600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Metro Council
Date: Thursday, September 16, 2010
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. COMMUNICATION PROJECT PRESENTATION: GRAHAM OAKS GRAND OPENING — **Peck**

4. Consideration of the Minutes for September 9, 2010

5. ORDINANCES – SECOND READING

5.1 **Ordinance No. 10-1246**, For the Purpose of Amending the Employment and Industrial Areas Map of Title 4 of the Urban Growth Management Functional Plan Upon Application by the City of Portland. — **Liberty**

6. RESOLUTIONS

6.1 **Resolution No. 10-4186**, For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area. — **Burkholder**

PUBLIC HEARING

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for September 9, 2010 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: 2 p.m. Thursday, Sept. 16 (Live)	**Portland** Channel 30 (CityNet 30) – Portland Community Media *Web site*: www.pcmtv.org *Ph*: 503-288-1515 *Date:* 8:30 p.m. Sunday, Sept. 19 *Date*: 2 p.m. Monday, Sept. 20
Gresham Channel 30 - MCTV *Web site*: www.metroeast.org *Ph*: 503-491-7636 *Date*: 2 p.m. Monday, Sept. 20	**Washington County** Channel 30– TVC – TV *Web site*: www.tvctv.org *Ph*: 503-629-8534 *Date*: 11 p.m. Saturday, Sept. 18 *Date*: 11 p.m. Sunday, Sept. 19 *Date*: 6 a.m. Tuesday, Sept. 21 *Date*: 4 p.m. Wednesday, Sept. 22
Oregon City, Gladstone Channel 28 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.	**West Linn** Channel 30 – Willamette Falls Television *Web site*: http://www.wftvmedia.org/ *Ph*: 503-650-0275 Call or visit web site for program times.

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.0

Communication Project Presentation:
Graham Oaks Grand Opening

Metro Council Meeting
Thursday, Sept. 16, 2010
Metro Council Chambers

GRAHAM OAKS NATURE PARK
Grand Opening Sept. 18
Event Schedule

GRAND OPENING HIGHLIGHTS:

Friday Sept. 17

7 to 8 a.m. Walk to School from Villebois: Students, parents and school staff gather at the Tonquin Trailhead at Villebois. Voo Doo donut truck sponsored by Legend Homes, Graham Oaks opening bandanas and stickers.

- Speakers: Metro Councilor Carl Hosticka, Mayor Tim Knapp, Commissioner Charlotte Lehan

1 to 2 p.m. Boones Ferry Assembly: Outside on the main stage, assembly for 800+ students.

- Speakers: Boones Principal Jennifer Patterson, Councilor Hosticka, Mayor Knapp, Commissioner Lehan
- Boones Ferry band and school song
- Student artwork displayed under tent
- Readings from April Locke's third grade class Graham Oaks book, introduction of Graham Oaks trading cards
- James Davis in Pileated woodpecker costume
- Oregon Zoo ZAP "Birds of Prey" show sponsored by Backyard Bird Shop

Saturday Sept 18

9 a.m. to noon Boones Ferry community omelet breakfast. Sponsored by the Rotary Club of Wilsonville.

9 to 10 a.m. Cycling tour of Graham Oaks and Wilsonville sponsored by Lang Cykels and co-hosted by SMART and Bike There! The tour begins and ends at the CREST Plaza. Ribbon Cutting for Tonquin Trail. Mayor Knapp and Councilor Hosticka.

10 to 11:00 a.m. Main Stage: Bug Toast, local Wilsonville band, performs.

Noon to 1 p.m. Dedication Ceremony with food from local vendors, ceremonial dancing and drumming, live music, student art displays and students' reading from their new book about Graham Oaks.

- Grand Ronde Honor Guard presents US, State, Wilsonville and Grand Ronde Flags
- Grand Ronde blessing from Tribal Council Chairwoman Cheryle Kennedy
- Speakers: Councilors Hosticka and Carlotta Collette (MC), Mayor Knapp, Chairwoman Kennedy, OPRD Michele Scalise or Tim Wood
- Student readings from April Locke's third grade class Graham Oaks book
- Commissioner Lehan introduces Graham descendents on stage
- Trading card drawing for prizes
- Grand Ronde Honor Guard removes flags, presents Grand Ronde flag to Mayor Knapp

11:30 to noon and 1 to 2 p.m. Main Stage: Afincando salsa band performs

Ongoing until 2 p.m.: Live music, tours of the park, food vendors, various community and Metro booths.

- **Graham Oaks trading cards:** Visitors can collect commemorative Graham Oaks trading cards at 8 discovery stations throughout the park.
- **Discovery Stations – Eight Total:**
    - **Bird Station at Wetland Overlook**
    - **Restoration Station at Lone Oak Plaza**
    - **Sustainable Strategies at Gateway Plaza**
    - **Native Plants & Wildflowers at Gateway**
    - **Kalapuya & Acorn Station at Acorn Plaza**
    - **Reptiles & Amphibians Station at CREST**
    - **Animal Station at Picnic Shelter** (with Oregon Zoo animals)
    - **Homestead Station at Soccer Fields** (Wheat threshing demonstrations and Charlotte Lehan and Graham family descendents with historic photos and memorabilia)
    - **Little Acorn Station** (co-hosted by Wilsonville Girl Scout Troop)

- **Ranger and naturalist talks:** Learn about wildlife, habitats and sustainable construction.
- **Cultural demonstrations:** Guests can discover how the Kalapuya Indians lived at Graham Oaks as Grande Ronde tribal members demonstrate basket weaving, arrowhead making and cooking with acorns. Champoeg State Park Ranger demonstrates farming demonstrations with interactive wheat threshing demo.
- **CREST tours:** Guests can tour the environmental education center and gardens and see how students helped restore the park. Wilsonville Arts and Cultural Council assists in arts and crafts area for kids
- **“Little Acorns” Art and Learning Area:** Local Girl Scout troop assists in discovery station for younger children that provides educational and art-focused learning about Graham Oaks, and a nature-based play area.
- **Oregon Zoo Animals:** Interactive petting and learning station
- **Tualatin Valley Fire & Rescue Fire Safety House** where kids learn fire safety tips in an interactive environment
- **Food Vendors:** Bellagios Pizza, Mississippi Delta BBQ, Mike’s Grilled Sausages, Coca Cola Ice Cream Floaters

Agenda Item Number 4.0

Consideration of the Minutes for Sept. 9, 2010
Metro Council Regular Meeting

Metro Council Meeting
Thursday, Sept. 16, 2010
Metro Council Chambers

Agenda Item Number 5.1

Ordinance No. 10-1246, For the Purpose of Amending the Employment and Industrial Areas Map of Title 4 of the Urban Growth Management Functional Plan Upon Application by the City of Portland.

Second reading

Metro Council Meeting
Thursday, Sept. 16, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE EMPLOYMENT AND INDUSTRIAL AREAS MAP OF TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN UPON APPLICATION BY THE CITY OF PORTLAND

Ordinance No. 10-1246
Introduced by Councilor Robert Liberty

WHEREAS, subsection 3.07.450H of Title 4 of the Urban Growth Management Functional Plan provides for amendment of the Employment and Industrial Areas Map by the Metro Council at the request of a city or a county and sets forth criteria for amendments; and

WHEREAS, the city of Portland applied to amend the map to change the designation of 53.4 acres in northwest Portland from Industrial Area to Employment Area; and

WHEREAS, the Council held a public hearing on the application on September __, 2010; and

WHEREAS, the Council reviewed the city's application and finds that the proposed changes to the Title 4 map meet the criteria in subsection 3.07.450H, as indicated in Exhibit B; now, therefore,

IT IS ORDERED THAT:

1. The Employment and Industrial Areas Map of Title 4 of Metro's Urban Growth Management Functional Plan is hereby amended as shown on Exhibit A, attached to this ordinance.

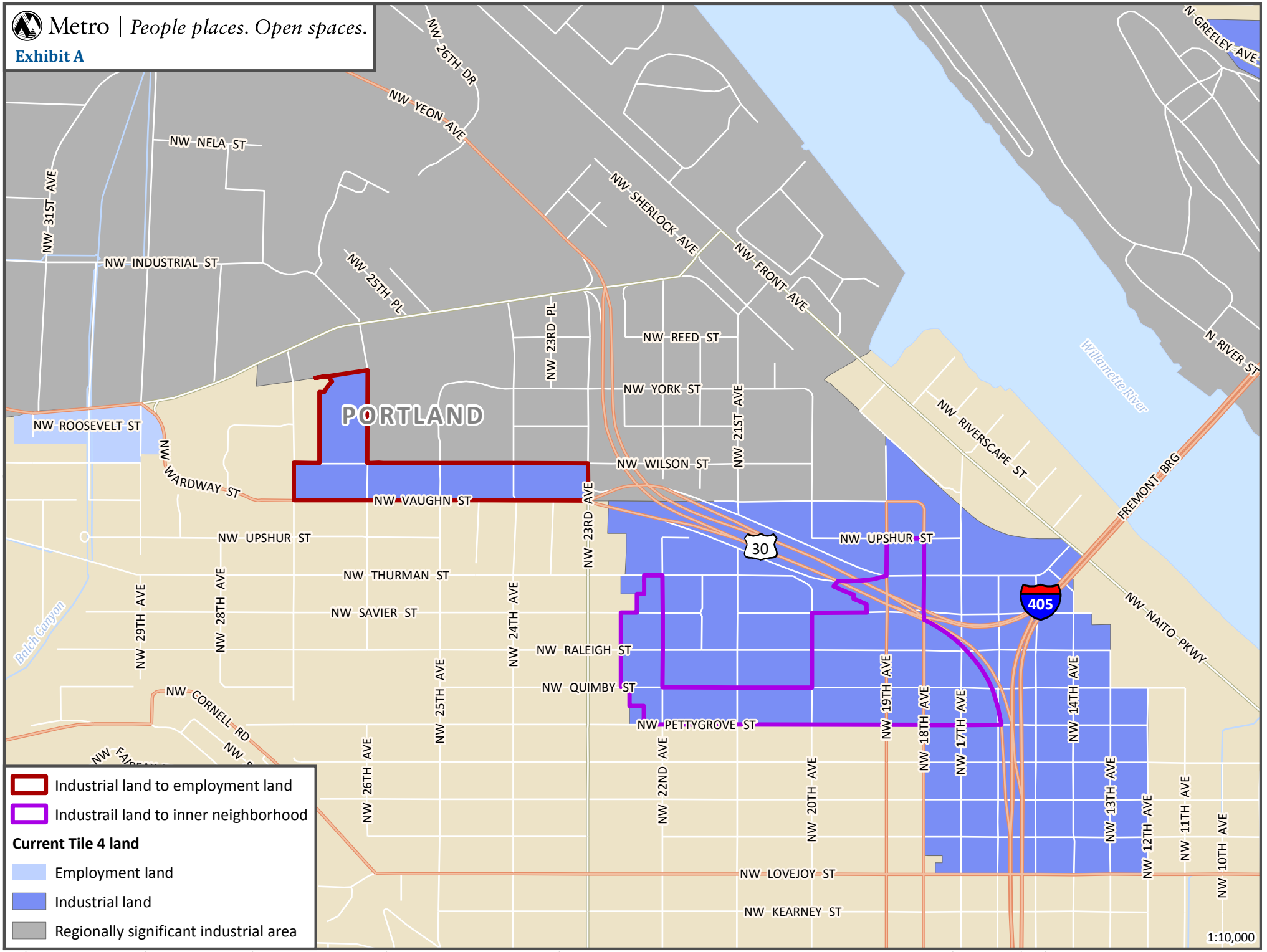
2. The Council adopts the findings of fact and conclusions of law in Exhibit B, incorporated into this ordinance, to explain how the map amendment complies with state and regional laws.

ENTERED this ___ day of September, 2010

_____
Carlotta Collette, Deputy Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney



STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 10-1246, FOR THE PURPOSE OF AMENDING THE EMPLOYMENT AND INDUSTRIAL AREAS MAP OF TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN UPON APPLICATION BY CITY OF PORTLAND

Date: August 30, 2010

Prepared by: Ted Reid
503-797-1768
ted.reid@oregonmetro.gov

BACKGROUND INFORMATION

PETITIONER: City of Portland
APPLICABLE REVIEW CRITERIA: Metro Code section 3.07.450 H

The Regional Framework Plan calls for a strong regional economy. To improve the regional economy, Title 4 of the Urban Growth Management Functional Plan ("Industrial and Other Employment Areas") seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities. Title 4 is implemented through city and county comprehensive plans and zoning.

The City of Portland requests that the Metro Council amend the Employment and Industrial Areas Map to authorize uses not allowed under Title 4. The proposed map amendment would apply to 53.4 acres in the City of Portland's Northwest District, including two sites totaling 16.9 acres and 36.5 acres. These sites are currently developed. Both sites are designated Industrial on Metro's Employment and Industrial Areas Map. The City of Portland has requested that the 16.9-acre site be designated Employment and that the 36.5-acre site be designated as Inner Neighborhood. The proposed changes to the Title 4 map are shown in Attachment 1. These proposed changes would allow additional commercial retail and professional service uses on these sites. The zoning proposed by the City would also allow residential uses.

On June 17, 2010, the Portland City Council adopted Ordinance 183915, which amended the Portland Comprehensive Plan Map and the city's O fficial Zoning Map to reflect the designations that prompt this request for a Title 4 Map amendment. The City's June 17, 2010 ordinance was not appealed and so has, by default, been acknowledged as compliant with Statewide Planning Goals pursuant to ORS 197.625(1). The City's ordinance appropriately contains a condition making the June 17, 2010 re-designation contingent upon an amendment by the Metro Council to the Title 4 map.

The City of Portland's application for the proposed Title 4 Map amendment is included as Attachment 2.

APPLICABLE REVIEW CRITERIA

The criteria for amendments to the Employment and Industrial Areas Map are contained in Metro Code 3.07.450 H. The criteria (**in bold**), petitioner responses to the criteria *(in italics*), and staff analysis follow. Petitioner references to exhibits pertain to exhibits in the City's application, included as Attachments 2 and 3 to this staff report.

Criterion A: Would not reduce the jobs capacity of the city or county below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan

Petitioner Response

Both changes are to zones or Comprehensive Plan designations that allow a higher employment density than the current zoning/Comprehensive Plan designations. Therefore this criterion is met.

Metro Staff Analysis

Metro staff concurs with the petitioner's assessment that the proposed zoning and comprehensive plan changes would result in capacity for more jobs. The proposed change to the Title 4 map would not have the effect of reducing the jobs capacity of the City of Portland below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan.

Metro staff believes that this criterion is met.

Criterion B: Would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan ("RTP"), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan ("OHP") for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses

Petitioner Response

Metro's RTP Table 2.4, Regional Mobility Policy designates level of service (LOS) "E" as the standard for off-peak hours performance. Interstate 405 is classified as a Main Freight Roadway and NW Nicolai Street is identified as a Freight Road Connector. In April 2010 traffic analysis was conducted for three intersections: NW Nicolai at NW Wardway St., NW Nicolai at US 30, and NW Vaughn at NW 23rd Ave. The intersections performed at Level of Service C, B and D, respectively, in 2010. The analysis showed that in 2030, all three intersections would continue to perform at the same level of service with the proposed zoning in place. This is above the LOS E standard criterion required by Title 4 (see Exhibit 2, Traffic Analysis for Title 4).

The three intersections studied in April 2010 also met the volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan (OHP) for state highways. The standard listed in Table 7 is .99 volume/capacity (v/c). According to Exhibit 3, Supplement to Traffic Analysis for Title 4, in 2030, the v/c for the three intersections are .56, .76 and .93.

Therefore this criterion is met.

Metro Staff Analysis

The applicable freight routes in the vicinity are NW Nicolai Street and US 30. Metro staff asked the City to review the following intersections for determining compliance with this criterion in Title 4:

- NW Nicolai St. at US 30
- NW Nicolai St. at NW Wardway St. / NW 29th Ave.
- NW Vaughn St. at NW 23rd Ave. / US 30 (I-405) ramps

Off-peak hours are assessed since those are the times when freight transport is most likely to occur in order to avoid delays from commute hour traffic. As part of their petition, the City conducted a traffic analysis to address this criterion, which can be found as Attachment 3 to this staff report. As indicated in a memo included as Attachment 4 to this staff report, Metro's transportation engineer believes that the City has demonstrated to a reasonable extent that the proposed changes would not reduce off-peak performance on either facility below standards contained in the RTP or OHP. As documented in the City's analysis, the proposed land use changes are expected to have a negligible off-peak traffic impact.

Metro staff believes that this criterion is met.

Criterion C: Would not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural and civic services in their market areas

Petitioner Response

Because Area 2 (north of Pettygrove) already has a high concentration of residential and commercial uses, changing the zoning and designation for this area will actually be an expansion of the Central City, reinforcing the role of the Central City as the principal location of retail, cultural, and civic services in the region. Area 1 (directly north of Vaughn) will become a buffer zone between the industrial sanctuary and the Central City. Therefore this criterion is met.

Metro Staff Analysis

Currently, there is no formally-adopted boundary for the Central City. However, as a practical matter, if the proposed Title 4 map amendment is adopted, the area under consideration, especially the area north of NW Pettygrove, would function as part of the Central City. This is because the proposed uses and densities are consistent with development found in the Central City. The proposal presents a unique opportunity to encourage greater levels of urban activity in a central location. Consequently, staff believes that the proposed change to the Title 4 map reinforces, and does not diminish, the intended function of the Central City as the principal location of retail, cultural and civic services in this market area.

Metro staff believes that this criterion is met.

Criterion D: Would not reduce the integrity or viability of a traded sector cluster of industries

Petitioner Response

First, the resulting reduction in available land for industry-related clusters in the Working Harbor (primarily metals manufacturing and distribution) will be offset by expansion of developable land for office-related clusters in the NW portion of the Central City (particularly creative services and software). This shift is consistent with office growth trends in the River District. Area 2 (north of Pettygrove) has a mix of distribution facilities, residential, retail, and office uses.

