

Final Draft
**Metropolitan
Transportation
Improvement
Program**

*Portland Metropolitan Area
Fiscal Years 2004 through 2007*

December 5, 2003



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Printed on 100 percent recycled paper,
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Chapter 1

Overview of MTIP Contents and Development Process



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1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) schedules spending of federal transportation funds in coordination with significant state and local funds in the Portland metropolitan region for the federal fiscal years 2004 through 2007. It also demonstrates how these projects relate to 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 funds in the Portland urban area. Regulations of the United States Department of Transportation (USDOT) require the MPO to develop a 20-year Regional Transportation Plan (RTP). The Plan must identify revenue that can be reasonably anticipated over a 20-year period for transportation purposes. It must also state the region's transportation goals and policies and identify the range of multi-modal transportation projects that are needed to implement them.

No project may receive federal funds if it is not approved 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 is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP "program" process is used to determine which projects included in the Plan will be given funding priority year by year.

1.2 MTIP CONTENT

The MTIP must be revised at least every two years and must address federally funded highway and transit projects and state or locally funded projects that have a potential to measurably affect the region's air quality. The most detailed information is required for federally funded highway and transit 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 funds 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).

This information is included in Table 4.1. of the MTIP. Appendix 3.4, the RTP's financially constrained project list, provides additional information about the projects. It is these project descriptions that 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. Chapter 4 provides information for all projects anticipated in the region, including those that will not rely on federal funds.

This document, the 2004–07 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2003 and ending September 30, 2007 (federal fiscal years 2004 through 2007). 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 is not static though. Slow progress on early phases of some of the “old” 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 federal fiscal year 2006-07 funds, 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 4.*

1.3 2002 MTIP DEVELOPMENT PROCESS

Metro works with the diverse mixture of local, regional, state and federal jurisdictions that own, operate or regulate the region’s transportation system to develop the MTIP. These jurisdictions include 24 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), the Oregon Departments of Transportation and Environmental Quality, the Port of Portland, the Federal Highway Administration, the Federal Transit Administration (FTA) and the city of Vancouver and Clark County in the state of Washington.

The 2004 MTIP reflects results of the Transportation Priorities 2004-07 Update process concluded by Metro in September 2003: for some classes of federal funds Metro is responsible for soliciting projects and awarding the funding, which is the purpose of the Transportation Priorities’ Updates. These funds are referred to collectively as “regional flexible funds” and include regional Surface Transportation Program (STP) funds and Congestion Mitigation/Air Quality (CMAQ) funds. Metro’s STP funds are a specific portion of all the STP funds appropriated to the state of Oregon and come to Metro in its role as the MPO of an urban area with a population in excess of 200,000. The CMAQ funds come to Metro as a consequence of both the severity of previous air quality problems here, relative to other areas of the state, and the region’s larger population. Also, the administration of these funds is more easily managed by the larger city and regional agencies found in the Portland-area, so that most of the CMAQ funds appropriated to the state are assigned to projects in the Metro region.

However, the 2004 MTIP also schedules both federal and state funds administered by ODOT for bridge and highway preservation and modernization, and federal transit dollars scheduled by TriMet. Allocation decisions by ODOT and TriMet are made in consultation with Metro, as the funds must be included in the MTIP. All funds scheduled

in the MTIP must be included without change, either wholly or by reference, in the State TIP (STIP). The Governor would resolve any disagreement between Metro and ODOT regarding any approved funds, though this has never occurred.

1.4 FISCAL CONSTRAINT

Federal regulations require the MTIP to be "constrained to reasonably expected revenue." As shown in Table 1.4-1 below, the 2004 MTIP meets this test through a mixture of conservative future revenue forecasts, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections.

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 (TEA-21), which is the source of federal assistance for Metro, TriMet and ODOT. Starting with TEA-21's maximum authorization schedule, Metro works with ODOT to develop reasonable six-year appropriation estimates. Metro assumes less than the maximum authorized in the Act to reflect historical trends, but there is no way to precisely predict how much will actually be appropriated. For the 2006 and 2007 STP and CMAQ revenue estimates, a %3.5 inflation factor was applied to the 2005 revenue forecast. In a similar fashion, Metro relies on TriMet estimates of anticipated federal transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in TEA-21. With respect to state transportation funding, ODOT collects and distributes the state's gas tax, truck weight/mile tax and vehicle registration fee revenues. As with TriMet, Metro relies on ODOT's projections of federal and state revenues that will be made available to Region 1 projects under formulas implemented by the Oregon Transportation Commission (OTC) on an annual basis.

During the four years of this MTIP, TriMet expects to receive approximately \$489 million of federal funding, excluding federal funds controlled by Metro (see Table 2.1). The MTIP does not report TriMet's general fund revenues. ODOT is projecting expenditure of about \$392.6 million of combined federal and state revenue over the four years, within the urban portion of Region 1 (see Table 2.1-2 below).

Approximately \$106 million of regional flexible funds are forecast to be provided regional projects during the four year's addressed by the 2004-07 MTIP.

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. There is a possibility of a negative carry-over of project costs from FY 03 that may erase the demonstrated revenue surplus. Additionally, TEA-21 expires on September 30, 2003 and all future year revenue estimates are made without benefit of federal reauthorization. The forecasted revenues and program of projects, however, is clearly consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

**TABLE 1.4-1
DEMONSTRATION OF FY 04-07 MTIP FISCAL CONSTRAINT
(millions of \$)**

COST OF APPROVED PROJECTS					
	FY 04	FY 05	FY 06	FY 07	TOTAL
Transportation Enhancement (TE)	.311	2.918			3.229
Surface Transportation Program (STP)	16.683	17.785	15.362	14.607	64.437
Congestion Mitigation/Air Quality (CMAQ)	9.037	8.995	6.156	10.659	34.847
APPROVED PROJECTS TOTAL	26.031	29.698	23.866	25.266	102.574

FORCASTED REVENUE					
	FY 04	FY 05	FY 06	FY 07	TOTAL
TE Appropriations*	1.711	.09			1.801
STP Appropriations	15.205	15.661	16.000	16.750	63.616
CMAQ Appropriations	9.755	10.048	10.340	10.660	40.803
Total Projected Appropriations	26.671	25.799	28.688	27.410	106.220

* The Transportation Enhancement funds transitioned from being distributed as part of the regional flexible funds to a statewide program administered by ODOT.

1.5 PROJECT PRIORITIZATION PROCESSES

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 three agencies; ODOT, TriMet and Metro. The OTC prioritizes project funding administered by ODOT through the STIP process. TriMet's decision about the prioritization of federal funds dedicated to 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 Transportation Priorities Update process.

ODOT Funds. ODOT prioritizes and administers Interstate Maintenance, State Modernization, federal and state bridge rehabilitation, and highway safety, preservation and operations funds, again, in cooperation with Metro, through the State Transportation Improvement Program (STIP) process. Rather than a solicitation and narrowing process, ODOT proposes a program of funding improvements and solicits

comments on the proposed program, prior to approval of the program by the OTC. The maintenance, bridge rehabilitation, and preservation portion of the program is largely driven by a needs based assessment of the conditions of the facilities. The modernization and safety portions of the program are also informed by need but are prioritized in a higher degree of coordination with local agencies affected by the impacts of such projects.

JPACT and the Metro Council have commented on the ODOT program. Those comments are included in Appendix 11. Approval of the ODOT program will be conditioned on adequately addressing the issues described in Appendix 11.

A more detailed summary of the ODOT prioritization process is provided in the 2004-07 STIP document.

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

Transportation Priorities 2004-07: Investing in the 2040 Growth Concept.

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

The process began with a review of the policy objectives and procedures of the Transportation Priorities update. Input was solicited from affected jurisdictions and stakeholders through a questionnaire, interviews and focus groups. The result of this outreach was used to inform JPACT and the Metro Council on a refinement of the program policy objectives and to update the solicitation materials and technical scoring criteria. The policy objectives of the program, adopted by Metro Resolution No. 02-3206, were defined as following.

The primary policy objective for the Metropolitan Transportation Improvement Program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land use areas through investment to support
 - centers
 - industrial areas and
 - UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of revenue
- Complete gaps in modal systems
- Develop a multi-modal transportation system

Technical ranking criteria were adopted for the following modes:

1. Bike/Trail
2. Boulevards
3. Bridge
4. Freight
5. Green Street Demonstration Projects
6. Pedestrian
7. Regional Transportation Options
8. Road Modernization
9. Road Reconstruction
10. Transit
11. Transit Oriented Development

Planning projects were also eligible for funding but no specific criteria were developed for this class of projects.

The Transportation Priorities update process uses a 100-point technical ranking system that scores projects for:

- congestion relief/stimulation of alternative travel modes (e.g., bike, pedestrian and transit use) (25 points);
- support of Metro's Region 2040 Land Use goals (40 points);
- hazard correction (20 points); and
- cost effectiveness (15 points).

Bonus points were awarded to boulevard, freight, road modernization and road reconstruction projects that provided green street elements of either stormwater infiltration devices or street trees species consistent with the *Trees for Green Streets* handbook.

These are only the general ranking categories. More detailed descriptions of the technical ranking criteria are shown in Appendix 3. Qualitative criteria for project selection include project relationships to regional policy, including:

- regional goals and system definitions contained in the 2000 RTP
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice considerations (see Appendix 6)
- the Transportation Planning Rule (Goal 12)
- provisions of the Clean Air Act Amendments (CAAA) of 1990 and the associated State (Air Quality) Implementation Plan (SIP)

Other factors that have been considered during selection include local agency financial contributions over and above minimum match levels, affordable housing, school safety and recovery of threatened or endangered species populations.

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 mode versus any other in any given Transportation Priorities update remains a policy decision that is influenced by qualitative measures and subjective consideration of competing policy objectives.

As in previous criteria development procedures, the thrust of the Transportation Priorities 2004-07 exercise was to better assure that transportation investments complement the Region 2040 land use objectives. This process was aided by availability of the 2000 RTP that addressed the policy and multimodal system considerations of how best to achieve this objective.

Additional policy discussion at JPACT and the Metro Council following the initial screening of projects provided direction to technical staff related to meeting 2040 land use objectives on how to provide a recommendation for project funding balanced against forecasted revenues:

- Invest in all types of 2040 mixed-use and industrial lands
- Emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas
- Screen all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments)

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

As discussed above, project prioritization refers to the process of choosing a subset of projects to advance in any given two-year MTIP cycle, from among all those approved for implementation in the RTP 20-year plan. Project *selection* refers to the process of deciding how projects that are prioritized for funding are organized by year (programming), and, where conflicts develop within a current fiscal year, how it is decided to advance some projects ahead of others (project selection). The answer to this question depends mostly on which agency has primary administrative responsibility for the type of funding that is at issue.

1.6.1 Programming Funds

ODOT Funds. ODOT prioritizes and administers Interstate Maintenance, State Modernization, federal and state bridge rehabilitation, and highway safety, preservation and operations funds, again, in cooperation with Metro. Statewide, approximately \$57 million per year is spent for modernization activity; the minimum as required by the state constitution. The region's share of this fund is limited to approximately \$27 million per biennium.

Additionally, the previous two state legislative sessions have produced two transportation funding measures whose future proceeds will be bonded for capital improvements throughout the state. These efforts are commonly known as the Oregon Transportation Investment Acts (OTIA I, II and III). Projects selected for funding through OTIA I and II were amended into the 2002-2005 MTIP and conformed for air quality. Projects to be funded through OTIA III have not yet been defined and may need to be amended into this 2004-07 MTIP.

The OTC has dedicated all other state resources to keep pace with essential system preservation activity. ODOT's modernization projects in this MTIP have been confined to the completion of the Westside Corridor (Highways 26 and 217) widening program. The OTIA projects address a wide variety of freeway, highway and bridge modernization and reconstruction needs.

ODOT's priorities within the other funding categories are largely dictated by quantitative indexes of pavement and bridge conditions. The most deficient facilities are the first selected for funding. Where cost increases on a top-ranked project increase, or projected revenue comes in at levels less than anticipated, lesser-priority projects are deferred. Eventually, the lowest technically-ranked projects drop from the program until additional funds become available for allocation in a new MTIP cycle.

TriMet. In cooperation with Metro, TriMet is primarily responsible for both prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to 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. 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. Again, the MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

Federal funding received by TriMet in the current MTIP consists primarily of annual Section 5309 New (Rail) Start appropriations made to TriMet for construction of three rail projects; Interstate MAX light rail extension from the Rose Quarter to the Exposition Center (\$117.85 million), I-205 light rail from Gateway to Clackamas regional center and downtown Portland improvements (\$142 million), and Wilsonville to Beaverton commuter rail (\$59.25 million). Other federal transit funding categories received by TriMet (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports TriMet's policy of bundling these discretionary federal funds into several large programs, (e.g., bus purchases, and bus and light rail maintenance) for purposes of minimizing the complexity of submitting annual federal grant requests to FTA. Metro defers allocation of discretionary federal transit funds to TriMet for routine transit maintenance programs.

In practice, TriMet's major service decisions are well coordinated with RTP-defined transit system corridor priorities and new service decisions are reflected in Metro's regional transportation model. Metro and TriMet are also working to elevate the discussion of how to allocate the general fund revenues that are freed from maintenance programs by this "bundling" practice.

Metro Regional Flexible Funds. Metro 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 also 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. 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. Thereafter, to a very large degree, projects are selected to advance in the order in which they are received, as all projects share equal priority for funds. If projects that are scheduled to spend funds in a given year are delayed, they receive automatic authority to spend funds in the following 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.

1.6.2 Selection of Projects

All of the funds type discussed above must be programmed in the MTIP. However, TriMet funds do not restrict the ability to spend ODOT or regional funds and, for the most part, ODOT's spending is similarly segregated. ODOT and TriMet are responsible for developing their own funding priorities, the federal portion of which are reported to and approved by JPACT and the Metro Council as consistent with federal regulations through the adoption of the MTIP, rather than developed by the Transportation Priorities Update process. For the regional flexible funds, the Transportation Priorities 2004-07 update and the MTIP adoption are the means used to prioritize projects for funding and balance allocations to project phases and years of expenditure. Thereafter, oversight of all fund types is left largely to discretion of the primary administrative agency. The caveat is that no projects may be added or taken from the total regional program, or diverted between projects, or project phases without notification and approval by Metro.

If a current year project is not ready to proceed, Metro or ODOT may select projects scheduled in years two or three of the program "out of turn." 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 or three of the three-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 reconformity 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 decides which projects advance that year.

1.7 MTIP AMENDMENT PROCESS

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

Objectives of the Process

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds 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 jurisdiction 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. Consistency with the financially constrained element of the RTP – Projects included in the MTIP must be based upon the 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; 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 occur concurrent with an MTIP amendment and must follow the process for amending the RTP as outlined in the most current plan (the process for amending the 2000 RTP is contained in Section 6.6 on pages 6-24 through 6-27).

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, with concurrence from the Federal Highway Administration – Federal Transit Administration.

2. MTIP Additions – All project and program additions 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.

Exception: New projects within the following categories can be administratively added to the MTIP at the option of Metro staff in cases where the proposed improvement does not significantly affect capacity, with monthly notification to TPAC:

- Safety funds;

- Bridge replacement funds – up to \$5 million;
- Interstate Maintenance funds for resurfacing/rehabilitation type projects - up to \$5 million;
- Emergency additions where an imminent public safety hazard is involved; and
- Addition of project details to previously approved generic projects such as parts and equipment, signals, street overlays, etc.

An amendment to add a project to the MTIP can occur concurrent with a MTIP amendment to transfer project funds between MTIP projects. To request the addition of a project to the MTIP outside of the periodic Transportation Priorities project selection process, a project sponsor shall meet with the MTIP manager for consultation on the provision of the following information to inform consideration of the MTIP amendment resolution:

- Local and/or regional policy decisions, program changes and other considerations that support the request for the MTIP amendment;
- Proposed project additions meet the preliminary screening criteria and public involvement requirements of the MTIP;
- Project information needed to address technical evaluation measures used for the appropriate project selection criteria 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.

3. MTIP Amendments – Amendments to the MTIP for previously approved project(s) on the following basis:

a. Administrative Adjustments:

- Transfer of funds between different phases of a project and 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 to another source of funds (follow-up documentation will be required); requires monthly report to TPAC.

b. Adjustments by Resolution:

- Funding transfers to a new MTIP project.
- Increased allocation of funds in excess of level previously allocated to the jurisdiction.
- Adjustments that significantly change the scope of the project location or function. For project location, significant shall be defined as more than 50% of the project improvement (as measured by linear feet of improvement) outside of the original project area scope. For project function, significant shall be defined as the deletion of a modal element of a project described in the original project scope. For change of scope requests that cannot be measured in these manners, the MTIP manager may require a resolution for approval of the adjustment if he/she determines, using professional judgment, the proposed change in scope would have significantly altered the technical ranking or qualitative consideration of a project during the Transportation Priorities project selection process.

Transfers between jurisdictions require approval of each affected jurisdiction.

Chapter 2

Highlights of Current Four-Year Program



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2.1 ODOT PROGRAM HIGHLIGHTS

ODOT has proposed programming \$392.6 million of state and federal funds to freeway expansion, preservation, operations, bridge, safety and enhancement programs, summarized below in Table 2.1-1, below:

PROGRAM CATEGORY	FY 04	FY 05	FY 06	FY 07	TOTAL
Capacity (Modernization)	\$36.13	\$5.88	\$16.55	\$18.05	\$76.614
Preservation	\$12.96	\$15.20	\$22.55	\$47.66	\$98.396
Operations	\$8.12	\$6.46	\$7.30	\$3.69	\$25.570
Bridge	\$8.53	\$47.78	\$.29		\$56.604
Safety	\$5.97	\$7.30	\$5.91	\$11.69	\$30.867
Enhancements			\$2.35		\$2.35
Bicycle/Pedestrian	\$.56	\$.54	\$.77	\$.77	\$2.64
OTIA	\$97.56	\$2.00			\$99.56
TOTAL	\$170.19	\$83.02	\$54.95	\$81.09	\$392.59

(in millions of \$)

Note: The OTIA program funds projects in several ODOT program categories. The timing of OTIA funded projects has not been determined, so that fiscal year totals are subject to change.

2.1.1 Highway Capacity.

ODOT is about to complete Phase 1 of the I-205/Sunnybrook Split Diamond Interchange and Phase 3 of the US 26/Sylvan Interchange and widening program with FY 03 Freeway Expansion funding.

This MTIP has scheduled the widening of US 26 from the Highway 217 Interchange to Murray Boulevard with Freeway Expansion funding. Part of the savings from the reduced cost of Phase 3 of the Sylvan Interchange project have are being used on this project. Also scheduled from this funding source is design and environmental impact analysis for expansion projects on Highway 217 between Highway 26 to Tualatin Valley Highway and Interstate 5 between Victory Boulevard and Lombard Street.

There are also reserve accounts identified for engineering and right-of-way acquisition for capacity projects (\$18.885 million from 2004 to 2007) and for expansion projects

(\$20.069 million from 2006 to 2007). The strategy for identifying reserve accounts was to use the relatively small amount of capacity funds (relative to the average cost of a freeway capacity project) to potentially fill funding gaps for any new "high priority projects" identified by Congress in the expected update to the surface transportation authorization bill. At this time, however, the authorization bill has not emerged from the legislative process as originally scheduled. Prior to the allocation of these funds, ODOT will need to request an amendment to the State and Metropolitan TIPs to allocate these funds to a specific project(s).

Funding for planning work necessary to begin capacity projects has also been programmed in this MTIP. Funding of these planning efforts are critical as they are a necessary step in making projects eligible to seek funding, distinguishing their "project readiness" from other highway corridors that have not completed necessary planning and environmental analysis work.

\$200,000 of regional funding is provided to complete the Powell/Foster corridor study between Portland and Damascus/Gresham. Funding is also provided to complete the Highway 217 corridor study. These studies refine the Regional Transportation Plan by developing a multi-modal strategy to manage transportation in these corridors and develop design concepts for needed capacity improvements.

\$1 million of state funds have been programmed to complete state land-use exceptions findings for the Sunrise Corridor (I-205 to US 26) are programmed from state modernization funds and complement the Damascus/Boring Concept Plan to be completed in 2004. This potential project is also completing supplemental environmental impact work. \$2 million of state funding is also programmed to complete state land-use exceptions and preliminary design work for the I-5/99W Connector between Wilsonville and Sherwood. State land-use exceptions work are required for these projects, in addition to their identified purpose and need within the current Regional Transportation Plan, due to their location outside of the current urban growth boundary.

\$1 million of state funds have been programmed to begin environmental impact work on the I-5 North Trade Corridor. Completion of an environmental impact study is required prior to approval of a federal full funding grant agreement that defines federal participation in the engineering and construction of a potential project in this corridor.

Finally, \$500,000 of regional funding has been programmed to develop a corridor study that creates a multi-modal and design strategy for the next priority transportation corridor as defined in the Regional Transportation Plan. These transportation corridors are generally located along major state highways in the region. The priority corridor will be selected through a regional prioritization process similar to the process that identified the current Powell/Foster and Highway 217 priority corridors.

Also scheduled for freeway capacity are some of the projects funded through the Oregon Transportation Investment Act (I an II). See section 2.1.3 and Table 4.2.6 below for a description of these projects.

2.1.2 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. ODOT has maintained its scheduled FY 03 pavement and safety improvement of I-5 from the Capitol Highway to the Marquam Bridge. Estimated costs have increased from the \$12 million programmed in the FY 2000 MTIP to nearly \$20 million.
2. ODOT has also retained repaving of I-205 between the Columbia River Bridge and the Willamette River Bridge. The first phase (\$17.9 million), which includes the Columbia River Bridge itself, is scheduled to be complete in FY 05. The second phase (\$12.2 million) will be completed in FY 06.
3. ODOT is currently repainting the St. Johns Bridge (\$30.3 million) and will finish implementation in FY 04.
4. The \$33 million reconstruction of the MLK Viaduct in the City of Portland has slipped from FY 04 to FY 05. Another \$5.7 million of right of way costs have been identified and engineering has increased by nearly \$2 million from previously authorized levels.
5. Approximately \$8 million is authorized for seismic retrofit and deck work on the Burnside Bridge.
6. Approximately \$4 million is authorized for engineering and right-of-way acquisition for replacement of the Sauvie Island Bridge.
7. Pavement overlay of US 26 between the Ross Island Bridge and SE 50th Avenue in FY 04.
8. Pavement overlay of OR 47 between Quince Road and the Region 1 district boundary in FY 04.
9. Add a lane and widen structure on OR 224 between I-205 and SE Evelyn Street in FY 05.
10. Pavement overlay of OR 217 between the Sunset Highway (US 26) and SW 72nd Avenue in FY 06.
11. Pavement overlay of McLoughlin Boulevard (OR 99E) between SE Harold Street and Naef Road in FY 06. This will include the addition of bike lanes between SE Kellogg Creek and milepost 9.19 through supplemental funding from the bicycle/pedestrian program.

