 Traffic Signal Upgrades (Unit 2)**	PE		0.399				$ 0.399
		ROW						
	Signal Upgrades	CON				1.127		$ 1.127
		Total		**$ 0.399**		**$ 1.127**		**$ 1.526**
10695	**Region 1 ATMS Ramp Meters (Phase 6)**	PE		0.342				$ 0.342
		ROW						
	Ramp Meters	CON				1.810		$ 1.810
		Total		**$ 0.342**		**$ 1.810**		**$ 2.152**
10696	**Region 1 ATMS Comm. Infrastruc. (Ph 6)**	PE		0.108				$ 0.108
		ROW						
	Communications	CON				2.129		$ 2.129
		Total		**$ 0.108**		**$ 2.129**		**$ 2.237**
10671	**Region 1 Traffic Loop Repair Unit 12**	PE			0.140			$ 0.140
		ROW						
	Repair/replace traffic loops	CON				0.877		$ 0.877
		Total			**$ 0.140**	**$ 0.877**		**$ 1.017**
10871	**Region 1 ATMS Ramp Meters (Phase 7)**	PE			0.349			$ 0.349
		ROW						
	Ramp Meters	CON					1.951	$ 1.951
		Total			**$ 0.349**		**$ 1.951**	**$ 2.300**
10870	**Region 1 ATMS Comm. Infrastruct (Ph 7)**	PE			0.112			$ 0.112
		ROW						
	Communications	CON					2.295	$ 2.295
		Total			**$ 0.112**		**$ 2.295**	**$ 2.407**
10872	**Reg. 1 ATMS Hardware & Software (Ph. 7)**	PE						
		ROW						
	Hardware & Software Purchase	CON					0.362	$ 0.362
		Total					**$ 0.362**	**$ 0.362**
10698	**Region 1 Traffic Loop Repair Unit 13**	PE				0.151		$ 0.151
		ROW						
	Repair/replace traffic loops	CON					0.945	$ 0.945
		Total				**$ 0.151**	**$ 0.945**	**$ 1.096**
	TOTAL		**0.380**	**3.799**	**0.657**	**6.352**	**5.553**	**16.742**

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2002 MTIP
APPENDIX 1:

2000 REGIONAL TRANSPORTATION PLAN
FINANCIALLY CONSTRAINED NETWORK

2000 RTP

Financially Constrained System Projects-

August 10, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)	RTP Program Years
1000	Region	Tri-Met	Light Rail Extension 1	Rose Quarter to Expo Center	Construct LRT	$ 350,000,000	2000-20
1002	Region	Tri-Met	Light Rail Extension 2	Expo Center to Vancouver/Clark College	Construct LRT	$ 300,000,000	2000-20
1003	Region	Tri-Met	Light Rail Extension 3	Rose Quarter to Milwaukie TC	Construct LRT	$ 750,000,000	2000-20
1007	Region	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical improvements, painting and phase 1 seismic retrofit	$ 73,800,000	2000-20
1009	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct multi-use path; improve bicycle/pedestrian access	$ 2,000,000	2000-05
1014	Central City	Tri-Met/Portland	16TEN - Central City Street Car	NW Portland to PSU	Construct street car	$ 40,000,000	2000-05
1015	Central City	Tri-Met/Portland	16TEN - Central City Street Car	North Macadam/Bancroft Street to PSU	Construct street car	$ 40,000,000	2006-10
1020	Region	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of multi-use path	$ 135,000	2000-05
1021	Region	Various	Peninsula Crossing Trail	Portland Road to Marine Drive	Construct multi-use path	$ 359,000	2000-05
1027	Central City	Portland/ODOT	South Portland improvements	South Portland sub-area	Implement South Portland Circulation Study recommendations	$ 40,000,000 *	2000-05
1028	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchangeto calm traffic and improve local access	$ 1,624,000	2000-05
1029	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	$ 250,000	2000-05
1032	Central City	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River -		$ 2,500,000	2000-05
1033	Central City	Portland	Lovejoy Ramp Removal	Lovejoy ramp on Broadway Bridge	NW 9th Avenue to NW 14th Avenue	$ 10,846,000	2000-05
1034	Central City	Portland	Lower Albina RR Crossing	Interstate Avenue to Russell Street	Provide new roadway to separate truck/rail movements	$ 4,000,000	2000-05
1035	Central City	Portland	SW Columbia Street Reconstruction	18th Avenue to Front Avenue	Rebuild street	$ 800,000	2000-05
1036	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	$ 310,000	2000-05
1037	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 4-lane bridge with standard clearance	$ 3,500,000	2006-10
1046	Central City	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	$ 2,470,000	2000-05
1047	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	$ 500,000	2006-10
1048	Central City	Portland	North Macadam Pedestrian and Bicycle	city	improvements identified in the North Macadam Framework	$ 4,300,000	2000-05
1049	Central City	Portland	North Macadam Transit Improvements	North Macadam District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub, tram and local bus service improvements	$ 4,100,000	2000-05
1050	Central City	Tri-Met/Portland	North Macadam TMA	North Macadam District of the central city	Implement transportation management area improvements identified in the North Macadam Framework Plan (placeholder TMA)	See Project #8058 cost	2000-05
1051	Central City	Portland	W. Burnside and Inner E. Burnside Street Improvements and ITS	SE 12th to NW 23rd	Boulevard design improvements	$ 9,365,000	2000-05
1052	Central City	Portland	North Macadam Street Improvements	North Macadam District of the central city	Implement street improvements identified in the North Macadam Framework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	$ 17,750,000	2000-05
1053	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements and ITS	$ 3,027,295	2000-05
1054	Central City	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	$ 5,590,000	2000-05
1055	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	$ 3,000,000	2011-20
1056	Central City	Tri-Met/Portland	Lloyd District TMA	Lloyd district of the Central City	Implement transportation management area program with area employers	$ 60,000	2000-05
1058	Central City	Portland	SW Moody Bikeway	SW Moody from SW Bancroft to Gibbs	Retrofit bike lanes to existing street	$ 10,000	2000-05
1062	Central City	Multnomah Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; Improve pedestrian access	$ 1,270,000	2000-05
1063	Central City	Portland	SE Morrison / Belmont Bikeway	Morrison Bridge to SE 12th Avenue	Retrofit bike lanes to existing street	$ 8,000	2011-20
1064	Central City	Portland	N Interstate Bikeway	N Lombard to N Greeley	Retrofit bike lanes to existing street	$ 200,000	2000-05
1065	Central City	Portland	SE 17th Avenue Bikeway	SE Powell to Portland City Limits	Retrofit bike lanes to existing street	$ 100,000	2011-20
1066	Central City	Portland	SE Milwaukie Bikeway	SE Gideon to SE Center	Retrofit bike lanes to existing street	$ 10,000	2011-20
1068	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	$ 17,000	2011-20
1069	Central City	Portland	East Burnside Bikeway	SE 28th to SE 74th Avenue	Retrofit bike lanes to existing street	$ 250,000	2000-05
1079	Central City	Portland	Steel Bridge Pedestrian Way (RATS Phase I)	East and west side access to the Steel Bridge and East Bank	Create several linkages between the east and west sides of the Central City via pedestrian and bicycle overcrossings;	$ 3,562,000	2000-05
1080	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements	$ 750,000	2000-05
1081	Central City	Portland	Eastbank Esplanade	Steel Bridge to OMSI	Construct multi-use path; improve bicycle/pedestrian access	$ 3,018,000	2000-05
1084	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	$ 100,000	2000-05
1100	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	$ 2,000,000	2000-05
1101	Central City	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 60,000	2006-10
1102	Central City	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 290,000	2006-10
1103	Central City	Portland	N. Going Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 255,000	2006-10
1104	Central City	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 192,500	2000-05

*2020 No-Build Network is Base Network

2000 RTP

Financially Constrained System Projects-

August 10, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars (*** Indicates phasing in financially constrained system)	RTP Program Years
1105	Central City	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Glisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 175,000	2006-10
1109	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Widen intersection and add additional EB lane on structure	$ 3,088,000	2000-05
1113	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	$ 78,000	2000-05
1120	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 57th Avenue	Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements	$ 15,000,000	2000-05
1122	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	57th Avenue to 102nd Avenue	Multi-modal street improvements, redesign selected intersections to improve pedestrian crossings,streetscape improvements and safety improvements	$ 4,000,000	2006-10
1126	Hollywood TC	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike boulevard	$ 500,000	2000-05
1130	Hollywood TC	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	$ 6,650,000	2000-05
1144	St. Johns TC	Portland	N Portland Road Bikeway	Martin Luther King to Willamette Boulevard	Retrofit bike lanes to existing street	$ 400,000	2011-20
1145	St. Johns TC	Portland	N St. Louis/Fessenden Bikeway	N Columbia Way to N Willamette Boulevard	Retrofit bike lanes to existing street	$ 8,000	2000-05
1146	St. Johns TC	Portland	N Greeley/Interstate Bikeway	Edgewater Drive to Cathedral Park	Retrofit bike lanes to existing street	$ 145,000	2000-05
1147	St. Johns TC	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of multi-use path	n/a	2000-05
1150	St. Johns TC	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street: MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	$ 500,000	2000-05
1156	Lents TC	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	$ 400,000	2011-20
1157	Lents TC	Portland	SE 82nd Avenue Bikeway	SE Stark to Lincoln; SE Powell to Foster	Retrofit bike lanes to existing street	$ 21,000	2000-05
1158	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	$ 720,000	2006-10
1159	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	$ 2,000,000	2000-05
1160	Lents TC	Portland	Foster-Woodstock, Phase I	87th-94th Avenues and 82nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	$ 6,000,000	2000-05
1161	Lents TC	Portland	Foster-Woodstock, Phase II	87th-94th Avenues and 82nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	$ 5,000,000	2006-10
1162	Lents TC	Portland	Foster Road Improvements	79th to 67th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	$ 2,000,000	2011-20
1168	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"	$ 845,000	2000-05
1169	Hillsdale TC	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger	Retrofit bike lanes to existing street	$ 3,000,000	2011-20
1171	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	$ 931,000	2011-20
1172	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	$ 400,000	2000-05
1176	Hillsdale TC	Portland	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	$ 2,200,000	2011-20
1181	Hillsdale TC	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 90,000	2006-10
1184	Raleigh Hills TC	ODOT/WashCo	BH Highway/Scholls Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety	$ 13,000,000	2006-10
1185	Raleigh Hills TC	Washington Co.	Oleson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	$ 14,000,000	2006-10
1188	Raleigh Hills TC	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	$ 100,000	2000-05
1193	West Portland TC	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylors Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylors Ferry and Huber/Barbur and sidewalks and crossing improvements	$ 610,000	2000-05
1195	West Portland TC	Portland/ODOT	Barbur Boulevard Design Treatment	Portland city limits	Complete boulevard design improvements	$ 13,000,000	2000-05
1198	West Portland TC	Portland	SW Taylors Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	$ 1,800,000	2000-05
1202	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylors Ferry Road	Construct sidewalks, improve crossings and bike facilities	$ 1,200,000	2000-05
1207	West Portland TC	Portland	Barbur Boulevard ITS	Barbur Boulevard/I-5 Corridor	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow	$ 550,000	2000-05
1211	Portland Mainstreet	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	$ 875,000	2000-05
1212	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	$ 41,000	2011-20
1213	Portland Mainstreet	Portland	NE/SE 122nd Avenue Bikeway	Marine Drive to Reedway	Stripe bike lanes where missing	$ 120,000	2011-20
1214	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	$ 5,900,000	2000-05
1217	Portland Mainstreet	Portland	Multnomah Pedestrian District	SW Capitol Highway & SW Multnomah	Improve sidewalks, lighting, crossings.	$ 500,000	2000-05
1219	Portland Mainstreet	Portland	Belmont Pedestrian Improvements	12th Avenue to 43rd Avenue	Plan and develop streetscape and transportation	$ 2,000,000	2000-05
1220	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	$ 250,000	2000-05
1221	Portland Mainstreet	Portland	Killingsworth Pedestrian Improvements	NE Killingsworth; Williams to 33rd; 42nd to Cully	Plan and develop streetscape and transportation improvements	$ 1,320,000	2000-05
1222	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements	$ 660,000	2011-20

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2000 RTP

Financially Constrained System Projects-

August 10, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)		RTP Program Years
1223	Portland Mainstreet	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	$ 2,600,000		2000-05
1224	Portland Mainstreet	Portland	NE Cully/57th Pedestrian and Bicycle Improvements	NE Fremont to Killingsworth	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	$ 2,835,000		2000-05
1227	Portland Mainstreet	Portland	SE Tacoma Main Street Improvements	Sellwood Bridge to McLoughlin Boulevard	Implement boulevard design based on Tacmoa Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations	$ 4,000,000		2000-05
1229	Portland Mainstreet	Portland	SE Woodstock Main Street	39th Avenue to 49th Avenue	Plan and develop streetscape and transportation improvements	$ 200,000		2000-05
1230	Portland Mainstreet	Portland	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of	$ 200,000		2006-10
1231	Portland Mainstreet	Portland	SE Tacoma Street ITS	Four signals between Sellwood	Communications infrastructure; closed circuit TV cameras,	$ 100,000		2006-10
1239	Portland Mainstreet	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 340,000		2000-05
1240	Portland Mainstreet	Portland	82nd Avenue ITS Corridor	82nd Avenue; entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 350,000		2000-05
1242	Portland Mainstreet	Portland	MLK/Interstate ITS	MLK/Interstate Avenue Intersection	Communications infrastructure; closed circuit TV cameras,	$ 550,000		2000-05
1245	Portland Corridor	Portland	Capitol Highway, Phase II	Capitol Highway, south of West Portland TC	Complete study recommendations	$ 2,240,250		2000-05
1246	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	$ 65,000		2011-20
1247	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	42nd Avenue to 136th Avenue	Stripe bike lanes	$ 60,000		2000-05
1248	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 42nd Avenue	Stripe bike lanes	$ 17,000		2011-20
1253	Portland Corridor	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	$ 300,000		2000-05
1257	South/North SC	Portland	NE Russell Bikeway	N Interstate to MLK Boulevard	Stripe bike lanes	$ 1,000		2011-20
1259	South/North SC	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	$ 65,000		2000-05
1263	Banfield SC	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches	$ 2,250,000		2006-10
1264	Banfield SC	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	$ 520,000		2000-05
1266	Gateway RC	Portland	NE/SE 99th Avenue Phases II and III	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center	$ 3,500,000		2006-10
2001	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Stark Street	Construct new I-84 interchange	$ 24,000,000		2000-05
2008	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Glisan Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	$ 2,800,000		2000-05
2011	Gateway RC	Portland	Glisan Street Boulevard and ITS	within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	$ 2,000,000		2006-10
2012	Gateway RC	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	$ 3,800,000		2006-10
2013	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 181st Avenue	Retrofit bike lanes to existing street	$ 70,000		2000-05
2014	Gateway RC	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Retrofit bike lanes to existing street	$ 140,000		2000-05
2015	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Glisan Street to SE Market Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian	$ 6,140,000		2006-10
2016	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	$ 100,000		2000-05
2017	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits	Retrofit bike lanes to existing street	$ 300,000		2000-05
2018	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market	Retrofit bike lanes to existing street	$ 1,175,500		2011-20
2019	Gateway RC	Portland	NE Glisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue	Retrofit bike lanes to existing street	$ 100,000		2000-05
2020	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	$ 3,000,000		2000-05
2021	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	$ 6,000,000		2006-10
2022	Gateway RC	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	$ 1,200,000		2006-10
2023	Gateway RC	Tri-Met/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)	See RTP #8056		2006-10
2024	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	$ 6,000,000	*	2011-20
2025	Gresham RC	Tri-Met	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	see Tri-Met total		2000-05
2026	Gateway RC	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	$ 3,500,000		2006-10
2041	Gresham RC	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	$ 4,000,000		2000-05
2047	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	$ 4,000,000	*	2000-05
2049	Gresham RC	ODOT	Powell Boulevard Improvements - Gresham RC	Birdsdale to Hogan	Complete boulevard design improvements	$ 4,000,000		2000-05
2053	Gresham RC	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	$ 1,700,000		2000-05
2054	Gresham RC	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail	$ 900,000		2011-20
2056	Gresham RC	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	$ 160,000		2006-10
2057	Gresham RC	Gresham/ODOT	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 6,100,000	*	2000-05
2058	Gresham RC	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	$ 500,000		2011-20
2059	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	175th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 1,000,000		2011-20
2062	Gresham RC	Tri-Met/Gresham	Gresham regional center TMA startup	Gresham Regional Center	Implements a transportation management association program with employers	$ 174,500		2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)	RTP Program Years
2065	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	$ 2,000,000 *	2000-05
2068	PDX IA	Port	I-205 Direct Ramp	I-205 to Airport Way	Restripe flyover off ramp; widen at touchdown as needed	$ 2,700,000	2006-10
2079	South Shore IA	Multnomah Co.	185th Railroad Crossing Improvement	185th Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	$ 1,200,000	2011-20
2081	South Shore IA	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84	$ 8,000,000	2000-05
2084	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	$ 540,000	2011-20
2085	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	$ 300,000	2011-20
2086	South Shore IA	Portland	NE 138th Avenue Improvements	Sandy Boulevard - Marine Drive - Columbia Boulevard	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements.	$ 1,400,000	2000-05
2087	South Shore IA	Portland	NE 158th Avenue Improvements	Sandy Boulevard to Marine Drive	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, construct bridge to replace culverts at main slough crossing and build fill to reduce grade at Marine Drive intersection	$ 1,000,000	2000-05
2088	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	$ 1,683,000	2000-05
2091	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	$ 31,000	2006-10
2101	Rockwood TC	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	$ 3,000,000	2006-10
2102	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	$ 3,000,000	2000-05
2105	Rockwood TC	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 3,000,000	2011-20
2111	Fairview/WV TC	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	$ 1,500,000	2000-05
2116	Fairview/WV TC	Multnomah Co	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	$ 500,200	2006-10
2123	Troutdale TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	$ 3,000,000	2000-05
2126	Troutdale TC	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 1,000,000	2000-05
3001	Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	$ 21,000,000	2006-10
3007	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes	$ 12,000,000	2006-10
3012	Region	Hillsboro	Rock Creek Greenway Multi-use Path	TV Highway to Evergreen Parkway	Completes multi-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	$ 3,300,000	2000-05
3013	Region	Various	Bronson Creek Greenway Multi-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor	n/a	2000-05
3014	Region	Various	Powerline Beaverton Trail Corridor Trail	Bronson Creek Greenway to Farmington Road	Plan, design and construct multi-use path	$ 2,700,000	2000-05
3015	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor	n/a	2000-05
3016	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	$ 1,000,000	2000-05
3019	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Biggi: Canyon to	Complete central Beaverton street connections	$ 13,200,000	2000-05
3020	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	(5) Electric to Whitney to Carousel to 144th, (6) new conn.:Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections	$ 13,300,000	2006-10
3028	Beaverton RC	Beaverton	Millikan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street	$ 4,300,000	2000-05
3027	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	$ 1,600,000	2000-05
3026	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	$ 7,100,000	2000-05
3029	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	$ 1,600,000	2000-05
3030	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; improve intersections at Murray Boulevard and Hocken Avenue	$ 8,300,000	2000-05
3032	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	$ 3,700,000	2006-10
3033	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Construct two-lane extension with turn lanes from Brockman Street to Hall Boulevard	$ 8,800,000	2000-05
3034	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Terman/Hocken	Construct three-lane extension with bikeways and sidewalks	$ 4,600,000	2000-05
3038	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks (only bike lanes and sidewalks in financially constrained system)	$ 3,200,000 *	2011-20
3041	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements	$ 445,000	2000-05
3042	Beaverton RC	ODOT/Beaverton/ Tri-Met	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 8,000,000 *	2006-10
3045	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	$ 2,800,000	2006-10
3046	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	$ 88,000	2000-05
3047	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	$ 59,000	2000-05
3049	Beaverton RC	Beaverton	Downtown Beaverton Pedestrian/Bike Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	$ 1,120,000	2000-05
3051	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 1,600,000	2006-10
3052	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	$ 30,000	2000-05
3053	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings	$ 30,000	2000-05
3058	Beaverton RC	Tri-Met/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers	See RTP #8056 total	2000-05
3061	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	$ 1,500,000 *	2006-10
3063	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	$ 50,000	2000-05
3067	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	$ 5,000,000	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)		RTP Program Years
3071	Region	Beaverton/WashCo/THPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path	$	1,500,000		2000-05
3072	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Multi-use Trail	Road	Construct multi-use trail within powerline easement	$	2,000,000		2000-05
3074	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard	$	1,438,000		2000-05
3075	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	$	1,100,000		2000-05
3079	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	$	253,000		2006-10
3085	Westside SC	Washington Co.	170th Improvement	Rigert to Alexander	Three lanes from Rigert to Blanton; five lanes from Blanton to Alexander	$	26,700,000		2000-05
3091	Westside SC	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue; 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	$	6,400,000		2006-10
3092	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct multi-use path for bicyclists and pedestrians just north of US 26	$	1,000,000		2000-05
3094	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	$	600,000		2000-05
3095	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	$	270,000		2000-05
3096	Westside SC	Washington Co.	Pedestrian Access to MAX	Westside LRT station areas	Provide pedestrian connections to light rail stations	$	1,000,000		2000-05
3098	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	$	750,000		2011-20
3102	Hillsboro RC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	$	21,000,000		2000-05
3104	Hillsboro RC	Hillsboro	NW Alociek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes	$	2,000,000		2000-05
3105	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to 231st Avenue	New 3-lane facility	$	4,600,000		2000-05
3106	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes (Century High to LRT in financially constrained system)	$	23,200,000	*	2000-05
3107	Westside SC	Hillsboro/WashCo.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system)	$	4,800,000	*	2006-10
3108	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	$	7,500,000		2000-05
3110	Hillsboro RC	ODOT/WashCo	Jackson School Road Improvements	Jackson School Road at US 26	Improve Jackson School Road intersection with channelization	$	500,000		2000-05
3111	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	$	700,000		2000-05
3112	Hillsboro RC	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	$	165,000		2000-05
3113	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	$	1,500,000		2000-05
3114	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	$	2,500,000		2000-05
3123	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	See RTP #8056 total			2000-05
3126	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	$	5,000,000		2006-10
3127	Hillsboro Corridor	ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$	1,500,000		2000-05
3128	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	$	6,000,000		2011-20
3130	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	$	12,800,000		2000-05
3131	Sunset IA	Hillsboro/Port	Evergreen Road Improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks	$	8,900,000	*	2006-10
3132	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes	$	3,500,000		2000-05
3133	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26	$	5,000,000		2000-05
3134	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	$	9,000,000		2000-05
3135	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Alociek Drive	Widen to five lanes including sidewalks and bike lanes	$	15,000,000		2000-05
3136	Sunset IA	Washington Co	Brookwood/Parkway Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	$	10,900,000		2000-05
3137	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	$	7,500,000		2000-05
3138	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Terman Road to Millikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach	$	1,000,000		2000-05
3140	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	$	2,300,000		2006-10
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	$	5,500,000		2006-10
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system	$	20,000,000	*	2006-10
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system	$	10,000,000	*	2006-10
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	$	2,000,000		2006-10
3148	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes (only Lynnfield to Cedar Hills in financially constrained)	$	8,000,000	*	2006-10
3150	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th Avenue	Implement signal timing at Tannasbourne/185th to 25th Avenue	$	300,000		2000-05
3152	Sunset IA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers	$	80,000		2000-05
3154	Forest Grove TC	Washington Co.	Forest Grove Northern Arterial	Quince to Highway 47	New 2-lane facility with sidewalks and bike lanes	$	2,000,000		2000-05
3157	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	$	4,500,000		2000-05
3158	Forest Grove TC	Washington Co.	Martin Road/Cornelius-Schefflin Road Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	$	12,300,000		2000-05
3160	Forest Grove TC	Forest Grove	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement	$	200,000		2006-10
3162	Forest Grove TC	ODOT	TV Highway (Pacific/19th) Bikeway	Hawthorne to "E" Street	Retrofit to include bike lanes	$	100,000		2000-05
3163	Forest Grove TC	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$	2,132,670		2000-05
3166	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 10th	Intersection of 10th Avenue and Highway 8 couplet	Widen OR 8/10th Avenue intersection to support freight access.	$	720,000		2006-10
3167	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 couplet	Install traffic signals on OR 8 at 19th Avenue/20th Avenue; reconfigure intersection.	$	2,000,000		2000-05
3168	Cornelius	Cornelius/ODOT	Baseline Street/Adair Street Couplet Intersection Improvements	Intersection of 14th Avenue and couplet	Intersection improvement with signal	$	350,000		2006-10
3169	Cornelius	Cornelius/ODOT	Main Street Couplet improvements	Avenue	Complete boulevard design improvements	$	6,000,000		2000-05

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3170	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	$ 3,000,000	2006-10
3171	Cornelius	Cornelius/Wash Co.	Highway 8/4th Avenue Intersection Improvements	Intersection of 4th Avenue and couplet	Intersection improvement with signal	$ 950,000	2006-10
3175	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks	$ 6,200,000	2006-10
3178	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	$ 500,000	2006-10
3183	Cedar Mill TC	Washington Co.	Cornell Road Improvements	143rd Avenue to Saltzman	Widen to three lanes with bikeways and sidewalks	$ 4,600,000	2000-05
3185	Cedar Mill TC	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	$ 5,300,000	2000-05
3186	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes	$ 3,100,000	2000-05
3192	Cedar Mill TC	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	$ 1,000,000 *	2000-05
3193	Cedar Mill TC	Washington Co.	Cornell Road Boulevard Treatment	Trail Avenue to Saltzman	Add bike lanes, sidewalks, median, landscaping	$ 2,000,000	2000-05
3194	Cedar Mill TC	Washington Co.	Cedar Mill Multi-Use Path	North of Cornell Road from 113th Avenue to 119th Avenue	Construct multi-use path along north side of Cornell Road	$ 1,000,000	2000-05
3195	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	$ 485,000	2000-05
3187	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	$ 5,000,000	2000-05
3204	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	178th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	$ 4,000,000	2006-10
3208	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 200,000	2011-20
3216	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Barry Road	Widen to three lanes	$ 8,000,000	2006-10
3217	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 208th Avenue	Widen to three lanes	$ 5,000,000	2006-10
3218	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to Kinnamon Road	Realign intersection @ TV Highway and construct new two-lane road south of TV Highway to Kinnamon Road	$ 1,700,000	2011-20
4000	Region	Tri-Met	01PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT	$ 154,000,000	2000-05
4004	Region	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter	$ 92,000,000 *	2000-05
4005	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes	$ 25,000,000	2000-05
4011	Columbia Corridor	Portland	NE Marine Drive Bikeway	I-5 to 122nd Avenue	Retrofit bike lanes to existing street; off-street paths in missing locations	$ 450,000	2000-05
4012	Columbia Corridor	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 210,000	2006-10
4017	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	$ 1,500,000	2011-20
4019	PDX IA	Port	Lightrail station/track realignment	Portland International Center	Construction of light rail station	$ 14,000,000	2000-05
4020	PDX IA	Port	Airport Way Improvements, East	82nd Avenue to I-205	Widen to three lanes in both directions	$ 8,000,000	2000-05
4021	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	$ 10,000,000	2006-10
4022	PDX IA	Portland/Port	East End Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205	$ 29,000,000	2000-05
4023	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	$ 315,000	2006-10
4024	PDX IA	Port	Alderwood Road Extension	Alderwood Road to Clark Road	Three lane extension	$ 8,600,000	2000-05
4025	PDX IA	Port	Cascades Parkway	International Parkway to Cascades	New east/west three lane connection between International Parkway and PIC	$ 14,500,000	2000-05
4027	PDX IA	Port/Portland	Airport Way/Cascades grade separation	Cascades Avenue	Construct overcrossing at Airport Way/Cascades Avenue; widen Airport Way to 4 lanes from new overcrossing to I-205	$ 10,500,000	2000-05
4028	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	$ 11,000,000	2011-20
4030	PDX IA	Portland	NE 11-13th Avenue Connector	NE 11/13th Avenue at Columbia Boulevard	New three-lane roadway and bridge	$ 8,075,000	2000-05
4031	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	$ 14,000,000	2011-20
4032	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	$ 4,000,000	2000-05
4033	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	$ 8,000,000	2011-20
4037	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	$ 700,000	2000-05
4038	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road Intersection	Construct right turn lane on SB 82nd Avenue; modify traffic signal and construct second right turn lane on Alderwood WB	$ 195,000	2000-05
4039	PDX IA	Port	NE 92nd Avenue	NE 82nd/Columbia Boulevard/Alderwood	Improvement to be defined	$ 1,500,000	2011-20
4040	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	Columbia Boulevard to Cornfoot Road	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	$ 3,132,162	2000-05
4041	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	$ 350,000	2000-05
4042	PDX IA	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot Intersection	Add signal, improve turn lanes at intersection	$ 350,000	2000-05
4043	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	$ 250,000	2006-10
4046	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street	$ 400,000	2006-10
4047	PDX IA	Portland	NE 33rd Avenue Bikeway	Columbia Slough to NE Lombard	Retrofit bike lanes to existing street	$ 7,000	2011-20
4049	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	$ 10,000	2000-05
4050	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	$ 95,000	2006-10
4051	PDX IA	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	$ 1,392,000	2011-20
4054	PDX IA	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	$ 2,600,000	2000-05
4056	PDX IA	Portland	Columbia Boulevard ITS	Six signals between N Burgard and I-205	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 310,000	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)		RTP Program Years
4057	PDX IA	Portland	N/NE Marine Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 750,000		2000-05
4058	PDX IA	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	$ 3,000,000	*	2000-05
4059	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	$ 500,000		2000-05
4061	Rivergate IA	Port/Portland	West Hayden Island Bridge and Acces Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	$ 49,800,000		2006-10
4062	Rivergate IA	Port	Marine Drive Improvement, Phase 1	Rivergate West and T-6 intersection	Widen to five lanes from T-6 intersection to 2.5 miles east	$ 15,700,000		2000-05
4063	Rivergate IA	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas	$ 3,610,000		2000-05
4065	Rivergate IA	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	$ 21,172,000		2000-05
4067	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	statewide project		2011-20
4068	Rivergate IA	Port/RR	Rivergate Rail expansion	Includes 4 separate improvements in Rivergate	Expand rail capacity in and to the Rivergate area	$ 12,500,000		2000-05
4069	Rivergate IA	Port/RR	Hayden Island rail access	Rivergate to Hayden Island	Rail access to Hayden Island development	$ 2,800,000		2006-10
4070	Rivergate IA	Port/RR	Additional tracks - Kenton Line	TBD	Construct three additional tracks for staging unit trains	$ 9,000,000		2006-10
4071	Rivergate IA	Port/RR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	$ 4,500,000		2006-10
4073	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct multi-use path	$ 115,000		2000-05
4074	Rivergate IA	Port	Rivergate Bicycle and Pedestrian Trail	North side of Columbia Slough	Construct multi-use path connecting to 40-mile loop trail	$ 300,000		2000-05
4077	Rivergate IA	Port/RR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	$ 3,500,000		2006-10
4078	Rivergate IA	Port/RR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	$ 9,000,000		2006-10
4079	Rivergate IA	Port/RR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and B Yard	$ 500,000		2011-20
4080	Swan Island	Tri-Met/Portland	Swan Island TMA	Swan Island industrial area	Implements a transportation management association program with employers	$ 142,500		2000-05
4081	Columbia Corridor	Tri-Met/Portland	Columbia Corridor TMA	Columbia Corridor industrial area	Implements a transportation management association program with employers	$ 142,500		2000-05
5001	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	See Tri-Met Total		2000-20
5003	Region	ODOT	Sunrise Highway	I-205 to Rock Creek	Construct new 4-lane facility and construct interchanges at 122nd, 135th and Rock crek junction, and modify I-205 interchange	$ 180,000,000	*	2000-05
5007	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	$ 1,300,000		2000-05
5016	Region	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	$ 9,000,000		2006-10
5017	Region	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	$ 3,000,000		2006-10
5018	Region	ODOT	Highway 213 Intersection Improvements	Beavercreek/Highway 213	Intersection improvements	$ 6,000,000		2000-05
5022	Region	ODOT	Highway 213 Widening	I-205 to Redland Road	Add southbound lane	$ 750,000		2000-05
5023	Region	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	$ 1,000,000		2000-05
5026	Region	Metro	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	$ 1,200,000		2000-05
5027	Region	Metro/ODOT	I-205 South Corridor Study	I-5 to I-84	Develop traffic management plan	n/a		2000-05
5033	Region	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor	n/a		2000-05
5035	Milwaukie TC	Tri-Met	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	see Tri-Met total		2000-05
5037	Milwaukie TC	Milwaukie/ClackCo	Lake Road Improvements	Oatfield Road to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	$ 1,890,637		2000-05
5038	Milwaukie TC	Milwaukie/Portland	Johnson Creek Boulevard Phase 2 Improvements	SE 32nd Avenue to SE 45th Avenue	Reconstruct, add bike lanes and sidewalks	$ 1,200,000		2000-05
5040	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	$ 1,075,000		2006-10
5045	Milwaukie TC	Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR	$ 7,000,000		2000-05
5046	Milwaukie TC	Milwaukie	Railroad Crossing Improvements	Harrison Street, 37th Avenue and Oak Streets	Improve railroad crossings for all modes	$ 75,000		2011-20
5049	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Highway 224 to River Road	Complete boulevard design improvements	$ 2,000,000		2000-05
5050	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street	$ 485,098		2000-05
5051	Milwaukie TC	Milwaukie	Lake Road Bikeway	SE 21st to Oatfield Road	Construct bike lanes	$ 840,000		2000-05
5059	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	$ 1,100,000		2006-2010
5062	Milwaukie TC	Tri-Met/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	see RTP# 8058 cost		2011-20
5064	Clackamas RC	Tri-Met	I-205 Frequent Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Frequent Bus service	see Tri-Met total		2000-05
5065	Clackamas RC	Tri-Met /ClackCo	Clackamas Regional Center TMA Startup	Clackamas Regional Center	Implements a transportation management association program with employers	$ 174,500		2000-05
5066	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	$ 39,000,000	*	2006-10
5067	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	$ 3,400,000		2011-20
5069	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	$ 6,400,000		2006-10
5071	Clackamas RC	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	$ 4,600,000		2011-20
5072	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	$ 1,530,000		2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)	RTP Program Years
5073	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	$ 4,500,000	2000-05
5074	Clackamas RC	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	$ 5,450,000	2011-20
5077	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative a/w route to	$ 7,250,000 *	2011-20
5080	Clackamas RC	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	$ 4,117,000	2011-20
5081	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	$ 1,700,000	2011-20
5082	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Cietsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	$ 10,000,000 *	2006-10
5085	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	$ 5,000,000	2011-20
5086	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	$ 4,000,000	2000-05
5089	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	$ 200,000	2006-10
5090	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	$ 100,000	2011-20
5091	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	$ 20,000	2006-10
5092	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	$ 80,000	2011-20
5093	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	$ 20,000	2011-20
5084	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas multi-use path	$ 310,000	2006-10
5100	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	$ 550,000	2000-05
5101	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 1,500,000	2011-20
5103	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and Intelligennt transportation system program	$ 5,640,000	2000-05
5106	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	$ 6,000,000	2011-20
5108	Clackamas IA	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	$ 1,500,000	2000-05
5109	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	$ 120,000	2006-10
5110	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	$ 250,000	2000-05
5117	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	$ 280,000	2000-05
5128	Oregon City RC	Tri-Met	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service	see Tri-Met total	2006-10
5129	Oregon City RC	Tri-Met	90V/MOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service	see Tri-Met total	2011-20
5130	Oregon City RC	ODOT	99E/2nd Avenue Realignment	99E at South 2nd Avenue	Realignment and signalization of intersection	$ 900,000	2000-05
5132	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	$ 46,300	2011-20
5133	Oregon City RC	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	$ 2,033,000	2006-10
5135	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements - Oregon City	River Road south of Milwaukie to SP tunnel	Complete boulevard design improvements	$ 6,500,000 *	2006-10
5136	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements	$ 3,300,000	2011-20
5137	Oregon City RC	Oregon City	Washington Street Improvements	Abernathy to 5th Street	Complete boulevard design improvements	$ 885,000	2006-10
5138	Oregon City RC	Oregon City	Washington Street Improvements	Abernathy to Highway 213	Complete boulevard design improvements	$ 1,320,000	2011-20
5143	Oregon City RC	Oregon City/ ODOT/Tri-Met	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 1,000,000	2011-20
5144	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	$ 750,000	2011-20
5149	Oregon City RC	Oregon City	Oregon City Bridge Study	7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge	n/a	2011-20
5150	Oregon City RC	Tri-Met/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	see RTP# 8056 cost	2011-20
5154	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henrici Road	Widen to 4 lanes with sidewalks and bike lanes	$ 2,000,000	2006-10
5156	OC Corridor	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Boulevard design, widen to five lanes, improve access management to provide sidewalks and bike lanes to connect multi-family and commercial/employment areas	$ 3,500,000	2006-10
5157	OC Corridor	Oregon City	Molalla Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes	$ 69,300	2006-10
5161	Lake Oswego TC	Tri-Met	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	see Tri-Met total	2000-05
5163	Lake Oswego TC	Lake Oswego	"A" Avenue Reconstruction	State Street to 3rd Avenue	Improve failing road system; rebuild sidewalks	$ 3,000,000	2006-10
5165	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	Multi-use path	$ 110,000	2006-10
5169	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	$ 1,000,000	2000-05
5172	Lake Oswego TC	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland	Study phasing of future trolley commuter service between Lake Oswego and Portland	n/a	2000-05
5195	West Linn TC	ODOT	Highway 43 Improvements	West A Street to existing Oregon City bridge (Willamette River)	Complete boulevard design improvements	$ 8,000,000 *	2000-05
5204	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	$ 750,000	2006-10
5209	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	$ 3,000,000	2011-20
5211	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	$ 90,000	2000-05
6000	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency	$ 71,500,000	2000-05
6004	Region	ODOT	Tualatin-Sherwood Highway MIS	I-5 to 99W	Conduct major investment study and complete environmental design work for I-5 to 99W Connector	$ 5,000,000	2000-05
6014	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements	Washington Square Road to Shady Lane	Widen to 5 lanes with boulevard design; NB Highway 217 off-ramp improvement	$ 2,500,000	2000-05
6015	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	$ 2,500,000	2000-05
6016	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	$ 2,000,000	2000-05
6018	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard Intersection	Realign intersection	$ 2,000,000	2006-10
6019	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	$ 800,000	2000-05
6020	Region	Various	Powerline Trail Corridor	Scholls Ferry Road to Lower Tualatin Greenway	Plan, design and construct multi-use path	n/a	2000-05

