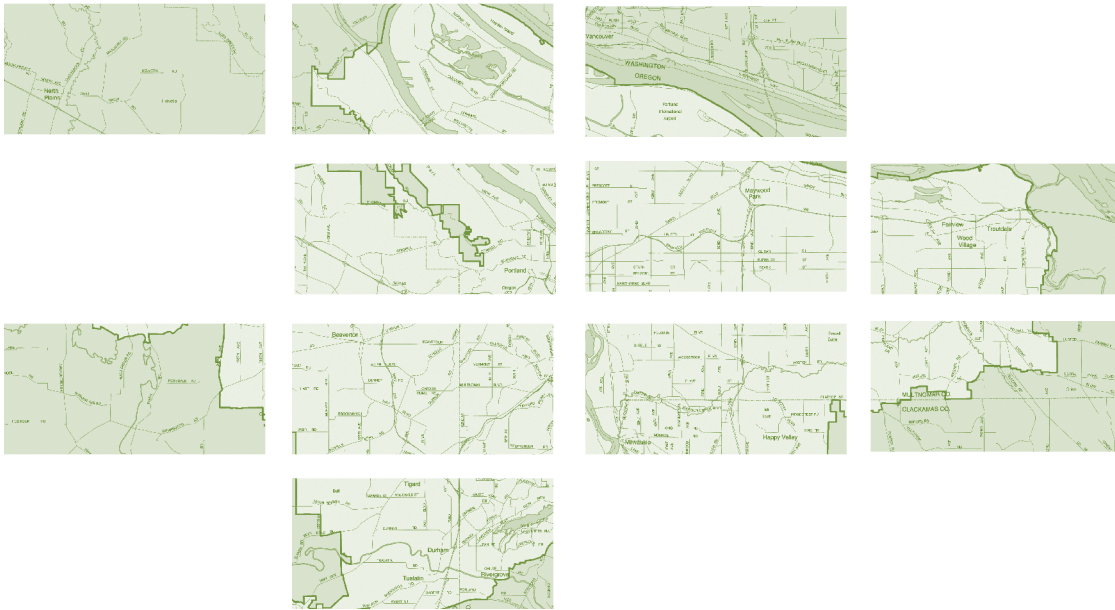


[www.oregonmetro.gov](http://www.oregonmetro.gov)



Metropolitan Transportation Improvement Program

# 2012-15

**Adoption draft**

Portland metropolitan area

Federal fiscal years 2012 through 2015

**February 2012**

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**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.

## List of Acronyms

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<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>CAAA</b> Clean Air Act Amendments of 1990 (Federal)	<b>OTC</b> Oregon Transportation Commission (State)
<b>CONS</b> Construction	<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 Alternatives	<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

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\*MTIP Appendix is provided separately on the MTIP webpage on Metro's website:

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

## **Chapter 1**

# **Overview of the MTIP**

## **1.1 MTIP PURPOSE**

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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 2012 through 2015. 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 2012–15 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2011 and ending September 30, 2015 (federal fiscal years 2012 through 2015). 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 2012-15 MTIP POLICY FRAMEWORK

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### **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**

Building on the RTP policy framework, the MTIP policies developed in the 2010-13 policy update were utilized to guide the 2012-15 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.

**Metro Regional Flexible Funds.** The 2012-15 MTIP cycle did not have a major policy update, but rather continued to utilize the existing MTIP policies and only updated the policies for the regional flexible fund allocation (RFFA). Metro Council adopted the new RFFA policies that were developed by the Joint Policy Advisory Committee on Transportation (JPACT) for use during the 2014-15 flexible fund allocation by Metro Resolution No. 10-4160.

**ODOT.** The Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), and the Regional Transportation Plan (RTP) are the key policy documents that help 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 2012-15 STIP update were approved by the Commission in June 2009.

**Modernization Program** – ODOT's modernization program in the 2012-15 time period is largely driven by projects designated for funding through the state Jobs and Transportation Act (JTA). The modernization program in the 2012-13 biennium was limited to a single project on Highway 26 in Washington County that was a reinstatement of the construction phase of that project from a previous programming cutback. There were no new Modernization projects in the 2014-15 funding biennium due to lack of program funds.



**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. Six of the ODOT Region 1 projects are located within the urban Metro area and are listed in Chapter 3. 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 add modernization elements to the highway system.

**Funding Targets for Preservation, Safety, Operations and Bridge Programs** - Funding for these programs in ODOT Region 1 amount to:

- a. Pavement Preservation - \$21.0 million.
- b. Safety - \$20.5 million
- c. Operations - \$8.8 million
- d. Statewide Bridge program allocated to urban Metro projects - \$45.0 million

**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

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Federal regulations require the MTIP to be "constrained to reasonably expected revenue." The 2012-15 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 \$139.1 million in revenues and \$138.5 million of project costs are forecast for use of regional flexible funds during the 2012-15 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 3.0% increase in revenues factor applied to the actual 2009 revenues appropriated (at a 93.28% limitation rate). This method represents a slightly conservative forecast of historic trends since the adoption of the modern surface transportation authorization period dating back to 1992. Escalation is calculated from 2009 as it was the final year of the original authorization bill and represents the last year of typical funding levels for that existing authorization period. 2010 and 2011 produced unusually larger funding levels due to there being no High Priority Projects (aka earmarks) that reduce funding program apportionment levels.

The urban STP and CMAQ revenue projections and programmed project costs for years 2012 through 2015 are summarized in Table 1.4-1 below. Current forecasts of revenues are slightly higher than forecasts of these funds when allocation decisions for 2012-15 was made and therefore there is currently a forecasted surplus of approximately \$600,000 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.

**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 and SMART expect to receive approximately \$578 million of federal funding, excluding regional flexible funds programmed by Metro. The MTIP does not report TriMet's or SMART'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 2012 through 2015 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>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>Total 2010-13</b>
<b>STP Revenues</b>	\$20,097,494	\$20,700,419	\$21,321,431	\$21,961,074	\$84,080,419
<b>CMAQ Revenues</b>	\$13,162,104	\$13,556,967	\$13,963,676	\$14,382,586	\$55,065,334
<b>Total Regional Flex Fund Revenues</b>	\$33,259,598	\$34,257,386	\$35,285,108	\$36,343,661	\$139,145,753
<b>Funds Programmed to Project Costs</b>	\$33,900,000	\$33,900,000	\$35,366,500	\$35,366,500	\$138,533,000
<b>Difference</b>	(\$640,402)	\$357,386	(\$81,392)	\$977,161	<b>\$612,753</b>

## 1.5 PROJECT PRIORITIZATION PROCESSES

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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.

Every two-year process begins with a review of the policy objectives and procedures for allocating regional flexible funds. These policies were discussed in the 2012-15 MTIP Policy Framework section in this chapter.

### **2012-13 allocation process**

In the 2012-13 allocation process, new categories linked to the RTP were created and Technical measures 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.

### **2014-15 allocation process**

The allocation process for FFY 2014-15 regional flexible funds marked the use of a new collaborative project nomination process and new focus areas for which to spend funds. This approach resulted from the policy update for the allocation process. This cycle JPACT developed specific direction on how to spend the funds, created narrow project categories, and charged a task force with developing project prioritization criteria. Local governments were given the opportunity to narrow projects using stakeholder involvement processes and working with local stakeholders to put forward projects for nomination that met the task force criteria.

The project focus areas developed for this allocation cycle are:

- Active Transportation and Complete Streets
- Green Economy and Freight Initiatives

The transportation coordinating committees and the City of Portland provided the coordination for narrowing the projects to meet funding targets set for each sub-region in the two focus areas. Metro staff, TPAC and the task force were invited to provide comments on the projects and applicants were required to consider how changes to their projects could be improved to meet community needs and respond in writing. Projects were refined over the course of the nomination process that resulted in a smaller set of projects that more clearly meet the policy direction and criteria adopted by JPACT and Metro Council.

**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 at TPAC/JPACT 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 2012-2015STIP Project Eligibility Criteria and Prioritization Factors document. The 2012-2015 STIP Criteria and Prioritization Factors was approved by the Oregon Transportation Commission summer of 2009.

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 to serve as the official process and public comment to meet programming of projects requirements. 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. Comments on this MTIP document serve as the public comment process to meet programming of project requirements for SMART.

### **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 that Metropolitan Planning Organizations (MPOs) develop a comprehensive strategy for managing congestion through a process called the Congestion Management Process (CMP). A CMP is a performance-based, systematic approach for managing congestion that relies on analysis tools to diagnose congestion and select appropriate strategies. 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 wide range 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;
- Transportation Demand Management;
- Transportation System Management and Operations (TSMO); and
- Proactive bicycle and pedestrian planning.

The region is actively implementing its CMP. System definition work has already occurred with the development of the mobility corridors concept and documentation of current multimodal network performance for each of the 24 corridors. We are investing in new data collection capabilities the will continue to advance our ability to track performance that 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

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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.** 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 and SMART'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 the Portland to Milwaukie light rail transit project. TriMet expects to receive its first appropriation for the Portland to Milwaukie light project in federal fiscal year 2013.

Other federal public transit funding categories received by TriMet and SMART (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports 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 and SMART for routine maintenance programs.

In practice, TriMet and SMART'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 periodically briefs TPAC and JPACT on the allocation of federal funds relative to all funding sources to meet the various categories of cost outlays.

## **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

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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:**

- **Addition or deletion of project:** creation or elimination of an MTIP project.
- **RFFA budget changes:** increased allocation of regional flexible funds in excess of level previously allocated to project(s) of a 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 Metro Planning & Development Director 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 or its compliance with funding program policy intent 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 (per 40 CFR 93.126) or regional emissions analysis (per 40 CFR 93.127) or the proposed project is determined through interagency consultation (per 40 CFR 93.104 (c)(2)) to not require additional regional air quality analysis. Quarterly notification of these amendments will be provided to TPAC:

- Bridge repair or replacement projects– total project cost less than \$5 million,
- Preservation projects on the Interstate system - up to \$5 million; on the highway system – total project cost less than \$2 million or any “1R” preservation project on existing road surface.
- Advance construction or mitigation work to address environmental timing issues (i.e. bird or fish migration) - total cost less than \$500,000 (work must be consistent with NEPA and permitting processes and agency assumes all risk that full project may not be included in the TIP),
- Bottleneck reduction, system management, or demand management operations projects – total project cost less than \$1 million,
- Other operations projects (programmatic maintenance or updates to signs, illumination, rock falls, etc.) - total project cost less than \$2 million,
- Sub-allocations of region-wide programs consistent with their respective strategic plans or program descriptions as approved by JPACT and Metro Council,
- Bicycle or pedestrian projects – total project cost less than \$1,000,000,

- General planning, corridor studies, or project development planning studies - total plan cost less than \$200,000,
- Public transit appropriations in excess of those estimated in original programming,
- Projects/programs allocated funding that were previously identified and approved by JPACT and the Metro Council as regional priorities for state or federal discretionary funding,
- Awarded through the state Public Transit Division Discretionary Grant Program,
- Emergency additions where an imminent public safety hazard is involved, and
- The 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 regional flexible fund 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 quarterly 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.



## 1.8 APPEAL PROCESS

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This section describes the process by which an agency may appeal the decision of the MTIP Manager or Metro Planning & Development Director with regard to the administration of this MTIP.

Staff from an agency that disagrees with the interpretation of an administrative action by the TIP Manager or Planning & Development Director regarding the Metropolitan Transportation Improvement Program may submit a summary in writing of their issue to the Planning & Development Director requesting a review of the issue and the administrative interpretation. Within 60 days of the receipt of such letter, Metro staff will schedule time on a Transportation Policy Alternatives Committee (TPAC) agenda for agency staff to present their issues to the committee. Metro staff will also explain its position on the issues.

TPAC has the opportunity to make a recommendation to JPACT on resolution of the issue. JPACT action will be forwarded to Metro Council for adoption or remand to JPACT.

## **Implementation of Previous MTIP**

### **2.1 MAJOR PROJECTS IMPLEMENTED FROM PREVIOUS MTIP**

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Table to be added.

## 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 to a future year. These projects will be listed in the final publication of the MTIP when final project schedules are confirmed.

### **Geographic Listing**

#### **Clackamas County**

KEY	PROJECT NAME
15389	SE 172 <sup>nd</sup> Ave: County Line - Sunnyside
15598	OR-99E Bridge at Kellogg Lake
15599	OR213, harmony, Sunnyside Rds Sidewalk/Signal Impv
17265	McLoughlin Blvd: Clackamas River Bridge – Dunes Drive

#### **East Multnomah County**

KEY	PROJECT NAME
14393	NE Cleveland Ave: Stark St – Powell Blvd (Gresham)
14413	Max Trail: Ruby Jct. – Cleveland Station (Gresham)
14438	Beaver Creek Culverts: TroutdaleRd/Cochran/Stark St
15590	Hood Street: SE Division St – SE Powell Blvd
15601	190 <sup>th</sup> Ave: Pleasant View/Highland – SW Willow Pkwy

#### **City of Portland**

KEY	PROJECT NAME
13502	MLK O-xing/Turn Lanes: Columbia Blvd – Lombard (MLK)
13529	SE Division St. SE 6 <sup>th</sup> Ave – SE 39 <sup>th</sup> Ave
14405	N Killingsworth St: N Commercial – NE MLK Jr Blvd
14407	Springwater Trail: SE Umatilla St – SE 19 <sup>th</sup> Ave
14409	Marine Drive Bike Trail: NE 28 <sup>th</sup> Ave – NE 185 <sup>th</sup> Ave
14440	SW Capitol Hwy: SW Multnomah – SW Taylors Ferry
15591	Foster – Woodstock: SE 87 <sup>th</sup> Ave to SE 101 <sup>st</sup> Ave
16771	102 <sup>nd</sup> Ave: NE Glisan – SE Washington (Ph 2)
17268	Red Electric Trail: SW 30 <sup>th</sup> Ave – SW Vermont

#### **Washington County**

KEY	PROJECT NAME
14429	Kinsmen Rd: SW Boeckman – SW Barber (Wilsonville)
14437	Rock Creek Trail: Orchard Park – NW Wilkins St
15592	OR8: N 10 <sup>th</sup> Ave - N 19 <sup>th</sup> Ave (Baseline st) Cornelius
15600	Main St: OR99W – Rail Corridor (Tigard)
17272	Council Creek Trail: Banks - Hillsboro
17538	Walnut Street: SW 116 <sup>th</sup> to SW Tiedeman (Tigard)

#### **Regional Projects**

KEY	PROJECT NAME
17457	Arterial Performance Measure RCTO
17855	TriMet – Transit Capital – STP transfer (FY11)

## Chapter 3

# Programming

### 3.1 PROGRAMMING TABLES

The next several pages include the programming for projects scheduled to receive federal funds in the Portland Metropolitan region during federal fiscal years 2012-15. 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 2012 and costs that may be necessary to complete the project after 2015.