12. Pavement overlay of I-5 between Capitol Highway and the Tualatin River in FY 06.
13. Construct a continuous left turn lane on OR 213 between Conway Drive and Henrici Road in FY 07.
14. ODOT will invest approximately \$25 million during the Plan period in ramp metering, communications infrastructure, and computer hardware and software to manage traffic flow and reduce congestion.

2.1.3 ODOT Bond Program (OTIA)

The OTIA I and II programs allocated \$500 million of bond-financing for highway modernization and preservation throughout the state. Approximately \$97 million of these funds were allocated to 11 major highway and bridge modernization projects in the Portland area. Several tens of millions were allocated to a collection of smaller maintenance projects.

Projects of significance programmed in this MTIP include the widening of Highway 26 between Murray Boulevard and Cornell Road interchanges, a new interchange of US 26 at Jackson School Road and improvements at Cornelius Pass Road interchange, construction of a realigned roadway connecting Columbia Boulevard to Lombard Avenue and I-205, reconstruction of Sandy Boulevard between NE 13th Avenue and NE 47th Avenue, capacity and boulevard improvements to Powell Boulevard between 174th Avenue and Burnside, the widening of Sunnyside Road between 122nd Avenue and 152nd Avenue, pavement and signal work on McLoughlin Boulevard in downtown Milwaukie, first phase of rehabilitation and painting of the Broadway Bridge, a pavement overlay of Highway 8 through downtown Forest Grove, replacement of the existing bridge on Rood Bridge Road, and a pavement overlay of Boones Ferry Road between the Tualatin River Bridge and Norwood Road.

The Oregon Legislature recently approved another bond package known as OTIA III. Specific projects to be funded through this bond package have not yet been selected by the Oregon Transportation Commission.

2.2 REGIONAL TRANSIT

This MTIP updates a broad array of federal transportation funds dedicated to transit improvements throughout the region, which are summarized in Table 2.2-1, below. The MTIP does not report on TriMet or SMART general fund revenues.

Program Category	FY 04	FY 05	FY 06	FY 07	Total
Rail New Starts	\$88.90	\$78.85	\$78.00	\$78.75	\$324.50
Bus Purchases	\$1.79	\$2.30	\$2.31	\$2.32	\$8.72
Maintenance	\$34.22	\$35.38	\$36.54	\$37.70	\$143.84
Jobs Access – Reverse Commute	\$3.00	\$3.00	\$3.00	\$3.00	\$12.00
Dedicated Transit Total	\$127.91	\$119.53	\$119.85	\$121.77	\$489.06

The largest block of funds dedicated to transit improvements is the appropriations for construction of new rail starts, including the Interstate light rail extension (\$117.85 million), I-205 light rail (\$142 million) and Wilsonville to Beaverton commuter rail (\$59.25 million). The second largest chunk of funds is \$143.8 million of formula funds that TriMet has proposed to spend on bus and light rail vehicle maintenance.

TriMet received Section 5309 Discretionary, or “earmark” funds, in both 2001 and 2002 totaling about \$5.4 million for Park and Ride and Transit Center Improvements the south Clackamas County transit corridor. TriMet has programmed these funds to purchase the Southgate Park & Ride in Milwaukie, with any excess funds dedicated to a bus and/or LRT transit center in the Clackamas Town Center area. As these improvements are associated with improvements studied as a part of the South Corridor high capacity transit improvements and will serve future light rail extensions to Clackamas and to Milwaukie, these funds are listed as a part of the Rail New Starts program category.

2.3 REGIONAL FLEXIBLE FUNDS

A key portion of the current regional flexible funds was approved in June 2003 upon adoption of Metro Resolution No. 03-3335, which allocated \$53.75 million of FY 06-07 STP and CMAQ funds. Regional flexible fund allocations approved in FY 2002 also contribute significantly to the overall program. Both sets of project allocations are shown in Appendix 7. (There are, in fact, some allocations dating back to 1993 that remain eligible to obligate their funds that are reflected in the current four-year program.) The program approved in the current resolution (see Table 2.1-1) 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.

2.3.1 Key Initiatives Awarded Regional Flexible Funds by Metro

Boulevards. The 2000 RTP designates certain limited portions of the regional arterial network as a “Boulevard” street type. It is anticipated that local and regional resources will be focussed along these road segments to provide amenities such as wider sidewalks, bike lanes, street plantings and pedestrian buffer strips, planted median strips, special lighting and street furniture, building design features, curb extensions at more frequent cross walks, transit stop improvements, narrowed automobile travel lanes and reduced speed limits.

The Transportation Priorities 2004-07 regional flexible funding allocation provided \$4 million to two Boulevard projects on McLoughlin Boulevard in the Oregon City Regional Center and on 102nd Avenue in the Gateway Regional Center. Funding these types of projects emphasizes the commitment to stimulating economic development in the 2040 centers and increases the percentage of trips by non-auto modes. The previous Transportation Priorities allocation process included some \$3 million awarded to three new projects and supplemental funds to a fourth.

Bike System Improvements. The 2004-07 process allocated \$1.66 million to three trail system improvements; the Trolley Trail between the Gladstone and Milwaukie Town Centers, the Powerline trail connecting to the Merlo light rail station, and the Washington Square Regional Center trail.

The previous Transportation Priorities allocation provided \$1.0 million to create a bike lane crossing of the Morrison Bridge which has completed its design process and will enter construction in FY 05. The previous allocation process also gave over \$4.2 million to construct three bridges and associated street lanes to connect the Springwater and East Bank Trails. Completion of these projects will provide a continuous off-street connection from Willamette Park on the west shore of the river to Boring in rural East Multnomah County.

Pedestrian Improvements. One of the most profound ways Metro promotes strengthened pedestrian amenities throughout the region is by its development and inclusion in the RTP of multi-modal street design guidelines that must be considered when approving regionally significant facilities. These guidelines will ultimately leverage routine, broad ranging planning and capital investment by the region’s local and county governments to implement pedestrian enhancements. However, Metro also directly invests flexible funds in projects, typically ones that improve pedestrian connections in 2040 centers and to high-quality transit corridors. Almost all categories of transportation projects provide some improvement of the region’s pedestrian environment, since new and reconstructed streets provide new sidewalks. Also, most of Metro’s bike funds are applied to multi-use facilities that also serve pedestrians. Boulevard projects are also intimately connected with improving the pedestrian environment and pedestrian-to-transit connections. And finally, in this Priorities Update, Metro invested \$3.23 million in three pedestrian projects, continuing the previous investment of \$1.4 million in eight pedestrian projects from the previous update that are reflected in this MTIP.

Roadway, Freight and Intelligent Transportation Systems (ITS). Allocation of funds to road projects focused on access to mixed-use and industrial areas to support economic development in those priority 2040 land use areas. The most recent allocation process awarded \$14.5 million in 11 projects. This includes preliminary engineering funding for projects to improve freight access from the north Portland industrial areas to I-5 and I-205 and access to industrial lands in South Washington County and to replace a sub-standard railroad under crossing that inhibits truck, bus, bike and pedestrian access to large industrial parcels and the Fairview Town Center. Funding was also approved to improve access to the Villibois site in Wilsonville and the developing Scholls Town Center. Construction of a project to improve circulation and reduce vehicle conflicts with light rail operations in the Hillsboro Regional Center was also funded.

Three reconstruction projects were also funded that will demonstrate innovative storm water management techniques that may be tested and duplicated across the region. Two of these projects are located on mixed-use 2040 main streets while the third is located in the Rockwood Town Center.

Transit, Transit Oriented Development, and Regional Travel Options. Metro recently increased and extended its commitment to supplement and leverage rail new starts funding by programming regional flexible funds to support the Interstate MAX project and South Corridor alternatives analysis and environmental work to \$8 million annually through the year 2015 for the I-205 light rail project, Wilsonville to Beaverton commuter rail project and to support development of the North Macadam area. The current MTIP honors this by allocation of \$16 million of regional funds through 2006 to complete the commitment for construction of Interstate MAX extension between the Rose Quarter and the Exposition Center in North Portland. (A contingency clause of Metro's agreement with TriMet could trigger allocation beyond 2006 if the schedule of federal appropriations is not met and borrowing costs increase.) Further policy decisions will be necessary to determine which of the three eligible projects listed above will receive funds in subsequent years of this MTIP.

In addition to the rail project funding, \$2.25 million was approved for capital improvements along frequent bus corridors in 2006-07 (where bus service is provided at 15-minute or better frequency all day, seven days a week). Improvements include shelters, real time schedule displays, pedestrian access improvements, and other amenities. This supplements approximately \$4 million approved for frequent bus improvements in the McLoughlin and Barber transit corridors in 2004-05. \$2 million was awarded for a new light rail station and adjacent development support at the Gresham Civic Station in Gresham.

The Transit Oriented Development (TOD) program was allocated \$4 million in 2006-07. This program has successfully increased densities, building orientation and pedestrian amenities in development surrounding light rail station areas. \$1 million of the \$4 million will expand the program to development support near frequent bus service. Table 4.1

lists only \$1 million of this allocation to the TOD program as \$3 million will be made available to the TriMet Preventive Maintenance program in exchange for TriMet general funds made available to the TOD program. As TriMet general funds are not reported in the MTIP, this fund exchange is tracked outside of this document.

The Regional Travel Options program was allocated \$2.7 million in 2006-07 to support programs that increase the percentage of trips by modes other than single occupant vehicles. These programs make more efficient use of the region's transportation infrastructure and land consumption for development.

Chapter 3

Planning and Programming Issues



METRO

PEOPLE PLACES
OPEN SPACES

3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

All transportation projects must be found consistent with the Oregon State Implementation Plan for air quality to maintain air quality standards in the Portland area. Metro has prepared a Conformity Determination that documents this finding. It is included in Appendix 1 (to be completed pending joint RTP/MTIP air quality analysis). The core of the Determination is the finding that all projects advanced by the 2004-07 MTIP have been found by Metro to conform with the Oregon SIP for air quality.

It is also in the Determination report that the MTIP identifies funding for the Transportation Control Measures required by the Portland Area ozone and carbon monoxide maintenance plans, including allocation of regional funding to implement certain amounts of regionally significant bike and pedestrian system facilities each biennium and for an average annual increase of transit service by 1.5 percent in the region and in the Central City area. Federal planning regulations require the MTIP to identify the project allocations that are responsive to these requirements. The report demonstrating conformity with the State Implementation Plan for air quality is included in Appendix 1.

Progress Implementing Transportation Control Measures for Air Quality

Transit Service

TriMet has actually increased transit service by 2.6 percent since adoption of this transportation control measure in 1996, more than 1.5 percent than required annually. Furthermore, a large percentage of the increase in vehicle service hours have been provided on light rail vehicles which have three to six times the passenger carrying capacity of a bus, depending on whether a one or two car train is operating.

This level of transit service increase was made possible by large increases in payroll tax revenues within the TriMet district due to a favorable economic climate. It is unlikely TriMet will be able to sustain this level of growth over a long period of time. Service and financial planners at TriMet have forecast modest growth in service hours through the MTIP years, however, that will easily exceed the commitment to averaging 1.5 percent annual growth. Recently acquired authority from the 2003 State Legislature to increase the payroll tax rate once the recession has ended will further enable TriMet to meet this goal.

Pedestrian

New pedestrian projects awarded funding in the most recent Transportation Priorities process focused on improving the safety of pedestrian crossings at intersections. The Forest Grove town center pedestrian improvement project, however, will be providing approximately 1.2 miles of new sidewalks.

Bicycle

In addition to bike lanes constructed as part of associated road improvements, this Transportation Priorities process allocated funding for approximately 3.8 miles of new off-street multi-use paths for bicycle and pedestrian use in the 2006-07 biennium. Funding for the design of an additional 4.5 miles of multi-use path was also provided as a part of these projects. Finally, the Oregon Department of Transportation will be creating 3 miles of new bike lanes on each side of McLoughlin Boulevard between Milwaukie and Gladstone as a part of an pavement overlay project.

3.2 FEDERAL TRANSPORTATION PLANNING FACTORS

The TEA-21 requires MPO's to describe how their activities address seven planning factors identified in the plan. The MTIP is one of the MPO activities that needs to describe how those factors are addressed. The TEA-21 planning factors are:

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

Appendix 2 describes how these planning factors are addressed by this MTIP.

3.3 PUBLIC INVOLVEMENT

Appendix 4 summarizes the public involvement processes for each of the state, regional transit and regional flexible funding allocations reported in this Update. The state public comment process preceded the Metro Update process in this round due to scheduling issues. ODOT and Metro staff attended each others public functions to provide information about the relationship of state projects with the MTIP Update. ODOT and Metro have committed to conducting a joint public outreach process for the next STIP and MTIP updates to increase public understanding of the relationship between the programs.

TriMet manages its own service and capital program update with separate events. TriMet staff attended the STIP and Transportation Priorities public outreach events to provide information about the relationship between those efforts and TriMet capital improvement and service planning work. Virtually all federal funds allocated to TriMet have been discussed as part of the MTIP update or are allocated in this action to maintenance activity.

3.4 ENVIRONMENTAL JUSTICE

Appendix 6 summarizes the planning work completed during the Transportation Priorities 2004-07 process to respond to the provisions of the federal Environmental Justice Executive Order 12898. Year 2000 federal census data was used to develop information regarding the potential impacts and benefits of candidate projects. The relevant data was summarized and mapped for public comment meetings and decision makers to inform their decision process. The data was also used to condition approval of funds to applicant agencies on completing adequate outreach to affected low-income or ethnic communities. Federal guidance and regulations interpreting the Order's relationship to the MTIP have not been published at his time.

3.5 FAU AND INTERSTATE TRANSFER PROGRAM BALANCES

The Federal Aid Urban (FAU) program was eliminated by passage of ISTEA in 1991. Balances remaining in the program were converted to STP funds. A number of old FAU projects remain on the books technically, but have been inactive for over five years. ODOT and sponsoring jurisdictions must close out these projects and inform Metro of the projects to which outstanding balances should be redirected. To retain track of the residual program authority, the table of inactive FAU funds is provided in Appendix 9, Table A9-6.

Similarly, the Interstate Transfer program retains some balance. ODOT and sponsoring jurisdictions must reach agreement about these balances before the program can be cancelled. The list of inactive accounts is provided in Appendix 9, Table A9-7.

Both of these programs remain part of the MTIP and are formally recognized to be part of the regional program. They have been segregated to the Appendices in order to retain the document's priority focus on the program of active projects reported in the financial tables that follow in Chapter 4.

3.6 TRANSPORTATION PRIORITIES 2004-07 CONDITIONS OF PROJECT APPROVAL

During adoption of the Transportation Priorities 2004-07 project allocation, and continuing conditions from the previous Transportation Priorities allocation process, JPACT and the Metro Council applied conditions to the allocation of funds to some projects. Appendix 7 lists these conditions.

3.7 LIST OF MAJOR PROJECTS IMPLEMENTED FROM THE PREVIOUS MTIP

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

Geographic Listing

Clackamas County

- Sunnyside Road widening 107th-122nd. Right-of-way purchased and construction underway to widen facility to seven lanes.
- PE Sunnyside Road widening 122nd-172nd. Preparation to widen facility to five lanes.
- Clackamas County ITS/ATMS. Plans completed for implementation of arterial signal control improvements on major streets throughout county.

East Multnomah County

- Multnomah County/Gresham ITS Implementation Program, Phase 2
- Division Street Boulevard: Wallula/Kelly (PE/ROW)
- 223rd Railroad under crossing (PE/ROW)

City of Portland

- Burnside and Morrison Bridges electrical maintenance. Design and construction of the bridges electro-mechanical systems.
- Portland Arterial/Freeway ITS. Design and implementation of system to better integrate operation of freeway and adjacent arterial facilities.
- Bertha Boulevard: Capitol Highway to Vermont. Realigned intersection and improved pedestrian and bike facilities.
- Johnson Creek Boulevard: 36th to 45th (Phase 3). Road reconstruction with enhancement of pedestrian, bike and transit amenities.
- Broadway Bridge Rehabilitation, Phase 1
- Broadway Bridge Rehabilitation, Phase 2

Washington County

- US 26: Camelot to Sylvan Interchange. Replaced structure and widened highway to six lanes.
- US 26: Hwy 217 to Murray Boulevard. PE and right-of-way purchased in preparation for widening of highway to six lanes.
- I-5/Nyberg Interchange. Preliminary engineering completed for widening of freeway over-crossing and southbound on-ramp.
- Washington County Commuter Rail Feasibility Analysis/PE.
- Fanno Creek Trail: Allen to Denney. Multi-use trail constructed.
- Hall Boulevard: SPRR to Ridgecrest. Bike lanes constructed.

Regional Transit

- Interstate MAX construction (service begins May 2004).
- TOD projects; Russellville and Lloyd 2002 commercial and residential use projects, Gresham Civic station property acquisition.

3.8 DELAYS TO PLANNED IMPLEMENTATION

Several projects to receive regional flexible funds have slipped from scheduled completion in 2003. These include:

- Cedar Creek Greenway Trail (Sherwood)
- Portland Bike Signage
- Fanno Creek Trail; Greenwood Inn to SW Scholls Ferry Road
- Hawthorne Boulevard improvements; SE 20th to SE 55th
- Gresham/Multnomah County ITS
- Scott Creek Lane Pedestrian Path
- Greely Street Bike Lanes; Madrona Park to Interstate Avenue
- Stark Street Boulevard PE; 190th to 197th
- Red Electric Line trail feasibility study
- Willamette Shoreline Rail/Trail study
- Molalla Avenue Sidewalk Infill (Oregon City)
- MLK/Grand/Interstate Avenues ITS
- SW Greenberg Road right-of-way acquisition; Washington Sq. Dr. to Tiedeman

3.9 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:

- 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 paratransit LIFT program continues to grow at 8 percent annually. As a means of controlling costs associated with this level of growth and to expand travel options for its clients, TriMet is looking to promote use of the fixed route system where client capacities and travel needs allow.
- TriMet has extended its pioneering use of low-floor light rail vehicles with continued

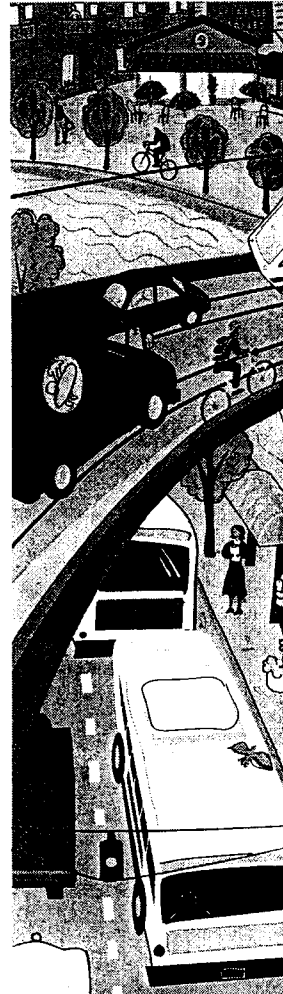
bus replacement using low floor buses. Bus stops on routes receiving these new buses are first screened for compatibility with the bus ramp on these new buses.

- TriMet continues to aggressively improve conditions at bus stops. New shelters have increased the total number of shelters from 640 shelters (7.5 percent of stops) in 1998 to 1,040 shelters in 2003 (12.2 percent of all stops). TriMet also continues to construct bus stops pads and curb cuts at appropriate locations. This program is funded through the regional MTIP - continuing through 2007.
- In 2002, TriMet opened a new LIFT operating facility at SE Powell Boulevard at I-205, adjacent to the fixed-route operating base, replacing fragmented facilities further to the south. The new facility is better located and more efficient for the storing, servicing and dispatching of LIFT vehicles to the region's eastside.
- The region supports within limited funding resources, development of the pedestrian infrastructure. The MTIP indeed 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.