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)		RTP Program Years
6025	Washington Sq. RC	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	$ 500,000		2000-05
6026	Washington Sq. RC	Tri-Met/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	See RTP# 8056 cost		2000-05
6027	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction	$ 39,000,000		2006-10
6033	Tigard TC	Tigard	Walnut Street Improvements, Phase 1	at 121st Avenue	Install traffic signal at 121st Avenue	$ 1,750,000		2000-05
6034	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	Gaarde Street to 121st Avenue	Widen to three lanes with bikeways and sidewalks	$ 5,715,460		2006-10
6040	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	$ 3,000,000		2000-05
6041	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	$ 5,000,000		2006-10
6042	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	$ 5,000,000	*	2006-10
6045	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	$ 500,000		2006-10
6046	Tigard TC	Tigard	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	$ 1,358,000		2000-05
6056	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	$ 3,700,000		2006-10
6059	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	$ 5,000,000		2000-05
6066	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 Interchange	$ 4,000,000		2000-05
6070	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	$ 4,000,000		2000-05
6071	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	$ 25,000,000		2006-10
6072	Tualatin TC	Tualatin	Tualatin Road Improvements	115th Avenue to Boones Ferry Road	Widen to 3 lanes with bike lanes, sidewalks, RR crossings	$ 8,500,000		2000-05
6073	Tualatin TC	Tualatin	124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	$ 6,800,000	*	2006-10
6079	Tualatin TC	WashCo/Tualatin/ ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	$ 500,000		2000-05
6080	Tualatin TC	Tualatin/Durham	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	$ 1,000,000		2000-05
6081	Tualatin TC	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	$ 1,000,000		2000-05
6083	Tualatin TC	Tri-Met /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	$ 90,000		2000-05
6090	Wilsonville TC	Wilsonville	Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	Extend 3 lanes to connect to Grahams Ferry Road w/ sidewalks and bike lanes	$ 13,065,000		2006-10
6091	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Parkway Avenue to 100th Avenue	bike lanes	$ 802,000		2006-10
6105	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	$ 251,000		2006-10
6109	Sherwood TC	Washington Co	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to alliminate offset of Been Bend road with 175th Avenue	$ 800,000		2011-20
6111	Sherwood TC	Washington Co.	Beef Bend/Elsner Road Extension	Scholls Ferry Road to 99W	Complete street realignment from Scholls Ferry Road to 99W	$ 24,000,000		2000-05
6113	Sherwood TC	Washington Co.	Oregon Street Improvements	Tualatin-Sherwood to Murdock	Widen to 3 lanes with a signal at Tualatin-Sherwood Road	$ 5,500,000		2000-05
6121	Murray/Scholls TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	$ 7,120,000		2000-05
6122	Murray/Scholls TC	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	$ 1,500,000		2006-10
6125	LO Corridor	Lake Oswego	Bangy Road Improvements	Bonita Road to Kruse Way	Widen to four lanes with left turn lanes at major intersections	$ 1,000,000		2006-10
6127	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes	$ 2,657,000		2006-10
6128	LO Corridor	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	$ 1,065,000		2006-10
6129	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road Intersection	Add traffic signal and turn lanes	$ 325,000		2006-10
6130	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	$ 325,000		2006-10
6131	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	Multi-use path	$ 300,000		2006-10
6135	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	$ 550,000		2000-05
7000	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	$ 7,000,000		2011-20
7001	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	$ 3,600,000		2006-10
7006	Pleasant Valley TC	Portland	SE Foster Improvements	SE 136th Avenue to Jenne Road	Widen to five lanes in preferred/3 lanes in strategic and constrained	$ 8,300,000		2006-10
7007	Pleasant Valley TC	Portland	SE Jenne Road Improvements	SE Foster to Powell Boulevard	Widen to five lanes in preferred/3 lanes in strategic and constrained	$ 5,100,000		2006-10
7008	Pleasant Valley TC	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	$ 3,000,000		2006-10
7009	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Cletsop to SE Monner	Widen to construct bike lanes	$ 900,000		2006-10
7010	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	$ 340,000		2011-20
7011	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	$ 340,000		2011-20
7019	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	$ 4,000,000		2011-20
8000	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	$ 100,000		2000-05
8001	Region	Metro	Bike Safety, Educ.& Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	$ 100,000		2000-05
8002	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	$ 300,000		2006-10
8003	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	$ 50,000		2011-20
8004	Region	Tri-Met	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	$ 50,000		2006-10
8005	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	$20,000,000 - $40,000,000	*	2000-20
8028	Region	Tri-Met	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service	$ 147,000,000		2000-20
8032	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities	$ 105,258,594		2000-20
8035	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements	$ 69,316,200		2000-20
8038	Region	Tri-Met	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations	$ 5,006,900		2000-20
8042	Region	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station	$ 3,400,000		2000-20

*2020 No-Build Network or Base Network

2000 RTP

Financially Constrained System Projects-

August 10, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars ("*" indicates phasing in financially constrained system)	RTP Program Years
8043	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide	$ 6,873,750	2000-20
8046	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments	$ 17,222,500	2000-20
8052	Region	Metro/Tri-Met	Tri-Met TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	$ 14,700,000	2000-20
8053	Region	Metro/Tri-Met	Region 2040 Initiatives	Region-wide	Implementation of innovative transit solutions in locations with high regional significance	$ 5,250,000	2000-05
8054	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	$ 1,050,000	2000-05
8055	Region	Metro/Tri-Met	Exploratory Transportation Management Associations	Region-wide	Exploratory phase for potential TMAs in downtown Portland, Rivergate, Troutdale and Lake Oswego	$ 113,500	2000-05
8056	Region	Metro/Tri-Met	Future Transportation Management Associations Start-Up	Region-wide	Future implementation of TMA's with employers	$ 3,028,000	2000-05

*2020 No-Build Network is Base Network

2002 MTIP
APPENDIX 2:

DISCUSSION OF MTIP FINANCIAL CONSTRAINT

DISCUSSION OF FY 02-05 MTIP FINANCIAL CONSTRAINT

Revenue History. At the outset of the Priorities 2002 Update process, Metro staff compared the extent to which federal appropriations of regionally controlled funding sources that were *assumed* in the FY 2000 MTIP matched *receipts*. Appropriations through 2001, or the first four years of TEA-21, have exceeded projections each year by one to two million dollars. (FY 2002 has also exceeded previous estimates) Despite this trend, Metro did not revise revenue estimates upward for FY 2002 and 2003 (i.e., the last two years of the TEA-21 authorizations). Therefore, programming contained in the first two years of the 2002 – 2005 MTIP is conservative: more money than projected *has* been received in five of the six years of the Act; trends indicate more money than projected *will* be received in the final year and yet revenue assumptions for FY 02 and 03 were not increased.

TEA-21 expires after the 2003 fiscal year. Metro took this last year funding level, as indicated by the TEA-21 authorization schedule, and inflated it by three percent annually for 2004 and again for 2005 to estimate the future revenue. Such an estimate is consistent with federal guidelines for estimating future revenues.

Biannual Adjustments. Metro updates the MTIP every two years. Each MTIP reaffirms the final two years of project commitments made in the prior MTIP, and schedules two years of new projected revenue. Therefore, the 2002 MTIP reflects projects already approved for funding in the final two years of the 2000 MTIP (that is, FY 2002 and 2003). The 2002 MTIP then goes forward to approve new projects using revenue assumptions for FY 2004 and 2005.

This means that Metro has a chance every two years to "catch up" with events of the preceding two years. When revenue is less than was expected in the first two years of the prior MTIP, some projects are delayed, and moreover, must rely on new revenue in order to advance. As Metro updates the MTIP, it first accounts for any such slippage, and calculates the amount of new funds that will be needed to honor previous project commitments. This amount is deducted from Metro's assumption of new FY 04 and 05 revenue.

For example, if assumed Congressional appropriations fell $1.0 million short in FY 00 and then again in '01, $2 million worth of projects would be left without funds and would not have gone to bid as originally intended. The FY 00 projects would have slipped to FY 01, which would leave $1.0 million of FY 01 projects without funds. Additionally, the added shortfall in FY 01 would mean $2 million of projects would slip into FY 02. To avoid simply loading more projects on top of this shortfall in the current MTIP, Metro would deduct $2.0 million from its projection of FY 04 revenue before awarding the balance to new projects. This would not stop projects bumping from FY 02 into FY 03, or from FY 03 into FY 04, but that is where is would stop, since $2.0 million of FY 04 funds will have been intentionally left unallocated to projects.

State ResourcesDMetro and ODOT also have agreements in place to supplement this biennial "safety net." Funds actually subject to Metro's distribution cannot be increased except by higher than expected Congressional appropriation (and this does happen more often than not, since Metro is intentionally conservative in its assumptions). However, ODOT administers a statewide construction program of which the Portland-area transportation projects are only one piece, both of the projects scheduled to proceed and of the complete categories of funds used to advance them. It frequently occurs that projects in one part of the state may be delayed, freeing dollars for

expenditure elsewhere. On occasions that revenue is less than expected in the Metro-area, these statewide resources can and often are used as a sort of loan to the region's program of projects.[1]

In a following year, Metro may receive more than was expected and this windfall can be used to repay the loan, or a regional project might be delayed, freeing funds to repay downstate "borrows" from a pervious year. In fact all of these situations are occurring all the time, so that progress advancing Portland-area projects, by and large, has historically not been hampered despite surprises in any one element of the MTIP's financial assumptions.

At no time does the state's spending of transportation funding exceed actual funds appropriated or collected in a year. Metro's project commitments are always matched to reasonably anticipated sources of revenue, and every two years Metro takes steps to address any significant imbalances that may develop as a result of unexpected shortfalls, or windfalls.

Annual Obligation Limitation. The MTIP programs 100 percent of all projected Congression appropriations. However, in any given year, the federal Department of Transportation typically authorizes the region to spend, or "obligate" only a percentage of appropriated federal funds (an "obligation limitation"). Typically, this limitation is about 90 percent of the annual Congressional appropriation. By programming at 100 percent, Metro in essence, "overprograms" each two-year cycle. This practice is permitted by federal regulations.

However, in the same process described above, each new MTIP takes account of how much "over-booking" has actually occurred in the previous two years (taking account of better than projected appropriations, etc.), and sets aside a portion of new funds to cover any shortage. This practice provides a buffer against the all too common event that one or more projects expected to spend assigned funds in a year are delayed. When this happens, the ten percent margin of over-booked projects typically suffices to soak up the funds that would otherwise have to be loaned to projects outside the region that year. This is desirable since payback to the region might have to be delayed by one or more years. Also, regional benefits accruing from projects would be delayed and, in a worst case situation, unspent funds might be lost to the state entirely if no active project could be found to absorb the funds that year.

FAU Program Balances. At the end of FY 1991, ODOT was compelled to convert approximately $8.25 million of the region's Federal Aid Urban (FAU) funds to STP funds. ODOT also spent the money on a state project. instead of the local projects allocated the funds. This was done to avoid losing the funds because the projects awarded them initially were not ready to advance, and a state project was ready and able to absorb the money. ODOT and Metro staff have kept track of this "borrow" and of the projects originally allocated the FAU funds. Some of the funds have been repaid However, approximately $1.275 million remains outstanding for reimbursement. The City of Portland has recently requested cancellation of old FAU projects totaling $5.2 million and reassignment of the funds to new priorities (the Albina Overcrossing project and the

[1] In the 2002 fiscal year, ODOT anticipates that it may be unable to spend all the federal funds available and which will be taken from the state if they are not put onto projects this year. ODOT therefore requested that Metro intentionally schedule projects in FY 02 that exceed expected regional resources. As shown in Table XX, Metro is advancing nearly $7.0 million worth of projects in excess of its expected revenues in FY 02. These projects will be advanced using ODOT's statewide resources. Also shown in the table is that ODOT will be reimbursed by intentional under-scheduling of Metro resources in FY 04 and 05. Depending on actual appropriations through the next four years, there may be a need to also underprogram in FY 06, or, if receipts are higher than expected, repayment my be complete even sooner that expected.

City's Arterial Rehabilitation program). The current program reflects assignment of these converted STP funds to the City of Portland projects.

Transportation Enhancement Program Balance. At the end of FY 2000, the Oregon Transportation Commission redirected FY 02 and 03 obligation authority for the State Transportation Enhancement (TE) Program to maintenance activity. Metro was given programming authority of $2.8 million of these funds (at 100 percent limitation) in the 2000 MTIP Update. TE projects deferred from the FY 02 and 03 program, including their obligation authority, appear in the FY 04 and 05 program years. The current program also redirects some of the funds from projects since found to be ineligible for TE funding. As much as possible, all redirected TE funds were assigned to the newly approved Springwater Trail/East Bank Trail Connector Project (the so-called "Three Bridges" multi-use trail crossing of McLoughlin Boulevard, Johnson Creek and the UP/SP railroad tracks). This action concludes Metro's administration of the assigned TE funds. At this time, ODOT has indicated an intent to manage all TE program funds as a discrete process managed centrally in Salem.

Financial Constraint Finding. The net consequence of all these factors is that the 2002 MTIP makes a regional commitment to projects that will cost about $2.0 million more Metro expects to receive by the end of the program in FY 2005. If, at the end of 2005, increased revenues or delayed projects do not accommodate the over-programming, either state resources will be called upon to advance the projects, or they will be required to slip to 2006, where they will receive priority allocation of newly appropriated funds in the next MTIP update. For these reasons, the 2002 MTIP is considered by Metro to be financially constrained.

2002 MTIP
APPENDIX 3:

SUMMARY OF 2002 MTIP
PUBLIC INVOLVEMENT PROGRAM

Priorities 2002 MTIP timeline of key milestones

September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of Priorities 2002 proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on Priorities 2002 process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan 16	Public comment period on Priorities process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on Priorities 2002 process
Jan. 25	Metro Council approved process for selecting and ranking of Priorities 2002 projects
Feb. 6	First printing of Priorities 2002 fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated Priorities 2002 projects to JPACT
April 27	Fact sheet on Priorities 2002 process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	Priorities 2002 project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 31	TPAC recommendation on final Priorities 2002 projects.
Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of Priorities 2002 resolution, 7:30 am

Sept. 20	Metro Council hearing to approve Priorities 2002 resolution, 2 pm
Dec. 5?	TPAC consideration of Draft 2002 – 05 MTIP
Jan. 22	Public notice of 30-day comment period on MTIP Conformity Determination
Feb. 21	Transportation Planning Committee hearing on Conformity Determination
Mar. 1	TPAC consideration of proposed 2002 MTIP and approval of Conformity Determination interagency consultation process.
Mar. 5	Community Planning Committee hearing on 2002 MTIP.
Mar. 14	JPACT and Metro Council (tentative) consideration of 2002 MTIP.

2002 MTIP
APPENDIX 4:

SUMMARY TABLE OF PRIORITIES 2002
PROJECT NOMINATION AND SELECTION PROCESS
AND
JPACT AND METRO COUNCIL CRITERIA

EXHIBIT G

Available revenue

Priorities 2002 MTIP Update/ 2040 Implementation Program
Project selection criteria and process

EVALUATION → **SELECTION**

Receive project application

From state, regional and local jurisdictions, including park and recreation districts

Apply threshhold criteria

Meet street design guidelines

Consistent with RTP functional classification maps

Included in 2000 RTP financially constrained system

Cost of candidate projects is limited to target amounts established by Metro.

Calculate technical score

Mode	Goal: support 2040	Goal: highly effective	Goal: very cost effective	Goal: enhance system safety
Road Mod	Support 2040: 1. Increased access and circulation to priority land uses **20** 2. Serves increased mix use density **20**	**Reduce congestion:** Reduce volume to capacity ratio **25**	**Mobility at reasonable cost:** Cost per vehicle hours of delay reduced **15**	**Safety:** Improve high accident locations **20**
Reconstruction		**Upgrade to urban standard; provide longterm maintenance:** Maintain "fair" pavement condition **25**	**Mobility at reasonable cost:** Cost per vehicle miles traveled reduced **15**	**Safety:** Improve high accident locations **20**
Blvd. Design		**Slow vehicle speed; enhance alternative mode access:** Encourage retrofit of blvd. street design **25**	**Implement blvd. design elements for least cost:** Benefit points / cost per mile **15**	**Safety:** Slow vehicles and enhance streetscape to improve safety of non-auto modes. **20**
Pedestrian		**Increase walk trips, reduce auto trips:** Generate new walk trips **25**	**Mobility at reasonable cost:** Cost per vehicle miles traveled **15**	**Safety:** Reduce pedestrian hazards **20**
Bicycle		**Ridership:** generate new ridership **25**	**Mobility at reasonable cost:** Cost per induced transit rider **15**	**Safety:** Reduce bike hazards, especially near schools **20**
TOD		**Increase non-auto mode share:** Increase non-single occupancy vehicle trips **25**	**Reduce vehicle miles traveled at reasonable cost:** Cost per vehicle miles of travel reduced **15**	**Increase density:** Increase mixed use density **20**
Transit		**Increase modal share:** Increase transit trips, compare "core vs. "emerging" systems **35**	**Increase ridership at reasonable cost:** Cost per new patron **25**	
TDM		**Increase modal share:** Decrease single occupancy vehicle mode share **35**	**Reduce vehicle miles traveled at reasonable cost:** Cost per vehicle miles of travel reduced **25**	
Freight	**Support 2040:** 1. Increase access to and circulation within industrial areas **20** 2. Increase of industrial jobs or high focus on "traded sector" businesses **20**	**Reduce delay of freight and goods movement:** Truck hours of delay eliminated **25**	**Mobility at reasonable cost:** Cost per truck hours of delay reduced **15**	**Safety:** Reduce road/rail conflict and truck conflict with bike **20**

Rank projects by technical score

Each project is eligible for up to 100 points. The highest scoring project will receive the number one ranking in its respective mode.

Project scores are not compared across modes. For example, a bike project with a score of 89 is not necessarily superior to a freight project that scores only 84.

Note: possible points are indicated in circles

Consider administrative criteria

Is the candidate project the minimum logical phase?

Is the project linked to another high priority project?

Is there local or private over-match?

Is there past regional committment?

Does the project include significnat multi-modal benefits?

Is there an affordable housing connection?

Does the project assist recovery of endangered fish species?

What other factors are not reflected by the technical criteria?

Adopt funding recommendation

Draft funding recommendation for public hearing and consideration by JPACT and the Metro Council

Allocation criteria

Multi-modal project mix

Geographic equity

Support 2040 objectives

Meets air quality test

Type of funding available

STP
CMAQ
State modernization
(Final project selection must recognize that some fund types cannot be used to build new travel lanes.)

METRO COUNCIL GUIDANCE:
2040 GROWTH CONCEPT
AND
PRIORITIES 2002 MTIP UPDATE

Previous MTIP updates have emphasized implementation of the Region 2040 Growth Concept. It is the intention of the Metro Council that this emphasis be even more firmly advanced in the current update. Forty percent of the technical ranking of all candidate projects is linked to support of 2040 concepts. However, final selection of projects for funding is based on a combination of technical and administrative factors. At its January 25 meeting, the Metro Council approved supplemental guidance regarding specific elements of the 2040 Concept Plan that should be reflected in transportation programming decisions. The Council agreed that the guidance would not be formally amended into the Metro transportation project ranking system but that it should be provided as part of the solicitation package material. Under this guidance, the final list of the projects or programs proposed for funding should facilitate implementation of:

1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
3) efficient management of demand and enhancement of the operation of the existing transportation system,
4) development and promotion of alternatives to single occupancy vehicles,
5) development of a multi-modal transportation system,
6) projects for which there is no other readily available source of funding.

2002 MTIP
APPENDIX 5:

TABLE OF PRIORITIES 1998, 2000, AND 2002 PROJECT ALLOCATIONS

ATTACHMENT 1

PRIORITIES 2002 MTIP UPDATE: JPACT AND METRO COUNCIL APPROVED FY 04-05 STP AND CMAQ ALLOCATION

Rank	A. Planning	Amount
JPACT RECOMMENDED PROGRAM		
rplng1	Wil. Shoreline Rail/Trail Study	$0.300
rplng2	Regional Freight Program	0.150
rplng3	RTP Corridor Project	0.300
rplng4	Metro Core Reg. Planning Prog.	1.480
rplng5	So. Corridor Transit Study	4.000
	Proposed Total:	**$6.230**
CUTS FROM JPACT 150% LIST		
rplng1	Wil. Shoreline Rail/Trail Study	$0.250
rplng2	RTP Corridor Project*	0.300
	*to be made up by ODOT contribution	
	Proposed Total:	**$0.550**

Rank	B. Road Modernization	Amount
JPACT RECOMMENDED PROGRAM		
1 cm1	Clack. Co. ITS/ATMS Ph. 2	0.500
2 wm2	Cornell Rd. Cor. ITS	0.375
3 wm6	I-5/Nyberg Interchange (Con)	2.328
4 mm1	Gresham/Mult. Co. ITS Ph. 3	0.750
8 wm4	SW Greenburg: Wash Sq/Tiedeman (row)	0.390
9 mm2	223rd O'Xing ROW	0.134
11 cm4	Boeckman Rd. Extension	0.000
	The 5th ranked Mod project is shown in Freeway column.	
	Proposed Total:	**$4.477**
CUTS FROM JPACT 150% LIST		
4 mm1	Gresham/Mult. Co. ITS Ph. 3	0.250
6 cm2	Sunnyside Road: 122nd/132nd PE	0.625
7 wm7	Farmington Rd: Hocken/Murray (ROW & C	8.210
8 wm4	SW Greenburg: Wash Sq/Tiedeman (Con)	0.384
10 pm1	SE Foster Rd/Kelly Creek	1.500
11 cm4	Boeckman Rd. Extension	1.000
	Proposed Total:	**$11.969**

Rank	C. Road Reconstruction	Amount
JPACT RECOM'D PROGRAM		
1 PR3	Nato Parkway: Davis/Market	$1.500
2 CR1	Johnson Crk Blvd: 36th/45th	0.800
	Proposed Total:	**$2.300**
CUTS FROM JPACT 150% LIST		
	Proposed Total:	**$0.000**

Rank	D. Bridge	Amount
JPACT RECOM'D PROGRAM		
	No Bridge Projects Requested	
	Proposed Total:	**$0.000**
CUTS FROM JPACT 150% LIST		
	No Bridge Projects Requested	
	Proposed Total:	**$0.000**

Rank	E. Freight	Amount
JPACT RECOMMENDED PROGRAM		
1 FP2	N. Lombard RR O-Xing	$2.000
	Proposed Total:	**$2.000**
CUTS FROM JPACT 150% LIST		
2 FP1	East End Connector PE	1.000
	Proposed Total:	**$1.000**

Rank	F. Boulevard	Amount
JPACT RECOMMENDED PROGRAM		
1 mm1	Division Ph. 2: Main/Cleveland	0.989
2 pm1	102nd Ave: Hancock/Main	0.700
3 mm2	Stark: 190th/197th	0.800
4 cm1	McLoughlin PE: I-205/RR Tunnel (PE)	0.625
	Proposed Total:	**$3.114**
CUTS FROM JPACT 150% LIST		
5 cm1	Boones Fry: Madrone/Kruse Way	0.500
6 WBL1	Cornell: Trail Av/Saltman Rd	3.500
	Proposed Total:	**$4.000**

Rank	G. Pedestrian	Amount
JPACT RECOMMENDED PROGRAM		
1 WP1	Park Way Sidewalk: Marlow/Parkwood.	$0.235
1 CP2	Melelle Ave. Ped: Wil./Pearl & Mnln View/Holmes	0.500
2 WP7	For. Grove Town Cntr Ped Imprvmnts	0.200
3 WP6	Murray Sidewalk: Farm/675' No.	0.119
4 WP2	198th Ave Sidewalk: TV Hwy/Trelane St	0.170
5 WP3	Butner Rd Sidewalk: Marlow/Wood Way	0.180
	Proposed Total:	**$1.404**
CUTS FROM JPACT 150% LIST		
1 RP1	Reg. Ped. Access to Transit Prog.	2.000
2 WP7	For. Grove Town Cntr Ped Imprvmnts	0.200
6 MP1	257th Ave. Pedestrian Improvements	0.700
	Proposed Total:	**$2.900**

Rank	H. Bike/Trail	Amount
JPACT RECOMMENDED PROGRAM		
1 mb2	Morrison Br. Ped/Bike Access (Con)	$1.345
2 cb1	E. Bank Trail/Springwater Connector	3.940
3 wb1	Fanno Crk Trail Phase 2 (Con)	0.888
4 mb1	Gresham/Fairview Trail (Con)	0.852
	Proposed Total:	**$7.025**
CUTS FROM JPACT 150% LIST		
5 cb2	Wash. St. Bike Lane: 12th/16th	0.750
	Proposed Total:	**$0.750**

Rank	I. TDM	Amount
JPACT RECOM'D PROGRAM		
1 TDM1	Regional TDM Program	$1.400
2 TDM4	Region 2040 Initiatives	0.285
3 TDM5	TMA Stabilization Program	0.250
4 TDM3	ECO Information Clearinghouse	0.094
5 TDM6	SMART TDM Program	0.110
	Proposed Total:	**$2.139**
CUTS FROM JPACT 150% LIST		
2 TDM4	Region 2040 Initiatives	0.210
3 TDM5	TMA Assistance Program	0.250
5 TDM6	SMART TDM Program	0.035
	Proposed Total:	**$0.495**

Rank	J. TOD	Amount
JPACT RECOM'D PROGRAM		
1 RTOD1	Metro TOD Program	$1.500
2 PTOD1	Gateway Reg. Cntr TOD Proj.	0.800
	Proposed Total:	**$2.300**
CUTS FROM JPACT 150% LIST		
1 RTOD1	Metro TOD Program	$0.600
	Proposed Total:	**$0.600**

Rank	K. Transit	Amount
JPACT RECOMMENDED PROGRAM		
	S/N STP Commitment	$12.000
2 rb1	SMART Transit Cntr PE&R (ROW)	1.086
	Transit Develop. Prog. Reserve*	4.106
	*Funds requested for McLoughlin/Barber and 1/2 of funds for Gresham & BV/Tigard are consolidated to a commitment for the TDP in 04/05.	
	Proposed Total:	**$17.192**
CUTS FROM JPACT 150% LIST		
1 rb1a	McLoughlin/Barber TCL Srv. Mnts*	NA
2 cr1	SMART Transit Center Park&Ride	0.086
3 mtr1	FY 04/05 Gresham TCL Srvc*	NA
4 wr1	FY 05 BV/Tigard TCL Srvc*	1.256
	*Actual service decisions for FY 04/05 TBD by Transit Develop. Prog.	
	Proposed Total:	**$1.342**

Rank	L. Mainline Freeway Projects	Amount
JPACT RECOMMENDED PROGRAM		
3 wm1	U.S 26 Widening PE – Murray/185th* (RESE)	0.359
5 cm3	Sunrise Cor EIS/PE: I-205/Rock Crk Jnct.	2.000
	*Technical rank is tied with Nyberg O'Xing in Mod column.	
	Proposed Total:	**$2.359**
CUTS FROM JPACT 150% LIST		
5 cm3	Sunrise Cor Ph. 1 PE: I-205/Rock Crk Jnct.	2.000
	Proposed Total:	**$2.000**

Grand Total (w/out Interstate MAX) **$38.540**
Grand Total (w/ Interstate MAX) **$50.540**

ATTACHMENT D

JPACT APPROVED

PRIORITIES 2000 MTIP PROGRAM

A. Planning

Committed

	Amount
Metro Core Program	$0.639
FY 00-03 Committed Total	$0.639

JPACT APPROVED 100% PROGRAM

		Amount
1	Core Reg. Planning Program	$2.083
NA	I-5 Trade Corridor Study	0.250
NA	OPB Pilot	0.100
NA	Regional Freight Program Analysis	0.100
	Proposed Total:	$2.533

Residual Unfunded Requests

		Amount
NA	Green Streets Handbook	0.090
NA	I-5 Trade Corridor Study	0.250
NA	Regional Freight Program Analysis	0.050
	Proposed Total:	$0.390

B. Road Modernization

Committed

	Amount
Murray/O'Xing - TEA-21	$3.750
Sunnyside Road	6.400
Sunnybrook Rd Extens'n - TEA-21	13.000
Lovejoy Ramp Reconstruction	5.050
FY 00-03 Committed Total	$28.200

JPACT APPROVED 100% PROGRAM

		Amount			Amount
1	Mt.K/Interstate ITS	$0.550	12	223rd O'Xing (PE)	0.267
3	Murray O'Xing: Milikan/Terman*	1.000	13	Harmony/Linwood/Railroad Av (PE)	0.449
4	Gresham/Mult. Co. ITS	0.500	14	I-5/Hybery Interchange (PE)	0.342
5	Clack. Co. ITS/ATMS	0.800	15	SE 106h: E Main/SE Baseline (PE)	0.080
7	Wash. Co. ATMS	0.370	20	207th Connector: Halsey/Glisan	1.345
8	Portland Arterial/Fmwy. ITS	0.750	26	Sunnyside Rd/Mt. Scott Creek	1.400
10	Farmington Rd: Hocken/Murray (PE)	0.932	28	Hwy 213/Beavercreek Rd	3.000
11	SW Greenburg: Wash Sq/Tiedeman	0.270	34	SE Foster Rd/Kelly Creek	0.600

*First priority to complete Murray O-Xing; balance to fund Blvd, Ped and Transit projects noted herein.

