600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, August 27, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

9:30 AM	**1.**		**Call to Order and Declaration of a Quorum**	**Tom Kloster, Chair**
9:30 AM	**2.**		**Comments from the Chair and Committee Members** • Climate Smart Communities Project Status Update	**Tom Kloster, Chair**
9:40 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:45 AM	**4.**	*	Approval of the TPAC Minutes for July 30, 2010	
	5.		**ACTION ITEMS**	
9:50 AM	**5.1**		Update on Funding Options and Strategies for the Portland to Milwaukie Light Rail – DISCUSSION / RECOMMENDATION TO JPACT REQUESTED • *Purpose*: Understand federal 'New Starts" context for Agenda Item 5.2. • *Outcome*: Information sharing.	**Dave Unsworth, TriMet**
10:30 AM	**5.2**	*	Resolution No. 10-4185, "For the Purpose of Approving a Supplemental Multi-year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding for the Portland – Milwaukie Light Rail Transit Project, and Project Development for the Portland – Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-year Commitment of Regional Flexible Funds – RECOMMENDATION TO JPACT REQUESTED • *Purpose*: Recommendation to JPACT. • *Outcome*: Approval of Resolution No. 10-4185.	**Andy Cotugno**
10:45 AM	**5.3**	*	Resolution No. 10-XXXX, "For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area – RECOMMENDATION TO JPACT REQUESTED • *Purpose*: Recommendation to JPACT, the resolution that approves the 2010-13 schedule of federal transportation spending in the metropolitan region. • *Outcome*: Forward recommendation to JPACT to approve the 2010-13 MTIP.	**Ted Leybold**

Continued on back

6. INFORMATION / DISCUSSION ITEMS

11:30 AM **6.1** * Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – INFORMATION / DISCUSSION — **Michael Jordan, Chief Operating Officer**

- *Purpose*: Share staff's recommendation for a regional community investment strategy for the region.
- *Outcome*: Understanding of COO recommendation, its implications for transportation investments, schedule for Council action via growth management ordinance and MPAC role in decision-making, public outreach process.

12 PM **7. ADJOURN** — **Tom Kloster, Chair**

Upcoming TPAC meetings:

- Regular TPAC meeting scheduled for Friday, October 1, 2010 from 9:30 a.m. to noon, Metro Regional Center, Council Chambers.
- Regular TPAC meeting scheduled for Friday, October 29, 2010 from 9:30 a.m. to noon, Metro Regional Center, Council Chambers.
- Regular TPAC meeting scheduled for Friday, November 19, 2010 from 9:30 a.m. to noon, Metro Regional Center, Council Chambers.

* Material available electronically.
** Materials will be distributed at prior to the meeting.
# Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700#.

Upcoming JPACT action items:

- Resolution No. 10-XXXX, "For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area (**September 2, 2010**)
- Resolution No. 10-4185, "For the Purpose of Approving a Supplemental Multi-year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding for the Portland – Milwaukie Light Rail Transit Project, and Project Development for the Portland – Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-year Commitment of Regional Flexible Funds (**September 2010**)
- Portland to Lake Oswego Locally Preferred Alternative (**October 2010**)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
July 30, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Katherine Kelly	City of Gresham, Representing Cities of Multnomah Co.
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Alan Lehto	TriMet
Keith Liden	Citizen
Robin McArthur	Metro
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
John Reinhold	Citizen
Satvinder Sandhu	FHWA
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Jenny Weinstein	Citizen
Tracy Ann Whalen	Citizen
Rian Windsheimer	Oregon Department of Transportation

MEMBERS ABSENT	AFFILIATION
Brent Curtis	Washington County
John Hoefs	C-TRAN
Dean Lookingbill	SW Washington RTC
Dave Nordberg	Oregon Department of Environmental Quality
Sharon Zimmerman	Washington Department of Transportation
Scott King	Port of Portland
Mara Gross	Citizen

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Phil Healy	Port of Portland

STAFF: Beth Cohen, Colin Deverell, John Irvine, Tom Kloster, Ted Leybold, Robin McArthur, Tony Mendoza, John Mermin, Kelsey Newell, Deb Redman, Dylan Rivera, Amy Rose.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair McArthur introduced Dylan Rivera, Metro's new Senior Public Affairs Specialist, and welcomed him to the meeting.

The committee discussed recent events relating to TPAC. Topics included the July 8, 2010, JPACT meeting regarding Regional Flexible Fund Allocation (RFFA) and the cancellation of the June TPAC meeting. Noting the divided vote on RFFA, committee members expressed that more discussion of the allocation targets in TPAC would have been beneficial to JPACT.

Mr. Rian Windsheimer of ODOT discussed the 2014-2015 STIP candidate projects.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. CONSENT AGENDA

- Approval of the TPAC minutes from May 28, 2010.
- Approval of Resolution 10-4176, "For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program to Change the Scope of Work on the Southeast Harmony Road: Highway 224 to 82nd Avenue Project."

MOTION: Mr. Alan Lehto moved, and Ms. Elissa Gertler seconded, to approve the consent agenda.

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

5. JPACT ENDORSEMENT LETTERS

TIGER II Grant Applicants
The committee discussed JPACT Endorsement Letters concerning several TIGER II Grant Applications. The projects discussed were:

- Sunrise Corridor – Hwy 212: Hwy 224 to 162nd Ave., Sunrise Corridor Multiuse Path: Lawnfield to Hwy 212 and I-205 Multiuse Path to Hwy 212
- Electric Vehicle Corridor Connectivity
- NW Graham Road Reconstruction and NW Swigert Way Extension
- I-5 Corridor Transit
- Sellwood Bridge Replacement
- Southeast Corridor Project: Connecting Communities

Members discussed project funding and sponsorships. Committee members proposed that project names, funding numbers and sponsorship language should be consistent with ODOT's master list.

MOTION: Mr. Paul Smith moved, and Ms. Karen Schilling seconded, to recommend to JPACT the TIGER II Grant Endorsement Letters with the proposed language modifications.

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

HUD Sustainability Grant Application

Ms. Beth Cohen of Metro presented information to the committee regarding the region's application for a U.S. Department of Housing and Urban Development (HUD) Sustainability Grant and the related Resolution 10-4174. The grant would fund a consortium comprised of key stakeholders to pursue a Housing Equity and Opportunity Strategy consistent with the goals of the 2040 Growth Concept. The application stipulates that participation from the region's Metropolitan Planning Organization, JPACT, is required.

The committee inquired about the potential structure of the consortium, its relationship to the Community Investment Strategy, and the relationship between housing equity and transportation investments.

MOTION: Mr. John Reinhold moved, Mr. Alan Lehto seconded, to recommend to JPACT Resolution No. 10-4174.

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

6. EAST METRO CORRIDOR WORK PROGRAM, SCHEDULE AND BUDGET

7. SOUTHWEST CORRIDOR

8. RESOLUTION 10-4179, "FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS"

9. RESOLUTION 10-4177, "FOR THE PURPOSE OF AMENDING THE JANUARY 2008 MTIP (FY 2008-2011) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS"

Mr. Tony Mendoza of Metro briefed the committee on the East Metro and Southwest Corridor refinement plans and related resolutions. Mr. Mendoza described the prioritization of the East Metro corridor following the passage of the 2035 Regional Transportation Plan (RTP) and its relationship to Metro's six desired development outcomes. Approximately $2.4 billion in projects exist in the corridor. The Southwest Corridor plan represents a longer-term project due to land-use and high capacity transit elements. Several sources of planning funds were identified,

including Metropolitan Transportation Improvement Program (MTIP) allocations, federal grant applications and next fiscal year's allotments.

Committee members discussed desired language changes within the Resolutions.

MOTION: Ms. Karen Schilling moved, Mr. Sorin Garber seconded to approve Resolution No.10-4179 and Resolution No. 10-4177 with the following changes:

- All instances of the phrase "freight and local trips" modified to read, "through trips."
- All instances of the phrase "main streets" modified to read, "major streets."

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

10. UPDATE ON THE 2012-2015 REGIONAL FLEXIBLE FUND ALLOCATION PROCESS

Mr. Ted Leybold of Metro presented to the committee an update on the RFFA process. As deemed by JPACT, two task forces would address the target areas for allocation: one combined Active Transportation and Freight Initiatives group and an Environmental Justice (EJ) working group. The function of the EJ group would be to examine and evaluate potential allocation areas to ensure some direction towards underserved communities, including the elderly and disabled.

Committee members discussed the Legislature's directive to ODOT to pursue least-cost planning in their projects. Some members were concerned that such a model would not serve a variety of needs and indicated the desire for more information on the process and steps involved.

11. ADJOURN

Chair Robin McArthur adjourned the meeting at 11:46 a.m.

Respectfully submitted,

Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 30, 2010
The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	7/30/2010	Revised Agenda	073010t-01
2	Memo	7/28/2010	2014-15 STIP Funding, Scoping & Outreach Schedule for ODOT, Region 1	073010t-02
4	Handout	n/a	Final Resolution No. 10-4176, Harmony Rd. MTIP Amendment	073010t-03
5	Letter	n/a	Draft TIGER II Letter of Endorsement - Gresham Industrial Access Improvement Project	073010t-04
5	Handout	n/a	Supplemental for TIGER II Letter of Endorsement - NW Graham Rd.	073010t-05
5	Spreadsheet	n/a	TIGER II Pre-applications	073010t-06
5	Spreadsheet	7/30/2010	Summary of Current Federal Grant Applications	073010t-07
5	Handout	n/a	Resolution No. 10-4174, HUD Grant Consortium	073010t-08
5	Handout	n/a	Housing Equity and Opportunity Strategy Declaration of Cooperation	073010t-09
6	Flowchart	7/27/2010	DRAFT East Metro Connections Work Plan Summary	073010t-10
6	Handout	7/28/2010	SW Corridor Plan Principles for Project Success	073010t-11
6	Schedule	n/a	SW Corridor Plan Schedule, Scope & Budget	073010t-12
8	Handout	n/a	Revised DRAFT Resolution No. 10-4179, SW Corridor & East Metro UPWP Amendments - Track Changes	073010t-13
8	Handout	n/a	Revised DRAFT Resolution No. 10-4179, SW Corridor & East Metro UPWP Amendments - Clean Version	073010t-14
9	Handout	n/a	Revised DRAFT Resolution No. 10-4177, SW Corridor & East Metro MTIP Amendments - Track Changes	073010t-15
9	Handout	n/a	Revised DRAFT Resolution No. 10-4177, SW Corridor & East Metro MTIP Amendments - Track Changes	073010t-16

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COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

August 20, 2010

Dear JPACT Colleagues:

As you may know, the Federal Transit Administration (FTA) has concluded that while they cannot commit to provide 60 percent "New Starts" funding toward the Portland-Milwaukie Light Rail Project's capital costs, they can provide 50 percent, up to $735 million. This project has strong FTA support because of the substantial ridership, multimodal benefits (the transit bridge with safe bicycle and pedestrian crossings and sped up bus routes for example) and potential to provide 14,000 jobs.

Currently, the project design and cost reflects a finance framework with a local match predicated on a 60 percent federal match. If the Project is to stay on schedule, opening in 2015, and match a 50 percent FTA grant, cost reductions to the current design and/or additional local match will be needed. With a 50 percent federal share, it takes $2 in cuts to make a $1 reduction in local match. Therefore, it has been proposed that a combination of both cuts and additional local revenue be used to meet the federal grant requirements and build the project on time. TriMet is currently considering about $90 million in project scope reductions and $90 million in increased local match. A number of sources are being pursued including the attached proposal for extending and expanding the commitment of Regional Flexible Funds.

The Regional Flexible Funds portion of the proposed funding strategy is to increase the level of funds committed over time and extend the multi-year commitment two years. In addition to helping to finalize construction funding for the Portland-Milwaukie Light Rail project this proposed multi-year commitment would provide funding to allow the Lake Oswego to Portland Transit Project to advance to Preliminary Engineering and the Southwest Corridor to initiate the Alternatives Analysis/Environmental Impact Statement process. A draft resolution and staff report is attached that describes this approach in detail.

Unfortunately, we don't have much time, and action on this proposal is needed in September. The schedule is driven by the objective of starting construction of the new Willamette River transit and bike/pedestrian bridge portion of the project in the summer of 2011 during the limited summer window that in-water construction will be allowed. If we miss that window, the cost of delay substantially increases the size of the funding problem. Action in September is needed to stay on schedule with design review by the FTA allowing them to authorize proceeding with in-water construction next summer.

I am proposing that this resolution be included on the September 2, 2010 JPACT agenda for approval. (Remember, the JPACT meeting got moved to September 2 to avoid a conflict with Rosh Hashanah.) However, because this is coming with such short notice, I am also asking JPACT members to schedule a back-up September 16 meeting date to take action in the event JPACT is not prepared to act on September 2. If the project is to stay on schedule so that the region secures the FTA commitment of $735 million and the 14,000 jobs that follow, it simply can't wait until the October 14 JPACT meeting.

Please contact Kelsey Newell at Kelsey.newell@oregonmetro.gov or (503) 797-1916, to confirm your attendance at a special September 16 meeting.

Sincerely,

Carlotta Collette, JPACT Chair

Cc: Metro Council

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A SUPPLEMENTAL MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2015-2027, FUNDING THE PORTLAND – MILWAUKIE LIGHT RAIL TRANSIT PROJECT, AND PROJECT DEVELOPMENT FOR THE PORTLAND – LAKE OSWEGO TRANSIT PROJECT, AND THE SOUTHWEST CORRIDOR AND AUTHORIZING EXECUTION OF AN AMENDMENT TO THE EXISTING INTERGOVERNMENTAL AGREEMENT WITH TRIMET REGARDING THE MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS	)	RESOLUTION NO. 10-4185 Introduced by Councilor Carlotta Collette

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, and as such is authorized by the U.S. Department of Transportation to program federal transportation funds allocated by federal law to the Portland region in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Metro is authorized by the Oregon Department of Transportation (ODOT) to program Congestion Mitigation/Air Quality (CMAQ) funds allocated to the Portland metropolitan region by ODOT in the MTIP; and

WHEREAS, TriMet is the duly authorized public transportation provider for the Portland metropolitan region and as such is an eligible recipient of federal transportation funds through the MTIP; and

WHEREAS, at the recommendation of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council adopted Resolution No. 08-3942 "For the Purpose of Proposing Allocation of Regional Flexible Funding to Regional Transportation Programs for the Years 2012 and 2013, and to Bond Payments for Contributions to the Milwaukie Light Rail Transit and Wilsonville to Beaverton Commuter Rail Projects for the Years 2012-2025 Pending Public Comment Period and Air Quality Conformity," which established a multi-year commitment to TriMet of regional flexible funds totaling $144.8 million for the purpose of providing a net present value contribution of $72.5 million to the Portland-Milwaukie Light Rail Project and $13.3 million for the Commuter Rail Project; and

WHEREAS, at the recommendation of JPACT, on March 18, 2010 the Metro Council adopted Resolution No. 10-4133 "For the Purpose of Endorsing a Multi-Year Commitment of Regional Flexible Funds for the Portland-Milwaukie Light Rail Transit Project and Supplemental Commitment to the Beaverton-Wilsonville Commuter Rail Project," which authorized execution of an intergovernmental agreement between Metro and TriMet that enumerated the obligations of the parties with regard to the multi-year commitment of funds initially endorsed under Resolution No. 08-3942; and

WHEREAS, the Federal Transit Administration (FTA) has advised TriMet that it would provide a maximum 50 percent share, rather than 60 percent share, of the cost of the Portland-Milwaukie Light Rail Transit Project with Section 5309 New Start funds, creating a funding shortfall that is planned to be resolved through a combination of scope reductions and supplemental funding contributions to the project; and

WHEREAS, the 2004 Regional Transportation Plan (RTP) prioritized preparation of a high capacity transit plan for the Lake Oswego-Portland corridor, and JPACT recommended and on December 13, 2007 the Metro Council approved Resolution No. 07-3887A "For the Purpose of Identifying Alternatives to Advance into a Draft Environmental Impact Statement for the Portland to Milwaukie Corridor Transit Project," which adopted the Lake Oswego-Portland corridor high capacity transit alternatives to be evaluated in a Draft Environmental Impact Statement, and the current project development schedule calls for selection of a locally preferred alternative and advancement into the preliminary engineering/final environmental impact stage during FY 2011; and

WHEREAS, JPACT recommended and on August 12, 2010 the Metro Council approved Resolution No. 10-4179 "For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for the Southwest Corridor and East Metro Corridor Refinement Plans" and Resolution No. 10-4177 "For the Purpose of Amending the January 2008 MTIP (FY 2008 – 2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans." which funded the Southwest Corridor Refinement Plan as part of a larger study that includes the preparation of Alternatives Analysis, Preliminary Engineering and Environmental Impact studies for high capacity transit in the Southwest Corridor, and

WHEREAS, on _____ JPACT recommended approval of Resolution No. 10-4185 as shown in Exhibit A for a supplemental commitment of $66 million of regional flexible fund to allow the contribution to the design and construction of the Portland-Milwaukie Light Rail Project to be increased by $27.4 million (making the total contribution $99.9 million) and, in addition, to allow a $6 million contribution for activities related to the preparation of preliminary engineering and environmental impact studies for the Lake Oswego-Portland Transit Project and a $6 million contribution for activities related to the preparation of Alternatives Analysis, preliminary engineering, and environmental impact studies for the Southwest Corridor; and

WHEREAS, the schedule for design and development of the Portland-Milwaukie Light Rail Transit Project currently anticipates issuing bonds secured in part by the supplemental regional flexible fund commitment described in Exhibit A to this resolution by or about May 2011; and

WHEREAS, JPACT recommended and the Metro Council approved Resolution No. 10-4160, the 2014-2015 Regional Flexible Fund Allocation Report, which described targets to be used in allocating regional flexible funds in the upcoming cycle of programming funds in the MTIP; now therefore

BE IT RESOLVED, that the Metro Council hereby:

- Approves the proposed supplemental commitment of regional flexible funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of an amendment to the intergovernmental agreement between Metro and TriMet approved under Resolution No. 10-4133, in a form approved by the Office of the Metro Attorney and consistent with this Resolution, that incorporates the supplemental multi-year commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses set forth in Table 2 of Exhibit A; and

- Directs staff to employ the targeted amount of funding for the "Regional Program HCT Development" shown in the"2014-15 Regional Flexible Fund Allocation –Policy Framework" enacted in Resolution No. 10-4160 to fulfill the supplemental commitment of regional flexible funds shown in Exhibit A for fiscal years 2014 and 2015.

ADOPTED by the Metro Council this [insert date] day of September, 2010.

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A

Exhibit A to Resolution 10-4185
Supplemental Multi-Year Commitment of Regional Flexible Funds for Portland-Milwaukie Light Rail Transit Project, Commuter Rail Project, and Project Development Activities for the Lake Oswego Transit Project and Southwest Corridor

1. The multi-year commitment of regional flexible funds for the region's high capacity transit program was last approved by Resolution No. 08-3942 and implemented by the intergovernmental agreement approved by Resolution No. 10-4133. The amounts previously approved and shown in Column A below are proposed to be supplemented to include the amounts shown in Column B to provide the total amounts shown in Column C:

Table 1: Multi-Year Commitment of Regional Flexible Funds

	A	B	C
Fiscal Year	Regional Flexible Funds Committed to Portland-Milwaukie LRT and Commuter Rail, Projects under Res. Nos. 08-3942 and 10-4133	Supplemental Commitment of Regional Flexible Funds for Portland-Milwaukie LRT Project and Other HCT Development Activities under Res. No. 10-4185 [this reso]	Total Amount of Regional Flexible Funds Committed to TriMet for Portland-Milwaukie LRT Project, and Other HCT Development Activities
2012	$3,700,000		$3,700,000
2013	$3,700,000		$3,700,000
2014	$3,700,000	$2,000,000	$5,700,000
2015	$3,700,000	$2,000,000	$5,700,000
2016	$13,000,000	$3,000,000	$16,000,000
2017	$13,000,000	$3,000,000	$16,000,000
2018	$13,000,000	$3,000,000	$16,000,000
2019	$13,000,000	$3,000,000	$16,000,000
2020	$13,000,000	$3,000,000	$16,000,000
2021	$13,000,000	$3,000,000	$16,000,000
2022	$13,000,000	$3,000,000	$16,000,000
2023	$13,000,000	$3,000,000	$16,000,000
2024	$13,000,000	$3,000,000	$16,000,000
2025	$13,000,000	$3,000,000	$16,000,000
2026		$16,000,000	$16,000,000
2027		$16,000,000	$16,000,000
	$144,800,000	$66,000,000	$210,800,000

As used in this resolution, the term "regional flexible funds" includes urban Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds, or any successor or replacement federal funding programs, allocated by formula or

agreement to the Portland metropolitan region. The MTIP will be amended to program these supplemental regional flexible funds for use by TriMet.

2. Subject to approval of the supplemental contribution of regional flexible funds shown in Column B of Table 1, TriMet will prepare and implement a financing program, in accordance with project development schedule for the Portland-Milwaukie Light Rail Transit Project, to provide through direct federal grants of regional flexible funds from Column C of Table 1 or equivalent amounts of its general funds, or a borrowing strategy employing regional flexible funds shown in Column C of Table 1 or equivalent amounts of general funds, or a combination thereof, the following amounts to the uses stated below:

Table 2: Contributions to Projects ($ Millions)

Project/Activity	Existing Contribution	Additional Contribution under Res. No. 10-4185 [this reso]	Total Contribution
Portland-Milwaukie Light Rail Transit Project	$72.5	$27.4	$99.9
Repayment to TriMet of Amounts Advanced for Commuter Rail Project	$13.3		$13.3
Portland-Lake Oswego Corridor Transit Project: for activities related to preparation of Preliminary Engineering and Environmental Impact Studies		$6.0	$6.0
Southwest Corridor for activities related to preparation of Alternatives Analysis, Preliminary Engineering, and Environmental Impact Studies		$6.0	$6.0
	$85.8	$39.4	$125.2

The amount shown above for the Portland-Milwaukie Light Rail Transit Project may be increased if financing terms allow.

3. A mix of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds that corresponds to the needs of TriMet's financing program will be used to fulfill the multi-year commitment of funds. Representatives of Metro and TriMet will cooperatively determine the appropriate mix of CMAQ and STP funds required by TriMet's financing program that will be used to fulfill the multi-year commitment of regional flexible funds.

4. TriMet intends to issue bonds secured in part by the annual amounts of regional flexible funds shown in Table 1 of this Exhibit A. Accordingly, the annual amounts shown in Column C of Table 1 are fully committed to TriMet in the amounts and during years indicated; subject only to authorization and appropriation of regional flexible funds by the federal government and the terms and conditions of existing intergovernmental agreement between Metro and TriMet approved by Resolution No. 10-4133.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4185, FOR THE PURPOSE OF APPROVING A SUPPLEMENTAL MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2015-2027, FUNDING THE PORTLAND-MILWAUKIE LIGHT RAIL TRANSIT PROJECT, AND PROJECT DEVELOPMENT FOR THE PORTLAND – LAKE OSWEGO TRANSIT PROJECT, AND THE SOUTHWEST CORRIDOR AND AUTHORIZING EXECUTION OF AN AMENDMENT TO THE EXISTING INTERGOVERNMENTAL AGREEMENT WITH TRIMET REGARDING THE MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS

Date: August 20, 2010

Prepared by: Andy Cotugno
503-797-1763

BACKGROUND

Based on a series of actions by JPACT and the Metro Council, TriMet was awarded a multi-year commitment of regional flexible funds for the development of the region's high capacity transit system. Most recently JPACT and Metro approved an intergovernmental agreement that provides TriMet a stream of regional flexible funds that would be bonded to provide a $72.5 million contribution to the Portland-Milwaukie LRT Project and a $13.3 million contribution to the Commuter Rail Project (TriMet has already provided these funds to the Commuter Rail Project and would be repaid for that contribution with the bond proceeds).

The proposed resolution expands and extends the multi-year stream of regional flexible funds currently committed to TriMet to support three regional high capacity transit priority projects. Specifically, the supplemental regional flexible funds shown in the proposed resolution would be bonded to provide $27.4 million in additional funding for the Portland-Milwaukie LRT Project, $6 million for preliminary engineering, final design, and environmental studies for the Lake Oswego to Portland Transit Project, and $6 million for alternatives analysis, environmental studies, and preliminary engineering for high capacity transit in the Southwest Corridor.

The Portland-Milwaukie LRT Project applied for FTA approval to enter Final Design based on a finance plan that proposed a 60 percent share of Section 5309 "New Starts" funds from the Federal Transit Administration (FTA). The project development schedule and finance plan are currently based on commencing in-water construction activities during the approved "fish window" in July 2011, which would only be possible if entry into Final Design is accomplished by or around December of this year. If that approval is not secured in time and the commencement of in-water construction cannot start by July 2011, the start of construction would be delayed until July 2012 and project costs would be anticipated to increase significantly due to inflation and other costs caused by the delay.

FTA recently notified TriMet that it would limit its contribution of New Starts funds for the Portland-Milwaukie LRT Project to a 50 percent share; creating a gap in the financial plan. The size of the gap depends on a complex array of factors including the exact combination of cutbacks and additional revenues that would be used to resolve the gap, the amount and timing of bonding programs employed, the timing of when funds would be available, and other factors. The current plan for filling the gap is predicated on about $90 million in cost reductions and $90 million in additional revenue.

In order to secure FTA approval to enter Final Design in time to commence in-water construction in July 2011, TriMet must resubmit a Final Design application and Final Environmental Impact Statement by about October 1st of this year that incorporates the scope reductions and specifies a revised finance plan based on the assumed 50 percent FTA New Starts share. Approval of the proposed supplemental contribution of Regional Flexible Funds would significantly assist in the development of a revised finance plan that would be acceptable to FTA by increasing the contributions to the project by $27.4 million. In order to fully meet the requirement of a balanced financial plan, an agreed upon list of scope reductions and other commitments of additional funds would be required from other participating governmental partners.

The region, through JPACT and the Metro Council, has established high capacity transit in the Lake Oswego-Portland corridor as a regional priority. A regional effort is currently underway to analyze alternatives in the corridor and to prepare a Draft Environmental Impact Statement (DEIS). Selection of a locally preferred alternative (LPA) by JPACT and the Metro Council is scheduled for later this year. The funds provided by this resolution allow $6 million to advance preliminary engineering, final design, environmental studies, and other FTA requirements for the Portland – Lake Oswego Transit Project. Metro will lead the completion of the alternative analysis and Draft Environmental Impact phase; TriMet will lead the preliminary engineering phase. Additional funding will be required from the participating governments to fund the remaining cost of these activities.

In the recently adopted Regional High Capacity Transit System Plan, the region, through JPACT and the Metro Council, has established the Southwest Corridor as the next priority corridor for high capacity transit development. In August, JPACT and Metro provided initial funding for the Southwest Corridor Refinement Plan. Following the Refinement Plan, JPACT and Metro anticipate initiating an alternatives analysis, environmental studies, and preliminary engineering on project options within the Corridor. The funds provided by this resolution allow $6 million to be provided for alternatives analysis, preliminary engineering, environmental studies and fulfilling other FTA requirements for high capacity transit options within the Southwest Corridor. Metro will lead the alternatives analysis and Draft Environmental Impact phase; TriMet will lead the preliminary engineering phase. Additional funding will be required from the participating governments to fund the remaining cost of these activities.

Beyond the priority for Portland to Milwaukie, Portland to Lake Oswego and Southwest Corridor established by JPACT and the Metro Council, the recently adopted High Capacity Transit System Plan provides a framework for advancing future corridors. This framework is defined around regional and local actions to increase the competitiveness of individual corridors through commitments of funding and land use actions to increase ridership. This framework could lead to future actions to consider Regional Flexible Funds leveraged with funding commitments by others to assist in advancing these future corridors.

By Resolution No. 10-4160, JPACT and the Metro Council established a policy framework for the 2014-2015 update to the Regional Flexible Funds. The framework targets $2 million in each of FY 2014 and FY 2015 for high capacity transit development. The supplemental commitment of funds proposed by this resolution would use this $2 million in Regional Flexible Funds in FY 2014 and 2015, increase it by $1 million per year to a total of $3 million per year in 2016 and extend the overall funding commitment two more years to 2026 and 2027 as follows:

Fiscal Year	Regional Flexible Funds Committed to Milwaukie LRT and Commuter Rail, Projects under Res. Nos. 08-3942 and 10-4133	Supplemental Commitment of Regional Flexible Funds for Milwaukie LRT Project, and Other HCT Development Activities
2012	$3,700,000	
2013	$3,700,000	
2014	$3,700,000	$2,000,000
2015	$3,700,000	$2,000,000
2016	$13,000,000	$3,000,000
2017	$13,000,000	$3,000,000
2018	$13,000,000	$3,000,000
2019	$13,000,000	$3,000,000
2020	$13,000,000	$3,000,000
2021	$13,000,000	$3,000,000
2022	$13,000,000	$3,000,000
2023	$13,000,000	$3,000,000
2024	$13,000,000	$3,000,000
2025	$13,000,000	$3,000,000
2026		$16,000,000
2027		$16,000,000

TriMet seeks JPACT and Metro Council approval of the supplemental multi-year commitment of regional flexible funds, as shown in the proposed resolution, and for an amendment to the existing intergovernmental agreement between TriMet and Metro in order to implement the supplemented commitment.

ANALYSIS/INFORMATION

1. **Known Opposition**: None known at this time.

2. **Legal Antecedents**: Resolution No. 08-3942 established a multi-year commitment to TriMet of regional flexible funds for the purpose of providing a $72.5 million to the Portland-Milwaukie Light Rail Project ("PMLRT") and $13.3 million for the Commuter Rail Project. Resolution No. 10-4133 authorized execution of an intergovernmental agreement between Metro and TriMet regarding the multi-year commitment of funds approved by Resolution No. 08-3942. The 2004 Regional Transportation Plan (RTP) prioritized preparation of a high capacity transit plan for the Lake Oswego-Portland corridor and Resolution No. 07-3887A adopted the Lake Oswego-Portland corridor high capacity transit alternatives to be evaluated in a Draft Environmental Impact Statement. Resolution No. 10-4179 funded the Southwest Corridor Refinement Plan as part of a larger Southwest Corridor Plan that includes the preparation of Alternatives Analysis, Preliminary Engineering, and Environmental Impact studies for the Southwest Corridor. Resolution No. 10-4160 established a policy framework for the 2014-2015 allocation of regional flexible funds. Further, Resolution No. 04-3498 endorsed the supplemental multi-year funding commitment of MTIP funds for the I-205/Mall project is an earlier example of reserving a portion for future flexible fundings for specific high capacity transit projects.

3. **Anticipated Effects**: Adoption of this resolution will help rebalance the financial plan for the Portland-Milwaukie LRT Project and allow TriMet to resubmit its application for entry into Final Design. Further it will assist in funding project development activities related to two other regional priority high capacity transit corridors.

4. **Budget Impacts:** No Metro funds are obligation by this resolution.

RECOMMENDED ACTION

Adoption of Resolution No. 10-4185 by the Metro Council is recommended.

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	))))	RESOLUTION NO. 10-XXXX Introduced by [insert name here]

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be updated every two years in compliance with federal regulations, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming of the regional flexible funds portion of the federal allocation of transportation funds to this region, and

WHEREAS, the Oregon Department of Transportation has proposed programming of federal transportation funds for projects in the Portland metropolitan area through the State Transportation Improvement Program (STIP), and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds, and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the draft Metropolitan Transportation Improvement Program for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules, and

WHEREAS, the companion Metro Resolution No.10-4150, For the Purpose of Approving an Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the Metropolitan Transportation Improvement Program, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

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

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

Draft

BE IT RESOLVED that projects in the existing 2008-11 MTIP that do not complete obligation of funding prior to September 30, 2010 will be programmed into the 2010-13 MTIP.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

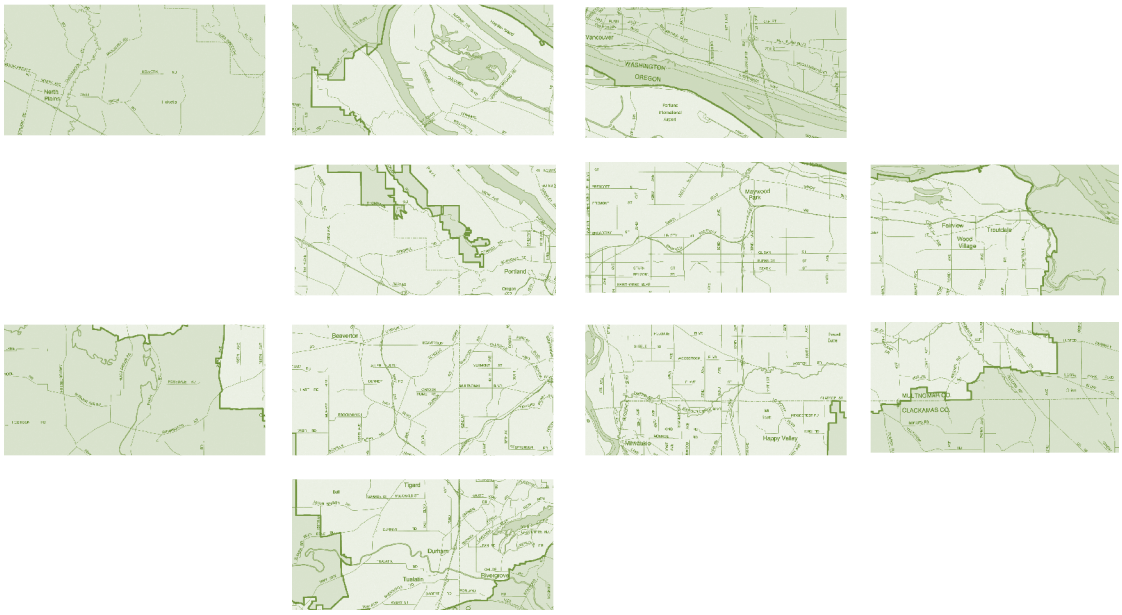
David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

www.oregon**metro.gov**



Metropolitan Transportation Improvement Program

2010-13

Adoption draft

September 2010

Metro | *People places. Open spaces.*

Metro's web site: www.oregonmetro.gov

Project web site:www.oregonmetro.gov/mtip

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

Acknowledgements

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Secretarial Staff

Susan Patterson-Sale, Planning Secretary

List of Acronyms

ADA Americans with Disabilities Act
ATMS Advanced Traffic Management System
AQMA Air Quality Maintenance Area
AQMA Air Quality Maintenance Area
CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation/Air Quality Program
DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)

DOA Design Option Analysis
EPA Environmental Protection Agency

FDE Final Design and Engineering
FEIS Final Environmental Impact Statement
FHWA Federal Highway Administration
FTA Federal Transit Administration

HCT High-Capacity Transit
HOV High-Occupancy Vehicle
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JPACT Joint Policy Advisory Committee
LCDC Land Conservation and Development Commission (State)
LRT Light Rail Transit (MAX)
LOS Level of Service
MCCI Metro Committee for Citizen Involvement

MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)

MSTIP Major Streets Improvement Program
MTIP Metropolitan Transportation Improvement Program
NAAQS National Ambient Air Quality Standards (Federal)
NEPA National Environmental Protection Act (Federal)

NHS National Highway System
OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)
PD Project Development
PE Preliminary Engineering
RFP Regional Framework Plan (Metro)
ROW Right-of-Way
RTC Regional Transportation Council(MPO for Southwest Washington)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SMART South Metro Area Rapid Transit (Wilsonville)
SIP Oregon State (Air Quality) Implementation Plan
SOV Single-Occupancy Vehicle
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program

TAZ Transportation Analysis Zones
TCM Transportation Control Measures

TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)
TriMet Tri-County Metropolitan Transportation District

TSM Transportation System Management

USDOT United States Department of Transportation

VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation

TABLE OF CONTENTS

Appendices

Appendices available for viewing in the Public Comment Draft MTIP – www.oregonmetro.gov/mtip

1. Approval Documentation
2. MTIP Policy Report
3. Evaluation Measures
4. Allocation of Regional Flexible Funds
5. STIP/MTIP Amendment Process
6. Calendar of Activities

Chapter 1

Overview of the MTIP

1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) provides the schedule of spending of federal transportation money along with significant state and local funds in the Portland metropolitan region for federal fiscal years 2010 through 2013. It also demonstrates how these projects comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation spending in the Portland urban area. The United States Department of Transportation (USDOT) requires the MPO to develop a long-range Regional Transportation Plan (RTP). The Plan must forecast revenue that can be reasonably expected over a 20-year period for transportation purposes. It also states the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

For projects to receive federal money, they must be included 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 also must develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP process is used to determine which projects included in the Plan will be given funding priority year to year.

1.2 MTIP CONTENT

The MTIP must be revised at least every four years and must address federally funded highway and public transit projects and state or locally funded projects that have potential to measurably affect the region's air quality. The most detailed information is required for federally funded 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 money will be committed to a particular project; and
- specify the phases of work to be supported by identified funds (e.g., construction, right-of-way acquisition or design).
- include total project cost
- show prior allocations

This information is included in the programming in Chapter 3 of the MTIP. These project descriptions are used to model air quality effects.

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

This document, the 2010–13 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2009 and ending September 30, 2013 (federal fiscal years 2010 through 2013). In Oregon, however, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming, however, is not static. Slow progress on early phases of some of the projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated money anticipated for 2012-13, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Chapter 3.*

1.3 2010-13 MTIP POLICY UPDATE

RTP Policy Framework

The 2035 Regional Transportation Plan (RTP) sets the policy framework for transportation investments in the region and provides the direction for the MTIP as well. The goals and objectives developed for the RTP are the starting point for how to prioritize investments in transportation projects and programs in the region. This policy direction serves as the starting point for developing the MTIP process including the regional flexible fund allocation and how other federal money is spent in the region. The following RTP goals provide the framework for transportation planning and implementation in the Portland Metropolitan region:

Goal 1: Foster vibrant communities and efficient urban form
Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Goal 2: Sustain economic competitiveness and prosperity
Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

Goal 3: Expand transportation choices
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreation opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Goal 4: Emphasize effective and efficient management of the transportation system
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

Goal 5: Enhance safety and security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Goal 6: Promote environmental stewardship
Promote responsible stewardship of the region's natural, community and cultural resources.

Goal 7: Enhance human health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Goal 8: Ensure equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Goal 9: Ensure fiscal stewardship
Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

Goal 10: Deliver Accountability
The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

MTIP Policy Update

Building on the RTP policy framework, the MTIP policies were updated as the first step in kicking-off the 2010-13 MTIP funding cycle. The policies were developed through a targeted outreach and adoption process to identify which RTP policy objectives would be a priority for targeted investment for Metro allocated funds. ODOT has updated their project eligibility

criteria and prioritization factors. A summary of the different public transit funds used in the region and the basis for how each is allocated is also provided below. The full text of the MTIP Policy Report is provided in Appendix 2.

Metro Regional Flexible Funds. For the 2010-13 MTIP cycle, a major policy update was undertaken that identified existing policy priorities and new policy areas to focus on in the allocation of regional flexible funds and resulted in a new list of policies to guide the process based on changes to the RTP and new priorities from JPACT and Metro Council.

Process policy objectives guide the allocation process and include funding projects throughout the region, honoring previous commitments, addressing air quality, achieving multiple policy objectives, using federal funds efficiently and cost effectively, and recognizing differences in transportation investment needs relative to an area's stage of development.

Project and program services policy objectives define the objectives against which project and program services should be evaluated and prioritized for funding and include retaining and attracting housing and jobs, addressing gaps and deficiencies, access to transportation options for the underserved, investing in Transportation System Management and Operations (TSMO), addressing safety, reducing noise, impervious surfaces, stormwater runoff and other pollution impacts, reducing energy consumption and carbon emissions, and investing in projects with limited sources of funding.

These policies were used to develop eligibility criteria, technical measures for evaluating projects, and prioritization factors. The policy direction also included reducing the number of evaluation categories from previous rounds, eliminating modal categories in favor of policy outcomes based categories, and developing universal measures to compare projects across categories.

ODOT. The Oregon Highway Plan (OHPP) is a key policy document that helps shape the consideration of projects and needs for the state to invest in as part of the STIP update cycle. Every cycle update, the Oregon Transportation Commission (OTC) approves "Project Eligibility Criteria and Prioritization Factors" to specifically guide the Department of Transportation (ODOT) and its stakeholders on transportation infrastructure investments.

For projects that add capacity, **(modernization projects),** OHP Policy 1.G., plays a critical role. The Department is directed to consider investments associated with its **pavement preservation and bridge programs,** by utilizing "management systems". Selection of **safety program projects** is guided through the agency's Safety Guidelines. The ***Eligibility Criteria and Prioritization Factors*** for the 2010-13 STIP update were approved by the Commission in June, 2007. For reference, the criteria and factors have been placed in Appendix 3 of this document.

In the development of the 2010-13 STIP, it is important to note that a number of funding changes/directives affected the decision making process of ODOT and its partners on investments to be made. The directives are:

Modernization Program Reductions from the 2008-2011 STIP – ODOT Regions are still handling the effects of the Oregon Transportation Commission (OTC) directed $70 million program reduction statewide, from May, 2008. The reductions came as a result of the economic recession and loss in transportation funding through the usual revenue channels. As a part of the reductions, each ODOT Region was required to find ways to accommodate the loss in funding. Strategies were to include the reduction or cancellation of projects slated for the 2010 and 2011, portions of the STIP that generally would move forward into the 2010-13 STIP.

Funding Reductions from original Funding Targets for Preservation, Safety, Operations and Bridge Programs - Due to the aforementioned reduction in revenue, ODOT needed to also reduce funding for these programs. In Region 1, this amounted to the following amounts:

a. Pavement Preservation - $21.6 million.
b. Safety - $15.8 million
c. Operations - $7.3 million
d. Statewide Bridge program - $42.0 million

Passage of HB2001 – Jobs and Transportation Act (JTA): In an effort to help address funding shortfalls to some specific long-standing, transportation needs, as well as stimulate the state's economy, the2009 Oregon Legislature provided dedicated funding to nine different projects, and an additional $26.3 million in modernization funding for ODOT Region 1.
In order to provide and maintain as much service and projects as possible, Region 1 used a portion of the additional modernization funding from the JTA to fill funding gaps for safety projects which were adding capacity to the highway system.

Adjustments were also made to proposed Preservation program projects with Region 1 deciding to utilize a "pave-only" strategy to ensure project costs may be accommodated.

Passage of the American Recovery and Reinvestment Act (ARRA): Also in 2009, the federal government provided money through ARRA. The funds gave Region 1 the ability to fill other STIP funding gaps associated to projects which have slipped or were initially proposed to be part of the 2010-2013 STIP, when the update cycle began in 2008.

Public Transit Funds. Public transit projects and programs in the region receive federal funding from several different sources. Allocation of these funds are administered through TriMet and SMART in the Metro region and coordinated through activities at their agencies and at the MPO planning and programming process.

Public transit funds are allocated based on how well they meet the policies and criteria set by different funding sources available. Each is described below.

Federal Section 5309 public transit development grants used for light rail pass through a prescribed development process that incorporates National Environmental Policy Act (NEPA).

Other public transit projects like streetcar and commuter rail may fit into lower threshold programs. These projects also grounded in the Regional Transportation Plan, TriMet's 5-year Transit Investment Plan and other public transit specific plans like the high capacity system plan that will provide policy direction for the system in future MTIP cycles.

TriMet and SMART have received regional flexible funds and are subject to the policies and criteria explained above that are set by JPACT and the Metro Council for the allocation of these funds.

Operating and maintenance grants such as Section 5307 and 5309 support operations and are prioritized for service through TriMet's Transit Investment Plan, annual service planning and the annual TriMet and SMART budgets.

Funds for the allocation of special needs transportation funding (New Freedom, Section 5310) in the Metro region is developed by the Special Transportation Fund Advisory Committee (STFAC). Their recommendation is made to the Oregon Public Transit Division of ODOT for allocation of funds. These recommendations must be derived from the Coordinated Human Services Transportation Plan (coordinated plan) that in turn is coordinated with the Regional Transportation Plan. Other special needs transportation policies are included in the Coordinated Plan for allocating funds for assisting low income households with transportation services to facilitate job access. Recommendations for Jobs Access/reverse Commute (JARC) funding derived from the coordinated plan are made by the JARC Advisory Committee (JAC).

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." The 2010-13 MTIP meets this test. Metro regional flexible funds demonstrate a balanced program of future revenue forecasts and project cost estimates, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections to demonstrate fiscal constraint. A total of $132.6 million in revenues and $131.8 million of project costs are forecast for use of regional flexible funds during the 2010-13 period. ODOT Highway Programming Office has agreed that should projects over obligate available revenue in any one year, ODOT would use its revenue authority to cover the Metro area local program expenses. Should ODOT's financial circumstances change, the Metro region will institute project selection procedures to delay obligation of projects whose costs exceed available revenues.

Revenues

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

Metro Regional Flexible Funds. As there is no way to precisely predict how much will actually be appropriated for the regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in the Act, corrected to account for actual funding limitations as they occur and impact available revenues. Further adjustments are made as revenue forecasts are updated with actual appropriations and limitations through a combination of: the biennial update of the four-year program, the cooperation of state funding sources temporarily covering regional obligations if available, project delays from original programming, and ultimately the project selection process that may delay projects or programs.

As the current federal authorization bill is operating under a continuing resolution to extend previous authorization levels into the first year of the four-year MTIP, the years 2011-13 STP and CMAQ revenue forecast used a 2.0% increase in revenues factor applied to the 2009 revenues authorized and 93.28% limitation rate. The 2010 revenues are ODOT estimates of funds to be available based on the current continuing authorization bill and a 93.23% limitation rate.

The urban STP and CMAQ revenue projections and programmed project costs for year 2010 through 2013 are summarized in Table 1.4-1 below. Current forecasts of revenues are slightly higher than forecasts of these funds when allocation decisions for 2010-13 was made and therefore there is currently a forecasted surplus of approximately $800,000 relative to funding committed to project costs during this period. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs.