Chapter 4

Program Funding

Tables



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REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

No.	Metro ID No.	PROJECT NAME Description	Funding source					Total Authority	
			Work phase	Obligated	2004	2005	2006		2007
Regional	126	MÉTRO PLANNING							
		Planning functions to comply with fed/state requirements and ensure eligibility for project funding and permitting (FY04 reflects approx \$1 M of STP PE funds already obligated)	LOCAL SOURCES						
			Sys Study	0	250,000	0	0	0	250,000
			REGIONAL STP PROGRAM						
			Other	5,108,000	1,680,000	750,000	1,940,000	1,384,000	10,862,000
			NATIONAL HIGHWAY SYSTEM (NHS) PROGRAM						
		Pre Eng	0	3,500,000	0	0	0	3,500,000	
		TOTAL	5,108,000	5,430,000	750,000	1,940,000	1,384,000	14,612,000	
Metro	1087	DAMASCUS/BORING CONCEPT PLAN							
13293		Metro/County cooperative planning program to develop a concept plan for the Damascus-area recently brought inside the urban growth boundary in December, 2002. This project informs the Sunrise Corridor Ph. 1 FEIS (MID 721) which is also being prepared.	REGIONAL STP PROGRAM						
			Env Study	0	1,400,000	0	0	0	1,400,000
		TOTAL	0	1,400,000	0	0	0	1,400,000	
Metro	609	TRANSIT ORIENTED DEVELOPMENT PROJECT							
6902		Revolving loan account to subsidize and stimulate private sector investment in TOD's adjacent to light rail and/or major bus transit routes in 2040 priority land use areas.	REGIONAL STP PROGRAM						
			Constr	0	0	0	0	1,000,000	1,000,000
			Reserve	1,500,000	0	0	0	0	1,500,000
			STATE STP PROGRAM						
			Reserve	3,000,000	0	0	0	0	3,000,000
			REGIONAL CMAQ PROGRAM						
		Reserve	170,153	16,443	0	0	0	186,596	
		TOTAL	4,670,153	16,443	0	0	1,000,000	5,686,596	
Metro	1117	METRO RAIL & TOD RESERVE (RESOLUTION 03-3290)							
		Reserve funds (\$8M annually for 10 years) to advance elements of the S. Corridor LRT program, Wilsonville/Beaverton Commuter Rail and redevelopment of the N. Macadam District.	REGIONAL STP PROGRAM						
			Reserve	0	0	0	0	2,000,000	2,000,000
			REGIONAL CMAQ PROGRAM						
			Reserve	0	0	0	4,000,000	6,000,000	10,000,000
		TOTAL	0	0	0	4,000,000	8,000,000	12,000,000	
Metro		WILLAMETTE SHORELINE RAIL/TRAIL STUDY							
12459		Develop a long-range transportation plan for use of the Willamette Shoreline right-of-way.	REGIONAL STP PROGRAM						
			Sys Study	0	300,000	0	0	0	300,000
		TOTAL	0	300,000	0	0	0	300,000	

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Metro	1061	I-5/99W CONNECTOR (TUALATIN TO SHERWOOD)							
9788		Alternatives analysis and state land use exceptions findings of the I-5/99W connector.	TEA-21 HIGH PRIORITY PROJECTS (HPP)						
			Sys Study	351,815	33,061	0	0	0	384,876
			REGIONAL STP PROGRAM						
			Sys Study	0	250,000	250,000	0	0	500,000
		TOTAL		351,815	283,061	250,000	0	0	884,876
Tri-Met	613	RTO PROGRAM: TDM CORE PROGRAM							
6905		Funds for programs that reduce drive alone travel, improve efficiency of existing transportation systems, reduce congestion and improve air quality.	REGIONAL STP PROGRAM						
			Operating	108,912	-1	0	0	0	108,911
			REGIONAL CMAQ PROGRAM						
			Operating	3,363,879	700,000	700,000	500,000	500,000	5,763,879
		TOTAL		3,472,791	699,999	700,000	500,000	500,000	5,872,790
Regional	608	RTO PROGRAM: TRANSPORTATION MANAGEMENT ASSOC ASSISTANCE							
6896		Support of public and private organizations in 2040 centers that encourage reduction of drive alone trips	REGIONAL CMAQ PROGRAM						
			Operating	1,170,219	125,000	125,000	409,000	409,000	2,238,219
		TOTAL		1,170,219	125,000	125,000	409,000	409,000	2,238,219
Tri-Met	1025	RTO PROGRAM: REGION 2040 INITIATIVES CAPITAL SUPPORT PROGRAM							
			REGIONAL CMAQ PROGRAM						
			Non-Hwy Cp	499,796	145,000	140,000	269,000	269,000	1,322,796
		TOTAL		499,796	145,000	140,000	269,000	269,000	1,322,796
SMART	1030	RTO: SMART TDM PROGRAM							
11412		Regional support of Wilsonville SMART transportation demand management program	FTA DISCRETIONARY PROGRAM (SEC. 5309/3)						
			Non-Hwy Cp	0	250,000	0	0	0	250,000
			REGIONAL STP PROGRAM						
			Operating	220,734	54,266	55,000	0	0	330,000
			REGIONAL CMAQ PROGRAM						
			Operating	0	0	0	133,000	0	133,000
		FEDERAL TOTAL		220,734	304,266	55,000	133,000	0	713,000
DEQ	625	RTO PROGRAM: EMPLOYEE COMMUTE OPTION PROGRAM/INFORMATION CLEARINGHOUSE							
11440		State program to assist employers to comply with the Employee Commute Options Rule	REGIONAL CMAQ PROGRAM						
			Operating	630,868	100,757	0	104,000	0	845,625
		TOTAL		630,868	100,757	0	104,000	0	835,625

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
RTO: BUSINESS ENERGY TAX CREDIT									
		TDM projects administered by various state and local agencies to supplement the core TDM program.	REGIONAL CMAQ PROGRAM						
			Operating	0	0	0	0	0	0
			REGIONAL STP PROGRAM						
		Operating	0	0	0	27,000	0	27,000	
		TOTAL	0	0	0	27,000	0	27,000	
RTO: REGIONAL TELEWORK PROGRAM									
		TDM projects administered by various state and local agencies to supplement the core TDM program.	REGIONAL STP PROGRAM						
			Operating	0	0	0	27,000	0	27,000
		TOTAL	0	0	0	27,000	0	27,000	
Metro	1090	REGIONAL IX/STP PROGRAM RESERVE							
12479		Reserve fund created by City of Portland, using FAU/STP payback dollars, to reimburse other agencies for the City's over-obligation of Interstate Transfer program funds.	REGIONAL STP PROGRAM						
			Reserve	0	0	1,728,000	0	0	1,728,000
		TOTAL	0	0	1,728,000	0	0	1,728,000	
Tri-Met	154	BUS PURCHASES (TRI-MET)							
			FTA DISCRETIONARY PROGRAM (SEC. 5309/3)						
		Non-Hwy Cp	14,200,000	650,000	2,000,000	2,000,000	2,000,000	20,850,000	
			FTA FORMULA AID PROGRAM (SEC. 5307/9)						
		Non-Hwy Cp	12,865,149	10,273,528	0	0	0	23,138,677	
			TEA-21 HIGH PRIORITY PROJECTS (HPP)						
		Non-Hwy Cp	0	3,500,000	0	0	0	3,500,000	
			REGIONAL CMAQ PROGRAM						
		Reserve				250,000	250,000	500,000	
		Non-Hwy Cp	17,532,746	2,050,000	2,056,000	1,125,000	1,125,000	23,888,746	
		TOTAL	44,597,895	16,473,528	4,056,000	3,375,000	3,375,000	71,877,423	
Tri-Met	388	RAIL VEHICLE PREVENTIVE MAINTENANCE							
11319		Funds to maintain and refurbish light rail vehicles, tracking and stations.	FTA FORMULA RAIL MODERNIZATION (SEC. 5309/3)						
			Non-Hwy Cp	0	5,220,000	5,377,000	5,538,000	5,704,000	21,839,000
		TOTAL	0	5,220,000	5,377,000	5,538,000	5,704,000	21,839,000	
Tri-Met	399	PREVENTIVE MAINTENANCE							
8792		Funds to maintain and refurbish bus and rail fleet (I.E.; for all but sec. 5309 rail modernization formula funds.	FTA FORMULA AID PROGRAM (SEC. 5307/9)						
			Non-Hwy Cp	0	29,000,000	30,000,000	31,000,000	32,000,000	122,000,000
			REGIONAL STP PROGRAM						
			Non-Hwy Cp	0	9,750,000	8,000,000	4,000,000	0	21,750,000
		STATE STP PROGRAM							
		Non-Hwy Cp	0	10,870,000	0	0	0	10,870,000	
		TOTAL	0	49,620,000	38,000,000	35,000,000	32,000,000	154,620,000	
Tri-Met	1057	CLACKAMAS COUNTY SO. CORRIDOR TRANSIT IMPROVEMENTS							
12457		Acquire/construct the Southgate park & ride lot in the city of Milwaukie and/or advance hi capacity transit program in the so. corridor including either McLoughlin or I-205 alignments.	FTA DISCRETIONARY PROGRAM (SEC. 5309/3)						
			Pre Eng	0	2,916,087	0	0	0	2,916,087
			Constr	0	2,480,000	0	0	0	2,480,000
		TOTAL	0	5,396,087	0	0	0	5,396,087	

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

Sponsor ODOT Key No.	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Tri-Met	1085	S. 5307 BUS/RAIL TRANSIT ENHANCEMENTS PROGRAM							
10915		One percent of Section 5307 (former Section 9) appropriations that FTA requires be allocated to improvement of bus or rail transit amenities such as real-time arrival signage.	FTA FORMULA AID PROGRAM (SEC. 5307/9) Non-Hwy Cp	0	290,000	300,000	310,000	320,000	2,135,696
			TOTAL	0	1,205,696	300,000	310,000	320,000	2,135,696
Wilsonville	1086	SMART TRANSIT CENTER/PARK & RIDE							
12450		Purchase property in Wilsonville for a SMART transit center, ideally adjacent to park & ride facilities anticipated for the Wilsonville/Beaverton commuter rail.	REGIONAL CMAQ PROGRAM Rt-of-Way	0	1,086,000	0	0	0	1,086,000
			TOTAL	0	1,086,000	0	0	0	1,086,000
Tri-Met	1099	JOBS ACCESS PROGRAM (TRIMET)							
11319		Program to improve transit access for low/moderate income households in the Metro area.	FTA - DEMOS Operating	0	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
			TOTAL	0	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
Non-Profit		WAYS TO WORK LOAN PROGRAM							
		Provides small loans to low-income parents to maintain access to work.	FTA - SECTION 3037 Operating	0	250,000	250,000	250,000	250,000	1,000,000
			TOTAL	0	250,000	250,000	250,000	250,000	1,000,000

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

No.	Key	Metro ID No.	PROJECT NAME	Funding source	Work phase	Obligated	2004	2005	2006	2007	Total Authority	
TriMet I-205 LRT FINAL DESIGN AND CONSTRUCTION												
			New light rail facility along I-205 between Gateway and Clackamas regional centers and along the transit mall (SW 5th and 6th Avenues) in downtown Portland.	FTA FORMULA AID PROGRAM (SEC. 5307/9)								
				Pre Eng				12,000,000				12,000,000
				Constr	0	0	0	60,000,000	70,000,000		130,000,000	
			TOTAL	0	0	12,000,000	60,000,000	70,000,000		142,000,000		
TriMet 1017 INTERSTATE MAX												
11543			Design and construct Interstate MAX LRT Extension from Rose Quarter to Metro Exposition Center on Interstate Avenue using local, FTA and Regional flexible federal funds.	FTA LIGHT RAIL NEW STARTS (SEC. 5309/3)								
				Constr	0	77,500,000	40,350,000		0	0	117,850,000	
				REGIONAL STP PROGRAM								
			Constr	4,755,000	-5,000	0	0	0	0	4,750,000		
			REGIONAL CMAQ PROGRAM									
			Constr	19,250,245	-245	0	0	0	0	19,250,000		
			TOTAL	24,005,245	77,494,755	40,350,000	0	0	0	141,850,000		
TriMet 1055 TRI-MET SIGNAL PRIORITY PROGRAM												
11062			TEA-21 high priority project to install opticom signal priority equipment on TriMet bus fleet	TEA-21 HIGH PRIORITY PROJECTS (HPP)								
				Non-Hwy Cp	320,000	1,200,000	0	0	0	0	1,520,000	
			TOTAL	320,000	1,200,000	0	0	0	0	1,520,000		
REPORT TOTAL				85,047,516	169,750,592	107,081,000	114,882,000	126,211,000		602,972,108		

REGIONAL TRANSPORTATION REPORT

**4.1.2 CITY OF PORTLAND PROJECTS
(includes Port of Portland)**

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
COP	112	N. LOMBARD RAILROAD OVERCROSSING (PORT)							
8815	Contract overcrossing of railroad at Terminal 5. AKA "So. Rivergate"	TEA-21 HIGH PRIORITY PROJECTS (HPP)							
		Rt-of-Way	200,000	0	0	0	0	0	200,000
		Constr	0	13,142,348	0	0	0	0	13,142,348
		REGIONAL STP PROGRAM							
		Pre Eng	2,252,030	0	0	0	0	0	2,252,030
		Constr	89,729	836,241	0	0	0	0	925,970
		STATE STP PROGRAM							
		Pre Eng	0	250,000	0	0	0	0	250,000
		REGIONAL CMAQ PROGRAM							
		Constr	0	2,000,000	0	0	0	0	2,000,000
	TOTAL		2,541,759	16,228,589	0	0	0	0	18,770,348
COP	141	FY 93-94 ROAD REHABILITATION (CITY OF PORTLAND)							
6996	Cluster of road rehabilitation projects in Portland	REGIONAL STP PROGRAM							
		Constr	551,251	1,743,213	0	0	0	0	2,294,464
	TOTAL		551,251	1,743,213	0	0	0	0	2,294,464
Tri-Met	156	FRONT AVE RECONSTRUCTION AND BIKE LANE (PORTLAND)							
8822	Reconstruct Front Ave; build bikelane along Waterfront Park	REGIONAL STP PROGRAM							
		Pre Eng	218,164	440	0	0	0	0	218,604
		Constr	0	0	5,955,396	0	0	0	5,955,396
		STATE STP PROGRAM							
		Pre Eng	421,138	136,862	0	0	0	0	558,000
	TOTAL		639,302	137,302	5,955,396	0	0	0	6,732,000
COP	1008	E BANK - SPRINGWATER TRAIL CONNECTOR (AKA THREE BRIDGES PROJECT)							
11456	Design, acquire and construct an approximate two mile connection between the Eastbank and Springwater Trails including bridges over McLoughlin Blvd. and Johnson Creek.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	718,000	0	0	0	0	0	718,000
		Rt-of-Way	0	582,000	0	0	0	0	582,000
		Constr	0	0	2,909,000	0	0	0	2,909,000
		TOTAL		718,000	582,000	2,909,000	0	0	0

REGIONAL TRANSPORTATION REPORT

**4.1.2 CITY OF PORTLAND PROJECTS
(includes Port of Portland)**

Sponsor	Metro ID No.	PROJECT NAME	Funding source						Total Authority
ODOT Key No.	Description	Work phase	Obligated	2004	2005	2006	2007		
COP	1010	RED ELECTRIC LINE: WILL PRK/OLESON							
11443	Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use path	REGIONAL STP PROGRAM							
		Pre Eng	0	135,000	0	0	0		135,000
		TOTAL	0	135,000	0	0	0		135,000
COP	1011	PORTLAND BIKE SIGNAGE							
11407	Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	39,209	0	0	0	0		39,209
		Constr	0	89,791	0	0	0		89,791
		TOTAL	39,209	89,791	0	0	0		129,000
COP	1012	NE 47TH ENVIRONMENTAL RESTORATION							
11408	Replace culvert to improve flow of Columbia Slough and mitigate impacts of Columbia Blvd corridor road runoff.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Constr	0	250,000	0	0	0		250,000
		TOTAL	0	250,000	0	0	0		250,000
COP	1018	HAWTHORNE: 20TH/55TH (BOULEVARD)							
11463	Design and build second phase non-auto enhancements along Hawthorne Blvd.	REGIONAL CMAQ PROGRAM							
		Pre Eng	179,999	1	0	0	0		180,000
		ROW		10,000					10,000
		Constr	0	1,358,992	0	0	0		1,358,992
		TOTAL	179,999	1,368,993	0	0	0		1,548,992
COP	1019	GREELEY/INTERSTATE: RUSSEL/KILLINGSWORTH BIKE PATH							
11459	Construct a bike lane	REGIONAL CMAQ PROGRAM							
		Pre Eng	33,020	0	0	0	0		33,020
		Constr	0	110,980	0	0	0		110,980
		TOTAL	33,020	110,980	0	0	0		144,000
COP	1038	MLK/INTERSTATE ITS							
11464	Design and implement facilities to improve operation of MLK/Interstate between Russell and the Exposition Center	REGIONAL STP PROGRAM							
		Constr	0	550,000	0	0	0		550,000
		TOTAL	0	550,000	0	0	0		550,000

REGIONAL TRANSPORTATION REPORT

**4.1.2 CITY OF PORTLAND PROJECTS
(includes Port of Portland)**

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
COP	1060	CITY OF PORTLAND SIGNAL PRIORITY PROGRAM, PH. 2							
12458	TEA-21 high priority project to install opticom signal priority equipment on city signals for transit and emergency vehicles	TEA-21 HIGH PRIORITY PROJECTS (HPP)							
		Pre Eng	160,000	0	0	0	0	0	160,000
		Constr	0	1,437,600	0	0	0	0	1,437,600
		TOTAL	160,000	1,437,600	0	0	0	0	1,597,600
COP	1097	CENTRAL CITY STREETCAR: PSURIVERPLACE (COP)							
13199	Locally funded component of the Central City Streetcar Extension program. MTIP listing enables consideration of current phase local funding as match against future potential, federally assisted phases	LOCAL SOURCES							
		Constr	0	13,810,000	0	0	0	0	13,810,000
		TOTAL	0	13,810,000	0	0	0	0	13,810,000
COP	1107	NE CULLY BOULEVARD: PRESCOTT TO KILLINGSWORTH							
	"Design and reconstruct NE Cully Blvd between Prescott and Killingsworth in the City of Portland, incorporating green street design practices."	REGIONAL STP PROGRAM							
		Pre Eng	0	0	0	773,000	0	0	773,000
		TOTAL	0	0	0	773,000	0	0	773,000
COP	1109	MLK O-XING/TURN LANES: COLUMBIA TO LOMBARD							
	"Widen NE MLK Blvd., including a rail O'Xing to accommodate truck turns by adding a continuous left-turn lane between Lombard St and Columbia Blvd and improving the intersections."	REGIONAL STP PROGRAM							
		Pre Eng	0	0	0	2,000,000	0	0	2,000,000
		TOTAL	0	0	0	2,000,000	0	0	2,000,000
COP	1110	ST. JOHNS PED/FREIGHT IMPROVEMENTS (IVANHOE: RICHMOND/N. ST. LOUIS)							
	Redesign of N. Lombard/St. Louis/Ivanhoe & Ivanhoe/Philadelphia intersections so Ivanhoe can be crossed between the two intersections w/out truck traffic conflict.	REGIONAL CMAQ PROGRAM							
		Pre Eng					649,000		
		ROW					74,000		
		Constr	0	0	0	0	1,211,000		1,934,000
	TOTAL	0	0	0	0	1,934,000	0	1,934,000	

REGIONAL TRANSPORTATION REPORT

**4.1.2 CITY OF PORTLAND PROJECTS
(includes Port of Portland)**

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
COP	1111	CENTRAL EASTSIDE BRIDGEHEADS							
	Improve ped/bike safety at Hawthorne & Morrison bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points on both sides of the Willamette River.	REGIONAL STP PROGRAM	Constr	0	0	0	272,500	700,000	972,500
		TOTAL		0	0	0	272,500	700,000	972,500
COP	1113	DIVISION STREET BOULEVARD PROJECT: 6TH TO 60TH (COP)							
	"Multi-phase planning and construction program to address bike/ped, transit and auto/truck needs on Division St. from SE 6th to SE 60th Avenues. "	REGIONAL STP PROGRAM	Pre Eng	0	0	0	379,000	0	379,000
			Constr	0	0	0	0	1,818,000	1,818,000
		TOTAL		0	0	0	379,000	1,818,000	2,197,000
COP	1116	UNION STATION FACILITY IMPROVEMENTS							
13261	"Improve Union Station multi-modal access for patrons of Amtrak, TriMet LRT, the Portland Streetcar, inter and intra-city buses, & bike/ped access. "	TRANSPORTATION ENHANCEMENT (TE) PROGRAM	Pre Eng	0	81,699	0	0	0	81,699
			Constr	0	0	0	954,727	0	954,727
		TOTAL		0	81,699	0	954,727	0	1,036,426
City of Por 1088	102ND AVENUE BOULEVARD PROJECT: NE WEIDLER TO BURNSIDE								
12461	Construct multimodal amenities to support development of the Gateway Regional Center, and particularly, TOD development of the Gateway Park & Ride into a mixed use center.	REGIONAL STP PROGRAM	Pre Eng	0	700,000	0	0	0	700,000
		REGIONAL CMAQ PROGRAM	Constr	0	0	0	1,000,000	0	1,000,000
		TOTAL		0	700,000	0	1,000,000	0	1,700,000
		REPORT TOTAL		4,862,540	23,415,167	8,864,396	5,379,227	4,452,000	46,973,330

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source					Total Authority
ODOT Key No.	Description	Work phase	Obligated	2004	2005	2006	2007	
Metro	721	CLACKAMAS HIGHWAY: I-205 TO (172ND) ROCK CREEK JCT (SUNRISE CORRIDOR)						
12454	Construct a new access controlled facility north of existing.	STATE MODERNIZATION						
		Pre Eng	0	900,000	0	0	0	900,000
		ACCESS OREGON HIGHWAYS PROGRAM						
		Pre Eng	999,700	0	0	0	0	999,700
		LOCAL SOURCES						
		Pre Eng	0	860,000	0	0	0	860,000
		REGIONAL STP PROGRAM						
	Pre Eng	0	600,000	0	0	0	600,000	
	TOTAL		999,700	2,360,000	0	0	0	3,359,700
ODOT	892	MCLOUGHLIN BOULEVARD: HARRISON STREET THROUGH MILWAUKIE CBD (KELLOGG CREEK)						
5651	Boulevard project to improve pedestrian environment, signals and connect Milwaukie business district to river front.	OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)						
		Constr	0	0	2,000,000	0	0	2,000,000
		REGIONAL CMAQ PROGRAM						
		Pre Eng	600,000	0	0	0	0	600,000
		Rt-of-Way	0	900,000	0	0	0	900,000
		Constr	0	0	400,000	0	0	400,000
	TOTAL		600,000	900,000	2,400,000	0	0	3,900,000
Wilsonville	1001	WILSONVILLE: TOWN CENTER PARK BIKE/PED LANE						
11453	Downtown bike system loop and sidewalk improvement	REGIONAL STP PROGRAM						
		Constr	0	240,000	0	0	0	240,000
	TOTAL		0	240,000	0	0	0	240,000
Happy Valle:	1004	SCOTT CREEK LANE PEDESTRIAN PATH						
11409	Construct an off-street trail in Happy Valley	REGIONAL CMAQ PROGRAM						
		Reserve	0	80,000	0	0	0	80,000
	TOTAL		0	80,000	0	0	0	80,000
Tri-Met	1005	WILLAMETTE SHORELINE TRESTLE/TRACK REPAIR						
11455	First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment	REGIONAL CMAQ PROGRAM						
		Constr	0	500,000	0	0	0	500,000
	TOTAL		0	500,000	0	0	0	500,000

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
Clack Co	1015	CLACKAMAS CO. ITS/ATMS							
11426	Plan and implement arterial signal control improvement on major streets throughout the county	REGIONAL CMAQ PROGRAM							
		Pre Eng	144,000	0	0	0	0	0	144,000
		Constr	0	937,000	0	0	0	0	937,000
		Sys Study	171,000	0	0	0	0	0	171,000
		TOTAL	315,000	937,000	0	0	0	0	1,252,000
West Linn	1027	WILLAMETTE DR.: "A" STREET - MCKILLICAN							
11427	Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn	REGIONAL STP PROGRAM							
		Pre Eng	0	0	200,000	0	0	0	200,000
		TOTAL	0	0	200,000	0	0	0	200,000
Clack Co	1066	FULLER ROAD: KING AVE- HARMONY ROAD							
11454	Project to retrofit Fuller Road with bike and pedestrian amenities.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	92,000	0	0	0	0	0	92,000
		Constr	0	500,000	0	0	0	0	500,000
		TOTAL	92,000	500,000	0	0	0	0	592,000
Wilsonville	1083	BOECKMAN RD/TOOZE RD CONNECTION							
12400	Build local street to former Damdash State Hospital site to provide E/W arterial access to new high density redevelopment at a regional street standard.	OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)							
		Pre Eng	0	1,490,000	0	0	0	0	1,490,000
		Rt-of-Way	0	486,625	0	0	0	0	486,625
		REGIONAL STP PROGRAM							
		Constr	0	0	0	1,956,000	0	0	1,956,000
		TOTAL	0	1,976,625	0	1,956,000	0	0	3,932,625
Oregon City	1089	MCCLOUGHLIN BOULEVARD PROJECT: I-205/RAILROAD TUNNEL							
12460	Provide first phase of boulevard improvements on McLoughlin in Downtown Oregon City to connect with City provided riverside amenities.	LOCAL SOURCES							
		Constr	0	0	0	0	2,000,000	0	2,000,000
		REGIONAL STP PROGRAM							
		Pre Eng	0	0	625,000	0	0	0	625,000
		REGIONAL CMAQ PROGRAM							
		Constr	0	0	0	0	3,000,000	0	3,000,000
		TOTAL	0	0	625,000	0	5,000,000	0	5,625,000
Oregon City	1102	MOLLALA AVE PEDESTRIAN PROJECT: WILL./PEARL & MTN VIEW/HOLMES							
12477	Infill pedestrian system in Oregon City mixed use district to complement City funded street improvements.	REGIONAL STP PROGRAM							
		Constr	0	500,000	0	0	0	0	500,000
		TOTAL	0	500,000	0	0	0	0	500,000