	Amount
Proposed Total:	$12.865

Residual Unfunded Requests

		Amount			Amount
4	Gresham/Mult. Co. ITS	1.000	12	223rd O'Xing (RW)	0.149
5	Clack. Co. ITS/ATMS	0.625	16	I-5/Hybery Interchange (RW/Partial C	0.783
11	Greenburg Rd: Wash Sq/ Tiedeman (RW/Partial Con	0.774	19	SE 106h: E Main/SE Baseline RW	0.495
4	Gresham/Mult. Co. ITS	0.500	43	Murray Blvd: Scholls/Walnut PE/RW	1.707
	Proposed Total:				$6.833

C. Road Reconstruction

Committed

	Amount
Johnson Crk Blvd Ph. II	$0.800
Front Ave. Reconstruction	1.970
FY 00-03 Committed Total	$2.870

JPACT APPROVED 100% PROGRAM

		Amount
1	Naito Parkway: Davis/Market	$1.500
5	Johnson Crk Blvd: 36th/45th	1.076
	Proposed Total:	$2.576

Residual Unfunded Requests

		Amount
2	NW 23rd:Burnside/Lovejoy	0.825
3	SE Holgate: 42nd/52nd	0.797
	Proposed Total:	$1.622

D. Bridge

Committed

	Amount
Broadway Bridge - TEA-21	$10.000
FY 00-03 Committed Total	$10.000

JPACT APPROVED 100% PROGRAM

		Amount
1	Burnside Electrical	$0.500
3	Morrison Electrical	0.800
	Proposed Total:	$1.300

Residual Unfunded Requests

		Amount
2	Broadway Bridg Deck Rehab	3.561
	Proposed Total:	$3.561

E. Freight

Committed

	Amount
Sc. Rivergate O'Xing - TEA-21	$13.000
FY 00-03 Committed Total	$13.000

JPACT APPROVED 100% PROGRAM

		Amount
1	N. Marine Dr. Reconstruction	$2.295
4	Lower Albina Overcrossing	4.000
	Proposed Total:	$6.295

Residual Unfunded Requests

		Amount
2	Marine Dr: BNSF O'Xing (PE)	1.294
	Proposed Total:	$1.294

F. Boulevard

Committed

	Amount
Ped to MAX (Stark St) - TEA-21	$1.000
FY 00-03 Committed Total	$1.000

JPACT APPROVED 100% PROGRAM

		Amount
1	Division: Wallula/Kelly	$2.500
2	McLoughlin: Harrison/SPRR X'ing	1.800
4	W. Burnside: Bridg/NW 23rd	0.265
6	Hawthorne: 20th/55th	1.500
7	Harmony Rd: 82nd/Fuller	1.750
8	Cornell: Trail Av/Saltman Rd	*
12	Willamette Dr. - "A": St.Mc/Killican	0.200
14	Hall Blvd. Cedar Hills/Hocken	*
15	Main St: 10th/20th (Cornelius)	1.800

*Cornell R/W phase, up to $0.540 and Hall PE phase, up to $0.045, to be funded by balance of Murray O'Xing, if any.

	Amount
Proposed Total:	$8.819

Residual Unfunded Requests

		Amount
1	Division: Cleveland/Eastside	$0.289
3	Stark St	0.800
5	Gateway Reg. Cntr	1.000
8	Cornell: Trail Av/Saltman Rd	1.800
10	A Ave Improvement (L.O.)	2.700
12	Willamette Dr. - "A": St.Mc/Killican	0.900
14	Hall Blvd. Cedar Hills/Hocken	2.000
15	Main St: 10th/20th (Cornelius)	0.500
	Proposed Total:	$9.889

G. Pedestrian

Committed

	Amount
Portland Ped. to Transit	$2.400
Reg. Ped to MAX/Transit	0.150
Woodstock District	0.200
Lovejoy Ramp Reconstruction - TEA	5.000
FY 00-03 Committed Total	$7.750

JPACT APPROVED 100% PROGRAM

		Amount
2	SW 170th: Merlo/Elmonica LRT Sta	0.270
3	Cedar Hills: Walker/Butner	0.065
4	Sentinel Plaza Corner/Cedar Hills/11	0.180
5	Scott Crk Lane Pedestrian Path	0.080
14	Capitol Hwy: Bertha/BH Hwy	0.400
	Proposed Total:	$1.015

Residual Unfunded Requests

		Amount
1	Milikan Way: Murray/Hocken	$0.224
7	E. Bank Riverfront Access	0.340
	Proposed Total:	$0.564

H. Bike/Trail

Committed

	Amount		Amount
Steel Bridge	$1.360	Hall Blvd.: SPRR/Ridgecrest	0.340
Hallery Bike Lane	0.808	Fanno Creek Trail	0.360
EastBank Esplanade	1.590	Cedar Creek Trail	0.080
Cedar Hills Blvd : Walker/Butner	0.390	Front: Harrison/Everett	0.500
		Rock Creek Trail	0.270
		FY 00-03 Committed Total	$4.548

JPACT APPROVED 100% PROGRAM

		Amount			Amount
1	Morrison Br. Ped/Bike Access (PE)*	$0.100	3	Clinton Parkway/Town Center Priory Loop	0.040
2	Phillip Creek Greenway Trail (PE/RW	0.202	10	Town Ctr/ Park: Bike/Ped Connector	0.200
3	E. Bank Trail: OMSI/Springwater (Cor	0.720	11	Clack. Reg. Ctr. Trail	0.278
4	Greeley/Interstate	0.144	14	Fanno Crk Trail Phase 2 (PE/RW)	0.238
5	Cornell Rd: Elam Young/Ray	0.540	16	Gresham/Fairview Trail (RW)	0.224
6	Fuller Rd: Harmony/King	0.382	25	Red Electric Line: Will Pnt/Oleson (Sk	0.135
7	Hall Blvd: 120th/Allen	1.438	27	E. Bank Trail - Phase 2 (RW)	0.268
9	Fanno Crk: Allen/Denny	0.074			

*City of Portland and Mult. Co. agree to combined match of $0.150 as condition of regional allocation of $0.100 of PE funds for Morrison Bridge bikeway project.

	Amount
Proposed Total:	$4.191

Residual Unfunded Requests

		Amount
1	Morrison Br. Ped/Bike Access	$1.470
2	Phillip Creek Greenway Trail (Con)	0.258
12	Marine Dr. Multi-use Trail Segments I	0.600
14	Fanno Crk Trail Phase 2 (Con)	0.852
16	Gresham/Fairview Trail (Con)	0.952
18	Peninsula Crossing Trail- Ph. 2	0.369
19	Will. Shoreline Bike Study	0.150
27	E. Bank Trail - Phase 2 (Con)	0.471
	Proposed Total:	$4.870

I. TDM

Committed

	Amount
Regional TDM Program	$0.813
FY 00-03 Committed Total	$0.813

JPACT APPROVED 100% PROGRAM

		Amount
1	Regional TDM Program	$1.887
2	SMART TDM Program	0.220
3	ECO Information Clearinghouse	0.188
4	Portland Area Telecommuting	0.200
5	TMA Assistance Program	1.000
6	Region 2040 Initiatives	1.000
	Proposed Total:	$4.888

Residual Unfunded Requests

		Amount
5	TMA Assistance Program	0.168
6	Region 2040 Initiatives	0.168
	Proposed Total:	$0.336

J. TOD

Committed

	Amount
TOD Reserve	$0.150
FY 00-03 Committed Total	$0.150

JPACT APPROVED 100% PROGRAM

		Amount
1	Metro TOD Program	$4.000
	Proposed Total:	$4.000

Residual Unfunded Requests

		Amount
1	Metro TOD Program	$3.500
2	N. Macadam Dist Streets	1.500
	Proposed Total:	$5.000

K. Transit

Committed

	Amount
SW STP Commitment	$25.500
Tri-Met Buses - TEA-21	3.500
Ptld Transit Signal Priority - TEA-2	4.600
FY 00-03 Committed Total	$33.600

JPACT APPROVED 100% PROGRAM

		Amount
1	Reg. Contribut'n for Bus Acquisitn	$18.000
5	Wash. Co. Bus Stop Enhancement	*
6	Service Increase for Reg/T.C. TCI	3.700
7	Will. Shoreline Trestle/Track Repair	0.500
8	Wash. Co. Commuter Rail	1.000

*Wash. Co. Bus Stop Enhancements, up to $0.500, to be funded from balance of Murray O'Xing, if any.

	Amount
Proposed Total:	$23.200

Residual Unfunded Requests

		Amount
2	Wash. Co. Bus Stop Enhancement	0.675
3	Service Increase for Reg/T.C. TCI	6.625
4	Will. Shoreline Trestle/Track Repair	0.397
8	SMART (Wilsonvl) Transit Cntr/P&	1.172
	Proposed Total:	$8.869

L. 100% of ODOT Transportation

Committed

	Amount
No currently committed projects	
FY 00-03 Committed Total	$0.000

JPACT APPROVED 100% PROGRAM

		Amount
1	Pioneer Crt House Restoration	$0.200
2	Portland Bikeway Network Signage	0.129
3	NE 47th Environmental Renovation	0.250

	Amount
Proposed Total:	$0.579

Residual Unfunded Requests

		Amount
1	Pioneer Crt House Renovation	$0.300
	Will Shoreline RR Improvements-Ph	0.858
	I-5 Corridor Enhancement	0.200
	Tryon Crk Bike Trail Renovation	0.244
	Union Station Improvement	0.350
	Rocky Butte Restoration	0.411
	Kenton Hist. District Revitalization	2.187
	Springwater Trl. Bicrig/Pathbike/D	0.500
	Simon Benson House	0.200
	I-405 Landscape: 23rd/Vaughn to Cl	0.800
	I-405 Landscape: Fremont/Marquam	1.000
	Proposed Total:	$8.048

Total Allocation: $75.760

Underallocated: $0.632

Total Cost: $42.666

ATTACHMENT A
FEDERAL FISCAL YEAR 1998 - 2001
PORTLAND METROPOLITAN AREA
DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

STATE PROGRAM

Anticipated and Potential Funding (millions)

ODOT Region 1 Urban "Modernization" Funds: (e.g., federal or state gas tax funds used to expand road and alternate mode capacity.)	56.87
Use Region 1 Rural Funds On Urban Projects:	14.22
Safety/Bridge Program Credit for Modern. Projects:	21.00
Metro Flex Fund Allocation:	12.98
MAXIMUM ODOT REGION 1 FY 98-01 REVENUE*	**105.1**

DRAFT LIST OF FY 98 - 01 PROJECTS

(All Projects Are Programmed in Current STIP)

BUS PURCHASES (ID NO. 154)	4.76
238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28
SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23
BARBUR BLVD BIKE LANES (ID NO. 108)	1.89
LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 14	0.99
US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03
US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98
99W/TUALATIN RD. INTRSCTN REALIGNMENT - PH. 1 (ID NO. 1	2.49
SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 1	0.03
BEAVERTON CENTRAL TOD (ID NO. 188)	0.78
GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39
I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90
I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57
OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20
NE 148TH SOUNDWALL	0.19
NW 185TH SOUNDWALL	1.50
HALSEY BIKE LANE	0.80
PROJECTS ASSUMED BY METRO (see opposite column)	12.98
ADDTIONAL DELAYED PROJECTS	12.00
Subtotal of Project Costs	100.98
Subtotal With 5 Percent Inflation	**106**

Region 1 Modernization Funds:	56.87
Inflation Adjusted Project Costs:	106.03
BALANCE	**-49.16**

To help make up the $49 million deficit, ODOT staff and Metro have recommended that the Oregon Transportation Commission prioritize completion of programmed urban projects before allocating modernization funds to rural projects ($14.22 M) and apply up to $21.0 M of Safety/Bridge Program funds toward Modernization projects. This would generate the following balance:

Maximum Available Revenue	105.1
Inflation Adjusted Project Costs:	106.03
BALANCE OF ODOT MODERNIZATION REVENUE	**-0.96**

*Figures are still preliminary and may change.

REGIONAL PROGRAM

Anticipated Funding (millions)

Regional STP Funds: (includes reservation of $13.5 million for S/N LRT)	17.82
CMAQ Funds (w/ takedown for Hi Speed Rail):	11.98
Transportation Enhancement Funds:	4.67
Subtotal	34.47
Inflation Factor	-2.84
TOTAL FY 98-01 REGIONAL FLEX REVENUE	**31.63**

CARRYOVER PROJECTS FROM CURRENT TIP

Delayed ODOT Projects Allocated Regional Funds

BUS PURCHASE (ID NO. 154)	6.00
OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10
SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00
PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08
EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80
Subtotal of ODOT Projects Given Flex Funds	**12.98**

FY 97 Regional Projects Delayed to FY 98-01

SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00
TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70
PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90
HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29
OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09
EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99
COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07
INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08
Subtotal of Delayed Regional Projects *	6.12
JPACT APPROVED TARGET FOR SLIPPAGE	**4.41**

NEW FY 98 - 01 FLEX FUND ALLOCATION

METRO PLANNING	2.40
TDM PROGRAM	1.46
COLUMBIA/BURGARD COMPLETION	0.15
SO. RIVERGATE OVERCROSSING	0.84
PED TO MAX/TRANSIT PROGRAM	0.15
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11
TV HWY SIGNAL INTERCONNECT	0.28
GRESHAM/MULT CO SIGNAL INTERCONNECT PROGRAM	1.00
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26
SUNNYSIDE RD: I-205/122ND	0.80
JOHNSON CREEK BLVD PHASE 2	0.80
HAWTHORNE BIKE/PEDESTRIAN LANES	**
Subtotal of Newly Allocated Flex Funds	**14.24**
FY 98-01 FLEX FUND PROGRAM GRAND TOTAL	**31.63**

** Hawthorne Bridge Sidewalk Loan of $1.56 M from COP projects

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2002 MTIP
APPENDIX 6:

2002 MTIP CONFOMRITY DETERMINATION

NOTE: Attachment 2 of the 2002 MTIP Conformity Determination reproduces the 2000 RTP Determination, which included a list of the RTP Financially Constrained Network. That portion of the RTP Determination is shown in Appendix 1 of this MTIP and is therefore not reproduced a second time here. Please see MTIP Appendix 1 when directed to the financially constrained project list in the RTP Determination.

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Conformity Determination
for the
FY 2002 – 2005 Portland-area
Metropolitan Transportation Improvement Program

January 22, 2002

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Conformity Determination
for the
FY 2002 – 2005 Portland-area
Metropolitan Transportation Improvement Program

Introduction

At the end of March 2002, Metro proposes to adopt the FY 2002 – 2005 Portland-area Metropolitan Transportation Improvement Program (MTIP). The Metro Council approved amendment of the MTIP on September 20, 2001 to allocate $50 million of expected FY 04-05 Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds. This amendment is the core of Metro's anticipated adoption of the updated 2002 MTIP. The 2002 MTIP will also approve programming recommended by ODOT and Tri-Met. These include projects funded through the Region 1 Bridge Rehabilitation, and highway Modernization, Preservation, Safety and Operations programs and Tri-Met administered Section 5307 formula funds and Section 5309 Rail Modernization, Discretionary and New Start funds. All of the projects approved in the 2002 MTIP are shown in Attachment 1. Under state and federal regulations a new MTIP must be determined to conform to the State (Air Quality) Implementation Plan (SIP) before its adoption can be finalized.

Quantitative Analysis

A Conformity Determination must demonstrate via quantitative modeling that mobile source emissions resulting from implementation of projects approved for funding in an MTIP will not cause violation of air quality standards, or worsen exceedences. After consultation with the Oregon State Department of Environmental Quality and the Federal Highway Administration, Metro has concluded that the need for a quantitative analysis is satisfied by the one prepared for the 2000 Regional Transportation Plan (RTP). Three considerations support this finding.

1. Of the approximately 175 projects allocated funds in the new document all but 16 are exempt from quantitative analysis (e.g., intersection channelization, bike lanes and planning projects).

2. The 16 potentially significant transportation projects allocated funds in the new MTIP were included in the financially constrained transportation network of the RTP. Quantitative conformity analysis of this network received joint DOT approval approximately one year ago, on January 26, 2001. Funds approved in the 2002 MTIP advance the 16 projects in a manner consistent with the scope and timing assumptions used to conform the RTP financially constrained network.

The MTIP project listing in Attachment 1 references a corresponding RTP project number in the far right column. Attachment 2 shows a copy of the 2000 RTP Conformity Determination and contains a complete list of projects that constitute the conforming RTP financially constrained network. This list includes project number, sponsoring agency, project name and termini, and the scope and timing assumptions that were used in the RTP conformity quantitative analysis. As the MTIP funds do not change any of the conditions responsible for the conforming status of the 16 potentially significant projects, no supplemental quantitative analysis of emissions effects of the funding allocations is warranted.

3. There has been no change in the conforming status of other projects that are identified in the MTIP for air quality purposes, but for which no financial information is required, such as private or locally funded projects. Metro conducted an exhaustive review of local agency improvement plans for the RTP. These projects are contained in the RTP's financially constrained project list. This list is included in the 2000 RTP Conformity Determination shown in Attachment 2.

   In December 2001, Metro requested that local agencies review the financially constrained list and identify any changes in the scope, or timing assumptions of significant projects previously anticipated within the 20-year timeframe of the RTP. No such changes have been declared. Therefore, the quantitative analysis conducted for the 2000 RTP remains valid, both for projects advanced by funding decisions approved in the 2002 MTIP and for all other potentially significant transportation projects anticipated in the region.

Qualitative Analysis

State and federal regulations require analysis of various *qualitative* factors in a Conformity Determination. The bulk of these are intended to demonstrate that appropriate planning assumptions and modeling techniques are being used in the *quantitative* analysis. These issues are addressed in Attachment 2 and have not changed since approval of the 2000 RTP Conformity Determination one year ago. Therefore, no further discussion of these issues is provided.

Funding Based TCMs.

A new Determination must address progress in meeting funding based transportation control measures (TCMs). There are three that are relevant to the MTIP.

1. **Pedestrian Projects.** The SIP requires that each two year MTIP funding cycle must provide for construction of 5.0 miles of bike routes identified in the RTP. Projects approved in the 1998 MTIP provided for 14 miles of bikeways, and together with projects approved in the 1996 MTIP, satisfied this requirement through 2006. The 2002 MTIP allocates an additional $7.025 million for construction of four regionally significant bike system facilities including the Gresham Fairview Trail (5.2 miles), Phase 2 Fanno Creek Trail (0.63 mile), the Morrison Bridge bike lane (1.0 mile) and the Springwater/East Bank Trail Connector (1.2 miles), or a total of over 8.0 miles of

new facilities. Therefore the bike TCM is satisfied through 2008.

2. **Bike Projects.** The SIP requires that funding be allocated every two years sufficient to construct an average of 1.5 miles of pedestrian facilities identified in the RTP. Again, the 1998 RTP satisfied this requirement through 2006. The 2002 MTIP allocates an additional $1.4 million exclusively to pedestrian projects. Additionally, $3.0 million is allocated to implement Boulevard treatment retrofit on numerous arterial facilities that primarily benefit pedestrian travel and, three of the four bike projects discussed above are bike and pedestrian multi-use paths (i.e., an additional 7.0 miles of mixed use trails, excluding the Morrison Bridge Bike lane). Therefore, the pedestrian TCM is satisfied through at least 2012.

3. **Transit Service Hours.** The SIP requires a 1.5- percent average annual increase of transit service hours starting from a 1996 base. Through 2005, this equates to just over a 14 percent increase. The 1998 MTIP demonstrated a cumulative service hour increase of 8.98 percent by 1998 with startup of the Westside LRT. Since then the region has seen construction and startup of Airport MAX and rapid bus service on the McLouglin Boulevard Corridor (Downtown to Oregon City). Rapid bus service on the Barbur Corridor (Downtown to Tualatin) is funded for startup in 2002; Interstate MAX startup is scheduled in 1994 from the Rose Quarter to the Exposition Center, and a reserve has been established to fund new rapid bus service on one or two new corridors starting in 2004. The sum of these initiatives comes to an average annual service hour increase of just under 3.0 percent through 2005.

In the year since approval of the 2000 RTP Conformity Determination no data has been developed that supports changed assumptions about efficacy of the TCMs from those discussed in the Determination (see page 10 of Attachment 2). The 2002 MTIP supports timely implementation of all the relevant funding based TCMs and does not impede implementation of any other TCMs contained in the SIP.

Proactive Public Involvement Process

An extensive public involvement program was fielded in support of the 2002 MTIP adoption process. The bulk of this activity concerned the Priorities 2002 MTIP Update process wherein regionally controlled funds were allocated. Metro cooperated with ODOT in forums that presented proposed allocation of the state/federally funded bridge and highway preservation, safety and operations programs for public comment. Tri-Met conducts its own extensive service planning public process, though substantial discussion of new service starts was held as part of the Metro sponsored Priorities 2002 process. Attachment 3 provides a summary of key dates and activities that supported the MTIP update.

This Conformity Determination is being made available for a 30-day public comment period prior to its consideration and action by JPACT and the Metro Council, thus the formal action of these policy-making bodies will reflect benefit of any comments received. The 2000 RTP Conformity Determination included as Attachment 2, was also

subject to appropriate public review and comment that is discussed in the Attachment (see page 15 of Attachment 2).

Conclusion

The 2002 MTIP allocates funding to 16 potentially significant transportation projects. Emissions effects of these projects are analyzed in the 2000 RTP Conformity Determination approved by the US DOT on January 26, 2002. Funds allocated to the 16 projects in the 2002 MTIP do not change the scope or timing assumptions used in the RTP analysis and no further quantitative evaluation of the projects is warranted. All other funding approved in the 2002 MTIP is for exempt activities.

Metro asked the region's county, local and regional agencies to declare their intent to initiate any regionally significant projects not previously analyzed in the 2000 RTP Conformity Determination, and whether the scope or timing assumptions of any known locally funded projects had been changed in the last 12 months. No new projects or project modifications were declared. On the basis of these actions, Metro considers the 2000 RTP quantitative analysis to remain valid and applicable for evaluation of emissions effects of the 2002 MTIP.

The 2002 MTIP advances all funding-based TCMs, and continues to accelerate funding for regional bike, pedestrian and transit projects beyond levels required in the SIP. Assumed efficacy of the TCMs has not changed since approval of the RTP Determination one year ago. The 2002 MTIP does not impede implementation of any other TCM.

The 2002 MTIP conforms with all applicable elements of the State Implementation Plan.

Errata: Two days before publication of this notice, the Oregon Transportation Commission approved award of $400 million of bond funds to projects that will preserve bridge and roadways and construct new road and freeway capacity throughout the state. The Portland area received bonding authority for several major new capacity projects, including:

- Addition of an eastbound lane on U.S. 26 from Hwy 217 to the Sylvan Interchange ($20.6 million);
- Construction of a new U.S. 26/Jackson School Road Interchange ($16.1 million);
- Widening East Columbia Boulevard-Lombard Street Connector ($19.8 million);
- Widening Sunnyside Road from 122nd to approximately 142nd ($8.4 million); and
- Construction of an extension of Boeckman Road to a planned urban village at the Dammasch State Hospital site in Wilsonville ($2 million).

These newly funded projects will require amendment of the RTP and preparation of a completely new quantitative conformity analysis. Once these actions are completed, they can be amended into the MTIP.

When the bond projects are included in the RTP, Metro will also include and analyze effects of a new westbound lane on U.S. 26 from Murray Road to Cornell Road. A reserve was established in September of 2001, during the Priorities 2002 amendment action, to help pay for design of this project. This was done in anticipation of Washington County's request to amend the RTP to include the project, which the County proposes to build using County funds, and in the knowledge that a decision about the bond program was expected in late winter/early spring.

These actions primarily concern amendment of the 2000 RTP and the conformity analysis they will require is far more extensive and will require several more months to conclude than will be needed to conform the currently authorized MTIP projects. Therefore, Metro has decided to conduct the new analysis after the 2002 MTIP is fully adopted to assure that the previously approved projects that are dependant on newly programmed funds will not be delayed. Complete information about the new projects, including an opportunity for public comment on the RTP amendment and the conformity determination will be provided at the appropriate time (i.e., in late spring/early summer of 2002).

ATTACHMENT 1

DRAFT FY 2002 MTIP PROJECT LIST

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
CLACKAMAS COUNTY									
08828 Clack. Co.	**Sunnyside Rd/Mt. Scott Creek: 102nd/122nd** Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnybrook intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	PE							Baseline Network *
		STP-ROW	1.500	3.626				$ 5.126	
		CON							
		TOT	$ 1.500	$ 3.626				$ 5.126	
Clack. Co.	**Sunnyside RdWidening: 122nd/152nd** Funding to design widening of Sunnyside to five lanes from 122nd to 152nd.	STP-PE		1.400				$ 1.400	5066 *
		ROW							
		CON							
		TOT		$ 1.400				$ 1.400	
Clack. Co.	**Sunnyside RdWidening: 152nd/172nd** Funding to design widening of Sunnyside to five lanes from 152nd to 172nd.	STP-PE		1.400				$ 1.400	5066 *
		ROW							
		CON							
		TOT		$ 1.400				$ 1.400	
11412 Clack. Co.	**SMART TDM Program** Regional support of Wilsonville SMART transortation demand management program	PE							8052
		ROW							
		STP-OPS	0.110	0.110		0.110		$ 0.330	
		TOT	$ 0.110	$ 0.110		$ 0.110		$ 0.330	
11141 Clack. Co.	**Harmony Road Corridor Study** Corridor study to identify multimodal needs of the Harmony Road Corridor from I-205 through the Harmong/Linwood/Railroad Ave interchange.	STP-PLNG		0.449				$ 0.449	5045
		ROW							
		CON							
		TOT		$ 0.449				$ 0.449	
11468 Oregon City	**Hwy 213/Beavercreek Rd.** Construct phase 1 intersection improvement (inlcuding purchase of phase 2 ROW with local funds)	PE							5018 *
		ROW							
		STP-CON			3.000			$ 3.000	
		TOT			$ 3.000			$ 3.000	
Or. City	**McLoughlin Blvd PE: I-205/RR Tunnel** Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	STP-PE			0.625			$ 0.625	5135
		ROW							
		CON							
		TOT			$ 0.625			$ 0.625	
Clack. Co.	**Sunrise Corridor EIS/PE** Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	STP-PLNG		2.000				$ 2.000	5003 *
		ROW							
		Con							
		TOT		$ 2.000				$ 2.000	
11427 West Linn	**Willamette Dr. - "A" St/McKillican (Blvd)** Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	STP-PE					0.200	$ 0.200	5195
		ROW							
		CON							
		TOT					0.200	$ 0.200	
Oregon City	**Molalla Ave Ped: Will/Pearl & Mntn View/Holmes** Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Mollala Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	PE							5143
		ROW							
		STP-CON					0.500	$ 0.500	
		TOT					$ 0.500	$ 0.500	
11409 Happy Valley	**Scott Creek Lane Pedestrian Path** Construct an off-street trail in Happy Valley	PE							5085
		ROW							
		CMAQ-CON			0.080			$ 0.080	
		TOT			$ 0.080			$ 0.080	
11426 Clack. Co.	**Clack. Co. ITS/ATMS** Plan and implement arterial signal control improvement on major streets throughout the county	CMAQ-PLNG		0.171				$ 0.171	5103
		CMAQ-PE			0.144			$ 0.144	
		CMAQ-CON				0.937		$ 0.937	
		TOT		$ 0.171	$ 0.144	$ 0.937		$ 1.252	
SMART	**SMART Transit Cntr/P&R** $1.086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased $1.086 in 02; IMAX STP decreased $1.086. Tri-Met is liable for ROW purchase at $1.086 with SMART liable for 10.27% match of $124,298.	PE							8042 *
		CMAQ-ROW		1.086				$ 1.086	
		CON							
		TOT		$ 1.086				$ 1.086	

Portland-area FY 2002 - 05 MTIP (millions)