State Program Revenues. ODOT collects and distributes revenue collected from the state's gas tax, truck weight/mile tax and vehicle registration fees, as well as administering several federal fund sources. The Oregon Transportation Commission (OTC) implements funding targets based on revenue analysis on a biennial basis. These targets are distributed to the following seven program areas state-wide: modernization, preservation, safety, operations, bridge, enhancements, and bike/pedestrian. Region funding distribution is determined by various statistical elements.

Metro relies on Region 1's funding allocations when developing the MTIP. Region 1 collaborates with stakeholders to determine the sub-allocation of their funding targets within and outside the Portland metropolitan MPO area. Within each program area, projects are prioritized to meet the funding targets implemented by the OTC.

During the four years of this MTIP, ODOT is projecting expenditure of approximately $410 million of combined federal and state revenue over the four years, within the urban portion of Region 1.

Public Transit Funds. In a similar fashion, Metro relies on TriMet and SMART estimates of anticipated federal public transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in SAFETEA-LU. TriMet expects to receive

approximately $272 million of federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's general fund revenues other than local match needed for federal projects.

Costs

Project costs are estimated and managed by the administering agency for the project. Inflation costs are factored into the project cost estimates by the administering agency as appropriate to the type of project proposed for implementation.

Metro Regional Flexible Fund Project Costs. Agencies applying for regional flexible funds for their projects estimate and manage their project costs, with review and approval by Metro. In order to establish realistic project budgets, Metro provides a planning-level cost estimation worksheet which establishes costs for project design features, environmental impacts and mitigation, right-of-way acquisition, design, administration, construction engineering, and contingency. Specific methodology and costs in the worksheet are based on methodologies used by ODOT, cities, counties, and consultants in the Portland metro area. Applicants are required to submit a cost estimate using Metro's worksheet or an equivalent or better methodology. Metro reviews all cost estimates relative to their project scopes, and recommends changes as necessary to establish a reasonable project budget. Project costs are inflated to the project year using factors recommended by ODOT. Once a project is awarded funds, the agency administering the project is responsible for implementing the scope of the project applied for within budget. Cost overruns must be covered by the agency or the agency must apply for additional funds or request a reduction in project scope.

State Program Costs. ODOT staff proceeds through a process to estimate project costs as accurately as possible. Projects that are proposed for consideration in the narrowing process receive a project scoping and cost estimation. Construction projects receive a forecasted annual cost inflation factor of 4.2%. Projects proposed for funding receive a more detailed evaluation of scope and project costs. Scope and cost estimation are then continuously updated through the project development process.

Public Transit Costs. TriMet and SMART are responsible for working with the Federal Transit Administration for the management of project costs for federal grant funding received outside of regional flexible fund allocations.

Conclusion

Table 1.4.1 demonstrates that more revenue is forecast during the four-year period of the MTIP than have been scheduled for spending on projects and programs.

The current authorizing legislation, SAFETEA-LU is operating under continuing resolution and revenue estimates for 2011 through 2013 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and

program of projects, however, is consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

TABLE 1.4.1 DEMONSTRATION OF FISCAL CONSTRAINT

	2010	2011	2012	2013	Total 2010-13
STP Revenues	$22,385,465	$19,143,977	$19,526,856	$19,917,393	$80,973,692
CMAQ Revenues	$13,255,330	$12,537,633	$12,788,386	$13,044,154	$51,625,504
Total Regional Flex Fund Revenues	$35,640,795	$31,681,610	$32,315,242	$32,961,547	$132,599,196
Funds Programmed to Project Costs	$32,000,000	$32,000,000	$33,900,000	$33,900,000	$131,800,000
Difference	$3,640,795	($318,390)	($1,584,758)	($938,453)	**$799,196**

1.5 PROJECT PRIORITIZATION PROCESSES

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

Metro Regional Flexible Funds. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to solicit nominations and select projects for funding that includes numerous opportunities for public review and comment.

The process begins with a review of the policy objectives and procedures for allocating regional flexible funds. These policies were discussed in the 2010-13 MTIP Policy Update section in this chapter and the policy report in its entirety in Appendix 2.

Using the updated policy framework, new categories linked to the RTP were created and Technical measures (complete technical criteria available in Appendix 3) were developed and adopted for the following solicitation/evaluation categories:

- Regional mobility corridors
- Mixed-use area implementation
- Industrial and employment area implementation
- Environmental enhancement and mitigation

Qualitative considerations are also part of the analysis and include the following factors:

- Past regional commitment
- Linked to other project
- Multi-modal benefit
- Overmatch
- Affordable housing/safe schools
- Economic impact/jobs
- Project readiness

Project development was also eligible for funding, and underwent a qualitative analysis instead of receiving a quantitative score.

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

ODOT Funds. ODOT sets funding targets for Region 1, which includes the Metro area. ODOT staff recommends to JPACT and the Metro Council ODOT projects utilizing federal and state funds (other than regional flexible funds and dedicated public transit funds) within those target amounts.

The pool of potential preservation, bridge rehabilitation, and safety projects are identified through the respective program management systems. The pool of projects to be considered for the modernization program is based on needs identified in the financially constrained Regional Transportation Plan.

The prioritization of projects is based on eligibility criteria and prioritization factors set by the Oregon Transportation Commission for both Development and Construction projects. Sometimes specific interpretations or weights of the OTC criteria are set within the MPO area by JPACT. ODOT solicits comments on the proposed program though the TPAC/JPACT process, meetings with local stakeholders outside of the MPO, as well as through agency consultations and joint open houses and public hearings. The prioritization of state highway modernization

projects is closely coordinated with the allocation of regional flexible funds through coordinated technical evaluation procedures.

A more detailed explanation of the ODOT prioritization process is provided in the 2010-2013 STIP Project Eligibility Criteria and Prioritization Factors document. The 2010-2013 STIP Criteria and Prioritization Factors was approved by the Oregon Transportation Commission summer of 2007.

Some programs available for local projects, such as the Federal Transportation Enhancement and the State Bicycle and Pedestrian Program funds, are administered statewide and not through the ODOT Regions. They have their own criteria, procedures, and timelines. An overview of all federal and state funding programs available for local projects can be found at: http://www.oregon.gov/ODOT/HWY/LGS/docs/LAG_Manual_09/A3.pdf.

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

Federal transportation planning factors

Federal rules require Metropolitan Planning Organizations (MPO) describe how their activities address eight planning factors identified in the plan. The Regional Transportation Plan (RTP) and the MTIP are MPO activities that need to describe how those factors are addressed. The planning factors are:

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

The way in which Metro utilizes these planning factors first occurs in the development of the Regional Transportation Plan. These factors are used in the creation of the policies that guide the development of the RTP and selection of projects for the Financially Constrained project list. Next, policy direction for the MTIP is adopted each cycle and is initially derived from the RTP policies, goals and objectives. It is also a requirement of projects included in the MTIP that they be in the Financially Constrained list of the RTP, which means the projects that are included in the MTIP are run through criteria based on the federal transportation planning factors even prior to further prioritization processes undertaken by Metro, ODOT, TriMet and SMART for the projects that end up in the MTIP. A detailed discussion of how each of these planning factors is addressed in the MTIP appears In Chapter 3.

Congestion Management Process

Federal transportation legislation also requires Metropolitan Planning Organizations (MPOs) develop a strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the 2035 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The region is in the process of fully integrating the CMP into the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). Metro and the other regional transportation agencies are engaged in implementing a number of strategies for dealing with congestion. The primary way in which this is done is through collaborative programmatic investments. The following programs make up current congestion management efforts in the region:

-Proactive land use programs;
-Transportation Demand Management programs;
-TransPort;
-Master planning for Transportation System Management and Operations (TSMO); and
-Proactive bicycle and pedestrian planning programs.

Additional work is being done on the CMP in the region. By the next MTIP cycle for 2012-15 we will have data in place to inform the process through performance measurement that will be incorporated into the criteria that agencies use to prioritize investments. System definition work has already occurred with the development of a system of mobility corridors. Efforts to identify how well each mobility corridor functions in the region are underway and will allow us to pinpoint strategic investments needed to manage congestion in these corridors. This work, in addition to the programmatic investments already being made in alternative modes, transportation demand management, Intelligent Transportation Systems, the transportation

system management and operations program, and land use and growth management programs puts the region in a good position for fully integrating the CMP into all planning efforts.

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP long-range plan. Programming of funds refers to the assignment of project costs by phase (project development, final design, right-of-way and construction) to types of funds and expected years of expenditure. The programming tables in Chapter 3 summarize the programming to be adopted in this MTIP. Project *selection* refers to the process of deciding how to advance some projects ahead of others when funding conflicts develop within a current fiscal year. The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

Programming Funds

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

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. For the regional flexible funds, programming requests are solicited and the MTIP adoption process is the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure.

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

Balancing project expenditures with annual revenue limits becomes more difficult when a single project requires a large sum to complete one or more phases of work in one year. A project that requires above $5 to $6 million can make it difficult for other more modest projects to proceed in a given year. There are no adopted rules for making such decisions, except that the

volume of project work that can proceed in any one year must fall within the revenue that is available that year, including conditional access to statewide resources, as discussed above.

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. If projects that are scheduled to spend funds in a given year are delayed, they receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

As part of the approval for funding projects, conditions of approval are attached to specific projects to indicate that additional requirements must be met during project implementation to stay eligible for the funds. These conditions can relate to design considerations or public involvement and outreach activities that must be done. Conditions of approval are one mechanism Metro employs to make sure that project elements, particularly those associated with quantitative points given to a project, are carried out and that the intent behind funding a project is met according to Metro's goals and objectives.

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

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

Federal New Starts funding received by TriMet in the current MTIP consists of funds for I-205/Portland Mall construction--$74.8 million in FY08, $112.8 million in FY09 and $74.229 million in FY10. TriMet expects to receive its final appropriation for I-205/Portland Mall construction April 2010.

Other federal public transit funding categories received by TriMet (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports TriMet's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to FTA. Metro defers allocation of discretionary federal public transit funds to TriMet for routine maintenance programs.

In practice, TriMet's major service decisions are well coordinated with RTP-defined public transit system corridor priorities and new service decisions are reflected in Metro's regional transportation model. TriMet began an annual briefing of TPAC and JPACT on the allocation of federal funds relative to all funding sources to meet the various categories of cost outlays. This briefing also included projected revenue and cost increases given increased costs for new operations of the I-205/Mall light rail project, and rapidly increasing service provision for elderly and disabled passengers.

Selection of Projects

When funding conflicts arise between projects within a programmed fund year, it is sometimes necessary to select which projects will advance as programmed and which must be delayed to a future year when additional funds become available. This can occur when actual appropriation or allocation of funds is less than authorized or forecast for a particular year or if there are project cost over runs. Projects on the National Highway System or projects funded under the Bridge or Interstate Maintenance programs are selected by ODOT in cooperation with Metro, TriMet and SMART.

Public 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.

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

1.7 MTIP AMENDMENT PROCESS

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

Objectives of the Process

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

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.

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

5. Provide for dealing with emergency situations.

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

Policies

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

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

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

Amendments by Metro/JPACT Resolution:

- **New Funding:** funding to a new MTIP project.

- **RFFA budget changes:** increased allocation of regional flexible funds in excess of level previously allocated to the recipient agency.

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

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

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

- Preservation projects on the Interstate system - up to $5 million; on the highway system – up to $2 million or any “1R” preservation project on existing road surface.

- Operations projects – up to $1 million,

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

- General planning and corridor studies up $200,000,

- Public transit appropriations in excess of those estimated in original programming,

- Appropriations for projects/programs previously identified and approved by resolution by JPACT and the Metro Council as regional priorities for federal "earmarking",

- Awarded through the state Public Transit Division Discretionary Grant Program, Emergency additions where an imminent public safety hazard is involved, and addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

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

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

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

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

An amendment to add a project to the MTIP can take place concurrently with a MTIP amendment to transfer project funds between MTIP projects.

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

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

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

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

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

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

5. Project or Program Authority Retraction

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

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

Chapter 2

Implementation of Previous MTIP

2.1 MAJOR PROJECTS IMPLEMENTED FROM PREVIOUS MTIP

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

Geographic Listing

Clackamas County

KEY	PROJECT NAME
12451	Sunnyside Road (Phase 3) 152nd - 172nd Widening
14765	OR213: I-205 - Redland Rd - Conway Dr

East Multnomah County

KEY	PROJECT NAME
12150	Sandy Blvd Safety Improvements
15463	I-84: Right Turn Lane @ 257th Avenue (Troutdale)

City of Portland

KEY	PROJECT NAME
11421	Willamette River (Morrison) Bridge Ped-Bike Access
12478	NW 23rd Ave:NW Lovejoy St. - W Burnside Rd
13704	I-405: Fremont Bridge - Marquam Bridge
13708	US30: Yeon Street Preservation

Washington County

KEY	PROJECT NAME
11444	OR8: N 10th Ave - N 19th Ave. (Cornelius)
12481	Forest Grove Town Ctr. Ped Improvements
11434	SE 10th Ave: E Main St. - SE Baseline St
13526	Beaverton Powerline Trail: Merlo LRT - Schuepback
14069	Tualatin River: National Wildlife Refuge
11437	Washington County ITS Projects: Traffic Ops Center
13977	OR99W: 64th Ave - Canterbury Lane (Sidewalks)
13707	US26: Sunset Hwy - North Plains to Cornell Road

Regional Projects

KEY	PROJECT NAME
15647	I-205: LRT to Clackamas & Portland Mall 2010
16604	Transport Regional Arterial Traffic Control Enhancements

2.2 DELAYS TO PLANNED IMPLEMENTATION

Below is a geographic listing of projects that have experienced a delay to implementation from their original programming in a previous MTIP. Additionally, some projects scheduled to receive funds will slip from scheduled completion in 2010 to a future year. These projects will be listed in the final publication of the MTIP when final project schedules for 2010 are confirmed.

Geographic Listing

Clackamas County

KEY	PROJECT NAME
12460	OR 99E: Dunes Dr. - 10th St. (Oregon City)
13471	Trolley Trail: SE Kellogg Creek - Glen Echo Ave
14058	Barber St: Coffee Lk Lp - Kinsman (Wilsonville)
14064	SE Lake Rd: SE 21st Ave - SE Kuehn Rd (Milwaukie)
15108	Wilsonville Interchange

East Multnomah County

KEY	PROJECT NAME
11429	223rd Undercrossing: Sandy Blvd - Bridge St
13156	NE 238th Drive @ Treehill Drive
13986	Kane Dr: NE Division St - SE Powell Vlly(Grshm)
14273	Waud Bluff Trail: N Basin Ave-N Willamette Blvd
14393	NE Cleveland Ave: Stark St - Powell Blvd (Gresham)
14407	Springwater Trail: SE Umatilla St - SE 19th Ave
14409	Marine Drive Bike Trail: NE 28th - NE 185th
14411	Springwater Trailhead @ Main City Park (Gresham)
14413	Max Trail: Ruby Jct. - Cleveland Station (Gresham).
14438	Beaver Creek Culverts: Troutdale Rd/Cochran/Stark St
16377	US 26 Adaptive Signal System
15773	US26: Springwater At-Grade Intersection

City of Portland

KEY	PROJECT NAME
13506	NE Cully: NE Prescott to NE Killingsworth
13514	N Ivanhoe St: N Richmond - N St Louis (St Johns Ped/Frt)
13529	SE Division St: SE 6th Ave - SE 39th Ave
14404	Burnside St: NE 3rd Ave - NE 14th Ave
14408	N Lombard St: Columbia Slough Overcrossing
15747	Safe Routes to School (Portland)

Washington County

KEY	PROJECT NAME
13527	Washington Sq.RC Trail:Hall - Greenberg
14414	SW Tualatin-Sherwood Rd ITS: Teton Rd-I5
14437	Rock Creek Trail: Orchard Park - NW Wilkins St

Regional Projects

KEY	PROJECT NAME
13737	2009 ITS Urban & Rural Corridor
13739	2009 Signal Upgrades

Chapter 3

Programming

3.1 PROGRAMMING TABLES

The next several pages include the programming (table 3.1.1) for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2010-13. The projects are organized by lead agency and are in alphabetical order.

State programming tables are available on ODOT's website. Please visit http://www.oregon.gov/ODOT/HWY/STIP/1013DraftSTIP.shtml for projects in the Statewide Transportation Improvement Program.

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Farmington Rd Signal Improvements (Beaverton)	Upgrading traffic signal timing and signal control software	16453	Beaverton	Construction	ARRA	2010	$300,501	$0	$0	$300,501
		16453 Total					**$300,501**	**$0**	**$0**	**$300,501**
Hall Blvd Preservation: Hart Rd-Ridgecrest Dr Overlay	2 in pavement overlay in accordance with 1R Guidelines	16486	Beaverton	Construction	ARRA	2010	$568,757	$0	$0	$568,757
		16486 Total					**$568,757**	**$0**	**$0**	**$568,757**
Laurelwood Ave & 87th Ave Sidewalks	Constructing sidewalks and ADA ramps	16452	Beaverton	Construction	ARRA	2010	$505,198	$0	$0	$505,198
		16452 Total					**$505,198**	**$0**	**$0**	**$505,198**
SW Rose Biggi: Hall - Crescent	These funds would be used to purchase right-of-way for the eventual construction of an 850 foot extension of Rose Biggi Avenue.	17271	Beaverton	Purchase right of way	STP	2012	$2,758,238	$315,693	$0	$3,073,931
		17271 Total					**$2,758,238**	**$315,693**	**$0**	**$3,073,931**
Harmony Road: 82nd Ave to Highway 224	Design funding for a project to widen Harmony Road to 5 lanes and construct an over-crossing over the railroad.	15599	Clackamas County	Preliminary engineering	STP	2010	$222,530	$25,470	$0	$248,000
Harmony Road: 82nd Ave to Highway 224		15599	Clackamas County	Purchase right of way	STP	2011	$90,627	$10,373	$0	$101,000
Harmony Road: 82nd Ave to Highway 224		15599	Clackamas County	Construction	STP	2012	$1,186,843	$135,839	$0	$1,322,682
		15599 Total					**$1,500,000**	**$171,682**	**$0**	**$1,671,682**
King Rd Preservation: Witchita-82nd	Apply leveler and overlay to full width of roadway	16566	Clackamas County	Construction	ARRA	2010	$591,083	$0	$0	$591,083
		16566 Total					**$591,083**	**$0**	**$0**	**$591,083**
OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)	Phase 1 of new limited access facility (PE & ROW)	15555	Clackamas County	Preliminary engineering	HPP	2010	$10,290,341	$1,177,776	$0	$11,468,117
OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)		15555	Clackamas County	Preliminary engineering	JTA	2010	$0	$0	$1,000,000	$1,000,000
OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)		15555	Clackamas County	Purchase right of way	OTH	2010	$0	$0	$20,000,000	$20,000,000
OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)		15555	Clackamas County	Purchase right of way	OTIA3	2010	$0	$0	$20,000,000	$20,000,000
		15555 Total					**$10,290,341**	**$1,177,776**	**$41,000,000**	**$52,468,117**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Springwater Trail: Rugg Rd - Dee St	Design and construct path (pavement/ signs/ bollards/ drainage & landscaping	16805	Clackamas County	Preliminary engineering	ARRA-S	2010	$10,000	$0	$0	$10,000
Springwater Trail: Rugg Rd - Dee St		16805	Clackamas County	Preliminary engineering	TE	2010	$51,100	$5,849	$104,000	$160,949
Springwater Trail: Rugg Rd - Dee St		16805	Clackamas County	Purchase right of way	ARRA-S	2011	$17,049	$0	$0	$17,049
Springwater Trail: Rugg Rd - Dee St		16805	Clackamas County	Purchase right of way	OTH	2011	$0	$0	$19,000	$19,000
Springwater Trail: Rugg Rd - Dee St		16805	Clackamas County	Construction	TE	2011	$1,148,900	$131,497	$454,600	$1,734,997
		16805 Total					**$1,227,049**	**$137,346**	**$577,600**	**$1,941,995**
Sunnyside Rd: 82nd Ave - 122nd Paving & Signals	Pavement overlay/ replace traffic signal/ video detection system at 8 locations	16446	Clackamas County	Construction	ARRA-U	2010	$1,174,987	$0	$0	$1,174,987
		16446 Total					**$1,174,987**	**$0**	**$0**	**$1,174,987**
East Baseline Street Cornelius: 10th Ave to 19th Ave	Design and construct Regional Boulevard improvements in the Cornelius Town Center.	15592	Cornelius	Preliminary engineering	CMAQ	2010	$836,655	$95,759	$0	$932,414
East Baseline Street Cornelius: 10th Ave to 19th Ave		15592	Cornelius	Construction	CMAQ	2011	$2,304,217	$263,728	$0	$2,567,945
East Baseline Street Cornelius: 10th Ave to 19th Ave		15592	Cornelius	Purchase right of way	CMAQ	2011	$89,828	$10,281	$0	$100,109
		15592 Total					**$3,230,700**	**$369,768**	**$0**	**$3,600,468**
School Bus Diesel Engine Emission Reduction	The purchase and installation of advanced exhaust control devices on about 364 1994-2006 model year buses in the Beaverton Centennial David Douglas Hillsboro and Sherwood school district fleets.	17274	DEQ	Other	CMAQ	2012	$1,414,000	$161,839	$0	$1,575,839
		17274 Total					**$1,414,000**	**$161,839**	**$0**	**$1,575,839**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
40 Mile Loop: Blue Lake Park - Sundial Rd	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.	17270	Fairview	Preliminary engineering	CMAQ	2012	$405,580	$46,420	$0	$452,000
40 Mile Loop: Blue Lake Park - Sundial Rd		17270	Fairview	Construction	STP	2013	$1,916,841	$219,391	$0	$2,136,232
		17270 Total					**$2,322,421**	**$265,811**	**$0**	**$2,588,232**
Council Creek Trail: Banks - Hillsboro	Planning to define a route assess impacts and develop cost estimates for a Council Creek Regional Trail.	17272	Forest Grove	Design option alternatives	STP	2011	$218,444	$25,002	$0	$243,446
		17272 Total					**$218,444**	**$25,002**	**$0**	**$243,446**
Gladstone Pavement Preservation Projects	2 in pavement overlay in accordance with 1R Guidelines/ with grind at intersections	16487	Gladstone	Construction	ARRA	2010	$740,444	$0	$0	$740,444
		16487 Total					**$740,444**	**$0**	**$0**	**$740,444**
Gresham Fairview Trail: Burnside - Springwater	Construct 2nd phase of multi-use path; phase 1 completed as 11420;ARRA $ for pave project	15447	Gresham	Construction	ARRA	2010	$550,000	$0	$0	$550,000
Gresham Fairview Trail: Burnside - Springwater		15447	Gresham	Construction	HPP	2010	$1,170,954	$134,021	$438,454	$1,743,429
Gresham Fairview Trail: Burnside - Springwater		15447	Gresham	Preliminary engineering	HPP	2010	$409,396	$46,857	$160,147	$616,400
Gresham Fairview Trail: Burnside - Springwater		15447	Gresham	Purchase right of way	HPP	2010	$448,650	$51,350	$0	$500,000
Gresham Fairview Trail: Burnside - Springwater		15447	Gresham	Construction	TE	2010	$800,000	$91,564	$0	$891,564
		15447 Total					**$3,379,000**	**$323,792**	**$598,601**	**$4,301,393**
Hood Street: SE Division Street to SE Powell Blvd	The project will add a sidewalk to the east side of Hood between Division and Powell.	15590	Gresham	Purchase right of way	CMAQ	2010	$217,100	$24,848	$0	$241,948
Hood Street: SE Division Street to SE Powell Blvd		15590	Gresham	Construction	CMAQ	2011	$441,700	$50,555	$0	$492,255
		15590 Total					**$658,800**	**$75,403**	**$0**	**$734,203**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
MAX Trail: Cleveland Station to Ruby Junction	MAX Path would be a two-mile shared use path that runs parallel to the light rail tracks.	14413	Gresham	Preliminary engineering	CMAQ	2010	$419,944	$48,064	$0	$468,008
MAX Trail: Cleveland Station to Ruby Junction		14413	Gresham	Construction	CMAQ	2011	$795,528	$91,052	$904,472	$1,791,052
MAX Trail: Cleveland Station to Ruby Junction		14413	Gresham	Construction	OTH	2011	$0	$0	$603,632	$603,632
		14413 Total					**$1,215,472**	**$139,116**	**$1,508,104**	**$2,862,692**
SE 190th Dr: Pleasant View/Highland to SW 30th St	Project to widen SE 190th Drive and provide intersection improvements at Highland and Pleasant View Drive.	15601	Gresham	Preliminary engineering	STP	2010	$150,000	$17,168	$0	$167,168
SE 190th Dr: Pleasant View/Highland to SW 30th St		15601	Gresham	Construction	STP	2011	$450,000	$51,505	$0	$501,505
		15601 Total					**$600,000**	**$68,673**	**$0**	**$668,673**
Springwater Trailhead at Main City Park	Trailhead improvements (way finding drinking fountain connector path etc.)	14411	Gresham	Construction	STP	2010	$206,800	$23,669	$69,969	$300,438
Springwater Trailhead at Main City Park		14411	Gresham	Preliminary engineering	STP	2010	$103,200	$11,812	$0	$115,012
		14411 Total					**$310,000**	**$35,481**	**$69,969**	**$415,450**
Happy Valley Street Maint & Reconstruct	Resurfacing/ slurry seal/ crack seal/ and chip seal on minor arterial streets	16456	Happy Valley	Construction	ARRA	2010	$599,442	$0	$0	$599,442
		16456 Total					**$599,442**	**$0**	**$0**	**$599,442**
Royce & McNary St: Pvmt Grind/Overlay	Grind and replace 2 in of asphalt surface in accordance with 1R Guidelines	16488	Lake Oswego	Construction	ARRA	2010	$466,813	$0	$0	$466,813
Royce & McNary St: Pvmt Grind/Overlay		16488	Lake Oswego	Preliminary engineering	ARRA	2010	$97,747	$0	$0	$97,747
Royce & McNary St: Pvmt Grind/Overlay		16488	Lake Oswego	Construction	OTH	2010	$0	$0	$44,000	$44,000
		16488 Total					**$564,560**	**$0**	**$44,000**	**$608,560**
Jackson Street: Main - 21st Ave	Reconstruct sidewalks and streetscape/ curb extensions/ utility undergrounding	16457	Milwaukie	Construction	ARRA	2010	$680,336	$0	$0	$680,336
Jackson Street: Main - 21st Ave		16457	Milwaukie	Construction	OTH	2010	$0	$0	$194,073	$194,073
		16457 Total					**$680,336**	**$0**	**$194,073**	**$874,409**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Milwaukie Town Center Ped Improvements	Improve streetscape facilities in downtown Milwaukie	14439	Milwaukie	Construction	OTH	2011	$0	$0	$450,000	$450,000
		14439 Total					**$0**	**$0**	**$450,000**	**$450,000**
OR 99-E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge with a bridge replacement.	15598	Milwaukie	Planning	STP	2010	$330,500	$37,827	$0	$368,327
OR 99-E Bridge at Kellogg Lake		15598	Milwaukie	Preliminary engineering	STP	2011	$724,500	$82,922	$0	$807,422
		15598 Total					**$1,055,000**	**$120,749**	**$0**	**$1,175,749**
SE Lake Rd: SE 21st Ave - SE Kuehn Rd	Safety bicycle sidewalk facilities improvement on lake road	14064	Milwaukie	Purchase right of way	HPP	2010	$511,461	$58,539	$0	$570,000
SE Lake Rd: SE 21st Ave - SE Kuehn Rd		14064	Milwaukie	Construction	HPP	2011	$2,959,132	$338,686	$0	$3,297,818
		14064 Total					**$3,470,593**	**$397,225**	**$0**	**$3,867,818**
Beaver Creek Culverts: Troutdale Cochran Stark	The project calls for the replacement of 3 culverts along Beaver Creek at Troutdale Rd. Stark St and Cochran Rd.	14438	Multnomah County	Preliminary engineering	STP	2010	$110,500	$12,647	$243,853	$367,000
Beaver Creek Culverts: Troutdale Cochran Stark		14438	Multnomah County	Construction	STP	2011	$859,500	$98,374	$3,445,126	$4,403,000
Beaver Creek Culverts: Troutdale Cochran Stark		14438	Multnomah County	Purchase right of way	STP	2011	$30,000	$3,434	$66,566	$100,000
		14438 Total					**$1,000,000**	**$114,455**	**$3,755,545**	**$4,870,000**
Morrison Bridge Rehabilitation	Bridge #08589 rehabilitation	14980	Multnomah County	Construction	HBRRL	2011	$8,022,759	$918,241	$0	$8,941,000
		14980 Total					**$8,022,759**	**$918,241**	**$0**	**$8,941,000**
Multnomah County Street Overlays	Pavement overlay project	16943	Multnomah County	Construction	ARRA	2010	$1,210,981	$0	$0	$1,210,981
Multnomah County Street Overlays		16943	Multnomah County	Construction	OTH	2010	$0	$0	$533,577	$533,577
		16943 Total					**$1,210,981**	**$0**	**$533,577**	**$1,744,558**
NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	13156	Multnomah County	Preliminary engineering	HSIP	2010	$38,732	$3,268	$0	$42,000
NE 238th Drive @ Treehill Drive		13156	Multnomah County	Purchase right of way	HSIP	2010	$64,554	$5,446	$0	$70,000
NE 238th Drive @ Treehill Drive		13156	Multnomah County	Construction	HSIP	2011	$210,262	$17,738	$0	$228,000
		13156 Total					**$313,548**	**$26,452**	**$0**	**$340,000**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Pavement Preservation in Tigard/ Sherwood/ and Cornelius	"Grinding and 2"" overlay; concrete sealing and crack repairs"	16966	Multnomah County	Construction	ARRA	2010	$1,312,205	$0	$3,450	$1,315,655
		16966 Total					**$1,312,205**	**$0**	**$3,450**	**$1,315,655**
Sellwood Bridge	Bridge replacement (structure #6879)	13762	Multnomah County	Preliminary engineering	HPP (PI	2010	$1,265,984	$0	$0	$1,265,984
Sellwood Bridge		13762	Multnomah County	Purchase right of way	HBRRL	2011	$5,383,800	$616,200	$0	$6,000,000
Sellwood Bridge		13762	Multnomah County	Purchase right of way	HPP	2011	$6,278,920	$718,650	$0	$6,997,570
		13762 Total					**$12,928,704**	**$1,334,850**	**$0**	**$14,263,554**
Trolley Trail: SE Kellogg Creek - Glen Echo Ave	Construct bike and pedestrian facility along an abandoned trolley line	13471	NCPRD	Construction	CMAQ	2011	$2,447,000	$280,070	$0	$2,727,070
Trolley Trail: SE Kellogg Creek - Glen Echo Ave		13471	NCPRD	Construction	HPP	2011	$303,703	$34,760	$0	$338,463
		13471 Total					**$2,750,703**	**$314,830**	**$0**	**$3,065,533**
McLoughlin Blvd: Clackamas River Bridge - Dunes Drive	Phase two of the McLoughlin Boulevard Enhancement Plan this project will provide improved management of motor vehicle access transit stops bike lanes pedestrian crossings and sidewalks.	17265	Oregon City	Preliminary engineering	STP	2011	$690,420	$79,022	$0	$769,442
McLoughlin Blvd: Clackamas River Bridge - Dunes Drive		17265	Oregon City	Construction	STP	2012	$2,711,448	$310,337	$0	$3,021,785
		17265 Total					**$3,401,868**	**$389,359**	**$0**	**$3,791,227**
OR213:I-205 - Redland Road O-xing	Intersection improvements at Washington St and Redland Rd intersections	16322	Oregon City	Purchase right of way	OTH	2010	$0	$0	$1,600,000	$1,600,000
		16322 Total					**$0**	**$0**	**$1,600,000**	**$1,600,000**
Sundial Road And Swigert Way (Troutdale)	Widen Sundial Road and construct a new collector street	16272	Port of Portland	Construction	IOF	2010	$0	$0	$1,051,560	$1,051,560
Sundial Road And Swigert Way (Troutdale)		16272	Port of Portland	Construction	OTH	2010	$0	$0	$10,632,440	$10,632,440
Sundial Road And Swigert Way (Troutdale)		16272	Port of Portland	Preliminary engineering	OTH	2010	$0	$0	$2,656,000	$2,656,000
		16272 Total					**$0**	**$0**	**$14,340,000**	**$14,340,000**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
102nd Ave: NE Glisan- SE Washington	The project provides adequate sidewalk width on the main north-south facility in the Gateway Regional Center by widening existing sidewalks as well as providing street trees and ornamental lighting and bike lanes between E. Burnside and SE Stark.	17266	Portland	Purchase right of way	STP	2010	$600,000	$68,673	$0	$668,673
102nd Ave: NE Glisan- SE Washington		17266	Portland	Construction	STP	2011	$1,400,000	$160,236	$0	$1,560,236
		17266 Total					**$2,000,000**	**$228,909**	**$0**	**$2,228,909**
82nd Ave/Columbia intersection improvements	The project will signalize the 82nd Avenue/Columbia Boulevard southbound ramp intersection and add a lane on the ramp to create separate southbound rightand left-turn lanes.	15596	Portland	Construction	STP	2010	$2,000,000	$228,909	$0	$2,228,909
		15596 Total					**$2,000,000**	**$228,909**	**$0**	**$2,228,909**
Central Eastside Bridgeheads Access	Address pedestrian facility gaps in CEID.	13528	Portland	Construction	STP	2012	$972,673	$111,327	$0	$1,084,000
		13528 Total					**$972,673**	**$111,327**	**$0**	**$1,084,000**
Cully Boulevard: NE Prescott to NE Killingsworth	Green street retrofit of Cully Boulevard.	13506	Portland	Construction	OTH	2010	$0	$0	$898,052	$898,052
Cully Boulevard: NE Prescott to NE Killingsworth		13506	Portland	Construction	STP	2010	$1,565,480	$179,176	$2,362,292	$4,106,948
		13506 Total					**$1,565,480**	**$179,176**	**$3,260,344**	**$5,005,000**
Division Street: SE 6th to 39th (2003)		13529	Portland	Construction	STP	2011	$2,500,000	$286,136	$1,635,951	$4,422,087
		13529 Total					**$2,500,000**	**$286,136**	**$1,635,951**	**$4,422,087**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Foster-Woodstock: SE 87th St to SE 101 St	The project provides approximately 5700 lineal ft of new sidewalk within the commercial core of the Lents Town Center.	15591	Portland	Preliminary engineering	OTH	2010	$0	$0	$336,233	$336,233
Foster-Woodstock: SE 87th St to SE 101 St		15591	Portland	Purchase right of way	OTH	2010	$0	$0	$508,748	$508,748
Foster-Woodstock: SE 87th St to SE 101 St		15591	Portland	Construction	CMAQ	2011	$1,930,802	$220,989	$0	$2,151,791
Foster-Woodstock: SE 87th St to SE 101 St		15591	Portland	Construction	OTH	2011		$0	$743,030	$743,030
		15591 Total					**$1,930,802**	**$220,989**	**$1,588,011**	**$3,739,802**
Killingsworth: N Commercial to NE MLK	PE for a project that would reconstruct sidewalks and add transit stop improvements street lights street trees and street furniture to improve the pedestrian environment.	14405	Portland	Preliminary engineering	CMAQ	2010	$400,000	$45,782	$0	$445,782
Killingsworth: N Commercial to NE MLK		14405	Portland	Construction	OTH	2010	$0	$0	$206,218	$206,218
		14405 Total					**$400,000**	**$45,782**	**$206,218**	**$652,000**
Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th	Four segments of off-street trail adjacent to Marine Drive would be completed making a continuous 9.1-mile off-street trail from Northeast 28th to Northeast 185th avenues.	14409	Portland	Preliminary engineering	CMAQ	2010	$246,970	$28,267	$0	$275,237
Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th		14409	Portland	Construction	CMAQ	2011	$231,490	$26,495	$0	$257,985
Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th		14409	Portland	Purchase right of way	CMAQ	2011	$487,540	$55,801	$0	$543,341
		14409 Total					**$966,000**	**$110,563**	**$0**	**$1,076,563**
MLK Jr. Blvd: Columbia to Lombard	Analysis of options to improve existing UPRR crossing to accommodate truck movement.	13502	Portland	Preliminary engineering	STP	2011	$1,500,000	$171,682	$0	$1,671,682
		13502 Total					**$1,500,000**	**$171,682**	**$0**	**$1,671,682**
N Lombard: Slough over crossing	This project will strengthen if possible or reconstruct the Columbia Slough Bridge to accommodate a high percentage of extended weight and heavy haul truck traffic	14408	Portland	Purchase right of way	STP	2010	$17,946	$2,054	$0	$20,000
N Lombard: Slough over crossing		14408	Portland	Construction	STP	2011	$1,482,258	$169,651	$0	$1,651,909
		14408 Total					**$1,500,204**	**$171,705**	**$0**	**$1,671,909**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
N Vancouver Ave: Columbia Slough Bridge	Replace existing bridge #001696	14979	Portland	Preliminary engineering	OTIA3	2010	$1,256,000	$0	$0	$1,256,000
N Vancouver Ave: Columbia Slough Bridge		14979	Portland	Purchase right of way	OTIA3	2010	$140,000	$0	$0	$140,000
N Vancouver Ave: Columbia Slough Bridge		14979	Portland	Construction	OTIA3	2011	$9,028,000	$0	$0	$9,028,000
		14979 Total					**$10,424,000**	**$0**	**$0**	**$10,424,000**
NE/SE 50s Bikeway: NE Thompson to SE Woodstock	This project would add 2.3 miles of bicycle boulevard treatments and 2.0 miles striped bicycle lanes in the vicinity of 50th -53rd Avenues between NE Thompson and SE Woodstock.	15589	Portland	Preliminary engineering	STP	2010	$400,749	$45,868	$0	$446,617
NE/SE 50s Bikeway: NE Thompson to SE Woodstock		15589	Portland	Construction	STP	2011	$965,251	$110,477	$0	$1,075,728
		15589 Total					**$1,366,000**	**$156,345**	**$0**	**$1,522,345**
NW 23rd Ave:NW Lovejoy St. - W Burnside Rd	Reconstruct roadway/ sidewalks/ bike lanes.	12478	Portland	Construction	ARRA	2010	$432,000	$0	$0	$432,000
NW 23rd Ave:NW Lovejoy St. - W Burnside Rd		12478	Portland	Construction	OTH	2010	$0	$0	$1,127,764	$1,127,764
NW 23rd Ave:NW Lovejoy St. - W Burnside Rd		12478	Portland	Construction	STP	2010	$1,022,760	$117,059	$0	$1,139,819
		12478 Total					**$1,454,760**	**$117,059**	**$1,127,764**	**$2,699,583**
Portland Bicycle Boulevard Improvements	Striping/ signage and wayfinding	16449	Portland	Construction	ARRA	2010	$802,179	$0	$0	$802,179
		16449 Total					**$802,179**	**$0**	**$0**	**$802,179**
Portland Road/Columbia Blvd	This project will redesign the Portland Road/Columbia Boulevard intersection and connecting ramp structures.	15597	Portland	Planning	STP	2010	$538,380	$61,620	$0	$600,000
		15597 Total					**$538,380**	**$61,620**	**$0**	**$600,000**
Portland Streetcar Eastside Extension Project (Construction)	Extend streetcar line 3.4 miles to eastside.	14381	Portland	Construction	5309b N	2010	$67,624,000	$16,906,000	$22,880,000	$107,410,000
Portland Streetcar Eastside Extension Project (Construction)		14381	Portland	Other	5309b N	2010	$7,000,000	$1,750,000	$1,522,000	$10,272,000
Portland Streetcar Eastside Extension Project (Construction)		14381	Portland	Purchase right of way	5309b N	2010	$376,000	$94,000	$150,000	$620,000
		14381 Total					**$75,000,000**	**$18,750,000**	**$24,552,000**	**$118,302,000**
Red Electric Trail: SW 30th - SW Vermont	Provide east-west route for pedestrians and cyclists in SW	17268	Portland	Preliminary engineering	CMAQ	2011	$389,413	$44,570	$0	$433,983

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PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Red Electric Trail: SW 30th - SW Vermont	Portland with an off-street trailan on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	17268	Portland	Purchase right of way	STP	2012	$180,360	$20,643	$0	$201,003
Red Electric Trail: SW 30th - SW Vermont		17268	Portland	Construction	CMAQ	2013	$1,359,410	$155,591	$0	$1,515,001
		17268 Total					**$1,929,183**	**$220,804**	**$0**	**$2,149,987**
S Auditorium Lighting Phase 1	Replace lighting foundations/ poles and fixtures/ install conduit and wiring	16509	Portland	Construction	ARRA	2010	$5,687,076	$0	$0	$5,687,076
		16509 Total					**$5,687,076**	**$0**	**$0**	**$5,687,076**
Safe Routes to School	Safe Routes to School grant award for Safety improvements	15747	Portland	Construction	OTH	2010	$0	$0	$133,800	$133,800
Safe Routes to School		15747	Portland	Construction	SRTS	2010	$374,700	$0	$0	$374,700
Safe Routes to School		15747	Portland	Purchase right of way	SRTS	2010	$33,000	$0	$0	$33,000
		15747 Total					**$407,700**	**$0**	**$133,800**	**$541,500**
SE Portland Pavement Preservation Projects	Rebuild roadway section	16447	Portland	Construction	ARRA	2010	$2,596,002	$0	$381,055	$2,977,057
		16447 Total					**$2,596,002**	**$0**	**$381,055**	**$2,977,057**
Springwater Trail: UPRR Brdg-East City Border	Pavement overlay in accordance with 1R Guidelines	16448	Portland	Construction	ARRA	2010	$1,191,463	$0	$0	$1,191,463
		16448 Total					**$1,191,463**	**$0**	**$0**	**$1,191,463**
Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	Project would provide missing link of the Springwater trail between SE 19th Avenue and SE Umatilla Street in Southeast Portland.	14407	Portland	Preliminary engineering	CMAQ	2010	$411,240	$47,068	$0	$458,308
Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla		14407	Portland	Construction	CMAQ	2011	$825,760	$94,512	$0	$920,272
Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla		14407	Portland	Construction	HPP	2011	$654,000	$74,853	$350,875	$1,079,728
		14407 Total					**$1,891,000**	**$216,433**	**$350,875**	**$2,458,308**
Sullivan's Gulch Trail: Esplanade to 122nd Ave	Complete a feasibility study for a 5.5-mile stretch of trail through Sullivans Gulch.	15587	Portland	Planning	STP	2010	$224,000	$25,638	$0	$249,638
		15587 Total					**$224,000**	**$25,638**	**$0**	**$249,638**
SW & E Portland Sidewalk Infill	Construct sidewalks and corner curb ramps/ plant trees	16546	Portland	Construction	ARRA	2010	$1,224,083	$0	$0	$1,224,083
		16546 Total					**$1,224,083**	**$0**	**$0**	**$1,224,083**