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source					Total Authority
ODOT Key No.	Description	Work phase	Obligated	2004	2005	2006	2007	
Milwaukie	1103	TROLLEY TRAIL: JEFFERSON TO GLEN ECHO						
	"Design, acquire and construct a 6-mile multi-use trail in three phases that follows an abandoned streetcar right of way between Milwaukie and Gladstone."	REGIONAL STP PROGRAM						
		Pre Eng	0	278,000	0	0	0	278,000
		ROW		240,000				240,000
		Constr	0	0	0	605,000	0	605,000
		TOTAL	0	518,000	0	605,000	0	1,123,000
Clack Co	SE 172ND: SUNNYSIDE ROAD TO OR 212							
	Preliminary engineering of the widening of 172nd Avenue to serve urban growth boundary expansion area.	REGIONAL STP PROGRAM						
		Pre Eng	0	0	0	550,000	0	550,000
		TOTAL	0	0	0	550,000	0	550,000
REPORT TOTAL			2,006,700	8,011,625	3,225,000	3,111,000	5,000,000	21,354,325

REGIONAL TRANSPORTATION REPORT

4.1.4 MULTNOMAH COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
Mult Co	648	GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT							
10032	Gresham traffic signal coordination & optimization project	REGIONAL STP PROGRAM							
11430		Pre Eng	99,600	221,400	0	0	0	0	321,000
		Constr	375,000	300,000	0	0	0	0	675,000
		REGIONAL CMAQ PROGRAM							
		Pre Eng	209,025	0	0	0	0	0	209,025
		Constr	761,640	750,000	0	0	0	0	1,402,975
		TOTAL	1,445,265	1,271,400	0	0	0	0	2,608,000
Gresham	1006	GRESHAM/FAIRVIEW TRAIL							
11420	North/south on and off-street bikeway and multi use path connecting West Gresham and Fairview.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Rt-of-Way	0	224,000	0	0	0	0	224,000
		Constr	0	852,000	0	0	0	0	852,000
		TOTAL	0	1,076,000	0	0	0	0	1,076,000
Mult Co	1007	MORRISON BR. PED/BIKE ACCESS.							
11421	Construction of a bicycle and pedestrian improvement across the Morrison Bridge.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	100,000	0	0	0	0	0	100,000
		Constr			1,345,000				1,345,000
		REGIONAL STP PROGRAM							
		Constr	0	0	483,000	0	0	0	483,000
		TOTAL	100,000	0	1,828,000	0	0	0	1,928,000
Gresham	1016	DIVISION: WALLULA/KELLY (BOULEVARD)							
11425	Design and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	LOCAL SOURCES							
		Constr	0	400,000	0	0	0	0	400,000
		REGIONAL CMAQ PROGRAM							
		Pre Eng	179,459	0	0	0	0	0	179,459
		Rt-of-Way	514,500	0	0	0	0	0	514,500
		Constr	0	2,395,041	0	0	0	0	2,395,041
	TOTAL	693,959	2,795,041	0	0	0	0	3,489,000	

REGIONAL TRANSPORTATION REPORT

4.1.4 MULTNOMAH COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority	
ODOT Key No.	Description	Work phase								
ODOT	1031	223RD UNDERCROSSING OF UPRR								
11429	Reconstruction and widening of the rail overcrossing of NE 223rd Avenue near I-84	HIGHWAY BRIDGE REPLACEMENT	Constr	0	0	2,000,000	0	0	2,000,000	
		LOCAL SOURCES	Constr	0	0	3,399,568	0	0	3,399,568	
		REGIONAL STP PROGRAM	Pre Eng	267,000	0	0	0	0	267,000	
			Rt-of-Way	0	134,000	0	0	0	134,000	
			Constr	0	0	1,000,000	0	0	1,000,000	
		TOTAL			267,000	134,000	6,399,568	0	0	6,800,568
Gresham		1051	STARK STREET BOULEVARD: 181ST/190TH							
11064		Pedestrian/non-auto amenities in and around MAX station area.	TEA-21 HIGH PRIORITY PROJECTS (HPP)	Pre Eng	70,000	0	0	0	0	70,000
			Rt-of-Way	120,000	0	0	0	0	120,000	
			Constr	0	836,335	0	0	0	836,335	
	REGIONAL STP PROGRAM		Constr	0	600,000	0	0	0	600,000	
	TOTAL				190,000	1,436,335	0	0	0	1,626,335
Gresham	1058		STARK STREET BOULEVARD, PH. 2: 190TH/197TH							
12468	Pedestrian/non-auto amenities in and around Rockwood MAX station area.	REGIONAL STP PROGRAM	Pre Eng	0	200,000	0	0	0	200,000	
		TOTAL			0	200,000	0	0	0	200,000
Mult Co	1098	SAUVIE ISLAND BRIDGE REPLACEMENT								
13017	Design and engineering for replacement to the Sauvie Island Bridge.	HIGHWAY BRIDGE REPLACEMENT	Pre Eng	0	2,000,000	0	0	0	2,000,000	
		TOTAL			0	2,000,000	0	0	0	2,000,000
REPORT TOTAL				2,696,224	8,912,776	8,227,568	0	0	19,727,903	

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
Wash Co	311	CEDAR CREEK TRAIL (SHERWOOD)							
7256	Complete Cedar Creek trail	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	0	0	0	0	0	0	0
		Constr	0	88,000	0	0	0	0	88,000
		TOTAL	0	88,000	0	0	0	0	88,000
Beaverton	639	HALL BLVD: SPRR/RIDGECREST BIKE LANE							
9341	Construct bike lanes	REGIONAL CMAQ PROGRAM							
		Pre Eng	48,716	1,284	0	0	0	0	50,000
		Constr	322,001	308,999	0	0	0	0	631,000
		TOTAL	370,717	310,283	0	0	0	0	681,000
Hillsboro	1020	CORNELL RD: ELAM YOUNG/RAYBIKE PATH							
11462	Construct bike lane	REGIONAL CMAQ PROGRAM							
		Pre Eng	0	68,000	0	0	0	0	68,000
		Rt-of-Way	0	23,000	0	0	0	0	23,000
		Constr	0	450,000	0	0	0	0	450,000
		TOTAL	0	541,000	0	0	0	0	541,000
Beaverton	1021	HALL BLVD: 12TH/ALLEN BIKE LANES/INTERSECTION IMPROVEMENT							
11460	Design and build bike lanes and vehicle turn lanes at the Hall/Allen intersection.	REGIONAL CMAQ PROGRAM							
		Pre Eng	317,111	5,917	0	0	0	0	323,028
		Rt-of-Way	0	717,840	0	0	0	0	717,840
		Constr	0	0	554,000	0	0	0	554,000
		TOTAL	317,111	723,757	554,000	0	0	0	1,594,868
Cornelius	1022	MAIN ST BOULEVARD: 10TH/20TH (CORNELIUS)							
11444	Construct 1st phase of boulevard improvements in the Cornelius downtown, including widening the highway to 3 lanes.	REGIONAL CMAQ PROGRAM							
		Pre Eng	0	250,000	0	0	0	0	250,000
		Constr	0	0	1,550,000	0	0	0	1,550,000
		TOTAL	0	250,000	1,550,000	0	0	0	1,800,000

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source						Total Authority
ODOT Key No.		Description	Work phase	Obligated	2004	2005	2006	2007	
Wash Co	1023	SW 170TH: MERLO/ELMONICAL LRT STATION PED PATH							
11461		Improve pedestrian path to the LRT station.	REGIONAL CMAQ PROGRAM						
			Constr	0	270,000	0	0	0	270,000
			TOTAL	0	270,000	0	0	0	270,000
Hillsboro	1040	SE 10TH: E MAIN/SE BASELINE							
11434		Stripe a left turn pocket to reduce conflict between Westside LRT and vehicular traffic	REGIONAL STP PROGRAM						
			Pre Eng	0	90,000	0	0	0	90,000
			Rt-of-Way	0	0	0	493,500	0	493,500
			Constr	0	0	0	0	852,000	852,000
			TOTAL	0	90,000	0	493,500	852,000	1,435,500
Tualatin	1041	I-5/NYBERG INTERCHANGE IMPROVEMENT							
11435		Preliminary engineering and ROW for improvement of overcrossing and southbound onramp.	OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)						
			Constr	0	1,172,000	0	0	0	1,172,000
			REGIONAL STP PROGRAM						
			Pre Eng	342,000	0	0	0	0	342,000
			Constr	0	2,233,000	0	0	0	2,233,000
			TOTAL	342,000	3,405,000	0	0	0	3,747,000
Tigard	1042	SW GREENBURG RD: WASH SQ/TIEDEMAN							
11436		Widen Greenburg from Tiedeman to Southbound 217 off ramps; implement TSM improvements at Wash. Square entrance.	REGIONAL STP PROGRAM						
			Pre Eng	270,000	0	0	0	0	270,000
			Rt-of-Way	0	390,000	0	0	0	390,000
			TOTAL	270,000	390,000	0	0	0	660,000
Wash Co	1043	WASHINGTON COUNTY ATMS PROGRAM							
11437		Plan and implement arterial management system on county roads	REGIONAL STP PROGRAM						
			Pre Eng	0	100,000	0	0	0	100,000
			Constr	0	0	569,000	0	0	569,000
			Sys Study	76,000	0	0	0	0	76,000
			TOTAL	76,000	100,000	569,000	0	0	745,000
Tri-Met	1045	WILSONVILLE/BEAVERTON COMMUTER RAIL							
11296		Analyze, design and construct peak period heavy rail service on existing trackage between Wilsonville/Beaverton	FTA LIGHT RAIL NEW STARTS (SEC. 5309/3)						
			Pre Eng	1,481,183	0	0	0	0	1,481,183
			Non-Hwy Cp	0	6,000,000	26,500,000	18,000,000	8,750,000	59,250,000
			REGIONAL STP PROGRAM						
			Alt Anal	1,000,000	0	0	0	0	1,000,000
			TOTAL	2,481,183	6,000,000	26,500,000	18,000,000	8,750,000	61,731,183

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.	Description	Work phase							
Wash Co	1067	FANNO CREEK BIKEPATH PHASE 2: GREENWOOD INN - SCHOLLS FERRY RD.							
11423	Construct bike path between Greenwood Inn (Beaverton) and Scholls Ferry Road through THPRD property and property donated by Metro Greenspaces bond program.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	235,000	888,000	0	0	0	1,123,000	
		TOTAL	235,000	888,000	0	0	0	1,123,000	
Forest Grove	1092	FOREST GROVE TOWN CENTER PEDESTRIAN IMPROVEMENTS							
12481	Construct elements of Forest Grove Downtown Pedestrian Improvement Program.	REGIONAL STP PROGRAM							
		Pre Eng		200,000				200,000	
		ROW			50,000			50,000	
		Constr	0	0		850,000		850,000	
		TOTAL	0	200,000	50,000	850,000	0	1,100,000	
Wash Co	1101	WASHINGTON COUNTY SIDEWALK PROGRAM							
12480	Collection of four local sidewalk projects to improve neighborhood access to transit that were allocated funds in the Priorities 2002 MTIP Update in Washington Co. and were put under one project header to streamline administration.	LOCAL SOURCES							
		Constr	0	0	87,424	0	0	87,424	
		REGIONAL STP PROGRAM							
		Pre Eng	0	107,676	0	0	0	107,676	
		Rt-of-Way	0	26,919	0	0	0	26,919	
	Constr	0	0	569,405	0	0	569,405		
		TOTAL	0	134,595	569,405	0	0	704,000	
Wash Co	1104	BEAVERTON POWERLINE TRAIL: MERLO LRT STATION TO SCHUEPBACH PARK							
	"Tualatin Hills Parks and Rec. Dist (THPRD) will design, acquire and construct a 10' wide, 1.95-mi segment of the Beaverton Powerline Trail from the TriMet light-rail line south to Schuepbach Park."	LOCAL SOURCES							
		Constr	0	0	0	0	184,714	184,714	
		REGIONAL STP PROGRAM							
	Constr	0	0	0	0	431,000	431,000		
		TOTAL	0	0	0	0	431,000	431,000	
Wash Co	1105	WASHINGTON SQ. RC TRAIL: HALL TO GREENBERG							
	"Design the Washington Sq. Regional Center greenbelt trail from Greenburg Rd to Hall Blvd and acquire and construct a 3,000 ft segment of the Highway 217 to Hall Boulevard segment. "	REGIONAL STP PROGRAM							
		Pre Eng	0	0	0	66,600	0	66,600	
		Rt-of-Way	0	0	0	0	178,000	178,000	
		Constr	0	0	0	0	141,000	141,000	
		TOTAL	0	0	0	66,600	319,000	385,600	

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source						Total Authority
ODOT Key No.		Description	Work phase	Obligated	2004	2005	2006	2007	
Wash Co	1108	WASH CO. ARTERIAL FREIGHT PRIORITY PROGRAM							
		Reserve funds to conduct PE on individual projects recommended in the County funded Arterial Freight Priority Study	REGIONAL STP PROGRAM						
			Reserve	0	0	0	2,000,000		2,000,000
			TOTAL	0	0	0	2,000,000		2,000,000
Beaverton	1112	MURRAY BLVD: SCHOLLS FERRY TO BARROWS							
		"Extend Murray Blvd 1/3 mi. from current terminus, south to Barrows Rd @ Walnut St in Tigard to provide two travel lanes with turn pockets, 5' bike lanes and 10'-wide sidewalks with street trees."	REGIONAL STP PROGRAM						
			Pre Eng	0	0	0	984,400	0	984,400
			TOTAL	0	0	0	984,400	0	984,400
Tualatin	1114	TUALATIN RIVER BICYCLE/PEDESTRIAN BRIDGE							
13256		Design and construct a cantilevered bicycle crossing of the Tualatin River using an existing railroad bridge.	LOCAL SOURCES						
			Constr	0	0	0	287,000	0	287,000
			TRANSPORTATION ENHANCEMENT (TE) PROGRAM						
			Pre Eng	0	161,514	0	0	0	161,514
			Constr	0	0	0	1,086,000	0	1,086,000
		TOTAL	0	161,514	0	1,373,000	0	1,534,514	
Hillsboro	1115	HILLSBORO REGIONAL CENTER PEDESTRIAN PROJECT							
13258		"Design, acquire and construct pedestrian improvements to reinforce Hillsboro Regional Center multi-modal access"	LOCAL SOURCES						
			Constr	0	0	0	24,000	0	24,000
			TRANSPORTATION ENHANCEMENT (TE) PROGRAM						
			Pre Eng	0	67,298	0	0	0	67,298
			Rt-of-Way	0	0	9,332	0	0	9,332
		Constr	0	0	0	587,000	0	587,000	
		TOTAL	0	67,298	9,332	611,000	0	687,630	
REPORT TOTAL				4,092,011	13,619,447	29,801,737	24,378,500	10,352,000	82,243,695

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

Sponsor	Metro	Project Name	Funding Source	Obligated	2004	2005	2006	2007	Total Authority
ODOT	ID No.	Description	Work phase						
Key No.									
FHWA	865	I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE							
3346		Construct new interchange and overpass of I-205 at Sunnybrook Road. Connect new interchange with frontage roads to existing Sunnyside Road interchange.	STATE MODERNIZATION						
			Pre Eng	1,688,000	0	0	0	0	1,688,000
			Rt-of-Way	1,983,000	0	0	0	0	1,983,000
			FEDERAL AID INTERSTATE MAINTENANCE (FAI/FAI-4R)						
			Constr	0	3,687,000	0	0	0	3,687,000
			TEA-21 HIGH PRIORITY PROJECTS (HPP)						
			Constr	0	6,158,006	0	0	0	6,158,006
			STATE STP PROGRAM						
			Constr	0	8,451,000	0	0	0	8,451,000
			NATIONAL HIGHWAY SYSTEM (NHS) PROGRAM						
		Pre Eng	520,949	54,251	0	0	0	575,200	
		TOTAL		4,191,949	18,350,257	0	0	0	22,542,206
ODOT	893	I-5/HWY 217/KRUSE WAY INTERCHANGE RECONSTRUCTION							
7975		Construct a freeway to freeway interchange-2 units.	FEDERAL AID INTERSTATE MAINTENANCE (FAI/FAI-4R)						
			Pre Eng	438,600	634,000	0	0	0	1,072,600
			Rt-of-Way	0	7,437,604	0	0	0	7,437,604
			Constr	0	12,023,820	0	0	0	12,023,820
			TEA-21 HIGH PRIORITY PROJECTS (HPP)						
			Constr	6,567,198	617,143	0	0	0	7,184,341
		TOTAL		7,005,798	20,712,567	0	0	0	27,718,365
Tri-Met	156	FRONT AVE RECONSTRUCTION AND BIKE LANE (PORTLAND)							
8822		Reconstruct Front Ave; build bikelane along Waterfront Park	REGIONAL STP PROGRAM						
			Pre Eng	218,164	440	0	0	0	218,604
			Constr	0	0	5,955,396	0	0	5,955,396
			STATE STP PROGRAM						
			Pre Eng	421,138	136,862	0	0	0	558,000
			STATE MODERNIZATION						
		Pre Eng		622,000	0	0	0	622,000	
		TOTAL		639,302	759,302	5,955,396	0	0	7,354,000
FHWA	865	I-205 - E PORTLAND FREEWAY AT SUNNYBROOK INTERCHANGE							
3346		Construct new interchange and overpass of I-205 at Sunnybrook Road. Connect new interchange with frontage roads to existing Sunnyside Road interchange.	STATE MODERNIZATION						
			Pre Eng	1,688,000	0	0	0	0	1,688,000
			Rt-of-Way	1,983,000	0	0	0	0	1,983,000
			FEDERAL AID INTERSTATE MAINTENANCE (FAI/FAI-4R)						
			Constr	0	3,687,000	0	0	0	3,687,000
			TEA-21 HIGH PRIORITY PROJECTS (HPP)						
			Constr	0	6,158,006	0	0	0	6,158,006
			STATE STP PROGRAM						
			Constr	0	8,451,000	0	0	0	8,451,000
			NATIONAL HIGHWAY SYSTEM (NHS) PROGRAM						
		Pre Eng	520,949	54,251	0	0	0	575,200	
		TOTAL		4,191,949	18,350,257	0	0	0	22,542,206

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

Sponsor	Metro ID No.	Project Name	Funding Source	Obligated	2004	2005	2006	2007	Total Authority
ODOT Key No.		Description	Work phase						
ODOT	934	OR208: 209TH AVENUE TO 172ND (WASHINGTON)							
6508		Widen Farmington Rd to 5 lanes/signal modifications or additions	STATE MODERNIZATION						
			Pre Eng	1,666,000	0	0	0	0	1,666,000
			Rt-of-Way	3,834,000	7,868,000	0	0	0	11,702,000
			Constr	0	6,486,000	0	0	0	6,486,000
			LOCAL SOURCES						
			Constr	0	3,450,000	0	0	0	3,450,000
		TOTAL		5,500,000	17,804,000	0	0	0	23,304,000
Wash Co	1081	US 26: MURRAY BLVD/CORNELL RD							
12910		Add 1 travel lane in each direction between Cornell Rd and Murray Blvd. inside existing US 26 ROW	STATE MODERNIZATION						
			Pre Eng	0	337,460	0	0	0	337,460
			Constr	0	1,241,000	0	0	0	1,241,000
			LOCAL SOURCES						
				Pre Eng	0	421,540	0	0	0
			Constr	0	1,650,000	0	0	0	1,650,000
			OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)						
			Rt-of-Way	0	5,000	0	0	0	5,000
			Constr	0	4,715,634	0	0	0	4,715,634
		TOTAL		0	8,370,634	0	0	0	8,370,634
ODOT	1095	US 26: HWY 217/MURRAY BLVD							
6021		ODOT Modernization project to add 1 travel lane in each direction between Hwy 217 and Murray Blvd that will also reestablish Westbound on-ramp from Barnes Road to U.S. 26 per court order.	STATE MODERNIZATION						
			Pre Eng		1,749,000				1,749,000
			Rt-of-Way	0	560,000	0	0	0	560,000
			Constr	0	30,092,000	0	0	0	30,092,000
			REGIONAL STP PROGRAM						
			Constr	0	359,000	0	0	0	359,000
		TOTAL		0	32,760,000	0	0	0	32,760,000
Tualatin	1100	99W TURNLANES @ TUALATIN RIVER WILDLIFE REFUGE ENTRYWAY							
13139		Design and construct entry to refuge with turnpockets and driveways.	FEDERAL-AID PRIMARY						
			Constr	0	745,000	0	0	0	745,000
		TOTAL		0	745,000	0	0	0	745,000
ODOT	tbid	I-5: VICTORY BLVD TO LOMBARD SECTION							
12076		Add southbound travel lane and widen shoulders to current design standards.	State Modernization						
			PE	3,000,000			2,000,000		5,000,000
		TOTAL	3,000,000	0	0	2,000,000	0	5,000,000	
ODOT	tbid	OR217: SUNSET HWY/TV HWY							
6025		Widening Hwy 217 to six lanes.	State Modernization						
			PE		1,868,000				1,868,000
		TOTAL		1,868,000	0	0	0	1,868,000	

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

Sponsor	Metro	Project Name	Funding Source	Obligated	2004	2005	2006	2007	Total Authority
ODOT	ID No.	Description	Work phase						
Key No.									
ODOT	tbd	MOD - PE & R/W							
12824		Reserve funds for project development activity yet to be determined.	State Modernization						
12826	PE			2,535,000	5,884,000	4,543,000	5,923,000	18,885,000	
12829									
12831									
			TOTAL		2,535,000	5,884,000	4,543,000	5,923,000	18,885,000
ODOT	tbd	2006/07 MOD RESERVE (REG 1)							
12869		Reserve funds for project development activity yet to be determined.	State Modernization						
12884	CON					7,939,000	12,130,000	20,069,000	
			TOTAL		0	0	7,939,000	12,130,000	20,069,000
			REPORT TOTAL	24,528,998	122,255,017	11,839,396	14,482,000	18,053,000	191,158,411

