

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

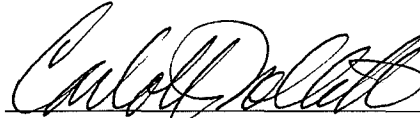
WHEREAS, a public process has provided an opportunity for comments on the programming of federal funds to specific projects in specific fiscal years and whether that programming meets all relevant laws and regulations, in addition to extensive public processes used to those projects to receive these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

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

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

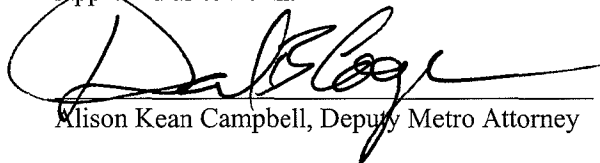
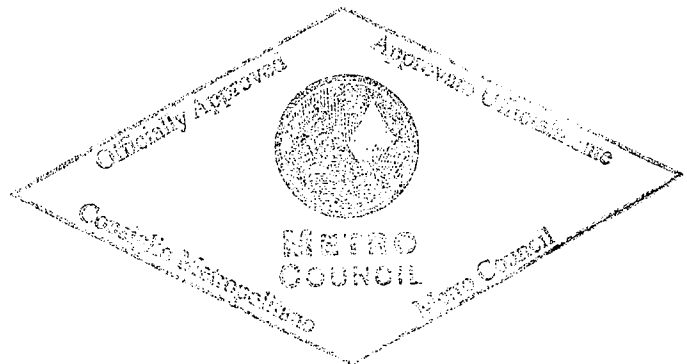
BE IT RESOLVED that projects in the existing 2008-11 MTIP that do not complete obligation of funding prior to September 30, 2010 will be programmed into the 2010-13 MTIP.

ADOPTED by the Metro Council this 16<sup>TH</sup> day of September 2010.

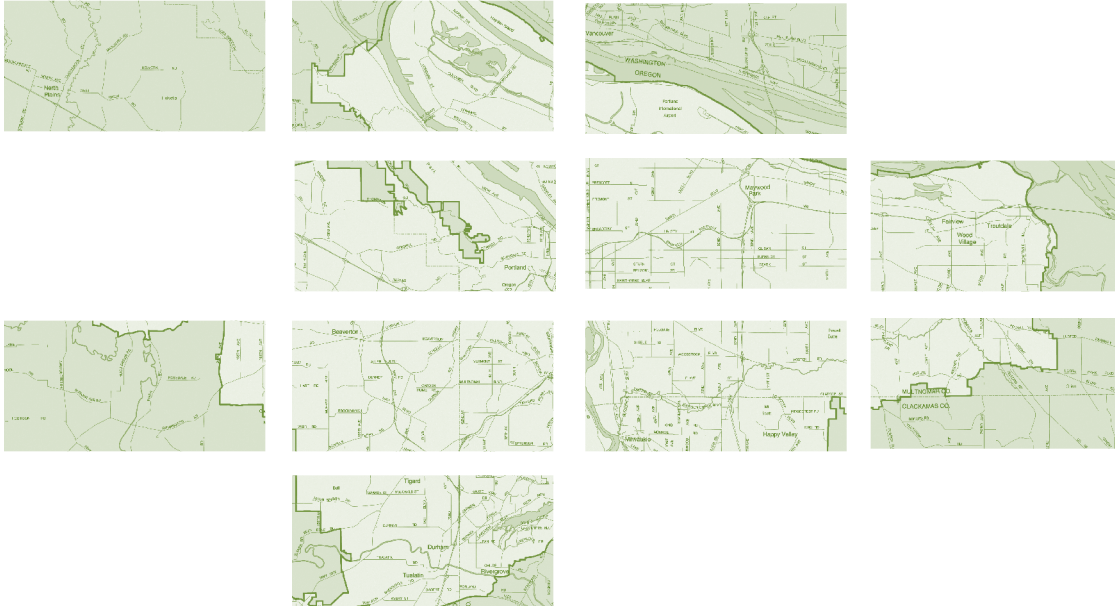


Carlotta Collette, Deputy Council President

Approved as to Form:

  
Alison Kean Campbell, Deputy Metro Attorney

[www.oregonmetro.gov](http://www.oregonmetro.gov)



Metropolitan Transportation Improvement Program

2010-13

**Adoption draft**

**September 2010**

---

**Metro's web site:** [www.oregonmetro.gov](http://www.oregonmetro.gov)

**Project web site:** [www.oregonmetro.gov/mtip](http://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](mailto: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