**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 2012 is October 1, 2011 through September 30, 2012).

**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 2012-15 Transportation Improvement Program.

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
14400	Beaverton	70008	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.	Purchase right of way	STP	2012	\$2,758,238	\$315,693	\$0	\$3,073,931
<b>14400 Total</b>								\$2,758,238	\$315,693	\$0	\$3,073,931
17460	Beaverton	70409	OR8 & OR10: Hocken to 107th/Western (SCATS)	Install adaptive signal timing for all signalized intersections.	Cons	CMAQ	2012	\$348,165	\$39,849	\$0	\$388,014
17460	Beaverton	70409	OR8 & OR10: Hocken to 107th/Western (SCATS)	Install adaptive signal timing for all signalized intersections.	Other	CMAQ	2012	\$176,835	\$20,240	\$0	\$197,075
<b>17460 Total</b>								\$525,000	\$60,089	\$0	\$585,089
17879	Beaverton	70476	SW Birchwood Rd.: SW 87th Ave - SW Laurelwood Ave	Install sidewalks planter swale curb and storm drainage	Purchase right of way	TE	2012	\$1,346	\$154	\$0	\$1,500
17879	Beaverton	70476	SW Birchwood Rd.: SW 87th Ave - SW Laurelwood Ave	Install sidewalks planter swale curb and storm drainage	Cons	OTH	2013	\$0	\$0	\$84,447	\$84,447
17879	Beaverton	70476	SW Birchwood Rd.: SW 87th Ave - SW Laurelwood Ave	Install sidewalks planter swale curb and storm drainage	Cons	TE	2013	\$267,891	\$30,661	\$0	\$298,552
<b>17879 Total</b>								\$269,237	\$30,815	\$84,447	\$384,499
15555	Clackamas County	70266	FFO - OR212/224: Sunrise Corridor (I-205 - SE 122nd Ave)	Phase 1 of new limited access facility (PE & ROW)	Cons	JTA	2014	\$0	\$0	\$99,500,000	\$99,500,000
<b>15555 Total</b>								\$0	\$0	\$99,500,000	\$99,500,000
15599	Clackamas County	70047	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	New intelligent traffic signals sidewalks and illumination on Harmony Road.	PE	STP	2012	\$222,530	\$25,470	\$0	\$248,000
15599	Clackamas County	70047	OR213 Harmony Sunnyside Rds Sidewalk/Sig Impv	New intelligent traffic signals sidewalks and illumination on Harmony Road.	Cons	STP	2012	\$1,186,843	\$135,839	\$0	\$1,322,682
<b>15599 Total</b>								\$1,409,373	\$161,309	\$0	\$1,570,682
16805	Clackamas County	70311	Springwater Trail: Rugg Rd - Dee St	Design and construct path (pavement/ signs/ bollards/ drainage & landscaping	Purchase right of way	OTH	2012	\$0	\$0	\$19,000	\$19,000
16805	Clackamas County	70311	Springwater Trail: Rugg Rd - Dee St	Design and construct path (pavement/ signs/ bollards/ drainage & landscaping	Cons	TE	2013	\$1,148,900	\$131,497	\$454,600	\$1,734,997
<b>16805 Total</b>								\$1,148,900	\$131,497	\$473,600	\$1,753,997
17881	Clackamas County	70469	SE 122nd Ave & 132nd Avenue: Sidewalk Connections	Add sidewalks	Purchase right of way	TE	2013	\$153,438	\$17,562	\$0	\$171,000
17881	Clackamas County	70469	SE 122nd Ave & 132nd Avenue: Sidewalk Connections	Add sidewalks	Cons	TE	2013	\$309,569	\$35,432	\$0	\$345,001
<b>17881 Total</b>								\$463,007	\$52,994	\$0	\$516,001
18001	Clackamas County	70478	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	PD/Plan	CMAQ	2014	\$150,000	\$17,168	\$0	\$167,168
18001	Clackamas County	70478	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.	Cons	CMAQ	2015	\$640,000	\$73,251	\$0	\$713,251
<b>18001 Total</b>								\$790,000	\$90,419	\$0	\$880,419

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
15592	Cornelius	70029	East Baseline Street Cornelius: 10th Ave to 19th Ave	Design and construct Regional Boulevard improvements in the Cornelius Town Center.	Purchase right of way	CMAQ	2012	\$124,333	\$14,230	\$0	\$138,563
15592	Cornelius	70029	East Baseline Street Cornelius: 10th Ave to 19th Ave	Design and construct Regional Boulevard improvements in the Cornelius Town Center.	Cons	CMAQ	2012	\$2,269,712	\$259,779	\$0	\$2,529,491
<b>15592 Total</b>								<b>\$2,394,045</b>	<b>\$274,009</b>	<b>\$0</b>	<b>\$2,668,054</b>
17274	DEQ	70012	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.	Other	CMAQ	2012	\$1,414,000	\$161,839	\$0	\$1,575,839
<b>17274 Total</b>								<b>\$1,414,000</b>	<b>\$161,839</b>	<b>\$0</b>	<b>\$1,575,839</b>
17270	Fairview	70007	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.	PE	STP	2012	\$405,580	\$46,420	\$0	\$452,000
17270	Fairview	70007	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.	Cons	STP	2013	\$1,916,841	\$219,391	\$0	\$2,136,232
<b>17270 Total</b>								<b>\$2,322,421</b>	<b>\$265,811</b>	<b>\$0</b>	<b>\$2,588,232</b>
17272	Forest Grove	70009	Council Creek Trail: Banks - Hillsboro	Planning to define a route assess impacts and develop cost estimates for a Council Creek Regional Trail.	PD/Plan	STP	2012	\$218,444	\$25,002	\$0	\$243,446
<b>17272 Total</b>								<b>\$218,444</b>	<b>\$25,002</b>	<b>\$0</b>	<b>\$243,446</b>
18003	Forest Grove	70486	Pacific Ave & Quince St (OR 8 & OR 47) Intersection	This project will reduce freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and improves pedestrian safety by adding a pedestrian crossing where currently none exist.	PE	STP	2013	\$237,878	\$27,226	\$0	\$265,104
18003	Forest Grove	70486	Pacific Ave & Quince St (OR 8 & OR 47) Intersection	This project will reduce freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and improves pedestrian safety by adding a pedestrian crossing where currently none exist.	Purchase right of way	STP	2014	\$366,098	\$41,902	\$0	\$408,000
18003	Forest Grove	70486	Pacific Ave & Quince St (OR 8 & OR 47) Intersection	This project will reduce freight vehicle delay by addressing a bottleneck at an intersection of two freight routes and improves pedestrian safety by adding a pedestrian crossing where currently none exist.	Cons	STP	2015	\$708,024	\$81,037	\$0	\$789,061
<b>18003 Total</b>								<b>\$1,312,000</b>	<b>\$150,165</b>	<b>\$0</b>	<b>\$1,462,165</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
14393	Gresham	70086	Cleveland St: NE Stark to SE Powell	This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.	Purchase right of way	STP	2012	\$89,730	\$10,270	\$0	\$100,000
14393	Gresham	70086	Cleveland St: NE Stark to SE Powell	This project will reconstruct and standardize 1.5 miles of Cleveland Avenue through the Gresham Regional Center.	Cons	STP	2012	\$699,404	\$80,050	\$770,546	\$1,550,000
<b>14393 Total</b>								<b>\$789,134</b>	<b>\$90,320</b>	<b>\$770,546</b>	<b>\$1,650,000</b>
14413	Gresham	70065	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.	Cons	CMAQ	2012	\$795,528	\$91,052	\$904,472	\$1,791,052
14413	Gresham	70065	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.	Cons	OTH	2012	\$0	\$0	\$603,632	\$603,632
<b>14413 Total</b>								<b>\$795,528</b>	<b>\$91,052</b>	<b>\$1,508,104</b>	<b>\$2,394,684</b>
15590	Gresham	70038	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.	Cons	CMAQ	2012	\$441,700	\$50,555	\$0	\$492,255
<b>15590 Total</b>								<b>\$441,700</b>	<b>\$50,555</b>	<b>\$0</b>	<b>\$492,255</b>
15601	Gresham	70048	SE 190th Dr: Pleasant View/Highland Willow Parkway	Project to widen SE 190th Drive and provide intersection improvements at Highland and Pleasant View Drive.	Cons	Local (COP)	2012	\$0	\$0	\$232,327	\$232,327
15601	Gresham	70048	SE 190th Dr: Pleasant View/Highland Willow Parkway	Project to widen SE 190th Drive and provide intersection improvements at Highland and Pleasant View Drive.	Cons	STP	2012	\$442,973	\$50,700	\$0	\$493,673
<b>15601 Total</b>								<b>\$442,973</b>	<b>\$50,700</b>	<b>\$232,327</b>	<b>\$726,000</b>
16986	Gresham	70542	Division St: Gresham/Fairview Trail - Wallula Ave	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.	PE	TCSP	2012	\$161,020	\$18,429	\$20,551	\$200,000
16986	Gresham	70542	Division St: Gresham/Fairview Trail - Wallula Ave	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.	Purchase right of way	TCSP	2012	\$211,020	\$24,152	\$14,828	\$250,000
16986	Gresham	70542	Division St: Gresham/Fairview Trail - Wallula Ave	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.	Cons	TCSP	2013	\$460,600	\$52,718	\$347,282	\$860,600
<b>16986 Total</b>								<b>\$832,640</b>	<b>\$95,299</b>	<b>\$382,661</b>	<b>\$1,310,600</b>
17149	Happy Valley	70431	SE King Rd & 45th Ave: SRTS Sidewalks	Construct pedestrian pathways	Purchase right of way	SRTS	2012	\$200,000	\$0	\$0	\$200,000
17149	Happy Valley	70431	SE King Rd & 45th Ave: SRTS Sidewalks	Construct pedestrian pathways	Cons	OTH	2012		\$0	\$350,000	\$350,000
17149	Happy Valley	70431	SE King Rd & 45th Ave: SRTS Sidewalks	Construct pedestrian pathways	Cons	SRTS	2012	\$72,034	\$0	\$0	\$72,034
<b>17149 Total</b>								<b>\$272,034</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$622,034</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
14437	Hillsboro	70067	Rock Creek Trail: Orchard Park to NW Wilkins	Project will extend Rock Creek Regional Trail south from existing terminus at Orchard Park to existing sidewalk system at NW Cherry Lane/Cornelius Pass road with an additional extension from NW Cherry Lane to NW Wilkins Street.	Purchase right of way	CMAQ	2012	\$89,730	\$10,270	\$0	\$100,000
14437	Hillsboro	70067	Rock Creek Trail: Orchard Park to NW Wilkins	Project will extend Rock Creek Regional Trail south from existing terminus at Orchard Park to existing sidewalk system at NW Cherry Lane/Cornelius Pass road with an additional extension from NW Cherry Lane to NW Wilkins Street.	Cons	CMAQ	2012	\$805,270	\$92,167	\$0	\$897,437
<b>14437 Total</b>								<b>\$895,000</b>	<b>\$102,437</b>	<b>\$0</b>	<b>\$997,437</b>
16904	Hillsboro	70548	Cornelius Pass Rd (Evergreen Pkwy - US26)	Capacity improvements including widening turn lanes and signal modifications	PE	IOF	2012	\$0	\$0	\$130,000	\$130,000
16904	Hillsboro	70548	Cornelius Pass Rd (Evergreen Pkwy - US26)	Capacity improvements including widening turn lanes and signal modifications	Purchase right of way	IOF	2012	\$0	\$0	\$100,000	\$100,000
16904	Hillsboro	70548	Cornelius Pass Rd (Evergreen Pkwy - US26)	Capacity improvements including widening turn lanes and signal modifications	Cons	IOF	2012	\$0	\$0	\$770,000	\$770,000
<b>16904 Total</b>								<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>
18004	Hillsboro	70497	Oak and Baseline: S 1st & SE 10th (Hillsboro)	The Oak/Baseline road diet will enhance safety by providing traffic calming features reducing vehicle speeds possibly reducing the number of travel lanes from 3 to 2 lanes (on each street) and improving pedestrian and bicycle access.	PD/Plan	STP	2014	\$500,000	\$57,227	\$0	\$557,227
<b>18004 Total</b>								<b>\$500,000</b>	<b>\$57,227</b>	<b>\$0</b>	<b>\$557,227</b>
17148	Lake Oswego	70435	Pilkington Pathway: Jean Rd-Dawn St (Lake Oswego)	Construct Pedestrian Pathways	Purchase right of way	SRTS	2012	\$20,141	\$0	\$0	\$20,141
17148	Lake Oswego	70435	Pilkington Pathway: Jean Rd-Dawn St (Lake Oswego)	Construct Pedestrian Pathways	Cons	SRTS	2012	\$330,649	\$0	\$0	\$330,649
<b>17148 Total</b>								<b>\$350,790</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,790</b>
15598	Milwaukie	70035	OR 99-E Bridge at Kellogg Lake	Design funding for removal of both dam and bridge with a bridge replacement.	PE	STP	2012	\$1,055,000	\$120,749	\$0	\$1,175,749
<b>15598 Total</b>								<b>\$1,055,000</b>	<b>\$120,749</b>	<b>\$0</b>	<b>\$1,175,749</b>
16778	Milwaukie	70471	SE Lake Rd: Where Else Ln - Freeman Rd (Milwaukie)	Install Curbs and Sidewalks	PE	SRTS	2012	\$52,700	\$0	\$0	\$52,700
16778	Milwaukie	70471	SE Lake Rd: Where Else Ln - Freeman Rd (Milwaukie)	Install Curbs and Sidewalks	Purchase right of way	SRTS	2012	\$10,000	\$0	\$0	\$10,000
16778	Milwaukie	70471	SE Lake Rd: Where Else Ln - Freeman Rd (Milwaukie)	Install Curbs and Sidewalks	Cons	SRTS	2012	\$171,024	\$0	\$0	\$171,024
<b>16778 Total</b>								<b>\$233,724</b>	<b>\$0</b>	<b>\$0</b>	<b>\$233,724</b>



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ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18018	Milwaukie	70479	17th Avenue Multi-use Trail: Ochoco - McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	PE	CMAQ	2013	\$969,000	\$110,906	\$0	\$1,079,906
18018	Milwaukie	70479	17th Avenue Multi-use Trail: Ochoco - McLoughlin	Trail on west side of SE 17th Avenue between Ochoco Street and McLoughlin Boulevard and possibly on-street bike lanes. Links two significant regional multi-use trails; the Trolley Trail and the Springwater Corridor Trail.	Cons	CMAQ	2015	\$2,000,000	\$228,909	\$0	\$2,228,909
<b>18018 Total</b>								<b>\$2,969,000</b>	<b>\$339,815</b>	<b>\$0</b>	<b>\$3,308,815</b>
13156	Multnomah County	70352	NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	Purchase right of way	HSIP	2012	\$64,554	\$5,446	\$0	\$70,000
13156	Multnomah County	70352	NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	Cons	HSIP	2012	\$182,780	\$15,420	\$0	\$198,200
13156	Multnomah County	70352	NE 238th Drive @ Treehill Drive	Widen roadway inside curve and install sidewalk to improve sight distance	Cons	OTH	2012	\$0	\$0	\$29,800	\$29,800
<b>13156 Total</b>								<b>\$247,334</b>	<b>\$20,866</b>	<b>\$29,800</b>	<b>\$298,000</b>
13762	Multnomah County	70234	Sellwood Bridge	Bridge replacement (structure #6879)	Cons	HPP-100%	2012	\$17,700,000	\$0	\$0	\$17,700,000
13762	Multnomah County	70234	Sellwood Bridge	Bridge replacement (structure #6879)	Cons	JTA	2012	\$30,000,000	\$0	\$180,000,000	\$210,000,000
13762	Multnomah County	70234	Sellwood Bridge	Bridge replacement (structure #6879)	Cons	STATE-GEN	2012	\$0	\$0	\$50,000	\$50,000
<b>13762 Total</b>								<b>\$47,700,000</b>	<b>\$0</b>	<b>\$180,050,000</b>	<b>\$227,750,000</b>
14438	Multnomah County	70096	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.	PE	STP	2013	\$110,500	\$12,647	\$243,853	\$367,000
14438	Multnomah County	70096	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.	Purchase right of way	STP	2014	\$30,000	\$3,434	\$66,566	\$100,000
14438	Multnomah County	70096	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.	Cons	STP	2014	\$859,500	\$98,374	\$3,445,126	\$4,403,000
<b>14438 Total</b>								<b>\$1,000,000</b>	<b>\$114,455</b>	<b>\$3,755,545</b>	<b>\$4,870,000</b>
17410	Multnomah County	70416	Broadway Bridge - Willamette River	Repair Bridge #06758	PE	HBRR - 85% ON/OFF	2014	\$1,435,680	\$164,320	\$0	\$1,600,000
17410	Multnomah County	70416	Broadway Bridge - Willamette River	Repair Bridge #06757	Cons	HBRR - 85% ON/OFF	2015	\$7,537,320	\$862,680	\$0	\$8,400,000
<b>17410 Total</b>								<b>\$8,973,000</b>	<b>\$1,027,000</b>	<b>\$0</b>	<b>\$10,000,000</b>

