



Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, September 2, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|----------------|-----------|--|--|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | |
| | | <ul style="list-style-type: none">• Update on LCDC Hearings* • September 23 Bi-State Meeting* • Follow-up to August JPACT Presentation on CRC• Update on the TriMet Bond Measure• OMPOC Update• Climate Smart Communities Project Status Update | |
| 7:55 AM | 5. | CONSENT AGENDA | |
| | | <ul style="list-style-type: none">* • Consideration of the JPACT Minutes for August 12, 2010* • Resolution No. 10-4186, "For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area" – <u>APPROVAL REQUESTED</u> | |
| 8 AM | 6. | Update on Funding Options and Strategies for the Portland to Milwaukie Light Rail Project – <u>DISCUSSION</u> | Neil McFarlane, TriMet
Dan Blocker, TriMet |
| 8:25 AM | 7. | * 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" – <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| 8:35 AM | 8. | * Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – <u>INFORMATION/ DISCUSSION</u> | Michael Jordan,
Metro Chief Operating Officer |
| 9 AM | 9. | ADJOURN | Carlotta Collette, Chair |

* 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#.

2010 JPACT Work Program
8/26/10

<u>September 2, 2010 – Regular Meeting</u> <ul style="list-style-type: none">• 2010-13 MTIP – Action• COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information• Portland to Milwaukie Light Rail funding options and Regional Flexible Funds – Action <u>HOLD: September 16, 2010 – Special Meeting</u> <ul style="list-style-type: none">• Portland to Milwaukie Light Rail funding options and Regional Flexible Funds – Action	<u>October 14, 2010 – Regular Meeting</u> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative – Action• Regional Program Review: HCT Bond/HCT Development/Corridor Planning – Information• OR 217 – Discussion• Intertwine- Information• Climate Smart Communities – Discussion• 2011 Legislative agenda – Information <u>October 19-21 Rail~Volution</u>
<u>November 4, 2010 – Regular Meeting</u> <ul style="list-style-type: none">• Regional Program Review: Regional Planning – Information• STIP: Recommended draft for public comment	<u>December 9, 2010 – Regular Meeting</u> <ul style="list-style-type: none">• Climate Smart Communities – Discussion• Regional Program Review: Transit Oriented Development – Information

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- Regional Flexible Fund Allocation, Step 2 fund project priority recommendations by spring 2011
- RTP amendment for CRC.
- Regional Indicators briefing in early 2011.
- Statewide Transportation GHG Reduction Strategy project update in late 2010 or early 2011.
- Regional Program Review: TSMO/RTO (January)

Bi-State Coordination Committee

The Bi-State Coordination Committee is chartered by member agencies to review, discuss, and make recommendations about transportation, land use, and related issues of bi-state significance.

Clark County
Commissioner Steve Stuart
CHAIR

Metro
Councilor Rex Burkholder
VICE CHAIR

Multnomah County
Commissioner Judy Shiprack

City of Vancouver
Council Member Larry Smith

City of Portland
Mayor Sam Adams

City of Battle Ground
John Williams, City Manager

City of Gresham
Councilor David Widmark

C-TRAN
Jeff Hamm, Executive Director

TriMet
Neil McFarlane, General Manager

Port of Vancouver
Larry Paulson, Executive Director

Port of Portland
Bill Wyatt, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Jason Tell, Reg. 1 Manager

Bi-State Coordination Committee Meeting

September 23, 2010

5:00 pm - 6:30 pm

Metro Council Chambers
600 NE Grand Avenue
Portland, OR

AGENDA

- 1. Welcome and Introductions**
Chair Stuart (5 min)
- 2. CRC Project Investments and Land Use Implications**
Presentation and Discussion (20 min Tony Mendoza, Metro staff)
- 3. I-5 Delta Park Project (HOV/Managed Lane Analysis)**
(20 min Andy Johnson, ODOT staff and Chuck Fuhs, Parsons Brinckerhoff, HOV expert)
- 4. Greenhouse Gas – Washington and Oregon State Mandates and Bi-State Coordination**
(25 min Dean Lookingbill, RTC staff and Mike Hoglund, Metro staff)
- 5. Public Comment**
(5 min)



1300 Franklin Street Floor 4
PO Box 1366
Vancouver, Washington
98666-1366

Tel 360-397-6067
Fax 360-397-6132

www.rtc.wa.gov

Note: Next Bi-State Committee meeting November 18, 2010, 7:30 am to 9:00 am at Clark County Public Service Center, Vancouver, Washington



METRO

600 NE Grand Avenue
Portland, Oregon
97232-2736

Tel 503-797-1700
Fax 503-797-1797
TDD 503-797-1804

www.metro-region.org



Americans with Disabilities Act (ADA) Information

The meeting site is accessible to persons with disabilities. Materials can be provided in alternative formats and other accommodations can be arranged by contacting the Southwest Washington

Regional Transportation Council at (360) 397-6067 or info@rtc.wa.gov.



Date: Wednesday, August 25, 2010
To: JPACT
From: Andy Cotugno
Subject: Columbia River Crossing – Follow-up

At the August 12 JPACT meeting, the Committee heard a report on the Columbia River Crossing Project consisting of the following:

1. Actions taken by the Project Sponsors Council at their August 9 meeting approving a number of project refinement actions (a memo presenting the recommendations approved by the PSC is included as Attachment A), including:
 - a. A revised Hayden Island Interchange.
 - b. An assessment of key performance measures and their application to the 10 and 12-lane options now under consideration.
 - c. An assessment of alternative 8, 10 and 12-lane configurations by URS, the consulting firm commissioned by the City of Portland.
 - d. Definition of a Post-Construction Travel Demand Management Program.
 - e. An assessment of induced growth due to construction of the CRC project.
2. A review of the CRC project financing plan (the Power Point reviewed by JPACT is included at Attachment B), including the following key elements:
 - a. Federal funding through the Corridors of National Significance Program
 - b. Federal funding through the FTA New Starts Program
 - c. State funding through the Oregon and Washington Legislatures
 - d. Local funding for C-TRAN LRT operations
 - e. Toll funding
3. A review of the report of the Independent Review Panel to Governors Kulongoski and Gregoir (Attachment C is the Executive Summary of the report which includes an itemized list of findings and recommendations; the full report can be accessed at: http://governor.oregon.gov/Gov/docs/IRP_report_072410_lowres.pdf) , including recommendations on:
 - a. The need to acknowledge agreed upon changes to the adopted “Locally Preferred Alternative” and address conditions adopted as part of the approval.
 - b. The need to complete compliance with the NEPA process and the likelihood that it will require 6 months to a year to complete.
 - c. The need to address governance in both the short and long-term.
 - d. The adequacy of the financing plan.

With the completion of these significant project activities, it is time to take actions to enable the project to move forward and to codify these key conclusions. Specifically, actions by JPACT and the Metro Council will be scheduled as follows:

1. Review the “conditions” adopted as part of the approval of the Locally Preferred Alternative to ensure they have been satisfactorily addressed.

2. Consider an amendment to the Regional Transportation Plan for the following issues:
 - a. Documentation of findings relative to the conditions of approval of the Locally Approved Alternative that were adopted as part of Resolution No. 08-3960B;
 - b. Acknowledgment of the changes to project scope, including a revised Hayden Island Interchange, delineation of local street improvements on Hayden Island and in the vicinity of the Marine Drive interchange and delineation of connections to the regional trail/bike network;
 - c. Approval of the conclusion on the number of auxiliary lanes beyond the three through lanes in each direction;
 - d. Inclusion of a post-construction travel demand management program;
 - e. Refinement to the finance plan.
3. Adoption of a Land Use Final Order providing a consolidated approval and findings in support of approval under Oregon land use laws and regulations.
4. Endorsement of a regional position on priorities for seeking transportation revenue measure(s) from the 2011 Oregon Legislature, including a position on funding for the CRC Project.

Cc: Metro Council

Attachments:

Attachment A – Recommendations Memo to CRC Project Sponsors Council

Attachment B – Power Point on CRC Cost and Financial Feasibility

Attachment C – Executive Summary of the CRC Independent Review Panel Final Report

DRAFT Memorandum

August 5, 2010

TO: Project Sponsors Council
FROM: Integrated Project Sponsors Council Staff
SUBJECT: Integrated Project Sponsors Council Staff Recommendations

Introduction

The purpose of this report is to present a comprehensive package of Integrated Project Sponsors Council Staff (IPS) recommendations that address several areas of interrelated work advanced over the past 20 weeks. These recommendations follow items in the IPS Work Plan approved at the April 23 PSC workshop and are the result of a collaborative approach that considered combined effects and benefits to the Columbia River Crossing (CRC) project, the surrounding transportation system, and to the region as a whole.

IPS process

Project Sponsors Council (PSC) members decided at their March 12 meeting that a timely, credible, and collaborative process was needed to discuss and resolve outstanding issues. PSC members and the Ports of Portland and Vancouver each appointed a staff delegate to meet on a regular basis and produce findings related to some of the project conclusions to-date as well as several additional alternatives. IPS members include the following individuals:

Henry Hewitt, Co-Chair
Steve Horenstein, Co-Chair
Susie Lahsene, Port of Portland
Katy Brooks, Port of Vancouver
Andy Cotugno, Metro
Dean Lookingbill, SW Washington Regional
Transportation Council

Alan Lehto, TriMet
Jeff Hamm, C-TRAN
Paul Smith, City of Portland
Thayer Rorabaugh, City of Vancouver
Richard Brandman, ODOT
Don Wagner, WSDOT

Work groups were established around the following topics¹:

- Remove Hayden Island Interchange
- Alternative Access/Redesign Hayden Island Interchange
- Remove Vancouver City Center Access
- Alternative Lane Configurations on the Bridge
- Post-Completion Transportation Demand Management
- Managed Lanes
- Performance Measures
- Metroscope Modeling

The IPS met twelve times to establish a work plan, assign elements of the work plan to IPS work groups and discuss progress made by the work groups. IPS members met jointly in workshops with PSC

¹ Adjustments were made to the list as the work evolved. The item for "Remove Vancouver City Center Access" was reported on at an April 23 workshop between PSC and IPS and subsequently dropped from consideration after PSC members agreed that findings warranted no further discussion of the concept. The presentation provided to PSC is included in Appendix B. In addition, the Managed Lanes item was merged with the Transportation Demand Management work group after it was determined there was sufficient overlap between topics for a combined effort.

members on April 23, May 14, June 11, June 25, and July 16 to report their preliminary findings. A copy of the *IPS Work Plan* is attached in *Appendix A*.

Discussion and Recommendations

The IPS has reached agreement on the following package of recommendations related to the several tasks outlined in their work plan. Future work for each of the work plan items is outlined in the *Next Steps* section, below.

Metroscope

IPS recommendation: Use Metroscope results to support the overall set of IPS recommendations.

The purpose of using the Metroscope model was to expand the analysis completed by the CRC project on the potential for the project having an unintended consequence of inducing growth and determine whether the CRC project will affect the ability of the region to meet land use goals. The Metroscope land use allocation model for the seven-county region maintained by Metro provides a basis for forecasting where market trends would tend to drive household and employment growth taking into account changing demographic and economic profiles, local zoning and investment decisions, changes over time in accessibility based upon implementing long range transportation plans and the market feasibility of different types of commercial and residential development. This framework provides a platform upon which to test several scenarios relating to the CRC project to better understand the potential for growth inducing effects. The results will be used only to compare alternative Metroscope scenarios. They cannot be used to compare to previous Environmental Impact Statement (EIS) runs, as Metroscope is used primarily to inform land use impacts. The approach that holds constant all other variables around the region provides the ability to understand the effects of the change that the CRC project would produce.