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE BRIDGE REHABILITATION PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
11932	FY 2004 Protective Screening (Reg 1) Screen various structures	PE	100,000	67,000				167,000
		ROW						
		CON		697,000				697,000
		TOTAL	100,000	764,000				864,000
11942	1205:Columbia Rvr Br.-Willamette Rvr Unit 2 25 Pave NB/SB lanes and structure work	PE						
		ROW						
		CON			4,239,000			4,239,000
		TOTAL			4,239,000			4,239,000
09350	OR99E: MLK/Grand (O-Xing UPRR #02115 & 08 Replace structure	PE	3,090,000	432,000				3,522,000
		ROW		6,250,000				6,250,000
		CON			32,059,000			32,059,000
		TOTAL	3,090,000	6,682,000	32,059,000			41,831,000
12374	Burnside Bridge Seismic Retrofit/Deck Repair	PE		990,000				990,000
		ROW						
		CON			7,650,000			7,650,000
		TOTAL		990,000	7,650,000			8,640,000
10663	Stark Street Viaduct Replace structure	PE	120,000					120,000
		ROW		30,000				30,000
		CON			582,000			582,000
		TOTAL	120,000	30,000	582,000			732,000
13017	Sauvie Island Bridge Replace structure	PE	2,492,000	2,208,000				4,700,000
		ROW			1,840,000			1,840,000
		CON				27,170,000		27,170,000
		TOTAL	2,492,000	2,208,000	1,840,000	27,170,000		33,710,000
TOTAL			5,802,000	10,674,000	46,370,000	27,170,000		90,016,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE PAVEMENT PRESERVATION

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
10731	US26: Ross Island Br. - SE 50th Inlay And Overlay Pavement	PE	566,000					566,000
		ROW		300,000				300,000
		CON		3,356,000				3,356,000
		TOTAL	566,000	3,656,000				4,222,000
10679	OR47: Quince - District Boundary Paving, grind & overlay	PE	370,000	29,000				399,000
		ROW	20,000	36,000				56,000
		CON		6,081,000				6,081,000
		TOTAL	390,000	6,146,000				6,536,000
12905	Hwy 217 - SW Maple Dr. Inc from last year. Carry \$500K	PE	90,000					90,000
		ROW		50,000				50,000
		CON		45,000				45,000
		TOTAL	90,000	95,000				185,000
13062	2004 PE & R/W (Reg 1)	PE		174,000				174,000
		ROW						
		CON						
		TOTAL		174,000				174,000
13063	2005 PE & R/W (Reg 1)	PE			347,000			347,000
		ROW						
		CON						
		TOTAL			347,000			347,000
11942	I-205:Columbia Rvr Br.-Willamette Rvr Unit 2 Pave NB & SB lanes	PE	800,000	320,000				1,120,000
		ROW						
		CON			12,925,000			12,925,000
		TOTAL	800,000	320,000	12,925,000			14,045,000
12837	I-5:Wilsonville Rd-Willamette River Bridge 50mm Overlay.	PE		116,000				116,000
		ROW						
		CON			1,733,000			1,733,000
		TOTAL		116,000	1,733,000			1,849,000
12854	OR217: Sunset Hwy - SW 72nd 50mm Overlay. Replace Barrier. Restripe	PE		453,000				453,000
		ROW			82,000			82,000
		CON				5,420,000		5,420,000
		TOTAL		453,000	82,000	5,420,000		5,955,000
12855	OR99E: SE Kellogg Creek - MP 9.19 Overlay Roadway. Restripe.	PE		484,000				484,000
		ROW			109,000			109,000
		CON				3,767,000		3,767,000
		TOTAL		484,000	109,000	3,767,000		4,360,000
12857	2006 PE & R/W (Reg 1)	PE				1,334,000		1,334,000
		ROW						
		CON						
		TOTAL				1,334,000		1,334,000
12858	I-5: Capitol Hwy - Tualatin River Repair/Repave; Repair Structures; Restripe	PE		843,000				843,000
		ROW						
		CON				11,940,000		11,940,000
		TOTAL		843,000		11,940,000		12,783,000
12872	OR224: River Rd.-East Portland Fwy Overlay Roadway, Striping	PE		225,000				225,000
		ROW						
		CON					3,266,000	3,266,000
		TOTAL		225,000			3,266,000	3,491,000
12873	2007 PE & R/W (Reg 1)	PE					1,390,000	1,390,000
		ROW						
		CON						
		TOTAL					1,390,000	1,390,000
12874	I-205:Willamette Rvr Br.-Pacific Hwy Overlay; Redeck/Add New Rail; Restripe. (Other = 19%)	PE	800,000	450,000				1,250,000
		ROW				84,000		84,000
		CON					43,000,000	43,000,000
		TOTAL	800,000	450,000		84,000	43,000,000	44,334,000
TOTAL			2,646,000	12,962,000	15,196,000	22,545,000	47,656,000	101,005,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY SAFETY PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
10731	US26: Ross Island Br. - SE 50th Safety features	PE						
		ROW						
		CON		271,000				271,000
		TOTAL		271,000				271,000
10679	OR47: Quince - District Boundary Paving, grind & overlay	PE						
		ROW						
		CON		654,000				654,000
		TOTAL		654,000				654,000
12905	Hwy 217 - SW Maple Dr. Inc from last year. Carry \$400K	PE						
		ROW						
		CON		35,000				35,000
		TOTAL		35,000				35,000
10867	Hillsboro/Silverton Hwy @ SE Walnut Safety Intersection Improve 11%=other	PE	125,000	420,000				545,000
		ROW	15,000	93,000				108,000
		CON		1,155,000				1,155,000
		TOTAL	140,000	1,668,000				1,808,000
13044	2004 PE & R/W (Reg 1)	PE		985,000				985,000
		ROW						
		CON						
		TOTAL		985,000				985,000
12150	Sandy Blvd Safety Improvements Upgrade signals & signing	PE		90,000				90,000
		ROW						
		CON		658,000				658,000
		TOTAL		748,000				748,000
12149	US26: Powell Blvd @ 82nd Ave. Install median Islands	PE						
		ROW		10,000				10,000
		CON		246,000				246,000
		TOTAL		256,000				256,000
10869	US26: Sunset Hwy @ Glencoe Rd Signalize ramp; Rt turn channel; access	PE	228,000					228,000
		UTILITY	10,000					10,000
		CON			783,000			783,000
		TOTAL	238,000		783,000			1,021,000
12158	OR-224: East Portland Fwy-SE Evelyn St. Add lane, widen structure	PE	302,000					302,000
		ROW		188,000				188,000
		CON			3,542,000			3,542,000
		TOTAL	302,000	188,000	3,542,000			4,032,000
13066	2005 PE & R/W (Reg 1)	PE			1,612,000			1,612,000
		ROW						
		CON						
		TOTAL			1,612,000			1,612,000
12898	HEP Reserve (Reg 1) Const., PE, & R/W	PE						
		ROW						
		CON			200,000			200,000
		TOTAL			200,000			200,000
07146	Pacific East-NE 37th Ave. (total \$617,000) CSIP Signals	PE		52,000				52,000
		ROW						
		CON			557,000			557,000
		TOTAL		52,000	557,000			609,000
13155	NE 122nd Blvd @ Whitaker Way Signal, ADA Ramps add	PE		30,000				30,000
		ROW						
		CON			195,000			195,000
		TOTAL		30,000	195,000			225,000
13156	NE 238th Drive @ Treehill Drive Widen Roadway, install sidewalk	PE		42,000				42,000
		ROW		70,000				70,000
		CON			228,000			228,000
		TOTAL		112,000	228,000			340,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY SAFETY PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
		TOTAL		112,000	228,000			340,000
12854	OR217: Sunset Hwy - SW 72nd 50mm Overlay. Replace Barrier. Restripe	PE ROW CON TOTAL				770,000 770,000		770,000 770,000
12855	OR99E: SE Kellogg Creek MP 9.19 Overlay Roadway. Restripe.	PE ROW CON TOTAL				603,000 603,000		603,000 603,000
12863	I-5: Nyberg Rd - Boone Bridge Section Install Median Barrier To Prevent Accidents. \$1.2M inc. per Aug. RPDLT	PE ROW CON TOTAL		94,000 94,000		1,836,000 1,836,000		94,000 1,836,000 1,930,000
12862	2006 PE & R/W (Reg 1)	PE ROW CON TOTAL				425,000 425,000		425,000 425,000
13158	Halsey / Weidler Pedestrian Corridor Install curb ext's & raise median	PE ROW CON TOTAL		51,000 51,000		219,000 219,000		51,000 219,000 270,000
13159	US30By: N Exeter Ave - N Gloucester (Portla) Signal & ped upgrades, access control	PE ROW CON TOTAL		80,000 80,000		345,000 345,000		80,000 345,000 425,000
13160	Armstrong Circle - OR212 (Portland) Construct 0.5 Miles of new roadway	PE ROW CON TOTAL		78,000 78,000	27,000 27,000	447,000 447,000		78,000 27,000 447,000 552,000
12872	OR224: River Rd. - East Portland Fwy Overlay Roadway; Striping.	PE ROW CON TOTAL					274,000 274,000	274,000 274,000
12876	OR213: Conway Dr. - Henrici Rd. Construct Continuous Left Turn Lane.	PE ROW CON TOTAL		668,000 668,000		1,267,000 1,267,000	3,843,000 3,843,000	668,000 1,267,000 3,843,000 5,778,000
12879	2007 PE & R/W (Reg 1)	PE ROW CON TOTAL					2,980,000 2,980,000	2,980,000 2,980,000
13041	Region 1 Safety Reserve	PE ROW CON TOTAL					4,036,000 4,036,000	4,036,000 4,036,000
13163	SE 282nd Ave @ Stone St Widen & realign roadway	PE ROW CON TOTAL			70,000 86,000		552,000 552,000	70,000 86,000 552,000 708,000
	TOTAL		680,000	5,970,000	7,300,000	5,912,000	11,685,000	31,547,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY OPERATIONS PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
10672	Region 1 Traffic Signal Upgrades Unit 2 Signal Upgrades	PE	370,000					370,000
		ROW		130,000				130,000
		CON		1,039,000				1,039,000
		TOTAL	370,000	1,169,000				1,539,000
10695	Region 1 ATMS Ramp Meters (Phase 6) Ramp Meters	PE	342,000					342,000
		ROW						
		CON		1,878,000				1,878,000
		TOTAL	342,000	1,878,000				2,220,000
10696	Region 1 ATMS Communic. Infrastructure (f Communications	PE		175,000				175,000
		ROW						
		CON		2,210,000				2,210,000
		TOTAL		2,385,000				2,385,000
10671	Region 1 Traffic Loop Repair Unit 12 Repair/replace traffic loops	PE		140,000				140,000
		ROW						
		CON		910,000				910,000
		TOTAL		1,050,000				1,050,000
13064	2004 PE & R/W (Reg 1)	PE		1,182,000				1,182,000
		ROW						
		CON						
		TOTAL		1,182,000				1,182,000
10871	Region 1 ATMS Ramp Meters (Phase 7) Ramp Meters	PE	349,000					349,000
		ROW						
		CON			1,951,000			1,951,000
		TOTAL	349,000		1,951,000			2,300,000
10870	Region 1 ATMS Comm. Infrastruct (Ph 7) Communications	PE		112,000				112,000
		ROW						
		CON			2,295,000			2,295,000
		TOTAL		112,000	2,295,000			2,407,000
10872	Region 1 ATMS Hardware & Software (Ph 7) Hardware & Software Purchase	PE						
		ROW						
		CON			362,000			362,000
		TOTAL			362,000			362,000
10698	Region 1 Traffic Loop Repair Unit 13 Repair/replace traffic loops	PE		145,000				145,000
		ROW						
		CON			945,000			945,000
		TOTAL		145,000	945,000			1,090,000
13065	2005 PE & R/W (Reg 1)	PE			625,000			625,000
		ROW						
		CON						
		TOTAL			625,000			625,000
12854	OR217: Sunset Hwy - SW 72nd	PE						
		ROW						
		CON				3,743,000		3,743,000
		TOTAL				3,743,000		3,743,000
10699	Region 1 Traffic Signal Upgrade Unit 3	PE		117,000				117,000
		ROW						
		CON				929,000		929,000
		TOTAL		117,000		929,000		1,046,000
12865	Region 1 ATMS Hardware & Software (Ph 8)	PE		80,000				80,000
		ROW						
		CON				929,000		929,000
		TOTAL		80,000		929,000		1,009,000
12866	2006 PE & R/W (Reg 1)	PE				1,698,000		1,698,000
		ROW						
		CON						
		TOTAL				1,698,000		1,698,000
10873	Region 1 Traffic Loop Repair Unit 14	PE			120,000			120,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY OPERATIONS PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
		ROW						
		CON					769,000	769,000
		TOTAL			120,000		769,000	889,000
10874	Region 1 Traffic Signal Upgrade Unit 4	PE			82,000			82,000
		ROW						
		CON					856,000	856,000
		TOTAL			82,000		856,000	938,000
12881	Region 1 ATMS Hardware & Software (Ph 9)	PE			82,000			82,000
		ROW						
		CON					856,000	856,000
		TOTAL			82,000		856,000	938,000
12883	2007 PE & R/W (Reg 1)	PE					1,210,000	1,210,000
		ROW						
		CON						
		TOTAL					1,210,000	1,210,000
			1,061,000	8,118,000	6,462,000	7,299,000	3,691,000	26,631,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE BIKE/PED PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
10731	US26: Ross Island Br. - SE 50th Inlay And Overlay Pavement	PE						
		ROW						
		CON		130,000				130,000
		TOTAL		130,000				130,000
13248	2004 Bike/Ped Program Bucket	PE						
		ROW						
		CON		431,000				431,000
		TOTAL		431,000				431,000
13249	2005 Bike/Ped Program Bucket	PE						
		ROW						
		CON			538,000			538,000
		TOTAL			538,000			538,000
12855	OR99E: SE Kellogg Creek MP 9.19 Overlay Roadway. Restripe.	PE						
		ROW						
		CON				768,000		768,000
		TOTAL				768,000		768,000
13251	2007 Bike/Ped Program Bucket	PE						
		ROW						
		CON					768,000	768,000
		TOTAL					768,000	768,000
TOTAL				561,000	538,000	768,000	768,000	2,635,000

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
CITY OF PROJECTS PROJECTS									
COP	1037	SE FOSTER RD/KELLY CREEK							
		Partial funding to build "fish friendly" culvert or bridge crossing for Foster Road near 167th	Constr	0	1,500,000	0	0	0	1,500,000
			Total	0	1,500,000	0	0	0	1,500,000
COP	1068	E. COLUMBIA BLVD LOMBARD ST CONNECTOR							
		Construct Columbia/Lombard and Columbia/I-205 TSM improvements.	Rt-of-Way	0	0	7,642,000	0	0	7,642,000
			Constr	0	0	0	12,123,250	0	12,123,250
			Total	0	0	7,642,000	12,123,250	0	19,765,250
COP	1069	SW CHAMPLAIN VIADUCT REPLACEMENT (BR#25B34)							
		Remove the bridge and replace with a retaining wall and geofoam fill.	Pre Eng	0	81,500	0	0	0	81,500
			Rt-of-Way	0	20,000	0	0	0	20,000
			Constr	0	180,769	0	0	0	180,769
			Total	0	282,269	0	0	0	282,269
COP	1070	NE 33RD AVE BRIDGE @ COLUMBIA SLOUGH (BR#25T12)							
		Replace Structure.	Pre Eng	0	238,750	0	0	0	238,750
			Rt-of-Way	0	0	25,000	0	0	25,000
			Constr	0	0	1,189,820	0	0	1,189,820
			Total	0	238,750	1,214,820	0	0	1,453,570
COP	1071	NE 33RD BRIDGE @ LOMBARD ST & UPRR (BR#02484)							
		"Strengthen steel girders through post tensioning, place a bonded deck overlay over the entire structure."	Pre Eng	0	373,000	0	0	0	373,000
			Rt-of-Way	0	0	20,000	0	0	20,000
			Constr	0	0	3,112,510	0	0	3,112,510
			Total	0	373,000	3,132,510	0	0	3,505,510

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
COP	1072	SANDY BLVD RECONSTRUCTION: NE 13TH/NE 47TH							
		Reconstruct Sandy Blvd to improve circulation within Hollywood district and effect transfer of ODOT District Hwy to City of Portland.	Pre Eng	0	720,180	0	0	0	720,180
			Constr	0	0	7,181,562	0	0	7,181,562
			Total	0	720,180	7,181,562	0	0	7,901,742
AGENCY TOTAL				0	3,114,199	19,170,892	12,123,250	0	34,408,341

MULTNOMAH COUNTY PROJECTS

Mult. Co.	1053	BROADWAY BRIDGE REHABILITATION PROGRAM							
		Seven phase program to repair superstructure, redeck, strip and repaint the Broadway Bridge and rehabilitate electro-mechanical lift system.	Constr	0	9,411,947	0	0	0	9,411,947
			Total	0	9,411,947	0	0	0	9,411,947
Gresham	1074	SANDY BLVD (US30B): (162ND/207TH)							
		"Reconstruct portions of roadway, including safety/operation features. "	Constr	0	1,346,000	0	0	0	1,346,000
			Total	0	1,346,000	0	0	0	1,346,000
Gresham	1075	POWELL BLVD: 174TH/BURNSIDE							
		Build 5 lane road between 174th and Burnside. Enable transfer of jurisdiction from state to City of Gresham	Pre Eng	0	395,000	0	0	0	395,000
			Rt-of-Way	0	500,000	0	0	0	500,000
			Constr	0	4,355,000	0	0	0	4,355,000
			Total	0	5,250,000	0	0	0	5,250,000

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Mult. Co.	1077	BEAVER CREEK BRIDGE							
		"Replace the bridge with a longer, wider structure that provides adequate access for pedestrians and bicycles, as well as a sufficient channel opening."	Pre Eng	0	120,000	0	0	0	120,000
			Rt-of-Way	0	60,000	0	0	0	60,000
			Constr	0	0	1,308,284	0	0	1,308,284
			Total	0	180,000	1,308,284	0	0	1,488,284
AGENCY TOTAL				0	16,187,947	1,308,284	0	0	17,496,231

CLACKAMAS COUNTY PROJECTS

ODOT	892	MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD							
		Grading and paving.	Constr	0	0	2,000,000	0	0	2,000,000
			Total	0	0	2,000,000	0	0	2,000,000

Clack. Co.	1064	SUNNYSIDE ROAD WIDENING: 122ND AVE - 152ND AVE							
		Project to widen Sunnyside Road from two lanes to five lanes from 122nd Ave to 152nd, including provision of multitmodal amenities.	Rt-of-Way	0	9,900,000	0	0	0	9,900,000
			Constr	0	0	12,249,764	0	0	12,249,764
			Total	0	9,900,000	12,249,764	0	0	22,149,764
AGENCY TOTAL				0	9,900,000	14,249,764	0	0	24,149,764

WASHINGTON COUNTY PROJECTS

Tualatin	1041	I-5/NYBERG INTERCHANGE IMPROVEMENT							
		Preliminary engineering and ROW for improvement of overcrossing and southbound onramp.	Constr	0	1,172,000	0	0	0	1,172,000
			Total	0	1,172,000	0	0	0	1,172,000

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Forest Grove	1073	FOREST GROVE HWY 8 REHABILITATION PROJECT							
		Overlay pavement on Hwy 8 to prepare roadway for jurisdictional transfer to City of Forest Grove	Constr	0	2,475,422	0	0	0	2,475,422
			Total	0	2,475,422	0	0	0	2,475,422
Hillsboro	1076	US 26 / NW CORNELIUS PASS RD INTERCHANGE							
		Construct elements of a new US 26/Cornelius Pass Rd diamond interchange. Match existing 5-lane segments; improve frwy ramps/merge lanes.	Pre Eng	0	834,000	0	0	0	834,000
			Rt-of-Way	0	347,000	0	0	0	347,000
			Constr	0	1,719,000	0	0	0	1,719,000
			Total	0	2,900,000	0	0	0	2,900,000
Wash. Co.	1079	FARMINGTON ROAD PRES: SW 219TH/209TH							
		Overlay Farmington Road and provide continuous paved shoulders to improve pedestrian and bicycle safety.	Constr	0	2,446,000	0	0	0	2,446,000
			Total	0	2,446,000	0	0	0	2,446,000
Wash. Co.	1080	FARMINGTON ROAD PRES: SW 209TH/SW198TH							
		Overlay Farmington Rd. Provide continuous paved shoulders. Improve ped/bikesafety; install safety improvements at 198th and 209th Ave.	Pre Eng	0	402,157	0	0	0	402,157
			Rt-of-Way	0	157,833	0	0	0	157,833
			Constr	0	1,923,070	0	0	0	1,923,070
			Total	0	2,483,060	0	0	0	2,483,060
Wash. Co.	1081	US 26: MURRAY BLVD/CORNELL RD							
		Add 1 travel lane in each direction between Cornell Rd and Murray Blvd.inside existing US 26 ROW	Rt-of-Way	0	5,000	0	0	0	5,000
			Constr	0	4,715,634	0	0	0	4,715,634
			Total	0	4,720,634	0	0	0	4,720,634

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Wash. Co.	1082	TUALATIN RIVER OVERFLOW (ROOD BRIDGE ROAD)							
		"Remove existing bridge. Replace with longer, wider structure, meeting current standards and load limits. "	Pre Eng	0	765,000	0	0	0	765,000
			Rt-of-Way	0	255,000	0	0	0	255,000
			Constr	0	3,707,954	0	0	0	3,707,954
			Total	0	4,727,954	0	0	0	4,727,954
Tualatin	1084	BOONES FERRY RD PRES: TUALATIN RV/NORWOOD							
		Grind/overlay about 2.6 mi. of Boones Ferry Rd from Tualatin Rv Brdg (MP 8.91) to Norwood Rd (MP 11.52) w/ some ped & signal system improvements.	Pre Eng	0	231,000	0	0	0	231,000
			Rt-of-Way	0	255,115	0	0	0	255,115
			Constr	0	2,094,950	0	0	0	2,094,950
			Total	0	2,581,065	0	0	0	2,581,065
AGENCY TOTAL				0	23,506,135	0	0	0	23,506,135
REPORT TOTAL				0	52,708,281	34,728,940	12,123,250	0	99,560,471



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

DATE: December 10, 2003

TO: Chair Park and Members of the Joint Policy Advisory Committee on Transportation

FROM: Matthew Garrett, Region 1 Manager

SUBJECT: Response to Comments on 2004 – 07 State Transportation Improvement Program

Thank you for your interest in the 2004 – 07 State Transportation Improvement Program (STIP). This is to respond to your questions regarding ODOT priorities.