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ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18019	Multnomah County	70484	Arata Road: NE Wood Village Blvd - NE 223rd Ave	Improves pedestrian and bike safety along Arata Road with the addition of sidewalks lighting and landscaping.	PE	STP	2013	\$300,000	\$34,336	\$0	\$334,336
18019	Multnomah County	70484	Arata Road: NE Wood Village Blvd - NE 223rd Ave	Improves pedestrian and bike safety along Arata Road with the addition of sidewalks lighting and landscaping.	Cons	STP	2015	\$1,369,000	\$156,688	\$0	\$1,525,688
<b>18019 Total</b>								<b>\$1,669,000</b>	<b>\$191,024</b>	<b>\$0</b>	<b>\$1,860,024</b>
18020	Multnomah County	70485	Sandy Blvd: NE 230th Ave - NE 238th Dr	This project addresses the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and industrial lands and I-84 via Exit 16 at 238th Avenue.	PE	STP	2014	\$225,000	\$25,752	\$0	\$250,752
18020	Multnomah County	70485	Sandy Blvd: NE 230th Ave - NE 238th Dr	This project addresses the substandard road conditions on NE Sandy Blvd. that affect existing freight access between existing freight-oriented businesses and industrial lands and I-84 via Exit 16 at 238th Avenue.	Cons	STP	2015	\$434,000	\$49,673	\$0	\$483,673
<b>18020 Total</b>								<b>\$659,000</b>	<b>\$75,425</b>	<b>\$0</b>	<b>\$734,425</b>
17265	Oregon City	70002	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.	PE	STP	2012	\$690,420	\$79,022	\$0	\$769,442
17265	Oregon City	70002	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.	Cons	STP	2013	\$2,711,448	\$310,337	\$0	\$3,021,785
<b>17265 Total</b>								<b>\$3,401,868</b>	<b>\$389,359</b>	<b>\$0</b>	<b>\$3,791,227</b>
13502	Portland	70110	MLK Jr. Blvd: Columbia to Lombard	Analysis of options to improve existing UPRR crossing to accommodate truck movement.	PE	STP	2012	\$1,500,000	\$171,682	\$0	\$1,671,682
<b>13502 Total</b>								<b>\$1,500,000</b>	<b>\$171,682</b>	<b>\$0</b>	<b>\$1,671,682</b>
13528	Portland	70111	Central Eastside Bridgeheads Access	Address pedestrian facility gaps in CEID.	PD/Plan	Local (COP)	2012	\$0	\$0	\$538,000	\$538,000
13528	Portland	70111	Central Eastside Bridgeheads Access	Address pedestrian facility gaps in CEID.	PD/Plan	STP	2012	\$972,673	\$111,327	\$0	\$1,084,000
<b>13528 Total</b>								<b>\$972,673</b>	<b>\$111,327</b>	<b>\$538,000</b>	<b>\$1,622,000</b>
13529	Portland	70127	Division Street: SE 6th to 39th (2003)	Reconstruct street between SE 6th and 39th Avenues. Develop a street scape plan between SE 10th and 60th Avenues. Implement street scape improvements between SE 10th and 39th Avenues	Cons	STP	2012	\$2,500,000	\$286,136	\$1,635,951	\$4,422,087
<b>13529 Total</b>								<b>\$2,500,000</b>	<b>\$286,136</b>	<b>\$1,635,951</b>	<b>\$4,422,087</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
14381	Portland	70077	Portland Streetcar Eastside Extension Project (Construction)	Extend streetcar line 3.4 miles to eastside.	Cons	5309b New Starts	2012	\$67,624,000	\$16,906,000	\$22,880,000	\$107,410,000
14381	Portland	70077	Portland Streetcar Eastside Extension Project (Construction)	Extend streetcar line 3.4 miles to eastside.	Cons	STP	2012	\$972,673	\$111,327	\$0	\$1,084,000
<b>14381 Total</b>								<b>\$68,596,673</b>	<b>\$17,017,327</b>	<b>\$22,880,000</b>	<b>\$108,494,000</b>
14405	Portland	70089	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.	Cons	OTH	2012	\$0	\$0	\$206,218	\$206,218
<b>14405 Total</b>								<b>\$0</b>	<b>\$0</b>	<b>\$206,218</b>	<b>\$206,218</b>
14407	Portland	70062	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.	Cons	CMAQ	2012	\$825,760	\$94,512	\$0	\$920,272
14407	Portland	70062	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.	Cons	HPP	2012	\$654,000	\$74,853	\$350,875	\$1,079,728
<b>14407 Total</b>								<b>\$1,479,760</b>	<b>\$169,365</b>	<b>\$350,875</b>	<b>\$2,000,000</b>
14409	Portland	70063	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.	PE	CMAQ	2012	\$246,970	\$28,267	\$0	\$275,237
14409	Portland	70063	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.	Purchase right of way	CMAQ	2012	\$487,540	\$55,801	\$0	\$543,341
14409	Portland	70063	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.	Construction	CMAQ	2012	\$231,490	\$26,495	\$0	\$257,985
<b>14409 Total</b>								<b>\$966,000</b>	<b>\$110,563</b>	<b>\$0</b>	<b>\$1,076,563</b>
14440	Portland	70070	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.	PE	STP	2012	\$187,231	\$21,429	\$0	\$208,660
<b>14440 Total</b>								<b>\$187,231</b>	<b>\$21,429</b>	<b>\$0</b>	<b>\$208,660</b>
15589	Portland	70023	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.	Cons	STP	2013	\$965,251	\$110,477	\$0	\$1,075,728
<b>15589 Total</b>								<b>\$965,251</b>	<b>\$110,477</b>	<b>\$0</b>	<b>\$1,075,728</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
15591	Portland	70039	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.	Cons	CMAQ	2012	\$1,930,802	\$220,989	\$0	\$2,151,791
15591	Portland	70039	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.	Cons	OTH	2012	\$0	\$0	\$743,030	\$743,030
<b>15591 Total</b>								<b>\$1,930,802</b>	<b>\$220,989</b>	<b>\$743,030</b>	<b>\$2,894,821</b>
16771	Portland	70003	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.	Purchase right of way	STP	2012	\$600,000	\$68,673	\$0	\$668,673
16771	Portland	70003	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.	Cons	STP	2012	\$1,400,000	\$160,236	\$0	\$1,560,236
<b>16771 Total</b>								<b>\$2,000,000</b>	<b>\$228,909</b>	<b>\$0</b>	<b>\$2,228,909</b>
17267	Portland	70004	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.	PE	STP	2012	\$259,300	\$29,678	\$0	\$288,978
17267	Portland	70004	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.	Cons	STP	2013	\$1,838,550	\$210,430	\$0	\$2,048,980
<b>17267 Total</b>								<b>\$2,097,850</b>	<b>\$240,108</b>	<b>\$0</b>	<b>\$2,337,958</b>
17268	Portland	70005	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.	PE	CMAQ	2012	\$389,413	\$44,570	\$0	\$433,983
17268	Portland	70005	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.	Purchase right of way	STP	2012	\$180,360	\$20,643	\$0	\$201,003
17268	Portland	70005	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.	Cons	CMAQ	2013	\$1,359,410	\$155,591	\$0	\$1,515,001
<b>17268 Total</b>								<b>\$1,929,183</b>	<b>\$220,804</b>	<b>\$0</b>	<b>\$2,149,987</b>

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ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17463	Portland	70413	Active Corridor Mgmt: Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information updates event timing plans in I-84 corridor.	Cons	CMAQ 100%	2012	\$1,400,000	\$0	\$0	\$1,400,000
<b>17463 Total</b>								\$1,400,000	\$0	\$0	\$1,400,000
17740	Portland	70418	Going Street Bike/Ped: N Vancouver Ave - N Channel Ave	Multi-modal project including transit TDM Bike and Pedestrian	Cons	State STP (H240)	2012	\$1,555,020	\$177,979	\$0	\$1,732,999
<b>17740 Total</b>								\$1,555,020	\$177,979	\$0	\$1,732,999
17742	Portland	70465	SE 122nd Ave: SE Holgate St - Ramona St.	Construction of sidewalks install ADA ramps bike & ped crossing street trees	PE	Local (COP)	2012	\$0	\$0	\$350,911	\$350,911
17742	Portland	70465	SE 122nd Ave: SE Holgate St - Ramona St.	Construction of sidewalks install ADA ramps bike & ped crossing street trees	Purchase right of way	State STP (H240)	2012	\$870,000	\$99,575	\$0	\$969,575
17742	Portland	70465	SE 122nd Ave: SE Holgate St - Ramona St.	Construction of sidewalks install ADA ramps bike & ped crossing street trees	Cons	Local (COP)	2012	\$0	\$0	\$2,043,000	\$2,043,000
<b>17742 Total</b>								\$870,000	\$99,575	\$2,393,911	\$3,363,486
17888	Portland	70477	SE Holgate & Romona 122nd-136th Ave Sdwk/Portland	Install Sidewalks	Purchase right of way	TE	2013	\$1,795	\$205	\$0	\$2,000
17888	Portland	70477	SE Holgate & Romona 122nd-136th Ave Sdwk/Portland	Install Sidewalks	Cons	OTH	2013	\$0	\$0	\$4,806	\$4,806
17888	Portland	70477	SE Holgate & Romona 122nd-136th Ave Sdwk/Portland	Install Sidewalks	Cons	TE	2013	\$1,161,280	\$132,914	\$0	\$1,294,194
<b>17888 Total</b>								\$1,163,075	\$133,119	\$4,806	\$1,301,000
17955	Portland	70546	Peer to Peer Car-sharing (Portland)	Peer-to-Peer Carsharing Program	Other	Value Pricing	2012	\$1,725,000	\$431,250	\$0	\$2,156,250
<b>17955 Total</b>								\$1,725,000	\$431,250	\$0	\$2,156,250
18021	Portland	70481	East Portland Active Transportation to Transit	Elevate transit bicycling and walking rates in East Portland by developing a bikeway network that connects to light rail and improving the pedestrian-transit connection with sidewalk infill and street crossing improvements.	PE	CMAQ	2014	\$500,000	\$57,227	\$0	\$557,227
18021	Portland	70481	East Portland Active Transportation to Transit	Elevate transit bicycling and walking rates in East Portland by developing a bikeway network that connects to light rail and improving the pedestrian-transit connection with sidewalk infill and street crossing improvements.	Cons	CMAQ	2015	\$2,558,945	\$292,883	\$0	\$2,851,828
18021	Portland	70481	East Portland Active Transportation to Transit	Elevate transit bicycling and walking rates in East Portland by developing a bikeway network that connects to light rail and improving the pedestrian-transit connection with sidewalk infill and street crossing improvements.	Other	CMAQ	2015	\$314,055	\$35,945	\$0	\$350,000
<b>18021 Total</b>								\$3,373,000	\$386,055	\$0	\$3,759,055