PSC members agreed on a comparison of 12-lane configurations for Metroscope scenarios including no build, 12-lane with tolls, and 12-lane without tolls. Members decided that results of travel time analysis by the Performance Measures work group comparing 10-and 12-lane configurations would help inform whether a fourth scenario (10-lane no tolls) should be run. The similar nature of these results, discussed in the *Performance Measures* section below, indicated that a 10-lane scenario was unnecessary.

Metro found that the project would have negligible impact on population and employment growth in Clark County when comparing the projected growth that would occur with the project compared to no change to the existing bridge and highway. The project's most significant land use effect would be to boost North Portland employment by about 1.5 percent. This analysis takes into account the effect of tolls and light rail in reducing vehicle trips across the bridge compared with the no-build scenario.

The results of the Metroscope model support other recommendations of the IPS and will also help inform a conversation between local decision makers about issues of a bi-state nature that are outside of the scope of this project.

Further discussion of the Metroscope results are included in the *Appendix C*.

Hayden Island Access

IPS recommendation: Further refine the LPA to replace the Hayden Island interchange design with “Concept D”.

The original charge to IPS was to develop concepts for a refined “on-island” Hayden Island interchange and an alternative access or “off-island” interchange that would reduce impacts on Hayden Island (particularly the overhead structure and elevation at Tomahawk Island Drive) while retaining all basic traffic movements and operations presented in the Locally Preferred Alternative (LPA).

Work commenced on these items in a single IPS work group. The City of Portland retained URS to develop concepts for an off-island interchange that fed into the work group. A Hayden Island Design Group (HIDG) was also convened to incorporate the perspectives of island residents and business owners; the HIDG has met up to twice weekly to discuss evolving design concepts. Feedback from the HIDG was provided to the work group and IPS to inform ongoing discussions.

Off- and on-island interchange concepts (Concepts 1 and 2, respectively) were presented to PSC members at their June 11 workshop with IPS. An evaluation of these options revealed operational issues and other community impacts. A public meeting held on Hayden Island on June 14 confirmed significant community concerns with these design concepts.

The IPS work group explored several “hybrid” designs, incorporating elements of Concepts 1 and 2 and other alternatives suggested by the City of Portland, Hayden Island residents and other interested parties. The “hybrid” designs (Concepts A, B, C, and D) each represents a combination of access from I-5 as well as local arterial access. Concepts A and B were shared at a public meeting on June 29 where further feedback was gathered from the community. Concepts C and D also emerged as a distinct design that could address many of the concerns expressed regarding the other Concepts. Concept D will be shared with the community at a public meeting on August 5. “Concept D” includes access to the island from I-5 in a similar manner to the LPA. Arterial access via the Marine Drive interchange has been removed, resulting in fewer overhead ramp structures over the island and raises the elevation of the community connector street, Tomahawk Island Drive. Local access to/from the island will instead be accommodated by a local bridge to the west of I-5, adjacent to the structure carrying light rail.

An evaluation comparing these interchange concepts found that Concept D provides the best balance of access to Hayden Island, freight mobility, environmental and community benefits, and project costs. Concept D carries a consensus recommendation from project partners, Hayden Island residents, and other stakeholders involved throughout the process.

Design concept maps and concept evaluations are attached in *Appendix D*.

Alternative Lane Configurations on the Bridge

IPS recommendation: Further refine the LPA to include a 10-lane permanent bridge with 12 foot shoulders, with northbound and southbound lane configurations according to the Phase I LPA design.

The City of Portland retained URS to conduct an evaluation of the potential to reduce the number of lanes on the I-5 bridge. CRC assisted URS in providing project traffic analyses for review and conducted additional analyses to support work on this task.

URS evaluated several scenarios relating to the number of lanes on the bridge in both the southbound and northbound directions. They found similar performance characteristics at the bridge between a 12-lane main span (Full Build) and a 10-lane main span (LPA Phase 1) if improvement elements included in

the Full Build alternative, separate from the main span configuration, were added to a 10-lane main span bridge. The URS report addressing reduction in lanes is included in *Appendix E*.

URS offered methods for developing a 10-lane bridge for both northbound and southbound directions. For the northbound direction, the work group reviewed operational data and suggested that the lane configuration follow the 10-lane LPA Phase I design. A similar in-depth evaluation of traffic operations was needed for lane configuration concepts for the southbound direction.

Two 10-lane configurations for I-5 on the Washington side of the Columbia River were evaluated, including the LPA Phase I configuration and the URS “10-lane Full Build” configuration. The primary difference between the two 10-lane alternatives is the elimination of lane number four (4) in the vicinity of the Mill Plain interchange. The results of this evaluation found similar performance between the two configurations in terms of vehicle throughput and travel times within the bridge influence area. However, the 10-lane Full Build configuration was found to create a slowdown and turbulence in the merging area where the number of lanes is reduced from four to three. Further review by the City of Vancouver evaluated the alternatives in terms of traffic volumes, lane capacities, add/drop/merge and weaves, truck movements, distance between interchanges and traffic safety. Their findings (also included in *Appendix E*) support the LPA Phase I 10-lane option due to its ability to minimize turbulence and permit through lanes to function as designed to accommodate upstream merging and benefit traffic flow and safety.

The URS concepts for a permanent 10-lane river crossing include 12-foot wide inside and outside shoulders in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for freeways with six or more lanes carrying 250 more trucks per hour. I-5 meets this criterion and 12-foot wide shoulders may also accommodate future use by bus transit under certain conditions, an option that has been of continued interest by PSC members.

More aggressive post-construction traffic demand management (TDM) measures would improve the performance of the I-5 system with a 10-lane river crossing design and are addressed in the *Post-construction Travel Demand Management* section, below.

Performance Measures

IPS recommendation: Performance indicators for commuter, freight, and transit mobility; safety; greenhouse gas emissions; and overall benefit/cost ratio support the overall package of IPS recommendations. The application of these measures was successful, indicating that a package of indicators to be refined over time should also be used to inform Mobility Council recommendations in the future.

The Performance Measures work group focused on travel times; safety; greenhouse gas emissions; and overall benefit/cost. Project scenarios included the following:

- ***Locally Preferred Alternative (2030):*** Replacement river crossing with three through lanes and three add/drop lanes; I-5 highway improvements, including improvements at seven interchanges; extension of light rail from the Expo Center to Clark College in Vancouver; bicycle and pedestrian facility improvements; tolling at the river crossing; and, transportation demand and system management measures.
- ***Locally Preferred Alternative – Phase 1 (2030):*** Includes all elements of the Locally Preferred Alternative (LPA) except construction of the I-5 braided on- and off-ramps at Victory Boulevard, the Marine Drive interchange flyover, and the northern half of the I-5/SR 500 interchange. This scenario also assumes the new Columbia River bridges would be striped for 10 highway lanes (three through lanes and two add/drop lanes) not for 12 highway lanes; however, there is no difference in overall bridge width when shoulders are included.
- ***No Build (2030):*** Assumes the CRC project is not built. Also assumes that the same population and employment growth occurs; and, the same transportation and land use projects are built, that are assumed in the LPA scenarios.

- *Existing (2005)*: Baseline information derived from the existing transportation network, population and employment levels from year 2005.

Travel times

Travel times were summarized for each mode along I-5 including auto/commuter, freight, transit and auto/commuter on I-205 for the most highly used routes for each specific mode. Listed below is a very brief summary of the findings, more detailed information is available if requested.

Overall travel time findings

The work group found that both the LPA Full Build and LPA Phase 1 scenarios provide significant improvements over existing conditions and the No-Build scenarios. General findings on build scenarios:

- **Peak a.m. southbound** travel times on I-5 are significantly improved. Southbound traffic from connecting east/west facilities benefit from dramatically improved travel times in Washington due to reduced delays and queues on SR 500 and SR 14 entering southbound I-5. Southbound a.m. travel times are limited by downstream bottlenecks at Going Street/ I-405 and the Rose Quarter.
- **Peak p.m. northbound** travel times on I-5 are dramatically improved. The LPA Full Build is slightly faster than the LPA Phase 1 alternative due to increased operations near the I-5 Bridge.
- **Both Build scenarios** provide significant benefit to freight compared to the No Build scenario considering freight typically travels off peak and the number of hours of uncongested times increases from 9 hours under the No Build scenario to 22 hours under the Build scenarios.
- **I-205 northbound and southbound** travel times are improved with both CRC Build scenarios because the combination of improved transit, lane capacity and the DEIS level of toll keeps traffic in the I-5 corridor compared to the No Build which diverts significant I-5 traffic to I-205 because excessive I-5 No Build congestion levels.
- **Transit rider travel times benefit significantly in both CRC Build scenarios** for riders whose trips would include light rail and those who would take express buses from elsewhere in Clark County.
- **Full LPA and LPA Phase I benefits vary little between them.** Most travel times for all modes were effectively the same whether only Phase I were construction or the Full LPA as previously defined were constructed.

Automobile Commuters

- **Southbound a.m.** travel times under both the No Build and Existing scenarios showed significant delays at SR 500 and SR14 westbound to I-5 southbound, creating queues and increased travel time due to backups on these facilities.
- **Southbound a.m.** travel times in both CRC Build scenarios improve significantly over Existing and No Build. Even more significant potential travel time savings are constrained due to downstream bottlenecks at Going/ I-405 and the Rose Quarter/ I-84.
- **Northbound p.m.** travel times under both CRC Build scenarios demonstrate dramatic travel time savings. For example between the Morrison Street merge and SR 500 the travel time is reduced from 40 minutes in No Build to 17 minutes with the LPA Full Build. A slight difference of one minute between the Full Build compared to LPA Phase 1 was due to increased traffic near the I-5 Bridge.

Freight

- **Southbound a.m.** travel times for most freight origin/destination pairings had modest improvements for the CRC Build over existing conditions and No-Build scenarios due to the affects of upstream and downstream metering at different bottlenecks under different scenarios. Travel times to and from Mill Plain and Going Street follow similar patterns as summarized under for the commuter patterns.

- **Southbound a.m. freight entering I-5 at Marine drive** will experience longer travel times for the two CRC Build scenarios compared to the No Build scenario due to the interactions of existing bottlenecks upstream and downstream of Marine Drive and the I-5 Bridge metering downstream throughput under the No Build scenario versus trucks entering I-5 in a congested segment under the Build scenarios.
- **Northbound p.m.** CRC Build alternatives provided dramatic travel time improvements to freight in both build scenarios similar to that received by commuters (16 minutes for LPA Full Build scenario vs. 43 minutes for the No Build scenario from I-84 split to Mill Plain Boulevard).
- **Southbound a.m. and northbound p.m. build scenarios** provide significant benefit to freight (freight travels more off peak than during peak), allowing for 22 hours of uncongested off-peak freight travel time vs. only 9 available uncongested off peak hours in a 24-hour period with no-build.