DRAFT

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
Tri-Met	**Clack.Co. So. Corridor Transit Center/P&R** FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack.Town Center Transit Center in the So. Corridor.	PE							Southgate P&R is Baseline; 8025
		ROW							
		S5309 Bus		5.396				$ 5.396	
		TOT		**$ 5.396**				$ 5.396	
05651 Milwaukie	**McLoughlin: Harrison/SPRR X'ing** Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CMAQ-PE		0.600				$ 0.600	5043
		CMAQ-ROW			0.900			$ 0.900	
		CMAQ-CON					0.400	$ 0.400	
		TOT		**$ 0.600**	**$ 0.900**		**$ 0.400**	$ 1.900	
11454 Clack Co.	**Fuller Rd: Harmony/King (Blvd.)** Reconstruct Fuller Road as multimodal Boulevard design	TE-PE		0.092				$ 0.092	5100
		ROW							
		TE-CON				0.500		$ 0.500	
		TOT		**$ 0.092**		**$ 0.500**		$ 0.592	
11419 Clack. Co.	**Clackamas. Regional Center Trail** Construct E-W trail through No. Clackamas Park near the Aquatic Center.	PE							5085
		ROW							
		STP-CON				0.278		$ 0.278	
		TOT				**$ 0.278**		$ 0.278	
11453 Willsonville	**Wilsonville:Town Center Park Bike/Ped Lane** Construct element of downtown bike system loop and sidewalk improvements	PE							6105
		ROW							
		STP-CON				0.240		$ 0.240	
		TOT				**$ 0.240**		$ 0.240	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
E MULTNOMAH COUNTY									
11413	**207th Connector: Halsey/Glisan**	PE							3074
Mult Co.	Allocation to address project cost overrun	ROW							*
		STP-CON	0.573	0.772				$ 1.345	
		TOT	**$ 0.573**	**$ 0.772**				$ 1.345	
11431	**Morrison Bridge Electrical Mntce**	STP-PE	0.108					$ 0.108	na
Mult Co.		ROW							
	Design and construction of repairs to the bridge electro-mechanical components	STP-CON		0.692				$ 0.692	
		TOT	**$ 0.108**	**$ 0.692**				$ 0.800	
11447	**Burnside Bridge Electrical Mntce**	STP-PE	0.072					$ 0.072	1007
Mult Co.		ROW							
	Design and construction of repairs to the bridge electro-mechanical components	STP-CON		0.428				$ 0.428	
		TOT	**$ 0.072**	**$ 0.428**				$ 0.500	
11430	**Gresham/Mult. Co. ITS**	STP-PE	0.100	0.100				$ 0.200	2065
Gresham		CMAQ-CON			0.750			$ 0.750	
	Planning and implementation of phase 3 of the city/county arterial management system	STP-CON			0.300			$ 0.300	
		TOT	**$ 0.100**	**$ 0.100**	**$ 1.050**			$ 1.250	
11429	**223rd O'Xing (PE/ROW)**	STP-PE	0.267					$ 0.267	2081
Mult Co.		STP-ROW			0.134			$ 0.134	*
	PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	CON							
		TOT	**$ 0.267**		**$ 0.134**			$ 0.401	
	Stark Street Blvd Project: 190th/197th	STP-PE			0.200			$ 0.200	2101
Gresham		ROW							
	Implement tranist/ped/bike improvements	STP-CON				0.600		$ 0.800	
		TOT			**$ 0.200**	**$ 0.600**		$ 1.000	
11064	**Stark Street: 181st/190th (Blvd Project)**	TEA21-PE	0.070					$ 0.070	2102
Mult. Co.		ROW							
	Construct multimodal, and especially pedestrian enhancements linked to Eastside MAX station improvements. (TEA21 is $1.026 m w/out limitation)	TEA21 CON			0.840			$ 0.840	
		TOT	**$ 0.070**		**$ 0.840**			$ 0.910	
11425	**Division: Wallula/Kelly**	CMAQ-PE	0.630	0.137				$ 0.767	2047
Gresham		CMAQ-ROW	0.515					$ 0.515	
0	Desgin and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CMAQ-CON		2.375				$ 2.375	
		TOT	**$ 1.145**	**$ 2.512**				$ 3.657	
11420	**Gresham/Fairview Trail**	PE							2053
Gresham		CMAQ-ROW			0.224			$ 0.224	
0	Right of way and construction funds for on/off-street bikeway and multi use path	CMAQ-CON				0.852		$ 0.852	
		TOT			**$ 0.224**	**$ 0.852**		$ 1.076	
11421	**Morrison Bridge Ped/Bike Access.**	TE-PE	0.100					$ 0.100	1062
Mult. Co.		ROW							
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CMAQ-CON				1.345		$ 1.345	
		TOT	**$ 0.100**			**$ 1.345**		$ 1.445	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
CITY OF PORTLAND									
11414 COP	**W. Burnside: NE 12th/NW 23rd** Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	STP-PLNG	0.269	0.100				$ 0.369	1051
		ROW							
		CON							
		TOT	$ 0.269	$ 0.100				$ 0.369	
11432 COP	**Portland Arterial/Frwy. ITS** Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	STP-PE	0.150					$ 0.150	1207
		ROW							
		STP-CON		0.600				$ 0.600	
		TOT	$ 0.150	$ 0.600				$ 0.750	
11063 COP	**Portland Transit Signal Priority Ph. 2** Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-PE		0.150				$ 0.150	8046
		ROW							
		TEA21-CON			1.400			$ 1.400	
		TOT		$ 0.150	$ 1.400			$ 1.550	
08824 COP	**Lower Albina Overcrossing** Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District.	PE							1034 *
		ROW							
		STP-CON	4.000	1.800				$ 5.800	
		TOT	$ 4.000	$ 1.800				$ 5.800	
COP	**Red Electric Line: Will. Park/Oleson** Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	STP-PLNG		0.135				$ 0.135	1020
		ROW							
		CON							
		TOT		$ 0.135				$ 0.135	
07259 COP	**E. Bank Trail: OMSI/Springwater (Con)** Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	PE							1009
		ROW							
		TE-CON		0.720				$ 0.720	
		TOT		$ 0.720				$ 0.720	
Ph. 2: 08053 Ph.3: 10258 COP/Milw.	**Johnson Crk Blvd: 36th/45th (Ph. 2&3)** Phase 3 reconstruction with enhancement of bike/ped/transit amenities	STP-PE	0.404					$ 0.404	5038
		STP-ROW	0.350					$ 0.350	
		STP-CON	0.545		1.413			$ 1.958	
		TOT	$ 1.299		$ 1.413			$ 2.712	
11464 COP	**MLK/Interstate ITS** Design and implement signal systems to improve operation of MIL/Interstate between Russell and the Exposition Center	PE							1242
		ROW							
		STP-CON			0.550			$ 0.550	
		TOT			$ 0.550			$ 0.550	
8815 Port	**N. Lombard Rail Overcrossing (Rivergate)** Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving fright trains (TEA-21 is $13.342 w/out limitation).	STP-PE	1.392					$ 1.392	4065 *
		CMAQ-CON			2.000			$ 2.000	
		STP-CON			0.904			$ 0.904	
		TEA-21 CON			11.830			$ 11.830	
		TOT	$ 1.392		$ 14.734			$ 16.126	
COP	**102nd Ave Blvd Project: Hancock/Main** Design tranist/ped/bike improvements.	STP-PE			0.700			$ 0.700	2008
		ROW							
		CON							
		TOT			$ 0.700			$ 0.700	
08822 COP	**Naito Prkwy: Everett/Harrison** Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	PE							1053
		ROW							
		STP-CON				6.174		$ 6.174	
		TOT				$ 6.174		$ 6.174	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
	Portland Arterial Rehabilitation Reserve	STP-PE			0.230			$ 0.230	na
COP		ROW							
	Reconstruct road base and renovate drainage system to curb inflow design rather than grates in the roadbed.	STP-CON					1.411	$ 1.411	
		TOT			**$ 0.230**		**$ 1.411**	**$ 1.641**	
11463	**Hawthorne: 20th/55th**	CMAQ-PE		0.180				$ 0.180	1080
COP		CMAQ-ROW			0.010			$ 0.010	
	Design and build second phase non-auto enhancements along Hawthorne Blvd.	CMAQ-CON					1.310	$ 1.310	
		TOT		**$ 0.180**	**$ 0.010**		**$ 1.310**	**$ 1.500**	
11459	**Greeley/Interstate: Russel/Killingsworth**	CMAQ-PE		0.050					1146
COP		ROW							
	Construct a bike lane	CMAQ-CON			0.094			$ 0.144	
		TOT		**$ 0.050**	**$ 0.094**			**$ 0.144**	
11456	**E. Bank Trail - Phase 2**	TE-PE		0.718				$ 0.718	1009
COP		TE-ROW			0.582			$ 0.582	
	Funds to purchase ROW for improved connection between Eastbank Trail and the Springwater Corridor	TE-CON					2.909	$ 2.909	
		TOT		**$ 0.718**	**$ 0.582**		**$ 2.909**	**$ 4.209**	
11422	**Bertha: Capitol Hwy/Vermont**	PE							1168
COP		ROW							
	Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	TE-CON			0.400			$ 0.400	
		TOT			**$ 0.400**			**$ 0.400**	
11407	**Portland Bike Signage**	TE-PE	0.039					$ 0.039	na
COP		ROW							
	Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	TE-CON		0.090				$ 0.090	
		TOT	**$ 0.039**	**$ 0.090**				$ 0.129	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
WASHINGTON COUNTY									
08644	**Cedar Hills Bike Path: Walker/Butner**	PE							3075
Wash. Co.	Construction funds for a bike lane	CMAQ-CON	0.763					$ 0.763	
		CON - Co STP	0.236					$ 0.236	
		TOT	**$ 0.999**					**$ 0.999**	
07256	**Cedar Creek Greenway Trail**	PE							MTIP funded projects not included in the RTP finanacial plan
Wash. Co.		ROW							
	Construct component of Cedar Creek Greenway trail in Washington County	TE-CON		0.076				$ 0.076	
		TOT		**$ 0.076**				**$ 0.076**	
11434	**SE 10th: E Main/SE Baseline**	STP-PE		0.090				$ 0.090	3113
		ROW							
	Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	CON							
		TOT		**$ 0.090**				**$ 0.090**	
	US 26: Murray/Cornell PE Reserve	STP- RESERVE		0.359				$ 0.359	No expenditure is authorized
Metro		ROW							
	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	CON							
		TOT		**$ 0.359**				**$ 0.359**	
	US 26: Camelot/Sylvan Intrchng (Ph 3)	Gas Tax PE	1.558					$ 1.558	Baseline*
ODOT		ROW							
	Replace structure and widen highway	Gas Tax CON			13.202			$ 13.202	
		TOTAL	**$ 1.558**		**$ 13.202**			**$ 14.760**	
	U.S. 26Hwy 217/Murray Blvd.	Gas Tax PE	1.402					$ 1.402	Baseline*
ODOT		Gas Tax ROW			0.560			$ 0.560	
	Replace structure and widen to six lanes.	Gas Tax CON				30.092		$ 30.092	
		TOTAL	**$ 1.402**		**$ 0.560**	**$ 30.092**		**$ 32.054**	
	Tri-Met/Wash. Co. Transit/Ped Program	PE							8043
Wash. Co.		ROW							
	Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	STP-CON	0.180	0.280				$ 0.460	
		TOT	**$ 0.180**	**$ 0.280**				**$ 0.460**	
11437	**Wash. Co. ATMS**	STP-PLNG		0.076				$ 0.076	3150
Wash. Co.		STP-PE			0.100			$ 0.100	
	Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	STP-CON				0.569		$ 0.569	
		TOT		**$ 0.076**	**$ 0.100**	**$ 0.569**		**$ 0.745**	
11436	**SW Greenburg Rd: Wash Sq/Tiedeman**	STP-PE		0.270				$ 0.270	6016*
Tigard		STP-ROW				0.390		$ 0.390	
	Design and Right of Way funds to widen Greenburg Rd. (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing.	CON							
		TOT		**$ 0.270**		**$ 0.390**		**$ 0.660**	
11435	**I-5/Nyberg Interchange (PE/CON)**	STP-PE		0.342				$ 0.342	6066*
Tualitun		ROW							
	Preliminary engineenng and partial construction funds to widen overcrossing and southbound onramp.	STP-CON				2.328		$ 2.328	
		TOT		**$ 0.342**		**$ 2.328**		**$ 2.670**	
11297	**Wash. Co. Commuter Rail**	5309 PE	1.000	0.500				$ 1.500	6000*
Wash. Co.		ROW							
	Analyze scope, concepl and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	CON							
		TOT	**$ 1.000**	**$ 0.500**				**$ 1.500**	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
Wash. Co.	**Washington Co. Sidewalk Program** Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	STP-PE			0.090			$ 0.090	8043
		STP-ROW				0.126		$ 0.126	
		STP-CON					0.488	$ 0.488	
		TOT			**$ 0.090**	**$ 0.126**	**$ 0.488**	**$ 0.704**	
F.G.	**Forest Grove Town Cntr Ped Improvements** Funds to construct elements of Foresl Grove downtown pedestrian improvmenet program.	PE							6163
		ROW							
		STP-CON					0.200	$ 0.200	
		TOT					**$ 0.200**	**$ 0.200**	
11444 Cornelius	**Main St: 10th/20th (Blvd)** Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening to three lanes	STP-PE			0.250			$ 0.250	3169*
		ROW							
		CMAQ-CON					1.550	$ 1.550	
		TOT			**$ 0.250**		**$ 1.550**	**$ 1.800**	
11460 BV	**Hall Blvd Bike Path: 12th/Allen** Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	CMAQ-PE		0.166				$ 0.166	3074
		CMAQ-ROW			0.718			$ 0.718	
		CMAQ-CON				0.554		$ 0.554	
		TOT		**$ 0.166**	**$ 0.718**	**$ 0.554**		**$ 1.438**	
11461 Wash. Co.	**SW 170th Path: Merlo/Elmonica LRT Station** Construct pedestrian pathway between neighborhoods and LRT station.	PE							3095
		ROW							
		CMAQ-CON					0.270	$ 0.270	
		TOT					**$ 0.270**	**$ 0.270**	
09341 BV	**Hall Blvd Bike Path: SPRR/Ridgecrest** Construction funds for a bike lane.	PE							MTIP funded projects not included in the RTP finanacial plan
		ROW							
		CMAQ-CON		0.322				$ 0.322	
		TOT		**$ 0.322**				**$ 0.322**	
11462 Hillsboro	**Cornell Rd Bike Path: Elam Young/Ray** Consruct bike lane	CMAQ--PE			0.091			$ 0.091	3094
		ROW							
		CMAQ-CON					0.450	$ 0.450	
		TOT			**$ 0.091**		**$ 0.450**	**$ 0.541**	
06758 BV	**Fanno Creek Trail: Allen/Denny (Ph.1)** Construct portion of the Fanno Creek multi-use trail.	TE-PE	0.152					$ 0.152	3071
		ROW							
		TE-CON		0.192				$ 0.192	
		TOT	**$ 0.152**	**$ 0.192**				**$ 0.344**	
11423 THPRD	**Fanno Creek Trail Phase 2 (PE/Con)** Design and construction funds second phase extension of the Fanno Creek trail.	TE-PE	0.135	0.100				$ 0.235	3071
		ROW							
		CMAQ-CON				0.888		$ 0.888	
		TOT	**$ 0.135**	**$ 0.100**		**$ 0.888**		**$ 1.123**	
11424 Wash. Co.	**Sentinel Plaza:Cornell/Cedar Hills/113th** Design and install Native American totem pole in park located at intersection	TE-PE		0.030				$ 0.030	na
		ROW							
		TE-CON		0.150				$ 0.150	
		TOT		**$ 0.180**				**$ 0.180**	

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Portland-area FY 2002 - 05 MTIP (millions)

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
REGIONAL PLANNING ALLOCATIONS									
11454-2002 11467-2003	**Metro Transportation Planning Program** Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	STP-PLNG	2.037	0.705	0.730	0.750		$ 4.222	na
		ROW							
		CON							
		TOT	$ 2.037	$ 0.705	$ 0.730	$ 0.750		$ 4.222	
Metro	**Willamette Shoreline Rail & Trial Study** Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Street Car system and design bike facilities within the corridor.	STP-PLNG			0.300			$ 0.300	5172
		ROW							
		CON							
		TOT			$ 0.300			$ 0.300	
11281 ODOT	**I-5 Trade Corridor Study** Assess improvements needed to the corridor within the Portland region	STP-PLNG		0.250				$ 0.250	na
		ROW							
		CON							
		TOT		$ 0.250				$ 0.250	
09788 Wash. Co.	**Tualatin/Sherwood I-5/99W Toll Road** Alternatives analysis of proposed toll facility connecting I-5 to 99W in order to divert through traffic from congested north portion of Metro region (TEA21 of $.385 m w/out limitation)	TEA21 PLNG			0.341			$ 0.375	6004
		Gas Tax PLNG			0.094			$ 0.094	
		CON							
		TOT			$ 0.435			$ 0.469	
11280 Metro	**So. Corridor Transit EIS** Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/I-205 corridor.	STP-PLNG	1.500	4.000				$ 5.500	1003
		PE - 5309							5035
		CON							
		TOT	$ 1.500	$ 4.000				$ 5.500	
11428-2001 11446-2002 Metro	**Metro TOD Program** Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development.	PLNG							8005
		STP-ROW			1.500			$ 1.500	
		CON							
		TOT			$ 1.500			$ 1.500	
Metro	**Regional Freight Program Analysis** Refinement analysis of local delivery characteristics and system needs	STP-PLNG	0.100			0.150		$ 0.250	na
		ROW							
		CON							
		TOT	$ 0.100			$ 0.150		$ 0.250	
Metro	**RTP Corridor Study** Corridor TBD	STP-PLNG				0.300		$ 0.300	na
		ROW							
		CON							
		TOT				$ 0.300		$ 0.300	
Metro	**Region IX/STP Reserve** FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	PE							na
		ROW							
		STP-CON					1.728	$ 1.728	
		TOT					$ 1.728	$ 1.728	

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Portland-area FY 2002 - 05 MTIP (millions)

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("*" = potential air quality significance)
REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS									
Tri-Met	**Regional Contribution for Bus Purchase/PDX LRT Extension** Regional funds to replace buses. $18M reimburses Tri-Met general fund contributions to PDX MAX extension. $1.425 diverted from first year TCL allocations.	PE							4000
		STP-CAP	10.586					$ 10.586	
		CMAQ-CAP	1.425	8.000				$ 9.425	
		TOT	**$ 12.011**	**$ 8.000**				$ 20.011	
11318-02 11319-03 Tri-Met	**Rail Preventive Maintenance** Reg. STP FY 01-03 TCL funds traded to expidite obligation schedule. Tri-Met will continue to updale TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5307 CAP		2.600	2.704	2.812	2.925	$ 11.041	na
		5309FG CAP		4.200	5.068	5.220	5.377	$ 19.865	
		STP-CAP	1.425	3.825	1.457			$ 6.707	
		St. STP-CAP		5.435				$ 5.435	
		TOT	$ 1.425	$ 16.060	$ 9.229	$ 8.032	$ 8.301	$ 43.047	
10913-02 11306-03 Tri-Met	**Bus Preventive Maintenance** Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	PE							na
		ROW							
		5307-CAP		23.767	25.355	26.000	27.000	$ 102.122	
		TOT		$ 23.767	$ 25.355	$ 26.000	$ 27.000	$ 102.122	
needed Tri-Met	**Preventive Maintenance** $12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to $40 mil. Regional Interstate MAX commitment	PE							na
		ROW							
		STP-CAP				6.000	6.000	$ 12.000	
						$ 6.000	$ 6.000	$ 12.000	
11320-24 Tri-Met	**Interstate MAX** Allocation of regionally controlled federal funds for construction of Interstate MAX	5309		64.000	76.000	77.500		$ 217.500	1000 *
		STP-CON	0.575	4.175				$ 4.750	
		CMAQ-CON	11.425	1.825	6.000			$ 19.250	
		TOT	$ 12.000	$ 70.000	$ 82.000	$ 77.500		$ 241.500	
11311-'01 11313- '02	**Regional TDM Program** Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	PE							8052
		ROW							
		CMAQ-OPS	0.700	0.700	0.999	0.700	0.700	$ 3.799	
		TOT	$ 0.700	$ 0.700	$ 0.999	$ 0.700	$ 0.700	$ 3.799	
11309- '02 11310- '03 Tri-Met	**TMA Assistance/Stabilization Program** Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	PE							8056
		ROW							
		CMAQ-OPS	0.500	0.250	0.250	0.125	0.125	$ 1.250	
		TOT	$ 0.500	$ 0.250	$ 0.250	$ 0.125	$ 0.125	$ 1.250	
11450- '02 11466- '04 DEQ	**ECO Information Clearinghouse** DEQ program which complements the Tri-Met portion of the regional TDM effort	PE							8054
		ROW							
		CMAQ-OPS	0.094	0.094		0.094		$ 0.282	
		TOT	$ 0.094	$ 0.094		$ 0.094		$ 0.282	
11309- '02 11310- '03 Tri-Met	**Region 2040 Initiatives** Regional funding to support transit service provision by public/private Transportation Mng't Associations	PE							8053
		ROW							
		CMAQ-CAP	0.500	0.250	0.250	0.145	0.140	$ 1.285	
		TOT	$ 0.500	$ 0.250	$ 0.250	$ 0.145	$ 0.140	$ 1.285	
11455 Tri-Met	**Whl. Shoreline Trestle/Track Repair** First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment.	PE							5169
		ROW							
		CMAQ-CON			0.500			$ 0.500	
		TOT			$ 0.500			$ 0.500	
Tri-Met	**Transit Development Program Reserve** Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	PE							8035
		ROW							
		CMAQ-CON				2.050	2.056	$ 4.106	
		TOT				$ 2.050	$ 2.056	$ 4.106	

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Portland-area FY 2002 - 05 MTIP (millions)

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # ("**" = potential air quality significance)
Tri-Met	**Jobs Access** Earmark funding to implement a Jobs Access transit impromvement program featuring station amenities and signage to improve low income transportation access.	S3037		1.800	1.800			$ 3.600	na
		ROW							
		CON							
		TOT		$ 1.800	$ 1.800			$ 3.600	
10817&8 Tri-Met	**Transit Enhancements** 1% of Tri-Met Section 5307 appropripriation dedicated to improving bus and LRT station amenities.	S5307		0.250	0.254	0.260	0.270	$ 1.034	na
		ROW							
		CON							
		TOT		$ 0.250	$ 0.254	$ 0.260	$ 0.270	$ 1.034	

BRIDGE PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10684	**FY 2002 Protective Screening (Reg 1)**	PE	0.103					0.103
		ROW						
	Protective Screening- overpass	CON		0.830				0.830
		Total	**0.103**	**0.830**				0.933
11132	**Broadway Br. (Ph 4) #06757**	PE	1.032					1.032
		ROW						
	Clean/paint lower truss & floor system	CON		7.830				7.830
		Total	**1.032**	**7.830**				8.862
11133	**Broadway Br. (Ph 5) #06757**	PE	0.527	2.000				2.527
		ROW						
	Replace Steel Liftspan Grating	CON		3.685				3.685
		Total	**0.527**	**5.685**				6.212
11067 Mult. Co.	**Broadway Bridge Unit 3**	PE						
		ROW						
	Replace worn bearings and lift span center locks and repair span drive machinery.	TEA21-CON		0.930				0.930
		TOT		**0.930**				0.930
11134 Mult. Co.	**Broadway Bridge Unit 6**	HBRR-PE	0.236					
		ROW						0.000
	Phase 3 reconstruction with enhancement of bike/ped/transit amenities (T-21 total Units 1-6 = $10.263mil w/o limitation)	TEA-21 CON			4.274			4.274
		TOT	**0.000**		**4.274**			4.274
9404	**Burnside Br. Approach Ramps (#0511A&B)**	PE						
		ROW						
	Repair of substructure, etc.	CON		4.600				4.600
		Total		**4.600**				4.600
9393	**St. Johns Bridge**	PE	0.642					0.642
		ROW		0.020				0.020
	Painting, Etc. Ck fund split for STP	CON			29.647			29.647
		Total	**0.642**	**0.020**	**29.647**			30.309
10693	**I-205: Col. Riv Br. - Wil.River (Unit 1)**	PE						
		ROW						
	Pave NB & SB lanes	CON			3.061			3.061
		Total			**3.061**			3.061
10685	**I-5 (Col.Rv) Br.(NB/SB) Br. #01377A & 07333**	PE	0.519					0.519
		ROW						
	Electrical Upgrade (Total of $6.924M: 1/2 WashDOT)	CON			3.462			3.462
		Total	**0.519**		**3.462**			3.981
10745	**FY 2003 Protective Screening (Reg 1)**	PE		0.135				0.135
		ROW						
	Protective Screening - overpass	CON			0.687			0.687
		Total		**0.135**	**0.687**			0.821
10705	**SE Bybee Blvd: McLoughlin/SPRR Br. (#020264 A & B)**	PE		0.300				0.300
		ROW		0.025				0.025
	Replace Structures	CON			3.375			3.375
		Total		**0.325**	**3.375**			3.700
10663	**Stark St. Viaduct (#11113)**	PE		0.120				0.120
		ROW			0.030			0.030
	Replace structure	CON			0.582			0.582
		Total		**0.120**	**0.612**			0.732

11932	**FY 2004 Protective Screening (Reg 1)**	PE			0.140			0.140
		ROW						
	Screen various structures	CON				0.661		0.661
		Total			**0.140**	**0.661**		**0.801**
9350	**99E: MLK/Grand Viaducts (O-Xing UPRR #02115 & 08905)**	PE	3.090	0.500				3.590
		ROW	5.712					5.712
	Replace structure	CON				32.059		32.059
		Total	**8.802**	**0.500**		**32.059**		**41.361**
11916	**99E: Water St. (Pacific Hwy E) Viaduct #02374**	PE		0.135				0.135
		ROW						
	Seismic retrofit. Replace joints	CON					1.104	1.104
		Total		**0.135**			**1.104**	**1.239**
11942	**I-205: Col. River Br./Wil. River Unit 2**	PE						
		ROW						
		CON					3.087	3.087
		Total					**3.087**	**3.087**
11944	**FY 2005 Protective Screening (Reg 1)**	PE				0.151		0.151
		ROW						
	Screen various structures	CON					0.835	0.835
		Total				**0.151**	**0.835**	**0.986**
11945	**TV Hwy: Dairy Crk Br. #00744B**	PE			0.140			0.140
		ROW						
	Seismic Retrofit; jt repair; rail retrofit	CON					0.767	0.767
		Total			**0.140**		**0.767**	**0.907**
11946	**OR43: O'Xing Hwy 1 Conn & Porter St. #08194R**	PE			0.195			0.195
		ROW						
	Microsilica o'lay; rail and joint retrofit	CON					1.777	1.777
		Total			**0.195**		**1.777**	**1.972**
	TOTAL		**11.625**	**19.680**	**41.318**	**32.871**	**7.570**	**113.063**

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PRESERVATION PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10666	**B-H Hwy: BV/Tigard Hwy - Mult./Wash Co**	PE	0.653					0.653
	Paving	ROW		0.081				0.081
		CON		2.745				2.745
		Total	**0.653**	**2.826**				**3.479**
10680	**TV Hwy: Hocken - Minter Bridge Road**	PE	0.303					0.303
	Paving, grind & overlay	ROW		0.054				0.054
		CON		4.719				4.719
		Total	**0.303**	**4.773**				**5.076**
9364	**I-5: Capitol Hwy - Marquam Bridge**	PE	0.688					0.688
	2" Inlay, barrier, g.rail, bridge	ROW		0.025				0.025
		CON			19.251			19.251
		Total	**0.688**	**0.025**	**19.251**			**19.964**
10693	**I-205: Col. River Br. - Wil. River (Unit 1)**	PE	1.072					1.072
	Pave NB & SB lanes	ROW						
		CON			16.834			16.834
		Total	**1.072**		**16.834**			**17.906**
10731	**Powell Blvd.: Ross Island Br. - SE 50th**	PE		0.508				0.508
	Pave	ROW						
		CON				3.356		3.356
		Total		**0.508**		**3.356**		**3.864**
10679	**TV Hwy: Quince - District Boundary**	PE		0.370				0.370
	Paving, grind & overlay	ROW			0.056			0.056
		CON				6.081		6.081
		Total		**0.370**	**0.056**	**6.081**		**6.507**
11941	**I-84: MLK Blvd. - E Portland Fwy Sec I-84**	PE			0.799			0.799
	Rut Repair Overlay 50mm AC wearing course	ROW						
		CON					6.613	6.613
		Total			**0.799**		**6.613**	**7.412**
11942	**I-205: Col. Rv. Br. - Wil. Rv Unit 2**	PE	0.800	2.001				2.801
	Pave NB & SB lanes	ROW						
		CON					12.925	12.925
		Total	**0.800**	**2.001**			**12.925**	**15.726**
	TOTAL		**3.516**	**10.503**	**36.939**	**9.436**	**19.538**	**79.933**

OPERATIONS PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10697	**US 26: Highland Intrchng - Jefferson Cameras**	PE						
	Hardware & Software Purchase	ROW						
		CON		0.324				$ 0.324
		Total		**$ 0.324**				**$ 0.324**
10021	**I-405: NW Everett St. - SW 12th Ave.**	PE	0.309					$ 0.309
	Widen ramp, add ramp meters	ROW						
		CON		2.121				$ 2.121
		Total	**$ 0.309**	**$ 2.121**				**$ 2.431**
12010	**I-5: Iowa St. Slide Repair**	PE	0.071					$ 0.071
	Repair Slide Area	ROW		0.015				$ 0.015
		CON		0.426				$ 0.426
		Total	**$ 0.071**	**$ 0.441**				**$ 0.512**
7579	**Beaverton/Tualatin Hwy @ Locust**	PE		0.065				$ 0.065
	Alignment/ bike lane install	ROW			0.056			$ 0.056
		CON				0.259		$ 0.259
		Total		**$ 0.065**	**$ 0.056**	**$ 0.259**		**$ 0.379**
10672	**Region 1 Traffic Signal Upgrades (Unit 2)**	PE		0.399				$ 0.399
	Signal Upgrades	ROW						
		CON				1.127		$ 1.127
		Total		**$ 0.399**		**$ 1.127**		**$ 1.526**
10695	**Region 1 ATMS Ramp Meters (Phase 6)**	PE		0.342				$ 0.342
	Ramp Meters	ROW						
		CON				1.810		$ 1.810
		Total		**$ 0.342**		**$ 1.810**		**$ 2.152**
10696	**Region 1 ATMS Comm. Infrastruc. (Ph 6)**	PE		0.108				$ 0.108
	Communications	ROW						
		CON				2.129		$ 2.129
		Total		**$ 0.108**		**$ 2.129**		**$ 2.237**
10671	**Region 1 Traffic Loop Repair Unit 12**	PE			0.140			$ 0.140
	Repair/replace traffic loops	ROW						
		CON				0.877		$ 0.877
		Total			**$ 0.140**	**$ 0.877**		**$ 1.017**
10871	**Region 1 ATMS Ramp Meters (Phase 7)**	PE			0.349			$ 0.349
	Ramp Meters	ROW						
		CON					1.951	$ 1.951
		Total			**$ 0.349**		**$ 1.951**	**$ 2.300**
10870	**Region 1 ATMS Comm. Infrastruct (Ph 7)**	PE			0.112			$ 0.112
	Communications	ROW						
		CON					2.295	$ 2.295
		Total			**$ 0.112**		**$ 2.295**	**$ 2.407**
10872	**Reg. 1 ATMS Hardware & Software (Ph. 7)**	PE						
	Hardware & Software Purchase	ROW						
		CON					0.362	$ 0.362
		Total					**$ 0.362**	**$ 0.362**
10698	**Region 1 Traffic Loop Repair Unit 13**	PE				0.151		$ 0.151
	Repair/replace traffic loops	ROW						
		CON					0.945	$ 0.945
		Total				**$ 0.151**	**$ 0.945**	**$ 1.096**
	TOTAL		**0.380**	**3.799**	**0.657**	**6.352**	**5.553**	**16.742**

SAFETY PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
6005	**BV/TV Hwy @ Scholls**	PE	0.145					0.145
	Right turn channelization	ROW		0.218				0.218
		CON		0.457				0.457
		Total	**0.145**	**0.675**				0.821
10666	**BH Hwy: Beaverton/Tigard Hwy - Mult./Wash Co**	PE						
	Safety improvements	ROW						
		CON		0.432				0.432
		Total		**0.432**				0.432
10680	**TV Hwy: Hocken - Minter Bridge Road**	PE						
	Paving, grind & overlay	ROW						
		CON		0.740				0.740
		Total		**0.740**				0.740
10682	**I-5/Nyberg Rd Interchange (SB ramp)**	PE	0.125					0.125
	Additional lane, more storage	ROW	0.031					0.031
		CON		0.807				0.807
		Total	**0.156**	**0.807**				0.962
10683	**US 26: Sunset Hwy @ Jackson School Rd**	PE	0.145					0.145
	Left turn channelization; ramp	ROW						
		CON		1.058				1.058
		Total	**0.145**	**1.058**				1.203
9394	**Lombard: Pacific East - Philadelphia Ave.**	PE	0.075					0.075
	CSIP Signals	ROW	0.005					0.005
		CON		0.415				0.415
		Total	**0.080**	**0.415**				0.495
7146	**Sandy Blvd.: Pacific East-NE 37th Ave.**	PE	0.052					0.052
	CSIP Signals	ROW						
		CON		0.557				0.557
		Total	**0.052**	**0.557**				0.609
9358	**Cascade North Hwy: Airport Way - Flavel**	PE						
	CSIP Signals	ROW						
		CON		0.400				0.400
		Total		**0.400**				0.400
12145	**Murray Blvd @ Allen Blvd**	PE						
	Cut Back median, modify curbs	ROW						
		CON		0.090				0.090
		Total		**0.090**				0.090
12262	**NE 181st @ NE Halsey St**	PE						
	Install median islands & adv signal	ROW						
		CON		0.039				0.039
		Total		**0.039**				0.039
12147	**Binford Lake Parkway: Pleasant View Dr./Towle Rd.**	PE						
		ROW						
		CON		0.233				0.233
		Total		**0.233**				0.233
12146	**Scholls Ferry Rd @ Clark Hill Rd.**	PE						
		ROW		0.020				0.020
		CON		0.307				0.307
		Total		**0.327**				0.327
6010	**Beaverton/ Tigard Hwy @ Scholls**	PE	0.125					0.125
	Add l/r turn lanes;inclu signal/interconnect	ROW		0.092				0.092
		CON			0.661			0.661
		Total	**0.125**	**0.092**	**0.661**			0.877
10867	**Hillsboro/Silverton Hwy @ SE Walnut**	PE	0.156					0.156
	Safety Intersection Improvement	ROW		0.104				0.104
		CON			0.510			0.510
		Total	**0.156**	**0.104**	**0.510**			0.769
11927	**I-405 @ Front Ave.**	PE		0.081				0.081
	Extend safety barrier	ROW						
		CON			0.151			0.151
		Total		**0.081**	**0.151**			0.232