- 1) **Modernization Projects:** You asked why Region 1 has reserved uncommitted modernization funds in the '04 – '07 STIP. I manage a large portfolio consisting of over \$120 million in construction projects. The uncommitted dollars are needed to cover unanticipated project overruns. They are also available to provide match and possible backfill for projects for which we are requesting federal earmarks as well as for contributions toward the South Corridor Project. The reserves provide me with the flexibility to respond to these issues and other contingencies as needed.
- 2) **Project Development for Future Modernization Projects:** You asked which projects will be prioritized for project development during the next few years. As you noted, most of the big highway projects in the region require extensive environmental analysis prior to construction.

ODOT has programmed environmental dollars for the Sunrise Corridor, the I-5/99W Connector, and I-5 (both Delta Park and the Columbia River Bridge Crossing) projects. All of these projects will respond to critical needs identified through the Region 2040 process including serving the Damascus area, opening up new lands for industrial development and keeping the I-5 corridor viable for the movement of freight and commerce.

Uncommitted dollars for Preliminary Engineering (PE) and right-of-way (R-O-W) in '06 and '07 are reserved to get these and other projects ready for construction in the outlying years of the STIP.

- 3) **Preservation, Safety and Bridge Program Coordination with Local Jurisdictions:** You asked for ODOT to improve coordination on its preservation, safety and bridge projects. I share this important goal.

The Oregon Transportation Commission (OTC) establishes statewide program levels for preservation, safety, and bridge and modernization projects to balance operational needs with new construction. For example, the preservation targets are designed to prevent pavement from deteriorating to unacceptable (and ultimately extremely costly) levels. The agency uses management systems to identify the highway segments in the state with the greatest needs.

Preservation funds are distributed among the ODOT regions based on resources needed to meet pavement evaluation targets. Again, the OTC has adopted these condition targets to make the best use of available funding.

Dollars in this category are limited to specific pavement improvements. In other words, we cannot use preservation dollars to enhance sidewalks or landscaping. Instead, other state (e.g., the Region's allocation of modernization dollars) or local resources must be used for those purposes.

In the case of the \$3.757 million Powell Blvd. preservation project, we are adding over \$300,000 in safety and bike/pedestrian funds to upgrade 14 crosswalks and add or reconstruct 70 pedestrian ramps that meet the Americans with Disabilities Act. ODOT also intends to participate with the city of Portland and Metro on a more detailed streetscape plan as called for in the Foster/Powell Blvd. Corridor Plan.

I'd like to point out that ODOT generally owns the right-of-way from curb to curb and does not have jurisdiction over local sidewalks and planting strips. Therefore, it is especially important to engage the local jurisdiction in conversations about enhancements involving their right-of-way.

The region may want to enhance some preservation projects with pedestrian, transit, and bicycle amenities to meet local and regional objectives. I realize that early identification of ODOT priorities would allow local jurisdictions an opportunity to provide input on projects and to identify supplemental funds. My staff will work with Metro to agree on a way to do this.

- 4) **Corridor Planning**: We appreciate Metro's Corridor Planning efforts and have supported them by assigning ODOT staff to all the corridors under study. In particular, a large contingent of ODOT staff are involved in the I-205 Light Rail Transit Corridor.

We have also included several projects that have been identified in corridor studies in ODOT's allocation under the Regional Transportation Plan (RTP) financially constrained list. For example, Highway 217 from U.S. 26 to T.V. Highway and the I-205 Interchange at Powell Blvd. Given the large list of critical, but unmet, needs in the region, I feel it is prudent to spend our modernization dollars to ready projects for construction rather than on corridor planning.

- 5) **I-5 Trade Corridor TDM**: ODOT is supportive of pursuing transportation demand management (TDM) strategies along the I-5 Trade Corridor. The MTIP process provided \$112,000 in '06 – '07 money to help pay for a TDM strategy along the I-5 Trade Corridor. We are working within ODOT and with our regional partners to match that amount for the specified year and develop a corridor TDM strategy.

You are probably also aware that the legislature approved an additional \$1.5 million for TDM in the state. The Oregon Transportation Commission has not yet decided whether those dollars should be allocated through a grant process or specific allocations. When they do, I will make sure my staff works with you to decide how to target those resources in the Metro area.

- 6) **ITS/ATMS Updates**: You asked for annual briefings on ODOT's ITS/ATMS program. My staff has asked Metro to identify an appropriate date for a briefing in 2004.
- 7) **Protective Screening Budget Increase**: You asked ODOT to reallocate its protective screening dollars. All our protective screening efforts will be completed in 2004 and no new monies have been allocated.
- 8) **MTIP Coordination**: You asked that Metro and ODOT coordinate the updates of the Metropolitan Transportation Improvement Program (MTIP) and STIP. I agree completely that it would be less confusing to the public and allow the region to do a better job of focusing limited transportation dollars if the processes were aligned. It was unfortunate that the Oregon Transportation Commission was unable to adopt Metro's MTIP along with the rest of the Metropolitan Planning Organizations in the state last month due to air quality conformity issues in this region.

I believe we can do a much better job of integrating the STIP and MTIP processes for the '06 -- '09 update. Two months ago, we forwarded the STIP update schedule to Metro staff. I will follow up with a meeting in early January to help align the two processes.0.2



METRO

DATE: January 16, 2003

TO: Oregon Transportation Commission

FROM: David Bragdon, Metro Council President
Rod Park, Joint Policy Advisory on Transportation Committee Chair

SUBJECT: Comments on the 2004-07 Draft STIP

JPACT appreciates the opportunity to comment on the Draft State Transportation Improvement Program (STIP) for 2004-07. Although it is Metro's responsibility to adopt the STIP in its final form as part of the Metropolitan Transportation Improvement Program (MTIP), we feel it is important to share these comments with you while it is still in draft form.

1. **Modernization Projects**

The '07 modernization reserve account of \$12.13 million, and the PE/ROW account of \$2.98 million are not tied to any specific project. ODOT staff has stated that they are waiting to understand funding levels authorized for specific projects in the federal reauthorization process before committing ODOT modernization funds. This would allow ODOT to make priority projects whole before committing any funds to lower priority or any new projects. It is likely, however, that several earmarked projects will emerge from the federal reauthorization process without adequate funding.

JPACT requests ODOT take action to identify its intentions regarding the uncommitted modernization funds. One option would be to identify priorities for projects in the final STIP that will receive modernization funds that JPACT and the Metro Council agrees to honor. Another option would be to commit to a decision process with the region for use of the modernization funds that will be adopted as an amendment to the final STIP once the federal authorization process is completed.

In addition, in December, Metro published the Draft Environmental Impact Statement for the South Corridor Project. The next step after the public hearings in February is to select the preferred alternative and identify a funding strategy. The possibility of funding from the

ODOT modernization program toward the selected South Corridor preferred alternative should be considered.

2. Project Development for Future Modernization Projects

The Draft STIP identifies PE and ROW funds in 2004, '05, '06 and '07 for Various Highways within several separate descriptions totaling more than \$30 million. ODOT should identify specific facilities slated to enter PE or identify a process by which facilities will be identified. The opportunity to comment on which facilities will be prioritized for engineering and thus become ready to receive modernization funds should be provided.

3. Preservation, Safety and Bridge Program Coordination with Local Jurisdictions

Limitations in transportation funding have caused ODOT to focus scarce resources on its preservation program at the expense of modernization. In addition to the importance of pursuing new sources of funding for modernization, this significantly increases the importance to address smaller scale modernization needs out of efficiencies from and supplemental funding to programmed preservation projects.

Although coordination with local staff does currently occur on preservation projects, the emphasis of a strict preservation scope makes unclear to local staff what the scope of their comments should entail and what opportunities to suggest design issues, and coordination to leverage capital needs are available or appropriate. We suggest an increased emphasis by ODOT to establish a "rapid response" review process with affected local jurisdiction planning and engineering staff to evaluate the priority preservation projects as generated by the pavement and bridge preservation needs analysis with clear parameters for accepting comments on the project scope. In requesting this early comment and expanded scope process, we recognize the obligation for local jurisdictions to improve communication and coordination with ODOT staff.

The review should include communication by ODOT on a draft scope of the project elements and an opportunity for local comment on the scope. Comments on the scope may include request to ODOT to improve substandard conditions as part of the project, opportunity to provide additional resources for capital improvements to be included in the project or for modifications to existing road designs within the scope of the existing right-of-way to accommodate future capital improvements.

It would be important to establish the rapid review early in the design process, soon after pavement analysis and internal review establishes preservation project priority needs and prior to estimation of final costs. The process itself should afford ODOT the opportunity to reconsider the project scope. After the initial review process, ODOT staff may decide to make no changes, increase the project scope, accommodate a local capital project within the design process, or delay a preservation project and prioritize future ODOT modernization resources to the facility.

This early and quick process would be essential to keep such a process from delaying the ability of ODOT to expend preservation funds and keep pavement and bridges from deteriorating to unacceptable conditions. JPACT understands and supports the need for ODOT to not unnecessarily delay the preservation of its facilities.

To accommodate such a review process, ODOT would need to communicate a policy or guidelines on the intended scope of preservation projects, including the types of substandard conditions that would be appropriate to correct in a preservation project.

The STIP stakeholder committee could help ODOT develop guidelines for implementing coordination activities with local transportation system plans and the regional transportation plan with its preservation program.

There are particular preservation projects in the Draft 2004-07 STIP that would benefit from a modified "rapid response" review of project scope. These include:

SE Powell Boulevard; SE 6th to SE 50th. This is a pavement preservation project with bus pads and safety elements. This project began design this year and is funded for implementation in 2004. The project presents an opportunity to provide upgrades to the street section in conjunction with the overlay. Opportunities to supplement funding and identify design improvements should be explored with affected agencies. In particular, the City of Portland and TriMet are currently developing improvements along this facility.

McLoughlin Boulevard Preservation; SE Harold – SE Naef. This is a \$5 million pavement preservation project scheduled for implementation in 2006. The ODOT design team should coordinate design of reconstruction with City of Portland and South Corridor Study staff to explore opportunities to supplement funding for any design improvements to the facility that could be completed in conjunction with the preservation project. The South Corridor Draft Environmental Impact Statement, now undergoing public review, identifies planned improvement to this segment of McLoughlin Boulevard.

Others include: OR 213; S Conway to Henrici Road, OR 224; River Road to E Portland Freeway, Sandy Blvd safety improvements, and OR 47; Quince St. to Dist. Boundary.

4. Corridor Planning Contribution

The Corridor Planning program at Metro will be addressing major ODOT highway corridors to define project needs. ODOT should be making a contribution from their funding program to complete planning work affecting their facilities.

The support for corridor planning should be consistent with the regional process used to establish priorities for corridor planning efforts as adopted in Metro Resolution 01-3089.

5. **I-5 Trade Corridor TDM**

The I-5 Trade Corridor study identifies TDM programs as an important strategy in reducing travel demand. ODOT should support TDM programs in this and other corridors. The STIP should also clarify whether and how Region 1 receives funding from the statewide TDM program.

6. **ITS/ATMS Updates**

JPACT requests an annual presentation at TPAC of the ITS/ATMS program to better track the status of the regional system and how future funds are proposed to be spent, similar to other program presentations.

7. **Protective Screening Budget Increase**

The increase in funding from \$1.42 million in 04/05 to \$6.63 million in 06/07 for protective screening of overpasses appears large without further clarification of project need. Significant progress has been made on protective screening of overpasses, particularly relative to other needs. JPACT recommends a stable level of funding for protective screening and a reallocation of the balance of the funding to other unfunded capital projects without a more clear demonstration of need at this time.

8. **MTIP Coordination**

We look forward to coordinating with you on the development of regional funding priorities through the Transportation Priorities 2004-07 (MTIP) process and further definition of projects selected as a part of the 2002-05 MTIP to be included in the STIP document. When we have completed and adopted the 2004-07 MTIP, it will be essential to accurately reflect those projects in the final STIP document.

Thank you for considering our comments.



METRO

Date: December 4, 2003
To: JPACT and Interested Parties
From: Bill Barber *WB*
Regional Travel Options Program
Re: ***Regional Travel Options (RTO) Program 5-Year Strategic Plan***

The *RTO Program 5-Year Strategic Plan* was presented at the November 26th TPAC meeting, and will be taken to TPAC for approval at their December 5th meeting. The Plan was given preliminary approval by the TDM Subcommittee of TPAC on November 13, 2003 and was endorsed by the Regional Travel Options Senior Management Group on December 3, 2003. The following information is attached for JPACT review, discussion and action at the December 11, 2003 meeting:

- *Regional Travel Options (RTO) Program 5-Year Strategic Plan and Appendix A: Funding / Budget Scenarios*
- *Metro and TriMet Agreement on MTIP Reserve Funds: December 4, 2003* allocating \$500,000 in MTIP reserve funds, with \$100,000 to the Regional Travel Options Program and \$400,000 to the TriMet Frequent Bus Program
- Resolution No. 04 –3400 for the purpose of adopting the Regional Travel Options 5-Year Strategic Plan

One of the challenging issues during the RTO planning and decision-making process was addressing a JPACT decision in June 2003 to shift \$500,000 in MTIP funds from the RTO Program to TriMet's Frequent Bus Program. A proposal was developed for replacing RTO program funding and also transferring the majority of MTIP reserve funding to TriMet's Frequent Bus Program. The proposal is described in detail in the *Metro / TriMet Agreement on MTIP Reserve Funds: December 4, 2003* that is included in this information packet. Other key recommendations described in the *Metro / TriMet Agreement* pertain to matching funds, institutional location of RTO program elements and future unallocated funds.

An informational briefing on the *Metro / TriMet Agreement* was given to the RTO Senior Management Team (Andy Cotugno from Metro, Martin Loring from ODOT, Kim Duncan from TriMet and Eileen Argentina from PDOT) on December 3rd. The Senior Management Team endorses the agreement and recommends TPAC and JPACT approval of the Regional Travel Options 5-Year Strategic Plan.

Approval of the RTO Strategic Plan is requested in December in order for the plan to be reflected in TriMet's budget in early 2004. Pending approval of the RTO Strategic Plan by TPAC on December 5th and JPACT on December 11th, the plan would go to Metro Council in January.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 04- 3400
REGIONAL TRAVEL OPTIONS 5-YEAR)
STRATEGIC PLAN) Introduced by Andrew C. Cotugno

WHEREAS, Metro adopted the 2000 Regional Transportation Plan on August 10, 2000; and

WHEREAS, Policy 19.0. Regional Transportation Demand Management (TDM) calls for enhances mobility and supports the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options; and

WHEREAS, the TDM Subcommittee of TPAC that provides oversight for the development and evaluation of TDM strategies has gone through a strategic planning process and has developed a Regional Travel Options 5-year Strategic Plan; and,

WHEREAS, the TDM Subcommittee has developed funding scenarios for the Regional Travel Options program through FY 2007/08; and

WHEREAS, Funding Scenario A describes a financially constrained budget for the RTO program, that has been given preliminary approval by the TDM Subcommittee; and

WHEREAS, The Regional Travel Options Senior Management Team has endorsed an agreement developed by Metro and TriMet staff that \$100,000 in MTIP reserve funds will go to the RTO Program and \$400,000 in MTIP reserve funds will go to the TriMet Frequent Bus Program; and

WHEREAS, Scenario C describes a preferred program budget for the RTO program and is the basis for seeking future additional funds for the RTO program, including the MTIP, a portion of the ODOT \$1.5 million TDM funding and other funding sources: now therefore

BE IT RESOLVED by the Metro Council

1. Approve the mission, goals, strategies and actions in the Regional Travel Options Program 5-Year Strategic Plan.
2. Approve the Scenario A Financially Constrained Program described in Appendix A of the RTO Program 5-Year Strategic Plan.
3. Seek additional funds in the future to implement Scenario C, the Preferred Collaborative RTO Program described in Appendix A of the RTO Program 5-Year Strategic Plan.
4. Direct Regional Travel Options Staff to work with ODOT in developing performance measures and distribution plan for a regional percentage of the ODOT \$1.5 million TDM budget approved by the Oregon Legislature.

5. Rename the Transportation Demand Management Subcommittee of TPAC to the Regional Travel Options Subcommittee of TPAC to reflect the updated mission of the program.
6. Retroactive to June 30, 2003, unspent RTO funds in any RTO program category at the end of a fiscal year may be carried over to the next fiscal year or reallocated to other RTO program categories in the RTO Strategic Plan, as determined by the RTO Subcommittee of TPAC, and subject to the resolution process through TPAC, JPACT and Metro Council.
7. Approve Exhibit A: Metro / TriMet Agreement on MTIP Reserve Funds, recommending that \$100,000 in MTIP reserve funds set aside in Resolution No. 03 -- 3335 will go to the RTO Program and \$400,000 will go to the TriMet Frequent Bus Program.

ADOPTED by the Metro Council this {insert date}15th day of {insert month}January, 2003

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 04 - 3400

Metro / TriMet Agreement on MTIP Reserve Funds December 4 9, 2003

Metro and TriMet agree that \$100,000 of the \$500,000 MTIP reserve would go to the RTO Program and \$400,000 would go to the TriMet Frequent Bus Program. The staff report and resolution that adopts the RTO 5-Year Strategic Plan will be revised to reflect the program funding adjustment described below.

Regional Travel Options program funding would be adjusted as follows:

- \$103,888 in unspent funds from Regional Vanpool Program would be used to cover RTO program expenditures for the Region 2040, TMA and Rideshare Programs through June 2006 as per Scenario A using unspent vanpool funding from FY 2002 and 2003.
- \$206,756 unspent funds in TriMet Employer Outreach is returned to the RTO program and reallocated to the Collaborative Marketing Program, with BETC used as the local match. The attached table (*TriMet – CMAQ Surplus Calculations for Core Program: November 21, 2003*) provides a more detailed calculation. As a result of the funding returned to the RTO Program, Metro will hire a Marketing Program Manager as soon as possible. Metro and Oregon Department of Energy staff are exploring the feasibility of using the Business Energy Tax Credit (BETC) Program as a mechanism for providing local match of \$23,600, with a decision expected in mid-December 2003.
- TriMet would no longer be responsible for the match for Regional TMA, Region 2040 Initiatives and Rideshare Programs, freeing up \$109,642 per year beginning in July 2006 or when the programs are transferred. A more detailed calculation (*TriMet Match – Backfill Proposal Calculation: November 21, 2003*) is attached.
- **Total recovered for RTO Program: \$520,286**

Local Match Issues

- TriMet would continue to provide local matching funds for the Regional TMA Program, the Region 2040 Initiatives Program, and the Regional Rideshare Program in FY2004/05 and FY2005/06. Local matching for new TMA start-ups is provided in part by non-TriMet sources, as identified in adopted Regional TMA policy (Metro Res. No.02-3183).
- Starting on July 1, 2006 local matching funds for the Regional TMA Program, the Region 2040 Initiatives Program and the Regional Rideshare Program would be

provided by those jurisdictions, agencies and TMAs that receive federal funds through the MTIP.

Program Administration Transition Issues

- TriMet and Metro staff will explore the feasibility of an institutional program administration transfer from TriMet to Metro to be completed no later than July 1, 2006 and no earlier than July 1, 2005 for the Regional TMA, Region 2040 Initiative and Regional Rideshare Programs.
- Beginning as early as FY05/06 and no later than FY06-07, Metro will be the grant applicant to FTA for all RTO funds. The funds will be allocated to ~~regional partners~~ RTO programs using the five-year strategic plan (to be articulated in a future Metro resolution and staff report). RTO funds will be obligated (i.e. federal grant money received through the MTIP) to Metro.
- Metro and TriMet staff will review Regional TMA, Region 2040 Initiatives and Regional Rideshare funds administration on a quarterly basis until program administration is transferred to Metro. All other RTO programs will provide quarterly and annual financial reports.
- The resolution and staff report going to TPAC on December 5th will also reflect the following. Effective retroactively to June 30, 2003, if there are unspent RTO funds in any RTO program category at the end of a fiscal year, the funds may be either carried forward to the next fiscal year or reallocated to other RTO program categories in the RTO Strategic Plan, as determined by the RTO Subcommittee. And subject to the resolution process through TPAC, JPACT and Metro Council.

**Metro / TriMet Agreement on MTIP Reserve Funds
December 4, 2003**

Metro and TriMet agree that \$100,000 of the \$500,000 MTIP reserve would go to the RTO Program and \$400,000 would go to the TriMet Frequent Bus Program. The staff report and resolution that adopts the RTO 5-Year Strategic Plan will be revised to reflect the program funding adjustment described below.

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- TriMet and Metro staff will explore the feasibility of an institutional program administration transfer from TriMet to Metro to be completed no later than July 1, 2006 and no earlier than July 1, 2005 for the Regional TMA, Region 2040 Initiative and Regional Rideshare Programs.
- Beginning as early as FY05/06 and no later than FY06-07, Metro will be the grant applicant to FTA for all RTO funds. The funds will be allocated to regional partners using the five-year strategic plan (to be articulated in a future Metro resolution and staff report). RTO funds will be obligated (i.e. federal grant money received through the MTIP) to Metro.
- Metro and TriMet staff will review Regional TMA, Region 2040 Initiatives and Regional Rideshare funds administration on a quarterly basis until program administration is transferred to Metro. All other RTO programs will provide quarterly and annual financial reports.
- The resolution and staff report going to TPAC on December 5th will also reflect the following. Effective retroactively to June 30, 2003, if there are unspent RTO funds in any RTO program category at the end of a fiscal year, the funds may be either carried forward to the next fiscal year or reallocated to other RTO program categories in the RTO Strategic Plan, as determined by the RTO Subcommittee.

**TriMet - CMAQ Surplus Calculation for Core Program
November 21, 2003**

A	B	C	D	E	F
Item	CMAQ '03 Total	TM '04 CMAQ Budget	TM '04 Match	Total TM (C+D)	Surplus (B-C)
RTO Outreach Staff	\$468,340	\$312,390	\$35,599	\$347,989	\$155,950
Evaluation Staff	\$151,418	\$107,746	\$12,279	\$120,025	\$43,072
Carpool Staff	\$14,035	\$53,508	\$6098	\$59,606	-\$39,473
Outreach M/S	\$47,067	\$16,697	\$1,903	\$18,600	\$30,370
Evaluation M/S	\$39,483	\$23,246	\$2,649	\$25,895	\$16,237
TOTAL	\$720,343	\$513,587	\$58,528	\$572,115	\$206,756

TriMet Match – Backfill Proposal Calculation
November 21, 2003

Premise: TriMet devotes funds that would otherwise match the TMA program, the Vanpool program, and the 2040 Initiative program to underwrite the Core Program, thereby reducing the total CMAQ allocation to the Core Program. These programs would now require matches from the grantees.