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18022	Portland	70482	Foster Road Streetscape: SE 50th - SE 84th	Design and construct priority elements of the Foster Road Transportation and Streetscape Plan (2003) along SE Foster Rd focusing on pedestrian and bicycle crossing safety and access to transit.	PE	OTH	2013	\$0	\$0	\$500,000	\$500,000
18022	Portland	70482	Foster Road Streetscape: SE 50th - SE 84th	Design and construct priority elements of the Foster Road Transportation and Streetscape Plan (2003) along SE Foster Rd focusing on pedestrian and bicycle crossing safety and access to transit.	Cons	STP	2015	\$1,250,000	\$143,068	\$1,356,932	\$2,750,000
<b>18022 Total</b>								<b>\$1,250,000</b>	<b>\$143,068</b>	<b>\$1,856,932</b>	<b>\$3,250,000</b>
18023	Portland	70483	Burgard/Lombard @ North Time Oil Road Intersection	Intersection safety features to improve freight mobility safety and industrial land access by adding a turn lane bike lanes and sidewalks and increasing vehicle sight lines.	PE	STP	2013	\$530,000	\$60,661	\$0	\$590,661
18023	Portland	70483	Burgard/Lombard @ North Time Oil Road Intersection	Intersection safety features to improve freight mobility safety and industrial land access by adding a turn lane bike lanes and sidewalks and increasing vehicle sight lines.	Purchase right of way	STP	2014	\$190,000	\$21,746	\$0	\$211,746
18023	Portland	70483	Burgard/Lombard @ North Time Oil Road Intersection	Intersection safety features to improve freight mobility safety and industrial land access by adding a turn lane bike lanes and sidewalks and increasing vehicle sight lines.	Cons	STP	2015	\$1,643,000	\$188,049	\$0	\$1,831,049
<b>18023 Total</b>								<b>\$2,363,000</b>	<b>\$270,456</b>	<b>\$0</b>	<b>\$2,633,456</b>
18024	Portland	70487	Regional Over-dimensional Truck Route Plan	This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region.	Planning	STP	2014	\$100,000	\$11,445	\$0	\$111,445
<b>18024 Total</b>								<b>\$100,000</b>	<b>\$11,445</b>	<b>\$0</b>	<b>\$111,445</b>
18025	Portland	70498	Portland Bike Sharing Project	Bike sharing is a network of publicly owned bicycles available for short-term rental. Bicycle stations will be available in the Central City which generally means downtown Portland the Lloyd District and central eastside.	Cons	STP	2012	\$2,000,000	\$228,909	\$1,771,091	\$4,000,000
<b>18025 Total</b>								<b>\$2,000,000</b>	<b>\$228,909</b>	<b>\$1,771,091</b>	<b>\$4,000,000</b>
17455	PSU	70415	PORTAL Archived Data User Services	Support of archiving and analysis of real time highway traffic data by the Oregon Transportation Research Cooperative (OTREC) at Portland State University.	Other	CMAQ 100%	2012	\$100,000	\$0	\$0	\$100,000
17456	PSU	70415	PORTAL Archived Data User Services	Support of archiving and analysis of real time highway traffic data by the Oregon Transportation Research Cooperative (OTREC) at Portland State University.	Other	CMAQ 100%	2013	\$100,000	\$0	\$0	\$100,000
<b>17456 Total</b>								<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18026	Sherwood	70480	Cedar Creek/Tonquin Trail: Roy Rogers Rd - T-S Rd	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.	PE	STP	2013	\$860,000	\$98,431	\$0	\$958,431
18026	Sherwood	70480	Cedar Creek/Tonquin Trail: Roy Rogers Rd - T-S Rd	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.	Cons	STP	2015	\$4,252,000	\$486,660	\$0	\$4,738,660
<b>18026 Total</b>								<b>\$5,112,000</b>	<b>\$585,091</b>	<b>\$0</b>	<b>\$5,697,091</b>
15600	Tigard	70037	Main St.: OR99W - Rail Corridor (Tigard)	Comprehensive street redesign to retrofit the 1400 lineal feet of the southern half of Main Street in downtown Tigard.	Cons	STP	2012	\$2,070,599	\$236,989	\$0	\$2,307,588
<b>15600 Total</b>								<b>\$2,070,599</b>	<b>\$236,989</b>	<b>\$0</b>	<b>\$2,307,588</b>
17538	Tigard	70440	SW Walnut St (Teideman-116th)	Widen roadway to 5 lanes	PE	STP	2012	\$400,000	\$45,782	\$0	\$445,782
17538	Tigard	70440	SW Walnut St (Teideman-116th)	Widen roadway to 5 lanes	Cons	STP	2012	\$1,260,000	\$144,213	\$0	\$1,404,213
<b>17538 Total</b>								<b>\$1,660,000</b>	<b>\$189,995</b>	<b>\$0</b>	<b>\$1,849,995</b>
17273	Tualatin Hills PRD	70010	Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.	Purchase right of way	STP	2012	\$162,416	\$18,589	\$0	\$181,005
17273	Tualatin Hills PRD	70010	Westside Trail: Rock Creek Trail - Bronson Creek Trail	The proposed project is to design and construct a ten-foot wide paved multiple-use trail.	Cons	STP	2013	\$1,631,243	\$186,703	\$0	\$1,817,946
<b>17273 Total</b>								<b>\$1,793,659</b>	<b>\$205,292</b>	<b>\$0</b>	<b>\$1,998,951</b>
14414	Washington County	70091	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.	Cons	CMAQ	2012	\$498,971	\$57,109	\$0	\$556,080
14414	Washington County	70091	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.	Cons	State STP (H240)	2012	\$71,210	\$8,150	\$0	\$79,360
14414	Washington County	70091	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.	Cons	STP	2012	\$175,500	\$20,087	\$0	\$195,587
<b>14414 Total</b>								<b>\$745,681</b>	<b>\$85,346</b>	<b>\$0</b>	<b>\$831,027</b>
15604	Washington County	70050	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.	PE	STP	2012	\$373,000	\$42,692	\$0	\$415,692
<b>15604 Total</b>								<b>\$373,000</b>	<b>\$42,692</b>	<b>\$0</b>	<b>\$415,692</b>

Table 3.1.1 Cities, Counties, and Other Agency Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
16065	Washington County	70536	West Tualatin View Elementary - Pedestrian Safety	Pedestrian Safety Improvements around West Tualatin View School	PE	SRTS	2012	\$135,000	\$0	\$0	\$135,000
16065	Washington County	70536	West Tualatin View Elementary - Pedestrian Safety	Pedestrian Safety Improvements around West Tualatin View School	Purchase right of way	SRTS	2012	\$16,000	\$0	\$0	\$16,000
16065	Washington County	70536	West Tualatin View Elementary - Pedestrian Safety	Pedestrian Safety Improvements around West Tualatin View School	Cons	SRTS	2013	\$260,000	\$0	\$0	\$260,000
<b>16065 Total</b>								\$411,000	\$0	\$0	\$411,000
17414	Washington County	70417	Oleson Road: Fanno Creek Bridge	Replace Bridge #671201	PE	HBRR	2012	\$438,780	\$50,220	\$0	\$489,000
17414	Washington County	70417	Oleson Road: Fanno Creek Bridge	Replace Bridge #671201	Purchase right of way	HBRR - 85% ON/OFF	2013	\$89,730	\$10,270	\$0	\$100,000
17414	Washington County	70417	Oleson Road: Fanno Creek Bridge	Replace Bridge #671201	Cons	HBRR - 85% ON/OFF	2014	\$2,470,267	\$282,733	\$0	\$2,753,000
17414	Washington County	70417	Oleson Road: Fanno Creek Bridge	Replace Bridge #671201	Other	HBRR - 85% ON/OFF	2013	\$4,487	\$514	\$0	\$5,001
<b>17414 Total</b>								\$3,003,264	\$343,737	\$0	\$3,347,001
17461	Washington County	70412	Tualatin-Sherwood Rd. ATMS Phase II: 99W to Teton	Upgrade traffic signal systems and install video detection system.	PE	STP	2012	\$324,500	\$37,140	\$0	\$361,640
17461	Washington County	70412	Tualatin-Sherwood Rd. ATMS Phase II: 99W to Teton	Upgrade traffic signal systems and install video detection system.	Cons	STP	2013	\$1,350,000	\$154,514	\$0	\$1,504,514
<b>17461 Total</b>								\$1,674,500	\$191,654	\$0	\$1,866,154
14058	Wilsonville	70237	Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	Purchase right of way	HPP	2012	\$646,056	\$73,944	\$0	\$720,000
14058	Wilsonville	70237	Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	Cons	HPP	2013	\$1,460,074	\$167,112	\$0	\$1,627,186
14058	Wilsonville	70237	Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	Cons	OTH	2013	\$0	\$0	\$4,623,315	\$4,623,315
14058	Wilsonville	70237	Barber St: Coffee Lk Lp - Kinsman	Barber Rd extension/ Wilsonville	Cons	TIP (LY30)	2013	\$543,684	\$62,227	\$0	\$605,911
<b>14058 Total</b>								\$2,649,814	\$303,283	\$4,623,315	\$7,576,412
14429	Wilsonville	70093	Kinsman Road extension: Barber to Boeckman	This project would extend Kinsman Road from Barber Street on the south to Boeckman Road on the north.	Cons	OTH	2012	\$0	\$0	\$10,070,764	\$10,070,764
<b>14429 Total</b>								\$0	\$0	\$10,070,764	\$10,070,764
17264	Wilsonville	70001	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.	PD/Plan	STP	2014	\$1,250,000	\$143,068	\$0	\$1,393,068
<b>17264 Total</b>								\$1,250,000	\$143,068	\$0	\$1,393,068
<b>Grand Total</b>								\$210,120,425	\$27,654,044	\$335,211,923	\$572,986,392



Table 3.1.2 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17462	Metro	70499	Active Traffic Management RCTO	Develop concept of operations for active traffic management.	Planning	STP	2013	\$300,000	\$34,336	\$0	\$334,336
17457	Metro	70408	Arterial Performance Measure RCTO	Develop regional concept of operations for arterial performance measurement.	Planning	CMAQ 100%	2012	\$150,000	\$0	\$0	\$150,000
18015	Metro	70495	Corridor & Systems Planning 2014	Planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs functions desired outcomes performance measures and investment strategies.	Planning	STP	2013	\$500,000	\$57,227	\$0	\$557,227
18016	Metro	70495	Corridor & Systems Planning 2015	Planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs functions desired outcomes performance measures and investment strategies.	Planning	STP	2015	\$500,000	\$57,227	\$0	\$557,227
15546	Metro	70340	East Metro Corridor Refinement Plan	System level planning and alternatives for selected corridor.	Planning	STP	2012	\$736,824	\$84,333	\$0	\$821,157
18017	Metro	70496	Metropolitan Mobility Funding Preparedness	These funds would be used to prepare consensus-based regional strategy and funding applications to more successfully compete against other metropolitan regions for state and federal funding targeted to mobility projects in metropolitan areas.	Other	STP	2015	\$1,000,000	\$114,454	\$0	\$1,114,454
17285	Metro	70020	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.	Planning	STP	2013	\$113,176	\$12,953	\$0	\$126,129
17466	Metro	70436	Portland to LO Trail: Powers Marine Park-Fielding	Study to select a preferred tail alignment in this corridor.	Planning	STP	2012	\$100,000	\$11,445	\$0	\$111,445

Table 3.1.2 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18005	Metro	70488	Regional Freight/Passenger Rail Strategy	This strategy will test concepts to increase use of rail to move freight and coordinate improvements to the inter-city passenger rail network. Rail mode function and general location will be identifies and a list of projects developed.	Planning	STP	2013	\$400,000	\$45,782	\$0	\$445,782
18007	Metro	70490	Regional Planning 2014	Metro's work to meet federally mandated Metropolitan Planning Organization activities. Among these requirements are to develop the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP).	Planning	STP	2014	\$1,105,500	\$126,529	\$0	\$1,232,029
18008	Metro	70490	Regional Planning 2015	Metro's work to meet federally mandated Metropolitan Planning Organization activities. Among these requirements are to develop the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP).	Planning	STP	2015	\$1,138,500	\$130,306	\$0	\$1,268,806
17277	Metro	70015	Regional Travel Options Program	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	Other	STP	2012	\$2,203,500	\$252,200	\$0	\$2,455,700
17278	Metro	70015	Regional Travel Options Program	Promoting regional strategies to increase use of travel options including carpooling vanpooling riding transit bicycling walking and telecommuting reduce pollution and improve mobility.	Other	STP	2013	\$2,203,500	\$252,200	\$0	\$2,455,700

Table 3.1.2 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18013	Metro	70494	Regional Travel Options Program 2014	RTO is the region's tool to manage congestion and reduce air pollution. It implements transportation demand management strategies such as carpool and bicycle parking to help employees choose options other than driving alone.	Other	STP	2014	\$2,269,500	\$259,754	\$0	\$2,529,254
18014	Metro	70494	Regional Travel Options Program 2015	RTO is the region's tool to manage congestion and reduce air pollution. It implements transportation demand management strategies such as carpool and bicycle parking to help employees choose options other than driving alone.	Other	STP	2015	\$2,269,500	\$259,754	\$0	\$2,529,254
18009	Metro	70492	Transit Oriented Development Program 2014	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	Other	STP	2014	\$2,975,000	\$340,502	\$0	\$3,315,502
18010	Metro	70492	Transit Oriented Development Program 2015	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.	Other	STP	2015	\$2,975,000	\$340,502	\$0	\$3,315,502
17905	Metro	70467	TriMet - Bike and Ride (Orenco Station) 2011	Bike & Ride at the MAX light-rail Orenco Station in Hillsboro.	Other	5307 (FF92) 90/10	2012	\$80,000	\$8,889	\$0	\$88,889
17905	Metro	70467	TriMet - Bike and Ride (Orenco Station) 2011	Bike & Ride at the MAX light-rail Orenco Station in Hillsboro.	Other	OTH	2012	\$0	\$0	\$71,111	\$71,111
18011	Metro	70493	TSMO/ITS 2014	The TSMO program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multi-modal mobility for people and goods.	Other	STP	2014	\$1,500,000	\$171,682	\$0	\$1,671,682

Table 3.1.2 Metro Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18012	Metro	70493	TSMO/ITS 2015	The TSMO program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multi-modal mobility for people and goods.	Other	STP	2015	\$1,500,000	\$171,682	\$0	\$1,671,682
18006	Metro	70489	Vehicle Electrification	One time set aside of \$500000 for electric vehicle acquisition and infrastructure development. Efforts will focus on support of fleet purchases and education and marketing outreach.	Planning	STP	2013	\$100,000	\$11,445	\$0	\$111,445
18006	Metro	70489	Vehicle Electrification	One time set aside of \$500000 for electric vehicle acquisition and infrastructure development. Efforts will focus on support of fleet purchases and education and marketing outreach.	Other	CMAQ	2013	\$400,000	\$45,782	\$0	\$445,782
16812	Metro	70312	Willamette Greenway Tr: Chimney Park-Pier Park Br	Construct bike/ped bridge over railroad tracks.	Purchase right of way	TE	2012	\$8,973	\$1,027	\$0	\$10,000
16812	Metro	70312	Willamette Greenway Tr: Chimney Park-Pier Park Br	Construct bike/ped bridge over railroad tracks.	Cons	TE	2012	\$1,193,021	\$136,547	\$48,433	\$1,378,001

Table 3.1.3 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17234	SMART	70222	2011 Wilsonville/SMART Employer Program	Assist employers in development of programs that reduce number of vehicle miles traveled	Transit	CMAQ	2012	\$66,110	\$7,567	\$0	\$73,677
17301	SMART	70334	SMART Bus & Rail Preventive Maintenance FY12	Capital Maintenance For Bus And Rail FY12	Transit	5307	2012	\$435,456	\$108,864	\$0	\$544,320
17302	SMART	70335	SMART Bus & Rail Preventive Maintenance FY13	Capital Maintenance For Bus And Rail FY13	Transit	5307	2013	\$470,292	\$117,573	\$0	\$587,865
17303	SMART	70336	SMART Bus/Rail Transit Enhancements FY12	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	Transit	5307	2012	\$5,184	\$1,296	\$0	\$6,480
17304	SMART	70337	SMART Bus/Rail Transit Enhancements FY13	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	Transit	5307	2013	\$5,600	\$1,400	\$0	\$7,000
18029	SMART	70502	SMART Bus/Rail Transit Enhancements FY14	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	Transit	5307	2014	\$3,500	\$875	\$0	\$4,375
18030	SMART	70503	SMART Bus/Rail Transit Enhancements FY15	1% Of Sec 5307 Appropriations For Transit Amenities Improvements	Transit	5307	2015	\$3,500	\$875	\$0	\$4,375
17297	SMART	70330	SMART Job Access/Reverse Commute FY12	Program to improve access for low/mod income FY12	Transit	5316	2012	\$5,940	\$5,940	\$0	\$11,880
17298	SMART	70331	SMART Job Access/Reverse Commute FY13	Program to improve access for low/mod income FY13	Transit	5316	2013	\$6,415	\$6,415	\$0	\$12,830
18031	SMART	70504	SMART Job Access/Reverse Commute FY14	Program to improve access for low/mod income FY14	Transit	5316	2014	\$8,000	\$8,000	\$0	\$16,000
18032	SMART	70505	SMART Job Access/Reverse Commute FY15	Program to improve access for low/mod income FY15	Transit	5316	2015	\$8,000	\$8,000	\$0	\$16,000
17299	SMART	70332	SMART New Freedom Program FY12	Services & Facility Improvements for Elderly & Disabled Customers FY12	Transit	5317	2012	\$6,266	\$6,266	\$0	\$12,532
17300	SMART	70333	SMART New Freedom Program FY13	Services & Facility Improvements for Elderly & Disabled Customers FY13	Transit	5317	2013	\$6,767	\$6,767	\$0	\$13,534
18033	SMART	70506	SMART New Freedom Program FY14	Services & Facility Improvements for Elderly & Disabled Customers FY14	Transit	5317	2014	\$8,000	\$8,000	\$0	\$16,000
18034	SMART	70507	SMART New Freedom Program FY15	Services & Facility Improvements for Elderly & Disabled Customers FY15	Transit	5317	2015	\$8,000	\$8,000	\$0	\$16,000
18027	SMART	70500	SMART Preventive Maintenance FY14	Maintenance and Bus Fleet Replacement FY14	Transit	5307	2014	\$350,000	\$87,500	\$0	\$437,500
18028	SMART	70501	SMART Preventive Maintenance FY15	Maintenance and Bus Fleet Replacement FY15	Transit	5307	2015	\$350,000	\$87,500	\$0	\$437,500