---

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

## TABLE OF CONTENTS

<b>Chapter 1 Overview of MTIP</b>	<b><u>Page</u></b>
1.1 MTIP Purpose	1-1
1.2 MTIP Content	1-1
1.3 2010-13 MTIP Policy Update	1-2
1.4 Fiscal Constraint	1-6
1.5 Project Prioritization Processes	1-9
1.6 Programming Funds and Project Selection	1-13
1.7 MTIP Amendment Process	1-15
 <b>Chapter 2 Implementation of Previous MTIP</b>	
2.1 Major Projects Implemented from Previous MTIP	2-1
2.2 Delays to Planned Implementation	2-2
 <b>Chapter 3 Programming</b>	
3.1 Programming Tables	3-1
Table 3.1.1 – Cities, Counties, and Other Agencies	3-2
Table 3.1.2 – Metro	3-14
Table 3.1.3 – TriMet	3-16
Table 3.1.4 – SMART	3-19
Table 3.1.5 – ODOT	3-21
3.2 Programming Highlights	3-28
3.3 Planning Factors - Projects	3-35
3.4 Air Quality Conformity with the State Implementation Plan	3-38
3.5 Public Involvement and Environmental Justice	3-40
3.6 Implementation of ADA Paratransit and Key Station Plans	3-42

## **Appendices**

Appendices available for viewing in the Public Comment Draft MTIP –  
[www.oregonmetro.gov/mtip](http://www.oregonmetro.gov/mtip)

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



## Chapter 1

# Overview of the MTIP

## 1.1 MTIP PURPOSE

---

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

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

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

## 1.2 MTIP CONTENT

---

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

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

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

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

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

## 1.3 2010-13 MTIP POLICY UPDATE

---

### **RTP Policy Framework**

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

#### **Goal 1: Foster vibrant communities and efficient urban form**

Land use and transportation decisions are linked to optimize public investments and support urban active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

#### **Goal 2: Sustain economic competitiveness and prosperity**

Multi-modal transportation infrastructure and services support the region's well being and a diverse, innovative, sustainable and growing regional and state economy

**Goal 3: Expand transportation choices**

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

**Goal 4: Emphasize effective and efficient management of the transportation system**

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

**Goal 5: Enhance safety and security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

**Goal 6: Promote environmental stewardship**

Promote responsible stewardship of the region's natural, community and cultural resources.

**Goal 7: Enhance human health**

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

**Goal 8: Ensure equity**

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

**Goal 9: Ensure fiscal stewardship**

Regional transportation planning and investment decisions ensure the best return on public investment in infrastructure and programs.

**Goal 10: Deliver Accountability**

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

**MTIP Policy Update**

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

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

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

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

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

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

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

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

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

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

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

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

**Passage of HB2001 – Jobs and Transportation Act (JTA):** In an effort to help address funding shortfalls to some specific long-standing, transportation needs, as well as stimulate the state's economy, the 2009 Oregon Legislature provided dedicated funding to nine different projects, and an additional \$26.3 million in modernization funding for ODOT Region 1.

In order to provide and maintain as much service and projects as possible, Region 1 used a portion of the additional modernization funding from the JTA to fill funding gaps for safety projects which were adding capacity to the highway system.

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

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

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

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

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

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

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

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

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

## 1.4 FISCAL CONSTRAINT

---

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

### Revenues

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

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

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

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

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

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

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

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

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

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

## **Costs**

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

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

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

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

## **Conclusion**

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

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



**TABLE 1.4.1 DEMONSTRATION OF FISCAL CONSTRAINT**

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

## 1.5 PROJECT PRIORITIZATION PROCESSES

---

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Some programs available for local projects, such as the Federal Transportation Enhancement and the State Bicycle and Pedestrian Program funds, are administered statewide and not through the ODOT Regions. They have their own criteria, procedures, and timelines. An overview of all federal and state funding programs available for local projects can be found at: [http://www.oregon.gov/ODOT/HWY/LGS/docs/LAG\\_Manual\\_09/A3.pdf](http://www.oregon.gov/ODOT/HWY/LGS/docs/LAG_Manual_09/A3.pdf).

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

### **Federal transportation planning factors**

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

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

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

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

### **Congestion Management Process**

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

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

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

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

## 1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

---

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

### Programming Funds

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

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

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

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

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

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

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

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

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

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

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

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

## **Selection of Projects**

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

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

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

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

## **1.7 MTIP AMENDMENT PROCESS**

---

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

## **Objectives of the Process**

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds, and all projects of regional significance are included in the TIP and that the projects are consistent with the financially constrained element of the Regional Transportation Plan (RTP).
2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the agency sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

## **Policies**

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

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

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



Amendments by Metro/JPACT Resolution:

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

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

- Bridge repair or replacement projects– up to \$5 million,
- Preservation projects on the Interstate system - up to \$5 million; on the highway system – up to \$2 million or any “1R” preservation project on existing road surface.
- Operations projects – up to \$1 million,
- Bicycle or pedestrian projects – up to \$500,000,
- General planning and corridor studies up to \$200,000,
- Public transit appropriations in excess of those estimated in original programming,
- Appropriations for projects/programs previously identified and approved by resolution by JPACT and the Metro Council as regional priorities for federal “earmarking”,
- Awarded through the state Public Transit Division Discretionary Grant Program, Emergency additions where an imminent public safety hazard is involved, and addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

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

- Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;
- Project information needed to demonstrate compliance with the preliminary screening criteria and public involvement requirements of the Transportation Priorities program and to address technical evaluation measures such as land use objectives, safety, cost effectiveness, etc. and any qualitative considerations the project sponsor wishes to have considered in the request.