Second, the changes will reinforce a functional boundary along the Vaughn corridor between the Working Harbor's Regionally Significant Industrial Area to the north and the higher density, mixed use development in the expanding Central City to the south, encouraging long-term investments in both areas. This Vaughn corridor boundary (Area 1) was jointly developed in the Guild's Lake Industrial Sanctuary Plan (2001 and 2003) and Northwest District Plan.

Third, the change to Area 1 (north of Vaughn) will reinforce the metals cluster, because it will establish a transition buffer between the expanding Central City and a major steel manufacturer on the north side of Vaughn (ESCO), and ease expansion of ESCO's headquarters offices. Having headquarters offices in proximity to the manufacturing functions creates significant efficiencies for companies. Additionally, Area 1 (north of Vaughn) will become a transitional buffer to keep housing and most retail uses from conflicts with the industrial uses, and the buffer will help resist market pressures for residential and retail uses pressing northward.

Therefore this criterion is met.

Metro Staff Analysis
Traded-sector industries are those in which member firms sell their goods or services into markets for which national or international competition exists. Firms in these sectors are important to the regional economy since they bring wealth into the region by exporting goods or services. The subject location is home to firms in the metal manufacturing and freight and logistics sectors, both of which are traded sectors. Metro staff believes that the proposed Title 4 map amendment responds to evolving economic conditions in the area and does not, in itself, reduce the integrity or viability of a traded-sector cluster of industries. The petitioner has indicated that the proposed change would provide headquarter office expansion opportunities for at least one traded-sector firm (ESCO) and would buffer remaining industrial uses in the vicinity. Likewise, the proposed changes may attract to the area firms in other traded-sector industries, which may favor higher-density office formats. Metro staff concludes that the proposal does not reduce the integrity or viability of a traded sector cluster of industries.

Metro staff believes that this criterion is met.

Criterion E: Would not create or worsen a significant imbalance between jobs and housing in a regional market area
Petitioner Response
There is currently no significant imbalance. Area 1 (north of Vaughn) is changing from a Comprehensive Plan designation of IS (Industrial Sanctuary) to ME (Mixed Employment). Both designations are designed to foster jobs, and housing is severely limited in both. Although the new designation may result in more jobs in the area, the increase will not be significant enough to cause a significant imbalance in the region.

Area 2 (north of Pettygrove) is changing from the IG1 zone with an IS (Industrial Sanctuary) Comprehensive Plan designation to the EXd zone with an EX (Central Employment) Comprehensive Plan designation. While both the Industrial and Employment zones and designations allow jobs, the EXd zone also allows residential development. Because both uses are allowed—and because it is a relatively small area—the changes will not be enough to cause a significant imbalance in the region.

Therefore this criterion is met.

Metro Staff Analysis
The area under consideration is part of the Central City regional market area. According to the Regional Framework Plan, the Central City is intended to act as a regional employment hub. Currently, the Central City fills this role with a high concentration of employment. In the context of the wider market area, the proposed change would represent a relatively small increase in job capacity. Even with high concentrations of employment in the Central City, staff believes that the jobs-to-housing balance of the wider market area is healthy since the Central City is surrounded by many residential areas that are well-connected with multiple transportation modes. Additionally, the residential uses contemplated for this area would help to balance any new employment.

Metro staff believes that this criterion is met.

Criterion F: If the subject property is designated Regionally Significant Industrial Area, would not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities.

Petitioner Response
Because the Site is not designated RSIA, this criterion does not apply.

Metro Staff Analysis
No portion of the site is designated as RSIA. Therefore, this criterion does not apply to the proposed Title 4 Map amendment.

Metro staff believes that this criterion is met.

ANALYSIS/INFORMATION

Known Opposition [identify known opposition to the proposed legislation]
There is no known opposition.

Legal Antecedents [identify legislation related to the proposed legislation, including federal, state, or local law and Metro Code, using appropriate resolution or ordinance numbers, ballot measure numbers, etc.]
Statewide Planning Goals 2 (Land Use Planning) and 9 (Economic Development); Metro Code section 3.07.450 (Employment and Industrial Areas Map).

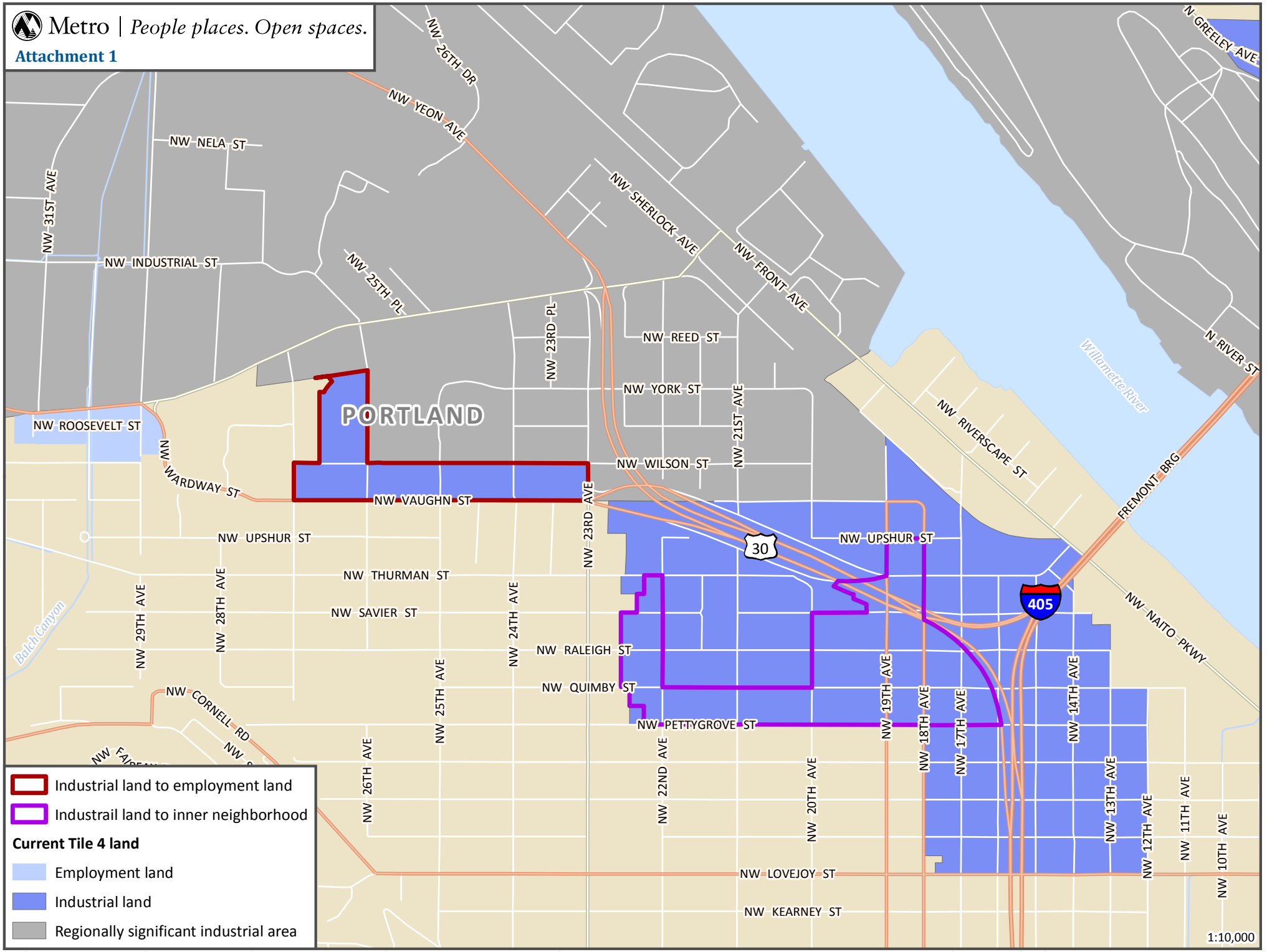
Anticipated Effects [identify what is expected to occur if the legislation is adopted]
Proposed changes to the City's zoning map and comprehensive plan map would become effective, allowing additional commercial uses in these two areas.

Budget Impacts [identify the cost to implement the legislation]
There is no significant budget impact. Implementation would consist of updating the Employment and Industrial Areas Map.

RECOMMENDED ACTION
The petitioner seeks to amend the Title 4 Employment and Industrial Areas Map. Metro Staff believes that the petitioner has provided sufficient evidence to demonstrate that the criteria are satisfied.

Staff recommends, therefore, that the Metro Council approve this ordinance.

ATTACHMENTS
Attachment 1: Map of proposed amendment
Attachment 2: Application from City of Portland requesting Title 4 Map amendment
Attachment 3: Revised traffic analysis from City of Portland (August 6, 2010)
Attachment 4: August 6, 2010 memo from Anthony Butzek to Ted Reid regarding traffic analysis



City of Portland
Application for Amendments to
Metro's Employment and Industrial Areas Map

BACKGROUND INFORMATION

History: The requested changes to Metro's Employment and Industrial Areas Map are based on changes originally adopted by the Portland City Council in 2003 as part of the Northwest District Plan. At that time, Title 4 did not require Metro approval for industrial land map changes.

The Northwest District Plan was appealed to the Land Use Board of Appeals (LUBA). LUBA remanded the plan back to the City for additional information about the impacts of these zone changes on certain transportation facilities. The Portland Bureau of Transportation analyzed the impacts and summarized their findings to specifically address LUBA's remand items.

On June 17, 2010, the Portland City Council re-approved the original Comprehensive Plan and Zone map changes, based on these new findings. The changes approved by City Council will not take effect until Metro has considered our requested amendments to the Title 4 map.

Site Information: We are requesting changes to two areas on Metro's Employment and Industrial Areas Map. These are:

- **Area 1** (north of NW Vaughn between NW 27th and NW 23rd Avenues): 16.9 acres currently designated for industrial will change to employment. This is currently zoned IG1 (General Industrial 1) with a Comprehensive Plan designation of IS (Industrial Sanctuary), and will change to the IG1 zone with a Comprehensive Plan designation of ME (Mixed Employment). This change will allow possible zone map changes, upon further review, to EG (General Employment).
- **Area 2** (north of NW Pettygrove between NW 23rd and NW 16th Avenues): 36.5 acres currently designated for industrial will be removed from the industrial designation. This is currently zoned IG1 with a Comprehensive Plan designation of IS (Industrial Sanctuary) will change to EXd (Central Employment with a Design overlay) zone with a Comprehensive Plan designation of EX.

The sites and the proposed amendments are shown in the attached Exhibit 1.

Proposal Description: The City of Portland requests that Metro's Employment and Industrial Areas Map be amended so the 16.9 acres described as Area 1 above are redesignated from Industrial to Employment. This will allow the area to change from an Industrial Sanctuary (IS) Comprehensive Plan Map designation to Mixed Employment (ME). The Mixed Employment designation would allow potential zone map changes to General Employment. The General Employment zones (EG1 and EG2) permit commercial uses that are more sharply limited or prohibited in Industrial zones, in part due to the requirements of Title 4 ("Industrial and Other Employment Areas") of the Urban Growth Management Functional Plan. The General Employment zones also allow a range of institutional uses that are prohibited in the Industrial zones, and limit or prohibit some of the more intense uses allowed in Industrial zones.

The City of Portland also requests that Metro's Employment and Industrial Areas Map be amended so that the 36.5 acres described as Area 2 above is removed from the industrial designation. This will allow the Comprehensive Plan designation to change from Industrial Sanctuary (IS) to Central Employment (EX), and the zoning for the area to change from General Industrial (IG1) to Central Employment with a design overlay zone (EXd). The EX zone allows a variety of residential and commercial uses that are more sharply limited or prohibited in Industrial zones, in part due to the requirements of Title 4 ("Industrial and Other Employment Areas") of the Urban Growth Management Functional Plan.

Local Government Statement: This Title 4 map amendment is being requested by the City of Portland. On June 17, 2010, the Portland City Council approved Ordinance No. 183915, amending the Comprehensive Plan and Zoning maps described above. At the time of this application, the City's ordinance has not yet been acknowledged as being in compliance with Statewide Planning Goals pursuant to ORS 197.625(1). However, Portland expects such acknowledgement prior to the hearing before the Metro Council. The amendments to the Comprehensive Plan and Zoning maps will not take effect until Metro Council has considered Portland's requested amendments to the Employment and Industrial Areas Map.

APPLICABLE REVIEW CRITERIA

The criteria for an amendment of the Employment and Industrial Areas Map are contained in Metro Code 3.07.450 H. The criteria (**in bold**) are followed by our response (*in italics*).

A. **These changes to zoning and Comprehensive Plan designations will not reduce the jobs capacity of the city below the number shown on Table 3.07-1 of Title 1 of the Urban Growth Management Functional Plan** ***(209,215 jobs)*** *because both changes are to zones or Comprehensive Plan designations that allow a higher employment density than the current zoning/Comprehensive Plan designations. Therefore this criterion is met.*

B. These changes to zoning and Comprehensive Plan designations will not allow uses that reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan (RTP), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan (OHP) for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses.

Metro's RTP Table 2.4, Regional Mobility Policy designates LOS "E" as the standard for off-peak hours performance. Interstate 405 is classified as a Main Freight Roadway and NW Nicolai Street is identified as a Freight Road Connector. In April 2010 traffic analysis was conducted for three intersections: NW Nicolai at NW Wardway St., NW Nicolai at US 30, and NW Vaughn at NW 23rd Ave. The intersections performed at Level of Service C, B and D, respectively, in 2010. The analysis showed that in 2030, all three intersections would continue to perform at the same level of service with the proposed zoning in place. This is above the LOS E standard criterion required by Title 4 (see Exhibit 2, Traffic Analysis for Title 4).

The three intersections studied in April 2010 also met the volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan (OHP) for state highways. The standard listed in Table 7 is .99 volume/capacity (v/c). According to Exhibit 3, Supplement to Traffic Analysis for Title 4, in 2030, the v/c for the three intersections are .56, .76 and .93.

Therefore this criterion is met.

C These changes to zoning and Comprehensive Plan designations will not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural, and civic services in their market areas *because Area 2 (north of Pettygrove) already has a high concentration of residential and commercial uses; changing the zoning and designation for this area will actually be an expansion of the Central City, reinforcing the role of the Central City as the principal location of retail, cultural, and civic services in the region. Area 1 (directly north of Vaughn) will become a buffer zone between the industrial sanctuary and the Central City.*

Therefore this criterion is met.

D. These changes to zoning and Comprehensive Plan designations will not reduce the integrity or viability of a traded sector cluster of industries *for three reasons:*

First, the resulting reduction in available land for industry-related clusters in the Working Harbor (primarily metals manufacturing and distribution) will be offset by expansion of developable land for office-related clusters in the NW portion of the Central City (particularly creative services and software). This shift is consistent with office growth trends in the River District. Area 2 (north of Pettygrove) has a mix of distribution facilities, residential, retail, and office uses.

Second, the changes will reinforce a functional boundary along the Vaughn corridor between the Working Harbor's Regionally Significant Industrial Area to the north and the higher density, mixed use development in the expanding Central City to the south, encouraging long-term investments in both areas. This Vaughn corridor boundary (Area 1) was jointly developed in the Guild's Lake Industrial Sanctuary Plan (2001 and 2003) and Northwest District Plan.

Third, the change to Area 1 (north of Vaughn) will reinforce the metals cluster, because it will establish a transition buffer between the expanding Central City and a major steel manufacturer on the north side of Vaughn (ESCO), and ease expansion of ESCO's headquarters offices. Having headquarters offices in proximity to the manufacturing functions creates significant efficiencies for companies. Additionally, Area 1 (north of Vaughn) will become a transitional buffer to keep housing and most retail uses from conflicts with the industrial uses, and the buffer will help resist market pressures for residential and retail uses pressing northward.

Therefore this criterion is met.

E. These changes to zoning and Comprehensive Plan designations will not create or worsen a significant imbalance between jobs and housing in a regional market area.

There is currently no significant imbalance. Area 1 (north of Vaughn) is changing from a Comprehensive Plan designation of IS (Industrial Sanctuary) to ME (Mixed Employment). Both designations are designed to foster jobs, and housing is severely limited in both. Although the new designation may result in more jobs in the area, the increase will not be significant enough to cause a significant imbalance in the region.

Area 2 (north of Pettygrove) is changing from the IG1 zone with an IS (Industrial Sanctuary) Comprehensive Plan designation to the EXd zone with an EX (Central Employment) Comprehensive Plan designation. While both the Industrial and Employment zones and designations allow jobs, the EXd zone also allows residential development. Because both uses

are allowed—and because it is a relatively small area—the changes will not be enough to cause a significant imbalance in the region.

Therefore this criterion is met.