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PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
SW Capitol Highway: Multnomah to Taylors Ferry	PE for a project to improve Capitol Hwy from SW Multnomah Blvd to SW Taylors Ferry to provide stormwater drainage bike lanes and sidewalks.	14440	Portland	Preliminary engineering	STP	2011	$187,231	$21,429	$0	$208,660
		14440 Total					**$187,231**	**$21,429**	**$0**	**$208,660**
Troutdale/Marine Drive Extension	Planning & project development work for Troutdale/Marine Drive extension	15185	Portland	Planning	HPP	2010	$200,000	$22,891	$0	$222,891
Troutdale/Marine Drive Extension	Planning & project development work for Troutdale/Marine Drive extension	15185	Portland	Preliminary engineering	State ST	2010	$448,650	$51,350	$0	$500,000
		15185 Total					**$648,650**	**$74,241**	**$0**	**$722,891**
Twenties Bikeway: NE Lombard - SE Harney Drive	6.9 miles of bicycle boulevard improvements running north-to-south routed along the Northeast and Southeast Twenties blocks as through movements permit.	17267	Portland	Preliminary engineering	STP	2012	$259,300	$29,678	$0	$288,978
Twenties Bikeway: NE Lombard - SE Harney Drive		17267	Portland	Construction	STP	2013	$1,838,550	$210,430	$0	$2,048,980
		17267 Total					**$2,097,850**	**$240,108**	**$0**	**$2,337,958**
Union Station Restoration Phase 2	Improve multi-modal access for patrons of Amtrak/ LRT/ Streetcar/ inter-city and city bus	15484	Portland	Construction	OTH	2010	$0	$0	$7,121,297	$7,121,297
Union Station Restoration Phase 2		15484	Portland	Construction	TE	2010	$1,016,053	$116,292	$0	$1,132,345
		15484 Total					**$1,016,053**	**$116,292**	**$7,121,297**	**$8,253,642**
US 26 Adaptive Signal System	Install adaptive signal control on Powell Blvd	16377	Portland	Construction	State ST	2010	$1,143,768	$130,909	$0	$1,274,677
US 26 Adaptive Signal System		16377	Portland	Preliminary engineering	State ST	2010	$260,217	$29,783	$0	$290,000
		16377 Total					**$1,403,985**	**$160,692**	**$0**	**$1,564,677**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Waud Bluff Trail: N Basin Ave-N Willamette Blvd	Construct shared-use path pedestrian bridge/ sidewalk & crosswalk connections	14273	Portland	Construction	TE	2010	$565,258	$64,696	$429,346	$1,059,300
Waud Bluff Trail: N Basin Ave-N Willamette Blvd	Construct shared-use path pedestrian bridge/ sidewalk & crosswalk connections	14273	Portland	Purchase right of way	TE	2010	$28,714	$3,286	$0	$32,000
		14273 Total					**$593,972**	**$67,982**	**$429,346**	**$1,091,300**
Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	Study of mostly off-street trail on the North Portland Willamette Greenway.	17269	Portland	Design option alternatives	STP	2012	$444,800	$50,909	$0	$495,709
		17269 Total					**$444,800**	**$50,909**	**$0**	**$495,709**
Bonita/ Durham & 72nd Ave Overlay	2 in pavement overlay in accordance with 1R Guidelines	16491	Tigard	Construction	ARRA	2010	$1,004,000	$0	$0	$1,004,000
		16491 Total					**$1,004,000**	**$0**	**$0**	**$1,004,000**
Main Street: Rail Corridor to 99W Tigard	Comprehensive street redesign to retrofit the 1400 lineal feet of the southern half of Main Street in downtown Tigard.	15600	Tigard	Preliminary engineering	STP	2010	$559,465	$64,033	$0	$623,498
Main Street: Rail Corridor to 99W Tigard		15600	Tigard	Construction	STP	2011	$1,935,670	$221,546	$0	$2,157,216
Main Street: Rail Corridor to 99W Tigard		15600	Tigard	Purchase right of way	STP	2011	$44,865	$5,135	$0	$50,000
		15600 Total					**$2,540,000**	**$290,714**	**$0**	**$2,830,714**
SW Greenburg Road: Washington Square Dr. to Tiedeman	Project would widen the existing 3 lanes on Greenburg Road from Shady Lane to Tiedeman Avenue to provide a 5-lane facility with bike lanes and sidewalks on both sides.	11436	Tigard	Preliminary engineering	STP	2010	$660,000	$75,540	$0	$735,540
SW Greenburg Road: Washington Square Dr. to Tiedeman		11436	Tigard	Construction	STP	2011	$1,000,000	$114,454	$0	$1,114,454
		11436 Total					**$1,660,000**	**$189,994**	**$0**	**$1,849,994**
Washington Sq.RC Trail:Hall - Greenberg	Construct multi-use trail	13527	Tigard	Construction	STP	2011	$134,929	$15,443	$6,766	$157,138
		13527 Total					**$134,929**	**$15,443**	**$6,766**	**$157,138**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Fanno Creek Trail: Hall Boulevard crossing	This project will include completion of a planning level study of alternative bicycle and pedestrian crossing options at the intersection of the regional Fanno Creek Greenway Trail and Hall Boulevard.	15588	Tualatin Hills PRD	Planning	STP	2010	$359,000	$41,089	$0	$400,089
		15588 Total					**$359,000**	**$41,089**	**$0**	**$400,089**
Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.	17273	Tualatin Hills PRD	Preliminary engineering	STP	2011	$605,678	$69,323	$0	$675,001
Westside Trail: Rock Creek Trail - Bronson Creek Trail		17273	Tualatin Hills PRD	Purchase right of way	STP	2012	$162,416	$18,589	$0	$181,005
Westside Trail: Rock Creek Trail - Bronson Creek Trail		17273	Tualatin Hills PRD	Construction	STP	2013	$1,631,243	$186,703	$0	$1,817,946
		17273 Total					**$2,399,337**	**$274,615**	**$0**	**$2,673,952**
Cornell Rd: NW Science Park Dr - NW 143rd Ave	Add turn lanes/ signals/ streetlights and sidewalks	15655	Washington County	Construction	IOF	2010	$1,000,000	$0	$3,125,000	$4,125,000
		15655 Total					**$1,000,000**	**$0**	**$3,125,000**	**$4,125,000**
Highway 217: Beaverton Hillsdale HWY to SW Allen Blvd	Complete Environmental Assessment and preliminary engineering for section of Hwy. 217 from Beaverton-Hillsdale Hwy. to Allen Boulevard.	15604	Washington County	Planning	HPP	2011	$735,000	$84,124	$0	$819,124
Highway 217: Beaverton Hillsdale HWY to SW Allen Blvd		15604	Washington County	Planning	STP	2011	$373,000	$42,692	$0	$415,692
		15604 Total					**$1,108,000**	**$126,816**	**$0**	**$1,234,816**
OR99W: Pacific Hwy West Intersection @ Hall Blvd	Widen intersection & improve access management to Enhancemente Safety	15473	Washington County	Construction	OTH	2010	$0	$0	$400,000	$400,000
OR99W: Pacific Hwy West Intersection @ Hall Blvd		15473	Washington County	Construction	OTIA3	2010	$0	$0	$2,000,000	$2,000,000
OR99W: Pacific Hwy West Intersection @ Hall Blvd		15473	Washington County	Purchase right of way	OTIA3	2010	$0	$0	$2,502,500	$2,502,500
OR99W: Pacific Hwy West Intersection @ Hall Blvd		15473	Washington County	Construction	STATE-	2010	$0	$0	$750,000	$750,000
		15473 Total					**$0**	**$0**	**$5,652,500**	**$5,652,500**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Pavement Overlays - Urban	2 in pavement overlay and ADA upgrades in accordance with 1R Guidelines	16538	Washington County	Construction	ARRA	2010	$1,750,000	$0	$0	$1,750,000
		16538 Total					**$1,750,000**	**$0**	**$0**	**$1,750,000**
Ped Countdown & Emergency Signal Improvements	Install phase selectors and ped displays at intersections	16824	Washington County	Construction	ARRA	2010	$597,696	$0	$0	$597,696
		16824 Total					**$597,696**	**$0**	**$0**	**$597,696**
School Zone Flasher Units	Install solar-powered school zone flasher units at various locations	16463	Washington County	Construction	ARRA	2010	$225,000	$0	$10,000	$235,000
		16463 Total					**$225,000**	**$0**	**$10,000**	**$235,000**
SW Oleson Rd: Scholls Ferry Rd to Dover St	PE for Phase 1 of a three-phase $50 million project to improve the Beaverton-Hillsdale/Oleson Road/Scholls Ferry Road (BHOS) intersection area.	14389	Washington County	Preliminary engineering	HPP	2010	$1,749,092	$200,191	$0	$1,949,283
SW Oleson Rd: Scholls Ferry Rd to Dover St		14389	Washington County	Preliminary engineering	STP	2010	$1,000,000	$114,454	$0	$1,114,454
		14389 Total					**$2,749,092**	**$314,645**	**$0**	**$3,063,737**
SW Tualatin-Sherwood Road ITS: Teton Rd to I-5	This project will upgrade traffic signal systems and install video detection systems to monitor traffic volumes and vehicle classification on a real time basis along 4.5 miles of Tualatin-Sherwood Road.	14414	Washington County	Construction	CMAQ	2010	$444,700	$50,898	$0	$495,598
SW Tualatin-Sherwood Road ITS: Teton Rd to I-5		14414	Washington County	Construction	State ST	2010	$71,210	$8,150	$0	$79,360
SW Tualatin-Sherwood Road ITS: Teton Rd to I-5		14414	Washington County	Other	State ST	2010	$314,629	$36,011	$0	$350,640

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
		14414 Total					**$830,539**	**$95,059**	**$0**	**$925,598**
Traffic Signal Video Detection	Purchase/install video detection equipment at 20 existing traffic signals (inc Tigard)	16695	Washington County	Construction	ARRA	2010	$730,943	$0	$213,674	$944,617
		16695 Total					**$730,943**	**$0**	**$213,674**	**$944,617**
Salamo Rd: Barrington Dr - Rosemont	2 in pavement overlay in accordance with 1R Guidelines	16492	West Linn	Construction	ARRA	2010	$800,000	$0	$48,697	$848,697
		16492 Total					**$800,000**	**$0**	**$48,697**	**$848,697**
Barber St: Boones Ferry Rd - Boberg Rd	Widen street to provide bike lanes and sidewalks on both sides and center turn median	16515	Wilsonville	Construction	ARRA	2010	$577,681	$0	$0	$577,681
		16515 Total					**$577,681**	**$0**	**$0**	**$577,681**
Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	14058	Wilsonville	Preliminary engineering	HPP	2010	$141,773	$16,227	$0	$158,000
Barber St: Coffee Lk Lp - Kinsman		14058	Wilsonville	Purchase right of way	HPP	2010	$646,056	$73,944	$0	$720,000
Barber St: Coffee Lk Lp - Kinsman		14058	Wilsonville	Preliminary engineering	HPP-100%	2010	$496,000	$0	$0	$496,000
Barber St: Coffee Lk Lp - Kinsman		14058	Wilsonville	Construction	HPP	2011	$2,912,171	$333,311	$4,379,518	$7,625,000
		14058 Total					**$4,196,000**	**$423,482**	**$4,379,518**	**$8,999,000**
French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Planning and project development work to prepare for the construction of a new bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	17264	Wilsonville	Design option alternatives	STP	2013	$1,250,000	$143,068	$0	$1,393,068
		17264 Total					**$1,250,000**	**$143,068**	**$0**	**$1,393,068**
Kinsman Road extension: Barber to Boeckman	This project would extend Kinsman Road from Barber Street on the south to Boeckman Road on the north.	14429	Wilsonville	Purchase right of way	OTH	2010	$0	$0	$816,000	$816,000
Kinsman Road extension: Barber to Boeckman		14429	Wilsonville	Preliminary engineering	STP	2010	$1,400,000	$160,236	$1,000	$1,561,236
Kinsman Road extension: Barber to Boeckman		14429	Wilsonville	Construction	OTH	2011	$0	$0	$10,070,764	$10,070,764
		14429 Total					**$1,400,000**	**$160,236**	**$10,887,764**	**$12,448,000**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Blue Lake Park Trail: Interlachen Ln-Blue Lake Rd	Create new trail project from Regional Trail HPP funds	16655	Metro	Preliminary engineering	HPP	2010	$126,519	$14,481	$0	$141,000
Blue Lake Park Trail: Interlachen Ln-Blue Lake Rd		16655	Metro	Construction	HPP	2011	$716,045	$81,955	$0	$798,000
Blue Lake Park Trail: Interlachen Ln-Blue Lake Rd Total							**$842,564**	**$96,436**	**$0**	**$939,000**
East Metro Corridor Refinement Plan	System level planning and alternatives for selected corridor.	15546	Metro	Planning	STP	2010	$150,000	$17,168	$0	$167,168
East Metro Corridor Refinement Plan Total							**$150,000**	**$17,168**	**$0**	**$167,168**
Livable Streets policy and guidebook update: region wide	The Livable Streets Policy and Guidebook Update would sponsor a regional summit print a new series of Livable Streets guidebooks and propose amendments to the Regional Transportation Plan.	15584	Metro	Other	STP	2010	$250,000	$28,614	$0	$278,614
Livable Streets policy and guidebook update: region wide Total							**$250,000**	**$28,614**	**$0**	**$278,614**
Metro Planning	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.	15544 15545	Metro	Planning	STP	2010	$981,590	$112,347	$0	$1,093,937
Metro Planning		15544 15545	Metro	Planning	STP	2011	$1,011,040	$115,718	$0	$1,126,758
Metro Planning		15544 15545	Metro	Planning	STP	2012	$1,042,000	$119,262	$0	$1,161,262
Metro Planning		15544 15545	Metro	Planning	STP	2013	$1,074,000	$122,924	$0	$1,196,924
Metro Planning Total							**$4,108,630**	**$470,251**	**$0**	**$4,578,881**
Metro Regional Trails Program	First phase of three trails in comprehensive regional system - local earmark proposed.	14066	Metro	Construction	HPP	2010	$703,436	$80,511	$0	$783,947
Metro Regional Trails Program Total							**$703,436**	**$80,511**	**$0**	**$783,947**
Multi-Use Master Plan: Lake Oswego to Milwaukie	Proposed 2.5-mile trail would provide a multi-use path connecting downtown Lake Oswego to Milwaukie the Trolley Trail and the Oak Grove neighborhood.	14397	Metro	Planning	STP	2010	$100,000	$11,445	$0	$111,445
Multi-Use Master Plan: Lake Oswego to Milwaukie Total							**$100,000**	**$11,445**	**$0**	**$111,445**
Next Corridor Planning	Allocation of funds in FY 2012 and FY 2013 to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.	17285	Metro	Planning	STP	2013	$500,000	$57,227	$0	$557,227
Next Corridor Planning Total							**$500,000**	**$57,227**	**$0**	**$557,227**
Next Priority Corridor Study	The project will result in the completion of planning work for improvements to a priority corridor reviewed in the Corridor Initiatives Process.	14564	Metro	Planning	STP	2010	$500,000	$57,227	$0	$557,227
Next Priority Corridor Study Total							**$500,000**	**$57,227**	**$0**	**$557,227**
Regional ITS/TSMO	Application of advanced technologies and management strategies to reduce congestion and enhance the safety and productivity of existing transportation facilities.	17280 17281	Metro	Planning	STP	2013	$1,500,000	$171,682	$0	$1,671,682
Regional ITS/TSMO Total							**$1,500,000**	**$171,682**	**$0**	**$1,671,682**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Regional TOD Implementation Program	Metro's program to work with developers landowners and jurisdictions to influence development projects that forge strong land use-transportation connections to increase transit ridership and help realize the 2040 Growth Concept.	15550 15551 17275	Metro	Other	STP	2011	$1,500,000	$171,682	$0	$1,671,682
Regional TOD Implementation Program		15550 15551 17275 17276	Metro	Other	STP	2012	$2,888,500	$330,602	$0	$3,219,102
Regional TOD Implementation Program		15550 15551 17275 17276	Metro	Other	STP	2013	$2,888,500	$330,602	$0	$3,219,102
Regional TOD Implementation Program Total							**$7,277,000**	**$832,886**	**$0**	**$8,109,886**
Regional Travel Behavior Survey	Comprehensive household travel behavior survey about every decade that informs policy makers on changing travel patterns and to update travel forecasting models to accurately predict future travel.	17284	Metro	Planning	STP	2010	$350,000	$40,059	$0	$390,059
Regional Travel Behavior Survey Total							**$350,000**	**$40,059**	**$0**	**$390,059**
Regional Travel Options (RTO) Metro - Carry-over (2008)	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	Other	CMAQ	2010	$804,000	$92,021	$0	$896,021
Regional Travel Options (RTO) Metro - Carry-over (2008) Total							**$804,000**	**$92,021**	**$0**	**$896,021**
Regional Travel Options (RTO) Metro - Carry-over (2009)	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	Other	CMAQ	2010	$1,352,456	$154,795	$0	$1,507,251
Regional Travel Options (RTO) Metro - Carry-over (2009) Total							**$1,352,456**	**$154,795**	**$0**	**$1,507,251**
Regional Travel Options (RTO) Metro 2010	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	Other	CMAQ	2010	$799,406	$91,496	$0	$890,902
Regional Travel Options (RTO) Metro 2010 Total							**$799,406**	**$91,496**	**$0**	**$890,902**
Regional Travel Options (RTO) Metro 2011	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	Other	CMAQ	2011	$1,800,000	$206,018	$0	$2,006,018
Regional Travel Options (RTO) Metro 2011 Total							**$1,800,000**	**$206,018**	**$0**	**$2,006,018**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Regional Travel Options (RTO) Metro 2012	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	15547 15548	Metro	Transit	CMAQ	2012	$1,882,000	$215,403	$0	$2,097,403
Regional Travel Options (RTO) Metro 2012 Total							**$1,882,000**	**$215,403**	**$0**	**$2,097,403**
Regional Travel Options (RTO) Metro 2013	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	15547 15548	Metro	Other	CMAQ	2013	$1,936,039	$221,588	$0	$2,157,627
Regional Travel Options (RTO) Metro 2013 Total							**$1,936,039**	**$221,588**	**$0**	**$2,157,627**
Regional Travel Options Program	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	17277 17278	Metro	Other	STP	2013	$2,203,500	$252,200	$0	$2,455,700
Regional Travel Options Program Total							**$2,203,500**	**$252,200**	**$0**	**$2,455,700**
South Corridor Phase 2 (Portland to Milwaukie)	Required element of competitive LRT funding process.	15554	Metro	Preliminary engineering	CMAQ	2010	$177,468	$20,312	$3,771,091	$3,968,871
South Corridor Phase 2 (Portland to Milwaukie)		15554	Metro	Preliminary engineering	STATE LOTTERY	2010	$0	$0	$68,000,000	$68,000,000
South Corridor Phase 2 (Portland to Milwaukie)		15554	Metro	Other	STATE-GEN	2010		$0	$300,000	$300,000
South Corridor Phase 2 (Portland to Milwaukie) Total							**$177,468**	**$20,312**	**$72,071,091**	**$72,268,871**
Southwest Corridor Refinement Plan	Corridor Level Multimodal Planning and Analysis.	17141	Metro	Planning	STP	2010	$150,000	$17,168	$0	$167,168
Southwest Corridor Refinement Plan Total							**$150,000**	**$17,168**	**$0**	**$167,168**
Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Funding for the Lake Oswego to Portland Streetcar Project alternatives analysis and Draft Environmental Impact Statement.	16637	Metro	Planning	STP	2012	$3,027,327	$346,491	$0	$3,373,818
Streetcar Extension: Portland to Lake Oswego via Willamette Shore		16637	Metro	Planning	STP	2012	$972,673	$111,327	$1,337,673	$2,421,673
Streetcar Extension: Portland to Lake Oswego via Willamette Shore Total							**$4,000,000**	**$457,818**	**$1,337,673**	**$5,795,491**
Willamette Greenway Tr: Chimney Park-Pier Park Br	Construct bike/ped bridge over railroad tracks.	16812	Metro	Preliminary engineering	TE	2010	$297,006	$33,994	$30,000	$361,000
Willamette Greenway Tr: Chimney Park-Pier Park Br		16812	Metro	Purchase right of way	TE	2011	$8,973	$1,027	$0	$10,000
Willamette Greenway Tr: Chimney Park-Pier Park Br		16812	Metro	Construction	TE	2012	$1,193,021	$136,547	$48,433	$1,378,001
Willamette Greenway Tr: Chimney Park-Pier Park Br Total							**$1,499,000**	**$171,568**	**$78,433**	**$1,749,001**

Table 3.1.3 - Transit Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Bus Stop Development and Streamline Program	Sidewalk crosswalk and bus stop improvements to provide better access safety and security to the transit system.	15552 15553	TriMet	Other	STP	2011	$1,375,000	$157,375	$0	$1,532,375
Bus Stop Development and Streamline Program		15552 15553	TriMet	Other	STP	2011	$3,197,532	$365,972	$0	$3,563,504
Bus Stop Development and Streamline Program		15552 15553	TriMet	Transit	STP	2013	$707,000	$80,919	$0	$787,919
Hillsboro Intermodal Facility	Shared use facility including 500-600 off-street parking spaces for commuters	16679	TriMet	Transit	ARRA	2010	$1,852,500	$0	$0	$1,852,500
							$1,852,500	$0	$0	$1,852,500
Pedestrian Network Analysis	This project would include a study or program that would review the regional sidewalk and crosswalk infrastructure.	15585	TriMet	Planning	STP	2010	$125,000	$14,307	$0	$139,307
							$125,000	$14,307	$0	$139,307
TriMet - Purchase SVC -5310	Purchase services	16713	TriMet	Transit	5310	2010	$330,944	$37,878	$0	$368,822
TriMet - Purchase SVC -5310		16712	TriMet	Transit	5310	2010	$330,944	$37,878	$0	$368,822
							$661,888	$75,756	$0	$737,644
TriMet ATP Contracted Transportation 2010	TriMet ATP contracted transportation 2010	16773	TriMet	Transit	5307	2010	$3,399,274	$849,819	$0	$4,249,093
TriMet ATP Contracted Transportation 2011	TriMet ATP contracted transportation 2011	16774	TriMet	Transit	5307	2011	$3,535,245	$883,811	$0	$4,419,056
							$6,934,519	$1,733,630	$0	$8,668,149
TriMet Bus/Rail Preventative Maintenance 2010	Capital maintenance for bus and rail	15609	TriMet	Transit	5307	2010	$31,517,157	$7,879,289	$0	$39,396,446
TriMet Bus/Rail Preventative Maintenance 2011		15610	TriMet	Transit	5307	2011	$32,428,679	$8,107,170	$0	$40,535,849
TriMet Bus/Rail Preventative Maintenance 2012		17287	TriMet	Transit	5307	2012	$35,000,000	$8,750,000	$0	$43,750,000
TriMet Bus/Rail Preventative Maintenance 2013		17292	TriMet	Transit	5307	2013	$36,050,000	$9,012,500	$0	$45,062,500
							$134,995,836	$33,748,959	$0	$168,744,795
TriMet Bus/Rail Transit Enhancements 2010	1% of Sec 5307 appropriations for transit amenities improvements such as real-time signage	15605	TriMet	Transit	5307	2010	$349,164	$87,291	$0	$436,455
TriMet Bus/Rail Transit Enhancements 2011		15606	TriMet	Transit	5307	2011	$359,639	$89,910	$0	$449,549
TriMet Bus/Rail Transit Enhancements 2012		17288	TriMet	Transit	5307	2012	$350,000	$87,500	$0	$437,500
TriMet Bus/Rail Transit Enhancements 2013		17293	TriMet	Transit	5307	2013	$360,500	$90,125	$0	$450,625
							$1,419,303	$354,826	$0	$1,774,129

Table 3.1.3 - Transit Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TriMet Job Access/Reverse Commute 2010	Program to improve transit access for low/moderate income households in the metro area	15626	TriMet	Transit	5316	2010	$743,042	$743,042	$0	$1,486,084
TriMet Job Access/Reverse Commute 2011		15627	TriMet	Transit	5316	2011	$787,624	$787,624	$0	$1,575,248
TriMet Job Access/Reverse Commute 2012		17290	TriMet	Transit	5316	2012	$720,000	$720,000	$0	$1,440,000
TriMet Job Access/Reverse Commute 2013		17295	TriMet	Transit	5316	2013	$741,600	$741,600	$0	$1,483,200
							$2,992,266	$2,992,266	$0	$5,984,532
TriMet New Freedom Program 2010	Services and facility improvements in excess of ADA requirements	15628	TriMet	Transit	5317	2010	$407,303	$407,303	$0	$814,606
TriMet New Freedom Program 2011		15629	TriMet	Transit	5317	2011	$431,741	$431,741	$0	$863,482
TriMet New Freedom Program 2012		17291	TriMet	Transit	5317	2012	$430,000	$430,000	$0	$860,000
TriMet New Freedom Program 2013		17300	TriMet	Transit	5317	2013	$442,900	$442,900	$0	$885,800
							$1,711,944	$1,711,944	$0	$3,423,888
TriMet Prev Maint (Reg Transit Bond Pmt)	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	17282 17283	TriMet	Transit	CMAQ	2012	$9,300,000	$1,064,427	$0	$10,364,427
TriMet Prev Maint (Reg Transit Bond Pmt)	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	17282 17283	TriMet	Transit	STP	2012	$3,700,000	$423,482	$0	$4,123,482
TriMet Prev Maint (Reg Transit Bond Pmt)	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	17282 17283	TriMet	Transit	CMAQ	2013	$9,300,000	$1,064,427	$0	$10,364,427
TriMet Prev Maint (Reg Transit Bond Pmt)	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	17282 17283	TriMet	Transit	STP	2013	$3,700,000	$423,482	$0	$4,123,482

Table 3.1.3 - Transit Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
TriMet Prev Maint (Reg Transit Bond Pmt)	Regional future contributions to the South Corridor (I-205/Mall) light rail Beaverton to Wilsonville commuter rail and North Macadam streetcar projects.	15577 15578 15581 15582	TriMet	Other	CMAQ	2010	$7,990,000	$914,491	$0	$8,904,491
TriMet Prev Maint (Reg Transit Bond Pmt)	Regional future contributions to the South Corridor (I-205/Mall) light rail Beaverton to Wilsonville commuter rail and North Macadam streetcar projects.	15577 15578 15581 15582	TriMet	Other	STP	2010	$1,310,000	$149,935	$0	$1,459,935
TriMet Prev Maint (Reg Transit Bond Pmt)	Regional future contributions to the South Corridor (I-205/Mall) light rail Beaverton to Wilsonville commuter rail and North Macadam streetcar projects.	15577 15578 15581 15582	TriMet	Other	CMAQ	2011	$7,300,000	$835,518	$0	$8,135,518
TriMet Prev Maint (Reg Transit Bond Pmt)	Regional future contributions to the South Corridor (I-205/Mall) light rail Beaverton to Wilsonville commuter rail and North Macadam streetcar projects.	15577 15578 15581 15582	TriMet	Other	STP	2011	$2,000,000	$228,909	$0	$2,228,909
							$44,600,000	$5,104,671	$0	$49,704,671
TriMet Rail Preventive Maintenance	Funds To Maintain And Refurbish Light Rail Vehicles Tracking And Stations	17289	TriMet	Transit	5309c Bus	2012	$12,200,000	$3,050,000	$0	$15,250,000
TriMet Rail Preventive Maintenance		17289	TriMet	Transit	STP	2012	$13,000,000	$1,487,908	$0	$14,487,908
TriMet Rail Preventive Maintenance		17294	TriMet	Transit	5309c Bus	2013	$12,566,000	$3,141,500	$0	$15,707,500
TriMet Rail Preventive Maintenance		17294	TriMet	Transit	STP	2013	$13,000,000	$1,487,908	$0	$14,487,908
							$50,766,000	$9,167,316	$0	$59,933,316
TriMet Rail System Improvements (Various)	Bundle of rail system improvements	16413	TriMet	Transit	ARRA	2010	$11,854,893	$0	$0	$11,854,893
							$11,854,893	$0	$0	$11,854,893
TrMet Rail Vehicle Prevntative Maintenance	Funds to maintain and refurbish light rail vehicles tracking and stations	15607	TriMet	Transit	5309a Mod	2010	$11,437,986	$2,859,497	$0	$14,297,483
TrMet Rail Vehicle Prevntative Maintenance		15608	TriMet	Transit	5309a Mod	2011	$12,124,247	$3,031,062	$0	$15,155,309
							$23,562,233	$5,890,559	$0	$29,452,792
Underground Storage Tanks at Center Garage	Remove single-walled tanks with double-walled tanks	16615	TriMet	Transit	ARRA	2010	$435,000	$0	$0	$435,000
							$435,000	$0	$0	$435,000

Table 3.1.4 - SMART Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
2009 Wilsonville/SMART Employer Program	Assist employers in development of programs that reduce number of vehicle miles traveled	16684	SMART	Transit	ARRA	2010	$62,315	$0	$0	$62,315
SMART Bus & Bus Facilities	Bus & bus facilities	14657	SMART	Transit	5309c Bus	2010	$54,340	$13,585	$0	$67,925
SMART Bus & Bus Facilities		14658	SMART	Transit	5309c Bus	2011	$56,430	$14,108	$0	$70,538
							$173,085	**$27,693**	**$0**	**$200,778**
SMART Bus/Rail Preventative Maintenance 2010	Funds to maintain and refurbish bus & rail fleet	15633	SMART	Transit	5307	2010	$373,249	$93,312	$0	$466,561
SMART Bus/Rail Preventative Maintenance 2011		15634	SMART	Transit	5307	2011	$403,108	$100,777	$0	$503,885
SMART Bus/Rail Preventative Maintenance 2012	Capital Maintenance For Bus And Rail FY12	17301	SMART	Transit	5307	2012	$435,456	$108,864	$0	$544,320
SMART Bus/Rail Preventative Maintenance 2013	Capital Maintenance For Bus And Rail FY13	17302	SMART	Transit	5307	2013	$470,292	$117,573	$0	$587,865
							$1,682,105	**$420,526**	**$0**	**$2,102,631**
SMART Bus/Rail Transit Enhancements 2010	1% of FTA Section 5307 appropriations that FTA requires allocated to amenities improvement	15635	SMART	Transit	5307	2010	$3,732	$933	$0	$4,665
SMART Bus/Rail Transit Enhancements 2011		15636	SMART	Transit	5307	2011	$4,031	$1,008	$0	$5,039
SMART Bus/Rail Transit Enhancements 2012		17303	SMART	Transit	5307	2012	$5,184	$1,296	$0	$6,480
SMART Bus/Rail Transit Enhancements 2013		17304	SMART	Transit	5307	2013	$5,600	$1,400	$0	$7,000
							$18,547	**$4,637**	**$0**	**$23,184**
SMART Job Access/Reverse Commute 2012	Program to improve access for low/mod income FY12	17297	SMART	Transit	5316	2012	$5,940	$5,940	$0	$11,880
SMART Job Access/Reverse Commute 2013	Program to improve access for low/mod income FY13	17298	SMART	Transit	5316	2013	$6,415	$6,415	$0	$12,830
SMART Jobs Access/Reverse Commute 2008	Program to improve transit access for low/moderate income households in the metro area	15412	SMART	Transit	5316	2010	$4,088	$4,088	$0	$8,176
SMART Jobs Access/Reverse Commute 2009		15413	SMART	Transit	5316	2011	$4,673	$4,673	$0	$9,346
SMART Jobs Access/Reverse Commute 2010		15637	SMART	Transit	5316	2010	$4,637	$4,637	$0	$9,274
SMART Jobs Access/Reverse Commute 2011	Improve transit access for low/moderate income income households in metro area	15638	SMART	Transit	5316	2011	$5,250	$5,250	$0	$10,500
							$31,003	**$31,003**	**$0**	**$62,006**

Table 3.1.4 - SMART Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
SMART New Freedom Program 2008	Services & facility improvements for Elderly & Disabled customers	15424	SMART	Transit	5317	2010	$2,442	$2,442	$0	$4,884
SMART New Freedom Program 2009		15425	SMART	Transit	5317	2010	$2,582	$2,582	$0	$5,164
SMART New Freedom Program 2010		15639	SMART	Transit	5317	2010	$2,737	$2,737	$0	$5,474
SMART New Freedom Program 2011		15640	SMART	Transit	5317	2011	$2,901	$2,901	$0	$5,802
SMART New Freedom Program FY12	Services & Facility Improvements for Elderly & Disabled Customers FY12	17299	SMART	Transit	5317	2012	$6,266	$6,266	$0	$12,532
SMART New Freedom Program FY13	Services & Facility Improvements for Elderly & Disabled Customers FY13	17300	SMART	Transit	5317	2013	$6,767	$6,767	$0	$13,534
							$23,695	**$23,695**	**$0**	**$47,390**
SMART Preventive Maintenance FY12	Maintenance and Bus Fleet Replacement FY12	17305	SMART	Transit	STP	2012	$180,000	$20,602	$0	$200,602
SMART Preventive Maintenance FY13	Maintenance and Bus Fleet Replacement FY13	17306	SMART	Transit	STP	2013	$180,000	$20,602	$0	$200,602
							$360,000	**$41,204**	**$0**	**$401,204**
Wilsonville Transit Station Improvements	Completion of driver breakroom and customer service center and preliminary engineering and a site plan for a SMART operations center (administration and maintenance) facility.	16605	SMART	Other	ARRA	2010	$262,319	$0	$0	$262,319
Wilsonville Transit Station Improvements		16605	SMART	Transit	ARRA	2010	$369,663	$0	$0	$369,663
							$631,982	**$0**	**$0**	**$631,982**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
2009 ITS Rural & Urban Corridors	ITS projects at various urban locations in Region 1	13737	ODOT	Construction	STATE-GEN	2010	$0	$0	$2,190,000	$2,190,000
2009 ITS Rural & Urban Corridors		13737	ODOT	Purchase right of way	STATE-GEN	2010	$0	$0	$46,000	$46,000
		13737 Total					**$0**	**$0**	**$2,236,000**	**$2,236,000**
2010 ATMS Misc Hardware & Software Upgrades	Install cameras; fiber optics; software etc.	15033	ODOT	Other	State STP	2010	$448,650	$51,350	$0	$500,000
		15033 Total					**$448,650**	**$51,350**	**$0**	**$500,000**
2010 Rural & Urban Corridor ITS	ITS projects-Various Rural and Urban locations in Region 1	14920	ODOT	Construction	State STP	2010	$1,715,099	$196,301	$0	$1,911,400
		14920 Total					**$1,715,099**	**$196,301**	**$0**	**$1,911,400**
Active Traffic Incident Management	Improved towing performance and implement speed harmonization and a queue warning system	16374	ODOT	Construction	State STP	2010	$852,435	$97,565	$0	$950,000
Active Traffic Incident		16374	ODOT	Other	State STP	2010	$426,218	$48,783	$0	$475,001
Active Traffic Incident Management		16374	ODOT	Preliminary engineering	State STP	2010	$201,893	$23,108	$0	$225,001
		16374 Total					**$1,480,546**	**$169,456**	**$0**	**$1,650,002**
Cornelius Pass Rd Hazardous Material Routing Study	Study for hazardous material routing	17048	ODOT	Planning	State STP	2010	$269,190	$30,810	$0	$300,000
		17048 Total					**$269,190**	**$30,810**	**$0**	**$300,000**
District 2B Damaged Pavement	Grind and inlay	16687	ODOT	Construction	STATE-GEN	2010	$0	$0	$286,000	$286,000
		16687 Total					**$0**	**$0**	**$286,000**	**$286,000**
HCRH Guardrail Replacement Project	Replace guardrail	16382	ODOT	Construction	NSBP	2010	$463,200	$115,800	$0	$579,000
		16382 Total					**$463,200**	**$115,800**	**$0**	**$579,000**
I-205 @ NE Airport Way Interchange	Conduct PE to initiate project development	14856	ODOT	Purchase right of way	HPP	2010	$224,325	$25,675	$0	$250,000
I-205 @ NE Airport Way Interchange		14856	ODOT	Construction	HPP	2012	$278,163	$31,837	$0	$310,000
I-205 @ NE Airport Way Interchange		14856	ODOT	Construction	OTH	2012	$0	$0	$2,712,500	$2,712,500
I-205 @ NE Airport Way Interchange		14856	ODOT	Construction	State STP	2012	$2,712,089	$310,411	$0	$3,022,500
		14856 Total					**$3,214,577**	**$367,923**	**$2,712,500**	**$6,295,000**
I-205/ OR-212/ 82nd Ave Signal Improvement	Ops and Signal Improvement	16845	ODOT	Preliminary engineering	State STP	2010	$484,542	$55,458	$0	$540,000
I-205/ OR-212/ 82nd Ave Signal Improvement		16845	ODOT	Construction	State STP	2011	$2,207,358	$252,642	$0	$2,460,000
		16845 Total					**$2,691,900**	**$308,100**	**$0**	**$3,000,000**
I-205: Glenn Jackson #09555 & Geo Abernethy #9403 Bridges	Repair/replace bad deck joints; deck overlay.	14833	ODOT	Construction	NHS	2010	$12,105,474	$1,385,526	$0	$13,491,000
		14833 Total					**$12,105,474**	**$1,385,526**	**$0**	**$13,491,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
I-205: SE 82nd Drive - SE Johnson Creek Blvd	Grind and inlay	16847	ODOT	Preliminary engineering	ARRA-5307 TRIMET	2010	$368,880	$0	$0	$368,880
I-205: SE 82nd Drive - SE Johnson Creek Blvd		16847	ODOT	Construction	ARRA-5307 TRIMET	2011	$4,611,000	$0	$0	$4,611,000
		16847 Total					**$4,979,880**	**$0**	**$0**	**$4,979,880**
I-405: Willamette River (Fremont) Br #02529	Deck overlay; repair strip seal joints and open expansion joints; bridge	16031	ODOT	Construction	HBRRL	2011	$8,745,086	$1,000,914	$0	$9,746,000
		16031 Total					**$8,745,086**	**$1,000,914**	**$0**	**$9,746,000**
I-5 @ N Macadam	Construct flyover at northbound off-ramp (freight/ind access/job creation)	14017	ODOT	Preliminary engineering	HPP	2010	$173,546	$19,863	$0	$193,409
		14017 Total					**$173,546**	**$19,863**	**$0**	**$193,409**
I-5 At I-205 Interchange	Add aux lane on I-5 NB	16967	ODOT	Preliminary engineering	JTA	2010	$0	$0	$1,320,000	$1,320,000
I-5 At I-205 Interchange		16967	ODOT	Construction	JTA	2012	$0	$0	$9,680,000	$9,680,000
		16967 Total					**$0**	**$0**	**$11,000,000**	**$11,000,000**
I-5/I-84 Analysis	Analysis I-405 Fwy future/prioritization loop projects; recon studies I-205 segments	15462	ODOT	Planning	State STP	2010	$1,344,721	$153,909	$0	$1,498,630
I-5/I-84 Analysis		15462	ODOT	Planning	STATE-GEN	2010	$0	$0	$398,370	$398,370
		15462 Total					**$1,344,721**	**$153,909**	**$398,370**	**$1,897,000**
I-5/I-84: Banfield-Morrison Interchange Ramps	Design repair of ramps at Banfield Morrison interchange	16303	ODOT	Preliminary engineering	State STP	2010	$134,595	$15,405	$0	$150,000
		16303 Total					**$134,595**	**$15,405**	**$0**	**$150,000**
I-5: Holladay - Marquam	IM project: rehab with deck overlay and joint repair	15140	ODOT	Construction	ARRA-5307 TRIMET	2011	$4,325,441	$0	$0	$4,325,441
I-5: Holladay - Marquam		15140	ODOT	Construction	HBRRL	2011	$5,143,907	$588,743	$0	$5,732,650
		15140 Total					**$9,469,348**	**$588,743**	**$0**	**$10,058,091**
I-5: SW Iowa St Bridge #08197 (Invasives Removal)	Invasives Removal	17182	ODOT	Other	STATE-GEN	2010	$0	$0	$45,000	$45,000
		17182 Total					**$0**	**$0**	**$45,000**	**$45,000**
I-5: SW Iowa St Viaduct Bridge #08197 (Landscaping 1)	Landscaping	17183	ODOT	Other	STATE-GEN	2010	$0	$0	$100,000	$100,000
		17183 Total					**$0**	**$0**	**$100,000**	**$100,000**
I-5: SW Iowa St Viaduct Bridge #08197 (Landscaping 2)	Landscaping	17184	ODOT	Other	STATE-GEN	2010	$0	$0	$100,000	$100,000
		17184 Total					**$0**	**$0**	**$100,000**	**$100,000**
I-5: SW Iowa Street Viaduct Bridge #08197	Bridge replacement	14949	ODOT	Construction	HPP	2010	$2,588,423	$296,257	$0	$2,884,680
		14949 Total					**$2,588,423**	**$296,257**	**$0**	**$2,884,680**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
I-5: Victory Blvd To Lombard Ph 2	Replace Denver viaduct; reconstruct local road connects; new signal	15190	ODOT	Preliminary engineering	State STP	2010	$2,559,548	$292,952	$0	$2,852,500
		15190 Total					**$2,559,548**	**$292,952**	**$0**	**$2,852,500**
I-5: Wilsonville Road Interchange	Interchange improvement	15108	ODOT	Construction	IOF	2010	$0	$0	$495,000	$495,000
I-5: Wilsonville Road Interchange		15108	ODOT	Construction	OTH	2010	$0	$0	$9,240,000	$9,240,000
I-5: Wilsonville Road Interchange		15108	ODOT	Construction	State STP	2010	$5,774,126	$660,875	$0	$6,435,001
I-5: Wilsonville Road Interchange		15108	ODOT	Purchase right of way	OTH	2010	$0	$0	$2,000,000	$2,000,000
		15108 Total					**$5,774,126**	**$660,875**	**$11,735,000**	**$18,170,001**
I-84 @ 257th Avenue Interchange	Improve safety and capacity EB off-ramp; widen Frontage Rd; reconstruct undercrossing	16841	ODOT	Planning	JTA	2010	$0	$0	$220,000	$220,000
I-84 @ 257th Avenue Interchange		16841	ODOT	Preliminary engineering	JTA	2010	$0	$0	$1,600,000	$1,600,000
I-84 @ 257th Avenue Interchange		16841	ODOT	Construction	JTA	2012	$0	$0	$22,180,000	$22,180,000
		16841 Total					**$0**	**$0**	**$24,000,000**	**$24,000,000**
I-84 EB To I-205 NB Auxiliary Lane	Project development	16846	ODOT	Preliminary engineering	State STP	2012	$672,975	$77,025	$0	$750,000
		16846 Total					**$672,975**	**$77,025**	**$0**	**$750,000**
I-84: MLK Blvd To I-205	Interstate maintenance pavement preservation	16267	ODOT	Preliminary engineering	ARRA-5307 TRIMET	2011	$276,660	$0	$0	$276,660
I-84: MLK Blvd To I-205		16267	ODOT	Construction	ARRA-5307 TRIMET	2013	$7,377,600	$0	$0	$7,377,600
		16267 Total					**$7,654,260**	**$0**	**$0**	**$7,654,260**
OR212: Tolbert St O'xing @ 82nd Drive	PE for o'xing	16844	ODOT	Preliminary engineering	State STP	2010	$1,794,600	$205,400	$0	$2,000,000
		16844 Total					**$1,794,600**	**$205,400**	**$0**	**$2,000,000**
OR213: Cascade Hwy N @ Division St	Intersection/signal upgrade; access management; install median curbs on Division and 82nd Ave.	16149	ODOT	Preliminary engineering	HSIP	2011	$183,518	$15,482	$0	$199,000
OR213: Cascade Hwy N @ Division St		16149	ODOT	Other	HSIP	2012	$11,066	$934	$0	$12,000
OR213: Cascade Hwy N @ Division St		16149	ODOT	Purchase right of way	HSIP	2012	$54,410	$4,590	$0	$59,000
OR213: Cascade Hwy N @ Division St		16149	ODOT	Construction	HSIP	2013	$834,591	$70,409	$0	$905,000
		16149 Total					**$1,083,585**	**$91,415**	**$0**	**$1,175,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
OR213: Cascade Hwy N @ Stark & Washington	Intersection/signal upgrade; access management; install median curbs on Stark and Washington	16150	ODOT	Preliminary engineering	HSIP	2011	$359,658	$30,342	$0	$390,000
OR213: Cascade Hwy N @ Stark & Washington		16150	ODOT	Other	HSIP	2012	$16,600	$1,400	$0	$18,000
OR213: Cascade Hwy N @ Stark & Washington		16150	ODOT	Purchase right of way	HSIP	2012	$435,278	$36,722	$0	$472,000
OR213: Cascade Hwy N @ Stark & Washington		16150	ODOT	Construction	HSIP	2013	$1,505,953	$127,047	$0	$1,633,000
		16150 Total					**$2,317,489**	**$195,511**	**$0**	**$2,513,000**
OR217: Sunset Hwy - Tualatin Valley Hwy	Widen highway and structures. Complete ramp work.	6025	ODOT	Construction	HPP	2010	$6,383,392	$730,608	$0	$7,114,000
OR217: Sunset Hwy - Tualatin Valley Hwy		6025	ODOT	Construction	HPP	2010	$957,509	$109,591	$0	$1,067,100
OR217: Sunset Hwy - Tualatin Valley Hwy		6025	ODOT	Construction	HPP	2010	$1,595,848	$182,652	$0	$1,778,500
OR217: Sunset Hwy - Tualatin Valley Hwy		6025	ODOT	Construction	OTIA 3-Adv Con	2010	$0	$0	$22,980,212	$22,980,212
OR217: Sunset Hwy - Tualatin Valley Hwy		6025	ODOT	Other	STATE-GEN	2010	$100,000	$0	$0	$100,000
		6025 Total					**$9,036,749**	**$1,022,851**	**$22,980,212**	**$33,039,812**
OR43: Willamette River Bridge	Rehabilitation and historic work bridge #00357	14014	ODOT	Construction	HBRRL	2010	$10,774,734	$1,233,217	$0	$12,007,951
		14014 Total					**$10,774,734**	**$1,233,217**	**$0**	**$12,007,951**
OR8: Minter Bridge Rd - Mt View Lane	Paving	15044	ODOT	Purchase right of way	NHS	2010	$21,535	$2,465	$0	$24,000
OR8: Minter Bridge Rd - Mt View Lane		15044	ODOT	Construction	BIKEWAYS	2011	$304,590	$0	$0	$304,590
OR8: Minter Bridge Rd - Mt View Lane		15044	ODOT	Construction	HBRRL	2011	$1,548,749	$177,261	$0	$1,726,010
OR8: Minter Bridge Rd - Mt View Lane		15044	ODOT	Construction	NHS	2011	$7,288,230	$834,171	$0	$8,122,401
		15044 Total					**$9,163,104**	**$1,013,897**	**$0**	**$10,177,001**
OR8: TV Hwy @ 178th Ave	Pedestrian improvements and illumination	16144	ODOT	Other	HSIP	2010	$230,550	$19,450	$0	$250,000
OR8: TV Hwy @ 178th Ave		16144	ODOT	Preliminary engineering	HSIP	2010	$120,808	$10,192	$0	$131,000
OR8: TV Hwy @ 178th Ave		16144	ODOT	Purchase right of way	HSIP	2010	$31,355	$2,645	$0	$34,000
OR8: TV Hwy @ 178th Ave		16144	ODOT	Construction	HSIP	2011	$736,561	$62,139	$0	$798,700
OR8: TV Hwy @ 178th Ave		16144	ODOT	Construction	State STP	2011	$14,626	$1,674	$0	$16,300
		16144 Total					**$1,133,900**	**$96,100**	**$0**	**$1,230,000**
OR99: SE Tacoma Street Intersection	Ramp/terminal improvement	16843	ODOT	Preliminary engineering	State STP	2010	$1,345,950	$154,050	$0	$1,500,000
		16843 Total					**$1,345,950**	**$154,050**	**$0**	**$1,500,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
OR99E: MLK Viaduct - SE Harold St	"2"" overlay"	15045	ODOT	Construction	NHS	2010	$1,349,539	$154,461	$0	$1,504,000
OR99E: MLK Viaduct - SE Harold St		15045	ODOT	Other	NHS	2010	$62,811	$7,189	$0	$70,000
		15045 Total					**$1,412,350**	**$161,650**	**$0**	**$1,574,000**
OR99E: Roethe Rd - Clackamas River Bridge	Inlay/overlay	16148	ODOT	Preliminary engineering	NHS	2010	$180,357	$20,643	$0	$201,000
OR99E: Roethe Rd - Clackamas River Bridge		16148	ODOT	Construction	NHS	2012	$3,935,558	$450,442	$0	$4,386,000
		16148 Total					**$4,115,915**	**$471,085**	**$0**	**$4,587,000**
OR99W: Gaarde/McDonald Intersection Improvements	Intersection improvement	16968	ODOT	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$1,000,000	$1,000,000
OR99W: Gaarde/McDonald Intersection Improvements		16968	ODOT	Construction	State STP	2012	$2,691,900	$308,100	$0	$3,000,000
		16968 Total					**$2,691,900**	**$308,100**	**$1,000,000**	**$4,000,000**
OR99W: I-5 NB Off Ramp (Tigard)	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	16142	ODOT	Preliminary engineering	HSIP	2010	$203,806	$17,194	$0	$221,000
OR99W: I-5 NB Off Ramp (Tigard)		16142	ODOT	Purchase right of way	HSIP	2011	$40,577	$3,423	$0	$44,000
OR99W: I-5 NB Off Ramp (Tigard)		16142	ODOT	Construction	HSIP	2012	$995,054	$83,946	$0	$1,079,000
		16142 Total					**$1,239,437**	**$104,563**	**$0**	**$1,344,000**
OR99W: I-5 SB Off Ramp To 99W (Tigard)	Add an additional lane NB from 68th to 64th	16143	ODOT	Construction	HSIP	2012	$674,128	$56,872	$0	$731,000
OR99W: I-5 SB Off Ramp To 99W (Tigard)		16143	ODOT	Preliminary engineering	HSIP	2012	$162,307	$13,693	$0	$176,000
		16143 Total					**$836,435**	**$70,565**	**$0**	**$907,000**
OR99W: Naito Jurisdictional Transfer	Jurisdictional transfer of highway	16969	ODOT	Other	JTA	2010	$0	$0	$1,000,000	$1,000,000
		16969 Total					**$0**	**$0**	**$1,000,000**	**$1,000,000**
Pavement Marker Winter Repair	PE for pavement marker winter repairs project	16825	ODOT	Preliminary engineering	State STP	2010	$26,919	$3,081	$0	$30,000
		16825 Total					**$26,919**	**$3,081**	**$0**	**$30,000**
Pre-Apprenticeship Education Ironwork & Welding	Provides training program for target group members in Portland metro area.	17147	ODOT	Other	ARRA-Training	2010	$120,000	$0	$0	$120,000
		17147 Total					**$120,000**	**$0**	**$0**	**$120,000**
Region 1 Congestion Pricing	Study for congestion pricing	17049	ODOT	Planning	State STP	2010	$852,435	$97,565	$0	$950,000
		17049 Total					**$852,435**	**$97,565**	**$0**	**$950,000**
Region 1 Traffic Signal Upgrade Bluff Road-US26	Signal upgrade	15443	ODOT	Construction	STATE-GEN	2010	$0	$0	$159,000	$159,000
		15443 Total					**$0**	**$0**	**$159,000**	**$159,000**
Region 1 Traffic Signal Upgrade Unit 4	Upgrade traffic signals	10874	ODOT	Construction	State STP	2010	$745,656	$85,344	$0	$831,000
		10874 Total					**$745,656**	**$85,344**	**$0**	**$831,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
Slides/Rockfall Reserve (Arrows)	Slide repairs	15035	ODOT	Construction	State STP	2010	$1,342,361	$153,639	$0	$1,496,000
		15035 Total					**$1,342,361**	**$153,639**	**$0**	**$1,496,000**
SW Harbor Dr/SW River Parkway Improvements	Construct flyover at NB off-ramp	16972	ODOT	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$1,016,000	$1,016,000
SW Harbor Dr/SW River Parkway Improvements		16972	ODOT	Construction	OTH	2011	$0	$0	$1,174,010	$1,174,010
SW Harbor Dr/SW River Parkway Improvements		16972	ODOT	Construction	OTIA 3-Adv Con	2011	$0	$0	$1,998,990	$1,998,990
SW Harbor Dr/SW River Parkway Improvements		16972	ODOT	Purchase right of way	OTH	2011	$0	$0	$1,200,000	$1,200,000
		16972 Total					**$0**	**$0**	**$5,389,000**	**$5,389,000**
SW Moody Ave: SW River Parkway - SW Gibbs St	Reconstruction of SW Moody Avenue.	16973	ODOT	Other	OTH	2010	$0	$0	$6,592,254	$6,592,254
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Preliminary engineering	OTH	2010	$0	$0	$750,000	$750,000
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$7,108,584	$7,108,584
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Purchase right of way	OTH	2010	$0	$0	$1,250,000	$1,250,000
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Construction	HPP-100%	2011	$1,806,454	$0	$0	$1,806,454
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Construction	OTH	2011	$0	$0	$5,297,487	$5,297,487
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Construction	OTIA 3-Adv Con	2011	$0	$0	$4,891,416	$4,891,416
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Construction	TCSP	2011	$339,203	$84,801	$0	$424,004
SW Moody Ave: SW River Parkway - SW Gibbs St		16973	ODOT	Construction	TIGER	2011	$23,203,988	$0	$0	$23,203,988
		16973 Total					**$25,349,645**	**$84,801**	**$25,889,741**	**$51,324,187**
US26: NW 185th Ave - Cornell Road	Widen US26 from OR217 Interchange to Cornelius Pass exit	14070	ODOT	Construction	JTA	2010	$0	$0	$19,573,000	$19,573,000
US26: NW 185th Ave - Cornell		14070	ODOT	Other	JTA	2010	$0	$0	$427,000	$427,000
		14070 Total					**$0**	**$0**	**$20,000,000**	**$20,000,000**
US26: SE 122nd To SE 136th	Install 3rd turn lane; shoulders; sidewalks and crosswalks	15051	ODOT	Purchase right of way	HSIP	2010	$1,090,963	$92,037	$0	$1,183,000
US26: SE 122nd To SE 136th		15051	ODOT	Construction	BIKEWAYS	2011	$465,720	$0	$0	$465,720
US26: SE 122nd To SE 136th		15051	ODOT	Construction	HSIP	2011	$501,068	$42,272	$0	$543,340
US26: SE 122nd To SE 136th		15051	ODOT	Construction	State STP	2011	$3,621,718	$414,522	$0	$4,036,240
US26: SE 122nd To SE 136th		15051	ODOT	Construction	STATE TSP	2011	$0	$0	$2,716,700	$2,716,700
		15051 Total					**$5,679,469**	**$548,831**	**$2,716,700**	**$8,945,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
US26: Shute Road Interchange	Interchange improvement to improve operations and build new WB-SB loop ramp	16842	ODOT	Planning	JTA	2010	$0	$0	$250,000	$250,000
US26: Shute Road Interchange		16842	ODOT	Preliminary engineering	JTA	2010	$0	$0	$8,100,000	$8,100,000
US26: Shute Road Interchange		16842	ODOT	Purchase right of way	JTA	2011	$0	$0	$15,550,000	$15,550,000
US26: Shute Road Interchange		16842	ODOT	Construction	JTA	2012	$0	$0	$21,150,000	$21,150,000
		16842 Total					**$0**	**$0**	**$45,050,000**	**$45,050,000**
US26: Springwater At-Grade Intersection	Construct at-grade intersection	15773	ODOT	Construction	NHS	2010	$1,794,600	$205,400	$0	$2,000,000
US26: Springwater At-Grade Intersection		15773	ODOT	Preliminary engineering	NHS	2010	$538,380	$61,620	$0	$600,000
US26: Springwater At-Grade Intersection		15773	ODOT	Purchase right of way	NHS	2010	$358,920	$41,080	$0	$400,000
		15773 Total					**$2,691,900**	**$308,100**	**$0**	**$3,000,000**
US26: Sylvan To I-405 (Portland)	"2"" inlay (full wd)"	16141	ODOT	Preliminary engineering	NHS	2010	$141,773	$16,227	$0	$158,000
US26: Sylvan To I-405 (Portland)		16141	ODOT	Construction	NHS	2012	$3,259,711	$373,089	$0	$3,632,800
US26: Sylvan To I-405 (Portland)		16141	ODOT	Construction	State STP	2012	$814,928	$93,272	$0	$908,200
		16141 Total					**$4,216,412**	**$482,588**	**$0**	**$4,699,000**
US30 Bypass: NE 122nd - NE 141st	Install 3rd turn lane; shoulders; sidewalks and x-ings	15068	ODOT	Construction	BIKEWAYS	2012	$326,000	$0	$0	$326,000
US30 Bypass: NE 122nd - NE 141st		15068	ODOT	Construction	HSIP	2012	$2,164,588	$182,612	$0	$2,347,200
US30 Bypass: NE 122nd - NE 141st		15068	ODOT	Construction	State STP	2012	$526,536	$60,264	$0	$586,800
		15068 Total					**$3,017,124**	**$242,876**	**$0**	**$3,260,000**
US30: NW Balboa Ave RR Xing Closure	For railroad crossing closure	15814	ODOT	Construction	STATE-GEN	2010	$50,000	$0	$0	$50,000
		15814 Total					**$50,000**	**$0**	**$0**	**$50,000**
US30B: NE 60th Ave - NE 82nd Ave	Overlay	15050	ODOT	Preliminary engineering	HSIP	2010	$6,460	$545	$0	$7,005
US30B: NE 60th Ave - NE 82nd Ave		15050	ODOT	Preliminary engineering	State STP	2010	$155,053	$17,747	$0	$172,800
		15050 Total					**$161,513**	**$18,292**	**$0**	**$179,805**
West Linn Trail Bike/Ped Path	PE and environmental work for bike/ped path	16834	ODOT	Preliminary engineering	ARRA	2010	$250,000	$0	$0	$250,000
		16834 Total					**$250,000**	**$0**	**$0**	**$250,000**