Transit

Transit travel times were run on the Regional Model, and were based on a representative urban to urban commute (downtown Vancouver to downtown Portland), and a representative suburban to urban commute (99th Street Vancouver to Pioneer Square Portland). These two scenarios provide a good example on which to examine the level of performance for commuters living in closer proximity to the light rail park-and-ride commute-shed, and those who live further out that may choose to take express bus from outer suburban areas. The following conclusions were made:

- Both LPA and LPA Phase I scenarios greatly benefit both express bus and light rail transit over a no-build scenario
- Downtown to Downtown Route (light rail) is a faster commute than a no-build express bus, with benefits even more significant on the northbound commute
 - SB light rail in both build scenarios: 32 minutes vs. 43 minutes via Route 105 bus no-build
 - NB light rail in both build scenarios: 32 minutes vs. 47 minutes via Route 105 bus no-build
- Express bus service is faster under both build scenarios, with more significant time savings on the northbound commute
 - SB express via Route 199 bus is 53 minutes in both build scenarios vs. 58 minutes in no build
 - NB express via Route 199 bus is 37 minutes in both build scenarios vs. 52 minutes in no build

I-205

- **Southbound** peak travel times for both CRC build scenarios demonstrate slightly improved travel times compared to the No Build scenario. The combination of improved transit and lane capacity along with the moderate toll rate for the CRC build alternatives keeps I-5 traffic in the I-5 corridor compared to the No Build scenario which diverts traffic to I-205 because of excessive I-5 congestion.
- **Northbound** peak travel times demonstrate slightly more savings for the CRC build scenarios compared to Existing and No Build scenarios as compared to southbound peak travel times.

Safety

Project scenarios were compared with respect to the total number of accidents expected on an annual basis in the project area. Both the Full Build and LPA Phase 1 scenarios reduced the number of accidents compared with the No Build scenario. Most of the reductions in accidents were realized in the reduction of substandard merges, diverges, and weaving sections, and reduced congestion throughout the project area, particularly areas where heavy volumes of trucks are entering and exiting I-5.

- Existing accidents – 400/yr
- 2030 No Build accidents -750/yr
- 2030 Full Build accidents – 200/yr

- 2030 LPA Phase 1 accidents – 210-240/yr

Greenhouse Gas Emissions

Project scenarios were compared for their contributions of greenhouse gas emissions (GHG). The methodology for calculating GHG follows the same analysis peer-reviewed by the CRC Greenhouse Gas Emissions Expert Review Panel in late 2008. This methodology calculates GHG emissions based on energy consumed during construction and operation of the CRC project. Findings show the most GHG benefits for the Build scenarios when compared to the No Build scenario.

GHG emissions are estimated both in the project area itself and for the region accounting for diversion to I-205 and other arterials. According to these estimates, the Full Build LPA has 0.5 percent fewer emissions region-wide and 4.4 percent fewer emissions in the project area compared to the No Build scenario. The LPA Phase 1 has the same regional emissions as the Full Build LPA. In the project area, emissions are 1.1 percent reduced from the Full Build LPA.

Benefit/Cost

A calculated benefit/cost ratio was developed for each of the scenarios to provide a basis for comparing the multiple benefits and costs associated with project performance. The analysis was conducted using methodologies and metrics recognized and championed by the US Department of Transportation, including FHWA and FTA. The principal categories of benefit considered are congestion management benefits to the area, mobility improvement benefits, economic development benefits in the region, and bridge lift time savings.

CRC convened a panel of stakeholders and subject matter experts, including practitioners and local academic experts to scrutinize the evaluation methodology, the inputs used to conduct the evaluation and the analytic method. The stakeholder panel reviewed the calculations used in each benefit category and provided input on adjustments and refinements and suggestions on appropriate input values. The Full Build and LPA Phase 1 were assessed using this updated methodology. Either build option demonstrates substantial benefit per cost compared to the No Build.

- | | |
|---|--------|
| • Full Build benefit/cost: | 1.9:1 |
| • LPA Phase 1 benefit cost: | 2.0:1 |
| • LPA Phase 1 with Marine Dr flyover and Victory Braid: | 1.9+:1 |

Additional materials supporting Performance Measures work group findings are attached in *Appendix F*.

Post-construction Travel Demand Management

IPS recommendation: Expanded and increased TDM measures beyond those contemplated in the Draft EIS should be implemented after bridge construction is completed. This builds on a previous recommendation to implement TDM measures pre-construction and during construction. Different TDM measures may be most effective in each phase.

Principle Recommendation

- Develop TDM strategies to shift an additional 11 percent of peak period person trips crossing the bridge in 2030 to non-single occupancy vehicle SOV modes.
- This shift would reduce 2030 vehicle bridge crossing demand by 10 percent beyond the 2030 regional travel model forecast used for the LPA.

Recommended Strategies to Reduce Drive-Alone Trips

- Individualized marketing
 - Provide personalized travel option information to corridor employees and residents

- Financial incentives:
 - Short-term (up to six month) financial incentives for commuters to vanpool, take transit or carpool
 - No toll for carpools, vanpools and buses

Projected Trip Reductions Based On:

- Local experience in Vancouver, Washington state (Commute Trip Reduction) and Portland (SmartTrips)
 - For example, Portland annually reduces drive alone trips 8-13% in targeted geographic areas using "SmartTrips" individualized marketing programs
- Research related to the cost effectiveness and scalability of rideshare services
- Benchmarking comparison with Central Puget Sound and Bay Area corridors
- Research in WSDOT's SR 520 Transportation Discipline Report

Benefits of Post-Construction TDM Program

- Increases efficiency of all designs by moving more people in fewer vehicles
- Lengthens functional lifespan of all designs
- Reduces costs for Clark County commuters using travel options
- Reduces fuel consumption and greenhouse gas emissions from all designs

What's Not in TDM Committee Recommendation that Could Reduce Drive-Alone Further?

- Increased light rail ridership
- High Occupancy Vehicles (HOV) / Managed lanes and/or HOV ramps
- \$3 peak period toll (which may further reduce peak demand)
- Compact development financial incentives

Implications/Issues

- Increased number of C-TRAN buses in downtown Portland
- Increased demand for Park and Ride spaces in Clark County
- Need for regional coordinating or management structure
- Impact of \$0 toll incentive on financial plan

Estimates

- The focus of the post construction TDM program is to achieve a greater reduction of drive alone trips. Estimates of potential mode shift build on top of the modeled forecasts for the 2030 LPA. The post construction estimates were developed based on market observations, and post processing. Over time individual mode splits may vary based on penetration of the TDM services while moving towards the post construction goal.

2030 LPA PM Peak 4-Hours I-5 NB without Special TDM Program					
	Vehicles	% of Vehicles	Occupancy	Persons	% of Persons
Drive Alone	23,815	77%	1.0	23,815	54.3%
Carpool	5,025	16%	2.2	10,925	24.9%
Carpool >4 / Vanpools	90	0%	5.0	450	1.0%
Trucks	1,900	6%	1.0	1,900	4.3%
Vehicles(subtotal)	30,830	99.9%	1.20	37,090	84.5%
Buses	25	0%	51.0	1,275	2.9%

	Vehicles	% of Vehicles	Occupancy	Persons	% of Persons
LRT				4,750	10.8%
Transit (subtotal)	25	0.1%		6,025	13.7%
Pedestrians				80	0.2%
Bicyclists				700	1.6%
Ped/Bike (subtotal)				780	1.8%
Total River Crossings	30,855	100.0%		43,895	100.0%

2030 LPA PM Peak 4-Hours I-5 NB with Special TDM Program + \$0 Carpool Toll					
	Vehicles	% of Vehicles	Occupancy	Persons	% of Persons
Drive Alone	18,749	67%	1.0	18,749	43.1%
Carpool	7,020	25%	2.1	14,916	34.3%
Carpool >4 / Vanpools	136	0%	5.5	750	1.7%
Trucks	1,900	7%	1.0	1,900	4.4%
Vehicles(subtotal)	27,806	99.9%	1.31	36,315	83.4%
Buses	33	0%	50.8	1,675	3.8%
LRT				4,750	10.9%
Transit (subtotal)	33	0.1%		6,425	14.8%
Pedestrians				80	0.2%
Bicyclists				700	1.6%
Ped/Bike (subtotal)				780	1.8%
Total River Crossings	27,839	100.0%		43,520	100.0%

Additional materials supporting TDM Work Group findings are included in *Appendix G*.

Next Steps

Metroscope

A final detailed report on the Metroscope analysis will be available by the end of August. The IPS Metroscope work group will be responsible for preparing the final report of this work and will ensure consistency of the travel networks on both sides of the river.

Hayden Island Access

Further due diligence on design, environmental, and cost issues related to Concept D will be needed. The CRC project and its partners will work with community stakeholders to finalize aspects of the design. The CRC project will assess the new interchange design for purposes of documentation in the Final EIS. The results of further analysis and design will be input to further work on the 10-lane bridge design.

Alternative Lane Configurations on the Bridge

The selection of lane reduction configurations are influenced by the final highway design and will follow decisions and additional design work on the Hayden Island interchange. The CRC project will assess the new highway design for purposes of documentation in the Final EIS.

Performance Measures

Performance measures have been used to inform discussion of other IPS work items. This task is complete.

Post-construction Travel Demand Management

Pre-construction, construction and post-construction TDM measures will be documented in the Final EIS.

TDM measures are likely to reduce congestion and improve I-5 performance in all project phases. PSC and CRC project partners should discuss a plan and timeline to request federal, state and regional funding to implement pre-construction TDM in order to provide benefits to Interstate Bridge corridor users as soon as possible.

To prepare for funding requests, the CRC TDM Work Group should develop a proposal with specific mode share objectives, specific actions to achieve the objectives, a three-year budget, potential funding sources and a coordinating structure for consideration by the PSC and/or partner agencies.

Other issues

[To Be Supplied]



Cost and Financial Feasibility


Richard Brandman, CRC Oregon Director

Joint Policy Advisory Committee on Transportation

August 12, 2010

Today's Agenda

- Project update
- Cost and schedule estimates from latest CEVP
 - [CEVP overview](#)
 - [Summary of results](#)
- Financial Feasibility Analysis



2

Consensus on Locally Preferred Alternative

- Replace I-5 bridge
- Extend light rail to Clark College
- Improve closely-spaced interchanges
- Enhance bike/ped facilities
- Use multiple funding sources, including tolls, to fund project
- Use TDM strategies

PSC Meeting Results

- Unanimous recommendation for moving ahead with CRC project:
 - Advance a 10-lane permanent bridge with full safety shoulders
 - Advance new Hayden Island interchange design ("Concept D")
 - Agreed to performance indicators to inform traffic management recommendations made by a Mobility Council
 - Implement expanded and increased TDM measures after construction
 - Supported Metroscope conclusion that CRC project would have negligible impact on employment and population growth in Clark County

Cost Estimate Validation Process (CEVP)

- Intensive, peer-rich, collaborative scrutiny of project "base" cost estimate and assumptions
- Quantifies and ranks risks to schedule and cost using probability distribution
- Result: Costs shown as a range
- Strategies identified to minimize risks
- Maximize likelihood of meeting on-time, on-budget goals
- Regular updates