Table 3.1.3 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18042	TriMet	70528	2014 Regional High Capacity Transit Bond Payment	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.	Transit	CMAQ	2014	\$9,300,000	\$1,064,427	\$0	\$10,364,427
18046	TriMet	70512	2014 Regional High Capacity Transit Bond Payment	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.	Transit	CMAQ	2014	\$1,700,000	\$194,573	\$0	\$1,894,573
18044	TriMet	70510	2014 Regional High Capacity Transit Bond Payment	Capital Maintenance for Bus and Rail	Transit	STP	2014	\$4,000,000	\$457,818	\$0	\$4,457,818
18043	TriMet	70529	2015 Regional High Capacity Transit Bond Payment	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.	Transit	CMAQ	2015	\$9,300,000	\$1,064,427	\$0	\$10,364,427
18047	TriMet	70513	2015 Regional High Capacity Transit Bond Payment	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.	Transit	CMAQ	2015	\$700,000	\$80,118	\$0	\$780,118
18045	TriMet	70511	2015 Regional High Capacity Transit Bond Payment	Capital Maintenance for Bus and Rail	Transit	STP	2015	\$5,000,000	\$572,272	\$0	\$5,572,272
17287	TriMet	70318	Bus & Rail Preventive Maintenance	Capital Maintenance For Bus And Rail	Transit	5307	2012	\$35,000,000	\$8,750,000	\$0	\$43,750,000
17292	TriMet	70324	Bus & Rail Preventive Maintenance	Capital Maintenance For Bus And Rail	Transit	5307	2013	\$36,050,000	\$9,012,500	\$0	\$45,062,500
18038	TriMet	70524	Bus & Rail Preventive Maintenance (FY14)	Capital Maintenance For Bus And Rail	Transit	5307	2014	\$36,688,951	\$9,172,238	\$0	\$45,861,189
18039	TriMet	70525	Bus & Rail Preventive Maintenance (FY15)	Capital Maintenance For Bus And Rail	Transit	5307	2015	\$37,642,864	\$9,410,716	\$0	\$47,053,580
17952	TriMet	70534	Bus Purchase (Clean Fuels)	Bus Purchase	Transit	5309 CLF	2012	\$2,500,000	\$625,000	\$0	\$3,125,000
17953	TriMet	70533	Bus Purchase (State of Good Repair)	Bus Purchase	Transit	5309 SGR	2012	\$5,000,000	\$1,250,000	\$0	\$6,250,000
17893	TriMet	70433	Portland to Lake Oswego - FY 12 Maintenance	Portland to Lake Oswego - FY 12 Maintenance	Transit	STP	2012	\$1,800,000	\$206,018	\$0	\$2,006,018
17894	TriMet	70434	Portland to Lake Oswego FY 13 Maintenance	Portland to Lake Oswego FY 13 Maintenance	Transit	STP	2013	\$1,227,327	\$140,473	\$0	\$1,367,800
18054	TriMet	70520	Portland to Milwaukie Light Rail (FY14)	Capital Project	Transit	5309 (50/50)	2014	\$100,000,000	#####	\$0	\$200,000,000
18055	TriMet	70521	Portland to Milwaukie Light Rail (FY15)	Capital Project	Transit	5309 (50/50)	2015	\$100,000,000	#####	\$0	\$200,000,000
17464	TriMet	70011	Rail Prev Maint (Bus Stop Dev/Streamline Prog)	Rail preventive maintenance	Transit	STP	2012	\$707,000	\$80,919	\$0	\$787,919
TBD	TriMet	70011	Rail Prev Maint (Bus Stop Dev/Streamline Prog)	Rail preventive maintenance	Transit	STP	2013	\$707,000	\$80,919	\$0	\$787,919

Table 3.1.3 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
18040	TriMet	70526	Rail Preventive Maintenance (FY14)	Capital Maintenance For Rail	Transit	5309	2014	\$11,286,000	\$2,821,500	\$0	\$14,107,500
18041	TriMet	70527	Rail Preventive Maintenance (FY15)	Capital Maintenance For Rail	Transit	5309	2015	\$11,579,436	\$2,894,859	\$0	\$14,474,295
17282	TriMet	70017	Regional High Capacity Transit Bond Payment (FY12-13)	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.	Transit	CMAQ	2012	\$9,300,000	\$1,064,427	\$0	\$10,364,427
17282	TriMet	70017	Regional High Capacity Transit Bond Payment (FY12-13)	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.	Transit	STP	2012	\$3,700,000	\$423,482	\$0	\$4,123,482
17283	TriMet	70017	Regional High Capacity Transit Bond Payment (FY12-13)	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.	Transit	CMAQ	2013	\$9,300,000	\$1,064,427	\$0	\$10,364,427
17283	TriMet	70017	Regional High Capacity Transit Bond Payment (FY12-13)	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.	Transit	STP	2013	\$3,700,000	\$423,482	\$0	\$4,123,482
17288	TriMet	70319	TriMet Bus/Rail Transit Enhancements (FY12)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage	Transit	5307	2012	\$350,000	\$87,500	\$0	\$437,500
17293	TriMet	70325	TriMet Bus/Rail Transit Enhancements (FY13)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage	Transit	5307	2013	\$360,500	\$90,125	\$0	\$450,625
18050	TriMet	70516	TriMet Bus/Rail Transit Enhancements (FY14)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage	Transit	5307	2014	\$368,320	\$92,080	\$0	\$460,400
18051	TriMet	70517	TriMet Bus/Rail Transit Enhancements (FY15)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements Such As Real-Time Signage	Transit	5307	2015	\$379,369	\$94,842	\$0	\$474,211

Table 3.1.3 Public Transit Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17290	TriMet	70322	TriMet Job Access/Reverse Commute - 2012	Program To Improve Transit Access For Low/Moderate Income Households In The Metro Area	Transit	5316	2012	\$720,000	\$720,000	\$0	\$1,440,000
17295	TriMet	70328	TriMet Job Access/Reverse Commute - 2013	Program To Improve Transit Access For Low/Moderate Income Households In The Metro Area	Transit	5316	2013	\$741,600	\$741,600	\$0	\$1,483,200
18056	TriMet	70540	TriMet Job Access/Reverse Commute (FY14)	Program To Improve Transit Access For Low/Moderate Income Households In The Metro Area	Transit	5316	2014	\$763,848	\$763,848	\$0	\$1,527,696
18057	TriMet	70541	TriMet Job Access/Reverse Commute (FY15)	Program To Improve Transit Access For Low/Moderate Income Households In The Metro Area	Transit	5316	2015	\$786,763	\$786,763	\$0	\$1,573,526
17291	TriMet	70323	TriMet New Freedom Program	Services And Facility Improvements In Excess Of ADA Requirements	Transit	5317	2012	\$430,000	\$430,000	\$0	\$860,000
17300	TriMet	70329	TriMet New Freedom Program	Services And Facility Improvements In Excess Of Ada Requirements	Transit	5317	2013	\$442,900	\$442,900	\$0	\$885,800
18048	TriMet	70514	TriMet New Freedom Program (FY14)	Services And Facility Improvements In Excess Of ADA Requirements	Transit	5317	2014	\$450,000	\$450,000	\$0	\$900,000
18049	TriMet	70515	TriMet New Freedom Program (FY15)	Services And Facility Improvements In Excess Of Ada Requirements	Transit	5317	2015	\$463,500	\$463,500	\$0	\$927,000
17275	TriMet	70537	TriMet Preventive Maintenance (FY12 TOD)	Maintain and refurbish light rail vehicles tracking and stations.	Transit	STP	2012	\$2,888,500	\$330,602	\$0	\$3,219,102
17276	TriMet	70538	TriMet Preventive Maintenance (FY13 TOD)	Maintain and refurbish light rail vehicles tracking and stations.	Transit	STP	2013	\$2,888,500	\$330,602	\$0	\$3,219,102
17289	TriMet	70320	TriMet Rail Preventive Maintenance	Funds To Maintain And Refurbish Light Rail Vehicles Tracking And Stations	Transit	5309	2012	\$12,200,000	\$3,050,000	\$0	\$15,250,000
17294	TriMet	70326	TriMet Rail Preventive Maintenance	Funds To Maintain And Refurbish Light Rail Vehicles Tracking And Stations	Transit	5309	2013	\$12,566,000	\$3,141,500	\$0	\$15,707,500



Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
13136	ODOT	70447	I-5 Columbia River Crossing (Portland/Vancouver)	Replacement of I-5 Interstate Bridge	Purchase right of way	IM (L010)	2012	\$23,055,000	\$1,945,000	\$0	\$25,000,000
13136	ODOT	70447	I-5 Columbia River Crossing (Portland/Vancouver)	Replacement of I-5 Interstate Bridge	Purchase right of way	IM (L020)	2012	\$3,000,000	\$253,090	\$0	\$3,253,090
<b>13136 Total</b>								\$26,055,000	\$2,198,090	\$0	\$28,253,090
13737	ODOT	70353	2009 ITS Rural & Urban Corridors	ITS projects at various urban locations in Region 1	Cons	State STP (H240)	2012	\$1,965,087	\$224,913	\$0	\$2,190,000
<b>13737 Total</b>								\$1,965,087	\$224,913	\$0	\$2,190,000
14667	ODOT	70448	I-205: Multi-Use Path/Bike/Ped Demo	Funds for additions to multi-use path	Preliminary engineering	State STP (H240)	2012	\$67,298	\$7,703	\$0	\$75,001
14667	ODOT	70448	I-205: Multi-Use Path/Bike/Ped Demo	Funds for additions to multi-use path	Cons	State STP (H240)	2012	\$201,893	\$23,108	\$0	\$225,001
<b>14667 Total</b>								\$269,191	\$30,811	\$0	\$300,002
14856	ODOT	70358	FFO: I-205 @ NE Airport Way Interchange	Conduct PE to initiate project development	Purchase right of way	State STP (H240)	2012	\$448,650	\$51,350	\$0	\$500,000
14856	ODOT	70358	FFO: I-205 @ NE Airport Way Interchange	Conduct PE to initiate project development	Cons	State STP (H240)	2013	\$2,243,250	\$256,750	\$5,000,000	\$7,500,000
<b>14856 Total</b>								\$2,691,900	\$308,100	\$5,000,000	\$8,000,000
15035	ODOT	70362	Slides/Rockfall Reserve (Arrows)	Slide repairs	Cons	State STP (H240)	2012	\$872,175	\$99,824	\$0	\$971,999
<b>15035 Total</b>								\$872,175	\$99,824	\$0	\$971,999
15044	ODOT	70363	OR8: Minter Bridge Rd - Mt View Lane	Paving	Cons	BIKEWAYS	2012	\$0	\$0	\$251,880	\$251,880
15044	ODOT	70363	OR8: Minter Bridge Rd - Mt View Lane	Paving	Cons	HSIP	2012	\$214,212	\$18,072	\$0	\$232,284
15044	ODOT	70363	OR8: Minter Bridge Rd - Mt View Lane	Paving	Cons	NHS	2012	\$6,489,489	\$742,751	\$0	\$7,232,240
15044	ODOT	70363	OR8: Minter Bridge Rd - Mt View Lane	Paving	Cons	State STP (H240)	2012	\$448,650	\$51,350	\$0	\$500,000
<b>15044 Total</b>								\$7,152,351	\$812,173	\$251,880	\$8,216,404
15051	ODOT	70366	US26: SE 122nd To SE 136th	shoulders; sidewalks and crosswalks	Purchase right of way	HSIP	2012	\$1,090,963	\$92,037	\$0	\$1,183,000
15051	ODOT	70366	US26: SE 122nd To SE 136th	shoulders; sidewalks and crosswalks	Cons	BIKEWAYS	2012	\$465,720	\$0	\$0	\$465,720
15051	ODOT	70366	US26: SE 122nd To SE 136th	shoulders; sidewalks and crosswalks	Cons	HSIP	2012	\$501,068	\$42,272	\$0	\$543,340
15051	ODOT	70366	US26: SE 122nd To SE 136th	shoulders; sidewalks and crosswalks	Cons	State STP (H240)	2012	\$3,621,718	\$414,522	\$0	\$4,036,240
15051	ODOT	70366	US26: SE 122nd To SE 136th	shoulders; sidewalks and crosswalks	Cons	STATE TSP	2012	\$0	\$0	\$2,716,700	\$2,716,700
<b>15051 Total</b>								\$5,679,469	\$548,831	\$2,716,700	\$8,945,000
15068	ODOT	70367	US30 Bypass: NE 122nd - NE 141st	shoulders; sidewalks and x-ings	Cons	BIKEWAYS	2012	\$326,000	\$0	\$0	\$326,000
15068	ODOT	70367	US30 Bypass: NE 122nd - NE 141st	shoulders; sidewalks and x-ings	Cons	HSIP	2012	\$3,127,106	\$263,814	\$0	\$3,390,920
15068	ODOT	70367	US30 Bypass: NE 122nd - NE 141st	shoulders; sidewalks and x-ings	Cons	State STP (H240)	2012	\$526,536	\$60,264	\$0	\$586,800
15068	ODOT	70367	US30 Bypass: NE 122nd - NE 141st	shoulders; sidewalks and x-ings	Other	HSIP	2012	\$64,554	\$5,446	\$0	\$70,000
<b>15068 Total</b>								\$4,044,196	\$329,524	\$0	\$4,373,720