3.2 PROGAMMING HIGHLIGHTS

Regional Flexible Funding – Key Initiatives

The current initiatives utilizing regional flexible funds were approved in March 2009 for funding authority to be provided in 2010-11 and March 2007 for funding authority to be provided in 2010-11 along with a few delayed projects from previous allocations. Both sets of project allocations are shown in Appendix 4. The program approved in the current resolution 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.

FFY 2010-11 Funds

Boulevards. "Boulevard" streets are road segments that 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, public transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

Allocations made to these types of projects for 2010-11 included boulevard funding for Baseline Avenue in the city of Cornelius, additional funding for the East Burnside project in Portland and design work for SE Burnside Avenue in the Rockwood area of Gresham.

Bike and pedestrian system improvements. Projects receiving funds for bike and pedestrian projects for 2010-11 provide completion of funding for the Trolley Trail between the Gladstone and Milwaukie Town Centers and the Rock Creek Trail in Hillsboro. Funding was also provided to the 50s Bike "Boulevard" project in north and southeast Portland in the vicinity of the 50th to 54th Avenues. Project development work is also programmed for a Westside Powerline trail between the Willamette and Tualatin Rivers, a Sullivan's Gulch/I-84 trail between the Eastbank trail and 122nd Avenue, a Milwaukie to Lake Oswego trail, the crossing of Hall Boulevard by the Fanno Creek Trail, and a potential Scouter's Mountain trail.

Roadway, Freight and Intelligent Transportation Systems. The 2007 allocation (for FFY 2010-11) included funding to extend improvements of Columbia Boulevard east of 82nd Avenue across the 82nd Avenue interchange. Funding is also included to complete replacement of a sub-standard railroad under crossing on 223rd Avenue that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Additional funding is provided for preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 (at the N Portland and Lombard interchange) and access to the Clackamas Regional Center at SE Harmony Road.

Two reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. One is on Cully

Boulevard in NE Portland and the other is located on Main Street in the Tigard town center. Funding for the retrofit of a culvert that inhibits fish passage and habitat for threatened and endangered fish species was also funded as part of an active program to address regional transportation impacts to endangered species.

A new programmatic allocation was funded for 2010-11 that will allow Transport, the sub-committee to TPAC on ITS activities to recommend funding of ITS projects across the region. This program is now known as the Transportation System Management and Operations program.

Public Transit, Transit Oriented Development, and Regional Travel Options. Metro recently increased and extended its commitment to supplement and leverage rail new starts funding by programming regional flexible funds to support the I-205/Mall light rail project, Wilsonville to Beaverton commuter rail project and South Waterfront streetcar extension to $9.3 million annually from 2008 through the year 2015.

In addition to the rail project funding, $5.5 million was approved for capital improvements along frequent bus corridors in 2008-11 (where bus service is provided at 15-minute or better frequency all day, seven days a week). Improvements include shelters, real time schedule displays, pedestrian access improvements, and other amenities.

The Transit Oriented Development (TOD) program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas and designated mixed-use centers. The program was awarded $5 million for 2010-11.

The Regional Travel Options program was allocated $3.8 million in 2010-11 to support programs that increase the percentage of trips by modes other than single occupant vehicles. These programs make more efficient use of the region's transportation infrastructure and land consumption for development.

FFY 2012-13 Funds

Previous allocation cycles of Regional Flexible Funding have utilized a modal approach to investing resources in regional transportation projects and programs. For the allocation of funds for FFY 2012-13 a new approach was developed that uses an outcomes based framework. This shift was ushered in by the 2035 Regional Transportation Plan (RTP) which sets the policy direction for investing in the regional transportation system. New categories were used in the project solicitation process based on outcomes we want to achieve in the region or the types of places we want to develop in the region, rather than investing by mode. This essentially means that projects of all types were considered in the various categories and judged on how well they would achieve the outcomes of developing healthy mixed use areas, mobility corridors and improved environmental health.

Regional mobility corridors. This category of projects focuses on multi-modal mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional public transit facilities, but also include parallel arterial and regional trail facilities.

Regional Flexible funds were allocated in the amount of $8,233,608 in regional mobility corridors. The Twenties Bikeway will provide a north – south bike route made up of bike boulevards and striped bike lanes in the City of Portland. The Westside Trail adds a trail section in Washington County. The 40 Mile Loop Trail segment funded in this cycle provides a link in a regional trail. TriMet's Bus Stop Development and Streamline Program was funded to improve bus stops and frequent bus services that increase ridership. All of the investments made in this category strengthen mobility in the region through trail and public transit investments and help connect people efficiently 2040 land use areas.

Mixed-use area implementation. This category focuses on investments in mixed-use areas that leverage the 2040 Growth Concept through regional street and trail system improvements that provide community access and mobility. One third or more of the project length must be inside a 2040 land use area to be eligible for funds in this category.

A little over $10 million in funds was spent on projects that contribute to the outcome of vibrant mixed-use centers in the region. The SW Rose Biggi project in Beaverton will construct a street using boulevard streetscaping elements that includes on-street parking, sidewalks and pedestrian scale lighting. 102nd Avenue in the City of Portland and McLoughlin Boulevard are also boulevard type projects that improve the sidewalk and biking environment in 2040 Centers. The Red Electric Trail in SW Portland is a trail connection linking neighborhoods with the Hillsdale Town Center, providing a route in an area with few safe alternatives.

Environmental enhancement and mitigation. This category focuses on investments that advance the development of environmentally sustainable transportation design.

Almost $3 million was allocated to projects in this category. The School Bus Diesel Engine Emission Reduction project will retrofit school buses in several communities to reduce the diesel emissions and improve air quality. Also a diesel emissions reduction project, the Electronic Mini-Hybrid Bus Retrofit project funds the use of electronically powered cooling system retrofits for TriMet buses that will improve fuel mileage by 5% per bus.

Regional Programs. In a separate step of the allocation process, funds were allocated to programs that serve regional goals and objectives and distribute resources throughout the region.

Regional Public Transit Investments. The following public transit investments were made for FFY 2012-13 with regional flexible funds:

- The High Capacity Transit bond payment received $18.6 million, with an additional $7.4 million for Milwaukie LRT and Washington commuter Rail.

- **OR 43: Portland to Lake Oswego Transit Corridor EIS**
  This $4 million dollar project is for the Lake Oswego to Portland Streetcar Project Draft Environmental Impact Statement. It is anticipated that this funding will be matched by $1.5 million funding from project partner jurisdictions. Metro provides services to the region by leading the National Environmental Policy Act (NEPA) Environmental Impact Statements (EIS) and the federal Transit Administration New Starts processes in order to gain approval and funding for new high capacity transit projects.

- **Bus Stop Development and streamline program**
  This project includes a package of capital projects designed to improve convenience for all passengers to access transit by constructing sidewalks, crosswalks and ADA improvements. These improvements include new shelters, large signage with information on how to use the system, and sidewalk connections to all pathways originating out a minimum of 1/8th mile from the bus stop. These improvements are intended to respond to specific user needs and community input for improved transit facilities, access and information.

Regional Travel Options

FFY 2012-13 RTO funding supports the following initiatives:

- Collaborative marketing programs, such as the Drive Less/Save More campaign, increase public awareness of the personal and community benefits of travel options use and motivate behavior change.

- Individualized marketing projects (TravelSmart™ or Smart Trips) identify individuals who want to change their travel behavior and provide the customized information. One large scale or two smaller scale projects are included in the base program.

- Employer outreach to employers affected by the Oregon Department of Environmental Quality (DEQ) Employer Commute Options Rules to reduce employee auto trips and increase the number of employment sites offering their employees transportation benefits. The non-drive alone rate for such sites has risen from 26% in 1996 to 35% in 2006. RTO efforts are expected to approach 45% non-drive alone commute trips by 2014. DEQ, Metro, TriMet, Wilsonville SMART, area TMAs and other partners carry out employer programs.

Transit Oriented Development/Centers Implementation Program

TOD. The Transit-Oriented Development Implementation Program (TOD Program) in existence since 1996 helps stimulate the construction of "transit villages" and other transit-oriented development projects through public/private partnerships along public transit lines and frequent bus routes throughout the Portland Metropolitan region.

To date, program investments and commitments have been made throughout the metro region in 19 station areas in several jurisdictions including Portland (Central City and Gateway Regional

Centers), Beaverton, Hillsboro (Regional Center and Orenco Town Center), Gresham, and in Washington County.

Centers. The Centers Implementation Program (Centers Program) in existence since 2004 is based on Metro's TOD Program and provides investment incentives in local jurisdictions to the private sector for constructing "urban villages" and development projects that demonstrate mixed-use concepts and reduce auto mode share by providing services, housing, jobs with access to public transit within centers that are yet to be served by light or commuter rail. The Centers Program is intended to help increase development capacity while protecting existing neighborhoods and to enhance the development potential of 2040 centers to ensure that regional goals to accommodate the majority of new residents and jobs within these strategic locations can be realized. To date, Centers program investments have been made in Hillsdale and Milwaukie Town Centers.

Transportation System Management and Operations. The region has a history of funding a round of ITS development plans throughout the region and subsequent ITS projects identified as local priorities in that planning work. In the most recent funding cycle, a regional allocation of $3 million was funded, with the TransPort sub-committee of TPAC is tasked with developing a process for prioritizing projects of regional scope to implement with these funds.

MPO Planning. This program provides support to Metro in meeting MPO mandates, established through federal regulations. Examples of these requirements include development and adoption of the MTIP, support for a decision-making structure that includes local governments and state regional transportation providers, participation in the development of local plans and projects that implement regional policy, maintenance of travel demand models for planning by Metro, local governments and state and regional transportation service providers. In addition, these responsibilities include maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers and compliance with federal certification requirements like environmental justice and air quality. The following programs fall under the umbrella of MPO planning activities.

-Travel Behavior Survey. Metro fields a comprehensive household travel behavior survey about every decade to inform policy makers on changing travel patterns and to update travel forecasting models to accurately predict future travel. The last survey was 1994. This update was delayed from 2004 to 2010 because the significant disruption due to downtown Portland construction would skew the results. In the meantime, Metro staff has been working with ODOT staff and staffs from the other Oregon MPOs to design and test the survey instrument and begin fielding surveys in other metropolitan areas of the state. By having a common survey instrument and contractor, all of the parties receive information from the other regions to use in their own work and an economy of scale results in lower costs.

-Next Corridor. Following adoption of the 2000 Regional Transportation Plan, a multi-year work plan was identified to carry out a series of corridor plans to better define

needed improvements in various corridors throughout the region. Priorities for addressing these corridors were established through Resolution No. 01-3089 and Resolution No. 05-3616A. To support carrying out those corridor plans, MTIP funds have been allocated through a series of MTIP cycles since 2002. To date, corridor plans have been completed for the I-5 Trade Corridor, the Hwy 217 Corridor, the Powell-Foster Corridor and is now underway for a Regional HCT System Plan. Upon completion of the next RTP update, these corridor priorities will be updated. This allocation would set aside funds in FY '12 and FY '13 to contribute toward the next priority corridor. In the past there has been a practice to define the scope of work for the corridor plans and supplement this funding set-aside with other state, regional and local contributions. Consideration will be given to the priorities established through Resolution No. 05-3616A which included the I-84/US 26 Connector, I-5 South, I-205 and the I-5/I-405 Loop. However, final priorities are subject to conclusions reached through the RTP update.

ODOT Programming

ODOT has proposed programming $410 million of federal and state funds to highway capacity, preservation, operations, bridge, safety, enhancement, bicycle/pedestrian, and local projects. In 2009, Oregon State Legislature passed HB2001 – Jobs and Transportation Act (JTA). The JTA is funded through increases to vehicle registration fees, gas tax increases, weight mile fee increases and bonding. The JTA provides dedicated funding to specified projects throughout the state. In addition, Connect Oregon III is being funded through the JTA.

Statewide, approximately $36 million per year is spent on vehicle capacity projects (modernization). The region's share of these funds is approximately $14 million per year in 2012-13.

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

Highway Capacity

This MTIP is scheduled to fund the following highway capacity projects:

- Projects funded by ODOT – Region 1 Allocations:
  - The widening of US 26 from four to six lanes is programmed for funding between 185th Avenue and Cornelius Pass Road.
  - Intersection improvements in Tigard at OR99W: Gaarde/McDonald.
  - Operational improvements at I-205/OR212/82nd Drive.
  - Additional preliminary engineering money for I-5 Delta Park Phase 2.
  - Preliminary engineering for I-84 eastbound to I-205 northbound auxillary lane.
  - Planning refinement study for I-5/I-84.

- Projects funded by HB2001 – Jobs and Transportation Act (JTA)
  - Intersection improvements at US26 and Glencoe Road.

- Intersection improvements at US26 and Shute/Brookwood.
- Travel and circulation improvements at Troutdale @ 257th Avenue.
- Construction of auxiliary lane from North Wilsonville to I-205.
- Intersection improvements at Washington Street intersection in Oregon City.

ODOT Operations, Pavement, Bridge Preservation and Safety Program

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

1. OR8: Tualatin Valley Highway @ 178th intersection safety improvements.

2. Safety improvements at OR99W and I-5:
   a. Add additional lane off of I-5 northbound off ramp OR99W from 60th to Barbur.
   b. Add additional lane from I-5 southbound off ramp from 68th-64th.

3. Safety improvements on OR99W at Beef Bend Road: build southbound right turn lane.

4. Intersection, signal upgrades and safety improvements on OR213:
   a. At Division Street.
   b. At Stark and Washington Streets.

5. I-205 Cable Barrier Project – installing cable barrier in median.

6. US26: Sylvan to I-405 pavement overlay in 2013.

7. US26: East Burnside (Gresham) to West City Limits of Sandy pavement overlay.

8. ODOT will invest approximately $9 million during the Plan period in ramp metering, communications infrastructure, and computer hardware and software to manage traffic flow and reduce congestion.

Regional Public Transit Programming

Between FY08 and FY12 TriMet is programming $196 million of section 5307 funds, $70 million of Fixed Guideway Modernization funds, $4 million of Jobs Access Reverse Commute and $3 million of New Freedom funds. In addition, TriMet is programming $565 million of New Starts funds, of which $265 million are appropriated for the I-205/Portland Mall Light Rail project and $300 million are planned for the Portland to Milwaukie Light Rail project.

3.3 PLANNING FACTORS – PROJECTS

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

The following describes how this MTIP addresses the planning factors.

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

   - All regional flexible fund projects are evaluated on their impact on economic development in primary 2040 areas (centers, industrial and employment areas and intermodal facilities).

   - The freight category (2010-11) and the industrial and employment area implementation category (2012-13) of projects signify the importance of these projects in the region.

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

   - House Bill 2001 (JTA) provides $960.3 million statewide to for dedicated project. Region 1 is receiving $250 million for seven projects located inside the MPO to support economic development and job creation.

   - Light Rail Transit investments including the Portland to Milwaukie LRT, OR 43: Portland to Lake Oswego Transit Corridor EIS and the High Capacity Bond repayment support regional and town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments help support a healthy regional economy by helping realize the 2040 Growth Concept.

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

   - All regional flexible fund projects are evaluated using safety criteria and points given by a safety panel and included whether a project would have negative safety impacts on other modes or solves a known safety issue.
   - All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.

   - ODOT has programmed more than $27 million of funding for projects in the metropolitan area in the safety program, prioritized specifically by safety considerations.

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

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

4. Increase the accessibility and mobility of people and freight;

- The regional flexible fund allocation places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.

- Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept are a criterion for all regional flexible funded projects.

- Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.

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

- The MTIP conforms to the Clean Air Act.

- The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative-modes (STIP).

- "Green Street demonstration projects funded to employ new practices for mitigating the negative environmental effects of storm water runoff (2010-11)

- For the FFY 2012-13 regional flexible funded projects "Green Street" elements have been incorporated into the standards for all projects funded with regional flexible funds that deal with stormwater or streetscape improvements.

- Regional flexible funds were allocated to diesel retrofit projects ($2.828 million) to reduce diesel emissions on school buses in several communities in the region and to improve the fuel efficiency of TriMet buses.
- Over $16 million of regional flexible funds was allocated to bike and pedestrian projects for FFY 2010-13 which improve quality of life in the region's neighborhoods and have a positive air quality benefit by reducing auto trips.

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

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

7. Promote efficient management and operations;

- The Regional Travel Options program at Metro received $8.686 million to conduct transportation demand management projects and programs throughout the region to reduce Single occupancy vehicle (SOV) trips and relieve pressure on congested corridors in FFY 2010-13.

- $6 million has been allocated over two regional flexible funding cycles to the Transportation System Management and Operations program at Metro to work on increasing efficiency of existing systems throughout the region.

8. Emphasize the preservation of the existing transportation system.

- Reconstruction projects that provide long-term maintenance are identified as a funding priority for 2010-11.

- ODOT prioritized 2010-11 funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

3.4 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro has prepared a Conformity Determination that documents this finding and is included in this MTIP as Appendix 1. The determination report finds that the 2010-13 MTIP conforms to the Oregon SIP for air quality.

The Determination report also identifies how this MTIP meets the Transportation Control Measures required by the Oregon SIP. Transportation Control Measures implemented include bike and pedestrian system facility improvements each biennium and an average annual increase of public transit service by 1% in the region. Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

Table 3.4.1 Bicycle projects implementing transportation control measures for air quality

The following table shows the Bicycle and pedestrian projects from 2006-2013 and the total mileage of TCMs. As shown in tables, the region has allocated funding for at least 3 miles of bicycle lanes and multi-use paths for 2006-13. This represents an average of 7.8miles per biennium, 56% above the 5 mile per biennium target for new bicycle/trail improvements.

2006-07 Funding		
Beaverton Powerline Trail		1.95 mi
Washington SQ RC multi-use trail		.57 mi
McLoughlin: I-205 to Hwy 43 Bridge		.10 mi
102nd Ave boulevard improvements		.80 mi
Hwy 99E: River Rd to Park Ave bike lanes		.57 mi
	total	3.99 mi

2008-09 Funding		
Springwater Trail		0.9 mi
Marine Drive bike lanes		1.5 mi
Gresham-Fairview Trail		1.9 mi
Gresham MAX Trail		1.9 mi
Rock Creek Trail		0.8 mi
Trolley Trail		6.0 mi
SE 92nd Ave		.38 mi
Waud Bluff Trail		0.25 mi
	total	13.63 mi

2010-11 Funding		
East Baseline St, Cornelius		0.54 mi
East Burnside		0.55 mi
	total	5.39 mi

2012-13 Funding		
NE/SE 20s Bikeway		5.50 mi
Westside Trail		0.75 mi
40 mile loop trail		1.70 mi
Red Electric trail		0.24 mi
	total	8.19 mi

2006-13 Bicycle TCM total	**31.2 mi**

Table 3.4.2 Pedestrian projects implementing transportation control measures for air quality

As shown in the following table, the region has allocated funding for at least 8.41 miles of new pedestrian improvements in mixed-use centers for 2006-2013. This represents an average of 2.1 miles per biennium, 40% above the 1.5 mile per biennium target for new pedestrian improvements.

2006-07 Funding		
St. Johns Ped/freight improvement		0.45 mi
Hillsboro Regional Center Ped Project		1.77 mi
Hwy 224 Preservation (99E to I-205)		0.15 mi
Central Eastside Bridgeheads		0.10mi
	total	2.47 mi

2008-09 Funding		
Forest Grove TC		0.65 mi
Milwuakie TC		0.26 mi
SE 92nd Ave		0.38 mi
Gresham MAX trail		0.4 mi
	total	1.69 mi

2010-11 Funding		
Hood Street : SE Division to Powell Blvd		0.18 mi
Foster-Woodstock: SE 87th to SE 101st		1.13 mi
East Baseline St, Cornelius		0.18 mi
Burnside: 3rd Ave to 14th Ave		1.1 mi
	total	2.59 mi

2012-13 Funding		
Red Electric Trail		0.50 mi
McLoughlin (Ph 2)		0.50 mi
Rose Biggi		0.16 mi
102nd Ave		0.55 mi
	total	1.66 mi

2006-13 Pedestrian TCM total miles	**8.41 mi**

Table 3.4.3 Public Transit Service - implementing transportation control measures for air quality

The transit service TCM calls for a calculation of actual hours for assessments conducted between 2006-2017. The table below presents the actual transit service hours weighted by capacity from 2002-2006.

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year to year
2001	2,032,944	754,564			2,787,508	
2002	2,048,484	857,276	37,781		2,905,760	4%
2003	2,049,156	888,631	37,444		2,937,787	1%
2004	2,047,932	886,916	40,064		2,934,848	0%
2005	2,033,544	1,068,114	46,723		3,101,658	6%
2006	1,953,420	1,052,029	50,828		3,056,277	-1%
2007	1,967,016	1,067,583	67,219		3,101,818	1%
2008	1,984,560	1,105,691	68,307		3,158,558	2%
2009	2,010,600	1,171,226	67,385	4,627	3,253,838	3%
				Average annual change		**1.98%**

Source: TriMet. SMART or CTRAN service which connects to or provides service to the Metro area not included.

3.5 PUBLIC INVOLVMENT AND ENVIRONMENTAL JUSTICE

The goal of public involvement is to:

- provide accurate, timely information on the status of the program
- provide an opportunity for stakeholders and the general public to meaningfully participate in the decision-making process
- ensure adequate public notice and involvement prior to major funding decisions
- ensure that populations traditionally under-represented in transportation decision-making have opportunities for adequate and effective involvement (discussed in Environmental Justice section below)

Metro and the State DOT held joint public outreach meetings for review of initial regional project recommendations and technical analysis and the recommended state transportation system improvement recommendations. Further public hearings were held regarding project selection of regional flexible funds after release of technical staff recommendations of a fiscally constrained project selection recommendation, prior to final selection of projects by JPACT and the Metro Council.

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

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

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

TriMet manages its own service and capital program update with separate events. TriMet staff attended the STIP and Transportation Priorities public outreach events to provide information about the relationship between those efforts and the TriMet capital improvement and service planning work. A summary of the TriMet public involvement activity can be found in the appendix of the 2007 Transit Investment Plan, available by calling TriMet at 503-238-7433 or from the TriMet web site at www.trimet.org.

Environmental Justice

Metro. For the MTIP policy update, Metro developed a public involvement plan (PIP), which includes strategies for engaging historically underrepresented groups in the planning process. The PIP supports an approximate 18-month process and is coordinated with the Oregon Department of Transportation's (ODOT's) State Transportation Improvement Program (STIP). The PIP describes the engagement strategies for informing and involving key stakeholders and the general public throughout the decision-making process. In development of the plan, Metro staff created a draft public participation plan in January 2008 for review by the Metro Committee for Citizen Involvement (MCCI). Concurrently, staff began creating a feedback form to distribute to JPACT (and TPAC, to assist JPACT in completing the forms) and the Metro Council, to explore what changes, if any, we should make to the MTIP policies that guide application screening and evaluation. The feedback form was adapted for distribution to community-based stakeholder groups and interests, including groups at risk of being underrepresented in transportation decision-making processes. The following groups were identified and approached to solicit feedback from on the draft PIP:

- Coalition for a Livable Future;
- NAYA, Native American Youth & Family Center;
- IRCO, Immigrant and Refugee Community Organization;
- NAIOP, National Association of Industrial and Office Properties;
- Freight and Goods Task Force;
- CPOs of Washington County;
- Healthy Eating Active Living Partnerships;
- Hacienda Community Development.

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

Public Transit. The Environmental Justice analysis for proposed improvements is included as Chapter 3 of the TriMet 2010 Transit Investment Plan.

Regional Flexible Fund Allocation - Metro

Efforts were taken to increase consideration of Environmental Justice and underserved populations in the regional flexible fund allocation by adding points to the technical evaluation based on how the project affects/helps these communities. Projects in all categories were evaluated for proximity to Environmental Justice and underserved populations and the degree to which the project serves the needs of identified populations. Integrating Environmental Justice and underserved populations into the project scoring process marks the first time projects were quantitatively evaluated for how the meet the needs of these populations.

The analysis utilized year 2000 Federal Census data to map concentrations of Environmental Justice and underserved populations, although applicants were also encouraged to supplement with local data or information if available. Metro staff evaluated each project submitted for consideration for proximity and then evaluated applicant responses to questions about how projects serve these populations. Points were awarded for having proximity to multiple populations or large concentrations of a population and the potential benefits to these populations. A heavy emphasis was put on public transit, bike and pedestrian access improvements given that these modes are inexpensive and have air quality benefits.

3.6 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

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

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

implement the plan to track in the MTIP.

- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.

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

- The rate of growth of LIFT paratransit has been slowing with a strong travel training program. TriMet will begin in-person assessment of LIFT applicants and existing LIFT clients spring 2010.

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

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

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

Metro | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6.

Auditor – Suzanne Flynn

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-XXXX FOR THE PURPOSE OF APPROVING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: September 2010

Prepared by: Ted Leybold,
503-797-1759

BACKGROUND

The 2010-13 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the metropolitan region for the federal fiscal years 2010-2013 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules.

Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year.
- Define administrative authority to add or remove projects from the MTIP (defined in Section 1.7),
- Affirm the region meets federal planning and programming rules and submission of documentation to the Governor of Oregon, the Federal Highway Administration and the Federal Transit Administration.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP:

- Regional flexible funds – projects in the regional flexible fund allocation (RFFA) process, selected by JPACT and the Metro Council
- Projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process
- Transit projects proposed by the region's transit agencies

Federal regulations designate JPACT and the Metro Council as the bodies responsible for approving the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs selected by JPACT and Metro Council to receive regional flexible funds for the years 2012 and 2013 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Previous programming of these funds for the years 2010 and 2011 has been updated to reflect changes in construction schedules and project costs.

The programming of state highway funds is proposed by the Oregon Department of Transportation and is summarized in Tables 3.1.5.

The programming of federal transit funds to the metropolitan region is summarized in Table 3.1.3. In addition to the regional flexible funds programmed to transit activities through the RFFA process, there are several types of federal funds summarized, including rail new starts, a program for jobs access for low income citizens, allocations for bus purchases and allocations for maintenance of the bus and rail systems. The proposed programming of funds is consistent with the TriMet Transit Investment Plan, a 5-year rolling capital improvement program that guides the short term Implementation of the 20-year regional Transportation Plan.

Adoption of this resolution would fulfill JPACT and Metro Council's role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2010-2013.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as SAFETEA-LU). The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2010 through 2013 as defined by Resolution Nos.07-3733 and 09-4017. This MTIP must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 10-1241B. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which was accomplished through action on Metro Resolution No. 10-4150.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.

4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface program funds for planning activities performed at Metro. This includes $32,885,449 of federal funds to be used for planning activities at Metro between 2010-13. Grant funds allocated to metro planning require a match totaling 10.27% of project costs. This would include $ 3,763,893 through the course of the 2010-13 time period. Metro will also seek support from other agencies to provide a portion of the required match for other regional planning and program activities over the course the 2010-13 time period.

RECOMMENDED ACTION

Approve the resolution as recommended.











COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

Recommendations from Metro's Chief Operating Officer

August 10, 2010

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Last September, I issued a call to action for our region and today I am pleased to report the Metro Council and partners around the region have accomplished much of what we set out to do. Through a series of highly collaborative land use and transportation decisions described on page 7, we set a new course that will lead the way for our region to create innovative public-private partnerships to build the kinds of communities we want.

These important decisions prove our region knows how to work together to find pragmatic solutions to the challenges we face. We've protected almost 267,000 acres of rural lands from urban development, worked together to bring new green industry to the region, and agreed on visionary new investments to make the most of our transportation system. From creating family-wage jobs to building the world's greatest system of parks, trails and natural areas, the people, governments and organizations of our region increasingly seek to shatter institutional barriers with collaborative solutions.

Which brings me to today. It is investment – by both the public and private sectors – that converts a great plan into vibrant, safe and prosperous communities. The investments we've made together in everything from light rail lines and natural areas to new housing and industry built our economy and quality of life.

Unfortunately, making investments in critical public structures is more difficult than ever in an era of limited resources, growing environmental and economic challenges, and voter distrust of government. However, the results of doing nothing are not pretty – we'll spend more time in traffic, breathe more pollution, lose more farmland, and lose our competitive edge to other regions. We also will fail to pass along the civic legacy our parents and grandparents left for us.

That's why I'm recommending today that together we implement a **Community Investment Strategy** to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout the region.

This strategy will:

- invest in safe, livable communities
- promote economic development and good jobs
- protect our natural areas
- reduce inefficiency, foster innovation and demand accountability.

To succeed we'll need to target our investments carefully, work collaboratively like never before, engage the public in new ways, and hold ourselves accountable for everything we do. Now more than ever, government must pave the way for innovation that will support private investments and bolster our middle class.

Because each of us bears responsibility for helping make our region a great place, I invite you to share your opinion about the ideas offered here and add your own ideas to the discussion. It is my hope that these proposals will spark a region-wide conversation that will help the Metro Council and public officials make the best long-term decisions for the future of our people and the communities they live in.

We look forward to hearing from you.

The state has faced tough times before, but this crisis is a game changer … the choices that lie ahead affect not only the state budget, but the kind of place Oregon will become.

The Oregonian,
July 25, 2010

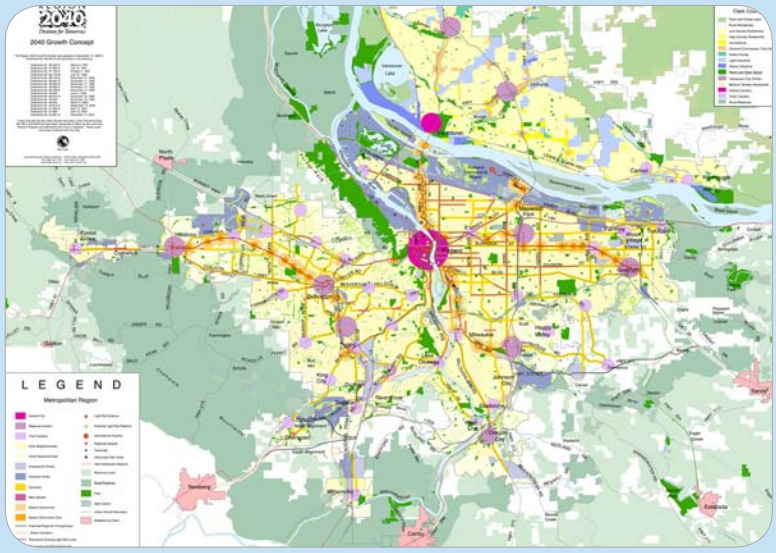
THE IMPERATIVE TO ACT

Making a great place

We love living in the Portland metropolitan area for so many reasons – our boundless innovative spirit, our distinctive communities, our passion for the outdoors and our easy connection to the rural and natural beauty that surrounds us.

This didn't just happen. We planned for it. And we made important choices and smart investments to bring our plans to life. More than a decade ago, by adopting the 2040 Growth Concept we set a course for this region to grow as a constellation of compact, vibrant communities that use land efficiently, maintain firm connections to the natural environment and promote strong local and regional economies.

And it worked. We've kept farms close to cities and nature close to home. Our practice of planning ahead, protecting farms and forests and investing in light rail, bike routes, trails and natural areas has become the model for growing regions across the country. It is no coincidence that we're home to companies as varied as Solar World, Intel, Oregon Iron Works, Bob's Red Mill, Nike and Keen who all recognize a good place for employees when they see it. And unlike so many areas of the country, we continue to entice young educated innovators seeking opportunities to create something fresh and new. We've grown famous for our collective creative spirit and a culture that supports new ideas.



The 2040 Growth Concept is the region's blueprint for the future, guiding growth and development based on a shared vision to create vibrant communities while protecting what we love about this place. The Metro Council will consider an updated 2040 Growth Concept map along with these recommendations. The new map includes the urban and rural reserves adopted in June 2010 and refinements requested by Happy Valley, Cornelius and Hillsboro. To view the proposed map, visit www.oregonmetro.gov/investment.

New challenges

However, implementation hasn't been easy, and having a great plan hasn't solved all of our problems. The challenges before us could widen the gap between the aspirations we have set for ourselves and the means we have to achieve them.

Consider:

We are failing to maintain the public structures that support our quality of life. The pipes, pavement, schools and parks our parents and grandparents built in the last century are in serious need of repair, but public investment in these and other tangible assets that make our communities livable has been declining nationally for decades. The flow of federal dollars that built so much of our region's public infrastructure has dwindled to a trickle or dried up completely, and state and local revenue sources are failing to keep pace with rising costs.

Neglecting our past investments harms our economy, safety and property values. Declining funding means that investments we have made in our existing communities are deteriorating. Potholes, aging schools, dilapidated buildings, crumbling sewers and contaminated industrial sites waste public and private dollars, weaken neighborhoods, undermine our economy and degrade our environment and quality of life. We pay now in reduced livability, and we pay later in increased repair and rebuilding costs.

Public needs vary greatly across the region. Residential neighborhoods require sidewalks, parks and modern school facilities. In our industrial areas, freight access and cleanup of contaminated sites are among the most critical needs. Investment priorities in downtowns and commercial areas include street redesign, structured parking and transit improvements. This broad array of investment types underscores the need for varied and flexible sources of funding.

Public structures

People tend not to think about one critical ingredient to our traditional economic success. Sometimes referred to as "public structures," these are systems or physical structures that we all own and that are created for the public good. Examples of public structures include roads and bridges, schools and community colleges, water and sewer systems, and police and fire services.

Maintaining and investing in public structures is one of the critical ways to promote our prosperity, and experts even say they are one of the biggest differences between us and Third World countries.

Federal investments in infrastructure

Represented as a percentage of the gross domestic product

3%

U.S. infrastructure spending from the 1950s to the 1970s

2%

U.S. infrastructure spending since the 1970s

9%

Infrastructure spending today in China

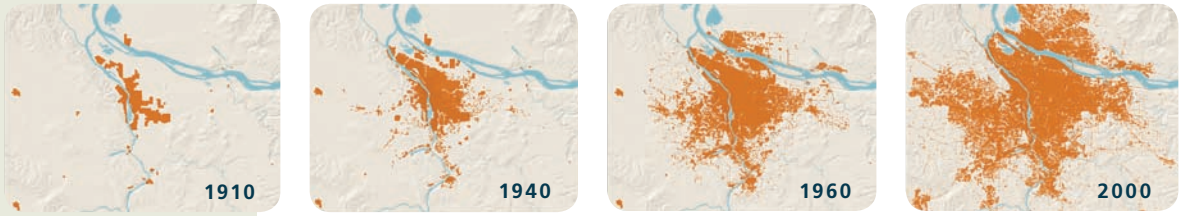
Cost-burdened households

throughout the region could more than double from 95,500 in 2005 to a projected 195,000 by 2030.

Fragmented governance and lack of coordination frustrate the rational delivery of public investments and services. While the complex and interconnected issues we face as a region call for a 21st century model of government, many of our governance structures were created in the 19th century. The existing patchwork quilt of local governments and service districts does not always reflect natural community boundaries, or result in efficient public investment and service delivery.

The benefits and burdens of growth are not shared equitably among our citizens. Forecasts show the number of "cost burdened" households – renters spending more than 50 percent of their income on housing and transportation – could double during the next 20 years. Meanwhile, several recent studies reveal that communities of color are disproportionately experiencing childhood poverty, lack of educational access, low home ownership, lack of access to parks and nature and poor health. Such trends are not in keeping with our region's strongly shared values of diversity and equity.

In addition to declining infrastructure funding, megatrends like a growing, aging and increasingly diverse populace, economic globalization and climate change pose challenges of an entirely new scale.



We arrive at this crossroads at an inopportune moment. An emerging consensus among elected leaders about the need for decisive action to support the region's goals exists uneasily alongside popular attitudes about government that are as caustic as they have been in living memory. And the troubling currents of public opinion pale in comparison to the stark prospects of budget deficits and fiscal austerity as far as the eye can see.

But doing nothing is not an option; the challenges we face are tangible and unavoidable. If we lose our nerve, we will fail to realize the promise of our region as a place that can lead the way to a prosperous, sustainable and equitable future.

But doing nothing is not an option – the challenges we face are tangible and unavoidable.

The cost of doing nothing

In 2008, Metro evaluated how different investment choices would affect the region's future. The forecasts are a warning that we need to change course to address the big challenges ahead including demographic change, deteriorating infrastructure and decreasing resources. What we found was that staying the course in the face of the challenges ahead could lead by 2035 to:

More rural land used for development More than 11,000 acres of rural farms, forests and natural areas could be converted to urban uses.

Increased living costs Residents of the region could be paying almost 50 percent of their income on housing and transportation.