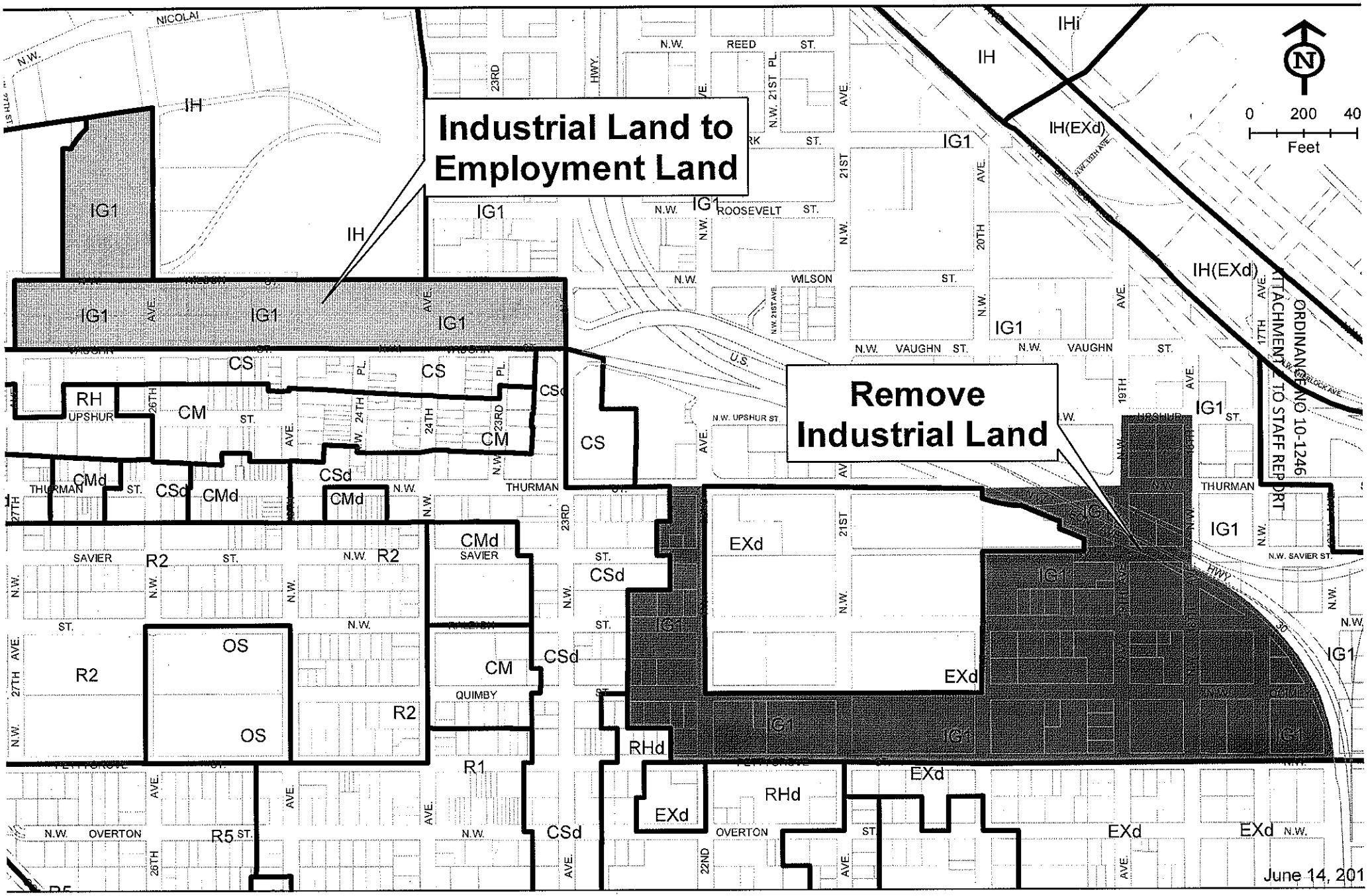
F. These changes to zoning and Comprehensive Plan designations on lands that are designated as Regionally Significant Industrial Areas will not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities.

Both Area 1 (north of Vaughn) and Area 2 (north of Pettygrove) are areas of industrial land where the zone or Comprehensive Plan designation is changing from Industrial to Employment. Neither area is classified by Metro as Regionally Significant.

Therefore this criterion is not applicable.

Exhibit 1

Requested Title 4 Industrial and Employment Land Map Revisions



ORDINANCE NO 10-1246
ATTACHMENT 2 TO STAFF REPORT

Traffic analysis for Title 4 Map amendment

(Revised August 6, 2010)

By Ning Zhou, City of Portland

Portland Bureau of Transportation (PBOT) finished the Transportation Planning Analysis two years ago in supporting the NW Remand Plan by Portland Bureau of Planning and Sustainability (BPS).

This summary briefs the findings in responding to the requirements set by Metro's Urban Growth Management Function Plan (UGMFP), Title 4. I-405 is a Main Freight Roadway and NW Nicolai St is a Freight Road Connector in RTP (Regional Transportation Plan). Therefore, an analysis to demonstrate their off-peak hour traffic operational conditions is warranted.

The standards set by the Title 4 (3.07.450 C-4) are listed in Table 1. According to Title 4. 3.07.450 C-4, it is sufficient to satisfy the requirement if NW Remand Plan meets either criterion in Table 1.

Table 1. Off-Peak Performance Standards

		Standards
Criteria 1	Metro RTP Standards[1] in LOS	E
Criteria 2	ODOT 1999 OHP[2] in V/C	0.99

1. Metro's RTP Table 2.4, Regional Mobility Policy, LOS = Level of Service
2. ODOT's 1999 Oregon Highway Plan, Table 7. V/C = Volume / Capacity.

Three intersections are analyzed in this summary:

- NW Nicolai St at NW Wardway St / NW 29th Ave.
- NW Nicolai St at US 30
- NW Vaughn St at NW 23rd Ave / I-405 ramps

Findings

The analysis finds that all three intersections are projected to be continually operated at the conditions meet to better than the standards specified in Title 4 during off-peak hour in the plan year of 2030. No improvements are proposed by the off-peak traffic analysis[1].

Table 2. Off-Peak Operational Conditions in LOS

	2010		2030	
	LOS	V/C	LOS	V/C
NW Nicolai St at NW Wardway St	C	0.44	C	0.56
NW Nicolai St at US 30	B	0.51	B	0.76
NW Vaughn St at NW 23rd Ave	D	0.80	D	0.93

[1] Although a re-configuration design at I-405 off-ramp is proposed by the NW Remand Plan to relieve the future PM peak congestion at the intersection of NW Vaughn St and NW 23rd Ave, no improvement is necessary based on the traffic conditions during noon hours.

Methodology

No off-peak TMC (turning movement counts) were collected two years ago when the NW Remand traffic analysis were performed. For this Title-4 analysis, fresh 2010 off-peak TMCs are collected[2] for evaluating the current conditions. City doesn't have off-peak demand model to produce the future off-peak demands for NW Remand traffic analysis. The future off-peak traffic demands are estimated from the projected future PM demands by the formula:

$$V_{2030offpeak} = V_{2010off\text{-}peak} + \Delta V_{pm2030\text{-}pm2007} \times (V_{offpeak} / V_{pmpeak})$$

Where Δ is the model projected PM traffic growth in turning movements from 2007 to 2030.

Synchro software is used in the operational analysis to derive the LOS and V/C data. All three signals are evaluated as the controller of Actuated & Uncoordinated, which are the specifications of current signal timing plans on the site. All other current signal settings are applied in the analysis. Intersection geometric configurations coded in the model are all as same as current street layouts.

The LOS and V/C readings are extracted from Synchro's HCM (Highway Capacity Manual) Signalized Intersection Capacity Analysis Reports.

Traffic Data

Table 3 lists the 2010 TMCs and projected 2030 traffic demands for the three intersections supporting the analysis.

Table 3. Off-Peak Hour Turning Movement Volumes in the Analysis

		eastbound			westbound			northbound			southbound			total
		L	T	R	L	T	R	L	T	R	L	T	R	
Nicolai / US30	2010	85	15	305	40	25	70	150	885	45	45	985	115	2765
	2030	85	15	345	70	25	70	560	1090	85	45	1270	115	3775
Nicolai / Wardway	2010	5	220	225	20	185	20	210	45	15	25	55	5	1030
	2030	10	345	335	20	310	20	255	45	15	25	55	5	1440
Vaughn / 23rd	2010	0	495	85	165/ 305	475	155	100	65	420	120	60	25	2470
	2030	0	555	85	180/ 360	510	340	100	65	455	155	75	25	2905

It should be noted that the 2010 traffic counts at the intersection of NW Vaughn St and NW 23rd Ave / I-405 Ramp are taken at the hours between 10:00AM to 12:00PM, which doesn't cover the whole length of the required 6-hour from 9:00AM to 3:00PM. However,

[2] NW 29th Ave. n/ NW Nicolai St is closed to through traffic due to constructions currently, and it is a important leg of the intersection. Therefore, 24-hour link counts on all three other major approaching legs are collected and the existing TMC is estimated from the time of day factor and two AM / PM TMCs collected in 2007. The time of the day factor is calculated at approach level, and the formula of (am+pm)/2 is used to distribute the turn movements.

the engineering analysis indicated that the data is sufficient in supporting the planning process:

- It is determined that the peak volume data used in the analysis is consistent with the real peak volume of the required 6-hour time span.
- It is reasonable to state that the turning movement pattern deriving from the data is similar to the traffic patterns of the real peak hour of the 6-hour period.
- It has been demonstrated that the intersection could be operated at the acceptable condition set by Title 4 with additional 5% of the total demands over the projected 2030 volumes.
- It is modeled that the proposed zoning change in NW Remand Plan would only add about 12 vehicles to this intersection during the noon peak hour, which accounts for only about 0.2% of its capacity, and should have little impact to its operation.

Appendix:

a. HCM (highway Capacity Manual) Reports from Synchro for the three intersections, 2010 and 2030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b. 2010 off-peak TMCs on the two intersections


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c. 24-hour counts on legs of the intersection of Nicolai St at NW Wardway St.


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d. Detail engineering analysis in supporting the use of TMC at the intersection of NW Vaughn St and NW 23rd Ave.


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Supporting Analysis

for the intersection of NW Vaughn St and NW 23rd Ave.
(draft, 8/6/2010)
Ning Zhou, PE., PTOE

For conducting the Title 4 traffic analysis for NW Remand study, City has collected TMC (Turning Movement Count) at the intersection of NW Vaughn St and NW 23rd Ave. between 10:00AM to 12:00PM in April, 2010.

Apparently the TMC didn't cover the whole length of the required 6-hour span from 9:00AM to 3:00PM. Since Broadway Bridge and North Pearl area are currently under construction and it will not re-open to traffic until September, it is impossible to simply re-collect the TMC at the intersection to satisfy the Title 4 requirement.

However, the detailed traffic engineering studies indicate that the current counts are sufficient in supporting the planning application, and should be good for the Title 4 requirement. Followings are the findings.

a. It is determined that the traffic at the site is relatively constant from 9:00AM – 3:00PM. City doesn't have the 6-hour turning count for this intersection, but the link 24-hour count from adjacent street (NW Vaughn St e/ NW 25th St) shows that the traffic volumes used in the analysis (11:00-12:00) is only 2% off the middle-day real peak. There is no noticeable trend that the traffic is tend to increase with the time moves before it reaches PM rush hours, and the 2% difference is well within the hourly fluctuation range of the normal hourly traffic.

Table 1. Middle day traffic counts on NW Vaughn St e/ 25th Ave (2006)

	Volumes	Peak	% of peak
9 - 10AM	1,031		
10 – 11AM	950		
11AM – 12PM	1,103		98%
12 – 1PM	1,076		
1 – 2PM	1,129	Peak	
2 – 3PM	1,106		

*The peak hour volume might be varied slightly if use 15-minute interval method.

b. It is reasonable to assume the analyzed peak hour traffic hold the same traffic pattern as the real peak hour of the 6-hour middle-day span. Without the 6-hour turning movement count, it is hard to declare that for sure. But by the same token, there is no reason to suspect the traffic pattern at the intersection during the middle day hours would significantly shift away from its 11:00-12:00 traffic. This intersection connects neighborhood collectors with a freeway ramp, its traffic pattern during the whole middle day hours should be relatively stabled. Table 2 lists the traffic patterns of AM, PM and off peak hours of this intersection. No noticeable traffic pattern changes between the counted 2 middle day hours either, see Table 3.

Table 2. The distribution pattern of approach traffic at the intersection

	EB %	WB %	NB %	SB %
AM Peak	25	54	17	4
Off Peak	23	45	24	8
PM Peak	25	38	28	8

Table 3. Traffic pattern comparison between the two surveyed middle-day hours at the intersection

	EB			WB				NB			SB		
	L	T	R	U	L	T	R	L	T	R	L	T	R
10:00-11:00		19%	3%	8%	13%	20%	6%	3%	3%	17%	5%	2%	1%
11:00-12:00		20%	3%	7%	12%	19%	6%	4%	3%	17%	5%	2%	1%

c. The Title 4's standards for approval are LOS E or V/C of 0.99 for this intersection. The analysis states that the intersection would be operated at LOS D or V/C = 0.93 in planning year of 2030, which is much lower than the approval criteria. The volumes used in 2030 analysis equal to about 18% growth from today in terms of total approach volumes. The test model run demonstrates that the intersection would be operated at an accepted condition even with another 5% additional traffic growth to every movement (LOS D and V/C 0.94). It is safe to assume that the 5% additional traffic will compensate well the impacts or doubts resulting from the imperfect traffic counts.

d. It is estimated the proposed land use from NW Remand would add about 12 vehicles to this intersection (all 4-approaches) during 2030 noon peak hour. The capacity of the intersection is modeled at 5500+ based on current street layout and signal timing plan. The 12 additional vehicles represent only 0.2% of its total approach capacity. Therefore, the additional traffic from the proposed NW Remand project would have little to none effect to the operation condition of the intersection in projected 2030 noon peak hour, in either terms of total approach volumes or in individual movement traffic.

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1835			1634		
Flt Permitted	0.55	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	1024	1863	1583			1770	1835			1580		
Volume (vph)	5	220	225	5	5	20	185	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	239	245	5	5	22	201	22	3	0	5	14
RTOR Reduction (vph)	0	0	0	0	0	0	3	0	0	12	0	0
Lane Group Flow (vph)	5	239	250	0	0	27	220	0	0	10	0	0
Turn Type	pm+pt		custom		Prot	Prot			Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	35.9	34.3	36.6			2.0	32.5			8.5		
Effective Green, g (s)	36.1	33.3	38.4			1.0	31.5			8.7		
Actuated g/C Ratio	0.49	0.45	0.52			0.01	0.43			0.12		
Clearance Time (s)	5.2					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	531	844	827			24	786			187		
v/s Ratio Prot	c0.00	c0.13	c0.16			c0.02	0.12					
v/s Ratio Perm	0.00									0.01		
v/c Ratio	0.01	0.28	0.30			1.12	0.28			0.05		
Uniform Delay, d1	9.6	12.6	9.9			36.2	13.6			28.7		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.2	0.2			225.0	0.2			0.1		
Delay (s)	9.6	12.8	10.2			261.2	13.8			28.9		
Level of Service	A	B	B			F	B			C		
Approach Delay (s)		11.4					40.5			28.9		
Approach LOS		B					D			C		

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	210	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	228	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	13
Lane Group Flow (vph)	0	0	94	0	228	49	3
Turn Type	Perm	Perm				Prot	Prot
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.5		13.3	13.3	13.3
Effective Green, g (s)			8.7		14.5	14.5	14.5
Actuated g/C Ratio			0.12		0.20	0.20	0.20
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			160		349	312	312
v/s Ratio Prot					c0.13	0.03	0.00
v/s Ratio Perm			c0.07				
v/c Ratio			0.59		0.65	0.16	0.01
Uniform Delay, d1			30.7		27.2	24.4	23.7
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.4		4.3	0.2	0.0
Delay (s)			36.1		31.5	24.7	23.7
Level of Service			D		C	C	C
Approach Delay (s)			36.1		30.0		
Approach LOS			D		C		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1777	1770		1682		3433	5042		1770	3539	1549
Flt Permitted		0.60	1.00		0.88		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1102	1770		1495		3433	5042		1770	3539	1549
Volume (vph)	85	15	305	40	25	70	150	885	45	45	985	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	321	42	26	74	158	932	47	47	1037	121
RTOR Reduction (vph)	0	0	0	0	48	0	0	5	0	0	0	57
Lane Group Flow (vph)	0	105	321	0	94	0	158	974	0	47	1037	64
Confl. Peds. (#/hr)	4					4	8		4	4		8
Turn Type	Perm		custom	Perm			Prot			Prot		custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		5 6 8	4								6
Actuated Green, G (s)		12.2	81.2		12.2		14.4	40.8		11.9	39.4	40.8
Effective Green, g (s)		13.8	81.2		13.8		14.5	42.8		12.6	40.9	42.8
Actuated g/C Ratio		0.17	1.00		0.17		0.18	0.53		0.16	0.50	0.53
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		187	1770		254		613	2658		275	1783	816
v/s Ratio Prot							c0.05	0.19		0.03	c0.29	
v/s Ratio Perm		c0.10	c0.18		0.06							0.04
v/c Ratio		0.56	0.18		0.37		0.26	0.37		0.17	0.58	0.08
Uniform Delay, d1		30.9	0.0		29.8		28.7	11.3		29.8	14.1	9.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.8	0.0		0.9		1.0	0.4		1.3	1.4	0.2
Delay (s)		34.7	0.0		30.8		29.7	11.6		31.1	15.5	9.7
Level of Service		C	A		C		C	B		C	B	A
Approach Delay (s)		8.6			30.8			14.2			15.6	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

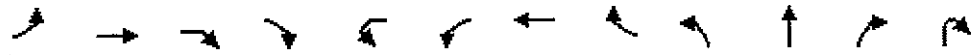
c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95			1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.98			1.00	1.00	0.85	1.00	0.89	0.85	1.00	0.96
Flt Protected		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3430			1770	3539	1583	1770	1570	1504	1770	1746
Flt Permitted		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3430			1770	3539	1583	1770	1570	1504	1770	1746
Volume (vph)	0	495	85	165	305	475	155	100	65	420	120	60
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	521	89	174	321	500	163	105	68	442	126	63
RTOR Reduction (vph)	0	12	0	0	0	0	69	0	0	0	0	13
Lane Group Flow (vph)	0	598	0	0	495	500	94	105	276	234	126	76
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases		2		1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)		20.6			29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Effective Green, g (s)		20.6			29.5	54.1	54.1	8.2	20.0	20.0	7.7	19.5
Actuated g/C Ratio		0.22			0.31	0.58	0.58	0.09	0.21	0.21	0.08	0.21
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		753			557	2041	913	155	335	321	145	363
v/s Ratio Prot		c0.17			c0.28	0.14	0.06	0.06	c0.18	0.16	c0.07	0.04
v/s Ratio Perm												
v/c Ratio		0.79			0.89	0.24	0.10	0.68	0.82	0.73	0.87	0.21
Uniform Delay, d1		34.6			30.6	9.8	8.9	41.5	35.2	34.4	42.6	30.8
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.8			15.8	0.1	0.0	11.1	15.0	8.0	38.6	0.3
Delay (s)		40.4			46.4	9.8	9.0	52.7	50.3	42.4	81.2	31.0
Level of Service		D			D	A	A	D	D	D	F	C
Approach Delay (s)		40.4				25.4			47.7			60.4
Approach LOS		D				C			D			E