(These are actuals from FY '02 Grant Year – FY '03 TM Fiscal Year)

	TM Match '02	TM Retain '04/Apply to Core Program
TM Outreach Staff	\$31,352	\$0 – (No change in TM Match)
TM Evaluation Staff	\$14,011	\$0 – (No change in TM Match)
TM Carpool Staff	\$1,152	\$0 – (No change in TM Match)
TM Outreach M/S	\$1,086	\$0 – (No change in TM Match)
TM Evaluation M/S	\$1,808	\$0 – (No change in TM Match)
TMA Grant	\$31,560	\$31,560 – (Reduced from TM Core Request)
2040 Initiatives	\$15,358	\$15,358 – (Reduced from TM Core Request)
Van Pools	\$62,724	\$62,724 – (Reduced from TM Core Request)
		\$109,642 – (Reduced from TM Core Request)

Regional Travel Options Program

Errata Sheet

December 5, 2003

Amend the Metro/TriMet Agreement on MTIP Reserve Funds dated December 4, 2003

- as Exhibit A to Resolution No.04-3400
- change "regional partners" under bullet two of Program Administration Transition Issues, to "RTO programs"
- add "and subject to the resolution process through TPAC, JPACT and Metro Council" to bullet number four under Program Administration Transition Issues.

Amend Resolution No.04-3400 items number 6 to read: "Retroactive to June 30, 200, unspent RTO funds in any RTO program category at the end of a fiscal year may be carried over to the next fiscal year or reallocated to to other RTO program categories in the RTO Strategic Plan, as determined by the RTO Subcommittee **and subject to the resolution process through TPAC, JPACT and Metro Council.**"

Regional Travel Options Program 5-Year Strategic Plan

Strategic Plan + Appendix A



December 2003

A consensus of the members of the Regional Travel Options Subcommittee



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Appendix A: Budget/Funding Scenarios

Appendix B: Detailed Program Work Plans

Appendix C: Past Program Expenditures

I. OVERVIEW AND PURPOSE

After 10 years of experience implementing TDM programs, the TDM Subcommittee sees an opportunity to restructure the regional Transportation Demand Management program to become more collaborative at marketing, implementing and evaluating TDM programs funded through the Metropolitan Transportation Improvement Program (MTIP). The number one priority for the TDM Subcommittee is to create a message and image that increases the impact of the program and allows decision makers and the general public better understand the program.

The Regional Travel Options Program is Metro's newly envisioned program for transportation demand management because it more clearly articulates the intention of the program – to provide travel options to all residents of the region. However, it is still very apparent to the TDM Subcommittee that few people, even those working in the transportation planning field, understand exactly what that means.

Regional travel options include all of the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. In order increase the number of people using these travel options, the region needs to

- develop a marketing message and communications plan that supports local program implementation
- develop regional policies that support more people using travel options
- evaluate program impacts that can be used to refine programs and marketing strategies, and
- identify new funding sources that can be used to expand the travel options program over the next five years.

The Regional Travel Options program is primarily a marketing program that works directly with people to find the best option for them for any number of trips they make throughout the day. The focus in the past ten years has been reducing drive alone commute trips, specifically working with ECO employers to reduce commute trips as required by the ECO Rules. The TDM Subcommittee would like to take a new direction to more actively market travel options through a unified regional marketing program.

This strategic plan provides a new vision and proposed direction for the Regional Travel Options program that emphasizes working more collaboratively to implement a highly integrated program that has measurable results and tangible impacts on the environment, the economy and the quality of life of all people in the region.

II. BACKGROUND

During the past 10 years the regional TDM program has advanced from a policy and planning program towards a regionally coordinated implementation program. In 1992, the TPAC Transportation Demand Management (TDM) Subcommittee was established by Metro Resolution to develop project selection criteria and oversee program implementation activities for the first two rounds of Congestion Mitigation and Air Quality (CMAQ) projects in the region. The mission of the TDM Subcommittee is to reduce the need to drive by advocating for TDM in the region, developing funding and policy recommendations to TPAC and coordinating regional TDM programs. In order to achieve this mission, the TDM program at TriMet was expanded to include regional marketing and technical assistance to employers that faced local transportation and parking concerns.

In 1997, TriMet and the Department of Environmental Quality (DEQ) became the region's key partners in providing compliance assistance to employers and local jurisdictions for regulatory requirements such as the Employee Commute Option (ECO) Rule. In 1999, the TDM program became more coordinated with the addition of an Employee Commute Options (ECO) clearinghouse, a regional telecommuting program, a local TDM program in Wilsonville, a TMA Assistance Program, and a Region 2040 Initiatives program. Also in 1999, the City of Portland restructured its Transportation Bureau to include a Transportation Options Division, and other counties and cities in the region began actively working with businesses and communities to address the need for transportation options.

The TDM Subcommittee has identified a need to revise the mission to reflect the new strategic direction to create a more collaborative approach to program development, marketing, implementation and evaluation. This plan details the TDM Subcommittee's strategy for implementing a newly envisioned Regional Travel Options program.

III. 2003 – 2008 PROGRAM PRIORITIES

A. Travel Options 101

Regional Travel Options include transit, vanpools, carpools, bicycling, walking and telecommuting. The newly envisioned Regional Travel Option Program will promote these options through the following programs:

- Collaborative Marketing Program – regional message and identity for program
- Regional Rideshare Program – market carpool and vanpool to employers
- TriMet Employer Outreach Program – markets travel options to employers and schools
- SMART TDM Program – markets travel options to employers and schools
- Regional TMA Program – markets travel options to employers to catalyze economic development in Region 2040 centers
- Region 2040 Initiatives Grant Program – pilots innovative projects
- Regional Telework Program – market telework to employers
- Business Energy Tax Credit Program – provides tax incentives to employers implementing travel option programs

Bicycling and walking are promoted through policies in the Regional Transportation Plan and local Transportation System Plans. The City of Portland Transportation Options program has a fully staffed Transportation Options program that researches, develops and implements innovative projects to local residents. Some of these programs are funded through the Region 2040 Initiatives program to assess their potential implementation in other Region 2040 centers.

B. Connections to other regional land use and transportation goals

The RTO program is becoming increasingly connected with related regional planning efforts such as 2040 Centers, transit-oriented development, corridor planning and community health.

2040 Centers

The Regional Travel Options program is an economic development tool for regional centers and industrial areas. RTO strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing and by increasing the capacity of current transportation infrastructure thereby saving millions of dollars in costly road expansion projects. A study by the Lloyd District TMA found that over \$170 million in parking infrastructure costs could be saved using more cost effective RTO strategies. TMA's provide local leadership, which is one of the most critical components of developing successful community centers. TMAs provide a connection between businesses and the community that acts as a catalyst for economic development and add value to infrastructure investments, both of which provide positive community benefits.

Regional centers are intended to be places where people can take transit, walk and bicycle to destinations within the center. The RTO program, specifically TMAs, TravelSmart and land use policies can be used to increase the number of people bicycling and walking in centers. The Region 2040 Initiatives grant program provides funding for innovative programs such as TravelSmart.

Corridors

Major corridor studies are conducted by state or regional agencies working in partnership with local governments to develop appropriate transportation strategies and solutions when safety, mobility and congestion standards are exceeded. The RTO Program will work with each of these corridor studies to identify opportunities to implement strategies that increase the capacity and prevent the unnecessary expansion of roadways. Strategies identified in the I-5 Trade Corridor study completed in 2002 included, enhanced vanpool service, education and outreach, transit pass subsidies, TMAs and promotion of carpoolmatchNW.org. Another tool that is proving to be useful in changing travel behavior is TravelSmart, which is an innovative program that targets those people who are looking for alternatives to driving and provides them with information and incentives to leave their cars at home.

Transit Oriented Development

Transit oriented developments are intended to increase ridership on transit by building housing and jobs in close proximity to transit lines. However, it is not expected that all trips will be made on transit so it is essential to provide other alternatives. TODs typically have reduced parking requirements, which assumes that not all residents will own cars. By providing a wide range of options (e.g., FlexCar, free bicycles or bicycle storage, and information about how to access the various services provided within the community on foot) beyond transit we can work to increase the mobility of residents while reducing the number of car trips within the community.

TriMet's Transit Investment Plan

Fast, reliable and safe transit service is one of the critical components of implementing successful travel option programs. In areas where transit service is not convenient, accessible and safe other strategies such as carpools and vanpools can be used until additional transit service coverage, frequency and availability is provided. TriMet's Transit Investment Plan (TIP) provides a framework for how transit investments will be made over the next five years. The TIP focuses on specific corridors and focus areas in conjunction with regional priorities set out in the Region 2040 Growth Concept and the Regional Transportation Plan. Travel options programs can be used to better leverage and add value to transit investments. The RTO program will work with TriMet to enhance travel options programs in targeted corridors and focus areas.

Community Health

There is renewed interest in physically active modes including walking and bicycling primarily due to the Center for Disease Control and the Robert Wood Johnson Foundation's leadership in addressing the negative health implications of our auto-oriented communities. Regional partners recently received a grant from the Foundation to increase physical activity, including walking and bicycling for everyday needs and activities, in Lents Town Center, Interstate corridor and Damascus. The Regional Travel Options program will work with partners and local leaders to make stronger connections between land use, transportation and health throughout the region and within the 2040 centers.

Air Quality

Motor vehicles are the largest single source of air pollution in the Portland area. Under the Department of Environmental Quality's (DEQ's) ECO program, employers with more than 50 employees at a work site must provide commute alternatives to employees designed to reduce the number of cars driven to work in Portland and surrounding areas. ECO is one of several strategies in a federally-required plan to keep the air clean in the Portland area. This plan was adopted by the Environmental Quality Commission on July 12, 1996 after public comment. The

plan helps the region prevent adverse health impacts, avoid additional industrial growth impediments, avoid sanctions on federal transportation funds and reduce traffic. The RTO program will continue to work with DEQ to monitor progress towards reducing commute trips and the resulting improvement.

Water Quality

By slowing the need for road expansion the RTO program reduces the amount of impervious street surfaces being added to the system. Stormwater runoff from street rights of way is the number one cause of water quality degradation in urban areas. Reducing the number of people driving prevents the expansion of roadways, which in turns prevent the amount of impervious surface being added to watersheds. Metro's Green Streets program addresses water quality and runoff issues associated with existing and new street rights-of-way through innovative street designs. The RTO program will work with the Green Streets program, and other programs that work to improve water quality, to promote alternative street designs that reduce the impact of streets on water quality.

C. Regional Travel Options Program Components

Mission

The regional partners will work collaboratively to provide and actively market a range of travel options for all residents of the region.

- Goal 1** Develop a collaborative marketing campaign that is an "umbrella" for all travel options programs being implemented throughout the region.

- Goal 2** Work with senior managers to become key advocates for RTO program and funding support at TPAC, JPACT and Metro Council.

- Goal 3** Develop performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies.

- Goal 4** Develop an integrated RTO program organizational structure that supports a more collaborative approach to Regional Travel Options program implementation and decision making.

- Goal 5** Develop regional policies that integrate RTO programs into other regional land use and transportation programs including the Centers Program, TOD Program, Corridors program, water quality programs and TriMet's Transit Investment Plan.

- Goal 6** Develop a funding plan that helps create a sustainable Regional Travel Options program.

Since each program has a unique way of operating, each has its own strategies and actions that help to achieve overall regional goals listed above. The next section provides more detailed information about program goals, strategies, actions and impact. The strategies and actions are prioritized for each of the program components. The impacts of each program are not

cumulative as they all work together to reduce vehicle miles traveled. The number one priority for the evaluation program is to develop a tool or series of tools for measuring the impact and cost effectiveness of each program. The program costs are based on the preferred funding scenario as seen on page 3 of Appendix A.

Goal 1 Develop a collaborative marketing campaign that is an “umbrella” for all travel options programs being implemented throughout the region.

The RTO Collaborative Marketing Campaign is the number one priority for the next three years. The Campaign will work to coordinate all marketing and outreach efforts of the regional partners to create a broader public awareness of the travel options available to people traveling around the region. The regional Campaign will support the projects & messages currently being implemented by the partners and will be a clearinghouse of information that helps people learn about and access the options available to them.

There is an exciting opportunity for the newly envisioned Collaborative Marketing Campaign to work closely with Metro’s Community Media Project, “Zig Zag: Real Stories, New Angles,” a program that seeks to broaden the discussion of transportation issues through personal stories told by people living in the region. The RTO Campaign will assist in the creation of a resource guide for the Zig Zag community screening events and will provide a venue for ongoing discussions during the two-year awareness campaign that will kickoff in Spring 2004. The impacts of the campaign will be measured by a pre and post campaign survey to determine if there has been a significant change in people’s awareness and behavior.

Strategy 1 Initiate a broad based Regional Travel Options Marketing campaign that invites people to think about how they travel around the region resulting in a measurable increase in the use of travel options over a two year period.

- Action 1** Create a RTO Marketing manager position at Metro to coordinate RTO marketing efforts, raise awareness about travel options and measure the degree to which awareness is increasing.
- Action 2** Develop a region-wide RTO image and message delivery strategy that more actively engages the general public and enhances local and regional program implementation activities.
- Action 3** Create a series of position papers that explain the connection between travel options and health, transit, development patterns, air and water quality, and getting to school, work and shopping destinations throughout the region.
- Action 4** Develop a unified RTO presence at special events, conferences and school events.
- Action 5** Create a regional clearinghouse that includes a staffed informational hotline, an interactive website and a mobile program information unit.

Action 6 Develop a Regional Transportation Education Program over the next five years that works directly in schools throughout the region.

Action 7 Integrate Travel Smart as a one on one home-based marketing program in key regional centers.

Employer Outreach Program

TriMet works with employers in the Portland Region to help them develop successful travel options programs that reduce the number of vehicle miles traveled by reducing drive alone commute trips. TriMet’s Employer Outreach program targets the region’s ECO affected employers (>50 employees) and provides the same services for employers with fewer employees. The Employer Outreach program includes marketing representatives, a rideshare specialist, employer materials and the emergency ride home program.

Strategy 1 Increase the number of employer programs from 772 to 1,156 over the next 5 years resulting in a reduction of approximately 59,000,000 VMT.

Action 1 TriMet will continue to use a variety of methods to promote TDM to employers including one-on-one communication, direct mailing, transportation fairs, public events, informational materials, website, transit pass programs and the Emergency Ride Home program.

Action 2 Develop and implement a targeted marketing effort for large non-participating employers in key regional centers and TIP target areas.

Program Impact

Year	Number of Employer Programs*	Number of Employees Impacted	Annual VMT Reduction** (miles)	Program Cost	Cost per VMT Reduced
2002-03	676	237,000	38,000,000	\$555,073	Base Year
2003-04	96	23,000	5,730,000	\$443,164	\$0.08
2004-05	96	23,000	6,730,000	\$385,649	\$0.06
2005-06	96	23,000	6,500,000	\$404,929	\$0.06
2006-07	96	23,000	6,500,000	\$425,175	\$0.07
2007-08	96	23,000	7,000,000	\$446,433	\$0.06

* TriMet works with TDM partners to market transportation programs to employers, regardless of boundaries (for example, with TMAs).

** Average weekday reduction (from aggregate of ECO survey commute mode data) x 261 total weekdays. Because of partnerships, VMT reductions somewhat overlap with estimates found in other partner’s three-year plan documents.

Regional Rideshare Program

The Rideshare program includes both vanpool and carpool programs. In the next three years the program will be developed into a bi-state program that coordinates with CTRANs rideshare program. CTRAN recently completed a vanpool market analysis that calls for a doubling of their fleet in the next year. A marketing program will be developed to actively market carpooling and vanpooling in targeted areas throughout the region. These areas will be identified in 2004 through a regional rideshare market analysis. The market analysis will cover an extended geographic area outside the UGB, recognizing that the commute travelshed for the Portland

area reaches a radius of 50 miles or more from the central city. This analysis will address the appropriate organizational structure for this program.

Strategy 1 Increase the number of carpools by 1,060 a year and vanpool groups by 30 a year in the next 5 years resulting in an annual VMT reduction of approximately 18 million miles.

- Action 1** Establish a baseline number of people carpooling and vanpooling in the region and develop a measuring device that can be used to track progress.
- Action 2** Conduct a regional rideshare market analysis that identifies target areas for marketing carpool and vanpool
- Action 3** Determine the appropriate structure for the program.
- Action 4** Create a new marketing program for Ridesharing that targets audiences in specific locations identified in Action 2.
- Action 5** Enhance CarpoolmatchNW.org to better serve vanpool matches.

Program Impact

Fiscal Year	New Carpools	New Vanpools	Reduced Trips/day (Carpool)	Reduced Trips/day (Vanpool)	Reduced Trips/yr (Carpool)	Reduced Trips/yr (Vanpool)	Annual VMT Reduction* (Carpool)	Annual VMT Reduction** (Vanpool)	Annual Funding	Cost/trip reduced
01-02	294	10	500	100	131,000	26,200	3,117,800	2,358,000		
02-03	588	20	1000	200	262,000	52,400	6,235,600	4,716,000	\$245,140	\$0.78
03-04	882	30	1500	300	393,000	78,600	9,353,400	7,074,000	\$206,720	\$0.44
04-05	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$715,660	\$1.30
05-06	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$646,755	\$1.18
06-07	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$436,000	\$0.79
07-08	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$436,000	\$0.79
08-09	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$436,000	\$0.79
09-10	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$436,000	\$0.79
10-11	1059	30	1800	300	471,600	78,600	11,224,080	7,074,000	\$436,000	\$0.79
Totals	9,176	270	15,600	2,700	4,087,200	707,400	97,275,360	63,666,000		

*Assumptions from CarpoolMatchNW/Climate Trust Agreement: 262 workdays per year, 2.7 passengers per carpool=reduction of 1.7 trips per carpool, 90 miles round trip mileage per vanpool, 14 miles round trip mileage per carpool.

SMART/WILSONVILLE Travel Options Program

South Metro Area Rapid Transit (SMART) is operated by the City of Wilsonville and provides five fixed routes with connections to other transit districts. The travel options program works directly with employers to help set up programs to reduce the number of auto commute trips. The travel options program also conducts outreach to residents and schools to encourage great use of travel options.

Strategy 1 Increase the number of people using travel options by 1% a year over the next 5 years.

- Action 1** Determine how to measure the impact of outreach efforts over the next year and secure additional funding to perform a program evaluation.
- Action 2** Promote travel options to employers through transportation fairs, information packets, training transportation coordinators, new employee packets and at regional events.
- Action 3** Promote travel options to the residents of Wilsonville through county fairs, webpage, newspaper, newsletters, and one on one travel planning and informational displays.
- Action 4** Promote travel options to schools through the Art on the Bus competition and outreach programs.
- Action 5** Work with local planning department to ensure that travel options are supported in local planning processes.

Program Impact

Year	Number of Residents Participating	Number of Employees Participating	Number of Schools Participating	Annual VMT Reduction (miles)	Program Cost	Cost per Ride Reduced
2002-03	Not measured	Not measured	Not measured	Not measured	\$55,000	Not measured
2003-04	TBD	TBD	TBD	TBD	\$88,400	TBD
2004-05	TBD	TBD	TBD	TBD	\$89,700	TBD
2005-06	TBD	TBD	TBD	TBD	\$91,400	TBD
2006-07	TBD	TBD	TBD	TBD	\$94,194	TBD
2007-08	TBD	TBD	TBD	TBD	\$96,966	TBD

Regional TMA Program

The TMA Program operates under the policy direction as provided in Metro Resolutions No.98-2676 and No.02-3183. TMAs are important private/public partnership tools that can be used effectively in the Central City, Regional Centers, Industrial Areas, and some Town Centers. TMAs provide important leadership development in Region 2040 centers that catalyze economic and community development. The TDM Subcommittee recognizes that there may be other mechanisms for promoting TDM in some 2040 centers besides TMAs. These opportunities will be explored with local jurisdictions as a part of the regional evaluation program.

Strategy 1 Reduce the number of people driving alone and catalyze economic development in regional centers and industrial areas by enlisting the business community in creating transportation options for their communities and employees.

- Action 1** Work with the TMAs over the next 3 years to develop Region 2040 commute mode split targets and create performance measures that track progress towards these targets.

- Action 2** Include Travel Options element in center and industrial area master plans (with cost analysis of projected growth with and without travel options effort).
- Action 3** Continue to develop TMAs in regional centers where significant transportation investments are being made. Over the next 3-5 years this will include proposed TMA start-ups in Hillsboro, Washington Square, Gateway and Oregon City (if they are ripe for TMA formation).
- Action 4** Develop business plans for each TMA that support the unique character of each regional center and industrial areas. Attached work plans detail the strategies currently being used by each TMA recognizing that they are at different levels of development.
- Action 5** Conduct a study to better understand why the Tualatin and Columbia Corridor TMAs were not successful and use the results to create new criteria for the TMA approval process.
- Action 6** Identify the appropriate agency to administer the TMA program (a 20% match is needed) as it transitions from TriMet by July 2004.

Program Impact

Year	Number of Existing TMAs	Number of TMAs in Exploratory Phase	Number of TMA member organizations*	Number of Employees Impacted	Annual VMT Reduction** (miles)	Program Cost	Cost per reported VMT reduced
02-03	5	1	Not reported	Not reported	Not measured	\$250,000	N/A
03-04	5	1	266	45,317	6,135,450	\$181,250	Base year
04-05	6	2	297	49,233	1,071,163	\$348,750	\$0.37
05-06	8	1	332	54,070	1,070,975	\$392,500	\$0.47
06-07	9	1	364	58,293	1,081,685	\$507,000	\$0.47
07-08	10	1	397	62,670	1,092,502	\$511,500	\$0.33

*based on information submitted by the TMAs. Does not include new TMAs.

** data submitted by Swan Island TMA, Gresham Regional Center TMA and Lloyd District TMA. All TMAs will begin to report these numbers by FY05.

Region 2040 Initiatives Grant Program

The Region 2040 Program is a grant program currently administered by TriMet with oversight by the TDM Subcommittee. It is expected that program administration will transition out of TriMet and into Metro over the next 3 years. The grant funds are allocated annually and fund transportation demand management services and programs. The grant program is funded with federal Congestion Mitigation/Air Quality (CMAQ) program monies that have been allocated through the Transportation Priorities process.

All jurisdictions, transportation management associations and nonprofit organizations with the mission of implementing transportation demand management programs located within Metro's boundary are eligible for the funds.

Projects funded with Region 2040 Program monies must strive to reduce the number of people driving alone and/or daily vehicle miles traveled within a specific geographic location. Examples of past program investments, current programs and future program prioritizing for Region 2040 Initiatives is included in Appendix C.

Program Impact

Year	Number of Programs	Annual VMT Reduction* (miles)	Program Cost**	Cost per VMT Reduced
2002-03	3	575,750	\$203,250	\$0.35
2003-04	7	1,300,000	\$118,000	\$0.09
2004-05	5-10	1,300,000	\$269,000	\$0.21
2005-06	5-10	1,300,000	\$269,000	\$0.21
2006-07	5-10	1,300,000	\$269,000	\$0.21
2007-08	5-10	1,300,000	\$269,000	\$0.21

*Numbers were not provided by all programs in 2002. Projections are based on future program reporting improvements as required in the new grant application.