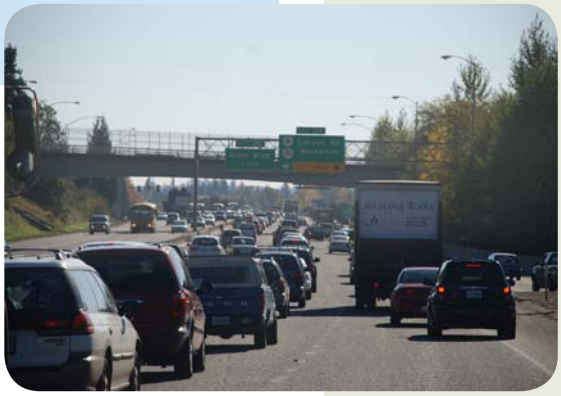
Loss of natural areas Opportunities to conserve a connected system of natural areas and recreation opportunities for people to enjoy with their families will be lost. A growing population will make existing natural areas more crowded.

More pollution Greenhouse gas emissions from vehicles traveling in our region could increase by 49 percent.[1]

More congestion Our roadways could be 106 percent more congested during the evening commute.[1]

Cost to business The cost of delay for moving freight on our roadways during the peak shipping period could increase by 582 percent.[1]

[1] These data based on the 2035 Regional Transportation Plan federal priorities investment scenario



THE WAY FORWARD

Guided by our values

In 2008 regional leaders agreed on six desired outcomes for our communities and region. By embracing measurable outcomes, leaders shifted from talking about abstract concepts like "compact urban form" to focusing on things that really matter in our everyday lives. I'm recommending that the Metro Council adopt these desired outcomes into our plan to ensure our decisions are guided by a clear focus.

Desired regional outcomes

Attributes of great communities

The six desired outcomes for the region endorsed by Metro Policy Advisory Committee and approved by Metro Council

Vibrant communities People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

Economic prosperity Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change The region is a leader in minimizing contributions to global warming.

Clean air and water Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity The benefits and burdens of growth and change are distributed equitably.

Setting the stage

Recently, our ability to move beyond business as usual led to three landmark decisions:

- **Urban Growth Report** In December 2009, the Metro Council adopted an urban growth report that evaluated the capacity of the urban growth boundary to accommodate projected population and job growth. While complying with the requirements of state law, the report embodies a new approach to ensure we make the most of our communities as the region grows instead of arguing about abstract forecasts.
- **Regional Transportation Plan** In June of this year, Metro and its partners adopted an outcome-based Regional Transportation Plan prioritizing investments in existing roads, bridges, bike paths, sidewalks and transit to make it cleaner, faster, safer and easier to travel in our region for the next 25 years.
- **Urban and rural reserves** Also in June, elected leaders from Clackamas, Multnomah and Washington counties and Metro protected more than a quarter-million acres of rural farms, forests and natural areas from urban sprawl for the next half-century and identified the best lands for new homes and jobs to support great communities in the future.

These actions recognize a central imperative of our times, which is to do more with less. By emphasizing efficient use of our existing land, resources and dollars, we are living up to the public's expectation that we make the most of what we have. But we need to do more.

Willingness to act

Tackling problems head-on

- Since 1985, the region built more than 52 miles of light rail lines that make it cleaner, faster, easier and cheaper to get around.
- Just two years ago, in the face of an economic calamity that threatened to plunge the nation into a full-fledged depression, voters invested more than $500 million for capital improvements at valued community institutions such as Portland Community College, the Oregon Zoo, and the Tualatin Hills Parks and Recreation District.
- Voters twice approved bond measures totalling $363 million to safeguard water quality, protect fish and wildlife habitat and ensure access to nature for future generations by purchasing natural areas – over 10,000 acres so far.
- During the last year, thousands of people demonstrated their civic commitment to being part of the solution by sharing their views and getting involved in the region's major land use and transportation decisions.

Urban and rural reserves

50 years

Metro and Clackamas, Multnomah and Washington counties worked together to identify the best places for future growth in the region and the most important lands to protect from development for the next half century.

266,954 acres

Farms, forests and natural areas set aside as rural reserves

28,615 acres

Land best suited for future urban development designated as urban reserves

COMMUNITY INVESTMENT STRATEGY

A collaborative approach

To protect our quality of life, pave the way to innovation, create new jobs and protect farms, forests and natural areas, I recommend the region implement a Community Investment Strategy to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout our region.

This effort will involve innovative policies and a new, more collaborative approach to regional decision-making, where regional and local government officials work more closely with the private sector, citizen-based organizations and the public to achieve mutually agreed-upon outcomes.

Community Investment Strategy: An integrated set of policies and investments designed to achieve the six desired regional outcomes.

With this mindset, we can link previously separated efforts on jobs, parks, housing, equity, transportation, climate, growth management and more into a coordinated strategy allowing us to focus and prioritize our investments. Aligning these efforts makes sense not only as a way to develop investment priorities. In the real world, different categories of investment reinforce each other, adding up to more than the sum of their parts to create complete living communities.

As we collectively develop this Community Investment Strategy, we must endeavor to answer three critical – but very difficult – questions:

- **What investments do we need to make?** Which investments will make our communities more livable, prosperous, equitable and sustainable? What kinds of projects, in what places, will spur further investments or actions and attract the greatest market response?
- **How will we pay for priority investments?** What are the most appropriate existing and potential financial mechanisms to employ? What creative approaches can we use to lower costs and leverage better outcomes?
- **Who will decide?** What process will be used to prioritize and coordinate investments needed to achieve our shared vision?

How we get there

To rise to the enormous challenge these three seemingly simple questions pose, the region's leaders should draw from the lessons of our past accomplishments. In implementing a comprehensive strategy, several characteristics will be critical for its ultimate success:

Collaboration Above all, we will continue to pursue the approach exemplified in recent regional decisions by fostering partnership and alignment between different levels of government and between the public and private sectors.

Efficiency We will identify the most cost-effective and land-efficient ways of supporting the creation of great communities. By managing demand for public services, streamlining bureaucratic processes, eliminating duplication of services, and planning to achieve multiple benefits from single projects, we will make the most of our existing and future public investments.

Focus We will carefully target the use of our financial resources and policy tools, making investment decisions that achieve the best economic, environmental and social return on public resources. While ensuring regional equity over time, we will focus resources on specific priority investments to generate maximum local and regional benefits.

Integration Our strategy will coordinate investments at every level of government, from federal to local, in support of the region's desired outcomes, and it will ensure that investments in various types of public structures reinforce and build upon each other to create complete communities.

Innovation We will seek fresh approaches to accomplishing our objectives in order to improve performance and save public and private dollars. This includes not just using innovative technologies, but also pursuing creative ways to break down institutional barriers and collaborate across jurisdictional boundaries.

Inclusion We will develop governance structures and decision-making processes that embrace the full range of voices that make up our region and address the needs of all members of our communities.

Laying a foundation for innovation

New products, new ideas and new industries drive a healthy economy. This region has a track record of economic wins built on private/public collaboration. Entrepreneurs innovate; government paves the way.

- Tax incentives encourage businesses to locate in particular places, creating jobs for local residents (e.g. SolarWorld, Intel and Solexant).
- Environmental protection spurs competition among companies to find better ways of doing things (e.g. hybrid cars, renewable energy and double-hulled barges).
- Public agencies are responsible for the basic necessities that enable businesses to operate and thrive: roads, water supply, electricity, sewers. When those systems work well, they are invisible – yet crucial – components of everyday life and a successful economy.

Working together

Many of my recommendations are addressed to the Metro Council and the Metropolitan Policy Advisory Committee. These policy recommendations are aimed at focusing the funds we do have in places where they will do the most good. Metro should also continue to provide regional leadership in research, development and promotion of implementation tools, best practices, and financing strategies to assist local governments and the private sector.

Only by acting together with focus and determination will we succeed.

However, the Community Investment Strategy will require countless public and private actions and investments, large and small, in neighborhoods, downtowns, industrial areas and natural areas all across the region. Local government will always be on the front lines of implementation. The state also has a clear role to play and should take a leadership role in supporting the aspirations of our region's communities.

Lastly, home and office developers, banks, architects, and many other business leaders provide the vast majority of investment, and take on the financial risk, of building most of the homes, offices and industrial buildings that drive and support our economy.

That's why my recommendations are also addressed to local governments, to our state government and to the private sector. Only by acting together with focus and determination will we succeed.

Sparking private investment

Historic Downtown Gresham is evolving into an economic, historic, civic and cultural center through targeted public and private investment. Recent zoning code updates, created to address design and density issues, help spur private investment. Both Metro and the City of Gresham have made public investments in the downtown area including the Performing Arts Plaza, The Crossings, 3rd Central, The Beranger and Central Point.

As the result of a 50-50 investment match from the City of Gresham and Metro in a ground floor retail space of the 3rd Central mixed-use development, a new natural foods store was able to occupy one of three retail-office spaces available. The continued investment of public dollars will help build market demand in downtown Gresham over the next 5 to 10 years.

RECOMMENDATIONS

I have divided my recommendations into four sections for clarity, but they will only work effectively when combined into a coordinated strategy to:

Invest in safe, livable communities The region should make the most of what we have with policy and investment actions that maintain and improve our existing communities and protect our urban growth boundary. We have limited dollars to invest and these resources should be used strategically to leverage past investments so we can build and maintain the thriving communities our growing population desires.

Promote economic development and good jobs The region should develop and maintain an inventory of shovel-ready industrial land and target investments to create jobs and attract new employers. This will require greater coordination of local, regional and state policy and investment actions to address readiness, including improving access, extending infrastructure, cleaning up polluted sites, and assembling land into larger lots.

Protect our natural areas Our region, long a leader in protecting our natural environment, should continue to prioritize maintenance, restoration, and expansion of our parks, trails and natural areas. At the same time, as a region, we must now begin to understand the implications of climate change and incorporate actions to reduce greenhouse gas emissions into our policy and investment decisions.

Reduce inefficiency, foster innovation and demand accountability We need to "walk our talk" by connecting our region's policy and investment actions directly to the outcomes we seek to achieve, measuring our performance, and holding ourselves accountable to achieving those outcomes. When we come up short, we need to learn from our mistakes, find innovative new solutions, break down jurisdictional boundaries and eliminate wasted effort and investments.

The case for investing in downtowns and main streets

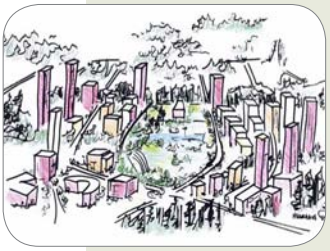
Recently, a distinguished, cross-sector group of experts on urban development and finance recommended methods to accelerate the development of downtowns and main streets during the next 10 to 20 years, including:

- establish stronger public-private collaboration
- develop diagnostic tools to focus public investment
- streamline and simplify public development processes
- create new mechanisms to finance urban infrastructure.

Invest in safe, livable communities

Regional community investment actions

- Metro should retool regional policies and maps to support local aspirations and focus public investments in downtowns, on main streets and near transit to stimulate private investment. Specifically, Metro should:
  - Endorse the aspirations of Hillsboro, Happy Valley and Cornelius by approving the center designation changes they've requested, in partnership with a commitment from those communities to take complimentary policy and investment actions.
  - Make it easier to target investments and monitor performance in centers and corridors by adopting maps illustrating their boundaries.
  - Focus regional investments into places that have an adopted comprehensive action and investment plan designed to make the most of the area's potential.
- Metro should build on the work of the 2008 Regional Infrastructure Advisory Committee and convene regional leaders (public, private and non-profit) to identify critical investment gaps in public structures and services and to recommend how to fill those gaps, including ways to:
  - Make the most of existing development finance tools and identify new tools to support our communities.
  - Jump start private investment by focusing public investments and efforts on specific priority projects.



AmberGlen
mixed-use development, Hillsboro

- transformation of suburban development
- creating intensive, mixed-use development
- achieving higher levels of density close to major employers
- providing high quality amenities and an urban, pedestrian environment
- supporting regional transportation infrastructure

Collaborating across public agencies

College Station is a mixed-use student housing complex that grew out of an innovative partnership of Portland State University, Metro's Transit-Oriented Development Program, TriMet and a private development partner.

Public investments

- Construction of the adjacent MAX Green and Yellow lines
- Portland Streetcar extension less than a quarter mile away
- Gap financing provided by Metro
- Land provided by TriMet

Private investments

- $80 million from developer American Campus Communities

Return on investments

- 16-story high rise with 120,000 square feet of residential space
- 982 beds for student housing
- 15,000 square feet of ground floor commercial space
- 1,337 bicycle parking spaces, no off-street parking

- Get the most out of our existing resources and eliminate waste by coordinating local, regional, state and federal investments, similar to what was accomplished in the recently-adopted Regional Transportation Plan.

- Metro should help communities and their elected officials examine whether current policies are pointed in the right direction by setting targets for housing and jobs in centers and corridors.
- Metro should define housing affordability as a combination of transportation and housing costs when making policy and investment decisions, supporting a broader view of housing affordability.
- Regional leaders should address equity issues head-on by working with community organizations to secure and implement a federal Sustainable Communities Initiative Planning Grant.
- Metro should adopt a plan with strategies to guide public investment in partnerships with the private sector and to ensure limited public resources generate maximum private investment and complement the region's investment in transit.
- Metro should target technical assistance to help local governments find innovative ways to realize their aspirations in downtowns and main streets.
- Metro should make urban growth boundary decisions that reinforce existing downtowns, main streets and employment areas, with the six desired outcomes in mind. The region should ask whether potential expansion areas have the right finance tools, governance support and market readiness in place to succeed when considering potential expansions.

Where do we draw the line?

Metro is responsible for ensuring there is enough land within the urban growth boundary to accommodate projected housing and job growth for the next 20 years. The current review is scheduled to be completed in December 2010. What we've found so far is there is enough land to accommodate the low end of our population forecast. Planning for more residents would mean expanding the UGB to include land for approximately 15,000 or more new dwelling units.

To provide the Metro Council with options, staff has analyzed a variety of possible UGB expansion areas with the six desired outcomes in mind. Depending on where in the range forecast the Metro Council plans, they may wish to consider a UGB expansion into one or more of the areas. Metro has asked local governments to submit any additional areas they wish to have considered for UGB expansion by Sept. 3. Any nominations and supporting information received will be part of our policy discussions this fall.

For detailed information about the proposed study areas, refer to the 2010 Growth Management Assessment and Appendix 8 on the Metro website.

www.oregonmetro.gov/investment

- Based on the above, Metro should work proactively and collaboratively with local governments, special districts and citizens on concept planning of newly designated urban reserve areas. Concept plans will address governance, finance, land use, green infrastructure and natural resource issues to better inform future urban growth boundary decisions.

Local community investment actions

- Spark private investment in downtowns and main streets by taking actions to:
  - Identify targeted redevelopment areas and sites and partner with the private sector to seek development opportunities.
  - Stimulate investment by expanding the use of financial tools and incentives including improvement districts, differential system development charges, urban renewal and other tools, such as those described in Metro's Financial Incentive Toolkit.
  - Streamline development codes in targeted areas to facilitate development.
- Create attractive, sustainable and safe communities by updating building and design codes, as described in Metro's Innovative Design and Development Codes Toolkit and Integrating Habitats Design Showcase.
- Build and maintain sidewalks and bikeways that connect residents with schools, parks, transit, main streets and job centers, making travel safer, easier and faster.
- Build and maintain local parks, trails and natural areas to be responsive to residents' need for access to nature.

State community investment actions

- Reform outdated state policies, standards and regulations that impede the ability of local governments to achieve their aspirations. For example:
  - Recognize the importance of biking, walking and transit, and allow communities to develop to their full potential with an update of state mobility policies including the Transportation Planning Rule and Oregon Highway Plan.
  - Allow local communities most affected by state highways a greater role in managing them by developing and implementing a model for collaborative management or jurisdictional transfer of state-owned regional and district highways in our region.
  - Provide clear direction to encourage comparisons of the investments necessary to provide capacity inside and outside of the urban growth boundary. Urban growth boundary decisions should require a finding that urban services and municipal governance can be provided and development is likely to occur in UGB expansion areas.
  - Convene a conversation on the relationship among land use planning laws, fiscal tools (i.e., how we pay for services) and governance (how we deliver services through cities, counties and service districts), which often fail to work together to support our desired outcomes.

- Provide local governments with a more robust set of development and redevelopment financing tools by removing existing statutory limitations on local revenue-raising authority.

Promote economic development and good jobs

Regional economic development actions

- Support the traded-sector economy by maintaining an adequate supply of large-lot industrial land by acting to:
  - elevate brownfield cleanup to a regional priority and target efforts on large lot industrial sites within the urban growth boundary
  - limit division of large industrial parcels
  - create a large-site inventory and a system to replenish this inventory when development occurs
  - strengthen protection of key traded-sector industrial sites by prohibiting new schools, places of assembly and parks and recreational facilities
  - with the conditions above, Metro should strategically add large-site industrial land to the urban growth boundary north of Hillsboro this year if land will supply lots larger than 50 acres.

Leveraging investments pays off in jobs

Troutdale Reynolds Industrial Park

Public investments

- Port of Portland purchased 700 acres of the site for $17 million
- $24 million from Oregon Department of Transportation for improvements at I-84 interchange
- $11 million loan from state for public infrastructure
- $100,000 grant from state for construction of Reynolds Trail, part of the 40-Mile Loop
- $4 million in tax abatements through the Troutdale Enterprise Zone
- $1 million for a five-year cleanup of lingering groundwater contamination
- $14 million for local street improvements
- $1 million in wetland mitigation

Private investments

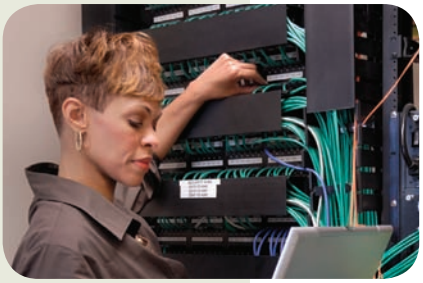
- FedEx Ground purchased the site for about $16.96 million to build a 425,000-square-foot regional distribution center

Return on investments

- 700 jobs with up to 1,000 jobs at full build-out
- 350 acres redeveloped for industrial use, including the FedEx site

- Greenlight Greater Portland and the regional partners should collaborate with Clark County and Vancouver on a regional economic development action plan.
- Metro should convene regional leaders (public, private, non-profit) to define public actions that will spur job creation including steps to:
  - identify barriers to the development of employment and industrial areas
  - identify underutilized and new finance tools that support specific public investment needs like improved freight access to new and existing industrial areas
  - focus regional resources on locations with market potential to catalyze private investment in new job creation
  - coordinate local, regional, state and federal investments with local, state and federal actions to get the most out of our existing resources, as occurred with the Troutdale Reynolds Industrial Park (see page 15).
- Regional leaders should implement priority actions identified in the Regional Freight Plan to improve freight access in the region and accelerate our leadership in green development and clean technology by supporting implementation of the climate prosperity Greenprint developed by a collaborative public-private partnership.
- Make it easy for workers to get to jobs by ensuring that a range of transportation options – including transit, walking and biking – serve employment areas.

Local economic development actions



- Make the most of critical employment land by limiting lot division and prohibiting new schools, places of assembly and parks and recreational facilities in the most important industrial areas.
- Stimulate job growth by pursuing and expanding the use of existing finance tools, including improvement districts, urban renewal, and enterprise zones, to expand access to and readiness of employment and industrial areas.
- Adopt new approaches to industrial area design and operation of employment areas that will lead to more environmentally and economically sustainable infrastructure systems and the reuse of underutilized employment and industrial areas, as discussed in Metro's upcoming Community Investment Toolkit.

State economic development actions

- Create direct incentives for local governments to invest in job creation and economic development.
- Expand economic development finance tools available to local governments by removing existing statutory limitations on local revenue raising authority.

The Intertwine

The Intertwine is simultaneously a place, a coalition, a strategy and a way of life. It's the region's network of parks, trails and natural areas that provides opportunities for recreation, connection to nature, and active transportation like walking, running and biking. The name and identity for The Intertwine is the work of the Intertwine Alliance, a collaboration of dozens of partners including private firms, nonprofit organizations and government agencies, including Metro. As the alliance continues to gain momentum, its partners are making increasingly durable investments in planning, protecting and promoting The Intertwine to users and supporters both inside and out of our region.

- Increase funding and use of transportation system management tools to support regional economic development opportunities.
- Increase the importance of economic activity, community building and equity as factors in allocating state transportation funding across the state.
- Test innovative transportation pricing strategies that reduce freight congestion and improve mobility on the region's freight network.

Protect our natural areas

Regional natural areas protection actions

- Build on collaborative regional efforts to promote and build the Intertwine and adequately maintain regional parks, trails and natural areas to protect the public's investment.
- Prioritize acquisition and restoration efforts through creation of a regional conservation strategy.

Climate Smart Communities

Climate change may be the defining challenge for the 21st century. National studies continue to show that a compact urban form coupled with expanded travel choices is key to reducing greenhouse gas emissions. Land use and transportation policymakers must work together to provide leadership and commit to strategies that enhance this integration at the local, regional and state levels. These strategies are recommended by the 2035 Regional Transportation Plan and will be further examined though the region's Climate Smart Communities project.

- Continue the strategies laid out by the Blue Ribbon Task Force for Trails to organize leadership, demonstrate potential, reduce costs and develop a regional active transportation system.
- Implement enhanced approaches to information generation, scenario planning, decision-making, resource allocation, policy development and stakeholder involvement as it relates to climate change preparedness. Such adaptive strategies will allow the region to prepare for more extreme weather events, heat waves, droughts, and altered ecological systems resulting from rising global surface temperatures.
- Incorporate greenhouse gas emissions analysis and climate change preparedness assessments into all major policy and investment decisions.
- Continue the partnership approach to environmental protection embodied in Metro's Nature in Neighborhoods program.

Local natural areas protection actions

- Work collaboratively to ensure an efficient and equitable distribution of access to nature.
- Incorporate Intertwine signage and branding into local parks marketing efforts to the extent possible.
- Incorporate parks, open space and trails into area planning efforts including concept plans.

State natural areas protection actions

- Coordinate spending so that an appropriate percentage of lottery funding is returned to the region.

Ensuring housing equity and opportunity

Spurred by an innovative multi-agency federal grant program called the Sustainable Communities Initiative, a unique consortium is coming together to develop a strategy that will ensure all residents of the region – especially members of low-income communities and communities of color – enjoy the exceptional quality of life for which the Portland metropolitan area is known. Using "opportunity maps" that show the location of low-cost and subsidized housing in relation to community assets and services, the strategy will address gaps by improving access to public transit, sidewalks, workforce training, schools, senior centers and health clinics, grocery stores and outdoor recreation.

Reduce inefficiency, foster innovation and demand accountability

Actions for the region and state and local governments

- Metro should incorporate the six desired regional outcomes into its policies and codes, ensuring that all policy and investment decisions are guided by this coordinated outcomes-based approach.
- Portland State University's Institute for Metropolitan Studies, Metro, and other partners should complete a comprehensive set of Greater Portland-Vancouver Indicators consistent with the six desired outcomes to be used to help guide regional decision-making and resource allocation across the triple-bottom line of people, place and prosperity. This effort should include:
  - performance measures and metrics to measure success or failure to meet established goals, targets or standards
  - a regional scorecard summarizing performance across indicator categories
  - a regional indicators business plan to ensure data collection, performance measurement and analysis
  - recommendations on how to make progress toward targets and ensure accountability in the allocation of scarce resources
  - development of appropriate measurement tools and analytical processes to ensure key indicators are accounted for in regional plans, programs, projects and processes.
- Metro should simplify compliance and reporting requirements for local governments and replace minimum zoned capacity requirements for cities and counties with a simpler "no net-loss" approach.
- Use the recent federal Housing and Urban Development grant opportunity as a pilot project to increase the capacity of communities of color and other under-represented groups to hold government accountable for equitable public investments by directly supporting their participation in decision-making.
- The Metropolitan Policy Advisory Committee should convene a regional conversation about streamlining and standardizing the current patchwork of regulations that make it complicated to do business in the region.
- Metro, local governments, TriMet, the State of Oregon and other partners should work together to improve transportation connections to and through downtowns, main streets and employment areas along the southwest metro (Portland to Sherwood) and east metro (Interstate 84 to U.S. Highway 26) corridors.
- Local governments should reduce waste and inefficiency by working collaboratively with their neighbors to resolve issues that cut across jurisdictional boundaries.

THE POWER OF PARTNERSHIP

Only a few years ago, every investment decision in the Portland metropolitan region brought out the long knives. Every discussion of how we use our land and how much land we use was fraught with conflict and mistrust. Governments sued each other and local squabbles spilled into the Oregon Legislature. The idea that Metro and the three counties of the region could come together to jointly identify where we will and will not grow during the next half-century would have seemed preposterous.

Yet we did just that. Today, in addition to the landmark decision to designate urban and rural reserves, we can boast a number of other major recent collaborative accomplishments. Collective action among diverse interests is rapidly becoming the rule rather than the exception and continues to gain momentum in areas such as the Intertwine and equity/affordable housing.

Coming together around shared values

It happened precisely because the combatants in our land use wars, including Metro, finally accepted the fact that no one could go it alone. In so doing, all parties relinquished a measure of decision-making authority in the interest of getting results.

In the case of urban and rural reserves, we hashed out a process that depended crucially on broad agreement, then marched arm in arm to Salem to memorialize that process in state law. Next we engaged in a robust – and sometimes painful – negotiation where no one got everything they wanted, but most parties got what they needed. The result is a template for the future that, while imperfect, reflects an astonishing breadth of vision unequalled anywhere in America.

The point is obvious: in an increasingly interdependent world, we can only succeed when we come together around our shared values.

As we work to advance an ambitious new strategy, Metro has a critical role to play. Indeed, convening the region around complex and comprehensive policy challenges is exactly what the people created Metro to do.

But the responsibility to develop and implement a strategy for investing in our communities is not Metro's alone. Creating a sustainable, prosperous and equitable future for our region is a collective enterprise in which we all have an equal stake, and one that will require vigorous engagement and sustained collaboration. If you are reading this, I know you care and I expect you to participate.

Together, we can fulfill the promise of our region.

NEXT STEPS

These recommendations are intended to inspire a public discussion about community investment and to kick off decision-making processes specifically about growth management choices related to the urban growth boundary. Some key dates for those decisions:

Aug. 10 to Sept. 27 Public comment period on COO recommendation

Sept. 13 to 22 Open houses held around the region

Early October Metropolitan Policy Advisory Committee and Metro Council review of public comment

Mid-October Metro Council makes decision on UGB study areas

November Public comment period and public hearings on UGB recommendation

December Final growth management decisions by the Metro Council

GET INVOLVED

We want to hear your ideas and suggestions about where and how to invest in our local communities and where and how we will accommodate growth in our region.

For details on comment opportunities, dates for events and hearings, more information, or to take an online survey, visit **www.oregonmetro.gov/investment**

Comments may also be submitted by e-mail to 2040@oregonmetro.gov or mailed to:

Metro
600 NE Grand Avenue
Portland, OR 97232
For more information, call Metro at 503-797-1735.

To download the complete recommendations, including a draft capacity ordinance and the 2010 Growth Management Assessment, visit **www.oregonmetro.gov/investment**

Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6

Auditor – Suzanne Flynn

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Updated 8/25/10
Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	))))	RESOLUTION NO. 10-4186 Introduced by [insert name here]

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be updated every two years in compliance with federal regulations, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have proposed programming of the regional flexible funds portion of the federal allocation of transportation funds to this region, and

WHEREAS, the Oregon Department of Transportation has proposed programming of federal transportation funds for projects in the Portland metropolitan area through the State Transportation Improvement Program (STIP), and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds, and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the draft MTIP for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules, and

WHEREAS, 2008-11 projects were adopted by Resolution No. 07-3825 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area), and

WHEREAS, the companion Metro Resolution No.10-4150, (For the Purpose of Approving an Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the Metropolitan Transportation Improvement Program), demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

WHEREAS, the proposed MTIP is consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 10-1241B.

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

WHEREAS, on September 2, 2010 JPACT recommended approval of this resolution and the 2010-13 MTIP; now therefore

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

BE IT RESOLVED that projects in the existing 2008-11 MTIP that do not complete obligation of funding prior to September 30, 2010 will be programmed into the 2010-13 MTIP.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

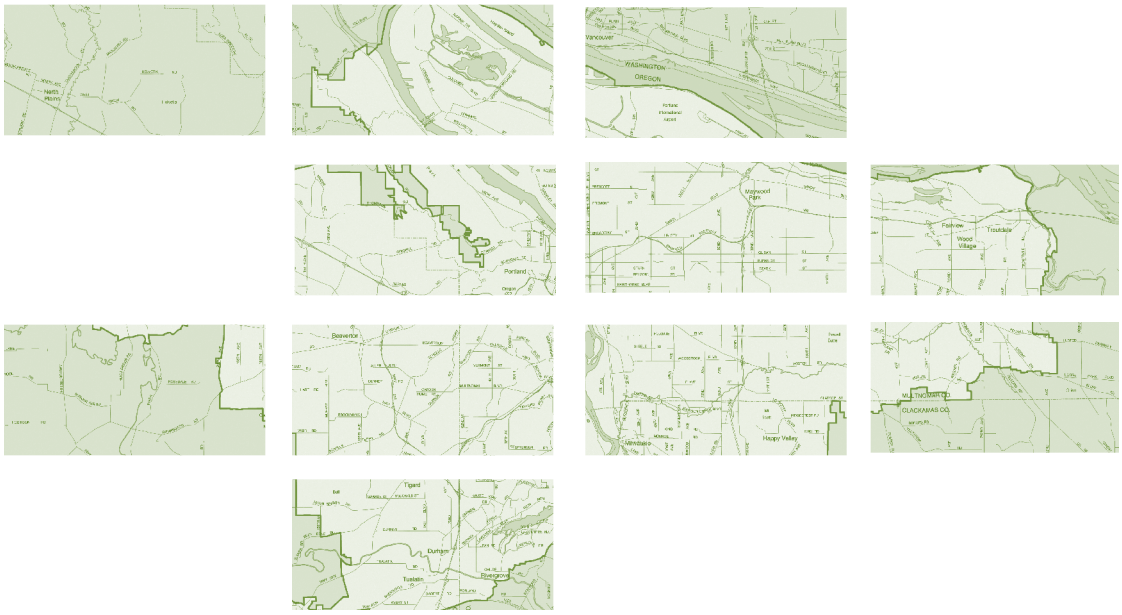
David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A

www.oregon**metro.gov**



Metropolitan Transportation Improvement Program

2010-13

Adoption draft

September 2010

Metro | *People places. Open spaces.*

Metro's web site: www.oregonmetro.gov

Project web site:www.oregonmetro.gov/mtip

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

Acknowledgements

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Secretarial Staff

Susan Patterson-Sale, Planning Secretary

List of Acronyms

ADA Americans with Disabilities Act
ATMS Advanced Traffic Management System
AQMA Air Quality Maintenance Area
AQMA Air Quality Maintenance Area
CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation/Air Quality Program
DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)

DOA Design Option Analysis
EPA Environmental Protection Agency

FDE Final Design and Engineering
FEIS Final Environmental Impact Statement
FHWA Federal Highway Administration
FTA Federal Transit Administration

HCT High-Capacity Transit
HOV High-Occupancy Vehicle
ISTEA Intermodal Surface Transportation Efficiency Act of 1991 (Federal)
JPACT Joint Policy Advisory Committee
LCDC Land Conservation and Development Commission (State)
LRT Light Rail Transit (MAX)
LOS Level of Service
MCCI Metro Committee for Citizen Involvement

MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)

MSTIP Major Streets Improvement Program
MTIP Metropolitan Transportation Improvement Program
NAAQS National Ambient Air Quality Standards (Federal)
NEPA National Environmental Protection Act (Federal)

NHS National Highway System
OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)
PD Project Development
PE Preliminary Engineering
RFP Regional Framework Plan (Metro)
ROW Right-of-Way
RTC Regional Transportation Council(MPO for Southwest Washington)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SMART South Metro Area Rapid Transit (Wilsonville)
SIP Oregon State (Air Quality) Implementation Plan
SOV Single-Occupancy Vehicle
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program

TAZ Transportation Analysis Zones
TCM Transportation Control Measures

TDM Transportation Demand Management
TMA Transportation Management Area (Federal)
TMA Transportation Management Association
TOD Transit-Oriented Development
TPAC Transportation Policy Alternatives Committee (Regional)
TPR Transportation Planning Rule (State)
TriMet Tri-County Metropolitan Transportation District

TSM Transportation System Management

USDOT United States Department of Transportation

VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation

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Appendices

Appendices available for viewing in the Public Comment Draft MTIP – www.oregonmetro.gov/mtip

1. Approval Documentation
2. MTIP Policy Report
3. Evaluation Measures
4. Allocation of Regional Flexible Funds
5. STIP/MTIP Amendment Process
6. Calendar of Activities

Chapter 1

Overview of the MTIP

1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) provides the schedule of spending of federal transportation money along with significant state and local funds in the Portland metropolitan region for federal fiscal years 2010 through 2013. It also demonstrates how these projects comply with federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation spending in the Portland urban area. The United States Department of Transportation (USDOT) requires the MPO to develop a long-range Regional Transportation Plan (RTP). The Plan must forecast revenue that can be reasonably expected over a 20-year period for transportation purposes. It also states the region's transportation goals and policies and identifies the range of road, public transit and bike/pedestrian transportation projects that are needed to implement them.

For projects to receive federal money, they must be included 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 also must develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP process is used to determine which projects included in the Plan will be given funding priority year to year.

1.2 MTIP CONTENT

The MTIP must be revised at least every four years and must address federally funded highway and public transit projects and state or locally funded projects that have potential to measurably affect the region's air quality. The most detailed information is required for federally funded 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 money will be committed to a particular project; and
- specify the phases of work to be supported by identified funds (e.g., construction, right-of-way acquisition or design).
- include total project cost
- show prior allocations

This information is included in the programming in Chapter 3 of the MTIP. These project descriptions are used to model air quality effects.

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

This document, the 2010–13 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2009 and ending September 30, 2013 (federal fiscal years 2010 through 2013). In Oregon, however, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming, however, is not static. Slow progress on early phases of some of the projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the new projects, or their early phases, that have been allocated money anticipated for 2012-13, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Chapter 3.*

1.3 2010-13 MTIP POLICY UPDATE

RTP Policy Framework

The 2035 Regional Transportation Plan (RTP) sets the policy framework for transportation investments in the region and provides the direction for the MTIP as well. The goals and objectives developed for the RTP are the starting point for how to prioritize investments in transportation projects and programs in the region. This policy direction serves as the starting point for developing the MTIP process including the regional flexible fund allocation and how other federal money is spent in the region. The following RTP goals provide the framework for transportation planning and implementation in the Portland Metropolitan region:

Goal 1: Foster vibrant communities and efficient urban form
Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Goal 2: Sustain economic competitiveness and prosperity
Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

Goal 3: Expand transportation choices
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreation opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Goal 4: Emphasize effective and efficient management of the transportation system
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

Goal 5: Enhance safety and security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Goal 6: Promote environmental stewardship
Promote responsible stewardship of the region's natural, community and cultural resources.

Goal 7: Enhance human health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Goal 8: Ensure equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Goal 9: Ensure fiscal stewardship
Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

Goal 10: Deliver Accountability
The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

MTIP Policy Update

Building on the RTP policy framework, the MTIP policies were updated as the first step in kicking-off the 2010-13 MTIP funding cycle. The policies were developed through a targeted outreach and adoption process to identify which RTP policy objectives would be a priority for targeted investment for Metro allocated funds. ODOT has updated their project eligibility

criteria and prioritization factors. A summary of the different public transit funds used in the region and the basis for how each is allocated is also provided below. The full text of the MTIP Policy Report is provided in Appendix 2.

Metro Regional Flexible Funds. For the 2010-13 MTIP cycle, a major policy update was undertaken that identified existing policy priorities and new policy areas to focus on in the allocation of regional flexible funds and resulted in a new list of policies to guide the process based on changes to the RTP and new priorities from JPACT and Metro Council.

Process policy objectives guide the allocation process and include funding projects throughout the region, honoring previous commitments, addressing air quality, achieving multiple policy objectives, using federal funds efficiently and cost effectively, and recognizing differences in transportation investment needs relative to an area's stage of development.

Project and program services policy objectives define the objectives against which project and program services should be evaluated and prioritized for funding and include retaining and attracting housing and jobs, addressing gaps and deficiencies, access to transportation options for the underserved, investing in Transportation System Management and Operations (TSMO), addressing safety, reducing noise, impervious surfaces, stormwater runoff and other pollution impacts, reducing energy consumption and carbon emissions, and investing in projects with limited sources of funding.

These policies were used to develop eligibility criteria, technical measures for evaluating projects, and prioritization factors. The policy direction also included reducing the number of evaluation categories from previous rounds, eliminating modal categories in favor of policy outcomes based categories, and developing universal measures to compare projects across categories.

ODOT. The Oregon Highway Plan (OHPP) is a key policy document that helps shape the consideration of projects and needs for the state to invest in as part of the STIP update cycle. Every cycle update, the Oregon Transportation Commission (OTC) approves "Project Eligibility Criteria and Prioritization Factors" to specifically guide the Department of Transportation (ODOT) and its stakeholders on transportation infrastructure investments.

For projects that add capacity, **(modernization projects),** OHP Policy 1.G., plays a critical role. The Department is directed to consider investments associated with its **pavement preservation and bridge programs,** by utilizing "management systems". Selection of **safety program projects** is guided through the agency's Safety Guidelines. The ***Eligibility Criteria and Prioritization Factors*** for the 2010-13 STIP update were approved by the Commission in June, 2007. For reference, the criteria and factors have been placed in Appendix 3 of this document.

In the development of the 2010-13 STIP, it is important to note that a number of funding changes/directives affected the decision making process of ODOT and its partners on investments to be made. The directives are:

Modernization Program Reductions from the 2008-2011 STIP – ODOT Regions are still handling the effects of the Oregon Transportation Commission (OTC) directed $70 million program reduction statewide, from May, 2008. The reductions came as a result of the economic recession and loss in transportation funding through the usual revenue channels. As a part of the reductions, each ODOT Region was required to find ways to accommodate the loss in funding. Strategies were to include the reduction or cancellation of projects slated for the 2010 and 2011, portions of the STIP that generally would move forward into the 2010-13 STIP.

Funding Reductions from original Funding Targets for Preservation, Safety, Operations and Bridge Programs - Due to the aforementioned reduction in revenue, ODOT needed to also reduce funding for these programs. In Region 1, this amounted to the following amounts:

a. Pavement Preservation - $21.6 million.
b. Safety - $15.8 million
c. Operations - $7.3 million
d. Statewide Bridge program - $42.0 million

Passage of HB2001 – Jobs and Transportation Act (JTA): In an effort to help address funding shortfalls to some specific long-standing, transportation needs, as well as stimulate the state's economy, the2009 Oregon Legislature provided dedicated funding to nine different projects, and an additional $26.3 million in modernization funding for ODOT Region 1.
In order to provide and maintain as much service and projects as possible, Region 1 used a portion of the additional modernization funding from the JTA to fill funding gaps for safety projects which were adding capacity to the highway system.

Adjustments were also made to proposed Preservation program projects with Region 1 deciding to utilize a "pave-only" strategy to ensure project costs may be accommodated.

Passage of the American Recovery and Reinvestment Act (ARRA): Also in 2009, the federal government provided money through ARRA. The funds gave Region 1 the ability to fill other STIP funding gaps associated to projects which have slipped or were initially proposed to be part of the 2010-2013 STIP, when the update cycle began in 2008.

Public Transit Funds. Public transit projects and programs in the region receive federal funding from several different sources. Allocation of these funds are administered through TriMet and SMART in the Metro region and coordinated through activities at their agencies and at the MPO planning and programming process.

Public transit funds are allocated based on how well they meet the policies and criteria set by different funding sources available. Each is described below.

Federal Section 5309 public transit development grants used for light rail pass through a prescribed development process that incorporates National Environmental Policy Act (NEPA).

Other public transit projects like streetcar and commuter rail may fit into lower threshold programs. These projects also grounded in the Regional Transportation Plan, TriMet's 5-year Transit Investment Plan and other public transit specific plans like the high capacity system plan that will provide policy direction for the system in future MTIP cycles.

TriMet and SMART have received regional flexible funds and are subject to the policies and criteria explained above that are set by JPACT and the Metro Council for the allocation of these funds.

Operating and maintenance grants such as Section 5307 and 5309 support operations and are prioritized for service through TriMet's Transit Investment Plan, annual service planning and the annual TriMet and SMART budgets.

Funds for the allocation of special needs transportation funding (New Freedom, Section 5310) in the Metro region is developed by the Special Transportation Fund Advisory Committee (STFAC). Their recommendation is made to the Oregon Public Transit Division of ODOT for allocation of funds. These recommendations must be derived from the Coordinated Human Services Transportation Plan (coordinated plan) that in turn is coordinated with the Regional Transportation Plan. Other special needs transportation policies are included in the Coordinated Plan for allocating funds for assisting low income households with transportation services to facilitate job access. Recommendations for Jobs Access/reverse Commute (JARC) funding derived from the coordinated plan are made by the JARC Advisory Committee (JAC).

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." The 2010-13 MTIP meets this test. Metro regional flexible funds demonstrate a balanced program of future revenue forecasts and project cost estimates, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections to demonstrate fiscal constraint. A total of $132.6 million in revenues and $131.8 million of project costs are forecast for use of regional flexible funds during the 2010-13 period. ODOT Highway Programming Office has agreed that should projects over obligate available revenue in any one year, ODOT would use its revenue authority to cover the Metro area local program expenses. Should ODOT's financial circumstances change, the Metro region will institute project selection procedures to delay obligation of projects whose costs exceed available revenues.

Revenues

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

Metro Regional Flexible Funds. As there is no way to precisely predict how much will actually be appropriated for the regional flexible funding allocation, Metro allocates funding commitments to the maximum authorized in the Act, corrected to account for actual funding limitations as they occur and impact available revenues. Further adjustments are made as revenue forecasts are updated with actual appropriations and limitations through a combination of: the biennial update of the four-year program, the cooperation of state funding sources temporarily covering regional obligations if available, project delays from original programming, and ultimately the project selection process that may delay projects or programs.

As the current federal authorization bill is operating under a continuing resolution to extend previous authorization levels into the first year of the four-year MTIP, the years 2011-13 STP and CMAQ revenue forecast used a 2.0% increase in revenues factor applied to the 2009 revenues authorized and 93.28% limitation rate. The 2010 revenues are ODOT estimates of funds to be available based on the current continuing authorization bill and a 93.23% limitation rate.

The urban STP and CMAQ revenue projections and programmed project costs for year 2010 through 2013 are summarized in Table 1.4-1 below. Current forecasts of revenues are slightly higher than forecasts of these funds when allocation decisions for 2010-13 was made and therefore there is currently a forecasted surplus of approximately $800,000 relative to funding committed to project costs during this period. This table demonstrates that programming of these funds meet federal requirements for fiscal constraint of these funding programs.

State Program Revenues. ODOT collects and distributes revenue collected from the state's gas tax, truck weight/mile tax and vehicle registration fees, as well as administering several federal fund sources. The Oregon Transportation Commission (OTC) implements funding targets based on revenue analysis on a biennial basis. These targets are distributed to the following seven program areas state-wide: modernization, preservation, safety, operations, bridge, enhancements, and bike/pedestrian. Region funding distribution is determined by various statistical elements.

Metro relies on Region 1's funding allocations when developing the MTIP. Region 1 collaborates with stakeholders to determine the sub-allocation of their funding targets within and outside the Portland metropolitan MPO area. Within each program area, projects are prioritized to meet the funding targets implemented by the OTC.

During the four years of this MTIP, ODOT is projecting expenditure of approximately $410 million of combined federal and state revenue over the four years, within the urban portion of Region 1.

Public Transit Funds. In a similar fashion, Metro relies on TriMet and SMART estimates of anticipated federal public transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in SAFETEA-LU. TriMet expects to receive

approximately $272 million of federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's general fund revenues other than local match needed for federal projects.

Costs

Project costs are estimated and managed by the administering agency for the project. Inflation costs are factored into the project cost estimates by the administering agency as appropriate to the type of project proposed for implementation.

Metro Regional Flexible Fund Project Costs. Agencies applying for regional flexible funds for their projects estimate and manage their project costs, with review and approval by Metro. In order to establish realistic project budgets, Metro provides a planning-level cost estimation worksheet which establishes costs for project design features, environmental impacts and mitigation, right-of-way acquisition, design, administration, construction engineering, and contingency. Specific methodology and costs in the worksheet are based on methodologies used by ODOT, cities, counties, and consultants in the Portland metro area. Applicants are required to submit a cost estimate using Metro's worksheet or an equivalent or better methodology. Metro reviews all cost estimates relative to their project scopes, and recommends changes as necessary to establish a reasonable project budget. Project costs are inflated to the project year using factors recommended by ODOT. Once a project is awarded funds, the agency administering the project is responsible for implementing the scope of the project applied for within budget. Cost overruns must be covered by the agency or the agency must apply for additional funds or request a reduction in project scope.

State Program Costs. ODOT staff proceeds through a process to estimate project costs as accurately as possible. Projects that are proposed for consideration in the narrowing process receive a project scoping and cost estimation. Construction projects receive a forecasted annual cost inflation factor of 4.2%. Projects proposed for funding receive a more detailed evaluation of scope and project costs. Scope and cost estimation are then continuously updated through the project development process.

Public Transit Costs. TriMet and SMART are responsible for working with the Federal Transit Administration for the management of project costs for federal grant funding received outside of regional flexible fund allocations.

Conclusion

Table 1.4.1 demonstrates that more revenue is forecast during the four-year period of the MTIP than have been scheduled for spending on projects and programs.