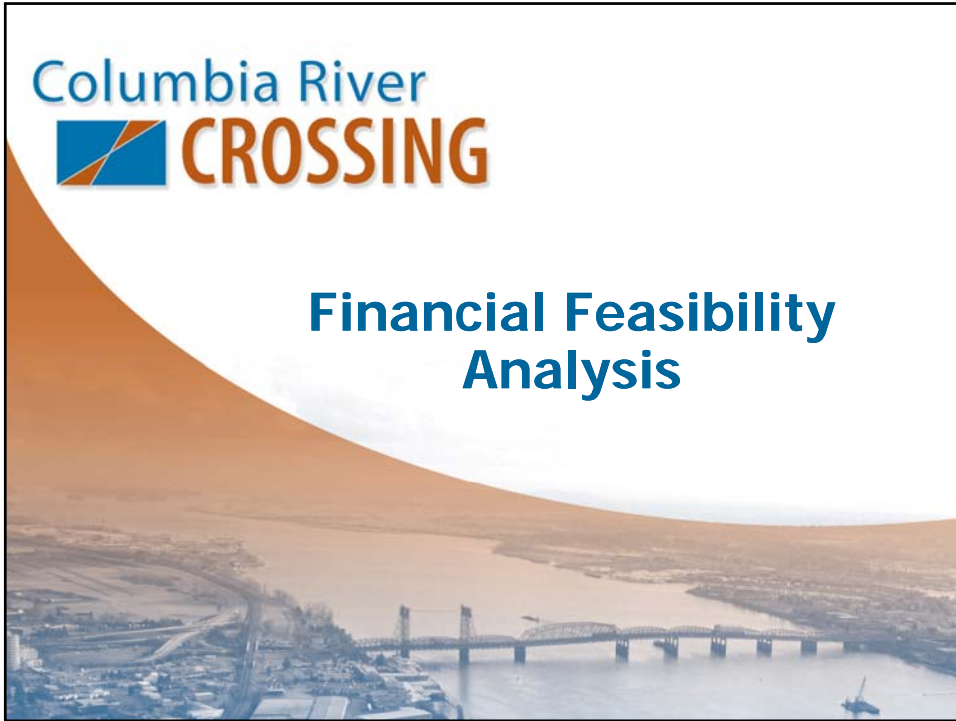
Summary of CEVP Results

*Financial Model
Inputs*

Scenario	Total Cost (millions of YOE dollars)			
	Lower 10%	Median	60% Likelihood	90% Likelihood
LPA Phase 1	\$2,604	\$3,088	\$3,184	\$3,554
LPA Full Build	\$2,775	\$3,295	\$3,400	\$3,793



Financial Feasibility Analysis



Financial Analysis and Planning

- Project Revenues
 - FTA Section 5309 New Starts Funds
 - Federal Discretionary Highway Funds
 - Oregon and Washington Funds
 - Toll Bond Proceeds

A Project of National Significance (Aug. 2008)

- It is a transportation corridor of exceptional national significance;
- The CRC will provide a significant role in addressing regional congestion;
- The project provides an excellent opportunity to promote and showcase environmental stewardship; and
- It requires a major partnering effort among the Federal Highway Administration, Federal Transit Administration, and over 30 other Federal, State, Tribal and local agencies.



9

Tolling Scenarios Studied (December 2009)

Scenarios Analyzed		Min/Max One-way Toll Rate (2006\$)	Min/Max One-way Toll Rate (2018\$)	Tolls Collected	Toll Schedule Type	Tolling Start Date
Tolling I-5 Only	Scenario 1A DEIS Toll Rate	\$1.00 / \$2.00	\$1.34 / 2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2019 (FY 2019)
	Scenario 1B Lower than DEIS Toll Rate	\$1.00 / \$1.50	\$1.34 / \$2.02		Symmetric Fixed Toll Schedule	
	Scenario 1C Flat Toll Rate	\$1.65	\$2.22		Symmetric Variable Toll Schedule	
	Scenario 1D Additional Price Points	\$1.00 / \$2.50	\$1.34 / \$3.36		Symmetric Variable Toll Schedule	
	Scenario 1E 1.5x DEIS Toll Rate	\$1.50 / \$3.00	\$2.02 / \$4.03		Symmetric Variable Toll Schedule	
	Scenario 1F 2x DEIS Toll Rate	\$2.00 / \$4.00	\$2.69 / \$5.38		Symmetric Variable Toll Schedule	
	Scenario 1G 3x DEIS Toll Rate	\$3.00 / \$6.00	\$4.03 / \$8.07		Symmetric Variable Toll Schedule	
		Pre-Completion Tolling¹ DEIS Toll Rate	\$1.00 / \$2.00	\$1.34 / \$2.69	Each Way	Symmetric Variable Toll Schedule
Tolling I-5 and I-205	Scenario 2A DEIS Toll Rate	\$1.00 / \$2.00	\$1.34 / 2.69	Southbound Only ²	Symmetric Variable Toll Schedule	July 1, 2019 (FY 2019)
	Scenario 2B Lower than DEIS Toll Rate	\$1.00 / \$1.50	\$1.34 / \$2.02		Symmetric Variable Toll Schedule	
	Scenario 2C Lower I-205 Toll	I-5: \$1.00 / \$3.00 I-205: \$1.00 / \$1.50	I-5: \$1.34 / \$2.69 I-205: \$1.34 / \$2.02		Symmetric Variable Toll Schedule	
Financing Sensitivity Tests						
Tolling I-5 Only	Non-Recourse using DEIS Toll Rate	\$1.00 / \$2.00	\$1.34 / \$2.02	Each Way	Symmetric Variable Toll Schedule	July 1, 2019 (FY 2019)
	Non-Recourse + TIFIA using DEIS Toll Rate	\$1.00 / \$2.00	\$1.34 / \$2.02			

Source: 3.0-Rep-AF3007-10-01-01.toll_scenario_funding_report.pdf

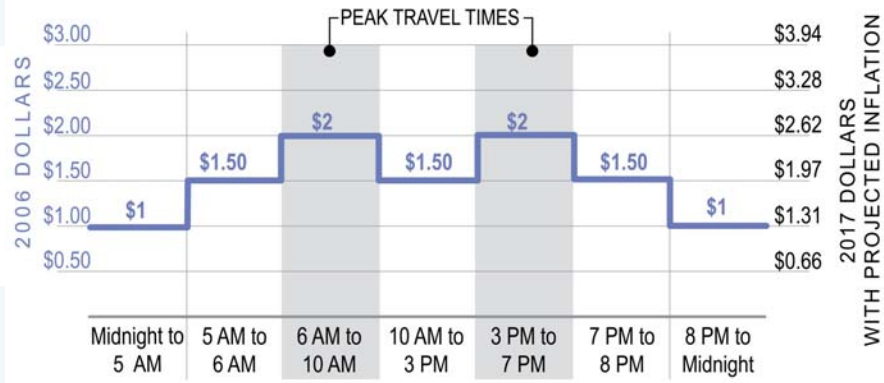


10

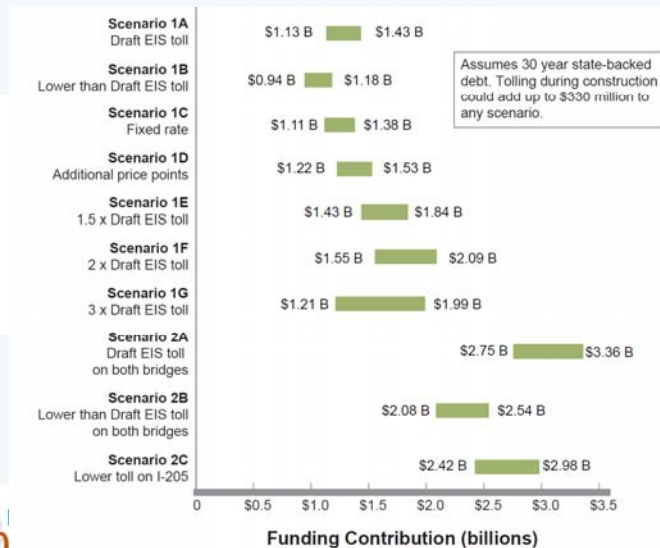
For all scenarios:

- Tolls are in \$2006
- Tolls are for vehicles with transponders or registered license plates
- Medium and large trucks pay tolls 2X and 4X passenger car toll rates, respectively
- Surcharge for "pay-by-plate", where applicable
- Tolls increase by 2.5% per year (constant in real terms)

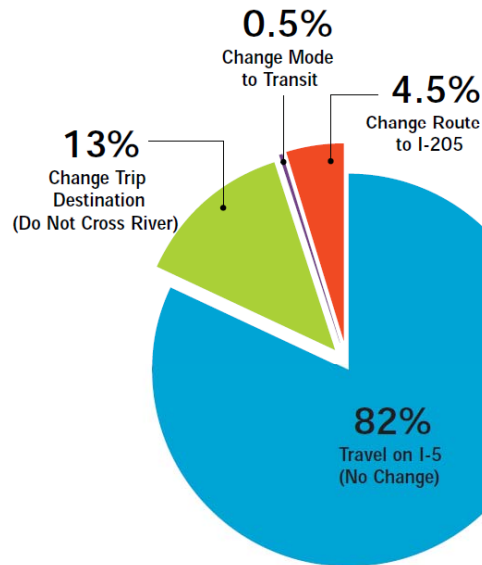
Example Variable Toll Rate (Scenario 1A, Draft EIS)



Funding contribution from tolls— all toll scenarios



Travel patterns for tolls on I-5



Congressional Language

"Provided, that the Secretary shall base the accounting of local matching funds on the total amount of all local funds incorporated in the unified finance plan for the multi-modal project for the purposes of funding under chapter 53 of title 49, United States Code and title 23, United States Code."

Source: Federal Fiscal Year 2010 Consolidated Appropriations Act, HR 3288 - Section 173 of Title I.

Anticipated Funding - Phase 1 In Millions of Dollars (December 2009)

New Starts Assumes full FTA New Starts request granted. CRC may fulfill FTA local match requirements using local highway expenditures, per Congressional action.	\$850
Projects of National Significance Additional funding above and beyond existing allocations. Assumed likely based on scope of CRC project and historical success in securing Federal discretionary funding.	\$400
Additional WSDOT/ODOT Funding \$50M in existing funding, \$90M in total allocations, less \$40M expended. Assumes additional funding generated from both DOTs.	\$750 - \$850
Pre-Completion Toll Proceeds Assumes pre-completion tolling of I-5, generating about \$40M per year for 5 years.	\$0 - \$200
Bond Proceeds	\$803 - \$1,466

Conclusion

- The project is financially feasible based on the funding sources assumptions
- The toll revenues must be sufficient to cover bond repayment, including insurance, issuance, and O&M costs
- The financial plan is seeking federal sources that are unique to the project such as New Starts and Project of National Significance and therefore will not affect other local projects
- The IRP observed the finance plan has many hallmarks of plans from around the country and includes sources that are typical and to be expected
- The finance plan will be continuously updated based on the project progress and how the implementation issues are addressed

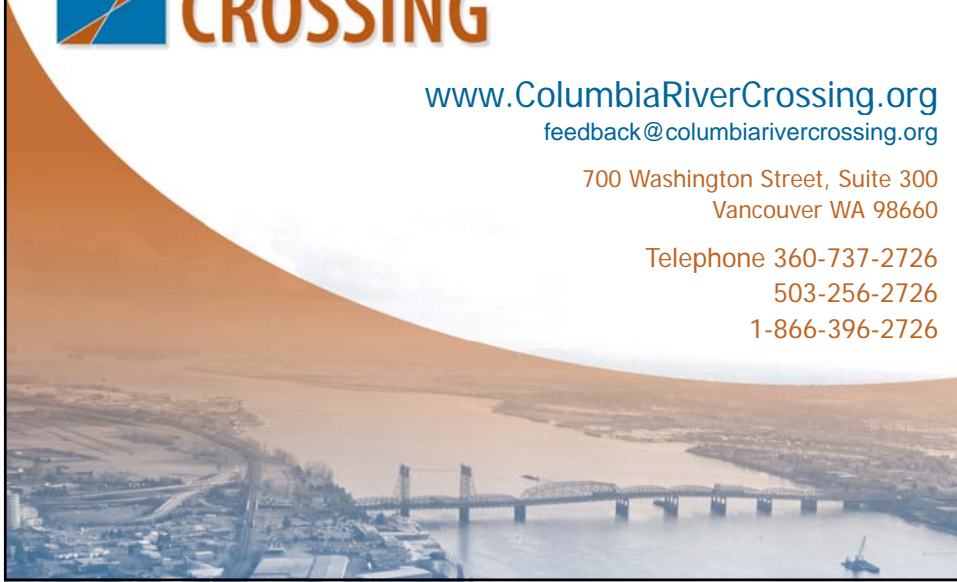
Columbia River **CROSSING**

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org

700 Washington Street, Suite 300
Vancouver WA 98660

Telephone 360-737-2726
503-256-2726
1-866-396-2726





1 Executive Summary

The Columbia River Crossing Project (CRC) represents one of the most ambitious and complex transportation initiatives in the nation. This multi-partner, multi-modal project is aimed at improving travel efficiency and safety for cars, trucks, transit and pedestrians; strengthening the regional economy through transportation solutions, and supporting community livability. Although only five miles in length, this transportation corridor presents many engineering, environmental, social, commercial, and community challenges. If handled correctly, it will be an invaluable asset to the cities of Vancouver and Portland and their respective states. On the other hand, if poorly conceived and executed it will fail to serve mobility and other community needs and values of the region in the years to come. It is the type of project where the owners/sponsors have only one chance to get it right.