SAFETY PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
9393	**Lombard: St. Johns Bridge #6497 & 6498**	PE						
	Bridge painting, etc.	ROW						
		CON			2.268			2.268
		Total			**2.268**			**2.268**
12182	**Safety Reserve**	PE						
		ROW						
		CON			0.827			0.827
		Total			**0.827**			**0.827**
12149	**U.S. 26, Cascade Hwy North: Access Mgt/ Safety on Powell, 82r**	PE			0.010			0.010
		ROW						
		CON			0.246			0.246
		Total			**0.256**			**0.256**
10731	**Powell Blvd (U.S. 26): Ross Island Br. - SE 50th**	PE						
	Safety features	ROW						
		CON				0.282		0.282
		Total				**0.282**		**0.282**
10679	**Tualatin Valley Hwy: Quince - District Boundary**	PE						
	Paving, grind & overlay	ROW						
		CON				0.630		0.630
		Total				**0.630**		**0.630**
11926	**I-84 & I-205 Pavement Drainage Correction**	PE		0.189				0.189
	Install additional inlets to enhance runoff	ROW						
		CON				0.344		0.344
		Total		0.189		0.344		0.533
10869	**Sunset Hwy @ Glencoe Road**	PE			2.003			2.003
	Signalize ramp; Rt turn channel; access	ROW				0.067		0.067
		CON					0.783	0.783
		Total			2.003	0.067	0.783	2.853
12158	**Clackamas Hwy: I-205 - SE 98th**	PE						
	Add lane, widen structure	ROW						
		CON					3.618	3.618
		Total					3.618	3.618
	TOTAL		**0.859**	**5.678**	**6.676**	**1.323**	**4.401**	**18.937**

ATTACHMENT 2

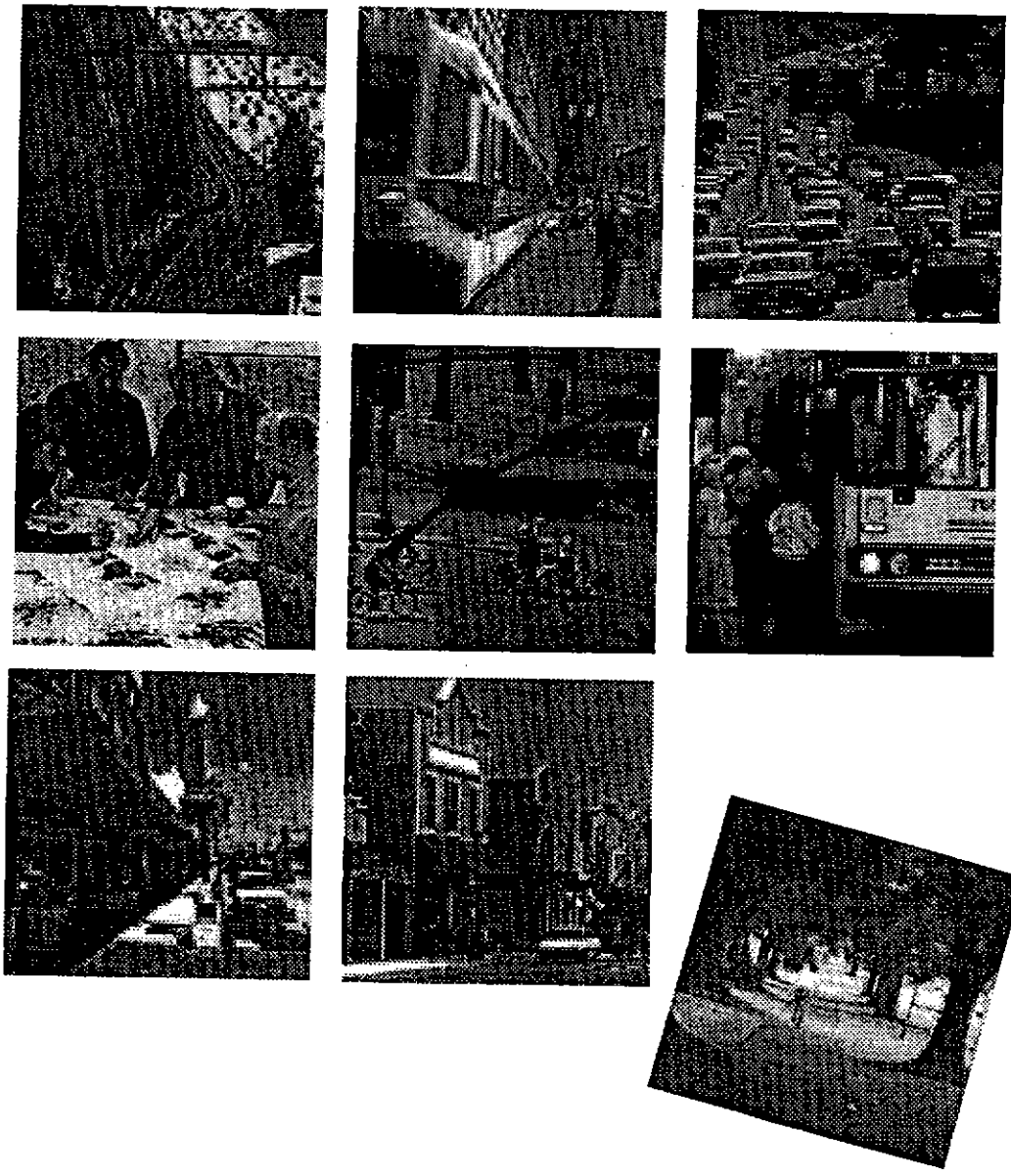
2000 RTP CONFORMITY DETERMINATION

2000 Regional Transportation Plan

Air Quality Conformity Determination

November 16, 2000

Approved by Resolution No. 00-2999



METRO
Regional Services
Creating livable communities

Metro

Protecting the nature of our region

"It's better to plan for growth than ignore it."

Planning is Metro's top job. Metro provides a regional forum where cities, counties and citizens can resolve issues related to growth – things such as protecting streams and open spaces, transportation and land-use choices and increasing the region's recycling efforts. Open spaces, salmon runs and forests don't stop at city limits or county lines. Planning ahead for a healthy environment and stable economy supports livable communities now and protects the nature of our region for the future.

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro 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 the Oregon Zoo. It also oversees operation of the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition-Recreation Commission.

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Metro's web site: www.metro-region.org

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METRO

2000 Regional Transportation Plan Conformity Determination Report

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METRO

2000 Regional Transportation Plan
Conformity Determination

A. Introduction

Background

The federal Clean Air Act provides the main framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (EPA) is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory diseases. Air quality planning in this region is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Failure to meet these standards could result in a loss of transportation funding from state and federal sources and increased health risks to the region.

The 2000 Regional Transportation Plan (RTP) is subject to an air quality conformity determination under federal regulation (40 CFR Parts 51 and 93) and state rule (OAR 340 Division 252). Metro, as the federally designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland-Vancouver airshed, is the lead agency for the conformity determination. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements, Metro must complete a technical analysis that is known as air quality conformity. The need for this analysis came from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Conformity is a regulation requiring that all transportation plans and programs in air quality non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). Transportation plans and programs such as the 2000 RTP must not delay attainment of the NAAQS, result in an area falling out of attainment, or create new air quality violations.

Reason for Determination

On August 10, 2000, the Metro Council adopted the 2000 Regional Transportation Plan (RTP) by Ordinance No. 00-869A and Resolution No. 00-2968B. This Conformity Determination is for the financially constrained system of the 2000 Regional Transportation Plan (RTP).[1] It has been prepared because adoption of the 2000 RTP constitutes a significant amendment of the region's planned transportation system, as described in OAR Chapter 340, Division 252. The region's current Conformity Determination for the 1995 RTP, as amended, will lapse on July 12, 2001.

Section B of this conformity determination provides an overview of the 2000 RTP and major changes to road and transit network assumptions. The State Transportation Conformity Rule requires that the air quality conformity determination comply with several subsections of OAR Chapter 340, Division 252, including:

1. OAR 340-252-0110 – Use of the Latest Planning Assumptions
2. OAR 340-252-0120 – Use of Latest Emissions Model
3. OAR 340-252-0130 – Consultation
4. OAR 340-252-0140 – Timely Implementation of Transportation Control Measures (TCMs)
5. OAR 340-252-0190 – Motor Vehicle Emissions Budget

Section C discusses the relevant conformity determination requirements and demonstrates that this Determination complies with each requirement. Metro's technical analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). The following analysis demonstrates how the conformity determination for the 2000 Regional Transportation Plan complies with applicable requirements of OAR Chapter 340, Division 252. Inapplicable subsections of Division 252 are not cited in this conformity determination.

[1] Defined in Chapter 5 of the 2000 Regional Transportation Plan and in Appendix 1 to this document, the financially constrained system responds to federal planning requirements. This system of projects and programs is limited to current funding sources, and those new sources that can be reasonably expected to be available during the 20-year plan period. As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP). The MTIP allocates federal funds in the region. The 2000 RTP not only provides an updated set of financially constrained projects and programs for future MTIP allocations, but also establishes more formal procedures and objectives for implementing long-range regional transportation policies through incremental funding decisions. These new MTIP provisions are set forth in Chapter 6 of the 2000 RTP.

B. OVERVIEW OF 2000 RTP AND MAJOR CHANGES IN NETWORK ASSUMPTIONS

The 2000 RTP represents five years of extensive planning work and analysis that was guided by input from a 21-member citizen advisory committee, state, regional and local officials and staff and from residents, community groups and businesses throughout the region. The 2000 RTP builds on the 1995 RTP to implement the 2040 Growth Concept, the region's long-range plan for addressing expected growth while preserving the region's livability. The 2000 RTP represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept. The plan includes changes to the mix of projects, the specificity of the project lists, greater emphasis on street connectivity, alternative mode performance and a revised 2040-based level of service policy that allows two-hour peak period motor vehicle system congestion in select locations based on availability of other modes of travel such as walking, biking and transit.

The total reasonably expected revenue base assumed in the 2000 RTP for the road system is about $1.65 billion, approximately 60 percent higher than the $970 million assumed in the 1995 road system. Virtually all of this increase is related to the higher authorization levels in TEA-21, the current federal transportation funding act. Transit system expansion is estimated at $1.91 billion. It is difficult to compare this with the 1995 RTP network assumptions because approximately $1.4 billion is attributable to refined cost estimates of the South/North project phases that were not itemized in the 1995 RTP. However, without a clear comparison of transit system costs, comparative data shown in Section C.1(b) make clear that the 2000 RTP transit system is much more robust than that described in the 1995 RTP. Most of the more significant freeway, arterial and transit system projects remain unchanged from the 1995 RTP. The following section summarizes some of the more important similarities and distinctions between the two networks.

1. **Network Assumptions Carried Over the from 1995 RTP:**

- Annual average transit service increase of 1.5 percent through 2006;
- LRT extended from Milwaukie to Vancouver, Wa. by 2020, including a first phase Interstate Avenue LRT alignment from the Rose Quarter to the Expo Center amended into the 1995 RTP in 1999;
- Airport LRT extension from Gateway to Portland International Center/Portland International Airport (amendment to 1995 RTP approved in 1998);
- Wilsonville/Beaverton Commuter Rail (peak period service amended into RTP in 2000);
- Added freeway lanes:
  - I-5 from Greeley to Interstate Bridge;
  - US 26 from Highway 217 to Murray Boulevard;
  - Highway 217 from Tualatin Valley Highway to 72nd Avenue Interchange.

- v Signal system interconnection on significant regional arterial streets

2. New 2000 RTP Network Assumptions:

- v 1998 Base Year (rather than 1994);
- v 0.5 percent transit service increase in 2007 through 2020 is increased to 1.5 percent.
- v Delay of LRT extension from Milwaukie to Clackamas Town Center until after 2020;
- v Early implementation of an interim "Rapid Bus" system in the 99E corridor on McLoughlin from downtown to Milwaukie
- v Implementation of the central city streetcar from NW Portland to the Macadam district in two phases
- v Improved bus headways and occupancy on numerous priority routes due to implementation of amenities and structural improvements (e.g., "coach-style" buses, dedicated transit lanes, queue jump lanes, signal priority systems, "real-time" on-street bus arrival information displays, etc.)
- v Slightly reduced geographic coverage of bus service to emphasize service on the most productive routes;
- v Phase 1 construction of the Sunrise Highway from I-205 to Rock Creek;
- v Hogan Interchange construction at I-84 to Stark Street.
- v The 2000 RTP plans for construction of 34 additional arterial lane miles and 108 more freeway lane miles than assumed in the 1995 RTP (which froze road construction at 2015 levels).
- v Average weekday trip length decreases to 5.0 miles in 2020 from 5.11 in the comparable 1995 RTP network.
- v The home-based work average trip length decreased to 7.31 miles in 2020 from 7.44 miles in the comparable 1995 RTP network.

The 2000 RTP takes the policy direction established in the 1995 RTP, which was to use transportation investment as a means to implement and reinforce the region's land use goals, and more fully defines the methods and projects that will effect this purpose. Extensive interagency consultation was conducted and multiple iterations of computer modeling were used to develop and refine the current financially constrained system project list. New ground was broken to assess the importance of increasing connectivity of the regional arterial and collector system and of improving street design to encourage transit, pedestrian and bicycle trip making. The resultant network continues to rely extensively on auto trip making (62 percent of daily trips are single-occupant auto trips in 2020) and therefore continues to reflect significant investment in maintenance and expansion of the region's freeway and street facilities.

However, a more refined multi-modal approach is also exhibited in the 2000 RTP's specification of precise pedestrian and bike system improvements, and the identification of "boulevard-design" locations where the intent is to retrofit designated streets for walking, biking and transit. The retrofits of major streets include wider sidewalks, safer street crossings, bike lanes and improved bus stops and shelters along streets that serve the central city, regional centers, town centers and other areas. Finally, the typical peak hour "C/D" congestion level of service standard has been relaxed in select locations to allow two-hour peak period system performance at levels of "E/E" and "F/E", dependent on location and availability of alternate modes such as walking, bicycling and transit. The 2000 RTP's congestion level of service standards reflect a policy that the associated impacts of wider, faster streets and freeways needed to achieve the traditional service level are too often accompanied by unacceptable impacts on costs, surrounding neighborhoods and alternative travel modes. Some funds previously dedicated to attempts to meet the traditional level of service standard have been freed up to pursue more balanced system investment that is more reliant on system and demand management, walking, bicycling and transit to meet regional trip demand. And as the comparative data above, and in Section C.1(b), below, suggest, this approach yields meaningful reductions of auto trip dependency.

C. Relevant Conformity Requirements and Findings of Compliance

1. Consistency with the Latest Planning Assumptions (OAR 340-252-0110)

a. **Requirement:** *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

Finding of compliance: The *quantitative* analysis (see Section C.6) employs the transportation system planning assumptions refined over a five-year period during development of the 2000 RTP, and population, employment and development assumptions that reflect Metro adoption of the Regional Framework Plan and its implementing ordinances. The 1998 base year reflects Metro's official estimates of population and employment calibrated to 1990 Census data. Metro has officially adopted a population/employment projection for 2020. The 2020 population/employment projection is the foundation for all analysis years used in this Conformity Determination.

Travel and congestion forecasts in the analysis years of 1998, 2005, 2010 and 2020 are derived from the population/employment data using Metro's regional travel demand model and the EMME/2 transportation planning software. Within subroutines of the regional travel demand model, Metro calculates the transit/bike/walk mode split for calculated travel demand based on a variety of factors, including trip distance, car per worker relationship, transit headways, total employment within one mile, intersection density and a zone-based mixed-use index of the ratio of total

employment to total population (see Appendix 4). Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C.3).

The resulting estimates of future year travel and motor vehicle congestion are then used with the outputs of the EPA approved MOBILE 5a-h emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

b. **Requirement:** *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

Finding of compliance: Changes in transit policies and ridership estimates are discussed below for each type of transit service assumed in the 2000 RTP transit network: light rail, commuter rail, rapid bus, frequent bus, regional bus and community bus.

LRT Extension. The *transit policies* which guide modeled implementation of light rail transit (LRT) service in the South/North corridor are consistent with previous Conformity modeling of the Westside and Hillsboro LRT service starts. Bus resources providing downtown radial service are replaced with LRT service. Previous short-haul service between former radial trunk routes is reconfigured to support new LRT stations and surrounding neighborhoods. This represents continuation of *existing transit policy* and its extension to the expanded LRT system. The same principles are further extended to implementation of planned commuter rail in South Washington County.

Previous conformity determinations have reflected policy changes that call for delay of planned LRT service extension from downtown to Milwaukie until the latter part of the 2000 RTP plan period (i.e., by 2020 rather than by 2006). Also previously assumed is more rapid implementation of North Corridor LRT extensions (e.g., LRT service on Interstate Avenue from downtown Portland to the Expo Center).

Changes in planned LRT deployment reflected in the 2000 RTP are limited to deletion of LRT service extension from Milwaukie to Clackamas Town Center within the timeframe of the Plan. A South Corridor Transportation Alternatives Study is funded and underway to examine a number of transportation alternatives for the purpose of evaluating non-light rail high-capacity transportation options in the South Corridor between downtown Portland and Clackamas regional center. The alternatives include bus rapid transit (BRT), high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, commuter rail, river transit and busway. Intelligent transportation systems (ITS) will be incorporated into several of the alternatives.

Commuter Rail. A previous Determination has assessed introduction of commuter rail into the regional transit service strategy. The 2000 RTP makes no changes to the assumptions previously modeled. Only one alignment and service parameter is identified: Wilsonville to Beaverton in Washington County during the a.m. and p.m. peak periods with supporting park and ride facilities and a slight increase and realignment of supporting feeder bus service. If other alignments should be determined to be feasible, amendment of the regionally defined system would be needed.

Bus Transit. The 2000 RTP further refines the hierarchy of regional bus transit service first elaborated in the 1995 RTP. From a modeling perspective, one of the most significant factors effecting transit ridership is transit service headways. The 1995 RTP relied on a two-tiered division of bus service. Traditional line routes were characterized with stops located every two to three blocks and headways rarely exceeding 15 minutes. Ten-minute headways and occasionally greater spacing of stops characterized the second level of bus service, called Fast Link.

The 2000 RTP identifies four gradations of bus service: Rapid bus, Frequent bus, Regional bus and Community bus. Rapid bus service would most closely emulate LRT in speed, frequency and comfort serving major transit routes with limited stops. , Rapid bus service is characterized by some dedicated rights-of-way, signal preemption capability, 15-minute headways and high quality station and passenger amenities. Passenger amenities are concentrated at transit centers such as schedule information, ticket machines, bicycle parking and covered shelters. The RTP envisions deployment of a limited number of Rapid bus lines in high demand commuter corridors.

Frequent bus service more closely approximates the 1995 RTP "fast-link" bus service. Frequent bus service is characterized by 10-minute headways, wider geographic coverage, utilization of some dedicated right-of-way (e.g., queue jumps, dedicated turn lanes, etc.), signal preemption capabilities, and enhanced passenger amenities that include covered bus shelters, special lighting. Some overlap of Rapid and Frequent bus service is conceivable. However, bus stops (rather than stations) would characterize the frequent bus system and much more frequent stops would occur. The vehicles would be typical transit buses.

Regional bus service would represent the majority of planned regional bus service. Radial trunk service would be provided on major arterials. Stops would be located every two to three blocks, and amenities would be prioritized to high ridership locations. Headways would not be more than 15-minutes during regular operating hours. The 2000 RTP envisions expansion of the system to provide not only central city radial service but also to interconnect emerging regional and town centers, main streets and corridors with the central city and with one another.

The Community transit network is an innovation of the 2000 RTP that grew from Tri-Met's Transit Choices for Livability program. In addition to local bus service to neighborhoods and employment areas, community bus service includes decentralization of some transit services to a multitude of community-based transit providers dedicated to providing localized, "shuttle-like" service to destinations within a very limited geography. Vehicle types are expected to vary from traditional buses to van-type shuttles and taxi and car-share programs. The service is focused on more accessibility, frequency along the route and coverage to a wide range of land use options rather than on speed between two points. Community bus service generally is designed to serve travel with one trip end occurring within the 2040 Growth Concept town centers, main streets, station communities and corridors.

Transit Ridership. The broadest measure of ridership assumptions is revenue hours. The previous network, used to conform the 1995 RTP, as amended, reflected changes to the South/North alignment and timing but continued to assume service from Milwaukie to Clackamas regional center. Also, it did not address introduction of Commuter Rail in Washington County. The last air quality conformity determination held the 2015 road network static, but extrapolated travel demand and transit service hour increases to 2020.

The following data points highlight the practical effect of changed system configuration and funding assumed in the 2000 RTP relative to previous assumptions used in the 1995 RTP:

- Total projected revenue hours assumed in the 2000 RTP is 7,360 hours in 2020 versus the 1995 RTP projection of 6,403 hours in 2020.
- The 2000 RTP projects 450,070 Average Weekday (AWD) transit trips in 2020 versus the 1995 RTP projection of 380,073 transit trips in 2020.
- The 2000 RTP projects that 4.3 percent of regional daily trips will take transit in 2020 versus 3.63 percent as projected in the 1995 RTP for 2020.
- The 2000 RTP projects that, approximately 64.05 percent of households and 78.7 percent of employment will be within 1/4-mile of transit service in 2020, versus the 1995 RTP projection that 54.26 percent of households and 74.4 percent of employment will be within 1/4-mile of transit service in 2020.
- AWD originating riders per revenue hour are 61.15 in the 2000 RTP system in 2020, versus 59.36 per hour in 2020 in the 1995 RTP.

c. **Requirement:** *The State Conformity Regulations require that reasonable assumptions be used regarding transit service, and increases in fares and road and bridge tolls over time.*

Finding of compliance: There are no road or bridge tolls in place in the Portland metropolitan area, and none are assumed in the 2000 RTP. The region is exploring the feasibility of implementation of a Peak Period Pricing pilot project. No decision to deploy such a project has been made and this Determination does not model evaluation of such a program.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs for the Central City and for Tier 1 regional centers are based on the South/North DEIS parking costs developed from survey data to reflect parking control strategies. Parking factors for the remaining regional centers, station communities, town centers and mainstreets are scaled back by 50 percent from these costs. No parking factors are assumed for corridors, neighborhoods, employment areas, industrial areas, greenspaces and areas outside the urban growth boundary. The three-zone transit fare structure adopted in 1992 is held constant through 2020. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars. Free transit areas are assumed for the central business and Lloyd districts and Tier 1 regional centers and within Wilsonville town center.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. One major change of transit service assumptions is that the 2000 RTP omits extension of LRT from Milwaukie to Clackamas regional center. This reduces LRT service increases assumed by 2020 in the 1995 RTP. A South Corridor Transportation Alternatives Study is funded and underway to examine a number of transportation alternatives for the purpose of evaluating non-light rail high-capacity transportation options in the South Corridor between downtown Portland and Clackamas regional center. The alternatives include bus rapid transit (BRT), high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, commuter rail, river transit and busway. Intelligent transportation systems (ITS) will be incorporated into several of the alternatives.

Other aspects of the South/North scope and concept remain unchanged. LRT from downtown Portland to Milwaukie town center, continues to be planned after 2010, LRT along Interstate Avenue from the Rose Quarter to the Expo Center remains on schedule for startup in 2006. These service assumptions were previously modeled in the FY 00 – 03 Metropolitan Transportation Improvement Program (MTIP) Conformity Determination, approved January 20, 2000.

The 1995 RTP assumed a 1.5 percent annual service hour increase for regional bus service through 2006, when IMAX service is scheduled to begin. The bulk of the increase was allocated to building a service base along the Interstate Avenue corridor. At 2007, these bus resources were reallocated throughout the region and feeder service within the LRT Corridor was reinforced. Service increases reduced to 0.5 percent annually thereafter, through 2015.

The 2000 RTP continues these early program assumptions. However, with added regional support in the FY 2000 – 2003 MTIP, earlier attention has been focused on building service in two of four newly identified priority rapid bus corridors: the Barbur/99W and McLoughlin corridors, which link downtown with southeast Washington County and west Clackamas County, respectively. Rather than general reallocation of the Interstate LRT service hours, service in these corridors will be expanded. In addition, rather than reducing the 1.5 percent annual service hour increase in 2007 like the 1995 RTP, the 2000 RTP extends the 1.5 percent increase through 2020. Finally, rapid bus service is extended to the McLoughlin Boulevard/Highway 224 corridor and on Division Street to Gresham regional center in east Multnomah County.

d. **Requirement:** *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented. It must also be demonstrated that the Plan does not delay or impede the implementation of TCMs*

Finding of compliance: All funding based TCMs are fully supported in the 2000 RTP. This includes:

Increased transit:

- 1.5 percent annual service increase through 2006; 0.5 percent through 2020.
- First phase implementation of South/North LRT extension (IMAX) by 2007; additional extensions through 2020 to Vancouver, Washington and Milwaukie town center, with supplemental transportation alternatives under study from Milwaukie town center to Clackamas regional center.
- Completion of Westside LRT extension to Hillsboro regional center (complete).

Bicycle and Pedestrian System Improvements:

- An average of five miles of new bike lanes on the regional system each two years.
- A two year average of 1.5 miles of improvements to regionally significant pedestrian facilities.
- Continued compliance with ORS 366.514, which requires incorporation of adequate bike and pedestrian facilities on all roadways subject to expansion or reconstruction.

The 2000 RTP does not impede implementation of non-funding based TCMs including:

- implementation of the 2040 Growth Concept of compact urban form

development centered around transit supportive land use;

- v continued implementation of the Employee Commute Option requirements for 10 percent reduction of drive alone trips encouraged by businesses of 50 or more employees; and
- v DEQ's Voluntary Parking Ratio Program which partly offsets the ECO rule for participating employers.

Finding of compliance: The latest estimates of the effectiveness of transit, bicycle and other TCMs is used.

Transit TCMs. Ridership of the Westside MAX has met its five-year projected ridership levels after only two years of service, which is consistent with experience on the Eastside line. Additionally, the extension of LRT to the Portland International Airport will increase non-auto ridership above previously expected levels. Transit ridership in the Portland-area is growing at a rate faster than general population, which is unique to this region relative to all other equivalent urbanizing regions in the nation.

The effectiveness of Portland's transit system cannot be credited simply to the degree of investment in transit capital though, which is the thrust of the funding-based transit TCMs. Rather it is the interplay of the capital commitment with implementation of the 2040 land use components elaborated in the 2040 Growth Concept (i.e., the Regional Framework Plan), called 2040 Design Types. The 2040 Growth Concept emphasizes transit oriented land development, restricted parking and increased pedestrian accessibility to transit facilities. Metro has calculated that region-wide implementation of these factors will generate an almost 30 percent increase of transit ridership over time relative to more traditional development patterns that would otherwise prevail in the region.[2]

Bicycle System TCMs. To determine effectiveness of striping projects to induce new bicycle ridership, Metro staff used accumulated ridership counts conducted by the City of Portland between 1995 and 1997 for 16 bike routes within the City. These counts include unimproved routes and routes that have been striped with bike lanes.

Virtually all the routes that were monitored showed noticeable increases of ridership between 1994 and 1997 that are assumed to be attributable to general demographic changes and to the region's bike promotion efforts. This generated an average 30 percent increase of bike ridership across all surveyed routes. Newly striped routes though, showed increases above this average.

To isolate the general effects from those attributable to the striping, the ridership increase of only newly striped facilities was averaged. The average regional increase was then

[2] Transportation Analysis of the Growth Concept, Metro, July 1994. This analysis includes data sets for myriad performance measures generated from system definitions that include and omit implementation of parking factors and enhanced pedestrian environmental factors.

deducted from that of the newly striped facilities. This yielded an average increase of 25 percent above the citywide increase of 30 percent. *This 25 percent factor represents a predictable ridership effect of bike lane striping.*

Other TCMs. Effectiveness of implemented and planned TCMs is also reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; and implementation of the Employee Commute Option (ECO) program. Credit for the region's Voluntary Parking Ratio program was eliminated in 1999 because very few businesses chose to participate in the program. All of these programs are founded in enforceable regulations.

2. Latest Emissions Model (OAR 340-252-0120)

a. **Requirement:** *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

Finding of compliance: Metro employed EPA's recommended Mobile 5a-h emissions estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-252-0120.

3. Consultation (OAR 340-252-0130)

a. **Requirement:** *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body in OAR 340-225-0060(1)(b).*

Finding of compliance: Specific topics are identified in the Regulations that require consultation. TPAC is identified as the Standing Committee for Interagency Consultation. All agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2000 RTP and commented extensively on the Plan's preparation, including development of the financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT) during the development of the 2000 RTP.

i. Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."

Metro models virtually all proposed enhancements of the regional transportation network proposed in the MTIP, the 2000 RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix 1 of this Determination.

ii. Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.

All agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2000 RTP and commented extensively on the Plan's preparation, including development of the financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT).

iii. Analysis of projects otherwise exempt from regional analysis.

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

iv. Advancement of TCMs.

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See 1(d) in this section., above.

v. PM10 Issues.

The region is in attainment status for PM10 pollutants.

vi. forecasting vehicle miles traveled and any amendments thereto.

The forecast of vehicle miles is the product of the modeled road and transit network defined in the financially constrained system, which was approved during extensive consultation with all concerned agencies including DEQ as part of TPAC and JPACT.

vii. determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.

This section is not applicable to Determination of the 2000 RTP's conformity to the SIP.

viii. project sponsor satisfaction of CO and PM10 "hot-spot" analyses.

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures. There exist no known PM_{10} hot spot locations of concern.

ix. evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.

This section is not applicable to the 2000 RTP conformity determination.

x. evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No regionally significant projects outside the urban boundary have been declared to Metro for analysis.

xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.

This section is not applicable to the 2000 RTP conformity determination.

xii. the design schedule and funding of research and data collection efforts and regional transportation model development by the MPO.

This consultation occurs in the course of MPO development and adoption of the annual Unified Planning Work Program.

xiii. development of the TIP.

This section is not applicable to the 2000 RTP conformity determination.

xiv. development of RTPs.

Development of the 2000 RTP was directly managed by TPAC, which is the standing body for interagency consultation.

xv. establishing appropriate public participation opportunities for project level conformity determinations.

In line with other project-level aspects of conformity determinations, it is most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

b. **Requirement:** *The State Conformity Regulations require a proactive public involvement process that provides opportunity for public review and comment by providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on the conformity determination for all transportation plans.*

Finding: Development of the plan occurred during the past five years and was guided by input from a 21-member citizen advisory committee, local officials and staff from the region's cities and counties, residents, community groups and businesses throughout the region. Numerous opportunities for public comment were provided during the five-year process, which concluded with a 45-day public comment period prior to adoption by ordinance. Appendix 2 contains a timeline that describes key products and opportunities for public comment as part of the update to the 1995 RTP.

On August 10, 2000, the Metro Council adopted the 2000 RTP. On August 21, 2000 a notice of Metro's intent to conduct an air quality conformity analysis of the 2000 RTP was sent to affected governments and interested residents, businesses and community groups. This notice summarized the conformity process and a timeline for adoption of a conformity determination. On October 6, 2000, a 30-day public comment period began on the results of 2000 RTP air quality conformity analysis and the methodologies. A newspaper notice of this comment period was published in the

Oregonian on October 1. The 2000 RTP web page and Metro's transportation hotline also supplied information on the conformity determination and opportunities for public comment. Appendix 2 contains copies of the 45-day kickoff notice and Oregonian notice. Table 1 describes the 2000 RTP conformity process.