The current authorizing legislation, SAFETEA-LU is operating under continuing resolution and revenue estimates for 2011 through 2013 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and

program of projects, however, is consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

TABLE 1.4.1 DEMONSTRATION OF FISCAL CONSTRAINT

	2010	2011	2012	2013	Total 2010-13
STP Revenues	$22,385,465	$19,143,977	$19,526,856	$19,917,393	$80,973,692
CMAQ Revenues	$13,255,330	$12,537,633	$12,788,386	$13,044,154	$51,625,504
Total Regional Flex Fund Revenues	$35,640,795	$31,681,610	$32,315,242	$32,961,547	$132,599,196
Funds Programmed to Project Costs	$32,000,000	$32,000,000	$33,900,000	$33,900,000	$131,800,000
Difference	$3,640,795	($318,390)	($1,584,758)	($938,453)	**$799,196**

1.5 PROJECT PRIORITIZATION PROCESSES

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

Metro Regional Flexible Funds. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to solicit nominations and select projects for funding that includes numerous opportunities for public review and comment.

The process begins with a review of the policy objectives and procedures for allocating regional flexible funds. These policies were discussed in the 2010-13 MTIP Policy Update section in this chapter and the policy report in its entirety in Appendix 2.

Using the updated policy framework, new categories linked to the RTP were created and Technical measures (complete technical criteria available in Appendix 3) were developed and adopted for the following solicitation/evaluation categories:

- Regional mobility corridors
- Mixed-use area implementation
- Industrial and employment area implementation
- Environmental enhancement and mitigation

Qualitative considerations are also part of the analysis and include the following factors:

- Past regional commitment
- Linked to other project
- Multi-modal benefit
- Overmatch
- Affordable housing/safe schools
- Economic impact/jobs
- Project readiness

Project development was also eligible for funding, and underwent a qualitative analysis instead of receiving a quantitative score.

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

ODOT Funds. ODOT sets funding targets for Region 1, which includes the Metro area. ODOT staff recommends to JPACT and the Metro Council ODOT projects utilizing federal and state funds (other than regional flexible funds and dedicated public transit funds) within those target amounts.

The pool of potential preservation, bridge rehabilitation, and safety projects are identified through the respective program management systems. The pool of projects to be considered for the modernization program is based on needs identified in the financially constrained Regional Transportation Plan.

The prioritization of projects is based on eligibility criteria and prioritization factors set by the Oregon Transportation Commission for both Development and Construction projects. Sometimes specific interpretations or weights of the OTC criteria are set within the MPO area by JPACT. ODOT solicits comments on the proposed program though the TPAC/JPACT process, meetings with local stakeholders outside of the MPO, as well as through agency consultations and joint open houses and public hearings. The prioritization of state highway modernization

projects is closely coordinated with the allocation of regional flexible funds through coordinated technical evaluation procedures.

A more detailed explanation of the ODOT prioritization process is provided in the 2010-2013 STIP Project Eligibility Criteria and Prioritization Factors document. The 2010-2013 STIP Criteria and Prioritization Factors was approved by the Oregon Transportation Commission summer of 2007.

Some programs available for local projects, such as the Federal Transportation Enhancement and the State Bicycle and Pedestrian Program funds, are administered statewide and not through the ODOT Regions. They have their own criteria, procedures, and timelines. An overview of all federal and state funding programs available for local projects can be found at: http://www.oregon.gov/ODOT/HWY/LGS/docs/LAG_Manual_09/A3.pdf.

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

Federal transportation planning factors

Federal rules require Metropolitan Planning Organizations (MPO) describe how their activities address eight planning factors identified in the plan. The Regional Transportation Plan (RTP) and the MTIP are MPO activities that need to describe how those factors are addressed. The planning factors are:

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

The way in which Metro utilizes these planning factors first occurs in the development of the Regional Transportation Plan. These factors are used in the creation of the policies that guide the development of the RTP and selection of projects for the Financially Constrained project list. Next, policy direction for the MTIP is adopted each cycle and is initially derived from the RTP policies, goals and objectives. It is also a requirement of projects included in the MTIP that they be in the Financially Constrained list of the RTP, which means the projects that are included in the MTIP are run through criteria based on the federal transportation planning factors even prior to further prioritization processes undertaken by Metro, ODOT, TriMet and SMART for the projects that end up in the MTIP. A detailed discussion of how each of these planning factors is addressed in the MTIP appears In Chapter 3.

Congestion Management Process

Federal transportation legislation also requires Metropolitan Planning Organizations (MPOs) develop a strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will advance the goals of the 2035 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The region is in the process of fully integrating the CMP into the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). Metro and the other regional transportation agencies are engaged in implementing a number of strategies for dealing with congestion. The primary way in which this is done is through collaborative programmatic investments. The following programs make up current congestion management efforts in the region:

-Proactive land use programs;
-Transportation Demand Management programs;
-TransPort;
-Master planning for Transportation System Management and Operations (TSMO); and
-Proactive bicycle and pedestrian planning programs.

Additional work is being done on the CMP in the region. By the next MTIP cycle for 2012-15 we will have data in place to inform the process through performance measurement that will be incorporated into the criteria that agencies use to prioritize investments. System definition work has already occurred with the development of a system of mobility corridors. Efforts to identify how well each mobility corridor functions in the region are underway and will allow us to pinpoint strategic investments needed to manage congestion in these corridors. This work, in addition to the programmatic investments already being made in alternative modes, transportation demand management, Intelligent Transportation Systems, the transportation

system management and operations program, and land use and growth management programs puts the region in a good position for fully integrating the CMP into all planning efforts.

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP long-range plan. Programming of funds refers to the assignment of project costs by phase (project development, final design, right-of-way and construction) to types of funds and expected years of expenditure. The programming tables in Chapter 3 summarize the programming to be adopted in this MTIP. Project *selection* refers to the process of deciding how to advance some projects ahead of others when funding conflicts develop within a current fiscal year. The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

Programming Funds

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

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. For the regional flexible funds, programming requests are solicited and the MTIP adoption process is the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure.

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

Balancing project expenditures with annual revenue limits becomes more difficult when a single project requires a large sum to complete one or more phases of work in one year. A project that requires above $5 to $6 million can make it difficult for other more modest projects to proceed in a given year. There are no adopted rules for making such decisions, except that the

volume of project work that can proceed in any one year must fall within the revenue that is available that year, including conditional access to statewide resources, as discussed above.

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. If projects that are scheduled to spend funds in a given year are delayed, they receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

As part of the approval for funding projects, conditions of approval are attached to specific projects to indicate that additional requirements must be met during project implementation to stay eligible for the funds. These conditions can relate to design considerations or public involvement and outreach activities that must be done. Conditions of approval are one mechanism Metro employs to make sure that project elements, particularly those associated with quantitative points given to a project, are carried out and that the intent behind funding a project is met according to Metro's goals and objectives.

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

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

Federal New Starts funding received by TriMet in the current MTIP consists of funds for I-205/Portland Mall construction--$74.8 million in FY08, $112.8 million in FY09 and $74.229 million in FY10. TriMet expects to receive its final appropriation for I-205/Portland Mall construction April 2010.

Other federal public transit funding categories received by TriMet (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports TriMet's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to FTA. Metro defers allocation of discretionary federal public transit funds to TriMet for routine maintenance programs.

In practice, TriMet's major service decisions are well coordinated with RTP-defined public transit system corridor priorities and new service decisions are reflected in Metro's regional transportation model. TriMet began an annual briefing of TPAC and JPACT on the allocation of federal funds relative to all funding sources to meet the various categories of cost outlays. This briefing also included projected revenue and cost increases given increased costs for new operations of the I-205/Mall light rail project, and rapidly increasing service provision for elderly and disabled passengers.

Selection of Projects

When funding conflicts arise between projects within a programmed fund year, it is sometimes necessary to select which projects will advance as programmed and which must be delayed to a future year when additional funds become available. This can occur when actual appropriation or allocation of funds is less than authorized or forecast for a particular year or if there are project cost over runs. Projects on the National Highway System or projects funded under the Bridge or Interstate Maintenance programs are selected by ODOT in cooperation with Metro, TriMet and SMART.

Public 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.

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

1.7 MTIP AMENDMENT PROCESS

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

Objectives of the Process

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

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.

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

5. Provide for dealing with emergency situations.

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

Policies

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

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

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

Amendments by Metro/JPACT Resolution:

- **New Funding:** funding to a new MTIP project.

- **RFFA budget changes:** increased allocation of regional flexible funds in excess of level previously allocated to the recipient agency.

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

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

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

- Preservation projects on the Interstate system - up to $5 million; on the highway system – up to $2 million or any “1R” preservation project on existing road surface.

- Operations projects – up to $1 million,

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

- General planning and corridor studies up $200,000,

- Public transit appropriations in excess of those estimated in original programming,

- Appropriations for projects/programs previously identified and approved by resolution by JPACT and the Metro Council as regional priorities for federal "earmarking",

- Awarded through the state Public Transit Division Discretionary Grant Program, Emergency additions where an imminent public safety hazard is involved, and addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

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

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

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

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

An amendment to add a project to the MTIP can take place concurrently with a MTIP amendment to transfer project funds between MTIP projects.

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

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

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

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

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

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

5. Project or Program Authority Retraction

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

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

Chapter 2

Implementation of Previous MTIP

2.1 MAJOR PROJECTS IMPLEMENTED FROM PREVIOUS MTIP

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

Geographic Listing

Clackamas County

KEY	PROJECT NAME
12451	Sunnyside Road (Phase 3) 152nd - 172nd Widening
14765	OR213: I-205 - Redland Rd - Conway Dr

East Multnomah County

KEY	PROJECT NAME
12150	Sandy Blvd Safety Improvements
15463	I-84: Right Turn Lane @ 257th Avenue (Troutdale)

City of Portland

KEY	PROJECT NAME
11421	Willamette River (Morrison) Bridge Ped-Bike Access
12478	NW 23rd Ave:NW Lovejoy St. - W Burnside Rd
13704	I-405: Fremont Bridge - Marquam Bridge
13708	US30: Yeon Street Preservation

Washington County

KEY	PROJECT NAME
11444	OR8: N 10th Ave - N 19th Ave. (Cornelius)
12481	Forest Grove Town Ctr. Ped Improvements
11434	SE 10th Ave: E Main St. - SE Baseline St
13526	Beaverton Powerline Trail: Merlo LRT - Schuepback
14069	Tualatin River: National Wildlife Refuge
11437	Washington County ITS Projects: Traffic Ops Center
13977	OR99W: 64th Ave - Canterbury Lane (Sidewalks)
13707	US26: Sunset Hwy - North Plains to Cornell Road

Regional Projects

KEY	PROJECT NAME
15647	I-205: LRT to Clackamas & Portland Mall 2010
16604	Transport Regional Arterial Traffic Control Enhancements

2.2 DELAYS TO PLANNED IMPLEMENTATION

Below is a geographic listing of projects that have experienced a delay to implementation from their original programming in a previous MTIP. Additionally, some projects scheduled to receive funds will slip from scheduled completion in 2010 to a future year. These projects will be listed in the final publication of the MTIP when final project schedules for 2010 are confirmed.

Geographic Listing

Clackamas County

KEY	PROJECT NAME
12460	OR 99E: Dunes Dr. - 10th St. (Oregon City)
13471	Trolley Trail: SE Kellogg Creek - Glen Echo Ave
14058	Barber St: Coffee Lk Lp - Kinsman (Wilsonville)
14064	SE Lake Rd: SE 21st Ave - SE Kuehn Rd (Milwaukie)
15108	Wilsonville Interchange

East Multnomah County

KEY	PROJECT NAME
11429	223rd Undercrossing: Sandy Blvd - Bridge St
13156	NE 238th Drive @ Treehill Drive
13986	Kane Dr: NE Division St - SE Powell Vlly(Grshm)
14273	Waud Bluff Trail: N Basin Ave-N Willamette Blvd
14393	NE Cleveland Ave: Stark St - Powell Blvd (Gresham)
14407	Springwater Trail: SE Umatilla St - SE 19th Ave
14409	Marine Drive Bike Trail: NE 28th - NE 185th
14411	Springwater Trailhead @ Main City Park (Gresham)
14413	Max Trail: Ruby Jct. - Cleveland Station (Gresham).
14438	Beaver Creek Culverts: Troutdale Rd/Cochran/Stark St
16377	US 26 Adaptive Signal System
15773	US26: Springwater At-Grade Intersection

City of Portland

KEY	PROJECT NAME
13506	NE Cully: NE Prescott to NE Killingsworth
13514	N Ivanhoe St: N Richmond - N St Louis (St Johns Ped/Frt)
13529	SE Division St: SE 6th Ave - SE 39th Ave
14404	Burnside St: NE 3rd Ave - NE 14th Ave
14408	N Lombard St: Columbia Slough Overcrossing
15747	Safe Routes to School (Portland)

Washington County

KEY	PROJECT NAME
13527	Washington Sq.RC Trail:Hall - Greenberg
14414	SW Tualatin-Sherwood Rd ITS: Teton Rd-I5
14437	Rock Creek Trail: Orchard Park - NW Wilkins St

Regional Projects

KEY	PROJECT NAME
13737	2009 ITS Urban & Rural Corridor
13739	2009 Signal Upgrades

Chapter 3
Programming

3.1 PROGRAMMING TABLES

The next several pages include the programming (table 3.1.1) for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2010-13. The projects are organized by lead agency and are in alphabetical order.

The Following are descriptions of the programming categories and frequently used terms in the Chapter 3 tables:

ODOT Key Number: This is a unique identification number assigned to a program, project or project phase by the ODOT to organize all transportation projects within the State Transportation Improvement Program database.

Estimated Total Project Cost: This includes cost of the project spent prior to 2010 and costs that may be necessary to complete the project after 2013.

Lead Agency: The agency that is contractually responsible for managing and delivering the project.

Phase: the type of work being completed on the project with funds programmed for the fiscal year identified. Includes:

- **-Planning:** activities associated with preparing for projects for implementation, from broad systems planning to project development activities.
- **-Preliminary engineering:** work to create construction and environmental documents.
- **-Right of way:** activities associated with investigating needs for use of land for the construction or operation of a project.
- **-Construction:** activities associated with the physical construction of a project.
- **-Other:** Activities for programs or projects not defined by one of the other phase activities defined above.

Program Year: the federal fiscal year funds are available for the project. The federal fiscal year begins October 1st of the year prior to the identified year (FFY 2010 is October 1, 2009 through September 30, 2010).

Federal funding: Federal funding authority made available to a project to reimburse eligible project related expenses.

Minimum local match: funding required to be provided by the lead agency to qualify for the federal funding authority programmed to the project.

Other funding: additional funding from non-federal sources identified as available to the project.

Total funding: the amount of funding programmed as available to the project within the timeframe of the 2010-13 Transportation Improvement Program.

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Farmington Rd Signal Improvements (Beaverton)	Upgrading traffic signal timing and signal control software	16453	Beaverton	$698,431	Construction	ARRA	2010	$300,501	$0	$0	$300,501
					Programming total:			**$300,501**	**$0**	**$0**	**$300,501**
Hall Blvd Preservation: Hart Rd-Ridgecrest Dr Overlay	2 in pavement overlay in accordance with 1R Guidelines	16486	Beaverton	$615,429	Construction	ARRA	2010	$568,757	$0	$0	$568,757
					Programming total:			**$568,757**	**$0**	**$0**	**$568,757**
Laurelwood Ave & 87th Ave Sidewalks	Constructing sidewalks and ADA ramps	16452	Beaverton	$717,779	Construction	ARRA	2010	$505,198	$0	$0	$505,198
					Programming total:			**$505,198**	**$0**	**$0**	**$505,198**
SW Rose Biggi: Hall - Crescent	These funds would be used to purchase right-of-way for the eventual construction of an 850 foot extension of Rose Biggi Avenue.	17271	Beaverton	$3,073,931	Purchase right of way	STP	2012	$2,758,238	$315,693	$0	$3,073,931
					Programming total:			**$2,758,238**	**$315,693**	**$0**	**$3,073,931**
Harmony Road: 82nd Ave to Highway 224	Design funding for a project to widen Harmony Road to 5 lanes and construct an over-crossing over the railroad.	15599	Clackamas County	$1,671,682	Preliminary engineering	STP	2010	$222,530	$25,470	$0	$248,000
		15599	Clackamas County	$1,671,682	Purchase right of way	STP	2011	$90,627	$10,373	$0	$101,000
		15599	Clackamas County	$1,671,682	Construction	STP	2012	$1,186,843	$135,839	$0	$1,322,682
					Programming total:			**$1,500,000**	**$171,682**	**$0**	**$1,671,682**
King Rd Preservation: Witchita-82nd	Apply leveler and overlay to full width of roadway	16566	Clackamas County	$591,083	Construction	ARRA	2010	$591,083	$0	$0	$591,083
					Programming total:			**$591,083**	**$0**	**$0**	**$591,083**
OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)	Phase 1 of new limited access facility (PE & ROW)	15555	Clackamas County	$52,468,117	Preliminary engineering	HPP	2010	$10,290,341	$1,177,776	$0	$11,468,117
		15555	Clackamas County	$52,468,117	Preliminary engineering	JTA	2010	$0	$0	$1,000,000	$1,000,000
		15555	Clackamas County	$52,468,117	Purchase right of way	OTH	2010	$0	$0	$20,000,000	$20,000,000
		15555	Clackamas County	$52,468,117	Purchase right of way	OTIA3	2010	$0	$0	$20,000,000	$20,000,000
					Programming total:			**$10,290,341**	**$1,177,776**	**$41,000,000**	**$52,468,117**
Springwater Trail: Rugg Rd - Dee St	Design and construct path (pavement/ signs/ bollards/ drainage & landscaping	16805	Clackamas County	$1,941,995	Preliminary engineering	ARRA-STATE	2010	$10,000	$0	$0	$10,000
		16805	Clackamas County	$1,941,995	Preliminary engineering	TE	2010	$51,100	$5,849	$104,000	$160,949
		16805	Clackamas County	$1,941,995	Purchase right of way	ARRA-STATE	2011	$17,049	$0	$0	$17,049
		16805	Clackamas County	$1,941,995	Purchase right of way	OTH	2011	$0	$0	$19,000	$19,000
		16805	Clackamas County	$1,941,995	Construction	TE	2011	$1,148,900	$131,497	$454,600	$1,734,997
					Programming total:			**$1,227,049**	**$137,346**	**$577,600**	**$1,941,995**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Sunnyside Rd: 82nd Ave - 122nd Paving & Signals	Pavement overlay/ replace traffic signal/ video detection system at 8 locations	16446	Clackamas County	$1,174,987	Construction	ARRA-URBAN	2010	$1,174,987	$0	$0	$1,174,987
					Programming total:			**$1,174,987**	**$0**	**$0**	**$1,174,987**
East Baseline Street Cornelius: 10th Ave to 19th Ave	Design and construct Regional Boulevard improvements in the Cornelius Town Center.	15592	Cornelius	$3,600,468	Preliminary engineering	CMAQ	2010	$836,655	$95,759	$0	$932,414
		15592	Cornelius	$3,600,468	Construction	CMAQ	2011	$2,304,217	$263,728	$0	$2,567,945
		15592	Cornelius	$3,600,468	Purchase right of way	CMAQ	2011	$89,828	$10,281	$0	$100,109
					Programming total:			**$3,230,700**	**$369,768**	**$0**	**$3,600,468**
School Bus Diesel Engine Emission Reduction	The purchase and installation of advanced exhaust control devices on about 364 1994-2006 model year buses in the Beaverton Centennial David Douglas Hillsboro and Sherwood school district fleets.	17274	DEQ	$1,575,839	Other	CMAQ	2012	$1,414,000	$161,839	$0	$1,575,839
					Programming total:			**$1,414,000**	**$161,839**	**$0**	**$1,575,839**
40 Mile Loop: Blue Lake Park - Sundial Rd	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.	17270	Fairview	$2,588,232	Preliminary engineering	CMAQ	2012	$405,580	$46,420	$0	$452,000
		17270	Fairview	$2,588,232	Construction	STP	2013	$1,916,841	$219,391	$0	$2,136,232
					Programming total:			**$2,322,421**	**$265,811**	**$0**	**$2,588,232**
Council Creek Trail: Banks - Hillsboro	Planning to define a route assess impacts and develop cost estimates for a Council Creek Regional Trail.	17272	Forest Grove	$243,446	Design option alternatives	STP	2011	$218,444	$25,002	$0	$243,446
					Programming total:			**$218,444**	**$25,002**	**$0**	**$243,446**
Gladstone Pavement Preservation Projects	2 in pavement overlay in accordance with 1R Guidelines/ with grind at intersections	16487	Gladstone	$840,444	Construction	ARRA	2010	$740,444	$0	$0	$740,444
					Programming total:			**$740,444**	**$0**	**$0**	**$740,444**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Gresham Fairview Trail: Burnside - Springwater	Construct 2nd phase of multi-use path; phase 1 completed as 11420;ARRA $ for pave project	15447	Gresham	$4,301,393	Construction	ARRA	2010	$550,000	$0	$0	$550,000
		15447	Gresham	$4,301,393	Construction	HPP	2010	$1,170,954	$134,021	$438,454	$1,743,429
		15447	Gresham	$4,301,393	Preliminary engineering	HPP	2010	$409,396	$46,857	$160,147	$616,400
		15447	Gresham	$4,301,393	Purchase right of way	HPP	2010	$448,650	$51,350	$0	$500,000
		15447	Gresham	$4,301,393	Construction	TE	2010	$800,000	$91,564	$0	$891,564
					Programming total:			**$3,379,000**	**$323,792**	**$598,601**	**$4,301,393**
Hood Street: SE Division Street to SE Powell Blvd	The project will add a sidewalk to the east side of Hood between Division and Powell.	15590	Gresham	$988,076	Purchase right of way	CMAQ	2010	$217,100	$24,848	$0	$241,948
		15590	Gresham	$988,076	Construction	CMAQ	2011	$441,700	$50,555	$0	$492,255
					Programming total:			**$658,800**	**$75,403**	**$0**	**$734,203**
MAX Trail: Cleveland Station to Ruby Junction	MAX Path would be a two-mile shared use path that runs parallel to the light rail tracks.	14413	Gresham	$2,862,692	Preliminary engineering	CMAQ	2010	$419,944	$48,064	$0	$468,008
		14413	Gresham	$2,862,692	Construction	CMAQ	2011	$795,528	$91,052	$904,472	$1,791,052
		14413	Gresham	$2,862,692	Construction	OTH	2011	$0	$0	$603,632	$603,632
					Programming total:			**$1,215,472**	**$139,116**	**$1,508,104**	**$2,862,692**
SE 190th Dr: Pleasant View/Highland to SW 30th St	Project to widen SE 190th Drive and provide intersection improvements at Highland and Pleasant View Drive.	15601	Gresham	$668,673	Preliminary engineering	STP	2010	$150,000	$17,168	$0	$167,168
		15601	Gresham	$668,673	Construction	STP	2011	$450,000	$51,505	$0	$501,505
					Programming total:			**$600,000**	**$68,673**	**$0**	**$668,673**
Springwater Trailhead at Main City Park	Trailhead improvements (way finding drinking fountain connector path etc.)	14411	Gresham	$415,450	Construction	STP	2010	$206,800	$23,669	$69,969	$300,438
		14411	Gresham	$415,450	Preliminary engineering	STP	2010	$103,200	$11,812	$0	$115,012
					Programming total:			**$310,000**	**$35,481**	**$69,969**	**$415,450**
Happy Valley Street Maint & Reconstruct	Resurfacing/ slurry seal/ crack seal/ and chip seal on minor arterial streets	16456	Happy Valley	$701,942	Construction	ARRA	2010	$599,442	$0	$0	$599,442
					Programming total:			**$599,442**	**$0**	**$0**	**$599,442**
Rock Creek Trail: Orchard Park to NW Wilkins	Extend existing trail south from Orchard Park to NW Wilkins Street	14437	Hillsboro	$1,558,930	Preliminary Engineering	CMAQ	2010	$230,000	$26,325	$0	$256,325
		14437	Hillsboro	$1,558,930	Preliminary Engineering	ARRA-TE	2010	$138,000	$0	$0	$138,000
		14437	Hillsboro	$1,558,930	Right of Way	CMAQ	2011	$89,730	$10,270	$0	$100,000
		14437	Hillsboro	$1,558,930	Construction	CMAQ	2012	$805,270	$92,167	$0	$897,437
					Programming total:			**$1,263,000**	**$128,762**	**$0**	**$1,391,762**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Royce & McNary St: Pvmt Grind/Overlay	Grind and replace 2 in of asphalt surface in accordance with 1R Guidelines	16488	Lake Oswego	$608,560	Construction	ARRA	2010	$466,813	$0	$0	$466,813
		16488	Lake Oswego	$608,560	Preliminary engineering	ARRA	2010	$97,747	$0	$0	$97,747
		16488	Lake Oswego	$608,560	Construction	OTH	2010	$0	$0	$44,000	$44,000
					Programming total:			**$564,560**	**$0**	**$44,000**	**$608,560**
Jackson Street: Main - 21st Ave	Reconstruct sidewalks and streetscape/ curb extensions/ utility undergrounding	16457	Milwaukie	$874,409	Construction	ARRA	2010	$680,336	$0	$0	$680,336
		16457	Milwaukie	$874,409	Construction	OTH	2010	$0	$0	$194,073	$194,073
					Programming total:			**$680,336**	**$0**	**$194,073**	**$874,409**
Milwaukie Town Center Ped Improvements	Improve streetscape facilities in downtown Milwaukie	14439	Milwaukie	$450,000	Construction	OTH	2011	$0	$0	$450,000	$450,000
					Programming total:			**$0**	**$0**	**$450,000**	**$450,000**
OR 99-E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge with a bridge replacement.	15598	Milwaukie	$1,175,749	Planning	STP	2010	$330,500	$37,827	$0	$368,327
		15598	Milwaukie	$1,175,749	Preliminary engineering	STP	2011	$724,500	$82,922	$0	$807,422
					Programming total:			**$1,055,000**	**$120,749**	**$0**	**$1,175,749**
SE Lake Rd: SE 21st Ave - SE Kuehn Rd	Safety bicycle sidewalk facilities improvement on lake road	14064	Milwaukie	$3,867,818	Purchase right of way	HPP	2010	$511,461	$58,539	$0	$570,000
		14064	Milwaukie	$3,867,818	Construction	HPP	2011	$2,959,132	$338,686	$0	$3,297,818
					Programming total:			**$3,470,593**	**$397,225**	**$0**	**$3,867,818**
Beaver Creek Culverts: Troutdale Cochran Stark	The project calls for the replacement of 3 culverts along Beaver Creek at Troutdale Rd. Stark St and Cochran Rd.	14438	Multnomah County	$4,870,000	Preliminary engineering	STP	2010	$110,500	$12,647	$243,853	$367,000
		14438	Multnomah County	$4,870,000	Construction	STP	2011	$859,500	$98,374	$3,445,126	$4,403,000
		14438	Multnomah County	$4,870,000	Purchase right of way	STP	2011	$30,000	$3,434	$66,566	$100,000
					Programming total:			**$1,000,000**	**$114,455**	**$3,755,545**	**$4,870,000**
Morrison Bridge Rehabilitation	Bridge #08589 rehabilitation	14980	Multnomah County	$10,331,000	Construction	HBRRL	2011	$8,022,759	$918,241	$0	$8,941,000
					Programming total:			**$8,022,759**	**$918,241**	**$0**	**$8,941,000**
Multnomah County Street Overlays	Pavement overlay project	16943	Multnomah County	$1,744,558	Construction	ARRA	2010	$1,210,981	$0	$0	$1,210,981
		16943	Multnomah County	$1,744,558	Construction	OTH	2010	$0	$0	$533,577	$533,577
					Programming total:			**$1,210,981**	**$0**	**$533,577**	**$1,744,558**

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PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	13156	Multnomah County	$340,000	Preliminary engineering	HSIP	2010	$38,732	$3,268	$0	$42,000
		13156	Multnomah County	$340,000	Purchase right of way	HSIP	2010	$64,554	$5,446	$0	$70,000
		13156	Multnomah County	$340,000	Construction	HSIP	2011	$210,262	$17,738	$0	$228,000
					Programming total:			**$313,548**	**$26,452**	**$0**	**$340,000**
Pavement Preservation in Tigard/ Sherwood/ and Cornelius	"Grinding and 2"" overlay; concrete sealing and crack repairs"	16966	Multnomah County	$1,315,655	Construction	ARRA	2010	$1,312,205	$0	$3,450	$1,315,655
					Programming total:			**$1,312,205**	**$0**	**$3,450**	**$1,315,655**
Sellwood Bridge	Bridge replacement (structure #6879)	13762	Multnomah County	$14,263,554	Preliminary engineering	HPP (PL 111-117)	2010	$1,265,984	$0	$0	$1,265,984
		13762	Multnomah County	$14,263,554	Purchase right of way	HBRRL	2011	$5,383,800	$616,200	$0	$6,000,000
		13762	Multnomah County	$14,263,554	Purchase right of way	HPP	2011	$6,278,920	$718,650	$0	$6,997,570
					Programming total:			**$12,928,704**	**$1,334,850**	**$0**	**$14,263,554**
Trolley Trail: SE Kellogg Creek - Glen Echo Ave	Construct bike and pedestrian facility along an abandoned trolley line	13471	NCPRD	$3,140,533	Construction	CMAQ	2011	$2,447,000	$280,070	$0	$2,727,070
		13471	NCPRD	$3,140,533	Construction	HPP	2011	$303,703	$34,760	$0	$338,463
					Programming total:			**$2,750,703**	**$314,830**	**$0**	**$3,065,533**
McLoughlin Blvd: Clackamas River Bridge - Dunes Drive	Phase two of the McLoughlin Boulevard Enhancement Plan this project will provide improved management of motor vehicle access transit stops bike lanes pedestrian crossings and sidewalks.	17265	Oregon City	$3,791,227	Preliminary engineering	STP	2011	$690,420	$79,022	$0	$769,442
		17265	Oregon City	$3,791,227	Construction	STP	2012	$2,711,448	$310,337	$0	$3,021,785
					Programming total:			**$3,401,868**	**$389,359**	**$0**	**$3,791,227**
OR213:I-205 - Redland Road O-xing	Intersection improvements at Washington St and Redland Rd intersections	16322	Oregon City	$4,384,076	Purchase right of way	OTH	2010	$0	$0	$1,600,000	$1,600,000
					Programming total:			**$0**	**$0**	**$1,600,000**	**$1,600,000**
Sundial Road And Swigert Way (Troutdale)	Widen Sundial Road and construct a new collector street	16272	Port of Portland	$14,340,000	Construction	IOF	2010	$0	$0	$1,051,560	$1,051,560
		16272	Port of Portland	$14,340,000	Construction	OTH	2010	$0	$0	$10,632,440	$10,632,440
		16272	Port of Portland	$14,340,000	Preliminary engineering	OTH	2010	$0	$0	$2,656,000	$2,656,000
					Programming total:			**$0**	**$0**	**$14,340,000**	**$14,340,000**

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102nd Ave: NE Glisan- SE Washington	The project provides adequate sidewalk width on the main north-south facility in the Gateway Regional Center by widening existing sidewalks as well as providing street trees and ornamental lighting and bike lanes between E. Burnside and SE Stark.	17266	Portland	$2,228,909	Purchase right of way	STP	2010	$600,000	$68,673	$0	$668,673
		17266	Portland	$2,228,909	Construction	STP	2011	$1,400,000	$160,236	$0	$1,560,236
					Programming total:			**$2,000,000**	**$228,909**	**$0**	**$2,228,909**
82nd Ave/Columbia intersection improvements	The project will signalize the 82nd Avenue/Columbia Boulevard southbound ramp intersection and add a lane on the ramp to create separate southbound rightand left-turn lanes.	15596	Portland	$2,428,909	Construction	STP	2010	$2,000,000	$228,909	$0	$2,228,909
					Programming total:			**$2,000,000**	**$228,909**	**$0**	**$2,228,909**
Central Eastside Bridgeheads Access	Address pedestrian facility gaps in CEID.	13528	Portland	$1,622,000	Construction	STP	2012	$972,673	$111,327	$0	$1,084,000
					Programming total:			**$972,673**	**$111,327**	**$0**	**$1,084,000**
Cully Boulevard: NE Prescott to NE Killingsworth	Green street retrofit of Cully Boulevard.	13506	Portland	$5,914,944	Construction	OTH	2010	$0	$0	$898,052	$898,052
		13506	Portland	$5,914,944	Construction	STP	2010	$1,565,480	$179,176	$2,362,292	$4,106,948
					Programming total:			**$1,565,480**	**$179,176**	**$3,260,344**	**$5,005,000**
Division Street: SE 6th to 39th (2003)		13529	Portland	$4,792,275	Construction	STP	2011	$2,500,000	$286,136	$1,635,951	$4,422,087
					Programming total:			**$2,500,000**	**$286,136**	**$1,635,951**	**$4,422,087**
Foster-Woodstock: SE 87th St to SE 101 St	The project provides approximately 5700 lineal ft of new sidewalk within the commercial core of the Lents Town Center.	15591	Portland	$3,739,802	Preliminary engineering	OTH	2010	$0	$0	$336,233	$336,233
		15591	Portland	$3,739,802	Purchase right of way	OTH	2010	$0	$0	$508,748	$508,748
		15591	Portland	$3,739,802	Construction	CMAQ	2011	$1,930,802	$220,989	$0	$2,151,791
		15591	Portland	$3,739,802	Construction	OTH	2011		$0	$743,030	$743,030
					Programming total:			**$1,930,802**	**$220,989**	**$1,588,011**	**$3,739,802**
Killingsworth: N Commercial to NE MLK	PE for a project that would reconstruct sidewalks and add transit stop improvements street lights street trees and street furniture to improve the pedestrian environment.	14405	Portland	$652,000	Preliminary engineering	CMAQ	2010	$400,000	$45,782	$0	$445,782
		14405	Portland	$652,000	Construction	OTH	2010	$0	$0	$206,218	$206,218
					Programming total:			**$400,000**	**$45,782**	**$206,218**	**$652,000**

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Marine Dr. Bike Lanes & Trail Gaps: 28th Ave. to 185th	Four segments of off-street trail adjacent to Marine Drive would be completed making a continuous 9.1-mile off-street trail from Northeast 28th to Northeast 185th avenues.	14409	Portland	$1,076,563	Preliminary engineering	CMAQ	2010	$246,970	$28,267	$0	$275,237
		14409	Portland	$1,076,563	Construction	CMAQ	2011	$231,490	$26,495	$0	$257,985
		14409	Portland	$1,076,563	Purchase right of way	CMAQ	2011	$487,540	$55,801	$0	$543,341
					Programming total:			**$966,000**	**$110,563**	**$0**	**$1,076,563**
MLK Jr. Blvd: Columbia to Lombard	Analysis of options to improve existing UPRR crossing to accommodate truck movement.	13502	Portland	$1,671,682	Preliminary engineering	STP	2011	$1,500,000	$171,682	$0	$1,671,682
					Programming total:			**$1,500,000**	**$171,682**	**$0**	**$1,671,682**
N Lombard: Slough over crossing	This project will strengthen if possible or reconstruct the Columbia Slough Bridge to accommodate a high percentage of extended weight and heavy haul truck traffic.	14408	Portland	$2,228,909	Purchase right of way	STP	2010	$17,946	$2,054	$0	$20,000
		14408	Portland	$2,228,909	Construction	STP	2011	$1,482,258	$169,651	$0	$1,651,909
					Programming total:			**$1,500,204**	**$171,705**	**$0**	**$1,671,909**
N Vancouver Ave: Columbia Slough Bridge	Replace existing bridge #001696	14979	Portland	$10,424,000	Preliminary engineering	OTIA3	2010	$1,256,000	$0	$0	$1,256,000
		14979	Portland	$10,424,000	Purchase right of way	OTIA3	2010	$140,000	$0	$0	$140,000
		14979	Portland	$10,424,000	Construction	OTIA3	2011	$9,028,000	$0	$0	$9,028,000
					Programming total:			**$10,424,000**	**$0**	**$0**	**$10,424,000**
NE/SE 50s Bikeway: NE Thompson to SE Woodstock	This project would add 2.3 miles of bicycle boulevard treatments and 2.0 miles striped bicycle lanes in the vicinity of 50th -53rd Avenues between NE Thompson and SE Woodstock.	15589	Portland	$1,522,345	Preliminary engineering	STP	2010	$400,749	$45,868	$0	$446,617
		15589	Portland	$1,522,345	Construction	STP	2011	$965,251	$110,477	$0	$1,075,728
					Programming total:			**$1,366,000**	**$156,345**	**$0**	**$1,522,345**
NW 23rd Ave:NW Lovejoy St. - W Burnside Rd	Reconstruct roadway/ sidewalks/ bike lanes.	12478	Portland	$2,699,583	Construction	ARRA	2010	$432,000	$0	$0	$432,000
		12478	Portland	$2,699,583	Construction	OTH	2010	$0	$0	$1,127,764	$1,127,764
		12478	Portland	$2,699,583	Construction	STP	2010	$1,022,760	$117,059	$0	$1,139,819
					Programming total:			**$1,454,760**	**$117,059**	**$1,127,764**	**$2,699,583**
Portland Bicycle Boulevard Improvements	Striping/ signage and wayfinding	16449	Portland	$902,179	Construction	ARRA	2010	$802,179	$0	$0	$802,179
					Programming total:			**$802,179**	**$0**	**$0**	**$802,179**

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Portland Road/Columbia Blvd	This project will redesign the Portland Road/Columbia Boulevard intersection and connecting ramp structures.	15597	Portland	$600,000	Planning	STP	2010	$538,380	$61,620	$0	$600,000
						Programming total:		**$538,380**	**$61,620**	**$0**	**$600,000**
Portland Streetcar Eastside Extension Project (Construction)	Extend streetcar line 3.4 miles to eastside.	14381	Portland	$126,832,000	Construction	5309b New Starts	2010	$67,624,000	$16,906,000	$22,880,000	$107,410,000
		14381	Portland	$126,832,000	Other	5309b New Starts	2010	$7,000,000	$1,750,000	$1,522,000	$10,272,000
		14381	Portland	$126,832,000	Purchase right of way	5309b New Starts	2010	$376,000	$94,000	$150,000	$620,000
						Programming total:		**$75,000,000**	**$18,750,000**	**$24,552,000**	**$118,302,000**
Red Electric Trail: SW 30th - SW Vermont	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trailan on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	17268	Portland	$2,149,987	Preliminary engineering	CMAQ	2011	$389,413	$44,570	$0	$433,983
		17268	Portland	$2,149,987	Purchase right of way	STP	2012	$180,360	$20,643	$0	$201,003
		17268	Portland	$2,149,987	Construction	CMAQ	2013	$1,359,410	$155,591	$0	$1,515,001
						Programming total:		**$1,929,183**	**$220,804**	**$0**	**$2,149,987**
S Auditorium Lighting Phase 1	Replace lighting foundations/ poles and fixtures/ install conduit and wiring	16509	Portland	$6,107,076	Construction	ARRA	2010	$5,687,076	$0	$0	$5,687,076
						Programming total:		**$5,687,076**	**$0**	**$0**	**$5,687,076**
Safe Routes to School	Safe Routes to School grant award for Safety improvements	15747	Portland	$541,500	Construction	OTH	2010	$0	$0	$133,800	$133,800
		15747	Portland	$541,500	Construction	SRTS	2010	$374,700	$0	$0	$374,700
		15747	Portland	$541,500	Purchase right of way	SRTS	2010	$33,000	$0	$0	$33,000
						Programming total:		**$407,700**	**$0**	**$133,800**	**$541,500**
SE Portland Pavement Preservation Projects	Rebuild roadway section	16447	Portland	$2,992,057	Construction	ARRA	2010	$2,596,002	$0	$381,055	$2,977,057
						Programming total:		**$2,596,002**	**$0**	**$381,055**	**$2,977,057**
Springwater Trail: UPRR Brdg-East City Border	Pavement overlay in accordance with 1R Guidelines	16448	Portland	$1,342,463	Construction	ARRA	2010	$1,191,463	$0	$0	$1,191,463
						Programming total:		**$1,191,463**	**$0**	**$0**	**$1,191,463**
Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	Project would provide missing link of the Springwater trail between SE 19th Avenue and SE Umatilla Street in Southeast Portland.	14407	Portland	$2,458,308	Preliminary engineering	CMAQ	2010	$411,240	$47,068	$0	$458,308
		14407	Portland	$2,458,308	Construction	CMAQ	2011	$825,760	$94,512	$0	$920,272
		14407	Portland	$2,458,308	Construction	HPP	2011	$654,000	$74,853	$350,875	$1,079,728
						Programming total:		**$1,891,000**	**$216,433**	**$350,875**	**$2,458,308**