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

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

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

- a. Administrative Adjustments (requiring monthly notification to TPAC):
    - Transfer of funds between different phases of a project or different program years within previously approved funding levels.
    - Transfer of funds between projects within previously approved funding levels; must be accompanied by a statement as to the impact on the project relinquishing funds; funding fully transferred from a project to another must include a commitment to fund the project giving up the funds with another source of funds (follow-up documentation will be required).
  - b. Other requested programming changes will be tracked administratively in the MTIP financial plan and database.
4. Intra-jurisdictional transfer of funds between jurisdictions require approval of each affected jurisdiction other than as described in subsection 5 below describing retraction of funding authority.
5. Project or Program Authority Retraction

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

## Chapter 2

# Implementation of Previous MTIP

## 2.1 MAJOR PROJECTS IMPLEMENTED FROM PREVIOUS MTIP

---

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

### Geographic Listing

#### Clackamas County

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

#### East Multnomah County

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

#### City of Portland

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

#### Washington County

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

#### Regional Projects

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

## 2.2 DELAYS TO PLANNED IMPLEMENTATION

---

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

### **Geographic Listing**

#### **Clackamas County**

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

#### **East Multnomah County**

KEY	PROJECT NAME
11429	223rd Undercrossing: Sandy Blvd - Bridge St
13156	NE 238th Drive @ Treehill Drive
13986	Kane Dr: NE Division St - SE Powell Vly(Grshn)
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
					<b>Programming total:</b>			<b>\$750,000</b>	<b>\$85,841</b>	<b>\$0</b>	<b>\$835,841</b>
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
					<b>Programming total:</b>			<b>\$300,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,501</b>
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
					<b>Programming total:</b>			<b>\$568,757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$568,757</b>
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
					<b>Programming total:</b>			<b>\$262,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$448,639</b>
Laurelwood Ave & 87th Ave Sidewalks	Constructing sidewalks and ADA ramps	16452	Beaverton	\$717,779	Construction	ARRA	2010	\$505,198	\$0	\$0	\$505,198
					<b>Programming total:</b>			<b>\$505,198</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,198</b>
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
					<b>Programming total:</b>			<b>\$2,758,238</b>	<b>\$315,693</b>	<b>\$0</b>	<b>\$3,073,931</b>
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
					<b>Programming total:</b>			<b>\$1,500,000</b>	<b>\$171,682</b>	<b>\$0</b>	<b>\$1,671,682</b>
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
					<b>Programming total:</b>			<b>\$591,083</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,083</b>
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
					<b>Programming total:</b>			<b>\$10,290,341</b>	<b>\$1,177,776</b>	<b>\$41,000,000</b>	<b>\$52,468,117</b>



**Table 3.1.1 - Cities, Counties, and Other Agency Programming**

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

				ESTIMATED					MINIMUM		
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
Royce & McNary St: Pvmnt Grind/Overlay	Grind and replace 2 in of asphalt surface in accordance with 1R Guidelines	16488	Lake Oswego	\$608,560	Construction	ARRA	2010	\$466,813	\$0	\$0	\$466,813
		16488	Lake Oswego	\$608,560	Preliminary engineering	ARRA	2010	\$97,747	\$0	\$0	\$97,747
		16488	Lake Oswego	\$608,560	Construction	OTH	2010	\$0	\$0	\$44,000	\$44,000
					Programming total:			\$564,560	\$0	\$44,000	\$608,560
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	HBRR	2011	\$8,022,759	\$918,241	\$0	\$8,941,000
					Programming total:			\$8,022,759	\$918,241	\$0	\$8,941,000
Multnomah County Street Overlays	Pavement overlay project	16943	Multnomah County	\$1,744,558	Construction	ARRA	2010	\$1,210,981	\$0	\$0	\$1,210,981
		16943	Multnomah County	\$1,744,558	Construction	OTH	2010	\$0	\$0	\$533,577	\$533,577
					Programming total:			\$1,210,981	\$0	\$533,577	\$1,744,558