Intersection Summary			
HCM Average Control Delay	37.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0			4.0		
Lane Util. Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Frt	1.00	1.00	0.85			1.00	0.99			0.88		
Flt Protected	0.95	1.00	1.00			0.95	1.00			0.99		
Satd. Flow (prot)	1770	1863	1583			1770	1846			1634		
Flt Permitted	0.47	1.00	1.00			0.95	1.00			0.96		
Satd. Flow (perm)	866	1863	1583			1770	1846			1578		
Volume (vph)	10	345	335	5	5	20	310	20	3	0	5	13
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	375	364	5	5	22	337	22	3	0	5	14
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	12	0	0
Lane Group Flow (vph)	11	375	368	0	0	27	357	0	0	10	0	0
Turn Type	pm+pt		custom		Prot	Prot			Perm			
Protected Phases	1	3 6	6 7		5	5	2 3			4		
Permitted Phases	3 6								4			
Actuated Green, G (s)	32.9	32.4	34.2			2.0	33.9			8.6		
Effective Green, g (s)	31.4	31.4	36.0			1.0	32.9			8.8		
Actuated g/C Ratio	0.43	0.43	0.49			0.01	0.45			0.12		
Clearance Time (s)	3.0					3.0				4.2		
Vehicle Extension (s)	3.0					3.0				3.0		
Lane Grp Cap (vph)	368	793	772			24	823			188		
v/s Ratio Prot		c0.20	0.23			c0.02	0.19					
v/s Ratio Perm	0.01									0.01		
v/c Ratio	0.03	0.47	0.48			1.12	0.43			0.05		
Uniform Delay, d1	12.3	15.2	12.6			36.4	14.0			28.8		
Progression Factor	1.00	1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2	0.0	0.4	0.5			225.0	0.4			0.1		
Delay (s)	12.4	15.7	13.1			261.4	14.4			28.9		
Level of Service	B	B	B			F	B			C		
Approach Delay (s)		14.4					31.7			28.9		
Approach LOS		B					C			C		

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0	4.0
Lane Util. Factor			1.00		1.00	1.00	1.00
Frt			0.98		1.00	0.85	0.85
Flt Protected			0.96		0.95	1.00	1.00
Satd. Flow (prot)			1758		1770	1583	1583
Flt Permitted			0.74		0.95	1.00	1.00
Satd. Flow (perm)			1351		1770	1583	1583
Volume (vph)	25	55	1	10	255	45	15
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	60	1	11	277	49	16
RTOR Reduction (vph)	0	0	5	0	0	0	12
Lane Group Flow (vph)	0	0	94	0	277	49	4
Turn Type	Perm	Perm				Prot	Prot
Protected Phases			4		7	7	7
Permitted Phases	4	4					
Actuated Green, G (s)			8.6		15.4	15.4	15.4
Effective Green, g (s)			8.8		16.6	16.6	16.6
Actuated g/C Ratio			0.12		0.22	0.22	0.22
Clearance Time (s)			4.2		5.2	5.2	5.2
Vehicle Extension (s)			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)			161		398	356	356
v/s Ratio Prot					c0.16	0.03	0.00
v/s Ratio Perm			c0.07				
v/c Ratio			0.58		0.70	0.14	0.01
Uniform Delay, d1			30.8		26.3	22.9	22.2
Progression Factor			1.00		1.00	1.00	1.00
Incremental Delay, d2			5.3		5.2	0.2	0.0
Delay (s)			36.0		31.5	23.1	22.2
Level of Service			D		C	C	C
Approach Delay (s)			36.0		29.9		
Approach LOS			D		C		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		0.97	0.91		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.95		0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1787	1770		1698		3433	5020		1770	3539	1548
Flt Permitted		0.56	1.00		0.78		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1051	1770		1351		3433	5020		1770	3539	1548
Volume (vph)	85	15	345	70	25	70	560	1090	85	45	1270	115
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	89	16	363	74	26	74	589	1147	89	47	1337	121
RTOR Reduction (vph)	0	0	0	0	30	0	0	9	0	0	0	45
Lane Group Flow (vph)	0	105	363	0	144	0	589	1227	0	47	1337	76
Confl. Peds. (#/hr)	4					4	8		4	4		8
Turn Type	Perm		custom	Perm			Prot			Prot		custom
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		5 6 8	4								6
Actuated Green, G (s)		12.3	88.0		12.3		19.9	53.5		5.9	40.6	53.5
Effective Green, g (s)		13.9	88.0		13.9		20.0	55.5		6.6	42.1	55.5
Actuated g/C Ratio		0.16	1.00		0.16		0.23	0.63		0.08	0.48	0.63
Clearance Time (s)		5.6			5.6		4.1	6.0		4.7	5.5	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		166	1770		213		780	3166		133	1693	976
v/s Ratio Prot							c0.17	0.24		0.03	c0.38	
v/s Ratio Perm		0.10	0.21		c0.11							0.05
v/c Ratio		0.63	0.21		0.67		0.76	0.39		0.35	0.79	0.08
Uniform Delay, d1		34.7	0.0		34.9		31.7	7.9		38.7	19.2	6.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.6	0.1		8.2		6.7	0.4		7.2	3.8	0.2
Delay (s)		42.3	0.1		43.1		38.4	8.3		45.9	23.1	6.5
Level of Service		D	A		D		D	A		D	C	A
Approach Delay (s)		9.5			43.1			18.0			22.5	
Approach LOS		A			D			B			C	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		0.95			1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.98			1.00	1.00	0.85	1.00	0.88	0.85	1.00	0.96
Flt Protected		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		3437			1770	3539	1583	1770	1565	1504	1770	1760
Flt Permitted		1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		3437			1770	3539	1583	1770	1565	1504	1770	1760
Volume (vph)	0	555	85	180	360	510	340	100	65	455	155	75
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	584	89	189	379	537	358	105	68	479	163	79
RTOR Reduction (vph)	0	11	0	0	0	0	151	0	0	0	0	10
Lane Group Flow (vph)	0	662	0	0	568	537	207	105	296	251	163	95
Confl. Peds. (#/hr)	1		16		16		1	40				
Turn Type				Prot	Prot		Prot	Prot		Prot	Prot	
Protected Phases		2		1	1	6	6	3	8	8	7	4
Permitted Phases												
Actuated Green, G (s)		23.0			35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Effective Green, g (s)		23.0			35.7	62.7	62.7	9.3	22.5	22.5	11.0	24.2
Actuated g/C Ratio		0.21			0.33	0.58	0.58	0.09	0.21	0.21	0.10	0.22
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		731			584	2051	917	152	325	313	180	394
v/s Ratio Prot		c0.19			c0.32	0.15	0.13	0.06	c0.19	0.17	c0.09	0.05
v/s Ratio Perm												
v/c Ratio		0.91			0.97	0.26	0.23	0.69	0.91	0.80	0.91	0.24
Uniform Delay, d1		41.5			35.8	11.3	11.0	48.1	41.9	40.7	48.1	34.5
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		14.7			30.2	0.1	0.1	12.7	28.4	13.7	41.0	0.3
Delay (s)		56.3			66.0	11.3	11.1	60.8	70.2	54.5	89.1	34.8
Level of Service		E			E	B	B	E	E	D	F	C
Approach Delay (s)		56.3				32.5			62.6			67.8
Approach LOS		E				C			E			E

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	108.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	25
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	26
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	40
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

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Cldy 55f By: CDB/RC For: Zhou

NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

Groups Printed- VEHS PEDS

	NW YEON AVE Southbound					NW NICOLAI ST Westbound					NW YEON AVE/I405 RAMP Northbound					NW NICOLAI ST Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
11:00	8	216	17	0	241	14	7	8	0	29	46	201	12	0	259	16	7	68	0	91	0	620	620
11:15	9	230	21	0	260	17	3	9	0	29	40	225	18	0	283	7	10	68	0	85	0	657	657
11:30	5	239	35	0	279	24	12	8	0	44	39	182	15	0	236	19	9	72	1	100	1	659	660
11:45	9	264	20	0	293	17	12	6	0	35	31	250	14	0	295	15	3	76	0	94	0	717	717
Total	31	949	93	0	1073	72	34	31	0	137	156	858	59	0	1073	57	29	284	1	370	1	2653	2654
12:00	7	231	22	0	260	13	8	17	0	38	41	201	6	0	248	20	3	96	0	119	0	665	665
12:15	12	248	31	0	291	8	2	26	0	36	45	216	13	0	274	24	7	72	0	103	0	704	704
12:30	17	243	41	0	301	3	1	21	0	25	35	219	12	0	266	24	4	62	0	90	0	682	682
12:45	13	245	19	0	277	9	6	21	0	36	52	230	19	0	301	24	3	51	0	78	0	692	692
Total	49	967	113	0	1129	33	17	85	0	135	173	866	50	0	1089	92	17	281	0	390	0	2743	2743
Grand Total	80	1916	206	0	2202	105	51	116	0	272	329	1724	109	0	2162	149	46	565	1	760	1	5396	5397
Apprch %	3.6	87	9.4			38.6	18.8	42.6			15.2	79.7	5			19.6	6.1	74.3					
Total %	1.5	35.5	3.8		40.8	1.9	0.9	2.1		5	6.1	31.9	2		40.1	2.8	0.9	10.5		14.1	0	100	

NOTE: NW 29TH AVE CLOSED YEON TO NICOLAI

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NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

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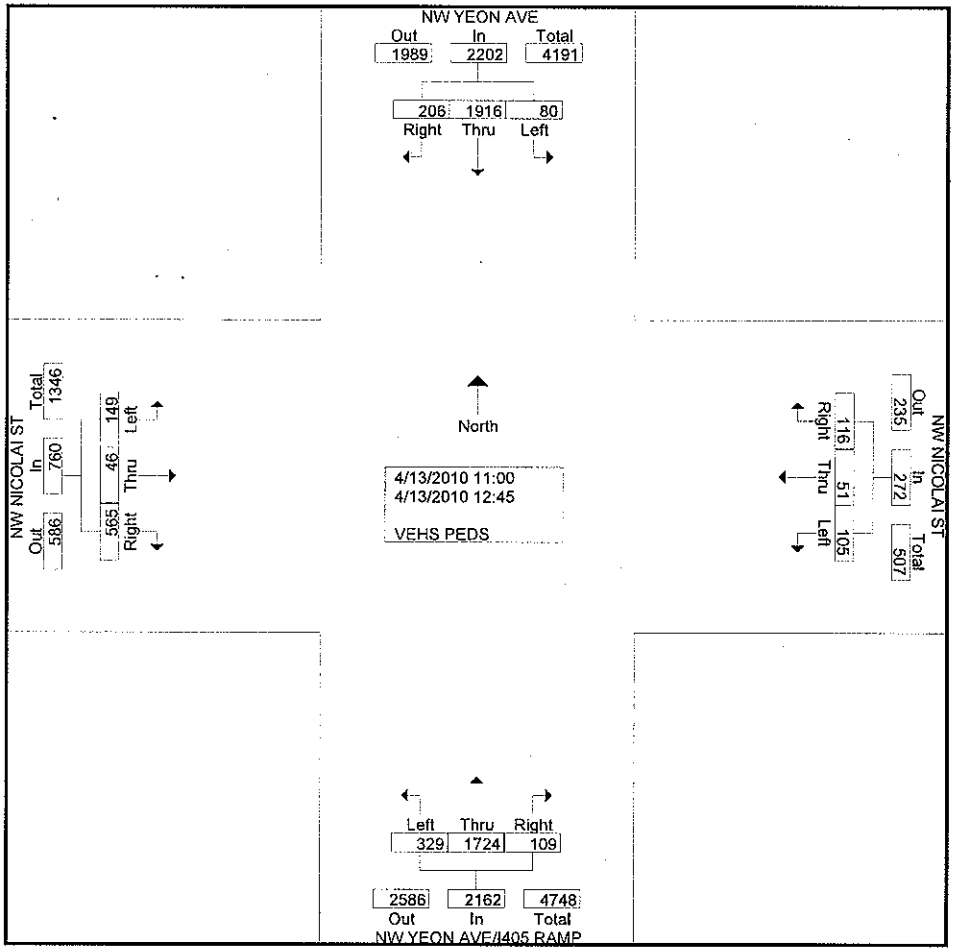

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NW NICOLAI ST @ NW YEON AVE/I405 RAMPS

	NW YEON AVE Southbound				NW NICOLAI ST Westbound				NW YEON AVE/I405 RAMP Northbound				NW NICOLAI ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45																	
11:45	9	**264**	20	293	**17**	**12**	6	35	31	**250**	**14**	**295**	15	3	76	94	**717**
12:00	7	231	22	260	13	8	17	**38**	41	201	6	248	20	3	**96**	**119**	665
12:15	12	248	31	291	8	2	**26**	36	**45**	216	13	274	**24**	**7**	72	103	704
12:30	**17**	243	**41**	**301**	3	1	21	25	35	219	12	266	24	4	62	90	682
Total Volume	45	986	114	1145	41	23	70	134	152	886	45	1083	83	17	306	406	2768
% App. Total	3.9	86.1	10		30.6	17.2	52.2		14	81.8	4.2		20.4	4.2	75.4		
PHF	.662	.934	.695	.951	.603	.479	.673	.882	.844	.886	.804	.918	.865	.607	.797	.853	.965

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NW 23RD AVE/VAUGHN ST/I405 NB EX

Groups Printed- VEHS PEDS

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound						NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00	23	6	7	0	36	43	87	118	28	0	276	0	0	8	10	88	0	106	0	107	12	4	123	0	541	541
10:15	34	17	5	1	56	41	77	120	39	0	277	0	0	24	15	130	0	169	0	96	10	0	106	1	608	609
10:30	28	15	6	1	49	51	77	106	36	0	270	0	0	20	13	95	0	128	0	112	21	1	134	1	581	582
10:45	37	13	11	0	61	48	68	132	35	0	283	0	0	22	22	89	0	133	0	128	18	7	153	0	630	630
Total	122	51	29	2	202	183	309	476	138	0	1106	0	0	74	60	402	0	536	0	443	61	12	516	2	2360	2362
11:00	24	15	10	4	49	44	88	116	31	0	279	0	0	23	14	102	0	139	0	135	21	3	159	4	626	630
11:15	26	19	2	2	47	39	51	126	47	0	263	0	0	22	17	111	0	150	0	131	17	5	153	2	613	615
11:30	32	14	6	2	52	39	71	120	38	0	268	0	0	31	12	93	0	136	1	115	28	14	158	2	614	616
11:45	38	11	7	0	56	44	96	114	38	0	292	0	0	25	20	114	0	159	0	113	17	0	130	0	637	637
Total	120	59	25	8	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	8	2490	2498
Grand Total	242	110	54	10	406	349	615	952	292	0	2208	0	0	175	123	822	0	1120	1	937	144	34	1116	10	4850	4860
Apprch %	59.6	27.1	13.3			15.8	27.9	43.1	13.2	0		0		15.6	11	73.4	0		0.1	84	12.9	3				
Total %	5	2.3	1.1		8.4	7.2	12.7	19.6	6	0	45.5	0	0	3.6	2.5	16.9	0	23.1	0	19.3	3	0.7	23	0.2	99.8	

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Start Date : 4/7/2010
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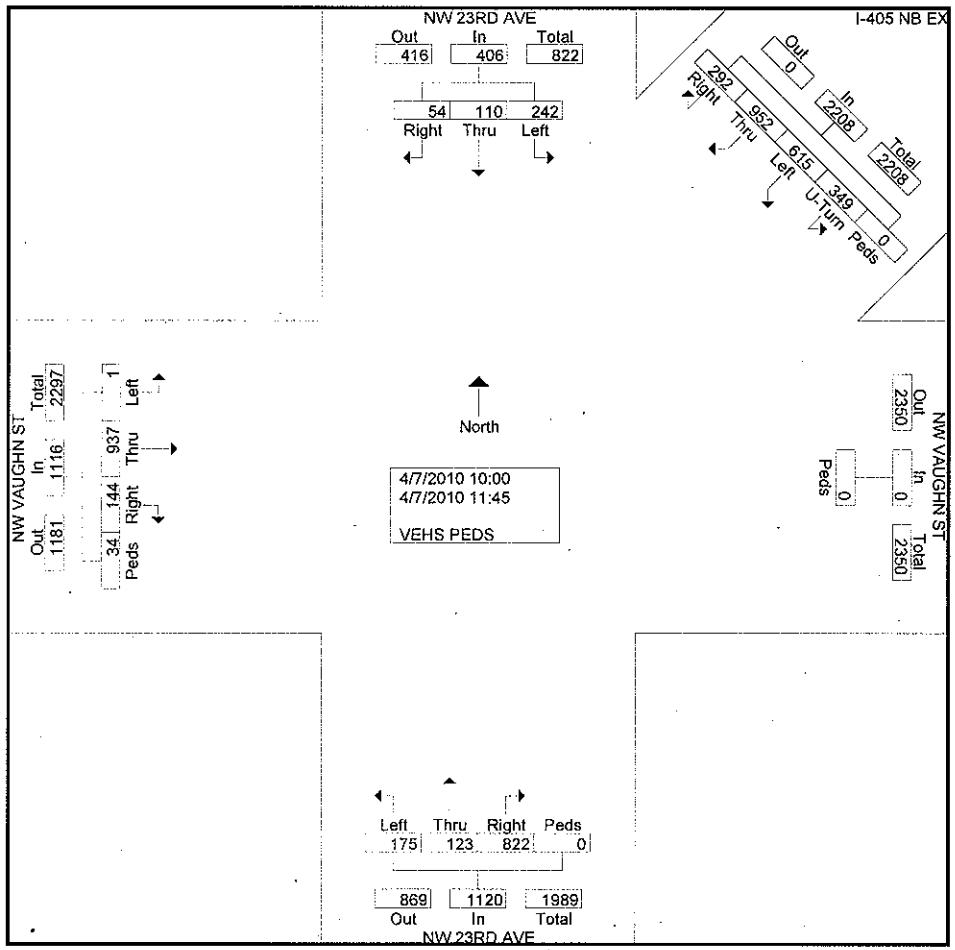