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
15134	ODOT	70539	2011 Interstate Sign Replacement Project	Replace signs on interstate highways	Cons	IM (L010)	2012	\$3,596,580	\$303,420	\$0	\$3,900,000
<b>15134 Total</b>								\$3,596,580	\$303,420	\$0	\$3,900,000
15190	ODOT	70370	I-5: Victory Blvd To Lombard Ph 2	Replace Denver viaduct; reconstruct local road connects; new signal	Preliminary engineering	State STP (H240)	2012	\$2,559,548	\$292,952	\$0	\$2,852,500
<b>15190 Total</b>								\$2,559,548	\$292,952	\$0	\$2,852,500
15462	ODOT	70372	I-5/I-84 Analysis	Analysis I-405 Fwy future/prioritization loop projects; recon studies I-205 segments	Planning	State STP (H240)	2012	\$1,344,721	\$153,909	\$0	\$1,498,630
15462	ODOT	70372	I-5/I-84 Analysis	Analysis I-405 Fwy future/prioritization loop projects; recon studies I-205 segments	Planning	STATE-GEN	2012	\$0	\$0	\$398,370	\$398,370
<b>15462 Total</b>								\$1,344,721	\$153,909	\$398,370	\$1,897,000
15773	ODOT	70373	US26: Springwater At-Grade Intersection	Construct at-grade intersection	Preliminary engineering	NHS	2012	\$538,380	\$61,620	\$0	\$600,000
15773	ODOT	70373	US26: Springwater At-Grade Intersection	Construct at-grade intersection	Purchase right of way	NHS	2012	\$358,920	\$41,080	\$0	\$400,000
15773	ODOT	70373	US26: Springwater At-Grade Intersection	Construct at-grade intersection	Cons	NHS	2012	\$1,794,600	\$205,400	\$0	\$2,000,000
<b>15773 Total</b>								\$2,691,900	\$308,100	\$0	\$3,000,000
16137	ODOT	70449	Rockfall Repari 2012	2012 Budget for rockfall repairs	Preliminary engineering	State STP (H240)	2012	\$762,705	\$87,295	\$0	\$850,000
<b>16137 Total</b>								\$762,705	\$87,295	\$0	\$850,000
16141	ODOT	70375	US26: Sylvan To I-405 (Portland)	"2" inlay (full wd)"	Cons	NHS	2012	\$3,266,718	\$373,890	\$0	\$3,640,608
16141	ODOT	70375	US26: Sylvan To I-405 (Portland)	"2" inlay (full wd)"	Cons	State STP (H240)	2012	\$1,668,432	\$190,960	\$0	\$1,859,392
<b>16141 Total</b>								\$4,935,150	\$564,850	\$0	\$5,500,000
16142	ODOT	70376	OR99W: I-5 NB Off Ramp (Tigard)	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	Purchase right of way	HSIP	2012	\$40,577	\$3,423	\$0	\$44,000
16142	ODOT	70376	OR99W: I-5 NB Off Ramp (Tigard)	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	Cons	HSIP	2013	\$995,054	\$83,946	\$0	\$1,079,000
16142	ODOT	70376	OR99W: I-5 NB Off Ramp (Tigard)	Add additional lane off I-5 onto NB 99W from 60th Ave - Barbur	Cons	TSP	2013	\$674,128	\$0	\$0	\$674,128
<b>16142 Total</b>								\$1,709,759	\$87,369	\$0	\$1,797,128
16144	ODOT	70317	OR8: TV Hwy @ 178th Ave	Pedestrian improvements and illumination	Purchase right of way	HSIP	2012	\$31,355	\$2,645	\$0	\$34,000
<b>16144 Total</b>								\$31,355	\$2,645	\$0	\$34,000
16145	ODOT	70432	OR99W @ Beef Bend Road	Construct SB Right Turn Lane	Cons	HSIP	2012	\$1,045,775	\$88,225	\$0	\$1,134,000
<b>16145 Total</b>								\$1,045,775	\$88,225	\$0	\$1,134,000
16148	ODOT	70378	OR99E: Roethe Rd - Clackamas River Bridge	Inlay/overlay	Cons	NHS	2012	\$3,935,558	\$450,442	\$0	\$4,386,000
<b>16148 Total</b>								\$3,935,558	\$450,442	\$0	\$4,386,000

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
16149	ODOT	70379	OR213: Cascade Hwy N @ Division St	Intersection/signal upgrade; access management; install median curbs on Division and 82nd Ave.	Purchase right of way	HSIP	2012	\$54,410	\$4,590	\$0	\$59,000
16149	ODOT	70379	OR213: Cascade Hwy N @ Division St	Intersection/signal upgrade; access management; install median curbs on Division and 82nd Ave.	Cons	HSIP	2013	\$834,591	\$70,409	\$0	\$905,000
16149	ODOT	70379	OR213: Cascade Hwy N @ Division St	Intersection/signal upgrade; access management; install median curbs on Division and 82nd Ave.	Other	HSIP	2012	\$11,066	\$934	\$0	\$12,000
<b>16149 Total</b>								\$900,067	\$75,933	\$0	\$976,000
16150	ODOT	70380	OR213: Cascade Hwy N @ Stark & Washington	Intersection/signal upgrade; access management; install median curbs on Stark and Washington	Purchase right of way	HSIP	2012	\$435,278	\$36,722	\$0	\$472,000
16150	ODOT	70380	OR213: Cascade Hwy N @ Stark & Washington	Intersection/signal upgrade; access management; install median curbs on Stark and Washington	Cons	HSIP	2013	\$1,505,953	\$127,047	\$0	\$1,633,000
16150	ODOT	70380	OR213: Cascade Hwy N @ Stark & Washington	Intersection/signal upgrade; access management; install median curbs on Stark and Washington	Other	HSIP	2012	\$16,600	\$1,400	\$0	\$18,000
<b>16150 Total</b>								\$1,957,831	\$165,169	\$0	\$2,123,000
16252	ODOT	70475	OR217: Active Transportation Management	ITS locations based on 5-yr plan & maint requests	Preliminary engineering	State STP (H240)	2012	\$1,334,285	\$152,715	\$0	\$1,487,000
16252	ODOT	70475	OR217: Active Transportation Management	ITS locations based on 5-yr plan & maint requests	Cons	Section 129	2012	\$268,100	\$0	\$0	\$268,100
16252	ODOT	70475	OR217: Active Transportation Management	ITS locations based on 5-yr plan & maint requests	Cons	State STP (H240)	2012	\$7,019,949	\$803,465	\$0	\$7,823,414
16252	ODOT	70475	OR217: Active Transportation Management	ITS locations based on 5-yr plan & maint requests	Cons	STP	2012	\$373,000	\$42,692	\$0	\$415,692
16252	ODOT	70475	OR217: Active Transportation Management	ITS locations based on 5-yr plan & maint requests	Cons	TCSP	2012	\$444,600	\$50,886	\$0	\$495,486
<b>16252 Total</b>								\$9,439,934	\$1,049,758	\$0	\$10,489,692
16267	ODOT	70381	FFO: I-84: MLK Blvd To I-205	Interstate maintenance pavement preservation	Cons	IM (L010)	2013	\$7,377,600	\$622,400	\$0	\$8,000,000
<b>16267 Total</b>								\$7,377,600	\$622,400	\$0	\$8,000,000
16303	ODOT	70383	I-5/I-84: Banfield-Morrison Interchange Ramps	Design repair of ramps at Banfield Morrison interchange	Preliminary engineering	State STP (H240)	2012	\$134,595	\$15,405	\$0	\$150,000
<b>16303 Total</b>								\$134,595	\$15,405	\$0	\$150,000
16842	ODOT	70389	FFO: US26 @ Brookwood/Helvetia (Shute Rd)	Interchange improvement to improve operations and build new WB-SB loop ramp	Cons	JTA	2012	\$0	\$0	\$21,150,000	\$21,150,000
<b>16842 Total</b>								\$0	\$0	\$21,150,000	\$21,150,000
16843	ODOT	70390	OR99: SE Tacoma Street Intersection	Ramp/terminal improvement	Preliminary engineering	State STP (H240)	2012	\$1,076,760	\$123,240	\$0	\$1,200,000
16843	ODOT	70390	OR99: SE Tacoma Street Intersection	Ramp/terminal improvement	Other	STATE-GEN	2012	\$0	\$0	\$300,000	\$300,000
<b>16843 Total</b>								\$1,076,760	\$123,240	\$300,000	\$1,500,000

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
16844	ODOT	70391	OR212: Tolbert St O'xing @ 82nd Drive	PE for o'xing	Preliminary engineering	State STP (H240)	2012	\$1,794,600	\$205,400	\$0	\$2,000,000
<b>16844 Total</b>								\$1,794,600	\$205,400	\$0	\$2,000,000
16846	ODOT	70393	I-84 EB To I-205 NB Auxiliary Lane	Project development	Preliminary engineering	State STP (H240)	2012	\$897,300	\$102,700	\$0	\$1,000,000
<b>16846 Total</b>								\$897,300	\$102,700	\$0	\$1,000,000
16847	ODOT	70394	I-205: SE Foster Rd. - SE 82nd	Grind and inlay	Cons	HSIP	2012	\$521,965	\$44,035	\$0	\$566,000
16847	ODOT	70394	I-205: SE Foster Rd. - SE 82nd	Grind and inlay	Cons	IM (L010)	2012	\$4,611,000	\$389,000	\$0	\$5,000,000
16847	ODOT	70394	I-205: SE Foster Rd. - SE 82nd	Grind and inlay	Cons	State STP (H240)	2012	\$179,460	\$20,540	\$0	\$200,000
<b>16847 Total</b>								\$5,312,425	\$453,575	\$0	\$5,766,000
16952	ODOT	70530	OR212/224 2070L Signal Controller Extension	Purchase and install signal Controllers	Other	STATE-GEN	2012	\$0	\$0	\$68,554	\$68,554
<b>16952 Total</b>								\$0	\$0	\$68,554	\$68,554
16968	ODOT	70396	OR99W: Gaarde/McDonald Intersection Improvements	Intersection improvement	Cons	State STP (H240)	2012	\$2,691,900	\$308,100	\$0	\$3,000,000
<b>16968 Total</b>								\$2,691,900	\$308,100	\$0	\$3,000,000
16969	ODOT	70397	OR99W: Naito Jurisdictional Transfer	Jurisdictional transfer of highway	Other	JTA	2012	\$0	\$0	\$1,000,000	\$1,000,000
<b>16969 Total</b>								\$0	\$0	\$1,000,000	\$1,000,000
17109	ODOT	70543	OR217: Sunset Hwy - TV Hwy (Paving)	Pavement Repair and Operational Improvements	Preliminary engineering	State STP (H240)	2012	\$107,676	\$12,324	\$0	\$120,000
17109	ODOT	70543	OR217: Sunset Hwy - TV Hwy (Paving)	Pavement Repair and Operational Improvements	Cons	State STP (H240)	2012	\$1,794,600	\$205,400	\$0	\$2,000,000
<b>17109 Total</b>								\$1,902,276	\$217,724	\$0	\$2,120,000
17458	ODOT	70410	ITS Network Equipment	Upgrades to Intelligent Transportation Systems (ITS) network equipment at various locations.	Other	CMAQ 100%	2013	\$47,000	\$0	\$0	\$47,000
<b>17458 Total</b>								\$47,000	\$0	\$0	\$47,000
17459	ODOT	70411	TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP.	Other	CMAQ 100%	2012	\$500,000	\$0	\$0	\$500,000
<b>17459 Total</b>								\$500,000	\$0	\$0	\$500,000
17486	ODOT	70438	OR99E: 10 St. - MP 14 (Oregon City)	Paving	Cons	State STP (H240)	2012	\$1,333,543	\$152,630	\$0	\$1,486,173
<b>17486 Total</b>								\$1,333,543	\$152,630	\$0	\$1,486,173
17521	ODOT	70472	OR99W: Tualatin River Bridge #01417S Rehab	Rehab Bridge #01417S	Preliminary engineering	HBRR -85% ON/OFF	2012	\$655,926	\$75,074	\$0	\$731,000
17521	ODOT	70472	OR99W: Tualatin River Bridge #01417S Rehab	Rehab Bridge #01417S	Cons	HBRR -85% ON/OFF	2015	\$10,207,685	\$1,168,315	\$0	\$11,376,000
<b>17521 Total</b>								\$10,863,611	\$1,243,389	\$0	\$12,107,000
17523	ODOT	70466	US26 Willamette R. (Ross Island Br) Portland	Paint Bridge #05054 Phase 1	Cons	HBRR -85% ON/OFF	2014	\$9,708,786	\$1,111,214	\$0	\$10,820,000
<b>17523 Total</b>								\$9,708,786	\$1,111,214	\$0	\$10,820,000
17524	ODOT	70550	I-205:Columbia Slough & NE Clark Rd Brs	Seismic Retrofit/Bridges 16055 & 16055A	Preliminary engineering	State STP (H240)	2012	\$60,119	\$6,881	\$0	\$67,000
17524	ODOT	70550	I-205:Columbia Slough & NE Clark Rd Brs	Seismic Retrofit/Bridges 16055 & 16055A	Purchase right of way	State STP (H240)	2013	\$9,870	\$1,130	\$0	\$11,000
17524	ODOT	70550	I-205:Columbia Slough & NE Clark Rd Brs	Seismic Retrofit/Bridges 16055 & 16055A	Cons	State STP (H240)	2014	\$1,068,684	\$122,316	\$0	\$1,191,000
<b>17524 Total</b>								\$1,138,673	\$130,327	\$0	\$1,269,000

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17541	ODOT	70442	I-84 @ Troutdale Interchange	Interchange Improvements	Preliminary engineering	HPP	2012	\$1,525,410	\$174,590	\$0	\$1,700,000
17541	ODOT	70442	I-84 @ Troutdale Interchange	Interchange Improvements	Cons	HPP	2013	\$2,090,692	\$239,289	\$0	\$2,329,981
17541	ODOT	70442	I-84 @ Troutdale Interchange	Interchange Improvements	Cons	JTA	2013	\$0	\$0	\$16,180,000	\$16,180,000
17541	ODOT	70442	I-84 @ Troutdale Interchange	Interchange Improvements	Cons	State STP (H240)	2013	\$448,650	\$51,350	\$0	\$500,000
<b>17541 Total</b>								\$4,064,752	\$465,229	\$16,180,000	\$20,709,981
17565	ODOT	70551	OR217:Hall & Scholls/Progress Intchgs	New Poles & New Service	Preliminary engineering	State STP (H240)	2012	\$218,941	\$25,059	\$0	\$244,000
17565	ODOT	70551	OR217:Hall & Scholls/Progress Intchgs	New Poles & New Service	Purchase right of way	State STP (H240)	2013	\$5,384	\$616	\$0	\$6,000
17565	ODOT	70551	OR217:Hall & Scholls/Progress Intchgs	New Poles & New Service	Cons	State STP (H240)	2014	\$4,262,175	\$487,825	\$0	\$4,750,000
17565	ODOT	70551	OR217:Hall & Scholls/Progress Intchgs	New Poles & New Service	Cons	State STP (H240)	2015	\$448,650	\$51,350	\$0	\$500,000
<b>17565 Total</b>								\$4,935,150	\$564,850	\$0	\$5,500,000
17567	ODOT	70545	OR99W: Tualatin River Bridge-Sherwood	1R - 2 inch Inlay Both WB and EB Lanes	Preliminary engineering	State STP (H240)	2012	\$218,941	\$25,059	\$0	\$244,000
<b>17567 Total</b>								\$218,941	\$25,059	\$0	\$244,000
17568	ODOT	70552	OR213 (82nd Ave): King Rd - Lake Rd	"1R - 2"" Grind & Inlay Of Travel Lanes"	Preliminary engineering	State STP (H240)	2012	\$179,460	\$20,540	\$0	\$200,000
17568	ODOT	70552	OR213 (82nd Ave): King Rd - Lake Rd	"1R - 2"" Grind & Inlay Of Travel Lanes"	Cons	BIKEWAYS	2014	\$99,000	\$0	\$0	\$99,000
17568	ODOT	70552	OR213 (82nd Ave): King Rd - Lake Rd	"1R - 2"" Grind & Inlay Of Travel Lanes"	Cons	State STP (H240)	2014	\$2,872,257	\$328,743	\$0	\$3,201,000
<b>17568 Total</b>								\$3,150,717	\$349,283	\$0	\$3,500,000
17681	ODOT	70553	Rural & Urban ITS-2014 & 2015	CCTV/RWIS/VMS/Weather & Communications	Preliminary engineering	State STP (H240)	2013	\$538,380	\$61,620	\$0	\$600,000
17681	ODOT	70553	Rural & Urban ITS-2014 & 2015	CCTV/RWIS/VMS/Weather & Communications	Cons	State STP (H240)	2014	\$2,848,928	\$326,073	\$0	\$3,175,001
<b>17681 Total</b>								\$3,387,308	\$387,693	\$0	\$3,775,001
17697	ODOT	70554	2014 & 2015 Signal Upgrades	Signal Upgrades	Preliminary engineering	State STP (H240)	2013	\$46,660	\$5,340	\$0	\$52,000
17697	ODOT	70554	2014 & 2015 Signal Upgrades	Signal Upgrades	Cons	BIKEWAYS	2014	\$46,920	\$0	\$0	\$46,920
17697	ODOT	70554	2014 & 2015 Signal Upgrades	Signal Upgrades	Cons	State STP (H240)	2014	\$1,361,276	\$155,804	\$0	\$1,517,080
<b>17697 Total</b>								\$1,454,856	\$161,144	\$0	\$1,616,000
17698	ODOT	70555	OR217 Operational Improvements	Operation Improvements based on OR217 Study	Preliminary engineering	State STP (H240)	2012	\$897,300	\$102,700	\$0	\$1,000,000
<b>17698 Total</b>								\$897,300	\$102,700	\$0	\$1,000,000
17699	ODOT	70556	Interstate Operations Improvements	ID & Design Of Interstate Operational Improvements	Preliminary engineering	State STP (H240)	2013	\$358,920	\$41,080	\$0	\$400,000
<b>17699 Total</b>								\$358,920	\$41,080	\$0	\$400,000
17700	ODOT	70557	Slides/Rockfalls - Rockfall Investigations	Investigate Rockfall Issues	Preliminary engineering	State STP (H240)	2014	\$1,345,950	\$154,050	\$0	\$1,500,000
<b>17700 Total</b>								\$1,345,950	\$154,050	\$0	\$1,500,000
17701	ODOT	70532	OR99W: SW Fischer Road	Improve Intersection close median opening add sidewalk	Preliminary engineering	HSIP	2012	\$248,994	\$21,006	\$0	\$270,000
17701	ODOT	70532	OR99W: SW Fischer Road	Improve Intersection close median opening add sidewalk	Purchase right of way	HSIP	2012	\$24,899	\$2,101	\$0	\$27,000
17701	ODOT	70532	OR99W: SW Fischer Road	Improve Intersection close median opening add sidewalk	Cons	BIKEWAYS	2014	\$242,280	\$0	\$0	\$242,280