**Table 3.1.1 - Cities, Counties, and Other Agency Programming**

		ESTIMATED									
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	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	HBRRLL	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
					<b>Programming total:</b>			<b>\$538,380</b>	<b>\$61,620</b>	<b>\$0</b>	<b>\$600,000</b>
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
					<b>Programming total:</b>			<b>\$75,000,000</b>	<b>\$18,750,000</b>	<b>\$24,552,000</b>	<b>\$118,302,000</b>
Red Electric Trail: SW 30th - SW Vermont	Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail on-street bike boulevard with sidewalks and potentially a widened off-street sidewalk around SW Bertha Blvd.	17268	Portland	\$2,149,987	Preliminary engineering	CMAQ	2011	\$389,413	\$44,570	\$0	\$433,983
		17268	Portland	\$2,149,987	Purchase right of way	STP	2012	\$180,360	\$20,643	\$0	\$201,003
		17268	Portland	\$2,149,987	Construction	CMAQ	2013	\$1,359,410	\$155,591	\$0	\$1,515,001
					<b>Programming total:</b>			<b>\$1,929,183</b>	<b>\$220,804</b>	<b>\$0</b>	<b>\$2,149,987</b>
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
					<b>Programming total:</b>			<b>\$5,687,076</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,687,076</b>
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
					<b>Programming total:</b>			<b>\$407,700</b>	<b>\$0</b>	<b>\$133,800</b>	<b>\$541,500</b>
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
					<b>Programming total:</b>			<b>\$2,596,002</b>	<b>\$0</b>	<b>\$381,055</b>	<b>\$2,977,057</b>
Springwater Trail: UPRR Bldg-East City Border	Pavement overlay in accordance with 1R Guidelines	16448	Portland	\$1,342,463	Construction	ARRA	2010	\$1,191,463	\$0	\$0	\$1,191,463
					<b>Programming total:</b>			<b>\$1,191,463</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,191,463</b>
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
					<b>Programming total:</b>			<b>\$1,891,000</b>	<b>\$216,433</b>	<b>\$350,875</b>	<b>\$2,458,308</b>

**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
					<b>Programming total:</b>			<b>\$224,000</b>	<b>\$25,638</b>	<b>\$0</b>	<b>\$249,638</b>
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
					<b>Programming total:</b>			<b>\$1,224,083</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,224,083</b>
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
					<b>Programming total:</b>			<b>\$187,231</b>	<b>\$21,429</b>	<b>\$0</b>	<b>\$208,660</b>
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
					<b>Programming total:</b>			<b>\$2,097,850</b>	<b>\$240,108</b>	<b>\$0</b>	<b>\$2,337,958</b>
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
					<b>Programming total:</b>			<b>\$1,016,053</b>	<b>\$116,292</b>	<b>\$7,121,297</b>	<b>\$8,253,642</b>
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
					<b>Programming total:</b>			<b>\$1,403,985</b>	<b>\$160,692</b>	<b>\$0</b>	<b>\$1,564,677</b>
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
					<b>Programming total:</b>			<b>\$593,972</b>	<b>\$67,982</b>	<b>\$429,346</b>	<b>\$1,091,300</b>



**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
					<b>Programming total:</b>			<b>\$1,499,000</b>	<b>\$171,568</b>	<b>\$78,433</b>	<b>\$1,749,001</b>
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
					<b>Programming total:</b>			<b>\$444,800</b>	<b>\$50,909</b>	<b>\$0</b>	<b>\$495,709</b>
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
					<b>Programming total:</b>			<b>\$403,000</b>	<b>\$46,124</b>	<b>\$0</b>	<b>\$449,124</b>
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
					<b>Programming total:</b>			<b>\$1,004,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,004,000</b>
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
					<b>Programming total:</b>			<b>\$2,540,000</b>	<b>\$290,714</b>	<b>\$0</b>	<b>\$2,830,714</b>
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
					<b>Programming total:</b>			<b>\$1,660,000</b>	<b>\$189,994</b>	<b>\$0</b>	<b>\$1,849,994</b>
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
					<b>Programming total:</b>			<b>\$134,929</b>	<b>\$15,443</b>	<b>\$6,766</b>	<b>\$157,138</b>

**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
					<b>Programming total:</b>			<b>\$359,000</b>	<b>\$41,089</b>	<b>\$0</b>	<b>\$400,089</b>
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
					<b>Programming total:</b>			<b>\$2,399,337</b>	<b>\$274,615</b>	<b>\$0</b>	<b>\$2,673,952</b>
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
					<b>Programming total:</b>			<b>\$1,000,000</b>	<b>\$0</b>	<b>\$3,125,000</b>	<b>\$4,125,000</b>
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
					<b>Programming total:</b>			<b>\$1,108,000</b>	<b>\$126,816</b>	<b>\$0</b>	<b>\$1,234,816</b>
OR99W: Pacific Hwy West Intersection @ Hall Blvd	Widen intersection & improve access management to Enhancemete 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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$5,652,500</b>	<b>\$5,652,500</b>
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
					<b>Programming total:</b>			<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>
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
					<b>Programming total:</b>			<b>\$597,696</b>	<b>\$0</b>	<b>\$0</b>	<b>\$597,696</b>
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
					<b>Programming total:</b>			<b>\$225,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$235,000</b>