Work on the CRC has been ongoing for a decade with a strong local consensus behind the need for action. Many of those living in the region are anxious to move the project forward to construction. The current project schedule shows a Final Environmental Impact Statement (Final EIS) as ready to distribute in the near future with a Record of Decision (ROD) by early 2011.

Now, however, the project is at a critical juncture. Amidst design constraints that complicate an already complex river crossing, unresolved issues have caused concern among elected officials and stakeholders about the state of the project and its approach. On April 13, 2010 Governors Christine Gregoire and Theodore Kulongoski announced the appointment of an Independent Review Panel (IRP) composed of eight national experts with extensive credentials in large project delivery and the issues facing the CRC. The governors convened the panel to ensure that:

- Key project assumptions and methods are reasonable.
- CRC embraces a modern way of thinking in improving local, regional and national transportation infrastructures that integrate light rail, pedestrians, bicycles, and highway needs into a single solution.

The panel is chaired by Thomas R. Warne, PE. Other members include:

INDEPENDENT REVIEW PANEL

Columbia River Crossing



- Rodney L. Brown, Jr.; JD
- E. Robert Ferguson
- Patricia D. Galloway, PhD, PE
- Diana C. Mendes, AICP
- Michael D. Meyer, PhD, PE
- Timothy R. Neuman, PE
- Mary Lou Ralls, PE

Recognizing the need to maintain momentum by the CRC, the Governors charged the IRP to do the following:

- Review the project implementation plan
- Review the project finance plan
- Review project performance measures

Their efforts consisted of extensive public briefings, community comment sessions and independent research conducted by members on specific topic areas. The IRP held six public meetings where relevant project presentations were made by the Washington State Department of Transportation (WSDOT), the Oregon Department of Transportation (ODOT), TriMet, C-Tran, project sponsors, key stakeholders and the public. In addition, community comment sessions were held on three separate evenings. All of these meetings occurred in Vancouver and Portland. In addition, the IRP attempted to communicate with other interested parties, undertook their own original research into project issues and otherwise sought to understand the CRC. This report reflects the findings and recommendations of the IRP concerning the CRC.

Two overall comments should be highlighted relative to the IRP's findings and conclusions. First, a new river crossing must be built; the "no-build" option is not a viable alternative. Merely retrofitting the existing bridge does not address the fundamental purpose and need. The IRP recognizes a strong regional consensus on the type, severity and nature of the problems associated with I-5 and the project plus the need for action to address those

INDEPENDENT REVIEW PANEL

Columbia River Crossing



problems. The IRP does not endorse a specific option other than to emphasize something must be done—sooner than later.

Second, the IRP found that much of the work conducted by the CRC and their counterparts in the other sponsoring organizations is good, sound, and reflects appropriate practice for such a project. Of particular note is the effectiveness of the Integrated Project Staff (IPS) and their efforts to advance critical issues to the Project Sponsors Council (PSC) for consideration.

Findings

During the course of their work the IRP identified findings among the topic areas assigned by the governors. The recommendations included in this IRP report reflect conclusions on how the CRC can address these areas of concern. Major findings are presented in the table 2 below.

Table 2 – IRP Findings

Finding	Description
Public outreach has lost momentum.	The original aggressive, comprehensive public outreach effort and efficient coordination that characterized the Draft EIS preparation has not been continued in the same manner during the preparation of the Final EIS and thus lost its effectiveness and momentum.
LPA caveats reflect a low level of agreement, which contributed to current project status.	The Locally Preferred Alternative (LPA) adopted in 2008 indicated agreement on the need for a replacement bridge and provision of high capacity transit with light rail transit as the preferred mode. However, caveats indentified by the various project sponsor resolutions showed a number of project design issues outstanding and requiring additional coordination, thus making the LPA susceptible to individual interpretations and disagreements later. The apparent consensus reached in 2008 actually reflected a very low level of agreement between the parties that contributed to the current project status.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Much NEPA work remains.</p>	<p>Much work remains to complete the NEPA process for this project. Work to be completed includes the following:</p> <ul style="list-style-type: none"> ▪ Addressing the nature of modifications to the Draft EIS to be included in the Final EIS. ▪ The need to complete key Section 106 requirements. ▪ The need to complete important 4(f) requirements. ▪ Issues relating to the Native American tribes and fishing rights. ▪ Environmental justice concerns.
<p>The current river crossing structure type is unique and presents risk to both the cost and the schedule of the CRC.</p>	<p>Since the publication of the Draft EIS the LPA has been modified considerably. Most significant is the change in structure type for the main bridges across the Columbia River. This change from a closed box segmental design to the open-web Stacked Transit/Highway Bridge (STHB) approach is substantial. It reflects a departure from a standard structure type used across the nation to one that has never been built anywhere in the world, requiring extensive testing and engineering to determine viability. The STHB accommodates light rail transit within one of the bridges and the open-web design eliminates the confined attributes of segmental box configuration. The IRP determined several key things about the open-web STHB including:</p> <ul style="list-style-type: none"> ▪ No Cost Estimate Validation Process (CEVP) has been done on the current design. Past CEVP efforts were conducted on a version of the bridge no longer under consideration. ▪ The earlier Constructability Workshop reviewed a previous version of the bridge as well. ▪ Current cost estimates are for a previous bridge type and may not reflect the actual cost of the STHB. ▪ FHWA and others will require substantial testing and evaluation of the open-web STHB prior to final approval.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



Clearance issues present a challenge.	Clearance issues linked to the river traffic and aviation associated with Pearson Field and Portland International Airport present constraints that make reasonable bridge solutions difficult.
Consensus on a specific plan regarding land use, commercial development, and community concerns on Hayden Island must be in place before the right transportation solution can be developed.	Completing the Final EIS requires consensus behind a specific plan. The controversy at Hayden Island has been a contentious issue for the CRC. The interchange design for Hayden Island, the number of lanes crossing the island and the river in that area each affect the future of the island in terms of land use and development. The CRC will be unable to provide the right transportation solution for the island until these issues are resolved. Once the City of Portland and the island residents have resolved their issues and are unified so that decisions can be made, a transportation solution will emerge.
Light rail transit is essential.	The IRP finds that light rail transit (LRT) is an essential component of the successful CRC and that LRT and the CRC Bridge are co-joined; one won't be built without the other. The systemic value of extending the LRT from EXPO Center to downtown Vancouver seems obvious to the IRP as it contributes to the long-term mobility needs of the region.
Tolling issues require attention.	The finance plan contains typical revenue sources including New Starts funding for the light rail project, grants from the Projects of National Significance program, funds from the respective legislatures, and revenues from tolls. The certainty of each revenue source is unique although some are more predictable than others. For example, the IRP is unable to judge whether or not the state legislatures will provide the \$750-850 million shown in the project finance plan. Tolling is seen by the IRP as essential to the viability of the suggested plan. However, many tolling issues remain including overall philosophy, how and when tolls are imposed, and whether their purpose is project finance, travel demand management or some of both.
Discussion of project phasing is not in the Draft EIS.	No provision was presented to the IRP about project phasing. The IRP finds this to be unrealistic given the final cost of the CRC as well as the need to address cash flow demands and construction sequencing. Phasing is not part of the Draft EIS currently under review but should be included in the Final EIS.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



Cost/benefit analysis is reasonable.	The project has many uncertainties, such as the number of lanes and cost of improvements. The IRP found the general approach to the cost/benefit analysis to be reasonable regarding the relative benefits and costs for the project segments conducive to monetization. However, while the CRC approach was procedurally correct, many project changes have not been addressed and the IRP cannot assess the validity of the conclusion until that happens. As a result, the cost-benefit ratio calculation is not useful in the overall decision-making process.
IRP is unable to assess the accuracy of the cost estimate due to change in bridge type and Hayden Island issues.	The IRP is unable to assess the accuracy of the cost estimate for the project. Past efforts to determine an accurate cost have been largely negated due to the change in bridge type and the continuing controversy regarding Hayden Island. Until a resolution to these two issues is achieved and the NEPA process is closer to completion, the total cost of the project is unknown with any certainty. Conducting a new CEVP and other cost estimation activities are necessary to rectify this situation.
Due to change in bridge type and Hayden Island Issues, project risks may not be fully understood.	Project risk management has received attention from the project staff. The process followed is typical of other large projects and netted useful information. Unfortunately, with the change in bridge type and the prevailing issues at Hayden Island, the project will have to conduct new risk assessments using CEVP and other tools in order to fully understand and manage the substantial risks associated with a project of this nature.
2030 design year presents concern.	The IRP found the current efforts to reconcile the number of lanes on the CRC to be encouraging. This level of cooperation among the staff through the IPS and within the individual organizations is commendable. In resolving lane numbers the IRP does have some concerns about the on-going dialogue. The design year for this project is 2030 and the opening of the new facility could be as late as 2018 or 2020. Only 10 or 12 years will pass before the design year is reached.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Current number-of-lane discussions present risk of inadequate capacity for a 100-year bridge.</p>	<p>The risk of not seeing far enough into the future on this project is a concern; the new CRC bridges will last for 100 years or more. This is not simply a street widening project where a community can widen again in ten years. Traffic patterns; land use strategies, freight growth and other key inputs into existing models do not provide a dynamic vision of the future when thinking in terms of a 100-year facility. The desirability of living in the Portland/Vancouver region is not going to diminish, so populations will continue to grow. Freight growth is planned for and desired by that industry and policy makers on both sides of the river. These and many others factors will influence mobility needs for 90 years beyond the project design year. In the context of the current 10 lane versus 12 lane discussion, the IRP believes the greatest risk in the decision-making process is not over-sizing the bridges but not building enough capacity for the next 100 years.</p>
<p>Decision-making appears cumbersome.</p>	<p>CRC governance and management has been difficult to date due to the bi-state nature of the project and the diverse ownership and sponsorship relationships. The current structure of the PSC and IPS appear to be working to some degree of effectiveness. However, decision-making appears to be cumbersome due to management, in effect, “by committee.” Although this structure may serve the project through the NEPA process, it is not the kind of management and governance structure that should exist during construction and for long-term facility management once it opens. A number of ideas have emerged around the concept of a bi-state commission, interstate compact, a bridge authority or mobility council as the model that should be implemented to address this critical need. In spite of much discussion, no consensus exists among the sponsors about the membership, role, or authority of such an entity, yet time is of the essence for establishing this project element.</p>
<p>Difficult decisions are pushed to the future.</p>	<p>The IRP has observed a pattern of decision-making where difficult issues often are not dealt with immediately, but are more likely to be pushed into the future. The future governance structure appears to be one example. The adoption of the LPA in 2008 with resolution caveats to be resolved at some future date is another.</p>



Performance measurement is an important strategy.	The CRC started a process for identifying and following performance measures during the life of the project and into the future. This is an important long-term strategy that deserves attention from all parties. Much work remains to be done so it is too soon to render judgment concerning any particular measure or its management.
CRC refinements which may differ from the LPA presented in the Draft EIS may present the potential for incidence of environmental impacts that are significantly different from those previously disclosed to the public in the Draft EIS.	Given the remaining uncertainties and unresolved issues, it is incumbent upon the CRC to immediately advise the FHWA and FTA of any potential environmental impact differing significantly from those previously publically disclosed to the Draft EIS. They must also consult on appropriate modifications to the environmental review process needed to accommodate such changes. These changes could result from design refinements/modifications, from analyzing phasing impacts, or from additional consideration of cumulative, induced growth, or environmental justice issues.