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Sullivan's Gulch Trail: Esplanade to 122nd Ave	Complete a feasibility study for a 5.5-mile stretch of trail through Sullivans Gulch.	15587	Portland	$249,638	Planning	STP	2010	$224,000	$25,638	$0	$249,638
					Programming total:			**$224,000**	**$25,638**	**$0**	**$249,638**
SW & E Portland Sidewalk Infill	Construct sidewalks and corner curb ramps/ plant trees	16546	Portland	$1,524,083	Construction	ARRA	2010	$1,224,083	$0	$0	$1,224,083
					Programming total:			**$1,224,083**	**$0**	**$0**	**$1,224,083**
SW Capitol Highway: Multnomah to Taylors Ferry	PE for a project to improve Capitol Hwy from SW Multnomah Blvd to SW Taylors Ferry to provide stormwater drainage bike lanes and sidewalks.	14440	Portland	$590,660	Preliminary engineering	STP	2011	$187,231	$21,429	$0	$208,660
					Programming total:			**$187,231**	**$21,429**	**$0**	**$208,660**
Troutdale/Marine Drive Extension	Planning & project development work for Troutdale/Marine Drive extension	15185	Portland	$722,891	Planning	HPP	2010	$200,000	$22,891	$0	$222,891
	Planning & project development work for Troutdale/Marine Drive extension	15185	Portland	$722,891	Preliminary engineering	State STP	2010	$448,650	$51,350	$0	$500,000
					Programming total:			**$648,650**	**$74,241**	**$0**	**$722,891**
Twenties Bikeway: NE Lombard - SE Harney Drive	6.9 miles of bicycle boulevard improvements running north-to-south routed along the Northeast and Southeast Twenties blocks as through movements permit.	17267	Portland	$2,337,958	Preliminary engineering	STP	2012	$259,300	$29,678	$0	$288,978
		17267	Portland	$2,337,958	Construction	STP	2013	$1,838,550	$210,430	$0	$2,048,980
					Programming total:			**$2,097,850**	**$240,108**	**$0**	**$2,337,958**
Union Station Restoration Phase 2	Improve multi-modal access for patrons of Amtrak/ LRT/ Streetcar/ inter-city and city bus	15484	Portland	$8,253,642	Construction	OTH	2010	$0	$0	$7,121,297	$7,121,297
		15484	Portland	$8,253,642	Construction	TE	2010	$1,016,053	$116,292	$0	$1,132,345
					Programming total:			**$1,016,053**	**$116,292**	**$7,121,297**	**$8,253,642**
US 26 Adaptive Signal System	Install adaptive signal control on Powell Blvd	16377	Portland	$1,564,677	Construction	State STP	2010	$1,143,768	$130,909	$0	$1,274,677
		16377	Portland	$1,564,677	Preliminary engineering	State STP	2010	$260,217	$29,783	$0	$290,000
					Programming total:			**$1,403,985**	**$160,692**	**$0**	**$1,564,677**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Waud Bluff Trail: N Basin Ave-N Willamette Blvd	Construct shared-use path pedestrian bridge/ sidewalk & crosswalk connections	14273	Portland	$1,091,300	Construction	TE	2010	$565,258	$64,696	$429,346	$1,059,300
	Construct shared-use path pedestrian bridge/ sidewalk & crosswalk connections	14273	Portland	$1,091,300	Purchase right of way	TE	2010	$28,714	$3,286	$0	$32,000
					Programming total:			**$593,972**	**$67,982**	**$429,346**	**$1,091,300**
Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	Study of mostly off-street trail on the North Portland Willamette Greenway.	17269	Portland	$495,709	Design option alternatives	STP	2012	$444,800	$50,909	$0	$495,709
					Programming total:			**$444,800**	**$50,909**	**$0**	**$495,709**
Bonita/ Durham & 72nd Ave Overlay	2 in pavement overlay in accordance with 1R Guidelines	16491	Tigard	$1,116,000	Construction	ARRA	2010	$1,004,000	$0	$0	$1,004,000
					Programming total:			**$1,004,000**	**$0**	**$0**	**$1,004,000**
Main Street: Rail Corridor to 99W Tigard	Comprehensive street redesign to retrofit the 1400 lineal feet of the southern half of Main Street in downtown Tigard.	15600	Tigard	$2,830,714	Preliminary engineering	STP	2010	$559,465	$64,033	$0	$623,498
		15600	Tigard	$2,830,714	Construction	STP	2011	$1,935,670	$221,546	$0	$2,157,216
		15600	Tigard	$2,830,714	Purchase right of way	STP	2011	$44,865	$5,135	$0	$50,000
					Programming total:			**$2,540,000**	**$290,714**	**$0**	**$2,830,714**
SW Greenburg Road: Washington Square Dr. to Tiedeman	Project would widen the existing 3 lanes on Greenburg Road from Shady Lane to Tiedeman Avenue to provide a 5-lane facility with bike lanes and sidewalks on both sides.	11436	Tigard	$1,849,994	Preliminary engineering	STP	2010	$660,000	$75,540	$0	$735,540
		11436	Tigard	$1,849,994	Construction	STP	2011	$1,000,000	$114,454	$0	$1,114,454
					Programming total:			**$1,660,000**	**$189,994**	**$0**	**$1,849,994**
Washington Sq.RC Trail:Hall - Greenberg	Construct multi-use trail	13527	Tigard	$429,734	Construction	STP	2011	$134,929	$15,443	$6,766	$157,138
					Programming total:			**$134,929**	**$15,443**	**$6,766**	**$157,138**
Fanno Creek Trail: Hall Boulevard crossing	This project will include completion of a planning level study of alternative bicycle and pedestrian crossing options at the intersection of the regional Fanno Creek Greenway Trail and Hall Boulevard.	15588	Tualatin Hills PRD	$400,089	Planning	STP	2010	$359,000	$41,089	$0	$400,089
					Programming total:			**$359,000**	**$41,089**	**$0**	**$400,089**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.	17273	Tualatin Hills PRD	$2,673,952	Preliminary engineering	STP	2011	$605,678	$69,323	$0	$675,001
		17273	Tualatin Hills PRD	$2,673,952	Purchase right of way	STP	2012	$162,416	$18,589	$0	$181,005
		17273	Tualatin Hills PRD	$2,673,952	Construction	STP	2013	$1,631,243	$186,703	$0	$1,817,946
					Programming total:			**$2,399,337**	**$274,615**	**$0**	**$2,673,952**
Cornell Rd: NW Science Park Dr - NW 143rd Ave	Add turn lanes/ signals/ streetlights and sidewalks	15655	Washington County	$4,125,000	Construction	IOF	2010	$1,000,000	$0	$3,125,000	$4,125,000
					Programming total:			**$1,000,000**	**$0**	**$3,125,000**	**$4,125,000**
Highway 217: Beaverton Hillsdale HWY to SW Allen Blvd	Complete Environmental Assessment and preliminary engineering for section of Hwy. 217 from Beaverton-Hillsdale Hwy. to Allen Boulevard.	15604	Washington County	$1,234,816	Planning	HPP	2011	$735,000	$84,124	$0	$819,124
		15604	Washington County	$1,234,816	Planning	STP	2011	$373,000	$42,692	$0	$415,692
					Programming total:			**$1,108,000**	**$126,816**	**$0**	**$1,234,816**
OR99W: Pacific Hwy West Intersection @ Hall Blvd	Widen intersection & improve access management to Enhancemente Safety	15473	Washington County	$5,652,500	Construction	OTH	2010	$0	$0	$400,000	$400,000
		15473	Washington County	$5,652,500	Construction	OTIA3	2010	$0	$0	$2,000,000	$2,000,000
		15473	Washington County	$5,652,500	Purchase right of way	OTIA3	2010	$0	$0	$2,502,500	$2,502,500
		15473	Washington County	$5,652,500	Construction	STATE-G	2010	$0	$0	$750,000	$750,000
					Programming total:			**$0**	**$0**	**$5,652,500**	**$5,652,500**
Pavement Overlays - Urban	2 in pavement overlay and ADA upgrades in accordance with 1R Guidelines	16538	Washington County	$1,917,696	Construction	ARRA	2010	$1,750,000	$0	$0	$1,750,000
					Programming total:			**$1,750,000**	**$0**	**$0**	**$1,750,000**
Ped Countdown & Emergency Signal Improvements	Install phase selectors and ped displays at intersections	16824	Washington County	$597,696	Construction	ARRA	2010	$597,696	$0	$0	$597,696
					Programming total:			**$597,696**	**$0**	**$0**	**$597,696**
School Zone Flasher Units	Install solar-powered school zone flasher units at various locations	16463	Washington County	$260,000	Construction	ARRA	2010	$225,000	$0	$10,000	$235,000
					Programming total:			**$225,000**	**$0**	**$10,000**	**$235,000**
SW Oleson Rd: Scholls Ferry Rd to Dover St	PE for Phase 1 of a three-phase $50 million project to improve the Beaverton-Hillsdale/Oleson Road/Scholls Ferry Road (BHOS) intersection area.	14389	Washington County	$3,063,737	Preliminary engineering	HPP	2010	$1,749,092	$200,191	$0	$1,949,283
		14389	Washington County	$3,063,737	Preliminary engineering	STP	2010	$1,000,000	$114,454	$0	$1,114,454
					Programming total:			**$2,749,092**	**$314,645**	**$0**	**$3,063,737**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
SW Tualatin-Sherwood Road ITS: Teton Rd to I-5	This project will upgrade traffic signal systems and install video detection systems to monitor traffic volumes and vehicle classification on a real time basis along 4.5 miles of Tualatin-Sherwood Road.	14414	Washington County	$925,598	Construction	CMAQ	2010	$444,700	$50,898	$0	$495,598
		14414	Washington County	$925,598	Construction	State STP	2010	$71,210	$8,150	$0	$79,360
		14414	Washington County	$925,598	Other	State STP	2010	$314,629	$36,011	$0	$350,640
					Programming total:			**$830,539**	**$95,059**	**$0**	**$925,598**
Traffic Signal Video Detection	Purchase/install video detection equipment at 20 existing traffic signals (inc Tigard)	16695	Washington County	$979,617	Construction	ARRA	2010	$730,943	$0	$213,674	$944,617
					Programming total:			**$730,943**	**$0**	**$213,674**	**$944,617**
Salamo Rd: Barrington Dr - Rosemont	2 in pavement overlay in accordance with 1R Guidelines	16492	West Linn	$948,697	Construction	ARRA	2010	$800,000	$0	$48,697	$848,697
					Programming total:			**$800,000**	**$0**	**$48,697**	**$848,697**
Barber St: Boones Ferry Rd - Boberg Rd	Widen street to provide bike lanes and sidewalks on both sides and center turn median	16515	Wilsonville	$637,681	Construction	ARRA	2010	$577,681	$0	$0	$577,681
					Programming total:			**$577,681**	**$0**	**$0**	**$577,681**
Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	14058	Wilsonville	$8,999,000	Preliminary engineering	HPP	2010	$141,773	$16,227	$0	$158,000
		14058	Wilsonville	$8,999,000	Purchase right of way	HPP	2010	$646,056	$73,944	$0	$720,000
		14058	Wilsonville	$8,999,000	Preliminary engineering	HPP-100%	2010	$496,000	$0	$0	$496,000
		14058	Wilsonville	$8,999,000	Construction	HPP	2011	$2,912,171	$333,311	$4,379,518	$7,625,000
					Programming total:			**$4,196,000**	**$423,482**	**$4,379,518**	**$8,999,000**
French Prairie Bridge: Boones Ferry Rd - Butteville Rd	Planning and project development work to prepare for the construction of a new bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	17264	Wilsonville	$1,393,068	Design option alternatives	STP	2013	$1,250,000	$143,068	$0	$1,393,068
					Programming total:			**$1,250,000**	**$143,068**	**$0**	**$1,393,068**
Kinsman Road extension: Barber to Boeckman	This project would extend Kinsman Road from Barber Street on the south to Boeckman Road on the north.	14429	Wilsonville	$12,448,000	Purchase right of way	OTH	2010	$0	$0	$816,000	$816,000
		14429	Wilsonville	$12,448,000	Preliminary engineering	STP	2010	$1,400,000	$160,236	$1,000	$1,561,236
		14429	Wilsonville	$12,448,000	Construction	OTH	2011	$0	$0	$10,070,764	$10,070,764
					Programming total:			**$1,400,000**	**$160,236**	**$10,887,764**	**$12,448,000**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Blue Lake Park Trail: Interlachen Ln-Blue Lake Rd	Create new trail project from Regional Trail HPP funds	16655	Metro	$939,000	Preliminary engineering	HPP	2010	$126,519	$14,481	$0	$141,000
		16655	Metro	$939,000	Construction	HPP	2011	$716,045	$81,955	$0	$798,000
						Programming total:		**$842,564**	**$96,436**	**$0**	**$939,000**
East Metro Corridor Refinement Plan	System level planning and alternatives for selected corridor.	15546	Metro	$167,168	Planning	STP	2010	$150,000	$17,168	$0	$167,168
						Programming total:		**$150,000**	**$17,168**	**$0**	**$167,168**
Livable Streets policy and guidebook update: region wide	The Livable Streets Policy and Guidebook Update would sponsor a regional summit print a new series of Livable Streets guidebooks and propose amendments to the Regional Transportation Plan.	15584	Metro	$278,614	Other	STP	2010	$250,000	$28,614	$0	$278,614
						Programming total:		**$250,000**	**$28,614**	**$0**	**$278,614**
Metro Planning	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.	15544 15545	Metro	$1,093,937	Planning	STP	2010	$981,590	$112,347	$0	$1,093,937
		15544 15545	Metro	$1,126,758	Planning	STP	2011	$1,011,040	$115,718	$0	$1,126,758
		15544 15545	Metro	$1,161,262	Planning	STP	2012	$1,042,000	$119,262	$0	$1,161,262
		15544 15545	Metro	$1,196,924	Planning	STP	2013	$1,074,000	$122,924	$0	$1,196,924
						Programming total:		**$4,108,630**	**$470,251**	**$0**	**$4,578,881**
Metro Regional Trails Program	First phase of three trails in comprehensive regional system - local earmark proposed.	14066	Metro	$783,947	Construction	HPP	2010	$703,436	$80,511	$0	$783,947
						Programming total:		**$703,436**	**$80,511**	**$0**	**$783,947**
Multi-Use Master Plan: Lake Oswego to Milwaukie	Proposed 2.5-mile trail would provide a multi-use path connecting downtown Lake Oswego to Milwaukie the Trolley Trail and the Oak Grove neighborhood.	14397	Metro	$111,445	Planning	STP	2010	$100,000	$11,445	$0	$111,445
						Programming total:		**$100,000**	**$11,445**	**$0**	**$111,445**
Next Corridor Planning	Allocation of funds in FY 2012 and FY 2013 to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.	17285	Metro	$557,227	Planning	STP	2013	$500,000	$57,227	$0	$557,227
						Programming total:		**$500,000**	**$57,227**	**$0**	**$557,227**
Next Priority Corridor Study	The project will result in the completion of planning work for improvements to a priority corridor reviewed in the Corridor Initiatives Process.	14564	Metro	$557,227	Planning	STP	2010	$500,000	$57,227	$0	$557,227
						Programming total:		**$500,000**	**$57,227**	**$0**	**$557,227**
Regional ITS/TSMO	Application of advanced technologies and management strategies to reduce congestion and enhance the safety and productivity of existing transportation facilities.	17280 17281	Metro	$1,671,682	Planning	STP	2013	$1,500,000	$171,682	$0	$1,671,682
						Programming total:		**$1,500,000**	**$171,682**	**$0**	**$1,671,682**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Regional TOD Implementation Program	Metro's program to work with developers landowners and jurisdictions to influence development projects that forge strong land use-transportation connections to increase transit ridership and help realize the 2040 Growth Concept.	15550 15551 17275 17276	Metro	$1,671,682	Other	STP	2011	$1,500,000	$171,682	$0	$1,671,682
		15550 15551 17275 17276	Metro	$3,219,102	Other	STP	2012	$2,888,500	$330,602	$0	$3,219,102
		15550 15551 17275 17276	Metro	$3,219,102	Other	STP	2013	$2,888,500	$330,602	$0	$3,219,102
						Programming total:		**$7,277,000**	**$832,886**	**$0**	**$8,109,886**
Regional Travel Behavior Survey	Comprehensive household travel behavior survey about every decade that informs policy makers on changing travel patterns and to update travel forecasting models to accurately predict future travel.	17284	Metro	$390,059	Planning	STP	2010	$350,000	$40,059	$0	$390,059
						Programming total:		**$350,000**	**$40,059**	**$0**	**$390,059**
Regional Travel Options (RTO) Metro - Carry-over (2008)	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	$896,021	Other	CMAQ	2010	$804,000	$92,021	$0	$896,021
						Programming total:		**$804,000**	**$92,021**	**$0**	**$896,021**
Regional Travel Options (RTO) Metro - Carry-over (2009)	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	$1,507,251	Other	CMAQ	2010	$1,352,456	$154,795	$0	$1,507,251
						Programming total:		**$1,352,456**	**$154,795**	**$0**	**$1,507,251**
Regional Travel Options (RTO) Metro 2010	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	$890,902	Other	CMAQ	2010	$799,406	$91,496	$0	$890,902
						Programming total:		**$799,406**	**$91,496**	**$0**	**$890,902**
Regional Travel Options (RTO) Metro 2011	This is the regions transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program maximizes the efficiency of the existing transportation system reducing the demand for roadways.	14441 14442 14567 14568	Metro	$2,006,018	Other	CMAQ	2011	$1,800,000	$206,018	$0	$2,006,018
						Programming total:		**$1,800,000**	**$206,018**	**$0**	**$2,006,018**

Table 3.1.2 - Metro Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Regional Travel Options (RTO) Metro 2012	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	15547 15548	Metro	$2,097,403	Transit	CMAQ	2012	$1,882,000	$215,403	$0	$2,097,403
						Programming total:		**$1,882,000**	**$215,403**	**$0**	**$2,097,403**
Regional Travel Options (RTO) Metro 2013	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	15547 15548	Metro	$2,157,627	Other	CMAQ	2013	$1,936,039	$221,588	$0	$2,157,627
						Programming total:		**$1,936,039**	**$221,588**	**$0**	**$2,157,627**
Regional Travel Options Program	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	17277 17278	Metro	$2,455,700	Other	STP	2013	$2,203,500	$252,200	$0	$2,455,700
						Programming total:		**$2,203,500**	**$252,200**	**$0**	**$2,455,700**
South Corridor Phase 2 (Portland to Milwaukie)	Required element of competitive LRT funding process.	15554	Metro	$72,268,871	Preliminary engineering	CMAQ	2010	$177,468	$20,312	$3,771,091	$3,968,871
		15554	Metro	$72,268,871	Preliminary engineering	STATE LOTTERY	2010	$0	$0	$68,000,000	$68,000,000
		15554	Metro	$72,268,871	Other	STATE-GEN	2010		$0	$300,000	$300,000
						Programming total:		**$177,468**	**$20,312**	**$72,071,091**	**$72,268,871**
Southwest Corridor Refinement Plan	Corridor Level Multimodal Planning and Analysis.	17141	Metro	$167,168	Planning	STP	2010	$150,000	$17,168	$0	$167,168
						Programming total:		**$150,000**	**$17,168**	**$0**	**$167,168**
Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Funding for the Lake Oswego to Portland Streetcar Project alternatives analysis and Draft Environmental Impact Statement.	16637	Metro	$5,795,491	Planning	STP	2012	$3,027,327	$346,491	$0	$3,373,818
		16637	Metro	$5,795,491	Planning	STP	2012	$972,673	$111,327	$1,337,673	$2,421,673
						Programming total:		**$4,000,000**	**$457,818**	**$1,337,673**	**$5,795,491**
Willamette Greenway Tr: Chimney Park-Pier Park Br	Construct bike/ped bridge over railroad tracks.	16812	Metro	$1,749,001	Preliminary engineering	TE	2010	$297,006	$33,994	$30,000	$361,000
		16812	Metro	$1,749,001	Purchase right of way	TE	2011	$8,973	$1,027	$0	$10,000
		16812	Metro	$1,749,001	Construction	TE	2012	$1,193,021	$136,547	$48,433	$1,378,001
						Programming total:		**$1,499,000**	**$171,568**	**$78,433**	**$1,749,001**

Table 3.1.3 - TriMet Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Bus Stop Development and Streamline Program	Sidewalk crosswalk and bus stop improvements to provide better access safety and security to the transit system.	15552 15553	TriMet	$1,532,375	Other	STP	2011	$1,375,000	$157,375	$0	$1,532,375
		15552 15553	TriMet	$3,563,504	Other	STP	2011	$3,197,532	$365,972	$0	$3,563,504
		15552 15553	TriMet	$787,919	Transit	STP	2013	$707,000	$80,919	$0	$787,919
						Programming total:		**$5,279,532**	**$604,266**	**$0**	**$5,883,798**
Hillsboro Intermodal Facility	Shared use facility including 500-600 off-street parking spaces for commuters.	16679	TriMet	$1,852,500	Transit	ARRA	2010	$1,852,500	$0	$0	$1,852,500
						Programming total:		**$1,852,500**	**$0**	**$0**	**$1,852,500**
Pedestrian Network Analysis	This project would include a study or program that would review the regional sidewalk and crosswalk infrastructure.	15585	TriMet	$139,307	Planning	STP	2010	$125,000	$14,307	$0	$139,307
						Programming total:		**$125,000**	**$14,307**	**$0**	**$139,307**
TriMet - Purchase SVC -5310 (FFY2009)	Purchase services	16713	TriMet	$368,822	Transit	5310	2010	$330,944	$37,878	$0	$368,822
TriMet - Purchase SVC -5310 (FFY2010)		16712	TriMet	$368,822	Transit	5310	2010	$330,944	$37,878	$0	$368,822
						Programming total:		**$661,888**	**$75,756**	**$0**	**$737,644**
TriMet ATP Contracted Transportation 2010	TriMet ATP contracted transportation 2010	16773	TriMet	$4,249,093	Transit	5307	2010	$3,399,274	$849,819	$0	$4,249,093
TriMet ATP Contracted Transportation 2011	TriMet ATP contracted transportation 2011	16774	TriMet	$4,419,056	Transit	5307	2011	$3,535,245	$883,811	$0	$4,419,056
						Programming total:		**$6,934,519**	**$1,733,630**	**$0**	**$8,668,149**
TriMet Bus/Rail Preventative Maintenance 2010	Capital maintenance for bus and rail	15609	TriMet	$39,396,446	Transit	5307	2010	$31,517,157	$7,879,289	$0	$39,396,446
TriMet Bus/Rail Preventative Maintenance 2011		15610	TriMet	$40,535,849	Transit	5307	2011	$32,428,679	$8,107,170	$0	$40,535,849
TriMet Bus/Rail Preventative Maintenance 2012		17287	TriMet	$43,750,000	Transit	5307	2012	$35,000,000	$8,750,000	$0	$43,750,000
TriMet Bus/Rail Preventative Maintenance 2013		17292	TriMet	$45,062,500	Transit	5307	2013	$36,050,000	$9,012,500	$0	$45,062,500
						Programming total:		**$134,995,836**	**$33,748,959**	**$0**	**$168,744,795**

Table 3.1.3 - TriMet Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
TriMet Bus/Rail Transit Enhancements 2010	1% of Sec 5307 appropriations for transit amenities improvements such as real-time signage	15605	TriMet	$436,455	Transit	5307	2010	$349,164	$87,291	$0	$436,455
TriMet Bus/Rail Transit Enhancements 2011		15606	TriMet	$449,549	Transit	5307	2011	$359,639	$89,910	$0	$449,549
TriMet Bus/Rail Transit Enhancements 2012		17288	TriMet	$437,500	Transit	5307	2012	$350,000	$87,500	$0	$437,500
TriMet Bus/Rail Transit Enhancements 2013		17293	TriMet	$450,625	Transit	5307	2013	$360,500	$90,125	$0	$450,625
							Programming total:	**$1,419,303**	**$354,826**	**$0**	**$1,774,129**
TriMet Job Access/Reverse Commute 2010	Program to improve transit access for low/moderate income households in the metro area	15626	TriMet	$1,486,084	Transit	5316	2010	$743,042	$743,042	$0	$1,486,084
TriMet Job Access/Reverse Commute 2011		15627	TriMet	$1,575,248	Transit	5316	2011	$787,624	$787,624	$0	$1,575,248
TriMet Job Access/Reverse Commute 2012		17290	TriMet	$1,440,000	Transit	5316	2012	$720,000	$720,000	$0	$1,440,000
TriMet Job Access/Reverse Commute 2013		17295	TriMet	$1,483,200	Transit	5316	2013	$741,600	$741,600	$0	$1,483,200
							Programming total:	**$2,992,266**	**$2,992,266**	**$0**	**$5,984,532**
TriMet New Freedom Program 2010	Services and facility improvements in excess of ADA requirements	15628	TriMet	$814,606	Transit	5317	2010	$407,303	$407,303	$0	$814,606
TriMet New Freedom Program 2011		15629	TriMet	$863,482	Transit	5317	2011	$431,741	$431,741	$0	$863,482
TriMet New Freedom Program 2012		17291	TriMet	$860,000	Transit	5317	2012	$430,000	$430,000	$0	$860,000
TriMet New Freedom Program 2013		17300	TriMet	$885,800	Transit	5317	2013	$442,900	$442,900	$0	$885,800
							Programming total:	**$1,711,944**	**$1,711,944**	**$0**	**$3,423,888**
TriMet Prev Maint (Reg Transit Bond Pmt)	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.	17282 17283	TriMet	$10,364,427	Transit	CMAQ	2012	$9,300,000	$1,064,427	$0	$10,364,427
			TriMet	$4,123,482	Transit	STP	2012	$3,700,000	$423,482	$0	$4,123,482
			TriMet	$10,364,427	Transit	CMAQ	2013	$9,300,000	$1,064,427	$0	$10,364,427
			TriMet	$4,123,482	Transit	STP	2013	$3,700,000	$423,482	$0	$4,123,482
	Regional future contributions to the South Corridor (I-205/Mall) light rail Beaverton to Wilsonville commuter rail and North Macadam streetcar projects.	15577 15578 15581 15582	TriMet	$8,904,491	Other	CMAQ	2010	$7,990,000	$914,491	$0	$8,904,491
			TriMet	$1,459,935	Other	STP	2010	$1,310,000	$149,935	$0	$1,459,935
			TriMet	$8,135,518	Other	CMAQ	2011	$7,300,000	$835,518	$0	$8,135,518
			TriMet	$2,228,909	Other	STP	2011	$2,000,000	$228,909	$0	$2,228,909
							Programming total:	**$44,600,000**	**$5,104,671**	**$0**	**$49,704,671**

Table 3.1.3 - TriMet Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
TriMet Rail Preventive Maintenance	Funds To Maintain And Refurbish Light Rail Vehicles Tracking And Stations	17289	TriMet	$15,250,000	Transit	5309c Bus	2012	$12,200,000	$3,050,000	$0	$15,250,000
		17289	TriMet	$14,487,908	Transit	STP	2012	$13,000,000	$1,487,908	$0	$14,487,908
		17294	TriMet	$15,707,500	Transit	5309c Bus	2013	$12,566,000	$3,141,500	$0	$15,707,500
		17294	TriMet	$14,487,908	Transit	STP	2013	$13,000,000	$1,487,908	$0	$14,487,908
						Programming total:		**$50,766,000**	**$9,167,316**	**$0**	**$59,933,316**
TriMet Rail System Improvements (Various)	Bundle of rail system improvements	16413	TriMet	$11,854,893	Transit	ARRA	2010	$11,854,893	$0	$0	$11,854,893
						Programming total:		**$11,854,893**	**$0**	**$0**	**$11,854,893**
TrMet Rail Vehicle Prevntative Maintenance	Funds to maintain and refurbish light rail vehicles tracking and stations	15607	TriMet	$14,297,483	Transit	5309a Mod	2010	$11,437,986	$2,859,497	$0	$14,297,483
		15608	TriMet	$15,155,309	Transit	5309a Mod	2011	$12,124,247	$3,031,062	$0	$15,155,309
						Programming total:		**$23,562,233**	**$5,890,559**	**$0**	**$29,452,792**
Underground Storage Tanks at Center Garage	Remove single-walled tanks with double-walled tanks	16615	TriMet	$435,000	Transit	ARRA	2010	$435,000	$0	$0	$435,000
						Programming total:		**$435,000**	**$0**	**$0**	**$435,000**

Table 3.1.4 - SMART Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
2009 Wilsonville/SMART Employer Program	Assist employers in development of programs that reduce number of vehicle miles traveled.	16684	SMART	$62,315	Transit	ARRA	2010	$62,315	$0	$0	$62,315
							Programming total:	**$62,315**	**$0**	**$0**	**$62,315**
SMART Bus & Bus Facilities	Bus & bus facilities.	14657	SMART	$67,925	Transit	5309c Bus	2010	$54,340	$13,585	$0	$67,925
		14658	SMART	$70,538	Transit	5309c Bus	2011	$56,430	$14,108	$0	$70,538
							Programming total:	**$235,400**	**$27,693**	**$0**	**$263,093**
SMART Bus/Rail Preventative Maintenance 2010	Funds to maintain and refurbish bus & rail fleet.	15633	SMART	$466,561	Transit	5307	2010	$373,249	$93,312	$0	$466,561
SMART Bus/Rail Preventative Maintenance 2011		15634	SMART	$503,885	Transit	5307	2011	$403,108	$100,777	$0	$503,885
SMART Bus/Rail Preventative Maintenance 2012	Capital Maintenance For Bus And Rail FY12.	17301	SMART	$544,320	Transit	5307	2012	$435,456	$108,864	$0	$544,320
SMART Bus/Rail Preventative Maintenance 2013	Capital Maintenance For Bus And Rail FY13.	17302	SMART	$587,865	Transit	5307	2013	$470,292	$117,573	$0	$587,865
							Programming total:	**$1,682,105**	**$420,526**	**$0**	**$2,102,631**
SMART Bus/Rail Transit Enhancements 2010	1% of FTA Section 5307 appropriations that FTA requires allocated to amenities improvement.	15635	SMART	$4,665	Transit	5307	2010	$3,732	$933	$0	$4,665
SMART Bus/Rail Transit Enhancements 2011		15636	SMART	$5,039	Transit	5307	2011	$4,031	$1,008	$0	$5,039
SMART Bus/Rail Transit Enhancements 2012		17303	SMART	$6,480	Transit	5307	2012	$5,184	$1,296	$0	$6,480
SMART Bus/Rail Transit Enhancements 2013		17304	SMART	$7,000	Transit	5307	2013	$5,600	$1,400	$0	$7,000
							Programming total:	**$18,547**	**$4,637**	**$0**	**$23,184**
SMART Job Access/Reverse Commute 2012	Program to improve access for low/mod income FY12.	17297	SMART	$11,880	Transit	5316	2012	$5,940	$5,940	$0	$11,880
SMART Job Access/Reverse Commute 2013	Program to improve access for low/mod income FY13.	17298	SMART	$12,830	Transit	5316	2013	$6,415	$6,415	$0	$12,830
SMART Jobs Access/Reverse Commute 2008	Program to improve transit access for low/moderate income households in the metro area.	15412	SMART	$8,176	Transit	5316	2010	$4,088	$4,088	$0	$8,176
SMART Jobs Access/Reverse Commute 2009		15413	SMART	$9,346	Transit	5316	2011	$4,673	$4,673	$0	$9,346
SMART Jobs Access/Reverse Commute 2010		15637	SMART	$9,274	Transit	5316	2010	$4,637	$4,637	$0	$9,274
SMART Jobs Access/Reverse Commute 2011	Improve transit access for low/moderate income income households in metro area.	15638	SMART	$10,500	Transit	5316	2011	$5,250	$5,250	$0	$10,500
							Programming total:	**$31,003**	**$31,003**	**$0**	**$62,006**

Table 3.1.4 - SMART Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
SMART New Freedom Program 2008	Services & facility improvements for Elderly & Disabled customers.	15424	SMART	$4,884	Transit	5317	2010	$2,442	$2,442	$0	$4,884
SMART New Freedom Program 2009		15425	SMART	$5,164	Transit	5317	2010	$2,582	$2,582	$0	$5,164
SMART New Freedom Program 2010		15639	SMART	$5,474	Transit	5317	2010	$2,737	$2,737	$0	$5,474
SMART New Freedom Program 2011		15640	SMART	$5,802	Transit	5317	2011	$2,901	$2,901	$0	$5,802
SMART New Freedom Program FY12	Services & Facility Improvements for Elderly & Disabled Customers FY12.	17299	SMART	$12,532	Transit	5317	2012	$6,266	$6,266	$0	$12,532
SMART New Freedom Program FY13	Services & Facility Improvements for Elderly & Disabled Customers FY13.	17300	SMART	$13,534	Transit	5317	2013	$6,767	$6,767	$0	$13,534
						Programming total:		**$23,695**	**$23,695**	**$0**	**$47,390**
SMART Preventive Maintenance FY12	Maintenance and Bus Fleet Replacement FY12.	17305	SMART	$200,602	Transit	STP	2012	$180,000	$20,602	$0	$200,602
SMART Preventive Maintenance FY13	Maintenance and Bus Fleet Replacement FY13.	17306	SMART	$200,602	Transit	STP	2013	$180,000	$20,602	$0	$200,602
						Programming total:		**$360,000**	**$41,204**	**$0**	**$401,204**
Wilsonville Transit Station Improvements	Completion of driver breakroom and customer service center and preliminary engineering and a site plan for a SMART operations center (administration and maintenance) facility.	16605	SMART	$631,982	Other	ARRA	2010	$262,319	$0	$0	$262,319
		16605	SMART	$631,982	Transit	ARRA	2010	$369,663	$0	$0	$369,663
						Programming total:		**$631,982**	**$0**	**$0**	**$631,982**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
2009 ITS Rural & Urban Corridors	ITS projects at various urban locations in Region 1.	13737	ODOT	$2,236,000	Construction	STATE-GEN	2010	$0	$0	$2,190,000	$2,190,000
		13737	ODOT	$2,236,000	Purchase right of way	STATE-GEN	2010	$0	$0	$46,000	$46,000
							Programming total:	**$0**	**$0**	**$2,236,000**	**$2,236,000**
2010 ATMS Misc Hardware & Software Upgrades	Install cameras; fiber optics; software etc.	15033	ODOT	$500,000	Other	State STP	2010	$448,650	$51,350	$0	$500,000
							Programming total:	**$448,650**	**$51,350**	**$0**	**$500,000**
2010 Rural & Urban Corridor ITS	ITS projects-Various Rural and Urban locations in Region 1.	14920	ODOT	$1,911,400	Construction	State STP	2010	$1,715,099	$196,301	$0	$1,911,400
							Programming total:	**$1,715,099**	**$196,301**	**$0**	**$1,911,400**
Active Traffic Incident Management	Improved towing performance and implement speed harmonization and a queue warning system.	16374	ODOT	$1,650,002	Construction	State STP	2010	$852,435	$97,565	$0	$950,000
		16374	ODOT	$1,650,002	Other	State STP	2010	$426,218	$48,783	$0	$475,001
		16374	ODOT	$1,650,002	Preliminary engineering	State STP	2010	$201,893	$23,108	$0	$225,001
							Programming total:	**$1,480,546**	**$169,456**	**$0**	**$1,650,002**
Cornelius Pass Rd Hazardous Material Routing Study	Study for hazardous material routing.	17048	ODOT	$300,000	Planning	State STP	2010	$269,190	$30,810	$0	$300,000
							Programming total:	**$269,190**	**$30,810**	**$0**	**$300,000**
District 2B Damaged Pavement	Grind and inlay.	16687	ODOT	$286,000	Construction	STATE-GEN	2010	$0	$0	$286,000	$286,000
							Programming total:	**$0**	**$0**	**$286,000**	**$286,000**
HCRH Guardrail Replacement Project	Replace guardrail.	16382	ODOT	$579,000	Construction	NSBP	2010	$463,200	$115,800	$0	$579,000
							Programming total:	**$463,200**	**$115,800**	**$0**	**$579,000**
I-205 @ NE Airport Way Interchange	Conduct PE to initiate project development.	14856	ODOT	$6,295,000	Purchase right of way	HPP	2010	$224,325	$25,675	$0	$250,000
		14856	ODOT	$6,295,000	Construction	HPP	2012	$278,163	$31,837	$0	$310,000
		14856	ODOT	$6,295,000	Construction	OTH	2012	$0	$0	$2,712,500	$2,712,500
		14856	ODOT	$6,295,000	Construction	State STP	2012	$2,712,089	$310,411	$0	$3,022,500
							Programming total:	**$3,214,577**	**$367,923**	**$2,712,500**	**$6,295,000**
I-205/ OR-212/ 82nd Ave Signal Improvement	Ops and Signal Improvement.	16845	ODOT	$3,000,000	Preliminary engineering	State STP	2010	$484,542	$55,458	$0	$540,000
		16845	ODOT	$3,000,000	Construction	State STP	2011	$2,207,358	$252,642	$0	$2,460,000
							Programming total:	**$2,691,900**	**$308,100**	**$0**	**$3,000,000**
I-205: Glenn Jackson #09555 & Geo Abernethy #9403	Repair/replace bad deck joints; deck overlay.	14833	ODOT	$13,491,000	Construction	NHS	2010	$12,105,474	$1,385,526	$0	$13,491,000
							Programming total:	**$12,105,474**	**$1,385,526**	**$0**	**$13,491,000**
I-205: SE 82nd Drive - SE Johnson Creek Blvd	Grind and inlay.	16847	ODOT	$4,979,880	Preliminary engineering	ARRA-5307 TRIMET	2010	$368,880	$0	$0	$368,880
		16847	ODOT	$4,979,880	Construction	ARRA-5307 TRIMET	2011	$4,611,000	$0	$0	$4,611,000
							Programming total:	**$4,979,880**	**$0**	**$0**	**$4,979,880**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
I-405: Willamette River (Fremont) Br #02529	Deck overlay; repair strip seal joints and open expansion joints; bridge #02529.	16031	ODOT	$9,746,000	Construction	HBRRL	2011	$8,745,086	$1,000,914	$0	$9,746,000
							Programming total:	**$8,745,086**	**$1,000,914**	**$0**	**$9,746,000**
I-5 @ N Macadam	Construct flyover at northbound off-ramp (freight/ind access/job creation).	14017	ODOT	$193,409	Preliminary engineering	HPP	2010	$173,546	$19,863	$0	$193,409
							Programming total:	**$173,546**	**$19,863**	**$0**	**$193,409**
I-5 At I-205 Interchange	Add aux lane on I-5 NB.	16967	ODOT	$11,000,000	Preliminary engineering	JTA	2010	$0	$0	$1,320,000	$1,320,000
		16967	ODOT	$11,000,000	Construction	JTA	2012	$0	$0	$9,680,000	$9,680,000
							Programming total:	**$0**	**$0**	**$11,000,000**	**$11,000,000**
I-5/I-84 Analysis	Analysis I-405 Fwy future/prioritization loop projects; recon studies I-205 segments.	15462	ODOT	$1,897,000	Planning	State STP	2010	$1,344,721	$153,909	$0	$1,498,630
		15462	ODOT	$1,897,000	Planning	STATE-GEN	2010	$0	$0	$398,370	$398,370
							Programming total:	**$1,344,721**	**$153,909**	**$398,370**	**$1,897,000**
I-5/I-84: Banfield-Morrison Interchange Ramps	Design repair of ramps at Banfield Morrison interchange.	16303	ODOT	$150,000	Preliminary engineering	State STP	2010	$134,595	$15,405	$0	$150,000
							Programming total:	**$134,595**	**$15,405**	**$0**	**$150,000**
I-5: Holladay - Marquam	IM project: rehab with deck overlay and joint repair.	15140	ODOT	$10,058,091	Construction	ARRA-5307 TRIMET	2011	$4,325,441	$0	$0	$4,325,441
		15140	ODOT	$10,058,091	Construction	HBRRL	2011	$5,143,907	$588,743	$0	$5,732,650
							Programming total:	**$9,469,348**	**$588,743**	**$0**	**$10,058,091**
I-5: SW Iowa St Bridge #08197 (Invasives Removal)	Invasives Removal.	17182	ODOT	$45,000	Other	STATE-GEN	2010	$0	$0	$45,000	$45,000
							Programming total:	**$0**	**$0**	**$45,000**	**$45,000**
I-5: SW Iowa St Viaduct Bridge #08197 (Landscaping 1)	Landscaping.	17183	ODOT	$100,000	Other	STATE-GEN	2010	$0	$0	$100,000	$100,000
							Programming total:	**$0**	**$0**	**$100,000**	**$100,000**
I-5: SW Iowa St Viaduct Bridge #08197 (Landscaping 2)	Landscaping.	17184	ODOT	$100,000	Other	STATE-GEN	2010	$0	$0	$100,000	$100,000
							Programming total:	**$0**	**$0**	**$100,000**	**$100,000**
I-5: SW Iowa Street Viaduct Bridge #08197	Bridge replacement.	14949	ODOT	$2,884,680	Construction	HPP	2010	$2,588,423	$296,257	$0	$2,884,680
							Programming total:	**$2,588,423**	**$296,257**	**$0**	**$2,884,680**
I-5: Victory Blvd To Lombard Ph 2	Replace Denver viaduct; reconstruct local road connects; new signal.	15190	ODOT	$2,852,500	Preliminary engineering	State STP	2010	$2,559,548	$292,952	$0	$2,852,500
							Programming total:	**$2,559,548**	**$292,952**	**$0**	**$2,852,500**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
I-5: Wilsonville Road Interchange	Interchange improvement.	15108	ODOT	$18,170,001	Construction	IOF	2010	$0	$0	$495,000	$495,000
		15108	ODOT	$18,170,001	Construction	OTH	2010	$0	$0	$9,240,000	$9,240,000
		15108	ODOT	$18,170,001	Construction	State STP	2010	$5,774,126	$660,875	$0	$6,435,001
		15108	ODOT	$18,170,001	Purchase right of way	OTH	2010	$0	$0	$2,000,000	$2,000,000
							Programming total:	**$5,774,126**	**$660,875**	**$11,735,000**	**$18,170,001**
I-84 @ 257th Avenue Interchange	Improve safety and capacity EB off-ramp; widen Frontage Rd; reconstruct undercrossing.	16841	ODOT	$24,000,000	Planning	JTA	2010	$0	$0	$220,000	$220,000
		16841	ODOT	$24,000,000	Preliminary engineering	JTA	2010	$0	$0	$1,600,000	$1,600,000
		16841	ODOT	$24,000,000	Construction	JTA	2012	$0	$0	$22,180,000	$22,180,000
							Programming total:	**$0**	**$0**	**$24,000,000**	**$24,000,000**
I-84 EB To I-205 NB Auxiliary Lane	Project development.	16846	ODOT	$750,000	Preliminary engineering	State STP	2012	$672,975	$77,025	$0	$750,000
							Programming total:	**$672,975**	**$77,025**	**$0**	**$750,000**
I-84: MLK Blvd To I-205	Interstate maintenance pavement preservation.	16267	ODOT	$7,654,260	Preliminary engineering	ARRA-5307 TRIMET	2011	$276,660	$0	$0	$276,660
		16267	ODOT	$7,654,260	Construction	ARRA-5307 TRIMET	2013	$7,377,600	$0	$0	$7,377,600
							Programming total:	**$7,654,260**	**$0**	**$0**	**$7,654,260**
OR212: Tolbert St O'xing @ 82nd Drive	PE for o'xing.	16844	ODOT	$2,000,000	Preliminary engineering	State STP	2010	$1,794,600	$205,400	$0	$2,000,000
							Programming total:	**$1,794,600**	**$205,400**	**$0**	**$2,000,000**
OR213: Cascade Hwy N @ Division St	Intersection/signal upgrade; access management; install median curbs on Division and 82nd Ave.	16149	ODOT	$1,175,000	Preliminary engineering	HSIP	2011	$183,518	$15,482	$0	$199,000
		16149	ODOT	$1,175,000	Other	HSIP	2012	$11,066	$934	$0	$12,000
		16149	ODOT	$1,175,000	Purchase right of way	HSIP	2012	$54,410	$4,590	$0	$59,000
		16149	ODOT	$1,175,000	Construction	HSIP	2013	$834,591	$70,409	$0	$905,000
							Programming total:	**$1,083,585**	**$91,415**	**$0**	**$1,175,000**
OR213: Cascade Hwy N @ Stark & Washington	Intersection/signal upgrade; access management; install median curbs on Stark and Washington.	16150	ODOT	$2,513,000	Preliminary engineering	HSIP	2011	$359,658	$30,342	$0	$390,000
		16150	ODOT	$2,513,000	Other	HSIP	2012	$16,600	$1,400	$0	$18,000
		16150	ODOT	$2,513,000	Purchase right of way	HSIP	2012	$435,278	$36,722	$0	$472,000
		16150	ODOT	$2,513,000	Construction	HSIP	2013	$1,505,953	$127,047	$0	$1,633,000
							Programming total:	**$2,317,489**	**$195,511**	**$0**	**$2,513,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
OR217: Sunset Hwy - Tualatin Valley Hwy	Widen highway and structures. Complete ramp work.	6025	ODOT	$33,039,812	Construction	HPP	2010	$6,383,392	$730,608	$0	$7,114,000
		6025	ODOT	$33,039,812	Construction	HPP	2010	$957,509	$109,591	$0	$1,067,100
		6025	ODOT	$33,039,812	Construction	HPP	2010	$1,595,848	$182,652	$0	$1,778,500
		6025	ODOT	$33,039,812	Construction	OTIA 3-Adv Con	2010	$0	$0	$22,980,212	$22,980,212
		6025	ODOT	$33,039,812	Other	STATE-GEN	2010	$100,000	$0	$0	$100,000
							Programming total:	**$9,036,749**	**$1,022,851**	**$22,980,212**	**$33,039,812**
OR43: Willamette River Bridge	Rehabilitation and historic work bridge #00357.	14014	ODOT	$12,007,951	Construction	HBRRL	2010	$10,774,734	$1,233,217	$0	$12,007,951
							Programming total:	**$10,774,734**	**$1,233,217**	**$0**	**$12,007,951**
OR8: Minter Bridge Rd - Mt View Lane	Paving.	15044	ODOT	$10,177,001	Purchase right of way	NHS	2010	$21,535	$2,465	$0	$24,000
		15044	ODOT	$10,177,001	Construction	BIKEWAYS	2011	$304,590	$0	$0	$304,590
		15044	ODOT	$10,177,001	Construction	HBRRL	2011	$1,548,749	$177,261	$0	$1,726,010
		15044	ODOT	$10,177,001	Construction	NHS	2011	$7,288,230	$834,171	$0	$8,122,401
							Programming total:	**$9,163,104**	**$1,013,897**	**$0**	**$10,177,001**
OR8: TV Hwy @ 178th Ave	Pedestrian improvements and illumination.	16144	ODOT	$1,230,000	Other	HSIP	2010	$230,550	$19,450	$0	$250,000
		16144	ODOT	$1,230,000	Preliminary engineering	HSIP	2010	$120,808	$10,192	$0	$131,000
		16144	ODOT	$1,230,000	Purchase right of way	HSIP	2010	$31,355	$2,645	$0	$34,000
		16144	ODOT	$1,230,000	Construction	HSIP	2011	$736,561	$62,139	$0	$798,700
		16144	ODOT	$1,230,000	Construction	State STP	2011	$14,626	$1,674	$0	$16,300
							Programming total:	**$1,133,900**	**$96,100**	**$0**	**$1,230,000**
OR99: SE Tacoma Street Intersection	Ramp/terminal improvement.	16843	ODOT	$1,500,000	Preliminary engineering	State STP	2010	$1,345,950	$154,050	$0	$1,500,000
							Programming total:	**$1,345,950**	**$154,050**	**$0**	**$1,500,000**
OR99E: MLK Viaduct - SE Harold St	"2"" overlay".	15045	ODOT	$1,574,000	Construction	NHS	2010	$1,349,539	$154,461	$0	$1,504,000
		15045	ODOT	$1,574,000	Other	NHS	2010	$62,811	$7,189	$0	$70,000
							Programming total:	**$1,412,350**	**$161,650**	**$0**	**$1,574,000**
OR99E: Roethe Rd - Clackamas River Bridge	Inlay/overlay.	16148	ODOT	$4,587,000	Preliminary engineering	NHS	2010	$180,357	$20,643	$0	$201,000
		16148	ODOT	$4,587,000	Construction	NHS	2012	$3,935,558	$450,442	$0	$4,386,000
							Programming total:	**$4,115,915**	**$471,085**	**$0**	**$4,587,000**
OR99W: Gaarde/McDonald Intersection Improvements	Intersection improvement.	16968	ODOT	$4,000,000	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$1,000,000	$1,000,000
		16968	ODOT	$4,000,000	Construction	State STP	2012	$2,691,900	$308,100	$0	$3,000,000
							Programming total:	**$2,691,900**	**$308,100**	**$1,000,000**	**$4,000,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
OR99W: I-5 NB Off Ramp (Tigard)	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur.	16142	ODOT	$1,344,000	Preliminary engineering	HSIP	2010	$203,806	$17,194	$0	$221,000
		16142	ODOT	$1,344,000	Purchase right of way	HSIP	2011	$40,577	$3,423	$0	$44,000
		16142	ODOT	$1,344,000	Construction	HSIP	2012	$995,054	$83,946	$0	$1,079,000
							Programming total:	**$1,239,437**	**$104,563**	**$0**	**$1,344,000**
OR99W: I-5 SB Off Ramp To 99W (Tigard)	Add an additional lane NB from 68th to 64th.	16143	ODOT	$907,000	Construction	HSIP	2012	$674,128	$56,872	$0	$731,000
		16143	ODOT	$907,000	Preliminary engineering	HSIP	2012	$162,307	$13,693	$0	$176,000
							Programming total:	**$836,435**	**$70,565**	**$0**	**$907,000**
OR99W: Naito Jurisdictional Transfer	Jurisdictional transfer of highway.	16969	ODOT	$1,000,000	Other	JTA	2010	$0	$0	$1,000,000	$1,000,000
							Programming total:	**$0**	**$0**	**$1,000,000**	**$1,000,000**
Pavement Marker Winter Repair	PE for pavement marker winter repairs project.	16825	ODOT	$30,000	Preliminary engineering	State STP	2010	$26,919	$3,081	$0	$30,000
							Programming total:	**$26,919**	**$3,081**	**$0**	**$30,000**
Pre-Apprenticeship Education Ironwork & Welding	Provides training program for target group members in Portland metro area.	17147	ODOT	$120,000	Other	ARRA-Training	2010	$120,000	$0	$0	$120,000
							Programming total:	**$120,000**	**$0**	**$0**	**$120,000**
Region 1 Congestion Pricing	Study for congestion pricing.	17049	ODOT	$950,000	Planning	State STP	2010	$852,435	$97,565	$0	$950,000
							Programming total:	**$852,435**	**$97,565**	**$0**	**$950,000**
Region 1 Traffic Signal Upgrade Bluff Road-US26	Signal upgrade.	15443	ODOT	$159,000	Construction	STATE-GEN	2010	$0	$0	$159,000	$159,000
							Programming total:	**$0**	**$0**	**$159,000**	**$159,000**
Region 1 Traffic Signal Upgrade Unit 4	Upgrade traffic signals.	10874	ODOT	$831,000	Construction	State STP	2010	$745,656	$85,344	$0	$831,000
							Programming total:	**$745,656**	**$85,344**	**$0**	**$831,000**
Slides/Rockfall Reserve (Arrows)	Slide repairs.	15035	ODOT	$1,496,000	Construction	State STP	2010	$1,342,361	$153,639	$0	$1,496,000
							Programming total:	**$1,342,361**	**$153,639**	**$0**	**$1,496,000**
SW Harbor Dr/SW River Parkway Improvements	Construct flyover at NB off-ramp.	16972	ODOT	$5,389,000	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$1,016,000	$1,016,000
		16972	ODOT	$5,389,000	Construction	OTH	2011	$0	$0	$1,174,010	$1,174,010
		16972	ODOT	$5,389,000	Construction	OTIA 3-Adv Con	2011	$0	$0	$1,998,990	$1,998,990
		16972	ODOT	$5,389,000	Purchase right of way	OTH	2011	$0	$0	$1,200,000	$1,200,000
							Programming total:	**$0**	**$0**	**$5,389,000**	**$5,389,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
SW Moody Ave: SW River Parkway - SW Gibbs St	Reconstruction of SW Moody Avenue.	16973	ODOT	$51,324,187	Other	OTH	2010	$0	$0	$6,592,254	$6,592,254
		16973	ODOT	$51,324,187	Preliminary engineering	OTH	2010	$0	$0	$750,000	$750,000
		16973	ODOT	$51,324,187	Preliminary engineering	OTIA 3-Adv Con	2010	$0	$0	$7,108,584	$7,108,584
		16973	ODOT	$51,324,187	Purchase right of way	OTH	2010	$0	$0	$1,250,000	$1,250,000
		16973	ODOT	$51,324,187	Construction	HPP-100%	2011	$1,806,454	$0	$0	$1,806,454
		16973	ODOT	$51,324,187	Construction	OTH	2011	$0	$0	$5,297,487	$5,297,487
		16973	ODOT	$51,324,187	Construction	OTIA 3-Adv Con	2011	$0	$0	$4,891,416	$4,891,416
		16973	ODOT	$51,324,187	Construction	TCSP	2011	$339,203	$84,801	$0	$424,004
		16973	ODOT	$51,324,187	Construction	TIGER	2011	$23,203,988	$0	$0	$23,203,988
							Programming total:	**$25,349,645**	**$84,801**	**$25,889,741**	**$51,324,187**
US26: NW 185th Ave - Cornell Road	Widen US26 from OR217 Interchange to Cornelius Pass exit.	14070	ODOT	$20,000,000	Construction	JTA	2010	$0	$0	$19,573,000	$19,573,000
		14070	ODOT	$20,000,000	Other	JTA	2010	$0	$0	$427,000	$427,000
							Programming total:	**$0**	**$0**	**$20,000,000**	**$20,000,000**
US26: SE 122nd To SE 136th	Install 3rd turn lane; shoulders; sidewalks and crosswalks.	15051	ODOT	$8,945,000	Purchase right of way	HSIP	2010	$1,090,963	$92,037	$0	$1,183,000
		15051	ODOT	$8,945,000	Construction	BIKEWAYS	2011	$465,720	$0	$0	$465,720
		15051	ODOT	$8,945,000	Construction	HSIP	2011	$501,068	$42,272	$0	$543,340
		15051	ODOT	$8,945,000	Construction	State STP	2011	$3,621,718	$414,522	$0	$4,036,240
		15051	ODOT	$8,945,000	Construction	STATE TSP	2011	$0	$0	$2,716,700	$2,716,700
							Programming total:	**$5,679,469**	**$548,831**	**$2,716,700**	**$8,945,000**
US26: Shute Road Interchange	Interchange improvement to improve operations and build new WB-SB loop ramp.	16842	ODOT	$45,050,000	Planning	JTA	2010	$0	$0	$250,000	$250,000
		16842	ODOT	$45,050,000	Preliminary engineering	JTA	2010	$0	$0	$8,100,000	$8,100,000
		16842	ODOT	$45,050,000	Purchase right of way	JTA	2011	$0	$0	$15,550,000	$15,550,000
		16842	ODOT	$45,050,000	Construction	JTA	2012	$0	$0	$21,150,000	$21,150,000
							Programming total:	**$0**	**$0**	**$45,050,000**	**$45,050,000**
US26: Springwater At-Grade Intersection	Construct at-grade intersection.	15773	ODOT	$3,000,000	Construction	NHS	2010	$1,794,600	$205,400	$0	$2,000,000
		15773	ODOT	$3,000,000	Preliminary engineering	NHS	2010	$538,380	$61,620	$0	$600,000
		15773	ODOT	$3,000,000	Purchase right of way	NHS	2010	$358,920	$41,080	$0	$400,000
							Programming total:	**$2,691,900**	**$308,100**	**$0**	**$3,000,000**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
US26: Sylvan To I-405 (Portland)	"2"" inlay (full wd)".	16141	ODOT	$4,699,000	Preliminary engineering	NHS	2010	$141,773	$16,227	$0	$158,000
		16141	ODOT	$4,699,000	Construction	NHS	2012	$3,259,711	$373,089	$0	$3,632,800
		16141	ODOT	$4,699,000	Construction	State STP	2012	$814,928	$93,272	$0	$908,200
							Programming total:	**$4,216,412**	**$482,588**	**$0**	**$4,699,000**
US30 Bypass: NE 122nd - NE 141st	Install 3rd turn lane; shoulders; sidewalks and x-ings.	15068	ODOT	$3,260,000	Construction	BIKEWAYS	2012	$326,000	$0	$0	$326,000
		15068	ODOT	$3,260,000	Construction	HSIP	2012	$2,164,588	$182,612	$0	$2,347,200
		15068	ODOT	$3,260,000	Construction	State STP	2012	$526,536	$60,264	$0	$586,800
							Programming total:	**$3,017,124**	**$242,876**	**$0**	**$3,260,000**
US30: NW Balboa Ave RR Xing Closure	For railroad crossing closure.	15814	ODOT	$50,000	Construction	STATE-GEN	2010	$50,000	$0	$0	$50,000
							Programming total:	**$50,000**	**$0**	**$0**	**$50,000**
US30B: NE 60th Ave - NE 82nd Ave	Overlay.	15050	ODOT	$179,805	Preliminary engineering	HSIP	2010	$6,460	$545	$0	$7,005
		15050	ODOT	$179,805	Preliminary engineering	State STP	2010	$155,053	$17,747	$0	$172,800
							Programming total:	**$161,513**	**$18,292**	**$0**	**$179,805**
West Linn Trail Bike/Ped Path	PE and environmental work for bike/ped path.	16834	ODOT	$250,000	Preliminary engineering	ARRA	2010	$250,000	$0	$0	$250,000
							Programming total:	**$250,000**	**$0**	**$0**	**$250,000**