Table 1

2000 Regional Transportation Plan Conformity Analysis Timeline

August 10, 2000	Metro Council adopts 2000 RTP
August 21, 2000	Notification of 2000 RTP air quality conformity process to affected governments, interested citizens, community groups
September 29, 2000	Modeling and analysis for air quality conformity complete
October 6, 2000	Begin 30-day public comment period with air quality analysis documents available
October 27, 2000	Review of air quality conformity findings and tentative action by TPAC
November 7, 2000	Public hearing, close of 30-day public comment period and tentative recommendation by Metro Transportation Planning Committee
November 9, 2000	Review of air quality conformity findings and tentative action by JPACT
November 16, 2000	Public hearing and tentative action by Metro Council

4.3. Timely Implementation of TCMs (OAR 340-252-0140)

a. Requirement: *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

Finding: See C.1(d), above.

5. Support Achievement of NAAQS

a. **Requirement:** The State Implementation Plan (SIP) requires the 2000 RTP to support achievement of NAAQS.

Finding: The RTP is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs, which implement the 2000 RTP.

The scope of the 2000 RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of

transportation planning process. Chapter 1 of the 2000 RTP describes this guiding vision:

- balance transportation and land use plans to protect livability in the region
- reduce reliance on any single mode of travel by expanding transportation choices
- sustain economic health by providing access to jobs and industry
- target transportation investments to leverage the 2040 Growth Concept
- maintain access to the natural areas around the region
- protecting the region's natural environment in all aspects of transportation planning process

In addition, several policies and objectives in Section 1.3.4 of the 2000 RTP directly support achievement of National Ambient Air Quality Standards (NAAQS). These objectives are achieved through a variety of measures affecting transportation system design and operation, also described in Chapter 1 of the 2000 RTP. The plan sets forth goals and objectives for road, transit, freight, bicycle, and pedestrian improvements as well as for implementation of system and demand management strategies.

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Section 1.3.7 in Chapter 1 of the 2000 RTP identifies key policies that guide the selection of projects and programs to implement the RTP. Conformity of such projects with the SIP would require interagency consultation.

6. Quantitative Analysis (OAR 340-252-0190)

1. Conduct a Quantitative Analysis

Requirement: *OAR 340-252-0190 requires that a quantitative analysis be conducted as part of the 2000 RTP conformity determination. The analysis must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects expected within the time frame of the plan, must fall within budgets established in the maintenance plan for criteria pollutants. In the Portland-Vancouver Air Quality Maintenance Area these include ozone precursors (HC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions as required by OAR 340-20-1010. The Portland metropolitan area has the capability to perform such a quantitative analysis.*

Finding: For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emission budgets. Mobile emission budgets are set for winter carbon monxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of analysis years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone analysis years are 1999, 2001, 2003, 2006, 2010,2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 2 shows the budget years and associated emissions budgets.

Table 2

2000 RTP Mobile Emissions Budgets[1]

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NOx (tons/day)
1999	*n/a*	52	56
2001	864	47	54
2003	814	44	52
2006	*n/a*	41	51
2007	763	*n/a*	*n/a*
2010	760	40	52
2015	788	40	55
2020	842	40	59

[1] Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

The network that was analyzed is summarized in Appendix 1. The protocol for definition of the Determination's analysis and budget years is summarized in Appendix 3, including discussion of why each analysis year was selected. Appendix 4 contains a summary of the principle model assumptions, including a discussion of assumed transit costs, parking factors, and intersection density and the impact of these factors on travel mode selection by 2040 design type (e.g., central city, regional centers, town centers, station communities, mainstreets, employment areas, corridors, etc.) A detailed description of the network assumptions coded into Metro's regional model is contained in a 2000 RTP Financially Constrained System Atlas, available for review at Metro Headquarters at 600 NE Grand Avenue, Portland, OR 97232. The Atlas includes information about system and individual link capacities in the 1998 base year and capacities assumed after planned improvements as well as the year of expected operation of each planned improvement. The results of the quantitative analysis are shown in Table 3 and Figures 1, 2 and 3. In summary, Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020).

2. **Determine Analysis Years.**

a. **Requirement:** *The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning model (340-252-0070), that subsequent analysis years be no greater than 10 years apart and that the last year of the 2000 RTP must be an analysis year (340-252-0070).*

Finding: See Appendix 3 regarding selection of analysis and budget years, including discussion of why each analysis year was selected.

3. **Perform the Emissions Impact Analysis.**

a. **Requirement:** *The State Conformity Regulations) require Metro to conduct the emissions impact analysis.*

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by TPAC.

4. **Determine Conformity.**

a. **Requirement:** *Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-252-0190).*

Finding: Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). Table 3 provides a summary of these emissions and shows that the 2000 RTP, conforms with the SIP.

Table 3
2000 RTP Conformity Results[1]

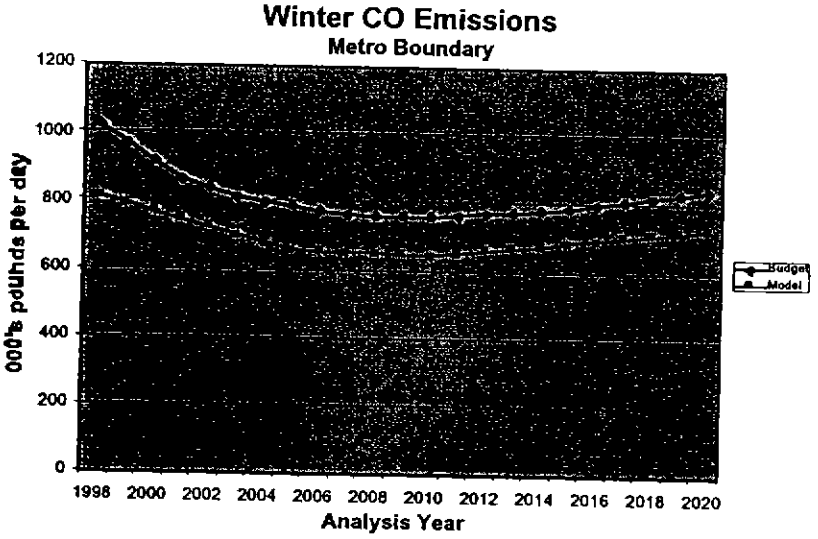
	Winter CO (thousand pounds/day)		Summer HC (tons/day)		Summer NOx (tons/day)	
	Budget	*Model Result*	*Budget*	*Model Result*	*Budget*	*Model Result*
1999	*n/a*	*n/a*	52	39.9	56	52.0
2001	864	747	47	38.0	54	51.4
2003	814	703	44	36.1	52	50.9
2006	*n/a*	*n/a*	41	33.8	51	50.4
2007	763	652	*n/a*	*n/a*	*n/a*	*n/a*
2010	760	644	40	32.1	52	50.9
2015	788	686	40	34.6	55	54.6
2020	842	728	40	37.0	59	58.2

[1] Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

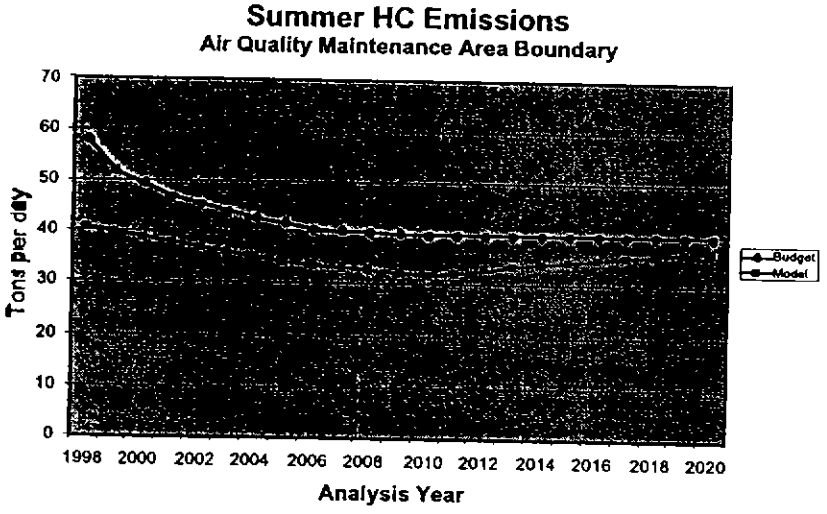
Figures 1, 2 and 3 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC) respectively. Figures 4 and 5 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) in the Portland central city subarea and 82nd Avenue subarea.

Figure 1



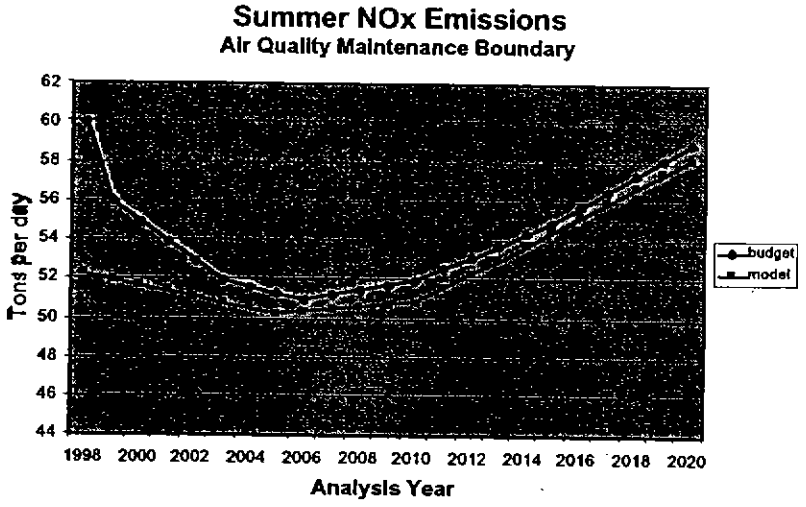
Based on RTP Financially Constrained System.
Source: Metro

Figure 2



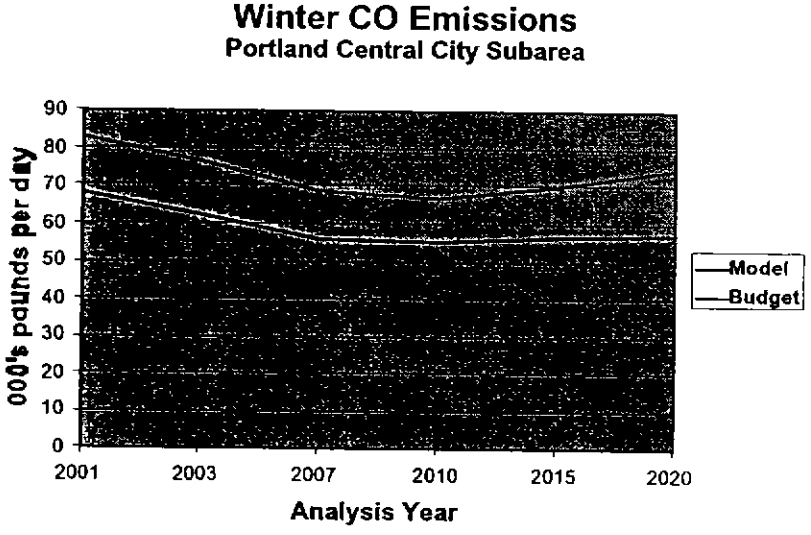
Based on RTP Financially Constrained System.
Source: Metro

Figure 3



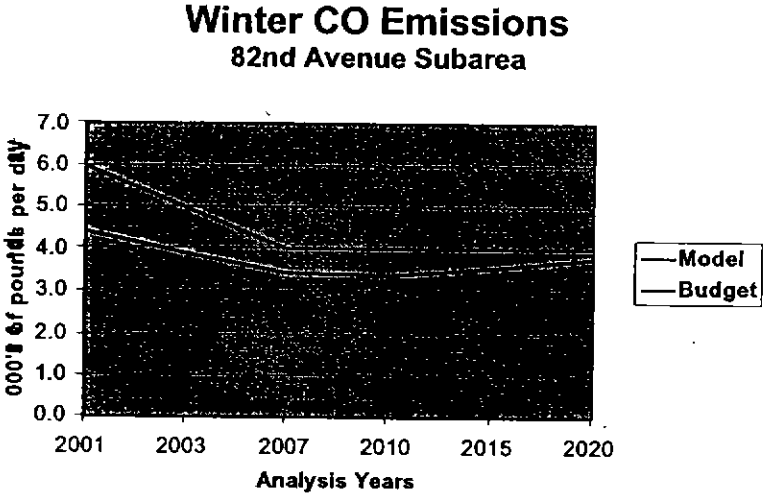
Based on RTP Financially Constrained System.
Source: Metro

Figure 4



Based on RTP Financially Constrained System.
Source: Metro

Figure 5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2001
2003
2007
2010
2015
2020
Analysis Years
Model
Budget

Appendix 1

Financially Constrained System Project List

METRO
Regional Services
Creating livable communities

2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

2002 MTIP
APPENDIX 1:

NOTE: Attachment 2 of the 2002 MTIP Conformity Determination reproduces the 2000 RTP Determination, which included a list of the RTP Financially Constrained Network. That portion of the RTP Determination is shown in Appendix 1 of this MTIP and is therefore not reproduced a second time here. Please see MTIP Appendix 1 when directed to the financially constrained project list in the RTP Determination.

Appendix 2

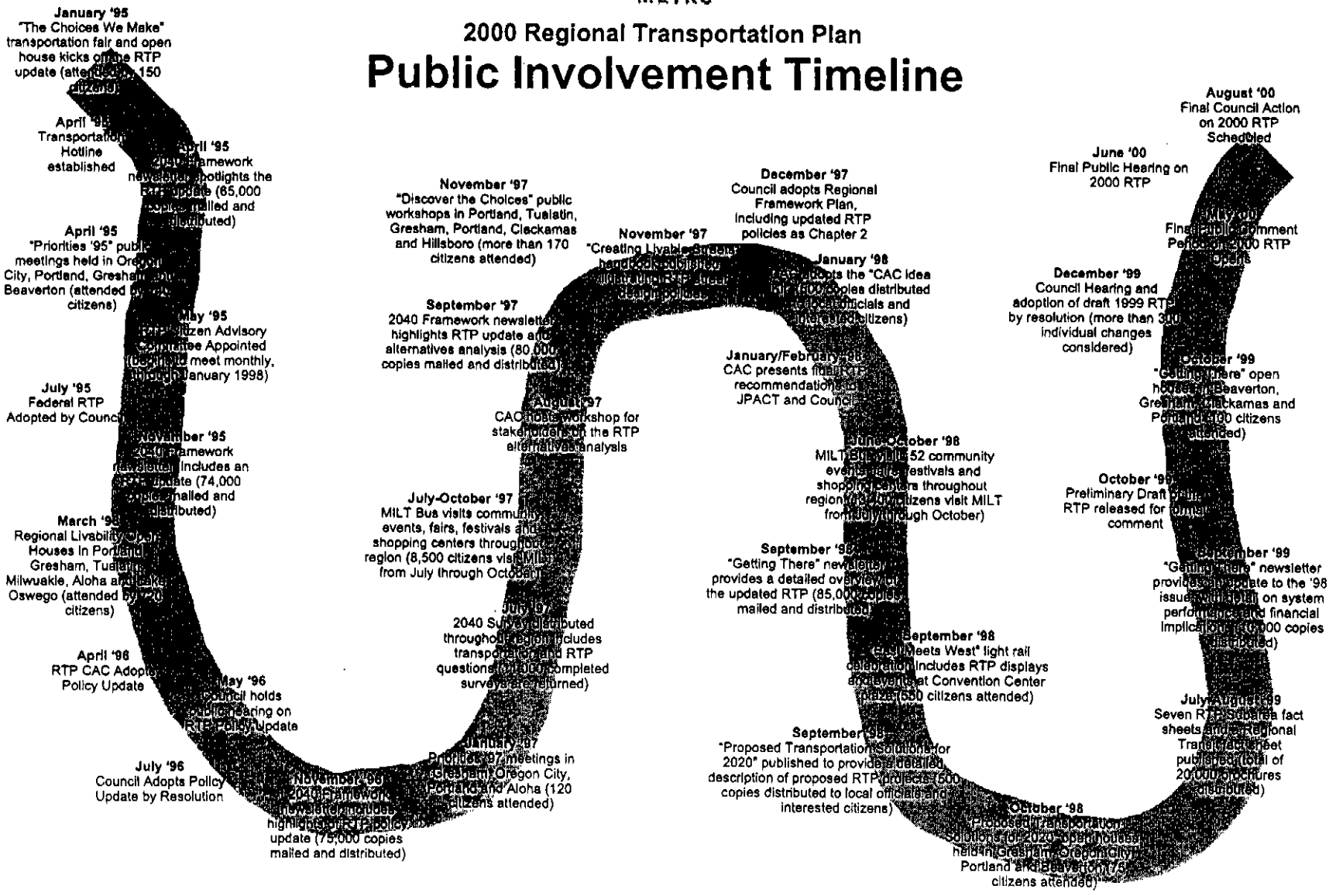
2000 RTP Public Involvement

2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

METRO

2000 Regional Transportation Plan

Public Involvement Timeline



6/00

METRO

Creating livable communities

600 NE Grand Ave.
Portland, OR 97232-2736

Tel (503) 797-1755
Fax (503) 797-1949

Metro – planning that protects the nature of our region

It's better to plan for growth than ignore it. Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro 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 the Oregon Zoo, and oversees the trade, spectator and arts centers managed by the Metropolitan Exposition-Recreation Commission.

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer – Mike Burton; Auditor – Alexis Dow, CPA; Council Presiding Officer – David Bragdon, District 7; Deputy Presiding Officer – Ed Washington, District 5; Rod Park, District 1; Bill Atherton, District 2; Jon Kvistad, District 3; Susan McLain, District 4; Rod Monroe, District 6.

Metro's web site: www.metro-region.org

2000 Regional Transportation Plan (RTP) moving toward completion

Metro's 2000 RTP Gets Adopted

On August 10, 2000 the Metro Council unanimously adopted a new 20-year transportation plan for the Portland metropolitan region. This plan is a "living" document, subject to continual review, and is updated periodically to reflect changing conditions and new planning priorities. The new plan represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept.

Development of this plan occurred during the past five years and was guided by input from a 21-member citizen advisory committee, from local officials and staff of the region's cities and counties, and from residents, community groups and businesses throughout the region. Of the more than 700 projects proposed, more than half are new to the plan, and many were generated from citizen input.

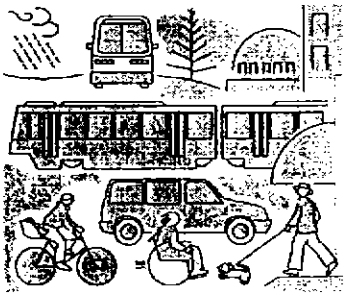
The plan lays out the priority projects for roads and freight movement as well as alternative transportation options such as bicycling, transit and walking and a funding strategy to guide implementation of the plan. The plan is based on forecasts of growth in population, households and employment as well as future travel patterns and analysis of travel conditions. It also considers estimates of federal, state and local funding which will be available for transportation improvements.

2000 RTP Compliance with Air Quality Conformity

Metro must demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements. The federal Clean Air Act provides the main framework for national, state, regional and local efforts to protect air quality.

During September 2000, Metro will complete a technical analysis that is known as "air quality conformity." The analysis looks at vehicle miles traveled (VMT), travel speeds and vehicle trips and their corresponding vehicle emissions as a result of expected travel demand for specific years within the 20-year plan period.

When the analysis is complete, a 30-day public comment period will be held and the results will be presented to Metro's Transportation Policy Advisory Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for approval.



2000 Regional Transportation Plan Conformity Analysis Timeline*

August 21, 2000
Notification of 2000 RTP air quality conformity process to affected governments, businesses and community groups

September 29, 2000
Complete modeling and analysis for air quality conformity

October 6, 2000
Begin 30-day public comment period with air quality analysis documents available

October 27, 2000
Review of air quality conformity findings and tentative action by TPAC

November 7, 2000
Public hearing, close of 30-day public comment period and recommendation by Metro Transportation Planning Committee

November 9, 2000
Review of air quality conformity findings and tentative action by JPACT

November 16, 2000
Public hearing and tentative final action by Metro Council

* Please note that the dates in this timeline are tentative.

What is the purpose of a public comment period?

The purpose of a 30-day public comment period is to allow public review of:

- the methods and analysis procedures leading to a conformity determination
- the final results of the 2000 RTP air quality conformity analysis

Given previous experience with the conformity process, it is anticipated that the 2000 RTP will meet air quality conformity requirements for all model years. If, for some reason, this does not occur, then the air quality conformity process would be extended and expanded to determine how to revise the 2000 RTP to comply with the federal Clean Air Act.

The public comment period will be advertised and another notice will be sent prior to the start of the comment period.

For more information

Confirm the dates, times and locations for meetings by calling Metro's Transportation Hotline at (503) 797-1900 closer to the scheduled meeting day. Information will also be available on Metro's web site at www.metro-region.org. For more information, call Jeanna Cernazanu at (503) 797-1865.

Notification of 2000 RTP Air Quality Conformity Public Comment Period

Metro Public Notice

2000 Regional Transportation Plan Conformity Determination

Metro has prepared a Draft Air Quality Conformity Determination as required by state and federal regulations. This document explains the assumptions and methods used by Metro to demonstrate that the transportation projects identified in the recently approved 2000 Regional Transportation Plan will help the region continue to meet federal air quality standards.

The document will be available for a 30-day public review period beginning October 6, 2000. Copies may be obtained upon request from Metro's Regional Transportation Planning Department, located at Metro Regional Center, 600 N.E. Grand Avenue, Portland, OR 97232 (phone 503-797-1900, option 2). Comments should be addressed to Marilyn Matteson at the above address.

The factors discussed in the Draft Conformity Determination are used to model regional automobile emissions in the year 2020. The estimated emissions must fall within "budgets" established in air quality maintenance plans approved for the Portland region by the Oregon Department of Environmental Quality and the Federal Environmental Protection Agency. The emissions estimates form the basis for public comment that concludes with a hearing before the Metro Council to consider approval of the Determination. The hearing is tentatively scheduled for November 14, 2000 at Metro Regional Center. Call Metro's transportation hotline, 503-797-1900, option 2, to confirm meeting date, time and location. The hearing impaired may call TDD 503-797-1804.

NOTICE OF
PUBLIC HEARING
STATE OF OREGON
FIVE—YEAR
CONSOLIDATED PLAN

The U.S. Department of Housing and Urban Development (HUD) requires that the State of Oregon, through the Oregon Housing and Community Services Department (OHCS), develop and sub-

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Published in The Oregonian,
October 1, 2000

Appendix 3

2000 RTP Conformity Analysis Protocal

2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

METRO

2000 RTP
Air Quality Conformity Analysis Protocol

Mobile Source Emissions Budget Years

For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, and area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emissions budgets. Mobile emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone budget years are 1999, 2001, 2003, 2006, 2010,2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 1 shows the budget years and associated emissions budgets.

Table 1
2000 RTP Mobile Emissions Budgets[1]

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NOx (tons/day)
1999	*n/a*	52	56
2001	864	47	54
2003	814	44	52
2006	*n/a*	41	51
2007	763	*n/a*	*n/a*
2010	760	40	52
2015	788	40	55
2020	842	40	59

Relationship of Budget Years to Analysis Years

On October 28, 1999, Metro and DEQ staff met and reviewed the conformity requirements. The process is technically complex and requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets.

[1] Budgets are from the Maintenance Plan adopted in 1996.

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2020) and the attainment year (i.e. 1998[2]). For the other years for which the *budget test* is required to be demonstrated, the estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed." The rules go on to note that analysis years must be no more than ten years apart and must include the transportation plan's horizon year (i.e. 2020).

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. A full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four full analysis years. As a result, the full analysis years include a 1998 base year, and 2005, 2010, and 2020. Interpolation years include 1999, 2001, 2003, 2006, 2007, and 2015.

Table 2

2000 Regional Transportation Plan Conformity Analysis Years

	Carbon Monoxide (winter)		Ozone Precursors (HC and NOx) (summer)	
Year	Full Analysis	Interpolate	Full Analysis	Interpolate
1998[3]	X		X	
1999		X		X
2001		X		X
2003		X		X
2005[4]	X		X	
2006				X
2007		X		
2010	X		X	
2015		X		X
2020	X		X	

Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. As noted, a full demand model analysis is

[2] As approved by the Department of Environmental Quality.

[3] The base year will be 1998.

[4] While not a budget year, 2005 was selected for full modeling to take advantage of the existing 2005 network used in previous air quality conformity determinations. The network was revised to reflect the 2000 RTP financially constrained system.

both computer- and labor-intensive. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

§ Population and employment forecasts
- Transit fare and parking cost data
- Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)

§ Highway network definitions (PM peak, Midday)
§ Vehicle emission factors

The model run consists of the following steps:

§ Trip generation (e.g., how many total trips are expected in the region)
§ Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
§ Mode choice
§ Time of day identifications (AM peak, PM peak, midday, rest of the day)
§ Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

To summarize, a full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four analysis years. The interpolated results were then compared to actual emission budgets to establish that the 2000 Regional Transportation Plan conforms to the emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

Appendix 4

Transportation Analysis Zone (TAZ) Assumptions

METRO

2000 Regional Transportation Plan

Transportation Analysis Zone Assumptions

2040 Grouping	2040 Group Characteristics	2020 Intersection Density *(connections per mile)*	2020 Parking Factors *(indexed to CBD in '94 dollars)*	2020 Transit Pass Factor *(% of Full Fare)*	2020 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	6.08	60%	X
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	3.94	60%	X
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	2.96	65%	
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	3.94	65%	
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	3.04	65%	
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>14	0.60	80%	X
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	2020 Intersection Density *(connections per mile)*	2020 Parking Factors *(indexed to CBD in '94 dollars)*	2020 Transit Pass Factor *(% of Full Fare)*	2020 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>12	0.80	80%	
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	0.45	85%	
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	0.36	100%	
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.28	100%	
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.18	100%	
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>14	0.45	100%	
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>8	0.36	100%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics			Factor	Areas
		FC	FC	FC	FC
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	None	100%	
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	None	100%	
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	None	100%	
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	None	100%	
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	None	100%	
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	None	100%	
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	None	100%	
Special Area 1 Portland International Airport	*These places are relatively small geographic areas with special characteristics.*	*	6.14	60%	
Special Area 2 Oregon Health Sciences University		*	1.86	60%	
Special Area 3 Oregon Zoo		*	1.86	100%	
Special Area 4 SMART (Wilsonville)		*	*	*	X

* Use parent zone values.

8/10/00

(FC) 2020 Financially Constrained System

METRO

Attachment 1

2000 Regional Transportation Plan

Transportation Analysis Zone Assumptions and Non-SOV Modal Performance

2040 Grouping	2040 Group Characteristics	2020 Intersection Density *(connections per mile)*			2020 ParkingFactors *(indexed to CBD in '94 dollars)*			2020 Transit Pass Factor *(% of Full Fare)*			2020 Fareless Areas *(for internal trips)*			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	6.08	6.08	6.08	60%	60%	60%	X	X	X	48%	67%	67%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	3.94	3.94	3.94	60%	60%	60%	X	X	X	34%	46%	46%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	20	20	2.96	2.96	2.96	65%	65%	65%	X	X		32%	43%	42%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

Exhibit 'A'
RTP Post-Acknowledgement Amendments
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	20	20	3.94	3.94	3.94	65%	65%	65%	X	X		37%	57%	57%
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	18	18	3.04	3.04	3.04	65%	65%	65%	X	X		22%	42%	42%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>16	>16	>14	1.60	1.20	0.80	70%	75%	80%	X	X	X	32%	40%	39%
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%	X	X		31%	34%	34%
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>16	>14	>12	1.60	1.20	0.80	70%	75%	80%				35%	42%	41%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%				36%	42%	42%
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>16	0.90	0.68	0.45	75%	80%	85%				35%	40%	40%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>12	>12	>10	0.72	0.54	0.36	90%	95%	100%				32%	37%	37%
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	>10	>8	0.55	0.41	0.28	100%	100%	100%				34%	37%	36%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

Exhibit 'A'
RTP Post-Acknowledgement Amendments
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	>8	>8	0.36	0.27	0.18	100%	100%	100%				37%	40%	39%
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>14	0.90	0.68	0.45	100%	100%	100%				40%	45%	45%
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>12	>10	>8	0.72	0.54	0.36	100%	100%	100%				38%	43%	43%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				36%	39%	39%
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				39%	42%	42%
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	>8	>8	None	None	None	100%	100%	100%				37%	40%	39%
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				36%	39%	38%
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	30%	29%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				26%	27%	27%
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	28%	28%
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	>6	>6	None	None	None	100%	100%	100%				n/a	n/a	n/a
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				34%	37%	37%
Special Area 1 Portland International Airport		*	*	*	6.14	6.14	6.14	60%	60%	60%				*These places are relatively small geographic areas with special characteristics that make it difficult to determine actual non-SOV modal performance based on analysis of the regional model.*		
Special Area 2 Oregon Health Sciences University		*	*	*	1.86	1.86	1.86	60%	60%	60%						
Special Area 3 Oregon Zoo		*	*	*	1.86	1.86	1.86	100%	100%	100%						
Special Area 4 SMART (Wilsonville)		*	*	*	*	*	*	*	*	*	X	X	X		*	*

* Use parent zone values.

8/10/00

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

ATTACHMENT 3

SUMMARY OF 2002 MTIP PUBLIC INVOLVEMENT PROGRAM

Priorities 2002 MTIP timeline of key milestones

September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of Priorities 2002 proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on Priorities 2002 process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan 16	Public comment period on Priorities process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on Priorities 2002 process
Jan. 25	Metro Council approved process for selecting and ranking of Priorities 2002 projects
Feb. 6	First printing of Priorities 2002 fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated Priorities 2002 projects to JPACT
April 27	Fact sheet on Priorities 2002 process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	Priorities 2002 project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 31	TPAC recommendation on final Priorities 2002 projects.
Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of Priorities 2002 resolution, 7:30 am

Sept. 20	Metro Council hearing to approve Priorities 2002 resolution, 2 pm
Dec. 5?	TPAC consideration of Draft 2002 – 05 MTIP
Jan. 22	Public notice of 30-day comment period on MTIP Conformity Determination
Feb. 21	Transportation Planning Committee hearing on Conformity Determination
Mar. 1	TPAC consideration of proposed 2002 MTIP and approval of Conformity Determination interagency consultation process.
Mar. 5	Community Planning Committee hearing on 2002 MTIP.
Mar. 14	JPACT and Metro Council (tentative) consideration of 2002 MTIP.

2002 MTIP
APPENDIX 7:

ENVIRONMENTAL JUSTICE ANALYSIS

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

Environmental Justice Approach

Objective

Metro supports the principles of environmental justice and has long made an effort to ensure that the public outreach and decision-making processes for all programs are open and encourage the participation of low-income and minority citizens and organizations. Every effort is made to employ broad and diverse methods, tools and activities to engage all members of potentially impacted communities and other neighborhoods in an interactive dialogue. This involves traditional methods such as citizen advisory groups, speakers' bureaus, workshops, hearings and public opinion research. It also includes innovative approaches such as web/phone based self-select surveys, a roving info-mobile, in-home meetings (using citizen volunteers), interpretive services and more.

Executive order 12898 and the USDOT guidelines provide some definition of the key indicators to be used in evaluating environmental justice; however, they require each project to interpret these definitions within the context of the project needs and surrounding communities. The chart below identifies how we have incorporated (or plan to incorporate) proactive means to effectively evaluate impacts to minority or low-income populations from the Regional Transportation Plan, transportation corridor projects and the Metropolitan Transportation Improvement Program.

Project	Public Outreach	Benefits/Impacts
MTIP	Communicate and seek input on project proposals and details for the general public to review and comment on	Evaluate the relative benefits/impacts of individual projects on local communities
RTP	Communicate and seek input on overall intent and direction of plan, and proposed projects that will implement the plan	Evaluate the relative benefits/impacts of overall projects on local communities
Corridor Planning	Communicate and seek input on corridor alternatives under review in a specific geographic area	Evaluate the relative benefits/impacts of various alternatives on affected communities

Data for this approach includes 1990 and 2000 national census information, as available, the American Community Survey and school enrollment, English as a second language and subsidized lunch programs, health and housing authorities, and other local sources of demographic and economic data.