If left unaddressed, potential consequences to the CRC associated with these findings may include:

- Emergence of new alternatives not previously considered.
- Identification of previously undisclosed consequences to the human and natural environment requiring additional agency review and public comment.
- Increases in project costs associated with unforeseen design features, mitigation requirements or schedule delays.
- Lack of flexibility in project implementation, including ability to respond to uncertainties in project funding.
- Project delays resulting from public controversy, the need to undertake additional environmental reviews, or legal challenges.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



While all these concerns can be addressed between the Draft EIS and the Final EIS, management commitment and dedication of appropriate resources will be required to do so effectively and efficiently.

Recommendations

The IRP has developed 30 recommendations to address the findings listed above. These recommendations will allow the project to move forward to completion and achieve the stated purpose and need. The recommendations are grouped by topic, as discussed in the report and are not listed in any particular order or priority; the IRP considers all recommendations to be of equal weight and importance. Having considered the CRC implementation plan, finance plan, and performance measures, the IRP offers the following recommendations:

Context Sensitive Solutions (CSS)

1. The CRC should more aggressively adopt CSS principles in the on-going project development process.

NEPA Process

2. Finalize and define the Locally Preferred Alternative to reduce ambiguity and address all related caveats.
3. Evaluate and offer public review of phasing options.
4. Educate communities about environmental justice versus general community impacts.
5. Increase detail levels associated with mitigation measures to provide decision makers with better information related to environmental benefits.
6. Consult with FHWA and FTA about whether additional environmental analyses are required, and if so, the appropriate timing of that work in light of outstanding issues including: river crossing bridge design, phasing considerations, and Hayden Island redesign.



Endangered Species Act (ESA)

7. Advance ESA consultation immediately.

Clean Water Act

8. Continue to monitor storm water requirements at the federal, state and local levels.

Clean Air Act

9. Assign risk and resources to monitoring greenhouse gas requirements.
10. Finalize outstanding issues related to impact assessment.

Section 106

11. Immediately provide the additional resources necessary to expedite the Section 106 Consultation process, before the schedule is further impacted.
12. Immediately bring the NPS, Trust and City of Vancouver into the Memorandum of Agreement (MOA) process, and actively engage in resolving concerns about necessary mitigation measures.

4 (f) [cultural/historical protection]

13. Accelerate the resolution of Section 106 and 4(f) issues.

Executive Order 12898 –Environmental Justice

14. Separate the environmental justice discussion in the Final EIS from other impact assessment categories, and limit debate to only those areas related to the federal definition of environmental justice.

Public Outreach

15. Re-invigorate public involvement and re-engage with respective working groups. Review with these groups how their respective input and recommendations have been incorporated into the current design.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



16: Bring the tribes and the Columbia Fishing Commission into the MOA process immediately, and actively engage them to resolve concerns regarding the mitigation measures to be undertaken.

Interchange Design – Oregon

17: The CRC should perform sensitivity analyses using a range of growth rate assumptions for traffic volume, then estimate I-5 performance for time periods beyond 2030, including sensitivity of different traffic volume levels associated with Hayden Island and Marine Drive. Comparison for 8, 10, and 12-lane sections should also be done.

18: The IRP encourages ODOT to work with the City of Portland and fully develop a solution for I-5 from I-405 to I-84.

19: The Marine Drive Interchange issue needs to be resolved without delay.

Hayden Island

20: The City of Portland and the CRC must commit to timely resolution of the design and transportation issues at Hayden Island.

Interchange Design – Washington

21: The CRC should consider developing one or more phased construction plans reflecting the potential for a significant funding shortfall.

Columbia River Bridge Replacement

22: Revisit the bridge type selection for the river crossing given the risks: reconsider the June 2008 UDAG recommendations concerning the possibility of a concrete segmental or steel box-girder shape for the Columbia River Bridge and an iconic shape for the North Portland Harbor Bridge.

Light Rail Transit

23: Prior to the Final EIS, immediately develop a plan for resolving the LRT issues surrounding Hayden Island and operation and maintenance costs.



Constructability

24: Reconvene a panel of experts to conduct a constructability review of the bridge type once it has been determined.

Long-Term Management Structure

25: Establish a Long-Term Project Management/Governance Structure; consider retaining legal expertise to assist in determining the best option and how to structure it between the two states.

Schedule

26: Update immediately the Critical Path Method (CPM) Project Schedule to reflect activities and events that have occurred to date as well as projecting future activities which may not currently be included in the schedule and maintain an updated CPM schedule, distributing it to the PSC on a regular (typically monthly) basis.

Cost Estimate

27: Prepare new updated cost estimates with better control of realistic financial needs once the actual bridge type and design have been determined.

Risk Management

28: Re-do the CEVP by the end of December 2010 and before submitting the Final EIS, using the selected river crossing bridge option and including any other assumptions that changed since February 2009, thus allowing information to be acquired regarding realistic schedule and cost information needed for state appropriations.

Finance

29: Accelerate receipt of FTA concurrence to the revised Baseline prior to tendering the FY2012 New Starts submission. Recalculate the cost effectiveness and user benefits associated with the project so the revised figures can be disclosed in the Final EIS as is FTA

INDEPENDENT REVIEW PANEL

Columbia River Crossing



practice and the project's competitiveness in the New Starts process can be properly assessed.

Performance Measures

30: Consider a performance-oriented, system management approach to manage corridor performance over the long term based on performance measures that reflect stakeholders' desires, including developing a mobility council to establish, review and monitor performance measures.

By addressing these recommendations, the states of Oregon and Washington will be able to advance a Columbia River Crossing Project that meets the stated purpose and need and which will bring ultimate value to the communities affected for many decades.



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,

A handwritten signature in cursive script, appearing to read 'Carlotta Collette'.

Carlotta Collette, JPACT Chair

Cc: Metro Council



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

August 12, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Craig Dirksen
Neil McFarlane
Kathryn Harrington
Donna Jordan
Deborah Kafoury
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
Metro Council
City of Vancouver
City of Tigard, representing Cities of Washington Co.
Tri-Met
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Nina DeConcini
Sam Adams
Steve Stuart
Shane Bemis

AFFILIATION

Oregon Department of Environmental Quality
City of Portland
Clark County
City of Gresham, representing Cities of Multnomah Co.

ALTERNATES PRESENT

Andy Ginsburg
Jim Kight
Troy Rayburn

AFFILIATION

Oregon Department of Environmental Quality
City of Troutdale, representing Cities of Multnomah Co.
Clark County

STAFF: Dan Cooper, Andy Cotugno, Colin Deverell, Metro COO Michael Jordan, Ted Leybold, Robin McArthur, Tony Mendoza, Jim Middaugh, Kelsey Newell, Councilor Rod Park, Dylan Rivera.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette called the meeting to order and declared a quorum at 7:33 a.m.

2. INTRODUCTIONS

Chair Collette welcomed Mayor Jim Kight of Troutdale as a non-voting alternate for Mayor Shane Bemis, representing the Cities of Multnomah County. Both Mayor Bemis and his formal alternate, Mayor Dave Fuller, were unable to attend.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Collette announced to the committee Metro Council President David Bragdon's decision to resign from the Council before the end of his term and also presented the committee with copies of Metro's recently released COO Recommendation. Metro COO, Michael Jordan, will provide a formal presentation on the report at the September 2nd JPACT meeting.

The committee discussed the voting procedure concerning amendments to the Regional Flexible Fund Allocation (RFFA) targets from the July 8 meeting. Metro Attorney Dan Cooper described the legal aspects that demonstrated the validity of the process. Committee members stated their desire to revisit and review JPACT's bylaws in the future.

Mr. Neil McFarlane of TriMet presented information on a proposed bond levy and the Portland to Milwaukie Light Rail (PMLR) project. The bond, approved by TriMet's board of directors, will be put before voters in November with proceeds to be directed at purchasing new buses and improving bus access. Following the Federal Transportation Administration's (FTA) announcement that the federal government would only fund 50% of the proposed PMLR project, decisions would need to be made regarding the project's funding, as reductions would cost twice as much as an additional investment dollar due to the loss of federal matching.

Mr. Jason Tell of ODOT provided an update to the committee on State Transportation Improvement Program (STIP) projects.

Commissioner Lynn Peterson briefed JPACT on Clackamas County's draft principles for community investments.

5. CONSENT AGENDA

- Consideration of the JPACT Minutes for July 8, 2010
- Resolution No. 10-4176, “For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program to Change the Scope of Work on Southeast Harmony Road: Highway 224 to 82nd Avenue Project.”

MOTION: Councilor Donna Jordan moved, Mr. McFarlane seconded to approve the consent agenda items.

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

6. ACTION ITEMS

6.1 JPACT Endorsement Letters

Mr. Andy Cotugno of Metro presented the draft JPACT endorsement letters of the region’s TIGER II grant applications. Committee members discussed the projects, including an unlisted project in Oregon City concerning planning for affordable housing and potential Light Rail extension. 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

MOTION: Mr. McFarlane moved, Mr. Bill Wyatt seconded to approve the JPACT TIGER II endorsement letters.

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

6.2 Resolution No. 10-4174, “For the Purpose of Endorsing a Consortium Grant Application to the U.S. Department of Housing and Urban Development for a Sustainable Communities Regional Planning Grant Program.”

Mr. Cotugno described the project to the committee. The proposed consortium would be a collaborative effort between local governments and community organizations created to pursue investment strategies related to housing equity and affordability. Committee members discussed the need for broader involvement and the hope that the project can leverage additional investment funds.

MOTION: Commissioner Roy Rogers moved, Councilor Jordan seconded to approve Resolution No. 10-4174.

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

6.3 Consultation on Regional Flexible Fund Task Force Charge and Committee Composition

Committee members discussed the direction of the Task Force's recommendations, which involve review of potential investment areas to be approved by TPAC and then JPACT. Additionally, members sought to ensure the return on investment component approved previously.

6.4 East Metro Corridor and Southwest Corridor Refinement Plans

Mr. Tony Mendoza of Metro presented information to the committee regarding the corridor refinement plans and their related resolutions. Mr. Mendoza indicated that the plans were reworked to reflect the goals of the 2035 Regional Transportation Plan. The East Metro Corridor plan includes a series of improvements in the outlined area designed to create additional capacity out of currently available space. The Southwest Corridor plan represents a longer-term project due to land-use and high capacity transit elements.

Committee members posed a variety of questions to Mr. Mendoza regarding the refinement plans. Noting the long-term nature of the SW Corridor project, JPACT members inquired about potential interim improvements and stated support for both Corridor Refinement plans.

6.4.1 *Resolution No. 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."*

MOTION: Councilor Rex Burkholder moved, Commissioner Peterson seconded to approve Resolution No. 10-4179.

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

6.4.2 *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."*

MOTION: Councilor Burkholder moved, Mayor Craig Dirksen seconded to approve Resolution No. 10-4177.