**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	Metro								
		15545		\$1,093,937	Planning	STP	2010	\$981,590	\$112,347	\$0	\$1,093,937
		15544		\$1,126,758	Planning	STP	2011	\$1,011,040	\$115,718	\$0	\$1,126,758
		15544		\$1,161,262	Planning	STP	2012	\$1,042,000	\$119,262	\$0	\$1,161,262
		15544		\$1,196,924	Planning	STP	2013	\$1,074,000	\$122,924	\$0	\$1,196,924
		15545									
						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	Metro								
		15551									
		17275									
		17276		\$1,671,682	Other	STP	2011	\$1,500,000	\$171,682	\$0	\$1,671,682
		15550									
		15551									
		17275									
		17276		\$3,219,102	Other	STP	2012	\$2,888,500	\$330,602	\$0	\$3,219,102
		15550									
		15551									
		17275									
		17276		\$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
						<b>Programming total:</b>		<b>\$350,000</b>	<b>\$40,059</b>	<b>\$0</b>	<b>\$390,059</b>
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
						<b>Programming total:</b>		<b>\$804,000</b>	<b>\$92,021</b>	<b>\$0</b>	<b>\$896,021</b>
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
						<b>Programming total:</b>		<b>\$1,352,456</b>	<b>\$154,795</b>	<b>\$0</b>	<b>\$1,507,251</b>
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
						<b>Programming total:</b>		<b>\$799,406</b>	<b>\$91,496</b>	<b>\$0</b>	<b>\$890,902</b>
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
						<b>Programming total:</b>		<b>\$1,800,000</b>	<b>\$206,018</b>	<b>\$0</b>	<b>\$2,006,018</b>
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
						<b>Programming total:</b>		<b>\$1,882,000</b>	<b>\$215,403</b>	<b>\$0</b>	<b>\$2,097,403</b>

**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	TriMet	\$1,532,375	Other	STP	2011	\$1,375,000	\$157,375	\$0	\$1,532,375
		15553									
		15552	TriMet	\$3,563,504	Other	STP	2011	\$3,197,532	\$365,972	\$0	\$3,563,504
		15552	TriMet	\$787,919	Transit	STP	2013	\$707,000	\$80,919	\$0	\$787,919
		15553									
							<b>Programming total:</b>	<b>\$5,279,532</b>	<b>\$604,266</b>	<b>\$0</b>	<b>\$5,883,798</b>
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
							<b>Programming total:</b>	<b>\$1,852,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,852,500</b>
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
							<b>Programming total:</b>	<b>\$125,000</b>	<b>\$14,307</b>	<b>\$0</b>	<b>\$139,307</b>
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
							<b>Programming total:</b>	<b>\$661,888</b>	<b>\$75,756</b>	<b>\$0</b>	<b>\$737,644</b>
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
							<b>Programming total:</b>	<b>\$6,934,519</b>	<b>\$1,733,630</b>	<b>\$0</b>	<b>\$8,668,149</b>
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
							<b>Programming total:</b>	<b>\$134,995,836</b>	<b>\$33,748,959</b>	<b>\$0</b>	<b>\$168,744,795</b>

**Table 3.1.3 - TriMet Programming**

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

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



**Table 3.1.4 - SMART Programming**

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED TOTAL PROJECT COST	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM LOCAL MATCH	OTHER FUNDING	TOTAL FUNDING
2009 Wilsonville/SMART Employer Program	Assist employers in development of programs that reduce number of vehicle miles traveled.	16684	SMART	\$62,315	Transit	ARRA	2010	\$62,315	\$0	\$0	\$62,315
					<b>Programming total:</b>			<b>\$62,315</b>	<b>\$0</b>	<b>\$0</b>	<b>\$62,315</b>
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
					<b>Programming total:</b>			<b>\$235,400</b>	<b>\$27,693</b>	<b>\$0</b>	<b>\$263,093</b>
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
					<b>Programming total:</b>			<b>\$1,682,105</b>	<b>\$420,526</b>	<b>\$0</b>	<b>\$2,102,631</b>
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
					<b>Programming total:</b>			<b>\$18,547</b>	<b>\$4,637</b>	<b>\$0</b>	<b>\$23,184</b>
SMART Job Access/Reverse Commute 2012	Program to improve access for low/mod income FY12.	17297	SMART	\$11,880	Transit	5316	2012	\$5,940	\$5,940	\$0	\$11,880
SMART Job Access/Reverse Commute 2013	Program to improve access for low/mod income FY13.	17298	SMART	\$12,830	Transit	5316	2013	\$6,415	\$6,415	\$0	\$12,830
SMART Jobs Access/Reverse Commute 2008	Program to improve transit access for low/moderate income households in the metro area.	15412	SMART	\$8,176	Transit	5316	2010	\$4,088	\$4,088	\$0	\$8,176
SMART Jobs Access/Reverse Commute 2009		15413	SMART	\$9,346	Transit	5316	2011	\$4,673	\$4,673	\$0	\$9,346
SMART Jobs Access/Reverse Commute 2010		15637	SMART	\$9,274	Transit	5316	2010	\$4,637	\$4,637	\$0	\$9,274
SMART Jobs Access/Reverse Commute 2011	Improve transit access for low/moderate income households in metro area.	15638	SMART	\$10,500	Transit	5316	2011	\$5,250	\$5,250	\$0	\$10,500
					<b>Programming total:</b>			<b>\$31,003</b>	<b>\$31,003</b>	<b>\$0</b>	<b>\$62,006</b>