City of Portland

Office of Transportation
1120 SW 5th Ave, Rm 800
Portland, OR 97204

File Name : 100407TOB
Site Code : 00000000
Start Date : 4/7/2010
Page No : 3

O'cast by: CDB For: Zhou

NW 23RD AVE/VAUGHN ST/I405 NB EX

	NW 23RD AVE Southbound					I-405 NB EX Southwestbound					NW VAUGHN ST Westbound		NW 23RD AVE Northbound					NW VAUGHN ST Eastbound					
Start Time	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 11:45 - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:00																							
11:00	24	15	**10**	49	**44**	88	116	31	0	279	0	0	23	14	102	0	139	0	**135**	21	3	**159**	626
11:15	26	**19**	2	47	39	51	**126**	**47**	0	263	0	0	22	17	111	0	150	0	131	17	5	153	613
11:30	32	14	6	52	39	71	120	38	0	268	0	0	**31**	12	93	0	136	**1**	115	**28**	**14**	158	614
11:45	**38**	11	7	**56**	**44**	**96**	114	38	0	**292**	0	0	25	**20**	**114**	0	**159**	0	113	17	0	130	**637**
Total Volume	120	59	25	204	166	306	476	154	0	1102	0	0	101	63	420	0	584	1	494	83	22	600	2490
% App. Total	58.8	28.9	12.3		15.1	27.8	43.2	14	0		0		17.3	10.8	71.9	0		0.2	82.3	13.8	3.7		
PHF	.789	.776	.625	.911	.943	.797	.944	.819	.000	.943	.000	.000	.815	.788	.921	.000	.918	.250	.915	.741	.393	.943	.977

CITY OF PORTLAND OFFICE OF TRANSPORTATION

Traffic Volume Report

LOCATION

Location: NW WARDWAY ST E of 29TH AVE / NICOLAI ST

Bound: N **Channels:** 1

Date: From 4/12/2010 10:45:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041221.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW WARD WAY S/NW NICOLAI ST

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1520	2125	3645
Peak Hour Volume:	269	302	302
Peak Hour Start:	6:45	16:15	16:15
Peak Hour Factor:	0.862	0.878	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 45-60	Total
0	4	8	5	4	21
1	2	1	6	4	13
2	5	5	7	3	20
3	4	6	2	3	15
4	6	4	10	15	35
5	16	20	27	38	101
6	40	40	51	68	199
7	55	68	78	65	266
8	52	50	62	56	220
9	54	56	55	38	203
10	55	50	48	52	205
11	45	59	58	60	222
12	58	67	73	69	267
13	84	59	68	61	272
14	67	61	64	60	252
15	61	72	80	64	277
16	68	66	66	86	286
17	84	66	64	59	273
18	46	46	38	40	170
19	41	24	16	26	107
20	19	14	17	23	73
21	16	14	14	18	62
22	15	11	15	12	53
23	10	8	8	7	33

CITY OF PORTLAND OFFICE OF TRANSPORTATION

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST W of 29TH AVE / WARDWAY ST

Bound: E **Channels:** 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:30:00 PM (WED)

CountID: 10041222.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST W/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	2745	3105	5850
Peak Hour Volume:	582	526	582
Peak Hour Start:	7:30	16:0	7:30
Peak Hour Factor:	0.887	0.854	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 45-60	Total
0	9	9	11	10	39
1	9	5	6	7	27
2	7	6	13	10	36
3	9	23	5	9	46
4	11	12	14	16	53
5	19	32	43	47	141
6	39	58	74	108	279
7	84	109	164	152	509
8	122	144	118	101	485
9	107	83	87	94	371
10	86	67	100	79	332
11	96	102	120	109	427
12	119	98	108	123	448
13	101	107	97	111	416
14	111	85	97	87	380
15	98	99	125	89	411
16	147	120	154	105	526
17	147	96	79	67	389
18	57	54	45	45	201
19	33	38	30	17	118
20	21	25	20	15	81
21	20	8	12	12	52
22	15	14	10	12	51
23	7	11	4	10	32

CITY OF PORTLAND OFFICE OF TRANSPORTATION

Traffic Volume Report

LOCATION

Location: NW NICOLAI ST E of 29TH AVE / WARDWAY ST

Bound: W **Channels:** 1

Date: From 4/12/2010 10:30:00 AM (MON) to 4/14/2010 12:15:00 PM (WED)

CountID: 10041227.VL1

NOTES

Excpt Type: Obstruction

Conditions:

Comment: **NW 29TH AVE CLOSED N/NICOLAI

Count Loc: NW NICOLAI ST E/NW WARD WAY

SUMMARY DATA

	AM	PM	Daily
Total Volume:	1506	1316	2822
Peak Hour Volume:	273	231	273
Peak Hour Start:	7:0	12:45	7:0
Peak Hour Factor:	0.822	0.902	

INTERVAL DATA

Hour	Min: 00-15	Min: 16-30	Min: 31-45	Min: 45-60	Total
0	7	7	3	8	25
1	6	7	12	3	28
2	9	6	4	4	23
3	10	1	7	7	25
4	5	14	12	12	43
5	10	15	21	36	82
6	33	35	60	67	195
7	56	83	56	78	273
8	53	62	54	47	216
9	50	53	52	54	209
10	44	51	47	50	192
11	56	41	57	41	195
12	67	52	41	62	222
13	43	62	64	51	220
14	50	49	52	47	198
15	40	36	54	40	170
16	45	32	38	32	147
17	52	37	34	21	144
18	19	17	9	11	56
19	8	8	11	6	33
20	5	7	12	10	34
21	10	9	9	7	35
22	8	8	8	8	32
23	9	4	7	5	25

ORDINANCE 10-1246
ATTACHMENT 4 TO STAFF REPORT

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: Friday, August 6, 2010
To: Ted Reid, Regional Planner
From: Anthony Butzek, Metro Transportation Engineer; PE, PTOE
Subject: Portland Title 4 Amendment – NW Remand (internal)

I am able to sign off on Portland's compliance with Title 4 pertaining to traffic and freight movement.

Title 4 requires that the proposed change*… "would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan ("RTP"), or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan ("OHP") for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses."*

The applicable freight routes in the vicinity are NW Nicolai Street and US 30. Specifically, Metro asked the City to review the following intersections for compliance with Title 4:

- NW Nicolai St. at US 30
- NW Nicolai St. at NW Wardway St. / NW 29th Ave.
- NW Vaughn St. at NW 23rd Ave. / US 30 (I-405) ramps

The City has demonstrated to a reasonable extent that the proposed changes would not reduce off-peak performance on either facility below standards contained in the RTP or OHP. The City's analysis was for year 2030 conditions.

The City produced a Traffic Analysis as a technical memorandum, which is available for review. As documented in the analysis, the proposed land use changes have a negligible off-peak traffic impact.

Agenda Item Number 6.1

Resolution No. 10-4186, For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area

Metro Council Meeting
Thursday, Sept. 16, 2010
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	))))	RESOLUTION NO. 10-4186 Introduced by Councilor Burkholder

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 _____ day of September 2010.

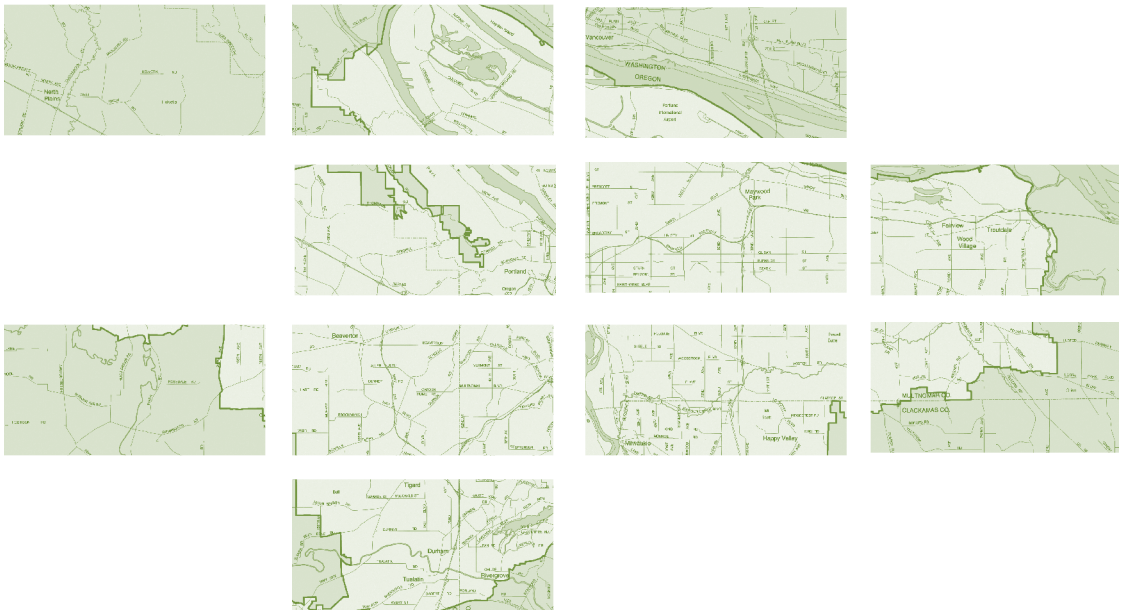
Carlotta Collette, Deputy Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A

www.oregon**metro.gov**



Metropolitan Transportation Improvement Program

2010-13

Adoption draft

September 2010

Metro | *People places. Open spaces.*

Metro's web site: www.oregonmetro.gov

Project web site:www.oregonmetro.gov/mtip

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

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

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

METRO

Acknowledgements

Administration

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

MTIP Program Manager

Ted Leybold, 503-797-1759, ted.leybold@oregonmetro.gov

Project Staff

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
ATMS Advanced Traffic Management System
AQMA Air Quality Maintenance Area
AQMA Air Quality Maintenance Area
ARRA American Recovery and Reinvestment Act

CAAA Clean Air Act Amendments of 1990 (Federal)
CMAQ Congestion Mitigation/Air Quality Program

DEIS Draft Environmental Impact Statement
DEQ Department of Environmental Quality (State)

DOA Design Option Analysis
EPA Environmental Protection Agency

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

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

MIS Major Investment Study
MPO Metropolitan Planning Organization (Metro)

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

NHS National Highway System

OAR Oregon Administrative Rules
ODOT Oregon Department of Transportation (State)
ORS Oregon Revised Statutes (State)
OTC Oregon Transportation Commission (State)

PD Project Development
PE Preliminary Engineering

RFP Regional Framework Plan (Metro)
ROW Right-of-Way
RTC Regional Transportation Council(MPO for Southwest Washington)
RTP Regional Transportation Plan (Metro)
RUGGO Regional Urban Growth Goals and Objectives (Metro)
SMART South Metro Area Rapid Transit (Wilsonville)
SIP Oregon State (Air Quality) Implementation Plan
SOV Single-Occupancy Vehicle
STIP Statewide Transportation Improvement Program
STP Surface Transportation Program

TAZ Transportation Analysis Zones
TCM Transportation Control Measures

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

TSM Transportation System Management

USDOT United States Department of Transportation

VMT Vehicle Miles Traveled
WSDOT Washington State Department of Transportation

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Appendices

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

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

Chapter 1

Overview of the MTIP

1.1 MTIP PURPOSE

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

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

For projects to receive federal money, they must be included in the RTP. However, the RTP approves more projects than can be afforded by the region in any given year. Just as Metro is required to develop an RTP, it also must develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP process is used to determine which projects included in the Plan will be given funding priority year to year.

1.2 MTIP CONTENT

The MTIP must be revised at least every four years and must address federally funded highway and public transit projects and state or locally funded projects that have potential to measurably affect the region's air quality. The most detailed information is required for federally funded projects. For these, the MTIP must:

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

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

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

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

1.3 2010-13 MTIP POLICY UPDATE

RTP Policy Framework

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

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

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

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

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

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

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

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

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

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

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

MTIP Policy Update

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

region and the basis for how each is allocated is also provided below. The full text of the MTIP Policy Report is provided in Appendix 2.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Federal Section 5309 public transit development grants used for light rail pass through a prescribed development process that incorporates National Environmental Policy Act (NEPA). Other public transit projects like streetcar and commuter rail may fit into lower threshold

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

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

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

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

1.4 FISCAL CONSTRAINT

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

Revenues

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

Metro Regional Flexible Funds. As there is no way to precisely predict how much will actually be appropriated for the regional flexible funding allocation, Metro allocates funding

commitments to the maximum authorized in the Act, corrected to account for actual funding limitations as they occur and impact available revenues. Further adjustments are made as revenue forecasts are updated with actual appropriations and limitations through a combination of: the biennial update of the four-year program, the cooperation of state funding sources temporarily covering regional obligations if available, project delays from original programming, and ultimately the project selection process that may delay projects or programs.

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

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

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

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

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

Public Transit Funds. In a similar fashion, Metro relies on TriMet and SMART estimates of anticipated federal public transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in SAFETEA-LU. TriMet expects to receive approximately $272 million of federal funding, excluding regional flexible funds programmed by

Metro. The MTIP does not report TriMet's general fund revenues other than local match needed for federal projects.

Costs

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

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

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

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

Conclusion

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

The current authorizing legislation, SAFETEA-LU is operating under continuing resolution and revenue estimates for 2011 through 2013 are made without benefit of federal reauthorization legislation that will define funding authority for these programs. The forecasted revenues and program of projects, however, is consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

TABLE 1.4.1 DEMONSTRATION OF FISCAL CONSTRAINT

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

1.5 PROJECT PRIORITIZATION PROCESSES

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

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

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

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

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

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

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

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

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

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

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

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

A more detailed explanation of the ODOT prioritization process is provided in the 2010-2013 STIP Project Eligibility Criteria and Prioritization Factors document. The 2010-2013 STIP Criteria

and Prioritization Factors was approved by the Oregon Transportation Commission summer of 2007.

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

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

Federal transportation planning factors

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

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

The way in which Metro utilizes these planning factors first occurs in the development of the Regional Transportation Plan. These factors are used in the creation of the policies that guide the development of the RTP and selection of projects for the Financially Constrained project list. Next, policy direction for the MTIP is adopted each cycle and is initially derived from the RTP policies, goals and objectives. It is also a requirement of projects included in the MTIP that they be in the Financially Constrained list of the RTP, which means the projects that are

included in the MTIP are run through criteria based on the federal transportation planning factors even prior to further prioritization processes undertaken by Metro, ODOT, TriMet and SMART for the projects that end up in the MTIP. A detailed discussion of how each of these planning factors is addressed in the MTIP appears In Chapter 3.

Congestion Management Process

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

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

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

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

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

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

Programming Funds

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

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

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

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

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency

is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. If projects that are scheduled to spend funds in a given year are delayed, they receive authority to spend funds in the following year unless delays are expected to push the project schedule to a subsequent year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes. Projects may be added or taken from the total regional program, or diverted between projects, or project phases, or a project scope significantly changed without notification and approval by Metro.

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

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

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

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

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

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

Selection of Projects

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

Public transit funds are subject to their own limitation and do not draw down the ability of either ODOT or Metro to spend other fund categories in any given year.