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17701	ODOT	70532	OR99W: SW Fischer Road	Improve Intersection close median opening add sidewalk	Cons	HSIP	2014	\$1,017,851	\$85,869	\$0	\$1,103,720
<b>17701 Total</b>								<b>\$1,534,024</b>	<b>\$108,976</b>	<b>\$0</b>	<b>\$1,643,000</b>
17703	ODOT	70473	OR210: OR217 to Cascade Avenue	add signal heads add sidewalks	Preliminary engineering	HSIP	2012	\$292,337	\$24,663	\$0	\$317,000
17703	ODOT	70473	OR210: OR217 to Cascade Avenue	add signal heads add sidewalks	Cons	BIKEWAYS	2015	\$301,150	\$0	\$0	\$301,150
17703	ODOT	70473	OR210: OR217 to Cascade Avenue	add signal heads add sidewalks	Cons	HSIP	2015	\$1,183,966	\$99,883	\$0	\$1,283,849
<b>17703 Total</b>								<b>\$1,777,453</b>	<b>\$124,546</b>	<b>\$0</b>	<b>\$1,901,999</b>
17704	ODOT	70474	OR8: SW 185th Avenue	Install traffic separators; add right turn lane & advance sig head	Preliminary engineering	HSIP	2012	\$319,081	\$26,919	\$0	\$346,000
17704	ODOT	70474	OR8: SW 185th Avenue	Install traffic separators; add right turn lane & advance sig head	Purchase right of way	HSIP	2014	\$378,102	\$31,898	\$0	\$410,000
17704	ODOT	70474	OR8: SW 185th Avenue	Install traffic separators; add right turn lane & advance sig head	Cons	HSIP	2015	\$1,593,562	\$134,438	\$0	\$1,728,000
<b>17704 Total</b>								<b>\$2,290,745</b>	<b>\$193,255</b>	<b>\$0</b>	<b>\$2,484,000</b>
17705	ODOT	70558	OR8: SW 192nd Ave	Install Traffic Separators	Preliminary engineering	HSIP	2012	\$56,254	\$4,746	\$0	\$61,000
17705	ODOT	70558	OR8: SW 192nd Ave	Install Traffic Separators	Cons	BIKEWAYS	2015	\$6,060	\$0	\$0	\$6,060
17705	ODOT	70558	OR8: SW 192nd Ave	Install Traffic Separators	Cons	HSIP	2015	\$273,838	\$23,102	\$0	\$296,940
<b>17705 Total</b>								<b>\$336,152</b>	<b>\$27,848</b>	<b>\$0</b>	<b>\$364,000</b>
17706	ODOT	70559	OR10: SW 103rd/SW Western Ave	Install Traffic Separators/Ped Improvements/Square Up Rt Turn Slip Lanes	Preliminary engineering	HSIP	2012	\$79,309	\$6,691	\$0	\$86,000
17706	ODOT	70559	OR10: SW 103rd/SW Western Ave	Install Traffic Separators/Ped Improvements/Square Up Rt Turn Slip Lanes	Cons	BIKEWAYS	2015	\$12,870	\$0	\$0	\$12,870
17706	ODOT	70559	OR10: SW 103rd/SW Western Ave	Install Traffic Separators/Ped Improvements/Square Up Rt Turn Slip Lanes	Cons	HSIP	2015	\$383,755	\$32,375	\$0	\$416,130
<b>17706 Total</b>								<b>\$475,934</b>	<b>\$39,066</b>	<b>\$0</b>	<b>\$515,000</b>
17707	ODOT	70560	OR 213 (82nd Ave): Sandy Blvd	Improve Intersection Include Advance Signal Head/Countdown Ped Signals & Imp Signing	Preliminary engineering	HSIP	2012	\$127,264	\$10,736	\$0	\$138,000
17707	ODOT	70560	OR 213 (82nd Ave): Sandy Blvd	Improve Intersection Include Advance Signal Head/Countdown Ped Signals & Imp Signing	Purchase right of way	HSIP	2013	\$92,220	\$7,780	\$0	\$100,000
17707	ODOT	70560	OR 213 (82nd Ave): Sandy Blvd	Improve Intersection Include Advance Signal Head/Countdown Ped Signals & Imp Signing	Cons	HSIP	2014	\$633,551	\$53,449	\$0	\$687,000
<b>17707 Total</b>								<b>\$853,035</b>	<b>\$71,965</b>	<b>\$0</b>	<b>\$925,000</b>
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	Preliminary engineering	HSIP	2012	\$141,097	\$11,903	\$0	\$153,000

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	Purchase right of way	HSIP	2012	\$64,554	\$5,446	\$0	\$70,000
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	Cons	BIKEWAYS	2014	\$15,300	\$0	\$0	\$15,300
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	Cons	HSIP	2014	\$691,373	\$58,327	\$0	\$749,700
17708	ODOT	70561	OR 213 (82nd Ave): SE Duke Street	Improve Intersection Signal Upgrade/Ped & Sidewalk Improvements/Install Bus Pull Out	Other	HSIP	2012	\$9,222	\$778	\$0	\$10,000
<b>17708 Total</b>								\$921,546	\$76,454	\$0	\$998,000
17709	ODOT	70562	OR 213 (82nd Ave): Causey Ave	Improve Traffic Separator/Provide Alternative Left Turns	Preliminary engineering	HSIP	2012	\$30,433	\$2,567	\$0	\$33,000
17709	ODOT	70562	OR 213 (82nd Ave): Causey Ave	Improve Traffic Separator/Provide Alternative Left Turns	Cons	HSIP	2014	\$151,241	\$12,759	\$0	\$164,000
<b>17709 Total</b>								\$181,674	\$15,326	\$0	\$197,000
17710	ODOT	70563	OR 99E: Vineyard Rd	Intersection And Pedestrian Improvements	Preliminary engineering	HSIP	2012	\$136,486	\$11,514	\$0	\$148,000
17710	ODOT	70563	OR 99E: Vineyard Rd	Intersection And Pedestrian Improvements	Purchase right of way	HSIP	2012	\$36,888	\$3,112	\$0	\$40,000
17710	ODOT	70563	OR 99E: Vineyard Rd	Intersection And Pedestrian Improvements	Cons	BIKEWAYS	2014	\$22,080	\$0	\$0	\$22,080
17710	ODOT	70563	OR 99E: Vineyard Rd	Intersection And Pedestrian Improvements	Cons	HSIP	2014	\$658,377	\$55,543	\$0	\$713,920
17710	ODOT	70563	OR 99E: Vineyard Rd	Intersection And Pedestrian Improvements	Other	HSIP	2012	\$4,611	\$389	\$0	\$5,000
<b>17710 Total</b>								\$858,442	\$70,558	\$0	\$929,000
17711	ODOT	70564	OR 212: 135th Ave	Intersection Improvements Including Protected Left Turns	Preliminary engineering	HSIP	2012	\$94,987	\$8,013	\$0	\$103,000
17711	ODOT	70564	OR 212: 135th Ave	Intersection Improvements Including Protected Left Turns	Cons	HSIP	2014	\$472,166	\$39,834	\$0	\$512,000
<b>17711 Total</b>								\$567,153	\$47,847	\$0	\$615,000
17719	ODOT	70565	OR 213 (82nd Ave) Sunnyside Rd	Install Traffic Separators To Allow U-Turns	Preliminary engineering	HSIP	2012	\$31,355	\$2,645	\$0	\$34,000
17719	ODOT	70565	OR 213 (82nd Ave) Sunnyside Rd	Install Traffic Separators To Allow U-Turns	Cons	HSIP	2014	\$153,085	\$12,915	\$0	\$166,000
<b>17719 Total</b>								\$184,440	\$15,560	\$0	\$200,000
17720	ODOT	70566	OR 213 (82nd Ave): King Rd	Install Traff Separator/Imprv Intersectn/Remove Bus Lane/Improve Bike Ln & Rt/Lft Turn	Preliminary engineering	HSIP	2012	\$47,954	\$4,046	\$0	\$52,000

Table 3.1.4 ODOT Programming

ODOT KEY	LEAD AGENCY	MTIP ID	PROJECT NAME	SHORT DESCR	PHASE	FUND TYPE	PROGRAM YEAR	FEDERAL AMOUNT	LOCAL AMOUNT	OTHER AMOUNT	TOTAL AMOUNT
17720	ODOT	70566	OR 213 (82nd Ave): King Rd	Install Traff Separator/Imprv Intersectn/Remove Bus Lane/Improve Bike Ln & Rt/Lft Turn	Cons	HSIP	2014	\$237,928	\$20,072	\$0	\$258,000
<b>17720 Total</b>								\$285,882	\$24,118	\$0	\$310,000
17801	ODOT	70446	US26: VMS 185th to Cornell-Mainline	child of 70356 (Variable Message Sign)	Cons	JTA	2012	\$0	\$0	\$430,000	\$430,000
<b>17801 Total</b>								\$0	\$0	\$430,000	\$430,000
17850	ODOT	70451	Illumination Repairs (Region 1)	Repair Illumination towers	Other	STATE-GEN	2012	\$0	\$0	\$500,000	\$500,000
<b>17850 Total</b>								\$0	\$0	\$500,000	\$500,000
17855	ODOT	70461	TriMet - Transit Capital STP XFER FY11	Vehicles prevent maint. purch. Svcs	Other	State STP (H240)	2012	\$4,055,696	\$464,193	\$0	\$4,519,889
<b>17855 Total</b>								\$4,055,696	\$464,193	\$0	\$4,519,889
17859	ODOT	70464	Ride Connection - Transit Capital - STP XFER FY12	MGT MOB Facility Development	Other	State STP (H240)	2012	\$1,188,890	\$136,074	\$0	\$1,324,964
<b>17859 Total</b>								\$1,188,890	\$136,074	\$0	\$1,324,964
17862	ODOT	70463	Tri-Met Transit Capital - STP XFER FY12	Vehicles Preventive Maint. Purchase Svcs	Other	State STP (H240)	2012	\$3,002,374	\$343,635	\$0	\$3,346,009
<b>17862 Total</b>								\$3,002,374	\$343,635	\$0	\$3,346,009
17863	ODOT	70462	Wilsonville - Transit Capital - STP XFER FY12	Vehicles Preventive Maint.	Other	STATE TSP	2012	\$246,252	\$0	\$0	\$246,252
<b>17863 Total</b>								\$246,252	\$0	\$0	\$246,252
17919	ODOT	70535	OR217: Sunset Hwy - TV Hwy Detention Facility	Water Treatment Facility per regulatory permits	Cons	State STP (H240)	2012	\$912,554	\$104,446	\$0	\$1,017,000
17919	ODOT	70535	OR217: Sunset Hwy - TV Hwy Detention Facility	Water Treatment Facility per regulatory permits	Other	STATE-GEN	2012	\$0	\$0	\$7,000	\$7,000
<b>17919 Total</b>								\$912,554	\$104,446	\$7,000	\$1,024,000
18000	ODOT	70547	OR8: SW 331st Ave - Quince St	Paving (Grind and inlay) sidewalk infill	Cons	NHS	2012	\$4,396,770	\$503,230	\$0	\$4,900,000
<b>18000 Total</b>								\$4,396,770	\$503,230	\$0	\$4,900,000
<b>Grand Total</b>								\$172,302,231	\$17,486,622	\$48,002,504	\$237,791,357



## 3.2 PROGRAMMING HIGHLIGHTS

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### Introduction

The 2012-15 MTIP programs more than \$850 million of federal transportation funding expected to be made available to projects within the Metro region. Another \$270 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.

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 2012-15 MTIP 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 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 different approach was developed that used an outcomes based framework. This shift was ushered in by the 2035 Regional Transportation Plan (RTP) which set 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.

### Approved 2012-13 projects and programs

Project name	Award
<b>NE/SE Twenties Bikeway: Lombard - Springwater Trail</b>	\$2,097,850
Bus Stop Development & Streamline Program	\$1,414,000
<b>Westside Trail: Rock Creek Trail - Bronson Creek Trail</b>	\$2,399,337
<b>40 Mile Loop: Blue Lake Park - Sundial Rd</b>	\$2,322,421
SW Rose Biggi: Hall - Crescent	\$2,758,238
102nd Ave: NE Glisan - E Burnside	\$2,000,000
McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	\$3,401,868
<b>Red Electric Trail: SW 30th - SW Vermont</b>	\$1,929,183
School Bus Diesel Engine Emission Reduction	\$1,414,000
<b>French Prairie Bridge: Boones Ferry Rd - Butteville Rd</b>	\$1,250,000
<b>Council Creek Trail: Banks - Hillsboro</b>	\$218,044
<b>Willamette Greenway Trail: N Columbia Blvd - Steel Bridge</b>	\$444,800
<b>Local project total</b>	<b>\$21,649,741</b>

Program name	Award
Existing High Capacity Transit (HCT) Bond Payment	\$18,600,000
Additional HCT bonding: Milwaukie LRT and Commuter Rail	\$7,400,000
OR-43: Portland to Lake Oswego Transit Corridor EIS	\$4,000,000
Metro Planning	\$2,116,000
Regional Travel Options	\$4,407,000
Transit Oriented Development	\$5,777,000
Transportation System Management and Operations	\$3,000,000
Region travel behavior survey	\$350,000
Next Corridor	\$500,000
<b>Regional program total</b>	<b>\$46,150,000</b>

<b>Grand total</b>	<b>\$67,799,741</b>
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Projects in bold are bike/ped

## **FFY 2014-15 funds**

Two focus areas were established for allocating funds in the 2014-15 cycle and funding targets set for each by JPACT. The following explains the categories and how much money was allocated to the categories as well as region-wide program investments and set asides for special programs.