**Table 3.1.4 - SMART Programming**

		ESTIMATED TOTAL PROJECT COST						MINIMUM LOCAL MATCH		OTHER FUNDING		TOTAL FUNDING
PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY		PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING				
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
					<b>Programming total:</b>			<b>\$500,000</b>	<b>\$57,227</b>	<b>\$0</b>	<b>\$557,227</b>
Urban ITS Equipment	Upgrade ITS network equipment	TBD	ODOT	\$52,379	Other	CMAQ	2013	\$47,000	\$5,379	\$0	\$52,379
					<b>Programming total:</b>			<b>\$47,000</b>	<b>\$5,379</b>	<b>\$0</b>	<b>\$52,379</b>
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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$2,236,000</b>	<b>\$2,236,000</b>
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
					<b>Programming total:</b>			<b>\$448,650</b>	<b>\$51,350</b>	<b>\$0</b>	<b>\$500,000</b>
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
					<b>Programming total:</b>			<b>\$1,715,099</b>	<b>\$196,301</b>	<b>\$0</b>	<b>\$1,911,400</b>
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
					<b>Programming total:</b>			<b>\$1,480,546</b>	<b>\$169,456</b>	<b>\$0</b>	<b>\$1,650,002</b>
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
					<b>Programming total:</b>			<b>\$269,190</b>	<b>\$30,810</b>	<b>\$0</b>	<b>\$300,000</b>
District 2B Damaged Pavement	Grind and inlay.	16687	ODOT	\$286,000	Construction	STATE-GEN	2010	\$0	\$0	\$286,000	\$286,000
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$286,000</b>	<b>\$286,000</b>
HCRH Guardrail Replacement Project	Replace guardrail.	16382	ODOT	\$579,000	Construction	NSBP	2010	\$463,200	\$115,800	\$0	\$579,000
					<b>Programming total:</b>			<b>\$463,200</b>	<b>\$115,800</b>	<b>\$0</b>	<b>\$579,000</b>
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
					<b>Programming total:</b>			<b>\$3,214,577</b>	<b>\$367,923</b>	<b>\$2,712,500</b>	<b>\$6,295,000</b>

**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
					<b>Programming total:</b>			<b>\$2,691,900</b>	<b>\$308,100</b>	<b>\$0</b>	<b>\$3,000,000</b>
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
					<b>Programming total:</b>			<b>\$12,105,474</b>	<b>\$1,385,526</b>	<b>\$0</b>	<b>\$13,491,000</b>
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
					<b>Programming total:</b>			<b>\$4,979,880</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,979,880</b>
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	HBRRRL	2011	\$8,745,086	\$1,000,914	\$0	\$9,746,000
					<b>Programming total:</b>			<b>\$8,745,086</b>	<b>\$1,000,914</b>	<b>\$0</b>	<b>\$9,746,000</b>
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
					<b>Programming total:</b>			<b>\$173,546</b>	<b>\$19,863</b>	<b>\$0</b>	<b>\$193,409</b>
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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$11,000,000</b>	<b>\$11,000,000</b>
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
					<b>Programming total:</b>			<b>\$1,344,721</b>	<b>\$153,909</b>	<b>\$398,370</b>	<b>\$1,897,000</b>
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
					<b>Programming total:</b>			<b>\$134,595</b>	<b>\$15,405</b>	<b>\$0</b>	<b>\$150,000</b>
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	HBRRRL	2011	\$5,143,907	\$588,743	\$0	\$5,732,650
					<b>Programming total:</b>			<b>\$9,469,348</b>	<b>\$588,743</b>	<b>\$0</b>	<b>\$10,058,091</b>
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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$45,000</b>