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

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

1.7 MTIP AMENDMENT PROCESS

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

Objectives of the Process

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

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

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

5. Provide for dealing with emergency situations.

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

Policies

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

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

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

Amendments by Metro/JPACT Resolution:

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

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

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

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

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

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

- Operations projects – up to $1 million,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Project or Program Authority Retraction

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

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

Chapter 2

Implementation of Previous MTIP

2.1 MAJOR PROJECTS IMPLEMENTED FROM PREVIOUS MTIP

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

Geographic Listing

Clackamas County

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

East Multnomah County

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

City of Portland

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

Washington County

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

Regional Projects

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

2.2 DELAYS TO PLANNED IMPLEMENTATION

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

Geographic Listing

Clackamas County

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

East Multnomah County

KEY	PROJECT NAME
11429	223rd Undercrossing: Sandy Blvd - Bridge St
13156	NE 238th Drive @ Treehill Drive
13986	Kane Dr: NE Division St - SE Powell Vlly(Grshm)
14393	NE Cleveland Ave: Stark St - Powell Blvd (Gresham)
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
14273	Waud Bluff Trail: N Basin Ave-N Willamette Blvd
14407	Springwater Trail: SE Umatilla St - SE 19th Ave
14409	Marine Drive Bike Trail: NE 28th - NE 185th
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
Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	TBD	Beaverton	$835,841	Construction	CMAQ	2011	$750,000	$85,841	$0	$835,841
					Programming total:			**$750,000**	**$85,841**	**$0**	**$835,841**
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**
Hall Blvd Preservation: Allen Blvd - Hart Rd	2 in pavement overlay in accordance with 1R Guidelines	17054	Beaverton	$711,000	Construction	ARRA	2010	$262,361	$0	$0	$448,639
					Programming total:			**$262,361**	**$0**	**$0**	**$448,639**
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	New intelligent traffic signals, sidewalks and illumination.	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**

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

Table 3.1.1 - Cities, Counties, and Other Agency Programming

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

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Royce & McNary St: Pvmt Grind/Overlay	Grind and replace 2 in of asphalt surface in accordance with 1R Guidelines	16488	Lake Oswego	$608,560	Construction	ARRA	2010	$466,813	$0	$0	$466,813
		16488	Lake Oswego	$608,560	Preliminary engineering	ARRA	2010	$97,747	$0	$0	$97,747
		16488	Lake Oswego	$608,560	Construction	OTH	2010	$0	$0	$44,000	$44,000
					Programming total:			**$564,560**	**$0**	**$44,000**	**$608,560**
Blue Lake Park Trail: Interlachen Ln-Blue Lake Rd.	Design and construct a trail through Blue Lake Park.	166555	Metro Parks (Troutdale)	$939,000	Preliminary Engineering	HPP	2010	$126,519	$14,481	$0	$141,000
		166555	Metro Parks (Troutdale)	$939,000	Construction	HPP	2011	$716,045	$81,955	$0	$798,000
					Programming total:			**$842,564**	**$96,436**	**$0**	**$939,000**
Jackson Street: Main - 21st Ave	Reconstruct sidewalks and streetscape/ curb extensions/ utility undergrounding	16457	Milwaukie	$874,409	Construction	ARRA	2010	$680,336	$0	$0	$680,336
		16457	Milwaukie	$874,409	Construction	OTH	2010	$0	$0	$194,073	$194,073
					Programming total:			**$680,336**	**$0**	**$194,073**	**$874,409**
Milwaukie Town Center Ped Improvements	Improve streetscape facilities in downtown Milwaukie	14439	Milwaukie	$450,000	Construction	OTH	2011	$0	$0	$450,000	$450,000
					Programming total:			**$0**	**$0**	**$450,000**	**$450,000**
OR 99-E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge with a bridge replacement.	15598	Milwaukie	$1,175,749	Planning	STP	2010	$330,500	$37,827	$0	$368,327
		15598	Milwaukie	$1,175,749	Preliminary engineering	STP	2011	$724,500	$82,922	$0	$807,422
					Programming total:			**$1,055,000**	**$120,749**	**$0**	**$1,175,749**
SE Lake Rd: SE 21st Ave - SE Kuehn Rd	Safety bicycle sidewalk facilities improvement on lake road	14064	Milwaukie	$3,867,818	Purchase right of way	HPP	2010	$511,461	$58,539	$0	$570,000
		14064	Milwaukie	$3,867,818	Construction	HPP	2011	$2,959,132	$338,686	$0	$3,297,818
					Programming total:			**$3,470,593**	**$397,225**	**$0**	**$3,867,818**
Beaver Creek Culverts: Troutdale Cochran Stark	The project calls for the replacement of 3 culverts along Beaver Creek at Troutdale Rd. Stark St and Cochran Rd.	14438	Multnomah County	$4,870,000	Preliminary engineering	STP	2010	$110,500	$12,647	$243,853	$367,000
		14438	Multnomah County	$4,870,000	Construction	STP	2011	$859,500	$98,374	$3,445,126	$4,403,000
		14438	Multnomah County	$4,870,000	Purchase right of way	STP	2011	$30,000	$3,434	$66,566	$100,000
					Programming total:			**$1,000,000**	**$114,455**	**$3,755,545**	**$4,870,000**
Morrison Bridge Rehabilitation	Bridge #08589 rehabilitation	14980	Multnomah County	$10,331,000	Construction	HBRRL	2011	$8,022,759	$918,241	$0	$8,941,000
					Programming total:			**$8,022,759**	**$918,241**	**$0**	**$8,941,000**
Multnomah County Street Overlays	Pavement overlay project	16943	Multnomah County	$1,744,558	Construction	ARRA	2010	$1,210,981	$0	$0	$1,210,981
		16943	Multnomah County	$1,744,558	Construction	OTH	2010	$0	$0	$533,577	$533,577
					Programming total:			**$1,210,981**	**$0**	**$533,577**	**$1,744,558**

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
NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	13156	Multnomah County	$340,000	Preliminary engineering	HSIP	2010	$38,732	$3,268	$0	$42,000
		13156	Multnomah County	$340,000	Purchase right of way	HSIP	2010	$64,554	$5,446	$0	$70,000
		13156	Multnomah County	$340,000	Construction	HSIP	2011	$210,262	$17,738	$0	$228,000
					Programming total:			**$313,548**	**$26,452**	**$0**	**$340,000**
Pavement Preservation in Tigard/ Sherwood/ and Cornelius	"Grinding and 2"" overlay; concrete sealing and crack repairs"	16966	Multnomah County	$1,315,655	Construction	ARRA	2010	$1,312,205	$0	$3,450	$1,315,655
					Programming total:			**$1,312,205**	**$0**	**$3,450**	**$1,315,655**
Sellwood Bridge	Bridge replacement (structure #6879)	13762	Multnomah County	$14,263,554	Preliminary engineering	HPP (PL 111-117)	2010	$1,265,984	$0	$0	$1,265,984
		13762	Multnomah County	$14,263,554	Purchase right of way	HBRRL	2011	$5,383,800	$616,200	$0	$6,000,000
		13762	Multnomah County	$14,263,554	Purchase right of way	HPP	2011	$6,278,920	$718,650	$0	$6,997,570
					Programming total:			**$12,928,704**	**$1,334,850**	**$0**	**$14,263,554**
Trolley Trail: SE Kellogg Creek - Glen Echo Ave	Construct bike and pedestrian facility along an abandoned trolley line	13471	NCPRD	$3,140,533	Construction	CMAQ	2011	$2,447,000	$280,070	$0	$2,727,070
		13471	NCPRD	$3,140,533	Construction	HPP	2011	$303,703	$34,760	$0	$338,463
					Programming total:			**$2,750,703**	**$314,830**	**$0**	**$3,065,533**
McLoughlin Blvd: Clackamas River Bridge - Dunes Drive	Phase two of the McLoughlin Boulevard Enhancement Plan this project will provide improved management of motor vehicle access transit stops bike lanes pedestrian crossings and sidewalks.	17265	Oregon City	$3,791,227	Preliminary engineering	STP	2011	$690,420	$79,022	$0	$769,442
		17265	Oregon City	$3,791,227	Construction	STP	2012	$2,711,448	$310,337	$0	$3,021,785
					Programming total:			**$3,401,868**	**$389,359**	**$0**	**$3,791,227**
OR213:I-205 - Redland Road O-xing	Intersection improvements at Washington St and Redland Rd intersections	16322	Oregon City	$4,384,076	Purchase right of way	OTH	2010	$0	$0	$1,600,000	$1,600,000
					Programming total:			**$0**	**$0**	**$1,600,000**	**$1,600,000**
Sundial Road And Swigert Way (Troutdale)	Widen Sundial Road and construct a new collector street	16272	Port of Portland	$14,340,000	Construction	IOF	2010	$0	$0	$1,051,560	$1,051,560
		16272	Port of Portland	$14,340,000	Construction	OTH	2010	$0	$0	$10,632,440	$10,632,440
		16272	Port of Portland	$14,340,000	Preliminary engineering	OTH	2010	$0	$0	$2,656,000	$2,656,000
Troutdale/Marine Drive Extension	Planning & project development work for Troutdale/Marine Drive extension	15185	Port of Portland	$722,891	Planning	HPP	2010	$200,000	$22,891	$0	$222,891
	Planning & project development work for Troutdale/Marine Drive extension	15185	Port of Portland	$722,891	Preliminary engineering	State STP	2010	$448,650	$51,350	$0	$500,000
					Programming total:			**$648,650**	**$74,241**	**$0**	**$722,891**

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
Active Corridor Management: Powell/Gresham/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	TBD	Portland	$2,117,463	Preliminary Engineering	CMAQ	2011	$500,000	$57,227	$0	$557,227
		TBD	Portland	$2,117,463	Construction	CMAQ	2012	$1,400,000	$160,236	$0	$1,560,236
					Programming total:			**$1,900,000**	**$217,463**	**$0**	**$2,117,463**
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 trailan on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	17268	Portland	$2,149,987	Preliminary engineering	CMAQ	2011	$389,413	$44,570	$0	$433,983
		17268	Portland	$2,149,987	Purchase right of way	STP	2012	$180,360	$20,643	$0	$201,003
		17268	Portland	$2,149,987	Construction	CMAQ	2013	$1,359,410	$155,591	$0	$1,515,001
					Programming total:			**$1,929,183**	**$220,804**	**$0**	**$2,149,987**
S Auditorium Lighting Phase 1	Replace lighting foundations/ poles and fixtures/ install conduit and wiring	16509	Portland	$6,107,076	Construction	ARRA	2010	$5,687,076	$0	$0	$5,687,076
					Programming total:			**$5,687,076**	**$0**	**$0**	**$5,687,076**
Safe Routes to School	Safe Routes to School grant award for Safety improvements	15747	Portland	$541,500	Construction	OTH	2010	$0	$0	$133,800	$133,800
		15747	Portland	$541,500	Construction	SRTS	2010	$374,700	$0	$0	$374,700
		15747	Portland	$541,500	Purchase right of way	SRTS	2010	$33,000	$0	$0	$33,000
					Programming total:			**$407,700**	**$0**	**$133,800**	**$541,500**
SE Portland Pavement Preservation Projects	Rebuild roadway section	16447	Portland	$2,992,057	Construction	ARRA	2010	$2,596,002	$0	$381,055	$2,977,057
					Programming total:			**$2,596,002**	**$0**	**$381,055**	**$2,977,057**
Springwater Trail: UPRR Brdg-East City Border	Pavement overlay in accordance with 1R Guidelines	16448	Portland	$1,342,463	Construction	ARRA	2010	$1,191,463	$0	$0	$1,191,463
					Programming total:			**$1,191,463**	**$0**	**$0**	**$1,191,463**
Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	Project would provide missing link of the Springwater trail between SE 19th Avenue and SE Umatilla Street in Southeast Portland.	14407	Portland	$2,458,308	Preliminary engineering	CMAQ	2010	$411,240	$47,068	$0	$458,308
		14407	Portland	$2,458,308	Construction	CMAQ	2011	$825,760	$94,512	$0	$920,272
		14407	Portland	$2,458,308	Construction	HPP	2011	$654,000	$74,853	$350,875	$1,079,728
					Programming total:			**$1,891,000**	**$216,433**	**$350,875**	**$2,458,308**

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**
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**
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**

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
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**
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**
PORTAL Data Archive	Enhancements to regional transportation data archive	15602	PSU	$403,000	Other	CMAQ	2010	$103,000	$11,789	$0	$114,789
		15602	PSU	$403,000	Other	CMAQ	2011	$100,000	$11,445	$0	$111,445
		15602	PSU	$403,000	Other	CMAQ	2012	$100,000	$11,445	$0	$111,445
		15602	PSU	$403,000	Other	CMAQ	2013	$100,000	$11,445	$0	$111,445
							Programming total:	**$403,000**	**$46,124**	**$0**	**$449,124**
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**

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
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**
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**
Hwy. 217: Highway 26 to I-5	TSM analysis and preliminary engineering	15604	Washington County	$1,234,816	Planning & Preliminary Engineering	HPP	2011	$735,000	$84,124	$0	$819,124
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	Preliminary Engineering	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**

Table 3.1.1 - Cities, Counties, and Other Agency Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
SW 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**
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**
SW Tualatin-Sherwood Road ATMS Phase II: Hwy 99 - Teton	Upgrade traffic signal systems and install video detection system	TBD	Washington County	$2,061,741	Preliminary Engineering	CMAQ	2012	$500,00	$57,227	$0	$557,227
		TBD	Washington County	$2,061,741	Construction	CMAQ	2013	$1,350,000	$154,514	$0	$1,504,514
					Programming total:			**$1,350,000**	**$211,741**	**$0**	**$2,061,741**
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**

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
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	Trails in comprehensive regional system - local earmark proposed.	14066	Metro	$221,451	Construction	HPP	2010	$198,708	$22,743	$0	$241,451
						Programming total:		**$198,708**	**$22,743**	**$0**	**$241,451**
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**
Active Traffic Management RCTO	Develop concept of operations for active traffic management.	TBD	Metro	$334,336	Planning	STP	2013	$300,000	$34,336	$0	$334,336
						Programming total:		**$300,000**	**$34,336**	**$0**	**$334,336**
Arterial Performance Measure RCTO	Develop concept of operations for active traffic management.	TBD	Metro	$167,168	Planning	STP	2010	$150,000	$17,168	$0	$167,168
						Programming total:		**$150,000**	**$17,168**	**$0**	**$167,168**
Regional TOD Implementation Program	Metro's program to work with developers landowners and jurisdictions to influence development projects that forge strong land use-transportation connections to increase transit ridership and help realize the 2040 Growth Concept.	15550 15551 17275 17276	Metro	$1,671,682	Other	STP	2011	$1,500,000	$171,682	$0	$1,671,682
		15550 15551 17275 17276	Metro	$3,219,102	Other	STP	2012	$2,888,500	$330,602	$0	$3,219,102
		15550 15551 17275 17276	Metro	$3,219,102	Other	STP	2013	$2,888,500	$330,602	$0	$3,219,102
						Programming total:		**$7,277,000**	**$832,886**	**$0**	**$8,109,886**

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 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**
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**

Table 3.1.3 - TriMet Programming

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

Table 3.1.3 - TriMet Programming

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

Table 3.1.3 - TriMet Programming

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

Table 3.1.4 - SMART Programming

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

Table 3.1.4 - SMART Programming

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

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
TTIP Enhancement for Arterial Traveler Information	Update software and in in-field systems for data transfer to TTIP	TBD	ODOT	$557,227	Other	CMAQ	2012	$500,000	$57,227	$0	$557,227
							Programming total:	**$500,000**	**$57,227**	**$0**	**$557,227**
Urban ITS Equipment	Upgrade ITS network equipment	TBD	ODOT	$52,379	Other	CMAQ	2013	$47,000	$5,379	$0	$52,379
							Programming total:	**$47,000**	**$5,379**	**$0**	**$52,379**
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**

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-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 Bridges	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**
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**

Table 3.1.5 - ODOT Programming

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
I-5: 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**
I-5: Wilsonville Road Interchange	Interchange improvement.	15108	ODOT	$18,170,001	Construction	IOF	2010	$0	$0	$495,000	$495,000
		15108	ODOT	$18,170,001	Construction	OTH	2010	$0	$0	$9,240,000	$9,240,000
		15108	ODOT	$18,170,001	Construction	State STP	2010	$5,774,126	$660,875	$0	$6,435,001
		15108	ODOT	$18,170,001	Purchase right of way	OTH	2010	$0	$0	$2,000,000	$2,000,000
							Programming total:	**$5,774,126**	**$660,875**	**$11,735,000**	**$18,170,001**
I-84 @ 257th Avenue Interchange	Improve safety and capacity EB off-ramp; widen Frontage Rd; reconstruct undercrossing.	16841	ODOT	$24,000,000	Planning	JTA	2010	$0	$0	$220,000	$220,000
		16841	ODOT	$24,000,000	Preliminary engineering	JTA	2010	$0	$0	$1,600,000	$1,600,000
		16841	ODOT	$24,000,000	Construction	JTA	2012	$0	$0	$22,180,000	$22,180,000
							Programming total:	**$0**	**$0**	**$24,000,000**	**$24,000,000**
I-84 EB To I-205 NB Auxiliary Lane	Project development.	16846	ODOT	$750,000	Preliminary engineering	State STP	2012	$672,975	$77,025	$0	$750,000
							Programming total:	**$672,975**	**$77,025**	**$0**	**$750,000**
I-84: MLK Blvd To I-205	Interstate maintenance pavement preservation.	16267	ODOT	$7,654,260	Preliminary engineering	ARRA-5307 TRIMET	2011	$276,660	$0	$0	$276,660
		16267	ODOT	$7,654,260	Construction	ARRA-5307 TRIMET	2013	$7,377,600	$0	$0	$7,377,600
							Programming total:	**$7,654,260**	**$0**	**$0**	**$7,654,260**
OR212: Tolbert St O'xing @ 82nd Drive	PE for o'xing.	16844	ODOT	$2,000,000	Preliminary engineering	State STP	2010	$1,794,600	$205,400	$0	$2,000,000
							Programming total:	**$1,794,600**	**$205,400**	**$0**	**$2,000,000**

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
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**
OR217: Sunset Hwy - Tualatin Valley Hwy	Widen highway and structures. Complete ramp work.	6025	ODOT	$33,039,812	Construction	HPP	2010	$6,383,392	$730,608	$0	$7,114,000
		6025	ODOT	$33,039,812	Construction	HPP	2010	$957,509	$109,591	$0	$1,067,100
		6025	ODOT	$33,039,812	Construction	HPP	2010	$1,595,848	$182,652	$0	$1,778,500
		6025	ODOT	$33,039,812	Construction	OTIA 3-Adv Con	2010	$0	$0	$22,980,212	$22,980,212
		6025	ODOT	$33,039,812	Other	STATE-GEN	2010	$100,000	$0	$0	$100,000
							Programming total:	**$9,036,749**	**$1,022,851**	**$22,980,212**	**$33,039,812**
OR43: Willamette River Bridge	Rehabilitation and historic work bridge #00357.	14014	ODOT	$12,007,951	Construction	HBRRL	2010	$10,774,734	$1,233,217	$0	$12,007,951
							Programming total:	**$10,774,734**	**$1,233,217**	**$0**	**$12,007,951**
OR8: Minter Bridge Rd - Mt View Lane	Paving.	15044	ODOT	$10,177,001	Purchase right of way	NHS	2010	$21,535	$2,465	$0	$24,000
		15044	ODOT	$10,177,001	Construction	BIKEWAYS	2011	$304,590	$0	$0	$304,590
		15044	ODOT	$10,177,001	Construction	HBRRL	2011	$1,548,749	$177,261	$0	$1,726,010
		15044	ODOT	$10,177,001	Construction	NHS	2011	$7,288,230	$834,171	$0	$8,122,401
							Programming total:	**$9,163,104**	**$1,013,897**	**$0**	**$10,177,001**
OR8: TV Hwy @ 178th Ave	Pedestrian improvements and illumination.	16144	ODOT	$1,230,000	Other	HSIP	2010	$230,550	$19,450	$0	$250,000
		16144	ODOT	$1,230,000	Preliminary engineering	HSIP	2010	$120,808	$10,192	$0	$131,000
		16144	ODOT	$1,230,000	Purchase right of way	HSIP	2010	$31,355	$2,645	$0	$34,000
		16144	ODOT	$1,230,000	Construction	HSIP	2011	$736,561	$62,139	$0	$798,700
		16144	ODOT	$1,230,000	Construction	State STP	2011	$14,626	$1,674	$0	$16,300
							Programming total:	**$1,133,900**	**$96,100**	**$0**	**$1,230,000**

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
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**
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**

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

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

3.2 PROGAMMING HIGHLIGHTS

Introduction

The 2010-13 MTIP programs more than $620 million of federal transportation funding expected to be made available to projects within the Metro region. Another $440 million of local match and state transportation revenues are also programmed to projects, making total expected funding for transportation projects in the region during the four-year time period of the TIP at more than one billion dollars.