3.2 PROGAMMING HIGHLIGHTS

Regional Flexible Funding – Key Initiatives

The current initiatives utilizing regional flexible funds were approved in March 2009 for funding authority to be provided in 2010-11 and March 2007 for funding authority to be provided in 2010-11 along with a few delayed projects from previous allocations. Both sets of project allocations are shown in Appendix 4. The program approved in the current resolution 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.

FFY 2010-11 Funds

Boulevards. "Boulevard" streets are road segments that 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, public transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

Allocations made to these types of projects for 2010-11 included boulevard funding for Baseline Avenue in the city of Cornelius, additional funding for the East Burnside project in Portland and design work for SE Burnside Avenue in the Rockwood area of Gresham.

Bike and pedestrian system improvements. Projects receiving funds for bike and pedestrian projects for 2010-11 provide completion of funding for the Trolley Trail between the Gladstone and Milwaukie Town Centers and the Rock Creek Trail in Hillsboro. Funding was also provided to the 50s Bike "Boulevard" project in north and southeast Portland in the vicinity of the 50th to 54th Avenues. Project development work is also programmed for a Westside Powerline trail between the Willamette and Tualatin Rivers, a Sullivan's Gulch/I-84 trail between the Eastbank trail and 122nd Avenue, a Milwaukie to Lake Oswego trail, the crossing of Hall Boulevard by the Fanno Creek Trail, and a potential Scouter's Mountain trail.

Roadway, Freight and Intelligent Transportation Systems. The 2007 allocation (for FFY 2010-11) included funding to extend improvements of Columbia Boulevard east of 82nd Avenue across the 82nd Avenue interchange. Funding is also included to complete replacement of a sub-standard railroad under crossing on 223rd Avenue that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Additional funding is provided for preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 (at the N Portland and Lombard interchange) and access to the Clackamas Regional Center at SE Harmony Road.

Two reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. One is on Cully

Boulevard in NE Portland and the other is located on Main Street in the Tigard town center. Funding for the retrofit of a culvert that inhibits fish passage and habitat for threatened and endangered fish species was also funded as part of an active program to address regional transportation impacts to endangered species.

A new programmatic allocation was funded for 2010-11 that will allow Transport, the sub-committee to TPAC on ITS activities to recommend funding of ITS projects across the region. This program is now known as the Transportation System Management and Operations program.

Public Transit, Transit Oriented Development, and Regional Travel Options. Metro recently increased and extended its commitment to supplement and leverage rail new starts funding by programming regional flexible funds to support the I-205/Mall light rail project, Wilsonville to Beaverton commuter rail project and South Waterfront streetcar extension to $9.3 million annually from 2008 through the year 2015.

In addition to the rail project funding, $5.5 million was approved for capital improvements along frequent bus corridors in 2008-11 (where bus service is provided at 15-minute or better frequency all day, seven days a week). Improvements include shelters, real time schedule displays, pedestrian access improvements, and other amenities.

The Transit Oriented Development (TOD) program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas and designated mixed-use centers. The program was awarded $5 million for 2010-11.

The Regional Travel Options program was allocated $3.8 million in 2010-11 to support programs that increase the percentage of trips by modes other than single occupant vehicles. These programs make more efficient use of the region's transportation infrastructure and land consumption for development.

FFY 2012-13 Funds

Previous allocation cycles of Regional Flexible Funding have utilized a modal approach to investing resources in regional transportation projects and programs. For the allocation of funds for FFY 2012-13 a new approach was developed that uses an outcomes based framework. This shift was ushered in by the 2035 Regional Transportation Plan (RTP) which sets the policy direction for investing in the regional transportation system. New categories were used in the project solicitation process based on outcomes we want to achieve in the region or the types of places we want to develop in the region, rather than investing by mode. This essentially means that projects of all types were considered in the various categories and judged on how well they would achieve the outcomes of developing healthy mixed use areas, mobility corridors and improved environmental health.

Regional mobility corridors. This category of projects focuses on multi-modal mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional public transit facilities, but also include parallel arterial and regional trail facilities.

Regional Flexible funds were allocated in the amount of $8,233,608 in regional mobility corridors. The Twenties Bikeway will provide a north – south bike route made up of bike boulevards and striped bike lanes in the City of Portland. The Westside Trail adds a trail section in Washington County. The 40 Mile Loop Trail segment funded in this cycle provides a link in a regional trail. TriMet's Bus Stop Development and Streamline Program was funded to improve bus stops and frequent bus services that increase ridership. All of the investments made in this category strengthen mobility in the region through trail and public transit investments and help connect people efficiently 2040 land use areas.

Mixed-use area implementation. This category focuses on investments in mixed-use areas that leverage the 2040 Growth Concept through regional street and trail system improvements that provide community access and mobility. One third or more of the project length must be inside a 2040 land use area to be eligible for funds in this category.

A little over $10 million in funds was spent on projects that contribute to the outcome of vibrant mixed-use centers in the region. The SW Rose Biggi project in Beaverton will construct a street using boulevard streetscaping elements that includes on-street parking, sidewalks and pedestrian scale lighting. 102nd Avenue in the City of Portland and McLoughlin Boulevard are also boulevard type projects that improve the sidewalk and biking environment in 2040 Centers. The Red Electric Trail in SW Portland is a trail connection linking neighborhoods with the Hillsdale Town Center, providing a route in an area with few safe alternatives.

Environmental enhancement and mitigation. This category focuses on investments that advance the development of environmentally sustainable transportation design.

Almost $3 million was allocated to projects in this category. The School Bus Diesel Engine Emission Reduction project will retrofit school buses in several communities to reduce the diesel emissions and improve air quality. Also a diesel emissions reduction project, the Electronic Mini-Hybrid Bus Retrofit project funds the use of electronically powered cooling system retrofits for TriMet buses that will improve fuel mileage by 5% per bus.

Regional Programs. In a separate step of the allocation process, funds were allocated to programs that serve regional goals and objectives and distribute resources throughout the region.

Regional Public Transit Investments. The following public transit investments were made for FFY 2012-13 with regional flexible funds:

- The High Capacity Transit bond payment received $18.6 million, with an additional $7.4 million for Milwaukie LRT and Washington commuter Rail.

- **OR 43: Portland to Lake Oswego Transit Corridor EIS**
  This $4 million dollar project is for the Lake Oswego to Portland Streetcar Project Draft Environmental Impact Statement. It is anticipated that this funding will be matched by $1.5 million funding from project partner jurisdictions. Metro provides services to the region by leading the National Environmental Policy Act (NEPA) Environmental Impact Statements (EIS) and the federal Transit Administration New Starts processes in order to gain approval and funding for new high capacity transit projects.

- **Bus Stop Development and streamline program**
  This project includes a package of capital projects designed to improve convenience for all passengers to access transit by constructing sidewalks, crosswalks and ADA improvements. These improvements include new shelters, large signage with information on how to use the system, and sidewalk connections to all pathways originating out a minimum of 1/8th mile from the bus stop. These improvements are intended to respond to specific user needs and community input for improved transit facilities, access and information.

Regional Travel Options

FFY 2012-13 RTO funding supports the following initiatives:

- Collaborative marketing programs, such as the Drive Less/Save More campaign, increase public awareness of the personal and community benefits of travel options use and motivate behavior change.

- Individualized marketing projects (TravelSmart™ or Smart Trips) identify individuals who want to change their travel behavior and provide the customized information. One large scale or two smaller scale projects are included in the base program.

- Employer outreach to employers affected by the Oregon Department of Environmental Quality (DEQ) Employer Commute Options Rules to reduce employee auto trips and increase the number of employment sites offering their employees transportation benefits. The non-drive alone rate for such sites has risen from 26% in 1996 to 35% in 2006. RTO efforts are expected to approach 45% non-drive alone commute trips by 2014. DEQ, Metro, TriMet, Wilsonville SMART, area TMAs and other partners carry out employer programs.

Transit Oriented Development/Centers Implementation Program

TOD. The Transit-Oriented Development Implementation Program (TOD Program) in existence since 1996 helps stimulate the construction of "transit villages" and other transit-oriented development projects through public/private partnerships along public transit lines and frequent bus routes throughout the Portland Metropolitan region.

To date, program investments and commitments have been made throughout the metro region in 19 station areas in several jurisdictions including Portland (Central City and Gateway Regional

Centers), Beaverton, Hillsboro (Regional Center and Orenco Town Center), Gresham, and in Washington County.

Centers. The Centers Implementation Program (Centers Program) in existence since 2004 is based on Metro's TOD Program and provides investment incentives in local jurisdictions to the private sector for constructing "urban villages" and development projects that demonstrate mixed-use concepts and reduce auto mode share by providing services, housing, jobs with access to public transit within centers that are yet to be served by light or commuter rail. The Centers Program is intended to help increase development capacity while protecting existing neighborhoods and to enhance the development potential of 2040 centers to ensure that regional goals to accommodate the majority of new residents and jobs within these strategic locations can be realized. To date, Centers program investments have been made in Hillsdale and Milwaukie Town Centers.

Transportation System Management and Operations. The region has a history of funding a round of ITS development plans throughout the region and subsequent ITS projects identified as local priorities in that planning work. In the most recent funding cycle, a regional allocation of $3 million was funded, with the TransPort sub-committee of TPAC is tasked with developing a process for prioritizing projects of regional scope to implement with these funds.

MPO Planning. This program provides support to Metro in meeting MPO mandates, established through federal regulations. Examples of these requirements include development and adoption of the MTIP, support for a decision-making structure that includes local governments and state regional transportation providers, participation in the development of local plans and projects that implement regional policy, maintenance of travel demand models for planning by Metro, local governments and state and regional transportation service providers. In addition, these responsibilities include maintenance of land use, economic, demographic, GIS and aerial photo services for planning by Metro, local governments, and state and regional transportation providers and compliance with federal certification requirements like environmental justice and air quality. The following programs fall under the umbrella of MPO planning activities.

-Travel Behavior Survey. Metro fields a comprehensive household travel behavior survey about every decade to inform policy makers on changing travel patterns and to update travel forecasting models to accurately predict future travel. The last survey was 1994. This update was delayed from 2004 to 2010 because the significant disruption due to downtown Portland construction would skew the results. In the meantime, Metro staff has been working with ODOT staff and staffs from the other Oregon MPOs to design and test the survey instrument and begin fielding surveys in other metropolitan areas of the state. By having a common survey instrument and contractor, all of the parties receive information from the other regions to use in their own work and an economy of scale results in lower costs.

-Next Corridor. Following adoption of the 2000 Regional Transportation Plan, a multi-year work plan was identified to carry out a series of corridor plans to better define

needed improvements in various corridors throughout the region. Priorities for addressing these corridors were established through Resolution No. 01-3089 and Resolution No. 05-3616A. To support carrying out those corridor plans, MTIP funds have been allocated through a series of MTIP cycles since 2002. To date, corridor plans have been completed for the I-5 Trade Corridor, the Hwy 217 Corridor, the Powell-Foster Corridor and is now underway for a Regional HCT System Plan. Upon completion of the next RTP update, these corridor priorities will be updated. This allocation would set aside funds in FY '12 and FY '13 to contribute toward the next priority corridor. In the past there has been a practice to define the scope of work for the corridor plans and supplement this funding set-aside with other state, regional and local contributions. Consideration will be given to the priorities established through Resolution No. 05-3616A which included the I-84/US 26 Connector, I-5 South, I-205 and the I-5/I-405 Loop. However, final priorities are subject to conclusions reached through the RTP update.

ODOT Programming

ODOT has proposed programming $410 million of federal and state funds to highway capacity, preservation, operations, bridge, safety, enhancement, bicycle/pedestrian, and local projects. In 2009, Oregon State Legislature passed HB2001 – Jobs and Transportation Act (JTA). The JTA is funded through increases to vehicle registration fees, gas tax increases, weight mile fee increases and bonding. The JTA provides dedicated funding to specified projects throughout the state. In addition, Connect Oregon III is being funded through the JTA.

Statewide, approximately $36 million per year is spent on vehicle capacity projects (modernization). The region's share of these funds is approximately $14 million per year in 2012-13.

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

Highway Capacity

This MTIP is scheduled to fund the following highway capacity projects:

- Projects funded by ODOT – Region 1 Allocations:
  - The widening of US 26 from four to six lanes is programmed for funding between 185th Avenue and Cornelius Pass Road.
  - Intersection improvements in Tigard at OR99W: Gaarde/McDonald.
  - Operational improvements at I-205/OR212/82nd Drive.
  - Additional preliminary engineering money for I-5 Delta Park Phase 2.
  - Preliminary engineering for I-84 eastbound to I-205 northbound auxillary lane.
  - Planning refinement study for I-5/I-84.

- Projects funded by HB2001 – Jobs and Transportation Act (JTA)
  - Intersection improvements at US26 and Glencoe Road.

- Intersection improvements at US26 and Shute/Brookwood.
- Travel and circulation improvements at Troutdale @ 257th Avenue.
- Construction of auxiliary lane from North Wilsonville to I-205.
- Intersection improvements at Washington Street intersection in Oregon City.

ODOT Operations, Pavement, Bridge Preservation and Safety Program

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

1. OR8: Tualatin Valley Highway @ 178th intersection safety improvements.

2. Safety improvements at OR99W and I-5:
   a. Add additional lane off of I-5 northbound off ramp OR99W from 60th to Barbur.
   b. Add additional lane from I-5 southbound off ramp from 68th-64th.

3. Safety improvements on OR99W at Beef Bend Road: build southbound right turn lane.

4. Intersection, signal upgrades and safety improvements on OR213:
   a. At Division Street.
   b. At Stark and Washington Streets.

5. I-205 Cable Barrier Project – installing cable barrier in median.

6. US26: Sylvan to I-405 pavement overlay in 2013.

7. US26: East Burnside (Gresham) to West City Limits of Sandy pavement overlay.

8. ODOT will invest approximately $9 million during the Plan period in ramp metering, communications infrastructure, and computer hardware and software to manage traffic flow and reduce congestion.

Regional Public Transit Programming

Between FY08 and FY12 TriMet is programming $196 million of section 5307 funds, $70 million of Fixed Guideway Modernization funds, $4 million of Jobs Access Reverse Commute and $3 million of New Freedom funds. In addition, TriMet is programming $565 million of New Starts funds, of which $265 million are appropriated for the I-205/Portland Mall Light Rail project and $300 million are planned for the Portland to Milwaukie Light Rail project.

3.3 PLANNING FACTORS – PROJECTS

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

The following describes how this MTIP addresses the planning factors.

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

- All regional flexible fund projects are evaluated on their impact on economic development in primary 2040 areas (centers, industrial and employment areas and intermodal facilities).

- The freight category (2010-11) and the industrial and employment area implementation category (2012-13) of projects signify the importance of these projects in the region.

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

- House Bill 2001 (JTA) provides $960.3 million statewide to for dedicated project. Region 1 is receiving $250 million for seven projects located inside the MPO to support economic development and job creation.

- Light Rail Transit investments including the Portland to Milwaukie LRT, OR 43: Portland to Lake Oswego Transit Corridor EIS and the High Capacity Bond repayment support regional and town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments help support a healthy regional economy by helping realize the 2040 Growth Concept.

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

- All regional flexible fund projects are evaluated using safety criteria and points given by a safety panel and included whether a project would have negative safety impacts on other modes or solves a known safety issue.
- All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.

- ODOT has programmed more than $27 million of funding for projects in the metropolitan area in the safety program, prioritized specifically by safety considerations.

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

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

4. **Increase the accessibility and mobility of people and freight;**

- The regional flexible fund allocation places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.

- Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept are a criterion for all regional flexible funded projects.

- Funding of highway capacity projects were prioritized by how the projects supported Oregon Highway Plan policies, including implementation of the state highway freight system and improvements to the efficiency of freight movement.

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

- The MTIP conforms to the Clean Air Act.

- The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative-modes (STIP).

- "Green Street demonstration projects funded to employ new practices for mitigating the negative environmental effects of storm water runoff (2010-11)

- For the FFY 2012-13 regional flexible funded projects "Green Street" elements have been incorporated into the standards for all projects funded with regional flexible funds that deal with stormwater or streetscape improvements.

- Regional flexible funds were allocated to diesel retrofit projects ($2.828 million) to reduce diesel emissions on school buses in several communities in the region and to improve the fuel efficiency of TriMet buses.

- Over $16 million of regional flexible funds was allocated to bike and pedestrian projects for FFY 2010-13 which improve quality of life in the region's neighborhoods and have a positive air quality benefit by reducing auto trips.

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

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

7. **Promote efficient management and operations;**

   - The Regional Travel Options program at Metro received $8.686 million to conduct transportation demand management projects and programs throughout the region to reduce Single occupancy vehicle (SOV) trips and relieve pressure on congested corridors in FFY 2010-13.

   - $6 million has been allocated over two regional flexible funding cycles to the Transportation System Management and Operations program at Metro to work on increasing efficiency of existing systems throughout the region.

8. **Emphasize the preservation of the existing transportation system.**

   - Reconstruction projects that provide long-term maintenance are identified as a funding priority for 2010-11.

   - ODOT prioritized 2010-11 funding of preservation and efficient operation of the existing transportation system, minimizing capacity investment to minimum allowed by state law.

3.4 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

The MTIP must be determined to be consistent with the Oregon State Implementation Plan (SIP) for air quality to maintain air quality standards in the Portland area. Metro has prepared a Conformity Determination that documents this finding and is included in this MTIP as Appendix 1. The determination report finds that the 2010-13 MTIP conforms to the Oregon SIP for air quality.

The Determination report also identifies how this MTIP meets the Transportation Control Measures required by the Oregon SIP. Transportation Control Measures implemented include bike and pedestrian system facility improvements each biennium and an average annual increase of public transit service by 1% in the region. Specific project allocations programmed in this MTIP that contribute to the execution of the control measures are listed below.

Table 3.4.1 Bicycle projects implementing transportation control measures for air quality

The following table shows the Bicycle and pedestrian projects from 2006-2013 and the total mileage of TCMs. As shown in tables, the region has allocated funding for at least 3 miles of bicycle lanes and multi-use paths for 2006-13. This represents an average of 7.8miles per biennium, 56% above the 5 mile per biennium target for new bicycle/trail improvements.

2006-07 Funding		
Beaverton Powerline Trail		1.95 mi
Washington SQ RC multi-use trail		.57 mi
McLoughlin: I-205 to Hwy 43 Bridge		.10 mi
102nd Ave boulevard improvements		.80 mi
Hwy 99E: River Rd to Park Ave bike lanes		.57 mi
	total	3.99 mi

2008-09 Funding		
Springwater Trail		0.9 mi
Marine Drive bike lanes		1.5 mi
Gresham-Fairview Trail		1.9 mi
Gresham MAX Trail		1.9 mi
Rock Creek Trail		0.8 mi
Trolley Trail		6.0 mi
SE 92nd Ave		.38 mi
Waud Bluff Trail		0.25 mi
	total	13.63 mi

2010-11 Funding		
East Baseline St, Cornelius		0.54 mi
East Burnside		0.55 mi
	total	5.39 mi

2012-13 Funding		
NE/SE 20s Bikeway		5.50 mi
Westside Trail		0.75 mi
40 mile loop trail		1.70 mi
Red Electric trail		0.24 mi
	total	8.19 mi

2006-13 Bicycle TCM total	**31.2 mi**

Table 3.4.2 Pedestrian projects implementing transportation control measures for air quality

As shown in the following table, the region has allocated funding for at least 8.41 miles of new pedestrian improvements in mixed-use centers for 2006-2013. This represents an average of 2.1 miles per biennium, 40% above the 1.5 mile per biennium target for new pedestrian improvements.

2006-07 Funding		
St. Johns Ped/freight improvement		0.45 mi
Hillsboro Regional Center Ped Project		1.77 mi
Hwy 224 Preservation (99E to I-205)		0.15 mi
Central Eastside Bridgeheads		0.10mi
	total	2.47 mi

2008-09 Funding		
Forest Grove TC		0.65 mi
Milwuakie TC		0.26 mi
SE 92nd Ave		0.38 mi
Gresham MAX trail		0.4 mi
	total	1.69 mi

2010-11 Funding		
Hood Street : SE Division to Powell Blvd		0.18 mi
Foster-Woodstock: SE 87th to SE 101st		1.13 mi
East Baseline St, Cornelius		0.18 mi
Burnside: 3rd Ave to 14th Ave		1.1 mi
	total	2.59 mi

2012-13 Funding		
Red Electric Trail		0.50 mi
McLoughlin (Ph 2)		0.50 mi
Rose Biggi		0.16 mi
102nd Ave		0.55 mi
	total	1.66 mi

2006-13 Pedestrian TCM total miles	**8.41 mi**

Table 3.4.3 Public Transit Service - implementing transportation control measures for air quality

The transit service TCM calls for a calculation of actual hours for assessments conducted between 2006-2017. The table below presents the actual transit service hours weighted by capacity from 2002-2006.

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year to year
2001	2,032,944	754,564			2,787,508	
2002	2,048,484	857,276	37,781		2,905,760	4%
2003	2,049,156	888,631	37,444		2,937,787	1%
2004	2,047,932	886,916	40,064		2,934,848	0%
2005	2,033,544	1,068,114	46,723		3,101,658	6%
2006	1,953,420	1,052,029	50,828		3,056,277	-1%
2007	1,967,016	1,067,583	67,219		3,101,818	1%
2008	1,984,560	1,105,691	68,307		3,158,558	2%
2009	2,010,600	1,171,226	67,385	4,627	3,253,838	3%
				Average annual change		**1.98%**

Source: TriMet. SMART or CTRAN service which connects to or provides service to the Metro area not included.

3.5 PUBLIC INVOLVMENT AND ENVIRONMENTAL JUSTICE

The goal of public involvement is to:

- provide accurate, timely information on the status of the program
- provide an opportunity for stakeholders and the general public to meaningfully participate in the decision-making process
- ensure adequate public notice and involvement prior to major funding decisions
- ensure that populations traditionally under-represented in transportation decision-making have opportunities for adequate and effective involvement (discussed in Environmental Justice section below)

Metro and the State DOT held joint public outreach meetings for review of initial regional project recommendations and technical analysis and the recommended state transportation system improvement recommendations. Further public hearings were held regarding project selection of regional flexible funds after release of technical staff recommendations of a fiscally constrained project selection recommendation, prior to final selection of projects by JPACT and the Metro Council.

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

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

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

TriMet manages its own service and capital program update with separate events. TriMet staff attended the STIP and Transportation Priorities public outreach events to provide information about the relationship between those efforts and the TriMet capital improvement and service planning work. A summary of the TriMet public involvement activity can be found in the appendix of the 2007 Transit Investment Plan, available by calling TriMet at 503-238-7433 or from the TriMet web site at www.trimet.org.

Environmental Justice

Metro. For the MTIP policy update, Metro developed a public involvement plan (PIP), which includes strategies for engaging historically underrepresented groups in the planning process. The PIP supports an approximate 18-month process and is coordinated with the Oregon Department of Transportation's (ODOT's) State Transportation Improvement Program (STIP). The PIP describes the engagement strategies for informing and involving key stakeholders and the general public throughout the decision-making process. In development of the plan, Metro staff created a draft public participation plan in January 2008 for review by the Metro Committee for Citizen Involvement (MCCI). Concurrently, staff began creating a feedback form to distribute to JPACT (and TPAC, to assist JPACT in completing the forms) and the Metro Council, to explore what changes, if any, we should make to the MTIP policies that guide application screening and evaluation. The feedback form was adapted for distribution to community-based stakeholder groups and interests, including groups at risk of being underrepresented in transportation decision-making processes. The following groups were identified and approached to solicit feedback from on the draft PIP:

- Coalition for a Livable Future;
- NAYA, Native American Youth & Family Center;
- IRCO, Immigrant and Refugee Community Organization;
- NAIOP, National Association of Industrial and Office Properties;
- Freight and Goods Task Force;
- CPOs of Washington County;
- Healthy Eating Active Living Partnerships;
- Hacienda Community Development.

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

Public Transit. The Environmental Justice analysis for proposed improvements is included as Chapter 3 of the TriMet 2010 Transit Investment Plan.

Regional Flexible Fund Allocation - Metro

Efforts were taken to increase consideration of Environmental Justice and underserved populations in the regional flexible fund allocation by adding points to the technical evaluation based on how the project affects/helps these communities. Projects in all categories were evaluated for proximity to Environmental Justice and underserved populations and the degree to which the project serves the needs of identified populations. Integrating Environmental Justice and underserved populations into the project scoring process marks the first time projects were quantitatively evaluated for how the meet the needs of these populations.

The analysis utilized year 2000 Federal Census data to map concentrations of Environmental Justice and underserved populations, although applicants were also encouraged to supplement with local data or information if available. Metro staff evaluated each project submitted for consideration for proximity and then evaluated applicant responses to questions about how projects serve these populations. Points were awarded for having proximity to multiple populations or large concentrations of a population and the potential benefits to these populations. A heavy emphasis was put on public transit, bike and pedestrian access improvements given that these modes are inexpensive and have air quality benefits.

3.6 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

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

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

implement the plan to track in the MTIP.

- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.

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

- The rate of growth of LIFT paratransit has been slowing with a strong travel training program. TriMet will begin in-person assessment of LIFT applicants and existing LIFT clients spring 2010.

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

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

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

Metro | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6.

Auditor – Suzanne Flynn

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4186 FOR THE PURPOSE OF APPROVING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: September 2010

Prepared by: Ted Leybold,
503-797-1759

BACKGROUND

The 2010-13 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the metropolitan region for the federal fiscal years 2010-2013 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. The MTIP and the State Transportation Improvement Program (STIP) are required to be coordinated and approved in the same time period every two years. The 2010-13 MTIP adoption process was delayed due to the necessity at the State level to delay publication and approval of the STIP.

Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year,
- Define administrative authority to add or remove projects from the MTIP (defined in Section 1.7),
- Affirm the region meets federal planning and programming rules and submission of documentation to the Governor of Oregon, the Federal Highway Administration and the Federal Transit Administration.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP:

- Regional flexible funds – projects in the regional flexible fund allocation (RFFA) process, selected by JPACT and the Metro Council,
- Projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process,
- Transit projects proposed by the region's transit agencies.

Federal regulations designate JPACT and the Metro Council as the bodies responsible for approving the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs selected by JPACT and Metro Council to receive regional flexible funds for the years 2012 and 2013 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Previous programming of these funds for the years 2010 and 2011 has been updated to reflect changes in construction schedules and project costs.

The programming of state highway funds is proposed by the Oregon Department of Transportation and is summarized in Tables 3.1.5.

The programming of federal transit funds to the metropolitan region is summarized in Table 3.1.3. In addition to the regional flexible funds programmed to transit activities through the RFFA process, there are several types of federal funds summarized, including rail new starts, a program for jobs access for low income citizens, allocations for bus purchases and allocations for maintenance of the bus and rail systems. The proposed programming of funds is consistent with the TriMet Transit Investment Plan, a 5-year rolling capital improvement program that guides the short term Implementation of the 20-year regional Transportation Plan.

Adoption of this resolution would fulfill JPACT and Metro Council's role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2010-2013.

A comment period was held for the 2010-13 Public Review Draft MTIP from July 23, 2010 through August 23, 2010. No comments were received.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as SAFETEA-LU). The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2010 through 2013 as defined by Resolution Nos.07-3733 and 09-4017. This MTIP must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 10-1241B. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which was accomplished through action on Metro Resolution No. 10-4150.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.

4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface program funds for planning activities performed at Metro. This includes $32,885,449 of federal funds to be used for planning activities at Metro between 2010-13. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include $ 3,763,893 through the course of the 2010-13 time period. Metro will also seek support from other agencies to provide a portion of the required match for other regional planning and program activities over the course the 2010-13 time period. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning activities.

RECOMMENDED ACTION

Approve the resolution as recommended.

PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

The Portland region has successfully secured nearly $1.6 billion in federal funds for light rail projects during the last three decades. The majority of these funds were competitively sought through the Federal Transit Administration's (FTA) New Starts discretionary program and designated specifically for rail transit projects. The Eastside, Westside, Interstate MAX and the I-205/Portland Mall all received 60 percent federal funding or greater.

In March, the Portland-Milwaukie Light Rail Project submitted an application to enter Final Design with a financing plan that included a 60 percent federal share. On July 23, 2010, the FTA reiterated its strong support for the project but noted it could only provide a 50 percent match for the project due to the following reasons:

- FTA New Starts share could be no greater than 50 percent for a project more than $1 billion.
- There is tremendous demand for the New Starts program, and FTA did not want to create a precedent for a federal share above 50 percent for a project over $1 billion.
- The US Department of Transportation's budget has not increased and the Transportation Reauthorization Bill is not moving forward.
- There is no anticipated increase in most domestic spending, as directed by President Obama.

Recalibration process

In July 2008, after years of planning and analysis, the region strongly endorsed the Portland-Milwaukie Light Rail Project (PMLR) to provide high-capacity transit to the growing corridor. This project has strong support from our jurisdictional partners and the endorsement and support of our congressional delegation.

- Project partners are working together to recalibrate the project's scope from Portland State University to Park Avenue to fit within the new funding plan.
- Scope reductions are being considered along the entire corridor, prioritizing elements that can be deleted and deferred. Considerations include:
    - Impact on quality of project
    - Impact on the schedule of the project
    - Ability to add back the element later if resources become available
    - Cost of the element
- Project partners also are exploring a number of options for an increased local match, such as increasing the amount of local land donated to the project.

Time is money

Finalizing the PMLR financing plan by September 20 allows the project to stay on the current schedule and start construction in 2011. This will:

- Save costs related to inflation or from extending project schedule preventing the funding gap from getting bigger.
- Create much-needed construction jobs that are vital to the region's economic recovery.
- Allow the project to take advantage of current construction pricing.

Revised PMLR schedule

Project partners determine potential scope deferrals/cuts	August 2010
Project partners outline potential local funding sources	August
Region finalizes local finance commitments	Sept. 20
TriMet submits revised Final Design packet including new financing plan	Sept. 30
FTA publishes FEIS	Oct. 5
FTA issues Record of Decision	Dec. 5
FTA approves entry into Final Design	Jan. 7
FTA provides limited Notice to Proceed for Bridge Design/Build contract	Dec. 17
Project secures final permits and bridge contractor mobilizes for construction	Jan to June
*Start in-water bridge construction	July 1, 2011
*Start utility relocation	Summer 2011

Delaying the start of construction will require $15 to $20 million in new local dollars with each additional year.

Secured PMLR Funding

New Starts Revenue (depends on scope cuts and local match)	$650 to $750 million
Oregon State Lottery Bonds	$250 million
MTIP	$72.5 million
In-kind land donations	$46.9 million
TriMet	$40 million
City of Portland	$30 million
Clackamas County	$25 million
City of Milwaukie	$5 million
Nature in Neighborhood grant	.35 million
Local financing costs (depends on scope/schedule)	$150-$175 million

Portland-Milwaukie Light Rail Project

	Proposed Potential First Level Cuts/Deferrals		**$**	**97,728,000**
		*Delete purchase of six light rail vehicles (20 to 14 @ $4.95 million per car)	$	29,700,000
		*Build 240-space surface parking lot at Park Avenue instead of 600-space structured lot	$	14,600,000
		*Build 320-space surface parking lot at Tacoma Street instead of 800-space structured lot	$	10,800,000
		Reduce construction contingency by six percent	$	10,000,000
		*Scaleback expansion of Ruby Junction light rail maintenance facility to opening day vehicle level	$	7,000,000
		*Delete remaining Streetcar "close the loop" facilities within LRT alignment	$	3,700,000
		*Delete replacement of Rhine-Layfayette Street pedestrian overcrossing	$	3,300,000
		Decrease insurance budget	$	2,300,000
		*Delete southern pullout on Bybee Bridge	$	1,850,000
		*Delete side platform at Downtown Milwaukie Station	$	1,700,000
		*Delete pedestrian overcrossing at SE 13th - SE 14th	$	1,650,000
		Delete Harbor Structure relocation to accommodate ODOT's future I-5 ramp, freeway improvements	$	2,110,000
		*Delete PMLR share of electronic fare system replacement (migrating to SMART card system)	$	1,300,000
		Reduce pathway around towers on Willamette River bridge from 22 feet to 14 feet	$	1,100,000
		Delete Willamette River bridge's mid-span overlooks (belvederes)	$	1,100,000
		*Delete track switch heaters	$	1,000,000
		Remove Willamette River bridge's in-water pier aesthetic elements	$	1,000,000
		*Delete ice caps on overhead catenary system from Clinton Station to Park Ave Station	$	800,000
		*Delete one of two elevators at Bybee Station	$	700,000
		Reduce Art Program budget by 10 percent	$	320,000
		*Delete Courtney Creek storm pipe replacement under Park Avenue parking facility	$	308,000
		*Delete ice caps on overhead catenary system from PSU Station to Clinton Station	$	300,000
		Eliminate SE 42nd signal and traffic calming on Johnson Creek Blvd between SE 32nd and SE 45th	$	300,000
		Create retained fill approach for Tacoma on-ramp overcrossing instead of elevated structure	$	270,000
		*Reduce supplemental bike parking throughout alignment by 20 percent	$	220,000
		Modify Powell structure design due to decommissioning of inactive pump station	$	200,000
		Eliminate upgrades for future Harold Station	$	100,000
	Proposed Second Level Cuts/Deferrals		**$**	**12,775,000**
		Reduce Willamette River bridge multi-use path width from 14 feet to 12 feet	$	3,500,000
		*Delete South Waterfront double crossover (would require bus bridges from PSU to Gideon)	$	3,100,000

		*Remove crossover track and pocket track at SE Gideon requiring bus bridge from Mall North Terminus to Park	$	2,300,000
		Delete Willamette River bridge tower aesthetic elements	$	800,000
		Move Bybee station north with ramp from one side only and no elevator	$	800,000
		Delete H column at Kellogg light rail bridge structure	$	640,000
		*Change from a powered switch to manual switch at South Waterfront double crossover at Harbor	$	510,000
		Minimize widening of Lincoln Avenue	$	480,000
		*Delete bike/pedestrian connection between old and new Water Avenues	$	180,000
		*Delete extra bike parking at Downtown Milwaukie Station	$	130,000
		Delete architectural elements of Kellogg bridge light rail structure	$	130,000
		*Delete bike/pedestrian connection between First and Naito	$	115,000
		Delete aesthetic design of overhead caternary poles in Downtown Milwaukie	$	90,000

EXHIBIT 1: COMPARISON OF REGIONAL FLEXIBLE FUNDS USED WITH AND WITHOUT PROPOSAL (IN MILLIONS OF YOE DOLLARS)

FISCAL YEAR	Current Metro Proposal					Proposed Revised Allocation					
	Existing MTIP Committed to GARVEE Bonds	Amount Planned for Corridor Transit Studies	Total GARVEE + Corridor Studies	Regional Flexible Funds	% Regional Flexible Funds in GARVEE + Corridor Studies	Existing MTIP Committed to GARVEE Bonds	Proposed Supplemental MTIP Funds	Amount Planned for Corridor Transit Studies	Total Amount Committed Under Proposal	Regional Flexible Funds	% Regional Flexible Funds in GARVEE + Corridor Studies
2012	$13.0	$2.0	$15.0	$32.3	46%	$13.0	$0.0	$2.0	$15.0	$32.3	46%
2013	$13.0	$2.0	$15.0	$33.0	46%	$13.0	$0.0	$2.0	$15.0	$33.0	46%
2014	$13.0	$2.0	$15.0	$33.6	45%	$13.0	$2.0	$0.0	$15.0	$33.6	45%
2015	$13.0	$2.0	$15.0	$34.3	44%	$13.0	$2.0	[3]	$15.0	$34.3	44%
2016	$13.0	$2.0	$15.0	$35.0	43%	$13.0	$3.0	[3]	$16.0	$35.0	46%
2017	$13.0	$2.0	$15.0	$35.7	42%	$13.0	$3.0	[3]	$16.0	$35.7	45%
2018	$13.0	$2.0	$15.0	$36.4	41%	$13.0	$3.0	[3]	$16.0	$36.4	44%
2019	$13.0	$2.0	$15.0	$37.1	40%	$13.0	$3.0	[3]	$16.0	$37.1	43%
2020	$13.0	$2.0	$15.0	$37.9	40%	$13.0	$3.0	[3]	$16.0	$37.9	42%
2021	$13.0	$2.0	$15.0	$38.6	39%	$13.0	$3.0	$2.0	$18.0	$38.6	47%
2022	$13.0	$2.0	$15.0	$39.4	38%	$13.0	$3.0	$2.0	$18.0	$39.4	46%
2023	$13.0	$2.0	$15.0	$40.2	37%	$13.0	$3.0	$2.0	$18.0	$40.2	45%
2024	$13.0	$2.0	$15.0	$41.0	37%	$13.0	$3.0	$2.0	$18.0	$41.0	44%
2025	$13.0	$2.0	$15.0	$41.8	36%	$13.0	$3.0	$2.0	$18.0	$41.8	43%
2026	$0.0	$2.0	$2.0	$42.6	5%	$0.0	$16.0	$2.0	$18.0	$42.6	42%
2027	$0.0	$2.0	$2.0	$43.5	5%	$0.0	$16.0	$2.0	$18.0	$43.5	41%

Notes:

1. 2010-2014 total amount of regional flexible funds from Metro; increase at 2 percent per year thereafter.
2. HCT corridor study amounts and assumptions from Metro.
3. $12M in HCT study/engineering funds provided by TriMet through GARVEE bond proceeds; would cover six years at $2M per year (note the proposal is higher in present value terms that if $2M per year were provided in these years).

Community Investment Strategy: Building a sustainable, prosperous and equitable region

Recommendations from
Metro's Chief Operating Officer
August 10, 2010

Review and download recommendations released on Aug. 10, 2010, aimed at creating livable communities, promoting economic development and good jobs, and protecting natural areas:
http://www.oregonmetro.gov/index.cfm/go/by.web/id=33898#files

2nd Annual

OREGON TRANSPORTATION SUMMIT

2nd Annual

September 10, 2010
Portland State University

Bridging Academic and Practicing Transportation Professionals

A Unique Opportunity for Transportation-Specific AICP Credits

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APA OR

2nd Annual Oregon Transportation Summit
Friday, September 10, 2010

What is the Oregon Transportation Summit?

The goal of the Summit is to bring together Oregon's academic and practicing transportation professionals in order to advance the state of the art. We do this by accelerating new research into practice and by shaping the agenda for future research.

What's New in 2010?

- The morning plenary session will focus on performance management: how will this concept shape federal policy and affect transportation plans and projects in Oregon?
- A sample of workshop session titles:
  - Transportation Governance
  - Resilient Infrastructure
  - Livability without Funding
  - Data and Decision-Making
  - Innovations in Bike & Ped Planning
  - Transportation Education & Training
  - TPR Cagematch
  - Practical Design

AICP: Up to 6.5 hours of CM credit will be available (pending APA approval)

OREGON TRANSPORTATION SUMMIT

Registration Fee:
APA, ITE and WTS Members: $100
Non-Members: $150
Student Discount Available

For More Information:
www.otrec.us/transportationsummit.php
- ☑ online registration
- ☑ agenda details
- ☑ contact information

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