**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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$100,000</b>
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
					<b>Programming total:</b>			<b>\$2,588,423</b>	<b>\$296,257</b>	<b>\$0</b>	<b>\$2,884,680</b>
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
					<b>Programming total:</b>			<b>\$2,559,548</b>	<b>\$292,952</b>	<b>\$0</b>	<b>\$2,852,500</b>
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
					<b>Programming total:</b>			<b>\$5,774,126</b>	<b>\$660,875</b>	<b>\$11,735,000</b>	<b>\$18,170,001</b>
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
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$24,000,000</b>
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
					<b>Programming total:</b>			<b>\$672,975</b>	<b>\$77,025</b>	<b>\$0</b>	<b>\$750,000</b>
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
					<b>Programming total:</b>			<b>\$7,654,260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,654,260</b>
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
					<b>Programming total:</b>			<b>\$1,794,600</b>	<b>\$205,400</b>	<b>\$0</b>	<b>\$2,000,000</b>

**Table 3.1.5 - ODOT Programming**

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				TOTAL PROJECT COST					LOCAL MATCH		
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	HBRRRL	2010	\$10,774,734	\$1,233,217	\$0	\$12,007,951
					Programming total:			\$10,774,734	\$1,233,217	\$0	\$12,007,951
OR8: Minter Bridge Rd - Mt View Lane	Paving.	15044	ODOT	\$10,177,001	Purchase right of way	NHS	2010	\$21,535	\$2,465	\$0	\$24,000
		15044	ODOT	\$10,177,001	Construction	BIKEWAY S	2011	\$304,590	\$0	\$0	\$304,590
		15044	ODOT	\$10,177,001	Construction	HBRRRL	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
					<b>Programming total:</b>			<b>\$1,345,950</b>	<b>\$154,050</b>	<b>\$0</b>	<b>\$1,500,000</b>
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
					<b>Programming total:</b>			<b>\$1,412,350</b>	<b>\$161,650</b>	<b>\$0</b>	<b>\$1,574,000</b>
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
					<b>Programming total:</b>			<b>\$4,115,915</b>	<b>\$471,085</b>	<b>\$0</b>	<b>\$4,587,000</b>
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
					<b>Programming total:</b>			<b>\$2,691,900</b>	<b>\$308,100</b>	<b>\$1,000,000</b>	<b>\$4,000,000</b>
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
					<b>Programming total:</b>			<b>\$1,239,437</b>	<b>\$104,563</b>	<b>\$0</b>	<b>\$1,344,000</b>
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
					<b>Programming total:</b>			<b>\$836,435</b>	<b>\$70,565</b>	<b>\$0</b>	<b>\$907,000</b>
OR99W: Naito Jurisdictional Transfer	Jurisdictional transfer of highway.	16969	ODOT	\$1,000,000	Other	JTA	2010	\$0	\$0	\$1,000,000	\$1,000,000
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>
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
					<b>Programming total:</b>			<b>\$26,919</b>	<b>\$3,081</b>	<b>\$0</b>	<b>\$30,000</b>
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
					<b>Programming total:</b>			<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>
Region 1 Congestion Pricing	Study for congestion pricing.	17049	ODOT	\$950,000	Planning	State STP	2010	\$852,435	\$97,565	\$0	\$950,000
					<b>Programming total:</b>			<b>\$852,435</b>	<b>\$97,565</b>	<b>\$0</b>	<b>\$950,000</b>
Region 1 Traffic Signal Upgrade Bluff Road-US26	Signal upgrade.	15443	ODOT	\$159,000	Construction	STATE-GEN	2010	\$0	\$0	\$159,000	\$159,000
					<b>Programming total:</b>			<b>\$0</b>	<b>\$0</b>	<b>\$159,000</b>	<b>\$159,000</b>
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
					<b>Programming total:</b>			<b>\$745,656</b>	<b>\$85,344</b>	<b>\$0</b>	<b>\$831,000</b>
Slides/Rockfall Reserve (Arrows)	Slide repairs.	15035	ODOT	\$1,496,000	Construction	State STP	2010	\$1,342,361	\$153,639	\$0	\$1,496,000
					<b>Programming total:</b>			<b>\$1,342,361</b>	<b>\$153,639</b>	<b>\$0</b>	<b>\$1,496,000</b>

**Table 3.1.5 - ODOT Programming**

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				TOTAL PROJECT COST					LOCAL MATCH		
SW 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	BIKEWAY S	2011	\$465,720	\$0	\$0	\$465,720
		15051	ODOT	\$8,945,000	Construction	HSIP	2011	\$501,068	\$42,272	\$0	\$543,340
		15051	ODOT	\$8,945,000	Construction	State STP	2011	\$3,621,718	\$414,522	\$0	\$4,036,240
		15051	ODOT	\$8,945,000	Construction	STATE TSP	2011	\$0	\$0	\$2,716,700	\$2,716,700
					Programming total:			\$5,679,469	\$548,831	\$2,716,700	\$8,945,000
US26: Shute Road Interchange	Interchange improvement to improve operations and build new WB-SB loop ramp.	16842	ODOT	\$45,050,000	Planning	JTA	2010	\$0	\$0	\$250,000	\$250,000
		16842	ODOT	\$45,050,000	Preliminary engineering	JTA	2010	\$0	\$0	\$8,100,000	\$8,100,000
		16842	ODOT	\$45,050,000	Purchase right of way	JTA	2011	\$0	\$0	\$15,550,000	\$15,550,000
		16842	ODOT	\$45,050,000	Construction	JTA	2012	\$0	\$0	\$21,150,000	\$21,150,000
					Programming total:			\$0	\$0	\$45,050,000	\$45,050,000