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

6.5 Columbia River Crossing

Mr. Cotugno and Mr. Richard Brandman of ODOT presented information to the committee regarding the Columbia River Crossing (CRC) project's potential funding and briefed the

members on the decisions of the CRC Independent Review Panel. Two major issues had been largely resolved, the number of lanes on the bridge and the Hayden Island interchange, but several outstanding questions would need to be addressed in the coming months. Issues included: policy development related to tolling, review of the potential bridge design and governance of the bridge in the long-term.

7. ADJOURN

Chair Collette adjourned the meeting at 9:11 a.m.

Respectfully submitted,



Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 12, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Report	8/10/2010	Building a Sustainable, Prosperous, and Equitable Region: Recommendations from Metro's Chief Operating Officer	081210j-01
	Handout	n/a	Upcoming CIS Events	081210j-02
	Postcard	n/a	OTREC Transportation Summit	081210j-03
	Handout	8/2010	Draft Principles for Investing in Our Region's Future – Clackamas County	081210j-04
6.5	Power Point	8/12/2010	CRC Cost and Financial Feasibility	081210j-05

BEFORE THE METRO COUNCIL

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

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

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have 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.

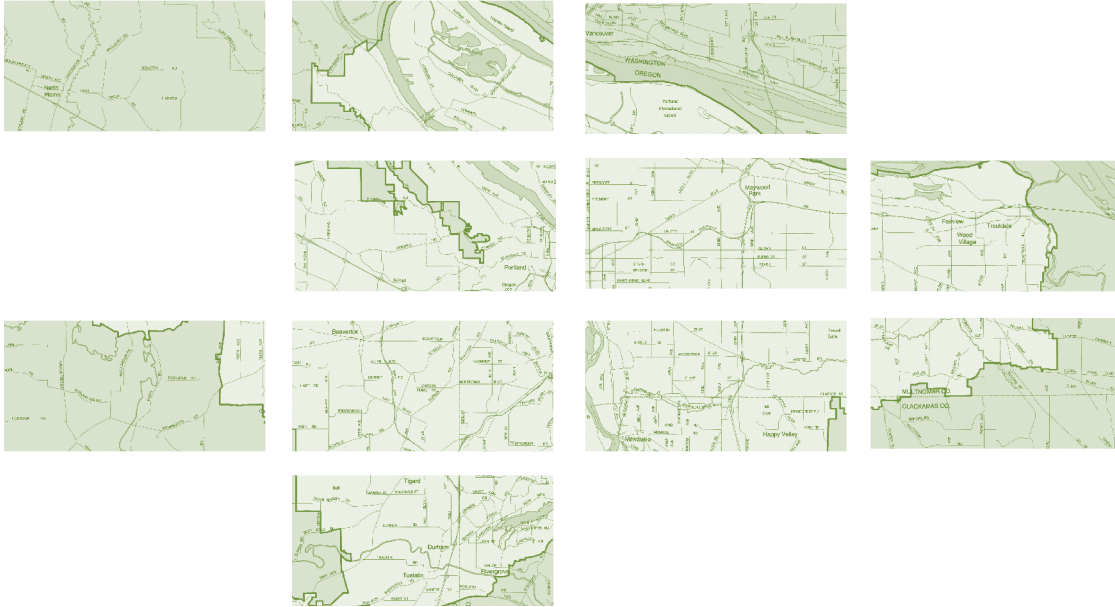
ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

www.oregonmetro.gov



Metropolitan Transportation Improvement Program

2010-13

Adoption draft

September 2010

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.



METRO

Acknowledgements

Administration

Robin McArthur, Planning Director
Dick Walker, Research and Travel Forecasting Director
Tom Kloster, AICP, Regional Transportation Planning Manager

Project Staff

Ted Leybold, MTIP Program Manager
Jodie Kotrlik, MTIP Program Administrator
Amy Rose, Associate Transportation Planner
Kim Ellis, Principal Transportation Planner
Matthew Hampton, Senior Cartographer
Heath Brackett, Planning GIS Technician
John Mermin, Associate Transportation Planner
Josh Naramore, Assistant Transportation Planner
Anthony Butzek, Principal Transportation Engineer
Pat Emmerson, Senior Public Affairs Specialist
Dylan Rivera, Senior Public Affairs Specialist

Travel Forecasting

Cindy Pederson, Senior Transportation Planner
Bill Stein, Senior Transportation Planner

Secretarial Staff

Susan Patterson-Sale, Planning Secretary

List of Acronyms

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

TABLE OF CONTENTS

Chapter 1 Overview of MTIP	<u>Page</u>
1.1 MTIP Purpose	1-1
1.2 MTIP Content	1-1
1.3 2010-13 MTIP Policy Update	1-2
1.4 Fiscal Constraint	1-6
1.5 Project Prioritization Processes	1-9
1.6 Programming Funds and Project Selection	1-13
1.7 MTIP Amendment Process	1-16
 Chapter 2 Implementation of Previous MTIP	
2.1 Major Projects Implemented from Previous MTIP	2-1
2.2 Delays to Planned Implementation	2-2
 Chapter 3 Programming	
3.1 Programming Tables	3-1
Table 3.1.1 – Cities, Counties, and Other Agencies	3-2
Table 3.1.2 – Metro	3-14
Table 3.1.3 – Transit	3-17
Table 3.1.4 – SMART	3-20
Table 3.1.5 – ODOT	3-22
3.2 Programming Highlights	3-32
3.3 Planning Factors - Projects	3-36
3.4 Air Quality Conformity with the State Implementation Plan	3-38
3.5 Public Involvement and Environmental Justice	3-41
3.6 Implementation of ADA Paratransit and Key Station Plans	3-43

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, the 2009 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 through 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 to \$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 Villy(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	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
				TOTAL PROJECT COST							
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: Pvmnt 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	HBRL	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

Table 3.1.1 - Cities, Counties, and Other Agency Programming

		ESTIMATED TOTAL PROJECT COST						MINIMUM LOCAL MATCH			
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY		PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING		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	HBRRRL	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

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
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

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
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

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
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 trail 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 Bldg-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

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
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

				ESTIMATED								
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	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

		ESTIMATED									
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	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

				ESTIMATED TOTAL PROJECT COST					MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY		PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL 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									
		15550 15551 17275 17276	Metro	\$3,219,102	Other	STP	2012	\$2,888,500	\$330,602	\$0	\$3,219,102
		15550 15551 17275 17276									
		15550 15551 17275 17276	Metro	\$3,219,102	Other	STP	2013	\$2,888,500	\$330,602	\$0	\$3,219,102
		15550 15551 17275 17276									
					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	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				PROJECT COST					LOCAL MATCH		
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

				ESTIMATED TOTAL PROJECT COST		FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY		PHASE						
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

				ESTIMATED TOTAL PROJECT COST					MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY		PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL 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 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

		ESTIMATED TOTAL PROJECT COST						MINIMUM LOCAL MATCH		OTHER FUNDING		TOTAL FUNDING
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	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	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				PROJECT COST					LOCAL MATCH		
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
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	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
				PROJECT COST							
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	BIKEWAY S	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	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				TOTAL PROJECT COST					LOCAL MATCH		
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	BIKEWAY S	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	BIKEWAY S	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 PROGRAMMING 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 auxiliary 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 7.8 miles 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
Milwaukie 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 they 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

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A)	RESOLUTION NO. 10-4185
SUPPLEMENTAL MULTI-YEAR)	
COMMITMENT OF REGIONAL FLEXIBLE)	Introduced by Councilor Carlotta Collette
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)	

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.



COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

**Recommendations from
Metro's Chief Operating Officer**

August 10, 2010



Metro | *Making a great place*



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.

A handwritten signature in black ink, which appears to read 'Michael Jordan', is positioned above a horizontal dotted line.

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



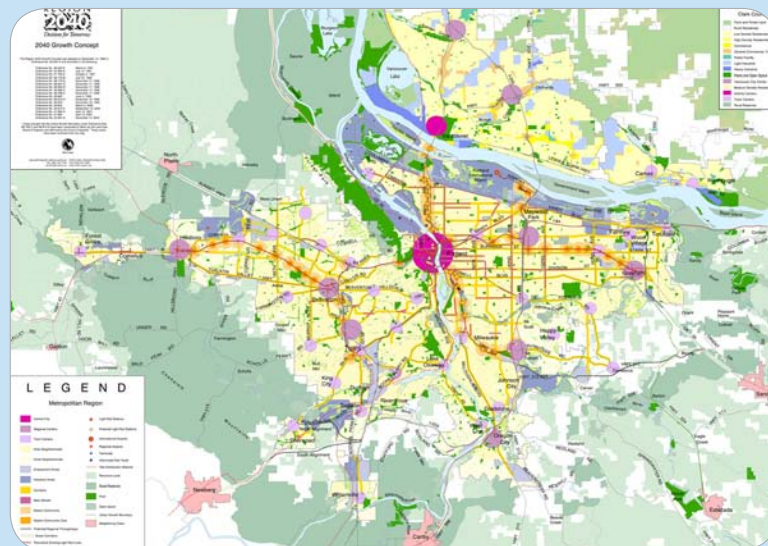
THE IMPERATIVE TO ACT

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

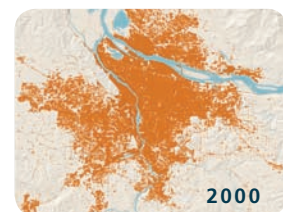
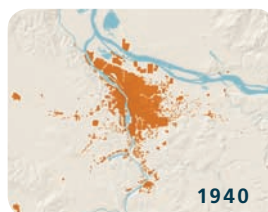
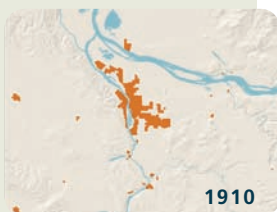
Cost-burdened households

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.

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.

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



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.

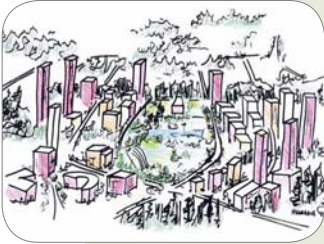
The case for investing in downtowns and main streets

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.



RECOMMENDATIONS



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

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.

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

RECOMMENDATIONS



- 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

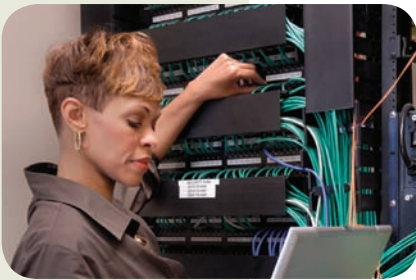
Return on investments

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

RECOMMENDATIONS

- 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 through the region's Climate Smart Communities project.

RECOMMENDATIONS

- 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

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

600 NE Grand Ave.
Portland, OR 97232-2736

503-797-1700

Materials following this page were distributed at the meeting.

TriMet to go to ballot to improve service for elderly and people with disabilities

TriMet's Board of Directors approved a resolution to allow the agency to seek voter approval to make capital investments that improve transit services and accessibility for elderly and people with disabilities.