**Green Economy/Freight Initiatives (25% of available funds).** This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs. Examples of project types include, but are not limited to:

- Preparation for state and federal freight funding opportunities
- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- Freight focused transportation system management and operations (TSMO) projects
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction
- General or mode-specific freight plans and studies

**Active Transportation/Complete Streets (75% of available funds).** This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users. Examples of project types include, but are not limited to:

- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

### **Region-wide programs.**

- Transit Oriented Development
- High capacity transit (HCT)
- TSMO/ITS
- Regional Travel Options
- Regional Planning
- Corridor & Systems Planning

**Establish Metropolitan Mobility Funding Preparedness.** \$1 million to prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas.

**Other investments.** Three other investments were established to receive funds:

- Vehicle electrification: ne time set aside of \$500,000
- Regional Over-dimensional Truck Route Plan
- Regional Freight/Passenger Rail Investment Strategy

### 2014-15 RFFA project and program nominations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington Co	Hillsboro Regional Center: Oak and Baseline	Hillsboro	AT/CS	PD	\$500,000	\$557,227
	West Fork of the Tonquin Trail-Cedar Creek Greenway Trail	Sherwood	AT/CS	Cons	\$5,112,000	\$5,697,091
	Hwy 8/Hwy 47 Intersection Improvements	Forest Grove/ODOT	GE/FI	Cons	\$1,312,000	\$1,462,164
City of Portland	East Portland Active Transportation to Transit	Portland	AT/CS	Cons	\$3,373,000	\$4,200,000
	Portland Bike Sharing Project	Portland	AT/CS	Cons	\$2,000,000	\$4,000,000
	SE Foster Road Safety Enhancement and Streetscape Project (50th-84th)	Portland	AT/CS	Cons	\$1,250,000	\$3,250,000
	North Burgard-Lombard ("Around the Horn") Project: North Time Oil Road-Burgard	Portland	GE/FI	Cons	\$2,363,000	\$2,630,064
E. Multnomah Co	Arata Road Improvements	Multnomah Co	AT/CS	Cons	\$1,669,000	\$1,876,325
	Sandy Blvd Improvements: 230th - 238th Dr	Multnomah Co	GE/FI	Cons	\$659,000	\$885,675
Clackamas Co	17th Avenue Multi-use Trail	Milwaukie	AT/CS	Cons	\$2,969,000	\$3,366,000
	Clackamas County Regional Freight ITS Project	Clackamas Co	GE/FI	PD/Cons	\$790,000	\$880,419
Other	Regional Over-dimensional Truck Route Plan	Metro/Portland	GE/FI	Study	\$100,000	\$111,445
	Regional Freight/Passenger Rail Investment Strategy	Metro	GE/FI	Study	\$400,000	\$445,782
	Vehicle Electrification	Metro	Other	N/A	\$500,000	\$557,227
Sub-total:					\$22,997,000	\$29,919,420
Region-wide programs						
Transit Oriented Development					\$5,950,000	
High Capacity Transit					\$30,000,000	
Transportation System Management & Operations/Intelligent Transportation Systems					\$3,000,000	
Regional Travel Options					\$4,539,000	
Regional Planning					\$2,244,000	
Corridor & Systems Planning					\$1,000,000	
Metropolitan Mobility Funding Preparedness					\$1,000,000	
Sub-total:					\$47,733,000	

Notes:

AT/CS: Active Transportation & Complete Streets,  
 GE/FI: Green Economy & Freight Initiatives,  
 PD: Project Development, Cons: Construction

**Grand Total: \$70,730,000**

## **ODOT Programming**

ODOT has proposed programming \$153 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, including six projects in the Metro region.

### **Highway Capacity**

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

- Intersection improvements in Tigard at OR99W: Gaarde/McDonald.
- Additional preliminary engineering money for I-5 Delta Park Phase 2.
- New limited access Sunrise highway: I-205 to SE 122<sup>nd</sup>.
- US 26 Brookwood/Helvetia interchange capacity expansion.
- Preliminary engineering for I-84 eastbound to I-205 northbound auxiliary lane.
- Planning refinement study for I-5/I-84.
- Travel and circulation capacity expansion at I-84 Troutdale interchange.
- New intersection on US26 to access the Springwater area of Gresham.
- Sellwood Bridge reconstruction and Highway 43 intersection (partial funding)

### **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. Safety improvements on OR 213 (82<sup>nd</sup> Avenue), Powell Boulevard: 122<sup>nd</sup> to 136<sup>th</sup>, OR 8 @ 185<sup>th</sup> and 192<sup>nd</sup>, and OR99W in Tigard.
2. Traveler information and system management project to manage congestion on OR 217.
3. Bridge repair and retrofit work on OR 99W @ Newbury and Vermont Streets, Ross Island Bridge (US 26), and OR 99W over the Tualatin River.
4. Pavement preservation work on US26: Sylvan to I-405, OR 99W: Tualatin River to Sherwood, and SE 82<sup>nd</sup> Avenue: King to Lake Road.

## **Regional Public Transit Programming**

Between federal fiscal years 2012 and 2015, TriMet is programming \$147 million of section 5307 funds, \$45 million of Fixed Guideway Modernization funds, \$25 million for Preventive Maintenance, \$105 million for new bus purchases, \$3 million of Jobs Access Reverse Commute, \$1.8 million of New Freedom funds and \$1.4 million of transit enhancement funds, and \$1.4 million for bus stop development. In addition, TriMet is programming \$300 million of New Starts funds for the Portland to Milwaukie Light Rail project.

SMART is programming approximately \$1.6 million for maintenance of the bus system, \$17,000 for transit enhancements, \$28,000 of JARC, and \$29,000 of New Freedom funds.



### 3.3 PLANNING FACTORS – PROJECTS

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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;**

- The industrial and employment area implementation category (2012-13) of projects and the green economy and freight initiatives focus area (2014-15) signify the importance of projects that support economic vitality in the region.
- Industrial and freight projects are evaluated on their impact on jobs and businesses in the “traded sector.”
- Light Rail Transit investments 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 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;**

- Regional flexible fund projects for 2012-13 were 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. 2014-15 project locations were influenced by the provision of bike and pedestrian crash data and evaluated on how well nominated projects met safety related criteria.
- All regional flexible fund projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.

**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;**

- Measurable increases in accessibility to priority land use elements of the 2040 Growth Concept were a criterion for 2012-13 regional flexible funded projects.
- The 2014-15 regional flexible fund allocation almost exclusively invests in focus areas that improve non-auto mobility and freight movement.
- 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).
- All projects funded with regional flexible funds incorporate best practices for stormwater management.
- 2012-13 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.
- Nearly \$17 million was allocated to active transportation projects for FFY 2014-15.

**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 funding to conduct transportation demand management projects and programs throughout the region to reduce Single occupancy vehicle (SOV) trips and relieve pressure on congested corridors.

- Funding 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.**

- ODOT prioritized 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.

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 projects that transportation control measures (TCM) are calculated for the period between 2006 and 2015. The total miles planned to be constructed by 2017 is 181.12 miles, which exceeds the TCM of 28 miles to be built by the year 2017.

2006-2007 Funding	Length (mi)	2010-2011 Funding	Length (mi)
Beaverton Powerline Trail	1.95	NE/SE 50s Bikeway	4.3
Washington SQ RC multi-use trail	0.57	East Baseline St, Cornelius bike lanes	0.54
McLoughlin: I-205 to Hwy 43 bridge	0.1	East Burnside bike lanes	0.55
102nd Ave Blvd improvements	0.8	<b>Total</b>	<b>5.39</b>
Hwy 99E: River Rd to Park Ave bike lanes	0.57		
<b>Total</b>	<b>3.99</b>	2012-2013 Funding	Length (mi)
		NE/SE 20s Bikeway	5.5
2008-2009 Funding	Length (mi)	Westside Trail	0.75
Springwater Trail	0.9	40 Mile Loop	1.7
Marine Dr bike lanes	1.5	Red Electric Trail	0.24
Gresham-Fairview Trail	1.9	<b>Total</b>	<b>8.19</b>
Gresham MAX trail	1.9		
Rock Creek Trail	0.8	2014-2015 Funding	Length (mi)
Trolley Trail	6.0	Cedar Creek Greenway Trail	3.9
SE 92 <sup>nd</sup> Ave bike lanes	0.38	East Portland Active Transportation to Transit	0.9
Waud Bluff Trail	0.25	Burgard Rd at N Time Oil Rd	0.6
<b>Total</b>	<b>13.63</b>	Arata Rd-Wood Village Blvd to 238th Ave	0.34
		Sandy Blvd: 230th - 238th Dr	0.21
		17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.97
		<b>Total</b>	<b>15.02</b>
<b>Total miles, 2006-2015: 46.22</b>			

**Table 3.4.2 Pedestrian projects implementing transportation control measures for air quality**

As shown in the Table, the region has allocated funding for at least 8.95 miles of new pedestrian improvements in mixed-use centers for 2006-2015. This represents an average of 1.8 miles per biennium, 20% above the 1.5 mile per biennium target for new pedestrian improvements.

2006-2007 Funding	Length (mi)	2012-2013 Funding	Length (mi)
St John’s Ped/Freight Improvement	0.45	Red Electric Trail	0.5
Hillsboro Regional Center Ped Project	1.77	McLoughlin (Ph 2)	0.5
Central Eastside Bridgeheads	0.1	Rose Biggi	0.16
Hwy 224 Preservation (99E to I-205)	0.15	102 <sup>nd</sup> Ave	0.5
<b>Total</b>	<b>2.47</b>	<b>Total</b>	<b>1.66</b>
2008-2009 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Forest Grove TC*	0.65	Arata Rd: 223rd - 238th and Wood	0.2
Milwaukie TC	0.26	Village Blvd trail	
92 <sup>nd</sup> Ave	0.38	17th Ave/Trolley Trail Connector:	0.34
Gresham MAX trail	0.4	Andover Place to Lava Drive	
<b>Total</b>	<b>1.69</b>	<b>Total</b>	<b>0.54</b>
2010-2011 Funding	Length (mi)		
Hood Street: Se Division to SE Powell	0.18		
Foster-Woodstock: SE 87 <sup>th</sup> to SE 101 <sup>st</sup>	1.13		
E. Baseline, Cornelius: 10 <sup>th</sup> to 19 <sup>th</sup>	0.18		
Burnside: 3 <sup>rd</sup> Ave to 14 <sup>th</sup> Ave	1.1		
<b>Total</b>	<b>2.59</b>		
<b>Total miles, 2006-2015: 8.95</b>			

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

The data in the table it show that the transit service TCM concerning transit service increase has been met because the analysis of weighted transit service hours shows an annual average transit service increase of 1.06 percent, which exceeds the TCM of 1.0 percent.

**Transit Service Hours – Weighted by Capacity**

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	4.2%
2003	2,049,156	888,631	37,444		2,937,787	1.1%
2004	2,047,932	886,916	40,064		2,934,848	-0.1%
2005	2,033,544	1,068,114	46,723		3,101,658	5.7%
2006	1,953,420	1,052,029	50,828		3,056,277	-1.5%
2007	1,967,016	1,067,583	55,604		3,090,203	1.1%
2008	1,984,560	1,105,691	67,220		3,157,471	2.2%
2009	2,010,600	1,171,226	68,307	4,627	3,254,760	3.1%
2010	1,919,724	1,376,752	67,385	11,171	3,375,032	3.7%
2011	1,768,620	1,371,489	64,016	11,208	3,215,332	-4.7%
Average annual change						<b>1.06%</b>

## 3.5 PUBLIC INVOLVMENT AND ENVIRONMENTAL JUSTICE

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### Public Involvement

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)

Project selection procedures for projects 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).

**Metro.** Metro offers several opportunities for review and comment by the public and stakeholders during the regional flexible fund allocation process in accordance with the Transportation Planning Public Involvement Policy which is consistent with federal regulations.

**ODOT.** ODOT holds public meetings to view and comment on the STIP. 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.** TriMet manages its own service and capital program update with separate events. Public information about the Regional Flexible Fund allocation provided 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 2012 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).

**SMART:** SMART allocates its formula funding through the annual City of Wilsonville budget and Capital Improvements Program processes. Further information on these processes may be found on the agency's website: [www.ridesmart.com](http://www.ridesmart.com).

### Environmental Justice

**Metro.** Metro has 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.

### **FFY 2012-13 Regional Flexible Fund Allocation**

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.

### **FFY 2014-15 Regional Flexible Fund Allocation**

Several new approaches to integrating considerations for Environmental Justice and underserved communities were applied to the 2014-15 allocation process. These efforts focused expanding outreach to stakeholders to improve our understanding of the transportation needs facing these communities, development of criteria for project selection that focus on equity, and undertaking transportation equity analysis and mapping work.

#### **EJ/underserved working group**

In order to reach out to additional stakeholders in the process, Metro staff initiated the development of an Environmental Justice and underserved communities working group. A list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern were identified for invitation to participate in the working group. The group met twice to help identify mobility and data needs. They continued their input over email and provided comments on the methodology for the transportation equity mapping and analysis.

#### **Transportation equity analysis and mapping**

Metro staff undertook a process to utilize newly released federal decennial census data and other new data sources to map populations of Environmental Justice and underserved communities that are above the regional average at the block group level. Using the same geography, non-auto mobility and access to essential services were mapped for the region. Composite maps and GIS data were provided to local agencies to consider while determining where to locate projects during the RFFA nomination process to better meet the needs of communities with mobility and economic challenges. Providing this information enabled Metro to assist project sponsors in meeting the criteria for serving Environmental Justice and underserved community transportation needs. The result was projects that directly invest in underserved areas.



**Regional flexible fund task force**

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

**Underserved community outreach**

One of the things we did differently this cycle is to develop a brochure targeting underserved communities to help get more people from communities in need to provide feedback. The brochure provided information on the projects and how to comment during the regional public comment period. We distributed the brochure in electronic format to a list of organizations that work with underserved communities and offered to provide hard copies to anyone who wanted to distribute them to community members. In addition, we offered to work with any groups or individuals that have participation or communication barriers, such as language, no access to computers, etc.

**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 2012 Transit Investment Plan.

**Burdens and Benefits**

Metro developed an analytical mapping process for understanding where Environmental Justice (EJ) and underserved populations are in the region and how the benefits and burdens of transportation projects in the MTIP are distributed in the region. This analysis is applied to projects resulting from allocation processes for 2014-15 FFY funding that are included in the 2012-15 MTIP and includes Metro administered funds, ODOT and TriMet funding and how their processes and projects impact EJ and underserved communities. The report is available in the 2012-15 MTIP Appendix.

### 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 began in-person assessment of LIFT applicants and existing LIFT clients in 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.

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