**Table 3.1.5 - ODOT Programming**

PROJECT NAME	DESCRIPTION	ODOT KEY	LEAD AGENCY	ESTIMATED	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL FUNDING	MINIMUM	OTHER FUNDING	TOTAL FUNDING
				TOTAL PROJECT COST					LOCAL MATCH		
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	BIKEWAY S	2012	\$326,000	\$0	\$0	\$326,000
		15068	ODOT	\$3,260,000	Construction	HSIP	2012	\$2,164,588	\$182,612	\$0	\$2,347,200
		15068	ODOT	\$3,260,000	Construction	State STP	2012	\$526,536	\$60,264	\$0	\$586,800
					Programming total:			\$3,017,124	\$242,876	\$0	\$3,260,000
US30: NW Balboa Ave RR Xing Closure	For railroad crossing closure.	15814	ODOT	\$50,000	Construction	STATE-GEN	2010	\$50,000	\$0	\$0	\$50,000
					Programming total:			\$50,000	\$0	\$0	\$50,000
US30B: NE 60th Ave - NE 82nd Ave	Overlay.	15050	ODOT	\$179,805	Preliminary engineering	HSIP	2010	\$6,460	\$545	\$0	\$7,005
		15050	ODOT	\$179,805	Preliminary engineering	State STP	2010	\$155,053	\$17,747	\$0	\$172,800
					Programming total:			\$161,513	\$18,292	\$0	\$179,805
West Linn Trail Bike/Ped Path	PE and environmental work for bike/ped path.	16834	ODOT	\$250,000	Preliminary engineering	ARRA	2010	\$250,000	\$0	\$0	\$250,000
					Programming total:			\$250,000	\$0	\$0	\$250,000

## 3.2 PROGRAMMING HIGHLIGHTS

---

### 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 50<sup>th</sup> to 54<sup>th</sup> 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 122<sup>nd</sup> 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 1/8<sup>th</sup> 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 185<sup>th</sup> Avenue and Cornelius Pass Road.
  - Intersection improvements in Tigard at OR99W: Gaarde/McDonald.
  - Operational improvements at I-205/OR212/82<sup>nd</sup> Drive.
  - Additional preliminary engineering money for I-5 Delta Park Phase 2.
  - Preliminary engineering for I-84 eastbound to I-205 northbound auxiliary lane.
  - Planning refinement study for I-5/I-84.
- Projects funded by HB2001 – Jobs and Transportation Act (JTA)
  - Intersection improvements at US26 and Glencoe Road.
  - Intersection improvements at US26 and Shute/Brookwood.
  - Travel and circulation improvements at Troutdale @ 257<sup>th</sup> 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 @ 178<sup>th</sup> intersection safety improvements.
2. Safety improvements at OR99W and I-5:
  - a. Add additional lane off of I-5 northbound off ramp OR99W from 60<sup>th</sup> to Barbur.
  - b. Add additional lane from I-5 southbound off ramp from 68<sup>th</sup>-64<sup>th</sup>.
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 7.8 miles per biennium, 56% above the 5 mile per biennium target for new bicycle/trail improvements.

##### **2006-07 Funding**

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

##### **2008-09 Funding**

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

##### **2010-11 Funding**

East Baseline St, Cornelius	0.54 mi
East Burnside	0.55 mi
total	5.39 mi

**2012-13 Funding**

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

**2006-13 Bicycle TCM total****31.2 mi****Table 3.4.2 Pedestrian projects implementing transportation control measures for air quality**

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

**2006-07 Funding**

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

**2008-09 Funding**

Forest Grove TC	0.65 mi
Milwukie 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](http://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](http://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](http://www.trimet.org).

## **Environmental Justice**

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

- Coalition for a Livable Future;

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

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

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

### **Regional Flexible Fund Allocation - Metro**

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

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

## **3.6 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS**

---

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

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



- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.
- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.
- The rate of growth of LIFT paratransit has been slowing with a strong travel training program. TriMet will begin in-person assessment of LIFT applicants and existing LIFT clients spring 2010.
- TriMet has extended its pioneering use of low-floor light rail vehicles with continued bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.
- The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP provides funding to a category of pedestrian projects. These projects provide important access within neighborhoods and to public transportation. This is essential for both fully ambulatory citizens, but also to persons requiring mobility devices or assistance.

## 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.