More than 10 million bus and MAX trips are taken by elderly and people with disabilities each year. Another one million trips are taken on LIFT, TriMet's door-to-door service. These figures are expected to grow. Over the next 25 years, the Portland metro region expects the elderly population to nearly triple. The measure would improve access and remove barriers to transit and allow people to get to work, shopping, medical appointments and other activities. If approved, it would allow TriMet to:

- Replace at least 150 high-floor buses to improve access for elderly and people with disabilities. These buses are over 19 years old and well beyond retirement age. The stairs on the buses make boarding difficult. Lifts must be deployed for riders using mobility devices, and the lifts are slow and require frequent maintenance. These aging buses would be replaced with new low-floor buses with ramps, air conditioning, security cameras and automatic stop announcements to assist those with visual impairments. A low-floor bus costs about \$440,000.
- Improve access and enhance safety for about 300 bus stops including sidewalks, curb cuts, shelters, safer pedestrian crossings, lighting and customer information. Stops without adequate access create barriers to riding fixed-route service. Depending on the improvements, the costs range from \$10,000 to \$150,000 per stop.
- Replace up to 100 LIFT buses that provide door-to-door service for those unable to ride regular fixed-route bus and MAX service. These buses are well past retirement age. The radio and dispatch system would also be improved to include mobile data terminals to improve reliability and reduce waiting times. LIFT buses cost about \$90,000.

What is the measure and how much would it cost?

TriMet will place a \$125 million general obligation bond measure on the November 2, 2010 ballot. The measure would cost property owners the same amount they currently pay for TriMet, which is a little over 8 cents per \$1,000 of assessed property value, or about \$20 a year for a home with an assessed value of \$250,000. If approved, the new levy would replace the 1990 voter approved \$125 million bond levy when it expires. The 1990 bond levy paid for the Westside MAX extension and expires in 2012. The new levy would expire in about 20 years.

Can the funds be used to restore bus and MAX service that has been cut?

By law bond monies can only be used for capital expenditures, not for operating costs. The proceeds would only fund the improvements listed above.

Why make these improvements?

Removing barriers for elderly and people with disabilities to ride fixed-route bus and MAX service allows TriMet to provide more cost-effective service than the more expensive door-to-door LIFT service. A bus and MAX trip averages about \$2.75, while a LIFT ride costs about \$29 a ride.

Replacing old high-floor buses with new low-floor buses also costs less to maintain. An older bus (15+ years) costs more than twice as much to maintain than a newer bus (less than 5 years). A newer bus costs about \$.40 per mile to maintain (parts and labor); an older bus costs about \$1 per mile. This does not include the cost to rebuild an engine (every 7 years) or transmission (every 3-4 years). A bus operates about 50,000 miles a year.

If the measure is approved, it would fund bus improvements. As the economy improves, TriMet will expand bus and MAX service.

Why now?

In May, Oregon voters approved Measure 68. This measure expanded the types of capital purchases that a general obligation tax levy could pay for. As a result, TriMet bus improvements became eligible for a bond measure. This change in Oregon law also comes close to the expiration date for TriMet bonds that were issued in 1990 to fund the Westside Light Rail project. Because of the urgent need to make capital improvements, TriMet decided to ask voters to continue to pay the same amount for TriMet (about 8 cents per \$1,000 of assessed value).

Why a voter approved levy for buses and bus stop improvements?

TriMet had planned to buy buses annually since 1997. However, economic conditions have not been favorable. TriMet delayed about half of the purchases in order to offset the decline in revenues and not cut service to riders. Delaying bus purchases helped offset service cuts, but now TriMet has one of the oldest fleets in the country and it's in need of replacement. And the severity of the latest economic recession caused us to also have to cut service.

TriMet spends hundreds of millions for light rail, so there's little or no money for buses?

For the Portland-Milwaukie Light Rail Project, 50 percent will be paid for by the federal government, with local agencies funding the balance. These projects are regional investments funded by our partner agencies, not borne solely by TriMet. TriMet's share for the just opened Green Line was \$28 million for the \$576 million project. In all, TriMet's contributions for the 5 light rail lines built to date is less than 10% of the total project costs, or about \$242 million. Additionally, a MAX train carries five times more people than bus. Without MAX, we could not carry as many riders as we do today with funding available. To serve our region, we need both buses and light rail.



Date: Thursday, September 2, 2010
To: Joint Policy Advisory Committee on Transportation
Cc:
From: Ted Leybold, MTIP Manager
Re: Changes to 2010-13 MTIP Adoption Draft and legislation

This memo provides a brief update on the changes being considered for the 2010-13 Adoption Draft MTIP and its legislation based on comments received. The table below shows the action change requested and the Metro staff response. These changes will be made to the Adoption Draft following JPACT and prior to going to Metro Council for adoption.

Change requested	Response/Action
Add City of Beaverton ARRA project to programming tables – Hall Blvd: Allen to Hart Road overlay	Metro staff will add project to programming tables
Correct section 2.2 - Delays to Planned Implementation – Move City of Portland projects from the East Multnomah County project list	Metro staff will correct section 2.2. tables
Add Stark Street project in Gresham to section 2.1 Major Projects Implemented from Previous MTIP	Project will not be added to this MTIP. The project has not received 2nd notification, which is the basis for a project being defined as "implemented"
Add contact information for MTIP Manager in MTIP document	Metro staff will add contact info for Ted Leybold, MTIP Manager to the MTIP document
Provide total revenue spent on new roads vs. maintenance on the highway system	Metro staff will add an introductory paragraph and provide totals in section 3.2 of the MTIP document
Provide total revenue spent on capital vs. operations on the transit system	Metro staff will add an introductory paragraph and provide totals in section 3.2 of the MTIP document
Provide revenues by fund type	Time permitting, a table will be added that provides this data in section 1.4
Provide totals by project category	Metro staff will add an introductory paragraph in section 3.2 describing spending by project category
Include sub-allocation of programmatic funds	Update programming tables to reflect Metro Council Action
Recognizing the inclusion of the remaining American Recovery and Reinvestment Act (ARRA) projects in legislation	Metro staff will add a sentence to the staff report to Resolution 10-4186 recognizing the inclusion of ARRA projects in the MTIP



Updated August 30, 2010

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. The project has strong support from our jurisdictional partners and the Oregon State Legislature 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.

8/30/2010

- 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

Comparison of Current to Proposed Flex Fund Commitments/Targets for HCT

In Millions of Year-of Expenditure Dollars

Current							
FISCAL YEAR	Existing Commitment of Flex Funds to GARVEE Bonds	Proposed Commitment of Supplemental Flex Funds to GARVEE Bond for Milwaukie LRT	Proposed Commitment of Supplemental Flex Funds to GARVEE Bond for Corridor Studies	Current Flex Funds Target Amount for Transit Corridor Development ⁽¹⁾	Total Amount Committed/ Targeted Under Proposal	Regional Flex Funds	% of Regional Flex Funds in GARVEE + Corridor Studies
2012	\$13.0			\$2.0	\$15.0	\$32.3	46%
2013	\$13.0			\$2.0	\$15.0	\$32.9	46%
2014	\$13.0			\$2.0	\$15.0	\$33.6	45%
2015	\$13.0			\$2.0	\$15.0	\$34.3	44%
2016	\$13.0			\$2.0	\$15.0	\$35.0	43%
2017	\$13.0			\$2.0	\$15.0	\$35.7	42%
2018	\$13.0			\$2.0	\$15.0	\$36.4	41%
2019	\$13.0			\$2.0	\$15.0	\$37.1	40%
2020	\$13.0			\$2.0	\$15.0	\$37.8	40%
2021	\$13.0			\$2.0	\$15.0	\$38.6	39%
2022	\$13.0			\$2.0	\$15.0	\$39.4	38%
2023	\$13.0			\$2.0	\$15.0	\$40.2	37%
2024	\$13.0			\$2.0	\$15.0	\$41.0	37%
2025	\$13.0			\$2.0	\$15.0	\$41.8	36%
2026				\$2.0	\$2.0	\$42.6	5%
2027				\$2.0	\$2.0	\$43.5	5%
Total	\$182.0			\$32.0	\$214.0		

Note 1: Funds through 2015 are committed. Target amount for 2016-2027 reflects a continuation of past practice and are not committed.

Proposed							
FISCAL YEAR	Existing Commitment of Flex Funds to GARVEE Bonds	Proposed Commitment of Supplemental Flex Funds to GARVEE Bond for Milwaukie LRT	Proposed Commitment of Supplemental Flex Funds to GARVEE Bond for Corridor Studies ⁽¹⁾	Proposed Flex Funds Target Amount for Transit Corridor Development (Non-GARVEE Bonded) ⁽²⁾	Total Amount Committed/ Targeted Under Proposal	Regional Flex Funds	% of Regional Flex Funds in GARVEE + Corridor Studies
2012	\$13.0			\$2.0	\$15.0	\$32.3	46%
2013	\$13.0			\$2.0	\$15.0	\$32.9	46%
2014	\$13.0		\$2.0	Note ³	\$15.0	\$33.6	45%
2015	\$13.0		\$2.0	Note ³	\$15.0	\$34.3	44%
2016	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$35.0	46%
2017	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$35.7	45%
2018	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$36.4	44%
2019	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$37.1	43%
2020	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$37.8	42%
2021	\$13.0	\$1.0	\$2.0	Note ³	\$16.0	\$38.6	41%
2022	\$13.0	\$3.0		\$2.0	\$18.0	\$39.4	46%
2023	\$13.0	\$3.0		\$2.0	\$18.0	\$40.2	45%
2024	\$13.0	\$3.0		\$2.0	\$18.0	\$41.0	44%
2025	\$13.0	\$3.0		\$2.0	\$18.0	\$41.8	43%
2026		\$16.0		\$2.0	\$18.0	\$42.6	42%
2027		\$16.0		\$2.0	\$18.0	\$43.5	41%
Total	\$182.0	\$50.0	\$16.0	\$16.0	\$264.0		

Note 1: TriMet may use general funds for studies and use flex funds for other purposes, depending on final financing program.

Note 2: The targeted amount of flex funds in FY2022-2027 is not part of funds committed to GARVEE bonds; it represents continuation of the current practice of \$2 million per year for HCT development upon completion of the debt payment for the \$12 funded through this GARVEE bond.

Note 3: GARVEE bonds will provide a cumulative total of \$12 million for HCT corridor development which will be paid back during these years.

Note 4: The allocation of the committed funds shown in the tables above are solely for JPACT discussion purposes to illustrate the change in MTIP allocation policy and do not reflect the actual method in which the regional flexible funds will be used in the financing program. Specifically, under the financing program the annual allocation of flexible funds will be committed to repay bonds regardless of their use; there will not be a sub-allocation between uses unless it is determined by TriMet that such a sub-allocation is beneficial to the financing program. Moreover, TriMet may implement a financing program for the uses specified in the resolution with direct federal grants of regional flexible funds or equivalent amounts of its general funds (and retain the flexible funds for other purposes), a borrowing strategy employing regional flexible funds or equivalent amounts of general funds (and retain the flexible funds for other purposes), or a combination thereof.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A)	RESOLUTION NO. 10-4185
SUPPLEMENTAL MULTI-YEAR)	
COMMITMENT OF REGIONAL FLEXIBLE)	Introduced by Councilor Carlotta Collette
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)	

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 current commitments of regional flexible funds result in a 46% share being dedicated to HCT project development, declining by 2025 to 36%. The proposal embodied in this resolution would result in this 46% share declining by 2025 to 43% and extending the commitment two more years to 2027.

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.

At the August 27, 2010 meeting of the Transportation Policy Alternatives Committee, adoption of this resolution was recommended with a 13-yes, 4-no, 1-abstain vote. During deliberation, an amendment to the proposal to limit the MTIP commitment to the portion related to funding the Portland to Milwaukie LRT project. The amendment was proposed based upon concern about using borrowing for project development and the aggressive implementation schedule for high capacity transit and for concern over committing funds for project development concurrent with service cuts and fare increases. The amendment failed on a 9-no, 8-yes, 1-abstain vote.

ANALYSIS/INFORMATION

1. **Known Opposition:** TPAC considered but did not recommend deferring the elements of this proposal relating to funding project development for the Portland to Lake Oswego and Southwest Corridor projects.
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 funding 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.