Of these funds, approximately $530 million is programmed for work on the arterial and highway road system. Of this $530 million $391 million is programmed to capital projects to expand or update the system while $138 million is programmed for maintenance and operation of the arterial and highway system.

Almost $480 million is programmed to the regional transit networks run by Tri-Met and SMART. Of these funds, $150 million is programmed to capital improvements to expand and modernize the transit system while $329 million is scheduled for operating and maintaining the existing transit network. These operating revenues do not include most of the locally generated operating revenues for the transit system - employer payroll tax and fare box revenues. An amendment that will include funding for the right-of-way and construction phases of the Portland to Milwaukie light rail transit project is expected during the 2010-13 MTIP period and if executed will greatly increase the funding to be programmed to transit capital projects to more than $1 billion.

$38 million is programmed to the bicycle and pedestrian improvements and $30 million for Transportation System Management and Operation, the Regional Travel Options program and the Transit Oriented Development programs.

Following is a summary of initiatives organized by Regional Flexible Fund allocations, ODOT administered programming and transit agency programming.

Regional Flexible Funding – Key Initiatives

The current initiatives utilizing regional flexible funds were approved in March 2009 for funding authority to be provided in 2010-11 and March 2007 for funding authority to be provided in 2010-11 along with a few delayed projects from previous allocations. Both sets of project allocations are shown in Appendix 4. The program approved in the current resolution blends the newly allocated dollars with previously approved funds and updates the phasing, fund type and timing of all approved projects across all four years of the program.

FFY 2010-11 Funds

Boulevards. “Boulevard” streets are road segments that provide amenities such as wider sidewalks, bike lanes, street plantings and pedestrian buffer strips, planted median strips,

special lighting and street furniture, building design features, curb extensions at more frequent cross walks, public transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

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

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

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

Two reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. One is on Cully Boulevard in NE Portland and the other is located on Main Street in the Tigard town center. Funding for the retrofit of a culvert that inhibits fish passage and habitat for threatened and endangered fish species was also funded as part of an active program to address regional transportation impacts to endangered species.

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

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

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

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

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

FFY 2012-13 Funds

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

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

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

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

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

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

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

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

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

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

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

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

Regional Travel Options

FFY 2012-13 RTO funding supports the following initiatives:

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

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

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

Transit Oriented Development/Centers Implementation Program

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

To date, program investments and commitments have been made throughout the metro region in 19 station areas in several jurisdictions including Portland (Central City and Gateway Regional Centers), Beaverton, Hillsboro (Regional Center and Orenco Town Center), Gresham, and in Washington County.

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

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

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

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

-Next Corridor. Following adoption of the 2000 Regional Transportation Plan, a multi-year work plan was identified to carry out a series of corridor plans to better define needed improvements in various corridors throughout the region. Priorities for addressing these corridors were established through Resolution No. 01-3089 and Resolution No. 05-3616A. To support carrying out those corridor plans, MTIP funds have been allocated through a series of MTIP cycles since 2002. To date, corridor plans have been completed for the I-5 Trade Corridor, the Hwy 217 Corridor, the Powell-Foster Corridor and is now underway for a Regional HCT System Plan. Upon completion of the next RTP update, these corridor priorities will be updated. This allocation would set aside funds in FY ’12 and FY ’13 to contribute toward the next priority corridor. In the past there has been a practice to define the scope of work for the corridor plans and supplement this funding set-aside with other state, regional and local contributions. Consideration will be given to the priorities established through Resolution No. 05-3616A which included the I-84/US 26 Connector, I-5 South, I-205 and the I-5/I-405 Loop. However, final priorities are subject to conclusions reached through the RTP update.

ODOT Programming

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

increases and bonding. The JTA provides dedicated funding to specified projects throughout the state. In addition, Connect Oregon III is being funded through the JTA.

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

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

Highway Capacity

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

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

- Projects funded by HB2001 – Jobs and Transportation Act (JTA)
  - Intersection improvements at US26 and Glencoe Road.
  - Intersection improvements at US26 and Shute/Brookwood.
  - Travel and circulation improvements at Troutdale @ 257th Avenue.
  - Construction of auxiliary lane from North Wilsonville to I-205.
  - Intersection improvements at Washington Street intersection in Oregon City.

ODOT Operations, Pavement, Bridge Preservation and Safety Program

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

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

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

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

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

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

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

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

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

Regional Public Transit Programming

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

3.3 PLANNING FACTORS – PROJECTS

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

The following describes how this MTIP addresses the planning factors.

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

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

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

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

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

- Light Rail Transit investments including the Portland to Milwaukie LRT, OR 43: Portland to Lake Oswego Transit Corridor EIS and the High Capacity Bond repayment support regional and

town centers, station communities and 2040 corridors by developing a public transit systems that supports commercial development, getting workers to employment sites, and encouraging non-auto travel options that reduce congestion on mobility corridors making goods and freight movement more efficient and less costly. LRT investments help support a healthy regional economy by helping realize the 2040 Growth Concept.

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

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

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

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

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

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

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

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

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

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

- The MTIP conforms to the Clean Air Act.

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

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

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

- Regional flexible funds were allocated to diesel retrofit projects ($2.828 million) to reduce diesel emissions on school buses in several communities in the region and to improve the fuel efficiency of TriMet buses.

- Over $16 million of regional flexible funds was allocated to bike and pedestrian projects for FFY 2010-13 which improve quality of life in the region's neighborhoods and have a positive air quality benefit by reducing auto trips.

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

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

7. Promote efficient management and operations;

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

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

8. Emphasize the preservation of the existing transportation system.

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

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

3.4 AIR QUALITY CONFORMITY WITH STATE IMPLEMENTATION PLAN

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

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

Table 3.4.1 Bicycle projects implementing transportation control measures for air quality

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

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

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

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

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

2006-13 Bicycle TCM total	31.2 mi

Table 3.4.2 Pedestrian projects implementing transportation control measures for air quality

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

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

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

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

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

2006-13 Pedestrian TCM total miles	8.41 mi

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

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

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

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

3.5 PUBLIC INVOLVMENT AND ENVIRONMENTAL JUSTICE

The goal of public involvement is to:

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

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

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

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

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

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

Environmental Justice

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

- Coalition for a Livable Future;

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

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

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

Regional Flexible Fund Allocation - Metro

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

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

3.6 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

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

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

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

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

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

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

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

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 16, 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.

Additionally, the remaining American Recovery and Reinvestment Act (ARRA) projects are included in the programming tables of the MTIP.

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.

Materials following this page were distributed at the meeting.

GRAHAM OAKS NATURE PARK
Grand Opening Sept. 17 and 18
Event Schedule

GRAND OPENING HIGHLIGHTS:

Friday Sept. 17

7 to 8 a.m. Walk to School from Villebois: Students, parents and school staff gather at the Tonquin Trailhead at Villebois. Voodoo donut truck sponsored by Legend Homes, Graham Oaks opening bandanas and stickers.

- Speakers: Metro Councilor Carl Hosticka and Commissioner Charlotte Lehan

1 to 2 p.m. Boones Ferry Assembly: Outside on the main stage, assembly for 1,000+ students.

- Speakers: Boones Principal Jennifer Patterson, Councilor Hosticka, Mayor Knapp, Commissioner Lehan
- Boones Ferry band and school song
- Student artwork and books displayed under tent
- Readings from April Locke's third grade class Graham Oaks book, introduction of Graham Oaks trading cards
- James Davis in Pileated woodpecker costume
- Oregon Zoo ZAP "Birds of Prey" show sponsored by Backyard Bird Shop

Saturday Sept 18

9 a.m. to noon Boones Ferry community omelet breakfast. Sponsored by Rotary Club of Wilsonville.

9 to 10 a.m. Cycling tour of Graham Oaks and Wilsonville sponsored by Lang Cykels and co-hosted by SMART and Bike There! The tour begins at the CREST Plaza and ends at bike parking at Boones Ferry.

9 to 9:45 a.m. West Linn High School Jazz Octet

10 a.m. Ribbon Cutting: Jim Desmond, Kathleen Brennan-Hunter lead a ribbon cutting at the Boones Ferry Trailhead; "Park is now officially open!" JD makes announcement when cyclists return from ride.

10 to 11:00 a.m. Main Stage: Grupo Condor, folk band playing a blend of Spanish, African, and Native American musical influences.

11 a.m. to noon Main Stage: Bug Toast, local Wilsonville band specializing in world music, performs.

Noon to 1 p.m. Dedication Ceremony with food from local vendors, ceremonial dancing, live music, student art displays and students' reading from their new book about Graham Oaks.

- JD introduces Councilor Collette; opening remarks. Councilor Collette will introduce each speaker.
- Grand Ronde Honor Guard presents US, State, Wilsonville and Grand Ronde Flags
- Grand Ronde "Miss Grand Ronde" royalty trio performs ceremonial dance
- Blessing from Grand Ronde Tribal Council Chairwoman Cheryle Kennedy
- Commissioner Lehan introduces Graham descendents on stage
- Student (four) readings from April Locke's third grade class Graham Oaks book.
- Mayor Knapp speaks
- Councilor Hosticka speaks

- Trading card drawing for prizes
- Grand Ronde Honor Guard removes flags, presents Grand Ronde flag to Mayor Knapp

1 to 2 p.m. Main Stage: Afincando salsa band performs

Ongoing until 2 p.m.: Live music, tours of the park, food vendors, various community and Metro booths.

- **Graham Oaks trading cards:** Visitors can collect commemorative Graham Oaks trading cards at 8 discovery stations throughout the park.
- **Discovery Stations – Eight Total:**
  - **Bird Station at Wetland Overlook**
  - **Graham Oaks Restoration Station at Lone Oak Plaza**
  - **How to Build a Park Station at Gateway Plaza**
  - **Native Plants & Wildflowers at Gateway Plaza**
  - **Kalapuya & Acorn Station at Acorn Plaza**
  - **Reptiles & Amphibians Station at CREST**
  - **Mammal Station at Picnic Shelter** (with Oregon Zoo animals)
  - **Homestead Station at Soccer Fields** (Wheat threshing demonstrations and Charlotte Lehan and Graham family descendents with historic photos and farming equipment and memorabilia)
  - **Little Acorn Discovery Station** (co-hosted by Wilsonville Girl Scout Troop and sponsored by Arbor Custom Homes)

- **Ranger and naturalist talks:** Learn about wildlife, habitats and sustainable construction.
- **Cultural demonstrations:** Guests can discover how the Kalapuya Indians lived at Graham Oaks as Grande Ronde tribal members demonstrate basket weaving, arrowhead making and beading. Champoeg State Park Ranger demonstrates farming demonstrations with interactive wheat threshing demo.
- **CREST tours:** Guests can tour the environmental education center and gardens and see how students helped restore the park. Wilsonville Arts and Cultural Council assists in arts and crafts area for kids
- **"Little Acorns" Art and Learning Area:** Local Girl Scout troop assists in discovery station for younger children that provides educational and art-focused learning about Graham Oaks, games and crafts and a nature-based play area.
- **Oregon Zoo Animals:** Interactive petting and learning station
- **Tualatin Valley Fire & Rescue Fire Safety House** where kids learn fire safety tips in an interactive environment
- **Food Vendors:** Bellagios Pizza, Mississippi Delta BBQ, Mike's Grilled Sausages, Coca Cola Ice Cream Floaters
- **Farmers Market:** CREST Farm to School harvest booth and two Villebois Farmer's Market vendors, Gran Mary Herb Garden and Goodies and United Flower Farm.

Visiting the park

Directions From Interstate 5, take the Southwest Wilsonville Road exit (283); go west on Wilsonville Road. Graham Oaks Nature Park is approximately 1.5 miles west of Interstate 5, on the right. The nature park is adjacent to Inza R. Wood Middle School, Boones Ferry Primary School and CREST environmental educational center.

SMART regional transit provides service from Wilsonville Station to the park via the 4-Wilsonville Road line. The 2x Barbur provides service between Barbur Transit Center and Wilsonville Station.

Hours 6:30 a.m. to legal sunset

Parking There is limited parking at the park entrance. Parking is not allowed at any of the schools.

Bike parking There is a permanent bike parking structure at the entrance of the park, accommodating a total of six bikes. Bikes are permitted only on the Tonquin Trail.

Access Many of the park features are wheelchair accessible, although some trails offer a higher level of challenge.

Strict dog policy Typically, dogs are not allowed at Metro parks and natural areas in order to protect sensitive habitats, local wildlife and plants. Metro is making an exception by allowing dogs on the Tonquin Trail at Graham Oaks because it is a regional throughway. Dogs must be on-leash at all times, and are not allowed anywhere else in the park.

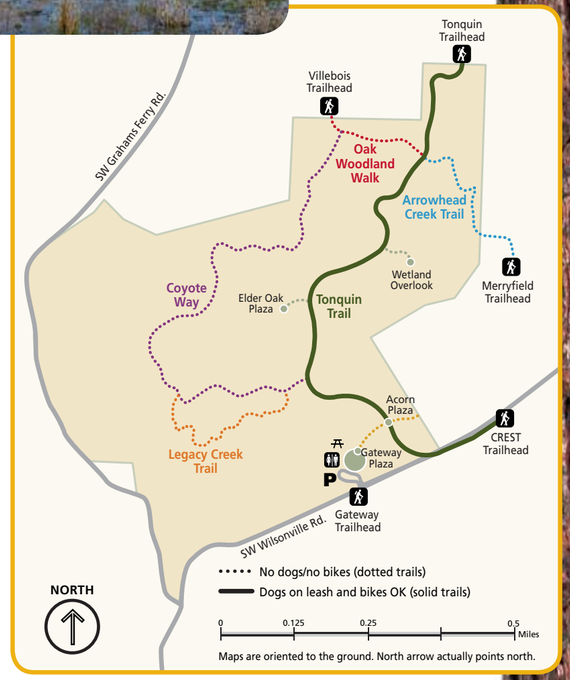
For more information about Metro parks, call 503-797-1850 or visit **www.oregonmetro.gov/parks**

Picnic shelter The shelter is available on a first-come, first-served basis and cannot be reserved. It is 620 square feet with five picnic tables, two of which are wheelchair accessible, accommodating a total of 36 people. The structure is made of wood, steel and stone support columns constructed with local, environmentally-friendly materials. The roof is planted with sedums and wildflowers that absorb rainfall and provide biodiversity.

Education Graham Oaks serves as a 250-acre outdoor classroom for Boones Ferry Primary and Inza R. Wood Middle schools and CREST environmental educational center, funded and operated by the West Linn-Wilsonville School District. Students study the rich wildlife habitat and cultural history of Graham Oaks from early inhabitants like the Kalapuya Indians to settlers such as Alphonso Boone, who established Boones Ferry.

The Tonquin Trail connects Graham Oaks Nature Park to The Intertwine. The Intertwine is a connected network of parks, trails and natural areas in the Portland, Ore. and Vancouver, Wash. area. To learn how you can help plan, protect and promote The Intertwine, visit www.theintertwine.org.

A special thanks to the partners that have supported the development of Graham Oaks Nature Park. The City of Wilsonville, Oregon State Parks and Recreation and you – the voters who protected this nature park and thousands of acres more by passing the 2006 natural areas bond measure.



Northern harrier
Jim Cruce photo

Look, listen and discover the animals that live in and visit Graham Oaks Nature Park.

Western gray squirrel

Orange-crowned warbler

Belted kingfisher
Jim Cruce photo

Native yellow-faced bumble bee

Oregon sunshine
Heritage Seedlings, inc. photo

Graham Oaks
Nature Park

restore
relax
roam
reflect

Metro

A historical habitat renewed

Ride your bike on the Tonquin Trail, stroll through a conifer forest or spot birds from a wetland overlook at Metro's Graham Oaks Nature Park in Wilsonville. This 250-acre destination is a playground not just for people but also for wildlife. With restored oak woodlands growing bigger every year, Graham Oaks provides important habitat for native birds and mammals. Bring your family, your camera, a picnic and your curiosity and learn how voters helped renew this special landscape.

Heritage Seedlings, inc. photo

Watch the trees grow

Kalapuyan tribes gathered food from this terrain, including acorns from the plentiful oak trees. The land was later logged and farmed; for a time, its future was uncertain. Metro purchased and restored Graham Oaks using funds from two voter-approved natural areas bond measures. Metro staff, volunteers and contract crews planted more than a hundred million seeds of wildflowers and grasses and 150,000 native trees and shrubs – including 15,000 oaks. These young oaks will grow up to look like the lone oak tree visible at the center of the park. This tree is thought to be 150 to 200 years old.