Regional Planning and Programming

The 2000 Regional Transportation Plan (RTP) and 2001 Metropolitan Transportation Improvement Program (MTIP) included wide public outreach, including special notices and multi-lingual advertising at key decision points to ensure equal access to the public process.

On a technical level, the intent is that both the RTP and MTIP will be reviewed using 2000 Census data as available, as well as school-based data.

To date the RTP and MTIP preliminary observations raise more questions than answers. While the RTP provides a broad, 20-year perspective on how and where transportation projects affect minority or disadvantaged populations, the relative benefit or impact that a particular set of improvements represents is a qualitative judgement that will require a more detailed methodology at a system level. Preliminary review indicates that the MTIP data may be even less conclusive as it merely provides a snapshot of projects that are out of context with other federal funding (e.g. ODOT, Tri-Met, previous MTIP allocations) or those planned in the RTP. A more detailed methodology for the MTIP is needed to factor these considerations into conclusions on environmental justice.

Regional Projects

The future intent is to provide Environmental Justice analysis on all federally funded projects. Metro has done such an analysis for the South/North Corridor DEIS and North Corridor Interstate MAX FEIS. Copies of the Environmental Justice appendices for these studies are attached.

Next Steps

Metro will continue to develop a working methodology for making environmental justice findings that is adaptable to both the regional planning and corridor planning programs. The next step in developing the methodology is to gather new 2000 Census data as it become available and create a more accurate base of information on minority and low-income populations in the region. The RTP may be amended to include Environmental Justice policies and procedures.

Next, the scheduled 2004 MTIP and 2005 RTP updates will require specific methodologies for weighing the relative benefits or costs represented by the overall set of projects proposed in these plans for minority and disadvantaged populations. This work will be completed in anticipation of the plan updates, in order to provide environmental justice findings early in the decision-making process to better inform elected officials.

2002 MTIP
APPENDIX 8:

FEDERAL AID URBAN PROGRAM TABLE

Metro Transportation Improvement Program
FAU/STP TRANSFER PROGRAM
Effective January 31, 2002

CITY OF PORTLAND PROJECTS

Phase	Obligated	Estimated Expenditures by Federal Fiscal Year 2000	2001	2002	Post 2003	2003 Authorized
1. ARTERIAL STREET 3R PROGRAM						43 89-033 5383 VAR var 726 0
Pre Eng	61,274	28,093	0	0	0	0 89,367
Constr	76,867	-76,867	0	0	0	0 0
Total	**138,141**	**-48,774**	**0**	**0**	**0**	**0 89,367**
2. CITY OF PORTLAND FAU CONTINGENCY						44 00-000 0 VAR var 726 0
Reserve	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
3. LOMBARD/BURGARD INTERSECTION REALIGNMENT (Port/Portland)						142 94-025a 8274 STP 141 0
Pre Eng	0	30,000	0	0	0	0 30,000
Rt-of-Way	0	174,973	0	0	0	0 174,973
Constr	0	628,027	0	0	0	0 628,027
Total	**0**	**833,000**	**0**	**0**	**0**	**0 833,000**
4. MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)						298 79-056 458 FAU 9962 120 1.5
Constr	-123	1,000,123	0	0	0	0 1,000,000
Total	**-123**	**1,000,123**	**0**	**0**	**0**	**0 1,000,000**
5. COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS						303 87-002 4218 FAU 9956 726 0
Constr	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
6. WILLAMETTE GREENWAY TRAIL PROGRAM						575 10018 240 VAR var 726 0
Pre Eng	-61,500	61,500	0	0	0	0 0
Constr	0	330,000	0	0	0	0 330,000
Total	**-61,500**	**391,500**	**0**	**0**	**0**	**0 330,000**
7. TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING						822 91-009 6356 FAU 9341 726 0
Constr	375,785	-1,248	0	0	0	0 374,537
Total	**375,785**	**-1,248**	**0**	**0**	**0**	**0 374,537**
8. AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)						861 84-022e 5002 FAU 9964 726 0
Reserve	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
9. NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT						868 89-020 5123 FAU 9983 726 0
Constr	-372,304	5,463	0	0	0	0 -366,841
Total	**-372,304**	**5,463**	**0**	**0**	**0**	**0 -366,841**
10. MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD						869 89-022 5127 FAU 9404 726 0
Pre Eng	12,195	-11,060	0	0	0	0 1,135
Rt-of-Way	0	0	0	0	0	0 0
Constr	108,116	-27,344	0	0	0	0 80,772
Total	**120,311**	**-38,404**	**0**	**0**	**0**	**0 81,907**
11. EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE						870 89-021 5843 FAU 9822 726 0
Pre Eng	47,862	-24,237	0	0	0	0 23,625
Rt-of-Way	-29,451	29,451	0	0	0	0 0
Constr	-4,460	4,460	0	0	0	0 0
Total	**13,951**	**9,674**	**0**	**0**	**0**	**0 23,625**
12. INTERSECTION IMPROVEMENT PROGRAM						871 89-023 5125 VAR var 726 0
Pre Eng	1,802	-1,802	0	0	0	0 0
Constr	2,290	14,720	0	0	0	0 17,010
Total	**4,092**	**12,918**	**0**	**0**	**0**	**0 17,010**
13. CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM						872 89-028 5200 VAR var 726 0
Pre Eng	-18,114	18,114	0	0	0	0 0
Constr	330,679	4,503	0	0	0	0 335,182
Total	**312,565**	**22,617**	**0**	**0**	**0**	**0 335,182**
14. DOWNTOWN MALL REHABILITATION PROGRAM						873 89-032 5384 FAU 9341 726 0
Pre Eng	0	0	0	0	0	0 0
Constr	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
15. HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)						890 84-024d 4958 FAU 9903 726 0
Constr	0	89,320	0	0	0	0 89,320
Total	**0**	**89,320**	**0**	**0**	**0**	**0 89,320**
16. LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)						891 84-024c 4959 FAU 9902 726 0

Constr	-1,167	1,167	0	0	0	0	0
Total	**-1,167**	**1,167**	**0**	**0**	**0**	**0**	**0**
17. DEVELOPMENT RESERVE					**919** 00-000 0 FAU var 726 0		
Reserve	0	606,013	0	0	0	0	606,013
Total	**0**	**606,013**	**0**	**0**	**0**	**0**	**606,013**
18. AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)					**920** 0 5598 FAU 9964 726 0		
Reserve	0	676,547	0	0	0	0	676,547
Total	**0**	**676,547**	**0**	**0**	**0**	**0**	**676,547**
19. FY 90-91 ROAD REHABILITATION PROGRAM (#9)					**930** 89-033a 5650 FAU var 726 0		
Pre Eng	0	0	0	0	0	0	0
Constr	-7,768	7,768	0	0	0	0	0
Total	**-7,768**	**7,768**	**0**	**0**	**0**	**0**	**0**
20. INTERSECTION SAFETY PROGRAM					**931** 00-000 0 FAU var 726 0		
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21. FY 90-91 SIGNAL SAFETY IMPROVEMENTS					**932** 91-008 5844 FAU var 726 0		
Pre Eng	33,115	-33,115	0	0	0	0	0
Constr	3,899	219,901	0	0	0	0	223,800
Total	**37,014**	**186,786**	**0**	**0**	**0**	**0**	**223,800**
22. NW 13TH AVENUE INTERSECTIONS IMPROVEMENT					**933** 00-000 0 FAU var 726 0		
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23. FY 92-93 ROAD REHAB (B-H HWY)					**940** 91-013B 6979 FST 9228 40 0		
Constr	1,016,091	0	0	0	0	0	1,016,091
Total	**1,016,091**	**0**	**0**	**0**	**0**	**0**	**1,016,091**
24. FY 92-93 SIGNAL SAFETY REMODELS					**941** 0 0 FST VAR 0		
Pre Eng	0	30,000	0	0	0	0	30,000
Constr	0	258,768	0	0	0	0	258,768
Total	**0**	**288,768**	**0**	**0**	**0**	**0**	**288,768**
Total City of Portland	**1,575,088**	**4,043,238**	**0**	**0**	**0**	**0**	**5,618,326**

MULTNOMAH COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year				
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized
25. HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)					**506** 84-097 2914 FAU 9366 726 0	
Pre Eng	-75,689	75,689	0	0	0	0
Constr	197,696	-197,696	0	0	0	0
Total	**122,007**	**-122,007**	**0**	**0**	**0**	**0**
26. NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL					**541** 88-014 4863 FAU 9879 726 0	
Pre Eng	11,587	0	0	0	0	11,587
Constr	-18,307	18,307	0	0	0	0
Total	**-6,720**	**18,307**	**0**	**0**	**0**	**11,587**
Total Multnomah County	**115,287**	**-103,700**	**0**	**0**	**0**	**11,587**

CLACKAMAS COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year				
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized
27. LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)					**68** 80-104 146 FAU 9473 703 0	
Pre Eng	0	16,238	0	0	0	16,238
Rt-of-Way	-38,694	248,770	0	0	0	210,076
Constr	1,119,154	97,455	0	0	0	1,216,609
Total	**1,080,460**	**362,463**	**0**	**0**	**0**	**1,442,923**
28. RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I					**553** 10037 705 FAU 9702 ns 0	
Constr	-50	50	0	0	0	0
Total	**-50**	**50**	**0**	**0**	**0**	**0**
29. 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE					**578** 10051B 500 FAU 9653 703 0	
Rt-of-Way	1,548	85,445	0	0	0	86,993
Constr	61,550	-61,550	0	0	0	0
Total	**63,098**	**23,895**	**0**	**0**	**0**	**86,993**

30. RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION					769 86-083 4180 FAU 9736 703 0			
Pre Eng	0	184,866	0	0	0	0	184,866	
Total	**0**	**184,866**	**0**	**0**	**0**	**0**	**184,866**	
31. BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE					855 10249 2375 FAU 9742 703 0			
Constr	0	147,547	0	0	0	0	147,547	
Total	**0**	**147,547**	**0**	**0**	**0**	**0**	**147,547**	
32. MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD					892 90-063 5651 FAP 26 1E 5.5			
Pre Eng	0	100,000	0	0	0	0	100,000	
Reserve	0	0	0	0	0	0	0	
Total	**0**	**100,000**	**0**	**0**	**0**	**0**	**100,000**	
Total Clackamas County	**1,143,508**	**818,821**	**0**	**0**	**0**	**0**	**1,962,329**	

WASHINGTON COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
33. COMPLETED PROJECTS NOT VOUCHERED					1 00000 00000		
Constr	-34,052	0	0	0	0	0	-34,052
34. BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE					395 10251 2089 FAU 9091 141 8.3		
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
35. HALL / MCDONALD INTERSECTION IMPROVEMENTS					396 85-024 3719 FAU 9091 141 6.07		
Rt-of-Way	0	293	0	0	0	0	293
Constr	6,462	-293	0	0	0	0	6,169
Total	**6,462**	**0**	**0**	**0**	**0**	**0**	**6,462**
36. E STREET - PACIFIC AVENUE TO 23RD AVENUE					572 86-020 2426 FAU 9012 734 0		
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
37. NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY					752 10128 1304 FAU 9043 734 0		
Constr	0	102,405	0	0	0	0	102,405
Total	**0**	**102,405**	**0**	**0**	**0**	**0**	**102,405**
38. WASHINGTON COUNTY RESERVE					836 00-000 0 VAR var na 0		
Reserve	0	142	0	0	0	0	142
Total	**0**	**142**	**0**	**0**	**0**	**0**	142
39. MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL					866 89-016 4622 FAU 9032 734 0		
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Washington County	**-27,590**	**102,547**	**0**	**0**	**0**	**0**	**74,957**

TRI-MET PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
40. TRI-MET RIDESHARE PROGRAM					102 80-043 0 VAR var na 0		
Constr	45,846	-45,846	0	0	0	0	0
Operating	-69,166	122,344	0	0	0	0	53,178
Total	**-23,320**	**76,498**	**0**	**0**	**0**	**0**	**53,178**
41. LIGHT RAIL VEHICLE PURCHASE (T)					695 00-000 0 OR var na 0		
Non-Hwy Cp	850,000	0	0	0	0	0	850,000
Total	**850,000**	**0**	**0**	**0**	**0**	**0**	**850,000**
Total Tri-Met	**826,680**	**76,498**	**0**	**0**	**0**	**0**	**903,178**

HIGHWAY DIVISION PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
42. STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD					133 77-068 359 FAU 9565 3 6		
Constr	0	22,000	0	0	0	0	22,000
Total	**0**	**22,000**	**0**	**0**	**0**	**0**	**22,000**
43. OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT					390 80-112 46 FAU 9234 143 7.4		

Constr	0	28,451	0	0	0	0	28,451
Total	**0**	**28,451**	**0**	**0**	**0**	**0**	**28,451**
44. US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL					397 10234 1470 FAP 9873 26 14.4		
Constr	0	11,470	0	0	0	0	11,470
Total	**0**	**11,470**	**0**	**0**	**0**	**0**	**11,470**
45. HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING					853 10252 976 FAU 9565 3 10.9		
Constr	0	1,353	0	0	0	0	1,353
Total	**0**	**1,353**	**0**	**0**	**0**	**0**	**1,353**
46. OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK					875 86-077 3290 FAU 9234 143 6.9		
Constr	44,053	-43,850	0	0	0	0	203
Total	**44,053**	**-43,850**	**0**	**0**	**0**	**0**	**203**
Total Highway Division	**44,053**	**19,424**	**0**	**0**	**0**	**0**	**63,477**

METRO REGION AND RESERVE PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
47. UNALLOCATED FEDERAL-AID URBAN FUNDS					114 00-000 0 VAR var na 0		
Reserve	0	92,685	0	0	0	0	92,685
Total	**0**	**92,685**	**0**	**0**	**0**	**0**	**92,685**
48. METRO PLANNING					126 0 0 VAR var na 0		
Pre Eng	0	86,000	0	0	0	0	86,000
Total	**0**	**86,000**	**0**	**0**	**0**	**0**	**86,000**
Total Metro Region and Reserve	**0**	**178,685**	**0**	**0**	**0**	**0**	**178,685**
Metro Region Total	**2,101,938**	**1,092,275**	**0**	**0**	**0**	**0**	**3,194,213**

REPORT TOTAL

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
Report Total	**3,677,026**	**5,135,513**	**0**	**0**	**0**	**0**	**8,812,539**

2002 MTIP
APPENDIX 9:

INTERSTATE TRANSFER PROGRAM TABLE

Metro Transportation Improvement Program
FEDERAL-AID INTERSTATE TRANSFER
Effective January 31, 2002

REGIONAL ALLOCATION PROJECTS

Phase	Obligated	Estimated Expenditures by Federal Fiscal Year 2000	2001	2002	Post 2003	2003	Authorized
1. FINAL VOUCHERED PROJECTS							0 00000 00000
Pre Eng	447,648	0	0	0	0	0	447,648
Rt-of-Way	1,339,429	0	0	0	0	0	1,339,429
Constr	5,879,244	0	0	0	0	0	5,879,244
Operating	155,015	0	0	0	0	0	155,015
Reserve	0	0	0	0	0	0	0
2. RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)							107 00-000 0 VAR var na 0
Reserve	0	1,323,006	0	0	0	0	1,323,006
Total	**0**	**1,323,006**	**0**	**0**	**0**	**0**	**1,323,006**
3. BANFIELD TRANSITWAY - HIGHWAY FUNDS							115 80-900 719 FAP 68 2 0
Pre Eng	5,506,103	0	0	0	0	0	5,506,103
Rt-of-Way	7,926,209	3,441	0	0	0	0	7,929,650
Constr	14,194,022	42	0	0	0	0	14,194,064
Total	**27,626,334**	**3,483**	**0**	**0**	**0**	**0**	**27,629,817**
4. BANFIELD TRANSITWAY - TRANSIT FUNDS(T)							116 80-900 0 TRA 68 2 0
Pre Eng	10,956,546	0	0	0	0	0	10,956,546
Rt-of-Way	13,371,853	0	0	0	0	0	13,371,853
Constr	120,384,576	0	0	0	0	0	120,384,576
Total	**144,712,975**	**0**	**0**	**0**	**0**	**0**	**144,712,975**
5. METRO SYSTEM PLANNING - W/S CORRIDOR(T)							117 10013 697 TRA var na 0
Pre Eng	2,194,266	0	0	0	0	0	2,194,266
Total	**2,194,266**	**0**	**0**	**0**	**0**	**0**	**2,194,266**
6. BANFIELD TRANSITWAY - METRO PLANNING(T)							118 80-404 0 TRA var 2 0
Pre Eng	300,050	0	0	0	0	0	300,050
Total	**300,050**	**0**	**0**	**0**	**0**	**0**	**300,050**
7. TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)							120 80-404 0 TRA var na 0
Pre Eng	428,000	0	0	0	0	0	428,000
Total	**428,000**	**0**	**0**	**0**	**0**	**0**	**428,000**
8. INCIDENT RESPONSE EQUIPMENT							122 93-028 6718 FAI 0
Constr	0	595,000	0	0	0	0	595,000
Total	**0**	**595,000**	**0**	**0**	**0**	**0**	**595,000**
9. METRO PLANNING							126 0 0 VAR var na 0
Pre Eng	2,314,004	44,075	0	0	0	0	2,358,079
Total	**2,314,004**	**44,075**	**0**	**0**	**0**	**0**	**2,358,079**
10. MCLOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD							127 93-028 6718 FAP 26 1E 4.3
Pre Eng	2,352,939	0	0	0	0	0	2,352,939
Total	**2,352,939**	**0**	**0**	**0**	**0**	**0**	**2,352,939**
11. MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)							128 00-000 0 FAP 26 1E 0
Reserve	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0
Pre AA	0	0	0	0	0	0	0
Alt Anal	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12. MCLOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY(T)							130 00-000 0 TRA 26 1E 0
Pre Eng	100,000	0	0	0	0	0	100,000
Total	**100,000**	**0**	**0**	**0**	**0**	**0**	**100,000**
13. MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD							134 77-159a 4872 FAP 26 1E 4.3
Rt-of-Way	8,296,000	394,825	0	0	0	0	8,690,825
Total	**8,296,000**	**394,825**	**0**	**0**	**0**	**0**	**8,690,825**
14. MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224							136 77-159b 4873 FAP 26 1E 4.6
Pre Eng	7,874	-7,874	0	0	0	0	0
Constr	10,220,383	88,617	0	0	0	0	10,309,000
Reserve	0	0	0	0	0	0	0
Total	**10,228,257**	**80,743**	**0**	**0**	**0**	**0**	**10,309,000**
15. BUS PURCHASES (TRI-MET)							154 93-030 8122 TRA var na 0
Non-Hwy Cp	3,000,000	0	0	0	0	0	3,000,000
Reserve	0	0	0	0	0	0	0
Total	**3,000,000**	**0**	**0**	**0**	**0**	**0**	**3,000,000**

16. POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II					164 76-012 113 FAP 24 26 3.5			
Pre Eng	515,641	0	0	0	0	0	515,641	
Rt-of-Way	6,697,690	0	0	0	0	0	6,697,690	
Constr	4,020,853	0	0	0	0	0	4,020,853	
Reserve	0	0	0	0	0	0	0	
Total	**11,234,184**	**0**	**0**	**0**	**0**	**0**	**11,234,184**	
17. FREEWAY MANAGEMENT OPERATIONS CENTER					262 90-006A 6662 na na var 0			
Constr	17,084	69,166	0	0	0	0	86,250	
Total	**17,084**	**69,166**	**0**	**0**	**0**	**0**	**86,250**	
18. YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION					269 79-038 129 VAR var 726 0			
Pre Eng	1,914,066	71,416	0	0	0	0	1,985,482	
Constr	72,102	-27,780	0	0	0	0	44,322	
Reserve	0	0	0	0	0	0	0	
Total	**1,986,168**	**43,636**	**0**	**0**	**0**	**0**	**2,029,804**	
19. BANFIELD LRT STATION AREA PLANNING PROGRAM(T)					290 80-900 1534 TRA 68 2 0			
Pre Eng	1,028,075	0	0	0	0	0	1,028,075	
Total	**1,028,075**	**0**	**0**	**0**	**0**	**0**	**1,028,075**	
20. TRI-MET RIDESHARE PROGRAM					295 80-313 2151 VAR var na 0			
Operating	1,881,536	53,177	0	0	0	0	1,934,713	
Total	**1,881,536**	**53,177**	**0**	**0**	**0**	**0**	**1,934,713**	
21. PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)					310 80-032 0 TRA var 726 0			
Pre Eng	72,311	0	0	0	0	0	72,311	
Total	**72,311**	**0**	**0**	**0**	**0**	**0**	**72,311**	
22. BANFIELD LRT CAPITAL GRANT - (FFA)					434 0 0 FAP 68 2 0			
Reserve	0	0	0	0	0	0	0	
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
23. METRO TECHNICAL ASSISTANCE					440 89-025 0 VAR var na 0			
Operating	65,878	0	0	0	0	0	65,878	
Total	**65,878**	**0**	**0**	**0**	**0**	**0**	**65,878**	
24. MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)					588 00-000 0 TRA 26 1E 0			
Pre Eng	130,855	0	0	0	0	0	130,855	
Total	**130,855**	**0**	**0**	**0**	**0**	**0**	**130,855**	
25. LIGHT RAIL VEHICLE PURCHASE (T)					695 00-000 0 OR var na 0			
Non-Hwy Cp	2,863,490	0	0	0	0	0	2,863,490	
Reserve	0	0	0	0	0	0	0	
Total	**2,863,490**	**0**	**0**	**0**	**0**	**0**	**2,863,490**	
26. NW NICOLAI ST - NW 29TH TO NW 24TH					731 79-038 129 FAU 9302 726 0			
Rt-of-Way	39,063	0	0	0	0	0	39,063	
Constr	2,173,166	0	0	0	0	0	2,173,166	
Reserve	0	0	0	0	0	0	0	
Total	**2,212,229**	**0**	**0**	**0**	**0**	**0**	**2,212,229**	
27. NW YEON AVE - NW ST HELENS RD TO NW NICOLAI					733 79-038 364 FAP 1 2W 0			
Rt-of-Way	760,217	0	0	0	0	0	760,217	
Constr	9,839,200	211,545	0	0	0	0	10,050,745	
Reserve	0	0	0	0	0	0	0	
Total	**10,599,417**	**211,545**	**0**	**0**	**0**	**0**	**10,810,962**	
28. NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE					734 79-038 367 FAU 9296 726 4.3			
Rt-of-Way	150,552	0	0	0	0	0	150,552	
Constr	1,679,640	0	0	0	0	0	1,679,640	
Reserve	0	0	0	0	0	0	0	
Total	**1,830,192**	**0**	**0**	**0**	**0**	**0**	**1,830,192**	
29. VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE					735 79-038 387 FAU 9296 726 2.7			
Constr	1,000,912	763	0	0	0	0	1,001,675	
Total	**1,000,912**	**763**	**0**	**0**	**0**	**0**	**1,001,675**	
30. FRONT - YEON CONNECTION					738 79-038 586 FAU 9300 726 0			
Rt-of-Way	1,003,071	0	0	0	0	0	1,003,071	
Constr	4,452,733	0	0	0	0	0	4,452,733	
Reserve	0	0	0	0	0	0	0	
Total	**5,455,804**	**0**	**0**	**0**	**0**	**0**	**5,455,804**	
31. REGIONAL RESERVE					755 00-000 0 VAR var na 0			
Reserve	0	11,802	0	0	0	0	11,802	
Total	**0**	**11,802**	**0**	**0**	**0**	**0**	**11,802**	
32. PHASE I ALTERNATIVES ANALYSIS(T)					765 80-404 0 TRA var na 0			
Pre Eng	250,000	0	0	0	0	0	250,000	
Total	**250,000**	**0**	**0**	**0**	**0**	**0**	**250,000**	
33. BANFIELD TRAFFIC MONITORING PROGRAM					771 10183 1806 FAP 68 2 0			
Constr	108,963	0	0	0	0	0	108,963	

Reserve	0	0	0	0	0	0	0
Total	**108,963**	**0**	**0**	**0**	**0**	**0**	**108,963**
34. SUNSET LIGHT RAIL PROGRAM(T)					773 10033 0 TRA 27 47 0		
Pre Eng	500,004	0	0	0	0	0	500,004
Total	**500,004**	**0**	**0**	**0**	**0**	**0**	**500,004**
35. NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM					802 84-016 2358 VAR var 726 0		
Pre Eng	83,027	59,008	0	0	0	0	142,035
Total	**83,027**	**59,008**	**0**	**0**	**0**	**0**	**142,035**
36. TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING					822 91-009 6356 FAU 9341 726 0		
Pre Eng	311,500	-41,200	0	0	0	0	270,300
Constr	3,123,425	22,600	0	0	0	0	3,146,025
Total	**3,434,925**	**-18,600**	**0**	**0**	**0**	**0**	**3,416,325**
37. SUNSET HIGHWAY RAMP METERING					827 10231 2235 FAP 27 47 67.2		
Pre Eng	32,848	7,152	0	0	0	0	40,000
Constr	679,291	50,709	0	0	0	0	730,000
Total	**712,139**	**57,861**	**0**	**0**	**0**	**0**	**770,000**
38. I-205 BUSLANES WITHDRAWAL RESERVE(T)					907 00-000 0 TRA 205 64 17.79		
Reserve	0	73,607	0	0	0	0	73,607
Pre AA	0	0	0	0	0	0	0
Total	**0**	**73,607**	**0**	**0**	**0**	**0**	**73,607**
39. SOUTH/NORTH LRT EXTENSION					939 00-000 8791 TRA 29-9022 na 9.13		
Pre Eng	0	12,305,958	0	0	0	0	12,305,958
Env Study	1,600,000	987,950	0	0	0	0	2,587,950
Pre AA	997,050	0	0	0	0	0	997,050
Alt Anal	987,950	673,768	0	0	0	0	1,661,718
Total	**3,585,000**	**13,967,676**	**0**	**0**	**0**	**0**	**17,552,676**
40. PORTLAND AIRPORT GROUND ACCESS STUDY							943 TRA 0
Sys Study	0	300,000	0	0	0	0	300,000
Total	**0**	**300,000**	**0**	**0**	**0**	**0**	**300,000**
Total Regional Allocation	**258,426,354**	**17,270,773**	**0**	**0**	**0**	**0**	**275,697,127**

CITY OF PORTLAND PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
41. FINAL VOUCHERED PROJECTS							0 00000 00000
Pre Eng	1,246,823	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	-1	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0
42. N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE					9 75-019 1690 FAU 9956 123 0		
Rt-of-Way	327,636	0	0	0	0	0	327,636
Constr	2,857,047	0	0	0	0	0	2,857,047
Total	**3,184,683**	**0**	**0**	**0**	**0**	**0**	**3,184,683**
43. I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING					21 76-009 305 FAU var 726 0		
Constr	92,898	1	0	0	0	0	92,899
Total	**92,898**	**1**	**0**	**0**	**0**	**0**	**92,899**
44. HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH					28 79-071 115 FAU 9326 59 1.9		
Pre Eng	306,967	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	2,610,577
Total	**3,114,848**	**0**	**0**	**0**	**0**	**0**	**3,114,848**
45. ARTERIAL STREET 3R PROGRAM					43 89-033 5383 VAR var 726 0		
Pre Eng	214,832	0	0	0	0	0	214,832
Constr	5,800,526	0	0	0	0	0	5,800,526
Total	**6,015,358**	**0**	**0**	**0**	**0**	**0**	**6,015,358**
46. MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION					153 80-081 2345 VAR var 726 0		
Pre Eng	19,043	0	0	0	0	0	19,043
Constr	0	0	0	0	0	0	0
Total	**19,043**	**0**	**0**	**0**	**0**	**0**	**19,043**
47. SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON					189 78-069 389 FAU 9800 726 0		
Pre Eng	23,139	0	0	0	0	0	23,139
Total	**23,139**	**0**	**0**	**0**	**0**	**0**	**23,139**
48. SW BROADWAY - SW 4TH TO SW 6TH					200 10092 582 FAU 9345 726 0		
Pre Eng	98,012	0	0	0	0	0	98,012
Constr	403,933	0	0	0	0	0	403,933

Total	**501,945**	**0**	**0**	**0**	**0**	**0**	**501,945**
49. BEAVERTON HILLSDALE HWY(OR10) - CAPITOL HWY TO SCHOLLS FY RD					**243** 78-050 383 FAU 9228 40 3.4		
Pre Eng	298,044	0	0	0	0	0	298,044
Rt-of-Way	476,620	0	0	0	0	0	476,620
Constr	1,646,619	1	0	0	0	0	1,646,620
Total	**2,421,283**	**1**	**0**	**0**	**0**	**0**	**2,421,284**
50. ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE					**271** 79-067 2107 FAP 1 2W 4.8		
Pre Eng	62,165	-11,012	0	0	0	0	51,153
Rt-of-Way	0	256	0	0	0	0	256
Constr	156,183	-147,650	0	0	0	0	8,533
Total	**218,348**	**-158,406**	**0**	**0**	**0**	**0**	**59,942**
51. W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT					**282** 79-058 0 FAU 9326 59 0		
Pre Eng	27,972	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	464,840
Total	**562,632**	**0**	**0**	**0**	**0**	**0**	**562,632**
52. NORTHWEST PORTLAND TRANSPORTATION STUDY					**285** 79-035 1088 VAR var 726 0		
Pre Eng	28,804	0	0	0	0	0	28,804
Total	**28,804**	**0**	**0**	**0**	**0**	**0**	**28,804**
53. NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE					**286** 80-006 588 FAU 9300 726 0		
Pre Eng	243,537	0	0	0	0	0	243,537
Rt-of-Way	113,373	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	4,200,481
Total	**4,557,391**	**0**	**0**	**0**	**0**	**0**	**4,557,391**
54. MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)					**298** 79-056 458 FAU 9962 120 1.5		
Pre Eng	2,394,082	16	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	3,145,000
Constr	8,065,583	-2,665,173	0	0	0	0	5,400,410
Total	**15,984,665**	**-5,045,157**	**0**	**0**	**0**	**0**	**10,939,508**
55. NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205					**301** 79-055 881 FAU 9966 123 9.4		
Pre Eng	298,577	0	0	0	0	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	225,649
Constr	2,462,096	20,095	0	0	0	0	2,482,191
Total	**2,986,322**	**20,095**	**0**	**0**	**0**	**0**	**3,006,417**
56. SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD					**309** 80-015 709 FAU 9361 726 0		
Pre Eng	525,897	218	0	0	0	0	526,115
Rt-of-Way	23,477	0	0	0	0	0	23,477
Constr	1,526,115	14,473	0	0	0	0	1,540,588
Total	**2,075,489**	**14,691**	**0**	**0**	**0**	**0**	**2,090,180**
57. SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD					**515** 84-078 2535 FAU 9420 726 0		
Pre Eng	182,543	-190	0	0	0	0	182,353
Rt-of-Way	11,365	4,785	0	0	0	0	16,150
Constr	1,334,549	6,581	0	0	0	0	1,341,130
Total	**1,528,457**	**11,176**	**0**	**0**	**0**	**0**	**1,539,633**
58. 82ND AVENUE - SISKIYOU TO BROADWAY					**551** 79-049a 732 FAU 9713 68 0		
Pre Eng	46,546	0	0	0	0	0	46,546
Constr	201,357	0	0	0	0	0	201,357
Total	**247,903**	**0**	**0**	**0**	**0**	**0**	**247,903**
59. NW 23RD AVE / BURNSIDE					**626** 10093 733 FAU 9326 726 0		
Pre Eng	188,500	0	0	0	0	0	188,500
Rt-of-Way	206,125	-1,914	0	0	0	0	204,211
Constr	1,024,279	-581,200	0	0	0	0	443,079
Total	**1,418,904**	**-583,114**	**0**	**0**	**0**	**0**	**835,790**
60. NW 21ST/22ND - THURMAN TO FRONT					**630** 10126 743 FAU 9317 726 0		
Pre Eng	54,230	0	0	0	0	0	54,230
Total	**54,230**	**0**	**0**	**0**	**0**	**0**	**54,230**
61. NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS					**631** 10017 545 VAR var 726 0		
Pre Eng	33,000	67,117	0	0	0	0	100,117
Constr	137,253	12,383	0	0	0	0	149,636
Total	**170,253**	**79,500**	**0**	**0**	**0**	**0**	**249,753**
62. CITYWIDE SIGNAL SYSTEM ANALYSIS					**660** 80-042 620 VAR var 726 0		
Pre Eng	1,039,873	46,143	0	0	0	0	1,086,016
Constr	2,849,392	-41,882	0	0	0	0	2,807,510
Total	**3,889,265**	**4,261**	**0**	**0**	**0**	**0**	**3,893,526**
63. CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR					**662** 84-091 0 VAR var 2 0		
Pre Eng	110,276	0	0	0	0	0	110,276
Constr	1,077,626	0	0	0	0	0	1,077,626
Total	**1,187,902**	**0**	**0**	**0**	**0**	**0**	**1,187,902**

64. COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRXINGS					712 10131 768 FAU 9956 726 0		
Pre Eng	116,429	0	0	0	0	0	116,429
Total	**116,429**	**0**	**0**	**0**	**0**	**0**	**116,429**
65. NORTHWEST RIDESHARE					723 10090 0 VAR var 726 0		
Operating	32,519	0	0	0	0	0	32,519
Total	**32,519**	**0**	**0**	**0**	**0**	**0**	**32,519**
66. BANFIELD FIRE LINE					724 80-900 0 FAP 68 2 0		
Pre Eng	15,842	-15,842	0	0	0	0	0
Total	**15,842**	**-15,842**	**0**	**0**	**0**	**0**	**0**
67. SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD					726 10133 2013 FAU 9398 726 0		
Pre Eng	123,318	0	0	0	0	0	123,318
Total	**123,318**	**0**	**0**	**0**	**0**	**0**	**123,318**
68. MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY					727 10132 1412 FAU 9366 726 0		
Pre Eng	102,834	0	0	0	0	0	102,834
Constr	871,736	0	0	0	0	0	871,736
Total	**974,570**	**0**	**0**	**0**	**0**	**0**	**974,570**
69. 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2					730 79-049b 700 FAU 9713 68 4.2		
Pre Eng	637,049	-158,482	0	0	0	0	478,567
Rt-of-Way	861,868	-493	0	0	0	0	861,375
Constr	1,074,344	158,483	0	0	0	0	1,232,827
Total	**2,573,261**	**-492**	**0**	**0**	**0**	**0**	**2,572,769**
70. NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)					751 10140 1250 FAU 9300 726 0		
Pre Eng	291,123	-24,540	0	0	0	0	266,583
Constr	2,024,513	0	0	0	0	0	2,024,513
Total	**2,315,636**	**-24,540**	**0**	**0**	**0**	**0**	**2,291,096**
71. N VANCOUVER WAY - ML KING AVENUE TO MARINE DRIVE					762 10149 1555 FAU 9960 726 0		
Pre Eng	239,869	0	0	0	0	0	239,869
Rt-of-Way	0	0	0	0	0	0	0
Constr	2,470,712	0	0	0	0	0	2,470,712
Total	**2,710,581**	**0**	**0**	**0**	**0**	**0**	**2,710,581**
72. BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK					808 80-900 0 FAI 84 2 0		
Constr	149,405	-149,405	0	0	0	0	0
Total	**149,405**	**-149,405**	**0**	**0**	**0**	**0**	**0**
73. SIGNAL MODIFICATIONS(3) - NORTH PORTLAND					840 84-001 2362 VAR var 726 0		
Pre Eng	53,850	-49,958	0	0	0	0	3,892
Constr	-237	50,195	0	0	0	0	49,958
Total	**53,613**	**237**	**0**	**0**	**0**	**0**	**53,850**
74. NEW CBD TRAFFIC SIGNALS(5)					841 84-003 2363 VAR var 726 0		
Pre Eng	16,543	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	274,050
Total	**290,593**	**0**	**0**	**0**	**0**	**0**	**290,593**
75. SIGNAL REPLACEMENTS(22)					842 84-002 2364 VAR var 726 0		
Pre Eng	32,689	0	0	0	0	0	32,689
Constr	680,957	-300	0	0	0	0	680,657
Total	**713,646**	**-300**	**0**	**0**	**0**	**0**	**713,346**
76. NE HOLLADAY LRT TRAFFIC SIGNALS					847 84-092 0 FAU 9903 726 0		
Constr	422,546	0	0	0	0	0	422,546
Total	**422,546**	**0**	**0**	**0**	**0**	**0**	**422,546**
77. NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE					854 80-011 835 FAU 9917 123 9.4		
Pre Eng	425,850	-304,995	0	0	0	0	120,855
Total	**425,850**	**-304,995**	**0**	**0**	**0**	**0**	**120,855**
78. NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO					857 84-051 2464 FAU 9961 726 0		
Pre Eng	169,856	0	0	0	0	0	169,856
Constr	1,094,682	0	0	0	0	0	1,094,682
Total	**1,264,538**	**0**	**0**	**0**	**0**	**0**	**1,264,538**
79. AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE					858 84-022 2355 FAU 9964 726 0		
Pre Eng	1,805,245	-1	0	0	0	0	1,805,244
Total	**1,805,245**	**-1**	**0**	**0**	**0**	**0**	**1,805,244**
80. AIRPORT WAY EMBANKMENT (2/5)					859 84-022b 4112 FAU 9964 726 0		
Pre Eng	41,981	-41,981	0	0	0	0	0
Constr	2,628,165	-233,044	0	0	0	0	2,395,121
Total	**2,670,146**	**-275,025**	**0**	**0**	**0**	**0**	**2,395,121**
81. AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)					860 84-022a 5001 FAU 9964 726 0		
Pre Eng	71,784	-71,784	0	0	0	0	0
Constr	4,658,905	93,303	0	0	0	0	4,752,208
Total	**4,730,689**	**21,519**	**0**	**0**	**0**	**0**	**4,752,208**

82. AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)					861 84-022e 5002 FAU 9964 726 0			
Constr	7,209,916	-255,772	0	0	0	0	6,954,144	
Pending	0	0	0	0	0	0	0	
Total	**7,209,916**	**-255,772**	**0**	**0**	**0**	**0**	**6,954,144**	
83. JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE					902 91-014 8007 FAU 9704 703 0			
Pre Eng	299,710	-196,860	0	0	0	0	102,850	
Constr	0	897,150	0	0	0	0	897,150	
Total	**299,710**	**700,290**	**0**	**0**	**0**	**0**	**1,000,000**	
84. 45TH AVENUE - HARNEY TO GLENWOOD					906 91-015 6358 FAU 9708 726 0			
Pre Eng	0	0	0	0	0	0	0	
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
85. AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)					918 84-022c 3384 FAU 9964 726 0			
Constr	1,757,392	-9,428	0	0	0	0	1,747,964	
Total	**1,757,392**	**-9,428**	**0**	**0**	**0**	**0**	**1,747,964**	
86. AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)					920 0 5598 FAU 9964 726 0			
Constr	528,455	72,205	0	0	0	0	600,660	
Total	**528,455**	**72,205**	**0**	**0**	**0**	**0**	**600,660**	
Total City of Portland	**108,439,104**	**-5,898,502**	**0**	**0**	**0**	**0**	**102,540,602**	

MULTNOMAH COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
87. FINAL VOUCHERED PROJECTS					0 00000	00000	
Pre Eng	184,980	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0
88. 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)					138 85-053 5571 FAU 9877 726 0		
Pre Eng	18,844	70,550	0	0	0	0	89,394
Constr	554,361	0	0	0	0	0	554,361
Reserve	0	0	0	0	0	0	0
Total	**573,205**	**70,550**	**0**	**0**	**0**	**0**	**643,755**
89. 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST					139 80-048 546 FAU 9883 726 0		
Pre Eng	193,822	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	752,971
Constr	2,237,277	87,960	0	0	0	0	2,325,237
Reserve	0	50,000	0	0	0	0	50,000
Total	**3,184,070**	**137,960**	**0**	**0**	**0**	**0**	**3,322,030**
90. 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2					205 77-078 1688 FAU 9867 726 0		
Pre Eng	283,968	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	1,879,806
Reserve	0	27,637	0	0	0	0	27,637
Total	**3,320,444**	**27,637**	**0**	**0**	**0**	**0**	**3,348,081**
91. 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)					214 78-012 590 FAU 9867 726 0		
Pre Eng	274,787	0	0	0	0	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	2,275,366
Reserve	0	40,457	0	0	0	0	40,457
Total	**2,798,792**	**40,457**	**0**	**0**	**0**	**0**	**2,839,249**
92. SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE					244 78-049 118 FAU 9966 59 11.3		
Pre Eng	77,415	0	0	0	0	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	471,623
Total	**561,874**	**-790**	**0**	**0**	**0**	**0**	**561,084**
93. MT HOOD AT BIRDSDALE(POWELL/ 190TH INTERSECTION IMPROVEMENT)					293 77-064 366 FAP 24 26 10.3		
Pre Eng	361,918	-3,248	0	0	0	0	358,670
Rt-of-Way	571,693	-3,043	0	0	0	0	568,650
Constr	1,404,287	30,540	0	0	0	0	1,434,827
Total	**2,337,898**	**24,249**	**0**	**0**	**0**	**0**	**2,362,147**
94. BURNSIDE ST - STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH					294 76-034 132 FAU 9822 726 0		
Rt-of-Way	222,417	0	0	0	0	0	222,417
Constr	1,754,683	0	0	0	0	0	1,754,683
Reserve	0	65,269	0	0	0	0	65,269
Total	**1,977,100**	**65,269**	**0**	**0**	**0**	**0**	**2,042,369**
95. US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE					404 78-049C 2091 FAU 9966 123 0		
Constr	63,452	3,179	0	0	0	0	66,631

Total	**63,452**	**3,179**	**0**	**0**	**0**	**0**	**66,631**
96. HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)					506 84-097 2914 FAU 9366 726 0		
Constr	1,704,961	295,039	0	0	0	0	2,000,000
Sys Study	0	0	0	0	0	0	0
Total	**1,704,961**	**295,039**	**0**	**0**	**0**	**0**	**2,000,000**
97. NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL					541 88-014 4863 FAU 9879 726 0		
Constr	45,040	2,057	0	0	0	0	47,097
Total	**45,040**	**2,057**	**0**	**0**	**0**	**0**	**47,097**
98. SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD(I)					831 84-014c 2586 FAU 9235 726 0		
Pre Eng	0	54,272	0	0	0	0	54,272
Total	**0**	**54,272**	**0**	**0**	**0**	**0**	**54,272**
99. SE STARK STREET - 242ND AVENUE TO 257TH AVENUE					837 10206 2036 FAU 9810 726 0		
Pre Eng	16,594	25,906	0	0	0	0	42,500
Constr	1,306,481	10,039	0	0	0	0	1,316,520
Total	**1,323,075**	**35,945**	**0**	**0**	**0**	**0**	**1,359,020**
100. SE STARK STREET - 221ST AVENUE TO 242ND AVENUE					844 85-054 3686 FAU 9810 726 0		
Pre Eng	151,555	-18,700	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	263,500
Constr	1,232,946	133,794	0	0	0	0	1,366,740
Reserve	0	127,704	0	0	0	0	127,704
Total	**1,648,001**	**242,798**	**0**	**0**	**0**	**0**	**1,890,799**
101. NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)					864 89-025 7058 FAU 9867 726 0		
Pre Eng	3,127	103,123	0	0	0	0	106,250
Constr	2,791,990	-107,277	0	0	0	0	2,684,713
Reserve	0	0	0	0	0	0	0
Total	**2,795,117**	**-4,154**	**0**	**0**	**0**	**0**	**2,790,963**
Total Multnomah County	**28,356,619**	**994,468**	**0**	**0**	**0**	**0**	**29,351,087**

CLACKAMAS COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
102. FINAL VOUCHERED PROJECTS							0 00000 00000
Pre Eng	311,529	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0
103. LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)					68 80-104 146 FAU 9473 703 0		
Rt-of-Way	**616,984**	0	0	0	0	0	**616,984**
Constr	**456,129**	0	0	0	0	0	**456,129**
Total	**1,073,113**	**0**	**0**	**0**	**0**	**0**	**1,073,113**
104. SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I					77 77-147 127 FAU 9718 703 0		
Pre Eng	**24,075**	0	0	0	0	0	**24,075**
Rt-of-Way	**121,950**	**43,732**	0	0	0	0	**165,682**
Constr	**338,292**	0	0	0	0	0	**338,292**
Total	**484,317**	**43,732**	**0**	**0**	**0**	**0**	**528,049**
105. HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)					124 77-037 384 FAP 74 171 0		
Pre Eng	**487,891**	0	0	0	0	0	**487,891**
Rt-of-Way	**2,878,114**	0	0	0	0	0	**2,878,114**
Constr	**4,994,657**	0	0	0	0	0	**4,994,657**
Reserve	0	18,526	0	0	0	0	18,526
Total	**8,360,662**	**18,526**	**0**	**0**	**0**	**0**	**8,379,188**
106. OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE					125 76-007 1670 FAP 78 160 0		
Pre Eng	1,167,420	0	0	0	0	0	1,167,420
Rt-of-Way	5,077,369	0	0	0	0	0	5,077,369
Constr	16,383,423	13,325	0	0	0	0	16,396,748
Total	**22,628,212**	**13,325**	**0**	**0**	**0**	**0**	**22,641,537**
107. STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD					133 77-068 359 FAU 9565 3 6		
Pre Eng	247,612	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	576,772
Constr	1,063,213	0	0	0	0	0	1,063,213
Reserve	0	222,880	0	0	0	0	222,880
Total	**1,887,597**	**222,880**	**0**	**0**	**0**	**0**	**2,110,477**
108. JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG					405 86-076 3355 FAU 9704 703 0		
Constr	903,860	-31,500	0	0	0	0	872,360
Reserve	0	29,650	0	0	0	0	29,650
Total	**903,860**	**-1,850**	**0**	**0**	**0**	**0**	**902,010**

109. OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT					438 78-116 1182 FAU 9665 703 0		
Pre Eng	77,433	1,174	0	0	0	0	78,607
Constr	21,266	7,948	0	0	0	0	29,214
Total	**98,699**	**9,122**	**0**	**0**	**0**	**0**	**107,821**
110. KING RD AND 42ND(PORTION) - 44TH TO 42ND/MONROE SE OF 42ND					500 85-055 3626 FAU 9714 703 0		
Pre Eng	34,360	15,640	0	0	0	0	50,000
Constr	170,332	19,481	0	0	0	0	189,813
Total	**204,692**	**35,121**	**0**	**0**	**0**	**0**	**239,813**
111. RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I					553 10037 705 FAU 9702 ns 0		
Pre Eng	285,494	22,052	0	0	0	0	307,546
Rt-of-Way	154,865	-3,565	0	0	0	0	151,300
Constr	1,270,593	71,280	0	0	0	0	1,341,873
Reserve	0	0	0	0	0	0	0
Total	**1,710,952**	**89,767**	**0**	**0**	**0**	**0**	**1,800,719**
112. 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE					578 10051B 500 FAU 9653 703 0		
Pre Eng	638,963	7,036	0	0	0	0	645,999
Rt-of-Way	764,684	200,916	0	0	0	0	965,600
Constr	2,768,074	25,494	0	0	0	0	2,793,568
Total	**4,171,721**	**233,446**	**0**	**0**	**0**	**0**	**4,405,167**
113. THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)					581 10052 2024 FAU 9698 703 0		
Pre Eng	133,320	31,197	0	0	0	0	164,517
Constr	10,625	-10,625	0	0	0	0	0
Total	**143,945**	**20,572**	**0**	**0**	**0**	**0**	**164,517**
114. RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II					764 10037 660 FAU 9718 703 0		
Pre Eng	69,937	0	0	0	0	0	69,937
Rt-of-Way	454,074	0	0	0	0	0	454,074
Constr	540,025	0	0	0	0	0	540,025
Reserve	0	676	0	0	0	0	676
Total	**1,064,036**	**676**	**0**	**0**	**0**	**0**	**1,064,712**
115. RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION					769 86-083 4180 FAU 9736 703 0		
Pre Eng	382,501	67,499	0	0	0	0	450,000
Total	**382,501**	**67,499**	**0**	**0**	**0**	**0**	**450,000**
116. SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II					838 77-147 385 FAU 9718 703 0		
Pre Eng	124,611	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	212,189
Constr	1,182,225	0	0	0	0	0	1,182,225
Reserve	0	0	0	0	0	0	0
Total	**1,519,025**	**0**	**0**	**0**	**0**	**0**	**1,519,025**
117. HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY					839 10236 2140 FAU 9739 703 0		
Pre Eng	48,835	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	315,486
Total	**364,321**	**0**	**0**	**0**	**0**	**0**	**364,321**
118. HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING					853 10252 976 FAU 9565 3 10.9		
Pre Eng	70,762	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	225,547
Reserve	0	7,082	0	0	0	0	7,082
Total	**321,482**	**7,082**	**0**	**0**	**0**	**0**	**328,564**
119. BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE					855 10249 2375 FAU 9742 703 0		
Pre Eng	0	0	0	0	0	0	0
Constr	140,046	316,219	0	0	0	0	456,265
Total	**140,046**	**316,219**	**0**	**0**	**0**	**0**	**456,265**
120. HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE					904 00-000 0 FAU 9714 703 0		
Pre Eng	0	50,000	0	0	0	0	50,000
Total	**0**	**50,000**	**0**	**0**	**0**	**0**	**50,000**
121. JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)					905 86-94 4202 FAU 9704 703 0		
Pre Eng	0	0	0	0	0	0	0
Constr	0	222,308	0	0	0	0	222,308
Total	**0**	**222,308**	**0**	**0**	**0**	**0**	**222,308**
Total Clackamas County	**49,956,553**	**1,348,425**	**0**	**0**	**0**	**0**	**51,304,978**

WASHINGTON COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
122. FINAL VOUCHERED PROJECTS					0 00000 00000		
Pre Eng	212,501	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	329,293

Constr	13,056,943	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0
123. ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217					93 80-085 306 FAU 9088 ns 0		
Pre Eng	94,911	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	1,512,382
Constr	1,645,255	32,775	0	0	0	0	1,678,030
Total	**3,252,548**	**32,775**	**0**	**0**	**0**	**0**	**3,285,323**
124. SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I					95 77-070 469 FAU 9326 734 0		
Pre Eng	62,186	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	843,437
Reserve	0	0	0	0	0	0	0
Total	**1,049,343**	**0**	**0**	**0**	**0**	**0**	**1,049,343**
125. SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY					97 77-046 850 FAU 9030 ns 0		
Constr	1,764,919	0	0	0	0	0	1,764,919
Reserve	0	0	0	0	0	0	0
Total	**1,764,919**	**0**	**0**	**0**	**0**	**0**	**1,764,919**
126. HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE					121 79-076 376 FAP 27 144 69.2		
Pre Eng	506,912	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	1,934,681
Constr	6,908,401	36,463	0	0	0	0	6,944,864
Total	**9,349,994**	**36,463**	**0**	**0**	**0**	**0**	**9,386,457**
127. CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY					132 80-038 139 FAU 9022 734 0		
Pre Eng	155,945	0	0	0	0	0	155,945
Rt-of-Way	159,293	26,007	0	0	0	0	185,300
Constr	2,586,470	79,001	0	0	0	0	2,665,471
Total	**2,901,708**	**105,008**	**0**	**0**	**0**	**0**	**3,006,716**
128. OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET					207 76-027 350 FAP 32 29 6.5		
Pre Eng	183,477	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	994,422
Constr	953,957	16,909	0	0	0	0	970,866
Total	**2,131,856**	**16,909**	**0**	**0**	**0**	**0**	**2,148,765**
129. HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2					208 80-079 0 FAP 79 144 6.7		
Pre Eng	286,778	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	948,734
Total	**1,469,262**	**0**	**0**	**0**	**0**	**0**	**1,469,262**
130. FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE					236 78-057 2233 FAU 9064 142 7.9		
Pre Eng	83,025	-2,108	0	0	0	0	80,917
Constr	152,281	-944	0	0	0	0	151,337
Total	**235,306**	**-3,052**	**0**	**0**	**0**	**0**	**232,254**
131. HALL / MCDONALD INTERSECTION IMPROVEMENTS					396 85-024 3719 FAU 9091 141 6.07		
Constr	31,713	0	0	0	0	0	31,713
Total	**31,713**	**0**	**0**	**0**	**0**	**0**	**31,713**
132. OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE					469 85-006 2933 FAP var 1W 10.43		
Constr	32,741	-1,615	0	0	0	0	31,126
Total	**32,741**	**-1,615**	**0**	**0**	**0**	**0**	**31,126**
133. CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD					585 10060 738 FAU 9022 734 0		
Pre Eng	404,643	0	0	0	0	0	404,643
Constr	2,242,410	166,943	0	0	0	0	2,409,353
Total	**2,647,053**	**166,943**	**0**	**0**	**0**	**0**	**2,813,996**
134. MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY					586 10059 549 FAU 9067 734 0		
Pre Eng	662,431	0	0	0	0	0	662,431
Rt-of-Way	1,865,039	-39	0	0	0	0	1,865,000
Constr	4,721,033	42,000	0	0	0	0	4,763,033
Reserve	0	0	0	0	0	0	0
Total	**7,248,503**	**41,961**	**0**	**0**	**0**	**0**	**7,290,464**
135. GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL					725 86-037 4115 FAU 9207 734 .76		
Pre Eng	11,349	0	0	0	0	0	11,349
Constr	28,651	-3,271	0	0	0	0	25,380
Total	**40,000**	**-3,271**	**0**	**0**	**0**	**0**	**36,729**
136. HALL BOULEVARD AT BURNHAM STREET - SIGNAL					728 85-033 3913 FAU 9091 141 5.53		
Constr	1,814	-1,814	0	0	0	0	0
Total	**1,814**	**-1,814**	**0**	**0**	**0**	**0**	**0**
137. NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY					752 10128 1304 FAU 9043 734 0		
Pre Eng	818,367	78	0	0	0	0	818,445
Rt-of-Way	2,908,417	45,333	0	0	0	0	2,953,750
Constr	4,800,571	-64,353	0	0	0	0	4,736,218

Total	**8,527,355**	**-18,942**	**0**	**0**	**0**	**0**	**8,508,413**
138. OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO					**828** 79-85a 691 FAP 32 29 11.28		
Rt-of-Way	1,195,100	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0
Total	**1,195,100**	**0**	**0**	**0**	**0**	**0**	**1,195,100**
139. SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION					**829** 85-010 2353 FAU 9234 143 9.38		
Pre Eng	131,632	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	650,865
Total	**1,017,528**	**79,629**	**0**	**0**	**0**	**0**	**1,097,157**
140. HALL BOULEVARD - ALLEN TO GREENWAY					**830** 10237 2354 FAU 9091 734 .9		
Pre Eng	180,760	-53,260	0	0	0	0	127,500
Rt-of-Way	577,786	55,464	0	0	0	0	633,250
Constr	0	0	0	0	0	0	0
Total	**758,546**	**2,204**	**0**	**0**	**0**	**0**	**760,750**
141. WASHINGTON COUNTY RESERVE					**836** 00-000 0 VAR var na 0		
Reserve	0	259,349	0	0	0	0	259,349
Total	**0**	**259,349**	**0**	**0**	**0**	**0**	**259,349**
142. CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD					**867** 89-029 5183 FAU 9053 734 0		
Constr	75,000	0	0	0	0	0	75,000
Total	**75,000**	**0**	**0**	**0**	**0**	**0**	**75,000**
143. OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK					**875** 86-077 3290 FAU 9234 143 6.9		
Constr	703,943	111,197	0	0	0	0	815,140
Total	**703,943**	**111,197**	**0**	**0**	**0**	**0**	**815,140**
Total Washington County	**58,032,969**	**823,744**	**0**	**0**	**0**	**0**	**58,856,713**

REPORT TOTAL

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
Report Total	**503,211,599**	**14,538,908**	**0**	**0**	**0**	**0**	**517,750,507**

2002 MTIP
APPENDIX 10:

PRIORITIES 2000 AND 2002 CONDITIONS OF PROJECT APPROVAL

PRIOITIES 2002 MTIP UPDATE
CONDITIONS OF PROGRAM APPROVAL

ROAD MODERNIZATION

WM6 While the I-5/Nyberg Overcrossing project is fully funded through this MTIP, it is Bond Program eligible and could apply for funding from that program.

MM1 The $750,000 for the Gresham/Multnomah County ITS project is contingent on first use of the funds to develop and implement technology needed to implement traffic adaptive signal timing in the region.

WM6 The $2.328 million for the I-5/Nyberg Interchange widening project is contingent on vigorous pursuit by the sponsor, Metro and ODOT of State Bond funding for the balance needed to complete the $3.507 million project (federal share), except that, should the needed funding not be forthcoming from that resource, Metro will allocate the balance of $1.18 million ($96,000 right of way and $1.084 million construction), plus inflation of one year, from the next allocation of regional STP funds.

TRANSIT-ORIENTED DEVELOPMENT

PTOD1 The $800,000 for the Gateway Regional Center TOD is contingent on execution of an Agreement Letter between Metro's Planning Director and the Portland Development Commission's Development Director.

TRANSIT

The $4.106 for the Transit Investment Program Reserve is contingent on Tri-Met developing a five-year transit service and capital plan with input from the Metro Council, JPACT and TPAC. Upon completion, an MTIP amendment to allocate the reserve to specific start-up and/or capital projects will be considered.

TRANSIT DEMAND MANAGEMENT PROGRAM

TDM4&5 The TDM Subcommittee is authorized to make project allocations from 2040 Initiatives and TMA Stabilization program funds hereby approved and is directed to report on such allocations periodically to TPAC.

MAINLINE FREEWAY

WM1 The $359,000 for PE for the U.S. 26 Widening from Murray to 185th is allocated to a Reserve Account, to be made available to the project sponsor at such time as an

amendment of the 2000 RTP Financially Constrained Network has been approved, demonstrating increased funding or decreased Washington County project costs and air quality conformity of the ultimate intended scope and concept of the project with the State Implementation Plan. Additionally, this allocation is predicated on Washington County funding one-half the project construction cost.

CM5 The $2.0 million for the Sunrise Corridor EIS/PE project is intended to support the following:

- $1.0 toward the DEIS/FEIS/PE for the segment extending from I-205 to the Rock Creek Junction, with all other costs needed to complete the DEIS/FEIS/PE provided by ODOT and Clackamas County; and
- $1.0 million for completion of exceptions" findings needed for the portion of the project extending from Rock Creek to U.S. 26 and for the preparation of a Damascus Area Concept Plan upon completion of Metro's UGB Periodic Review.
- This allocation is subject to Metro's review of scope and budget to carry out these activities. Specific allocations to the defined work may change accordingly.

PEDESTRIAN PROJECTS

RP1 Tri-Met and Metro shall complete the transit priority sidewalk inventorym define a Pedestrian to Transit Program and coordinate with local governments for recommendation of a program of projects for consideration in the next MTIP Update.

ALL PROJECTS

- Any project, regardless of fundtype, approved for funding in the MTIP, by this or any preceding action, shall coordinate with Tri-Met regarding sidewalk and bus shelter components.

EXHIBIT 2:

CONDITIONS ATTACHED TO PRIORITIES 2000 PROJECT APPROVALS

1. The Sunnyside Road @ Mount Scott Creek Bridge, Foster Rd @ Kelly Creek Bridge and Hwy 213/Beavercreek Road allocations, as they relate to restoration of salmon runs, are subject to more detailed review sessions on project scope.
2. The Capital Highway pedestrian improvement is subject to funding from the library.
3. I-5 Trade Corridor funds would be withdrawn if a federal discretionary grant is awarded.
4. Transit and 2040 Initiatives allocations are subject to review of Tri-Met's adopted annual service plan.
5. The Regional Contribution for Bus Purchase funds will be reimbursed to the region in the event that the PDX Light Rail project is not implemented.
6. Washington County Commuter Rail allocation is subject to approval of a work program.
7. The $1.7 million increase of funding for Tri-Met's Transit Choices for Livability program, which brings regional funding to $5.7 million from $4.0 million, is partially to assure implementation of rapid bus service within a broadly defined Barbur Corridor.
8. Any regional funds left after completion of the Murray Overcrossing project will be used to support PE for the Hall Boulevard project (WBL6), up to $0.045, the Cornell Boulevard right of way phase (WBL1), up to $0.540, and the Washington County Bus Stop Enhancements (WTr2), up to $0.500.
9. Funds for the Washington County Bus Stop Enhancements, should they become available, will be jointly allocated to Tri-Met and Washington County; should consider city locations and should integrate with any TCL funded Barber/Hwy 99 rapid bus project.
10. Allocation of funds to the Wilsonville TDM program is subject to agreement by the TDM Subcommittee on coordination of services between SMART and Tri-Met.
11. The Interstate ITS project funding is authorized to transfer to the Barber Blvd. corridor (whose technical ranking tied that of the Interstate project) if Interstate MAX accomplishes the Interstate ITS improvement.
12. Multnomah County shall consider restoration of $0.500 million to the joint Gresham/Multnomah County ITS program from state gas tax increases.
13. Multnomah County and the City of Portland will jointly provide $0.150 million to match the regional commitment of $0.100 for preliminary engineering of the Morrison Bridge Bikeway.
14. All allocations are subject to consistency with Metro's Street Design Guidelines.
15. All ITS allocations are subject to TPAC review of more detailed scopes.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3178 FOR THE PURPOSE OF ADOPTING THE FY 2002-2005 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND CONSOLIDATING ACTIONS OF RESOLUTION NO. 01-3025B (2002 MTIP PROJECT SELECTION PROCEDURES) AND NO. 01-3098A (ALLOCATION OF FY 2004-2005 STP/CMAQ FUNDS)

Date: February 21, 2002

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Planning Department

This resolution would approve the FY 2002-2005 Metropolitan Transportation Improvement Program (MTIP). It would integrate the Priorities 2002 allocations of FY 2004-2005 Surface Transportation Improvement Program (STP) funds ($30.8 million) and Congestion Mitigation/Air Quality (CMAQ) funds ($19.8 million), with funds already programmed in the FY 2000-2003 MTIP. It would approve the Oregon Department of Transportation (ODOT) programming of freeway expansion, pavement preservation, bridge rehabilitation, safety and operations funds proposed for obligation on projects within the Portland urban area. It would also approve programming of transit funds proposed by Tri-Met, including fixed guideway New Start funds (e.g., Interstate MAX and South Corridor planning and engineering), rail and bus maintenance funds and other miscellaneous transit categories (but excluding the bulk of Tri-Met general funds).

BACKGROUND AND ANALYSIS

Content and Timing of the MTIP.

Metro is the Portland-area's designated Metropolitan Planning Organization (MPO). Under federal regulations, Metro must develop an MTIP every two years. The MTIP must identify all projects that are approved to obligate federal transportation funds, their phases, the type of funds authorized for expenditure and the year in which each phase of work is approved to spend money. The MTIP must also describe "significant" non-federally funded transportation projects in sufficient detail that their potential negative or positive regional air quality effects can be modeled.

The MTIP covers four federal fiscal years of funding (October 1, 2001 to September 30, 2005). The first three years of projects rely on funding that is "reasonably anticipated." Federal regulations allow a fourth year to be included for information purposes. The fourth year does not need to be constrained to expected funding. The 2002 MTIP includes a fourth year of programming and, although some degree of overprogramming occurs, projects approved are considered to be regional commitments that will be honored with the next available regional funds. Tables listing the total program of regionally approved projects are shown in Section 2 of the MTIP that is included as Exhibit 1 of the Resolution.

Federally Mandated MTIP Elements

Federal planning regulations stipulate that a number of issues must be addressed in the MTIP, including:

- MTIP constraint to reasonably anticipated revenue;
- Project Prioritization (i.e., project selection criteria);
- Basis for project selection (i.e., how projects are chosen to advance each year);
- Air Quality Conformity;
- Environmental Justice;

- Public involvement opportunities; and
- MTIP relationship to implementation of Regional Transportation Plan (RTP) policies and reconciliation of competing RTP modal trade-offs.

The first 30 pages of the MTIP address these requirements and will not be further summarized here. The 2002 MTIP is constrained to reasonably anticipated revenue. Its project prioritization criteria fully reflect regional transportation and land use policies. Annual selection of projects to advance is achieved by a consensus process in consultation with ODOT and all the region's effected operating agencies. All project allocations have been found to conform with quantitative and qualitative considerations of the State Air Quality Implementation Plan. The current MTIP allocations reflect consideration of federally mandated Environmental Justice factors and have been made with ample opportunity for agency and public review and comment. Finally, the history of MTIP allocations and project implementation show a distinct record of consistent, focussed progress in achievement of RTP multi-modal system goals.

RECOMMENDED ACTION

Approval of Resolution No. 02-3178.

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