A trail for every taste

Three miles of trails traverse Graham Oaks, allowing visitors to explore several habitats in a single park. Cyclists and joggers can take the paved Tonquin Trail, which eventually will connect Wilsonville, Tualatin and Sherwood. A spur trail leads to a wetland overlook that's perfect for bird-watchers, while Coyote Way meanders through young oak woodlands. For a bit of shade, follow the Legacy Creek Trail through a rich conifer forest where thousands of species thrive.

Stop, listen, learn

Be sure to visit Graham Oaks' five plazas – perfect spots to rest, reflect and learn about the park. Interpretive signs tell the story of tribes that lived on this land and the family that farmed it; oak habitats, a conifer forest and the wildlife they nourish; the water that flows beneath the soil, and the expansion of the park's wetlands.

Acorn statue

You can't miss the 6,000-pound acorn sculpture, at the appropriately named Acorn Plaza. Local artist Mauricio Saldana designed the piece as the park's contribution to Metro's One Percent for Art program. Saldana's stone carvings can be found in many prominent locations across the region, including Metro's Mount Talbert Nature Park and Smith and Bybee Wetlands.

Go green with Graham Oaks

Welcome to one of the region's greenest parks! The design, materials and construction at Graham Oaks promote environmental stewardship of natural resources in many ways. Pervious pavement in the parking lot and the ecoroof on the picnic shelter manage stormwater and remove pollutants. Solar panels on the restroom feed into Wilsonville's electric grid. And the Pacific Northwest economy gets a boost from locally sourced materials, including beautiful Columbia River Gorge basalt stonework at the plazas and hand-forged metal oak trees on the benches.

Thanks to two voter-approved bond measures, the Metro Natural Areas Program has protected more than 10,000 acres across the Portland metropolitan area. Caring for this land enhances water quality, wildlife habitat and recreation opportunities for future generations. To learn more, visit **www.oregonmetro.gov/naturalareas.**

About Metro

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.

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MINUTES OF THE METRO COUNCIL MEETING

Thursday, Sept. 9, 2010
Metro Council Chamber

Councilors Present: Deputy Council President Carlotta Collette, Kathryn Harrington, Robert Liberty, Rod Park, Rex Burkholder

Councilors Absent: Carl Hosticka

Deputy Council President Carlotta Collette convened the regular Council meeting at 2:06 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. AUDITOR COMMUNICATION

3.1 Payroll and Benefits Program: Greater Coordination Can Improve Processes

Ms. Susanne Flynn, Metro Auditor and Mr. Brian Evans, Senior Management Auditor, provided a presentation on the Auditor's report of the payroll and benefits programs for FY 2009-10 at the request of Human Resources' Director Mary Rowe. Ms. Flynn overviewed the purpose of the audit, the primary issues identified, results and recommendations for moving forward. Recommendations included:

- Metro assign primary responsibility for both the payroll and benefits programs and that the departments work jointly to better clarify roles and responsibilities to ensure a more coordinated system; and
- Human Resources could strengthen the segregation of duties, better manage vender contracts, improve accuracy of the data in the software system, and improve transparency in the cost calculation for the employee cost sharing of benefits.

Ms. Rowe thanked the Auditor and staff for their report and stated that management concurs that there can be improvements made through increased oversight and efficiencies, and there are efficiencies and processes that can be captured. Ms. Rowe and staff have begun to identify and implement strategies to address the above recommendations. Strategies include:

- Establish a cross-functional team, consisting of Ms. Rowe, Mr. Tim Collier and Mr. Scott Robinson, to address better utilization of the system functionality –including outlining current practices, determine best practices and review where the systems can be better utilized and efforts better coordinated;
- The department has begun to automat processes that were previously completed manually to address issues identified in the audit; and
- HR has initiated staffing changes, including Ms. Jodi Wilson and Ms. Amy Davis, who will help ensure benefits issues are addressed more strategically. Upcoming projects include the issuing of an RFP for a new health insurance agent this fall, developing an education campaign regarding health benefits, and mapping out an educational strategy for employees

to improve transparency and provide a better understanding of the cost drivers and decision points in healthcare.

Council discussion included how the benefits' providers were selected, opportunities to provide increased benefits to employees and/or savings to the public and actions taken to limit differences in the benefits provided to MERC and Metro employees.

4. Consideration of the Minutes for August 19, 2010

Motion:	Councilor Burkholder moved to adopt the meeting minutes of the August 19, 2010 Regular Metro Council meeting.
Vote:	Deputy Council President Colette and Councilors Liberty, Harrington, Burkholder and Park voted in support of the motion. The vote was 5 aye, the motion passed.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 10-1246,** For the Purpose of Amending the Employment and Industrial Areas Map of Title 4 of the Urban Growth Management Functional Plan Upon Application by the City of Portland.

Deputy Council President Collette assigned Ordinance No. 10-1246 to the Sept. 16, 2010 regular Council meeting agenda for second reading and a vote.

6. RESOLUTIONS

6.1 **Resolution No. 10-4187,** For the Purpose of Declaring a Vacancy in Office of Metro Council President

Motion:	Councilor Harrington moved to adopt Resolution No. 10-4187.
Seconded:	Councilor Liberty seconded the motion.

Councilor Harrington introduced the resolution. Per Metro Code, the Metro Council must declare that a vacancy exists in the Council due to the recent resignation of Council President David Bragdon and commence the appointment process for filing the vacancy. In the interim, Deputy Council President Collette will serve as the Acting Council President until a new president is either elected or appointed. An appointment for the remaining term beginning on Jan. 3, 2011 requires a majority vote of the members of the Metro Council.

Vote:	Deputy Council President Collette and Councilors Harrington, Park, Burkholder and Liberty voted in support of the motion. The vote was 5 aye, the motion passed.

7. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Michael Jordan of Metro provided a brief update on the following:

- Reminder that there is a Metro all staff meeting scheduled for Tuesday, Sept. 14 at the Oregon Convention Center to discuss Metro values. Council will receive a short briefing following the staff meeting at Tuesday's work session; and
- Mr. Jordan has provided over 19 presentations to Metro committees and local stakeholder groups on the Chief Operating Officer's Community Investment Strategy recommendation report released on Aug. 10. He stated that the report has been well received thanks to the quality of work and the thoughtfulness of the content. He thanked councilors for their participation in the meetings to date and welcomed their attendance to future meetings.

7. COUNCILOR COMMUNICATION

Councilor Liberty provided a brief update on the Sept. 8 Metro Policy Advisory Committee (MPAC) meeting. Committee topics included a staff presentation on the Transit Oriented Development (TOD) program and MPAC's proposed amendments to the Regional Framework Plan, Chapter 1, Land Use.

Councilor Collette reminded members that there is a special work session scheduled for Sept. 15 with the City of Damascus' Council. She also briefly noted the recent opening of the Red Apes' exhibit at the Oregon Zoo and the Joint Policy Advisory Committee on Transportation's (JPACT) approval of Resolution No. 10-4185 regarding MTIP funding for the Portland – Milwaukie Light Rail, Portland – Lake Oswego Transit Project and the Southwest Corridor projects. This resolution is tentatively scheduled for Council consideration on Oct. 7.

Councilor Harrington reminded attendees that the Graham Oaks grand opening is scheduled for Sept. 10 to Sept. 11. See Metro's web site for details.

8. ADJOURN

There being no further business, Acting Council President Collette adjourned the meeting at 2:51 p.m. The Metro Council will reconvene on Sept. 16, 2010 at 2 p.m.

Prepared by

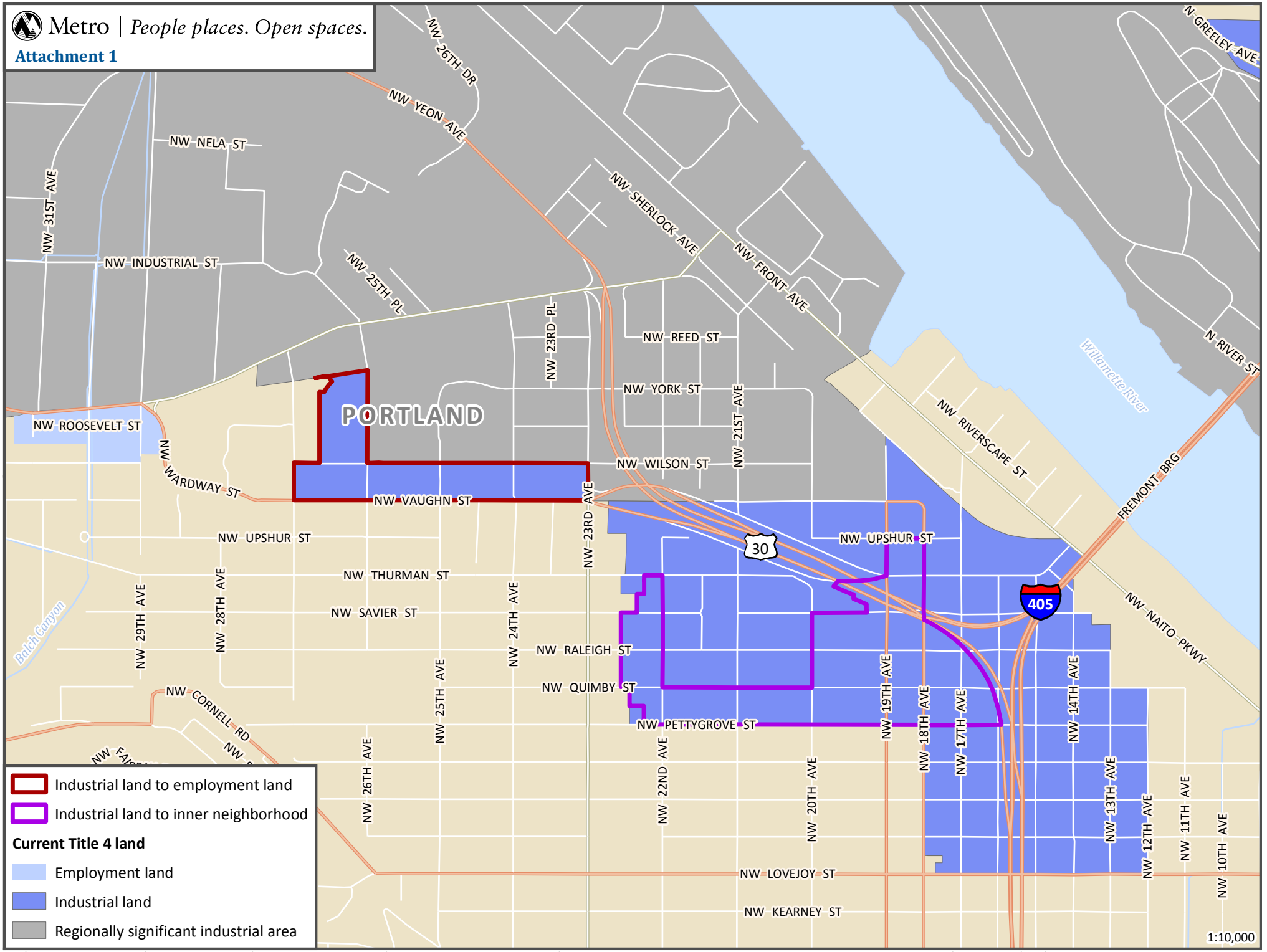
Kelsey Newell
Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 9, 2010

Item	Topic	Doc. Date	Document Description	Doc. Number
4.0	Minutes	8/19/2010	Council Minutes for August 19, 2010	090210c-1

Metro | *People places. Open spaces.*

Attachment 1



Context for 9/16/2010 Title 4 Map Amendment Request from Portland

History of changes to Title 4 designations and zoning of industrial lands inside the UGB (2005 to 2008)

There was the same number of acres of Title 4 Industrial and Regionally Significant Industrial land inside UGB in 2008 as in 2005.

Acres of Title 4 Industrial and Regionally Significant Industrial Land – 2005 and 2008

Zoning Classification	**2005**	2005 - 2008 Period			**2008**
		Gross Loss	**Gross Gain**	**Net Change**	
Industrial (IND)	26,200	-452	511	59	26,259
Commercial (COM)	243	-66	77	11	254
Multifamily Residential (MFR)	89	-10	25	15	104
Single Family Residential (SFR)	200	*-4*	39	35	235
Mixed Use Employment (MUE)	3,119	-130	128	-2	3,117
Mixed Use Residential (MUR)	196	0	16	16	212
Public facilities (PF)	0	0	59	59	59
Parks and open Spaces (POS)	175	-2	29	27	202
Rural (RUR)	8,246	-452	232	-220	8,026
Total Title 4 Land	38,468				38,468

Source: Metro Research Center

There was a slight net increase from 2005 to 2008 in number of Title 4 acres zoned industrial.

Rezoning of industrial land (Acres) from 2005 to 2008 (Title 4 Industrial and Regionally Significant Industrial Land only)

	Other, Non-Industrial, Zones								
	COM	MFR	MUE	MUR	PF	POS	RUR	SFR	***Total***
From IND to Other zones	-31	-22	-126	-3	0	-11	-223	-35	***-452***
From Other zones to IND zone	1	4	95	0	0	2	409	0	***511***
Net Change	-30	-18	-31	-3	0	-9	186	-35	***59***

Source: Metro Research Center

Exhibit B to Ordinance No. 10-1246

Findings of Fact and Conclusions of Law

Title 4 of the Urban Growth Management Functional Plan (UGMFP) authorizes local governments to seek amendments to Title 4's map of industrial and other employment areas. Title 4 prescribes criteria that local governments must satisfy for an amendment to the map. The Metro Council makes the following findings and reaches the following conclusions to address the criteria, found at Metro Code 3.07.450H:

Criterion A: the amendment would not reduce the jobs capacity of the city below the number shown on Table 3.07-1 of Title 1 of the UGMFP

The Council accepts the analysis of city compliance with this criterion in the Staff Report dated August 30. The Council concludes that the amendment complies with Criterion A

Criterion B: the amendment would not allow uses that would reduce off-peak performance on Major Roadway Routes and Roadway Connectors shown on Metro's 2004 Regional Freight System Map below standards in the Regional Transportation Plan, or exceed volume-to-capacity ratios on Table 7 of the 1999 Oregon Highway Plan for state highways, unless mitigating action is taken that will restore performance to RTP and OHP standards within two years after approval of uses.

The Council accepts the analysis of city compliance with this criterion in the Staff Report dated August 30. The Council concludes that the amendment complies with Criterion B.

Criterion C: the amendment would not diminish the intended function of the Central City or Regional or Town Centers as the principal locations of retail, cultural and civic services in their market areas

The Council accepts the analysis of city compliance with this criterion in the Staff Report entitled dated August 30. The Council concludes that the amendment complies with Criterion C.

Criterion D: the amendment would not reduce the integrity or viability of a traded sector cluster of industries

The Council accepts the analysis of city compliance with this criterion in the Staff Report entitled dated August 30. The Council concludes that the amendment complies with Criterion D.

Criterion E: the amendment would not create of worsen a significant imbalance between jobs and housing in a regional market area

The Council accepts the analysis of city compliance with this criterion in the Staff Report entitled dated August 30. The Council concludes that the amendment complies with Criterion E.

Criterion F: if the subject property is designated Regionally Significant Industrial Area, would not remove from that designation land that is especially suitable for industrial use due to the availability of specialized services, such as redundant electrical power or industrial gases, or due to proximity to freight transport facilities, such as trans-shipment facilities

Because the amendment applies to parcels that are not designated Regionally Significant Industrial Areas on the Title 4 map, this criterion does not apply.

Regional Framework Plan: Title 4 of the UGMFP implements the policies of the RFP. Because the proposed amendment complies with Title 4, the Council concludes that it also complies with the RFP. Metro Code 3.07.450I.

Statewide Planning Goals

Goal 1: Metro followed the procedures for map amendments in Title 4, the Metro charter and the post-acknowledgment plan amendment process. The Council held a public hearing following publication of the agenda and materials, including the staff report at the Metro website. These actions provided opportunities for public involvement in the process of amendment of the Title 4 map and complied with Goal 1.

Goal 2: This matter came before the Metro Council on application of the city of Portland. Coordination with the city has been accomplished through the process. As noted above, the proposed amendment is consistent with the Regional Framework Plan and the Urban Growth Management Functional Plan.

Goal 3: The proposed amendment involves land inside the regional UGB. Goal 3 does not apply.

Goal 4: The proposed amendment involves land inside the regional UGB. Goal 4 does not apply.

Goal 5: The Council relies upon the findings and conclusion on Goal 5 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 5.

Goal 6: The Council relies upon the findings and conclusion on Goal 6 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 6.

Goal 7: The Council relies upon the findings and conclusion on Goal 7 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive

plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 7.

Goal 8: The Council relies upon the findings and conclusion on Goal 7 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 8.

Goal 9: The Council relies upon the findings and conclusion on Goal 9 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. Goal 9 does not apply to Metro. Nonetheless, the proposed map amendment complies with Goal 9.

Goal 10: The Council relies upon the findings and conclusion on Goal 10 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 10.

Goal 11: The Council relies upon the findings and conclusion on Goal 11 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 11.

Goal 12: The Council relies upon the findings and conclusion on Goal 12 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 12.

Goal 13: The Council relies upon the findings and conclusion on Goal 13 and city implementation measures made by the city of Portland in its order approving amendments to its comprehensive plan and land use regulations prior to its application for an amendment to the Title 4 map. The proposed map amendment complies with Goal 13.

Goal 14: The proposed amendment to the Title 4 map does not involve the regional UGB. Nor does it involve the use of "urbanizable" land as described in the statewide planning goals. Goal 14 does not apply to the proposed amendment.

Goal 15: The properties involved in the proposed Title 4 map amendment do not lie within the Willamette River Greenway. Goal 15 does not apply to the proposed amendment.