**Program requires a 20% match

Regional Telework Program

The Oregon Department of Energy (ODOE) works with employers in the Portland metro region to develop successful telework programs. Telework is working at home or at location closer to home instead of traveling to the traditional place of business. Telework reduces the number of vehicle miles traveled by eliminating or reducing commute trips. ODOE provides technical assistance and outreach services including education and training materials, consultations, presentations, training sessions, and an extensive telework website.

Strategy 1 Increase the number of telework programs by 60% in the next year and 20% a year for the next 4 years.

Action 1 Regional Marketing Program will market telework to the 2,000 eligible employers in the region with a target of enrolling 35%.

Action 2 Oregon Department of Energy will continue to provide high quality technical support and outreach services for employers with telework programs, including educational materials, training sessions, consultation and the telework website.

Program Impact

Year	Telework Programs	Number of Teleworkers	Annual VMT Reduction (miles)	Program Cost	Cost per VMT Reduced
2002-03	340	6,000	7,560,000	\$100,000	Base year
2003-04	50	500	630,000	OOE funded*	
2004-05	55	550	693,000	\$30,000	\$0.04
2005-06	60	605	762,300	\$30,000**	\$0.04
2006-07	66	665	837,900	\$60,000**	\$0.07
2007-08	72	731	921,060	\$60,000**	\$0.07

*Assumes that Collaborative Marketing Program is marketing telework to employers.

** For technical support only. The dollars for marketing are in the Regional Marketing Program.

Business Energy Tax Credits

The BETC Program is a one-of-a-kind in the nation. Oregon employers can get a state tax credit for projects that reduce vehicle miles traveled by employees, students, clients, or customers. Eligible projects include telework, transit passes, commuter pool vehicles, financial incentive programs, bicycles, Transportation Management Association (TMA) dues, parking cash out and FlexCar.

Strategy 1 Increase the number of Oregon employers taking advantage of BETC program by 35% over the next 5 years.

Action 1 Market BETC to all employers in the region through the Employer Outreach Program and the Collaborative Marketing Program.

Action 2 ODOE will continue to provide technical assistance to employers wanting to take advantage of the program including finding pass through partners and submitting applications.

Program Impact:

Year	New BETC Projects Approved	Total Project Implementation Costs (submitted)	Annual VMT Reduction* (miles)	Total Gallons of Gas Saved**	Cost of Program	Cost per VMT reduced***
2002-03	45	\$2,700,000	59,000,000	3,000,000	\$100,000	N/A
2003-04	27	\$1,900,000	35,000,000	1,700,000	ODOE	N/A
2004-05	14	\$900,000	18,000,000	900,000	\$30,000****	N/A
2005-06	17	\$1,100,000	22,000,000	1,100,000	\$30,000***	N/A
2006-07	15	\$1,400,000	20,000,000	1,300,000	\$60,000	N/A
2007-08	16	\$1,600,000	20,000,000	1,200,000	\$60,000	N/A

*In 2002 59,000,000 VMT reduced x 60% increase in 2003. A 20% increase is assumed for the next three years. 68% of the projects approved are for transit passes. The remaining 32% includes telework, bicycles, commuter pool vehicles, incentives and TMA dues.

** Based on an average gas mileage of 20mpg

***The program itself does not reduce VMT but provides the incentive to businesses to reduce their VMT.

****Assumes Regional Travel Options Marketing program is actively marketing BETC

Goal 2 Work with senior managers to become key advocates for RTO program and funding support at TPAC, JPACT and Metro Council.

Strategy 1 Convene senior managers on a bi-monthly basis over the next year in order to solicit their input and provide guidance on RTO programs and activities.

Strategy 2 Convene senior managers quarterly in years 2-5 to stabilize RTO program funding and support.

Goal 3 Refine performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies.

The RTO evaluation program will continue to improve our method for collecting, analyzing and reporting data for each RTO program. The annual evaluation report will be used to refine program development, marketing and implementation so that we can invest limited program dollars in the most cost effective ways.

- Strategy 1** Report annually on RTO program activities and impact. This could result in an evaluation oversight position at Metro.

- Strategy 2** Survey all ECO affected employers in the next five years and increase the number of ECO employers that are in compliance with ECO Rules from 50% to 75%.
 - Action 1** Develop and distribute a set of tools that employers can use to implement the most effective Employee Commute Options (ECO) programs increasing the impact of programs on VMT reduction.

 - Action 2** Create a central database for the RTO program that can be used in conjunction with other regional travel behavior data to monitor each program component.

 - Action 3** Process ECO surveys annually and report on compliance with ECO rule.

 - Action 4** Continue to develop and enhance the ECO survey database so data can be evaluated much faster and with a higher degree of accuracy.

- Strategy 3** Evaluate all 38 Region 2040 Centers on an annual basis to determine progress towards non-SOV modal targets.
 - Action 1** Work with regional partners to establish commute mode split targets for regional centers preparing for TMA development.

 - Action 2** Identify land use measures that can be monitored and related to travel behavior data.

 - Action 3** Develop and implement a targeted marketing effort for large non-participating employers in key regional centers.

Strategy 4 Develop a set of prediction factors that would be used to select the most cost-effective RTO programs for implementation.

Action 1 Work with each travel options program to identify survey questions, run stated preference surveys for selected sets, and derive the cost effectiveness of each program.

Action 2 Conduct a survey to derive quality predictors of how people respond to various travel options programs.

Action 3 Develop a set of predictors for the effectiveness range of travel options programs.

Year	Cost of Program	Percent of Total Program*
2002-03	\$122,000	9%
2003-04	\$113,000	9%
2004-05	\$280,281	11%
2005-06	\$421,595	15%
2006-07	\$270,000	10%
2007-08	\$270,000	10%

*based on Preferred funding scenario total budget.

Goal 4 **Develop an integrated RTO program organizational structure that supports a more collaborative approach to Regional Travel Options program implementation and decision making.**

Strategy 1 Create a Regional Travel Options Marketing Program Manager position at Metro to coordinate regional programs.

Strategy 2 Convene senior managers on a bi-monthly basis in the first year and quarterly for the next 5 years to oversee and advise the RTO subcommittee on strategic plan implementation.

Strategy 3 Convene the Regional Travel Options Subcommittee and working groups (e.g., marketing, performance measures, rideshare, policy development, funding) monthly to support stronger partnering and coordination.

Strategy 4 Conduct an annual retreat to review strategic plan (mission, goals, strategies, performance measures) and update work programs accordingly.

Goal 5 Develop regional policies that integrate RTO programs into other land use and transportation programs including Metro's Centers Program, TOD Program, Corridors program and TriMet's Transit Investment Plan.

- Strategy 1** Develop a parking policy that could be used to fund the TDM program (e.g., charge for parking to fund TMAs and TDM).
- Strategy 2** Develop policies in regional centers and industrial areas that create more travel options for people coming to and traveling within the area.
- Strategy 3** Use the results from the SW Portland TravelSmart pilot program to develop a plan for implementing TravelSmart in regional centers over the next 5 years.
- Strategy 4** Develop a policy that would require a certain percentage of upfront funding for TDM strategies on all corridor projects. The approach could be similar to TravelSmart where existing travel behavior is assessed and those who are interested in shifting modes would be targeted. A policy is needed to allocate funding for an upfront TDM program that can be used to increase capacity of the corridor and prevent costly roadway expansion.
- Strategy 5** Work with Metro's TOD program to develop a Travel Options package to provide to residents and employees living and working in transit oriented developments.
- Strategy 6** Work with Metro's Goal 5 and Green Streets programs to help make a stronger policy connection between reducing the amount of roadway expansion and improving water quality.
- Strategy 7** Work with local jurisdictions to monitor the implementation of TDM strategies as a part of their development codes. Other strategies include enhancing land use policies, strengthening local incentive programs, and working with Flex Car to reduce parking requirements for developments.
- Strategy 8** Research other policy options that help to make RTO programs more effective such as, implementing HOV lanes and bridge tolls, Fannie Mae's Smart Commute program, Metro's Livable Streets program, Motorist Education, and improving freight policies.

Goal 6 Develop a funding plan that helps create a more sustainable Regional Travel Options program (see Preferred Scenario C in Attachment A).

Strategy 1 Secure additional program funds for Regional Marketing Program through ODOT Transportation funds.

ODOT's 04-06 budget includes \$1.5 million in federal STP funds to be used on transportation demand management measures around the state. A percentage of this funding may be available to the Metro region in Spring 2004.

Strategy 2 Develop a parking policy that could be used to fund the TDM program (e.g., charge for parking to fund TMAs and TDM).

Strategy 3 Research other Potential Funding Sources including BETC, Climate Trust, EPA, OTIA, STIP and corridor projects

Appendix A: Funding Scenarios

Three funding scenarios are offered up in Appendix A. Scenario A reflects a budget that maintains current levels of funding. Scenario B reflects a budget that reduces program funding by \$500,000 in 2006 – 2008 and Scenario C reflect the preferred program funding scenario.

Appendix B: Detailed Work plans

Each Regional Travel Options program completed a detailed work program for the next 3-5 years. These work plans will be adjusted annually to reflect unexpected funding and policy changes. In order to be most effective and because the RTO program leverages so many private dollars, a stable regional funding source is needed to continue to implement successful travel options programs.

Appendix C: Past Program Expenditures

Information about past program expenditures for the TMA program and Region 2040 Initiatives program are provided. Funding decisions for both programs are made by the TDM Subcommittee and presented to TPAC on an annual basis.

Appendix A

Funding/Budget Scenarios

Budget/Funding Scenarios for the Regional Travel Options Program

December 2003

Regional Transportation Options (RTO) Program Scenario A	Financially Constrained A: Program restructured with \$100,000 Reserve Retained			
	FY04/05	FY05-06	FY06-07	FY07-08
<i>Includes Allocated CMAQ Funds Only</i>				
Collaborative Marketing Program: Funds a collaborative marketing campaign that is an "umbrella" for all travel options programs	\$98,280	\$98,280	\$130,000	\$130,000
TriMet Employer Program: Supports employee outreach and Transit PASSport marketing program	\$303,000	\$303,000	\$195,000*	\$195,000*
Regional Rideshare: Combines Vanpool Program and CarpoolMatchNW into new structure that collaborates with regional partners including CTRAN.	\$426,000	\$245,720	\$379,500	\$379,500
SMART TDM: Employer outreach and marketing program for Wilsonville area.	\$55,000	\$55,000	\$55,000	\$55,000
Regional TMA Program: Promote travel options to employers as a catalyst for economic development while creating local leadership in key regional centers.	\$281,250	\$221,750	\$409,000	\$409,000
Ongoing: Distributes funds between 5 existing TMAs	\$125,000	\$125,000	\$150,000	\$150,000
Startup: Exploratory and 3-year formation funding for two to three new TMAs in Centers and Industrial Areas	\$156,250	\$96,750	\$150,000	\$150,000
Innovative: Funds new, expanded and innovative programs at existing TMAs	Not funded	Not funded	\$109,000	\$109,000
Region 2040 Initiatives Program: A grant program that funds innovative SOV reduction projects	\$312,000	\$312,000	\$269,000	\$269,000
Regional Telework Program: Markets telework to regional employers using ODOE online tools and training.	Not funded	Not funded	\$15,000	\$15,000
Regional Business Energy Tax Credit program: Promotes BETC to regional businesses as an incentive for developing travel options programs for employees.	Not funded	Not funded	\$15,000	\$15,000
Regional Evaluation Program: ECO data analysis and database management, annual programevaluation report, performance measures for all program elements	\$100,000	\$100,000	\$100,000	\$100,000
I-5 Corridor TDM Plan: Develops a strategy for implementing TDM in corridors.			\$56,000	\$56,000
Interstate TravelSmart: Pilot #2 for implementing home based marketing program in key corridors and centers.			\$150,000	\$150,000
TOTAL	\$1,575,530	\$1,335,750	\$1,773,500	\$1,773,500

*Does not fully fund program as currently implemented.

RTO Program Scenario B	Financially Constrained B: Program restructured with \$500,000 Reserve Transferred to TriMet Frequent Bus Program			
	FY04/05	FY05-06	FY06-07	FY07-08
<i>Includes Allocated CMAQ Funds Only</i>				
Collaborative Marketing Program: Absorbs some of the cuts proposed above while moving towards more collaborative marketing program. Focus on message development and delivery.	\$98,280	\$98,280	\$37,500	\$37,500
TriMet Employer Program: Program cuts proposed in 06/07 and in 07/08 reflect transfer of \$500,000 to TriMet Frequent Bus Program	\$303,000	\$303,000	\$37,500	\$37,500
Regional Rideshare: Same as Scenario A	\$426,000	\$245,720	\$379,500	\$379,000
SMART TDM: Same as Scenario A	\$55,000	\$55,000	\$55,000	\$55,000
Regional TMA Program: Same as Scenario A	\$281,250	\$221,750	\$409,000	\$409,500
<u>Ongoing</u>	\$125,000	\$125,000	\$150,000	\$150,000
<u>Startup</u>	\$156,250	\$96,750	\$150,000	\$150,000
<u>Innovative</u>	Not funded	Not funded	\$109,000	\$109,000
Region 2040 Initiatives Program: Same as Scenario A	\$312,000	\$312,000	\$269,000	\$269,000
Regional Telework Program: Same as Scenario A	Not funded	Not funded	\$15,000	\$15,000
BETC Program: Same as Scenario A	Not funded	Not funded	\$15,000	\$15,000
Regional Evaluation Program: same as Scenario A	\$100,000	\$100,000	\$100,000	\$100,000
I-5 Corridor TDM Plan: Same as Scenario A			\$56,000	\$56,000
Interstate TravelSmart: Same as Scenario A			\$150,000	\$150,000
TOTAL	\$1,575,530	\$1,335,750	1,493,500	1,493,500

RTO Program Scenario C	Preferred: Collaborative RTO Program			
<i>Includes Allocated CMAQ Funds Plus Funding Not Yet Identified</i>	FY04/05	FY05-06	FY06-07	FY07-08
Collaborative Marketing Program: Scenario A + moving entire RTO marketing program into collaborative structure to fund a 3 year campaign.	\$485,000	\$491,000	\$150,000	\$150,000
TriMet Employer Outreach Program: Continues employment site contacts, adds marketing rep. Assumes 5% inflation in FY07 & 08.	\$385,649	\$404,929	\$425,175	\$446,433
Regional Rideshare: Scenario A + expanded bi-state marketing and implementation in more focus areas.	\$715,660	\$646,755	\$436,000	\$436,000
SMART TDM: Scenario A + enhanced employer outreach and marketing program to leverage commuter rail investment.	\$89,700	\$91,400	\$94,194	\$96,966
Regional TMA Program: Scenario A + additional startups in key centers and industrial areas as coordinated with Metro's Centers program.	\$348,750	\$392,500	\$507,000	\$511,500
Ongoing: Scenario A + support for one additional TMA	\$100,000	\$125,000	\$125,000	\$175,000
Startup: Scenario A + TMA startups in 2 regional centers	\$248,750	\$267,500	\$242,000	\$196,500
Innovative: Same as Scenario A	Not funded	Not funded	\$140,000	\$140,000
Region 2040 Program: Same as Scenario A.	\$312,000	\$312,000	\$269,000	\$269,000
Regional Telework: Scenario A + enhanced marketing program.	\$30,000	\$30,000	\$60,000	\$60,000
BETC Program: Scenario A + enhanced marketing program	\$30,000	\$30,000	\$60,000	\$60,000
Regional Evaluation Program: Scenario A + survey research in Centers, RTO program performance measures, regional database and analysis	\$280,281	\$421,595	\$270,000	\$270,000
I-5 Corridor TDM Plan: Same as Scenario A			\$56,000	\$56,000
Interstate TravelSmart: Same as Scenario A			\$150,000	\$150,000
Subtotal Collaborative Program	\$2,677,040	\$2,820,179	\$2,477,369	\$2,505,899
Programs submitted by TriMet *				
TriMet Targeted Travel Training: Increase transit ridership among seniors and people with disabilities (funding not identified).		\$75,000	\$78,750	\$82,687
TriMet Targeted Pedestrian Safety Campaign (funding not identified)		\$36,000	\$37,800	\$39,690
TOTAL	2,677,040	2,931,179	2,593,919	2,628,276

*Funding decision made by the RTO Subcommittee



DRAFT

December 11, 2003

The Honorable Stuart Foster, Chair
Oregon Transportation Commission
355 Capitol St. NE Room 101
Salem, OR 97301-3871

Re: Proposed Amendments to Policy 1B of the Oregon Highway Plan

Dear Commissioner Foster:

During the past two years, Metro and our local partners in the region have been involved in ODOT efforts to establish Special Transportation Areas (STAs) that correspond to our Boulevard designations and to update the Oregon Highway Design Manual (OHDM) to allow more streamlined development of Boulevard projects. We are, therefore, pleased that the Commission is moving ahead to establish more effective provisions in the Oregon Highway Plan (OHP) to create and implement these districts.

We support the STA designations proposed for the Metro region and are anxious for these designations to move forward where the necessary planning to justify the designation has clearly taken place. These are:

- St. Johns Town Center: Lombard St. from Mohawk to Lombard Way to Richmond to Ivanhoe to intersection of Ivanhoe and Philadelphia
- Macadam Avenue Main Street: Highway 43 from Bancroft to Taylors Ferry Road
- Milwaukie town center: 99E/McLoughlin Boulevard from Scott Street to River Road
- Clackamas regional center: Highway 213/82nd Avenue from King Rd. to Sunnybrook St.
- Lake Oswego town center: Highway 43 from Mcvey Ave. to Terwilliger Blvd.

December 11, 2003

- Oregon City regional center: 99E/McLoughlin Boulevard from 14th Street to railroad tunnel and the Highway 43 bridgehead area
- Cornelius Main Street: Highway 8 from 14th Ave. to 10th Ave.
- Washington Square regional center: Hall Boulevard from Scholls Ferry Rd. to Hemlock St.

We urge the Commission to designate this first round of proposed STAs and any necessary amendments to the Highway Plan on January 14 to allow these designations to occur. For Milwaukie and Oregon City, we concur that the STA designation on 99E should be contingent on completion of a management plan during project development for boulevard improvements in these areas because they are located on a regional freight system route.

We also recommend the Commission provide additional incentives, such as funding for projects and planning, to implement the policy objectives outlined in the proposed amendments. We have done this in the Metro region through our Boulevard Program. Since 1998, we have funded more than \$20 million in boulevard projects through our Metropolitan Transportation Improvement Program, with nearly \$9 million being awarded to boulevard projects on state highways in the Metro region.

We appreciate the additional time you provided for stakeholder review of the proposed amendments to Policy 1B of the Highway Plan. However, many of the concerns raised in our letter and testimony last month remain. As we indicated in our letter last month:

- It is important that the proposed OHP amendments be expanded to provide adequate guidance on a process to address future STA designations.
- As proposed, the State's STA management plan requirement does not apply to NHS routes. We recommend that management plans be required for STAs located on the NHS, OHP Freight System Map and/or MPO/Regional Freight System.
- It is important that Metro and other Metropolitan Planning Organizations/regional governments be involved in the development of STA management plans to ensure the plans adequately address regional goals and policies. We recommend Policy 1.B. be revised to include MPO's/regional governments in the development of STA management plans and that the management plans be approved by local governing bodies and the Commission through a public process. This would provide for a forum for discussing the plans in an open manner that involves all key stakeholders and to better coordinate land use and transportation planning at the local, regional and state levels.

December 11, 2003

- It is likely that ODOT will complete improvements to several facilities in the Metro region prior to a jurisdictional transfer, and it is important that any improvements be allowed to use the STA design standards.
- ODOT preservation and safety projects in STAs should also address the STA design standards as they provide a significant opportunity to leverage the long-term vision for these areas.
- The OHP amendments and OHDM design standards do not provide adequate guidance on how the facility's design should transition into an STA. The STA design standards are intended to allow for slower traffic speeds and enhanced pedestrian, bicycle and transit accessibility. We strongly believe the design transition should occur outside of the area designated as a STA to better support these goals and that additional guidance on this implementation issue be provided.
- We recommend that the OTC serve as the approval body for the Oregon Highway Design Manual and that updates to the manual be completed soon. While some past editions have been developed and adopted administratively, our belief is that transportation engineering is an increasingly important part of the larger planning process, sets important statewide policy and thus must be conducted in full view of the public. While it is not possible for the Commission to link completion of the OHDM to your actions on STAs and Policy 1B at this time, future updates to the design manual should occur through a public process that is ultimately approved by the Commission for use by state highway engineers.

In addition to these comments, we offer the following text changes, shown in strikethrough and underscore, for your consideration:

- Revise references to RTP freight systems to be consistent throughout the policy document as follows, "~~RTP~~ MPO/regional freight systems"
- Revise page 4 "Planning for and Managing Highway Segment Designations" to clarify that all Highway Segment Designations should require clearly defined boundaries identified by milepoint and nearest cross street regardless of whether a management plan is required.
- Page 5, fifth bullet, "Streets designed with a pedestrian orientation and for the ease of crossing by pedestrians."
- Page 5, seventh bullet, "Adjacent land uses that provide for compact, mixed-use development with building oriented to the street."

December 11, 2003

- Page 5, eight bullet, “A well-developed parallel and interconnected street network to facilitate local automobile, bicycle, transit and pedestrian circulation except where topography severely constrains the potential for street connections.”
- Page 10, Action 1.B.3., “Written management plans are required for STAs, UBA’s or Commercial Centers on designated National Highway System (NHS) Routes, OHP Freight Routes and ~~Regional Transportation Plan (RTP)~~ Metropolitan Planning Organization(MPO) /regional-freight systems.”

We wish to thank the Commission for its dedication to the STA concept, and current effort to ensure that the program succeeds. We understand that the designation and development of STAs is still relatively young, and recognize that future amendments to the OHP may be needed to resolve additional issues that come to light during implementation. We look forward to working with you in the future to implement STAs in this region and to bring our 2040 vision to reality.

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Deputy President
Metro Council

Chair,
Joint Policy Advisory Committee on
Transportation

cc: *Pat Egan, Office of the Governor*
Randy Franke, Chair, Land Conservation and Development Commission
Bruce Warner, Director, Oregon Department of Transportation
Cathy Nelson, Technical Services Management, Oregon Department of Transportation
Ken Strobeck, League of Oregon Cities
Xavier Falconi, President, Oregon Institute of Transportation Engineers
JPACT

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METRO

To: JPACT

From: Andy Cotugno, Metro Planning Director
Susie Lahsene, Port of Portland Planning Manager

Re: Interface between designated freight routes and Special Transportation Areas (STAs)

Date: December 3, 2003

At the November 13 JPACT meeting, there was discussion regarding a letter commenting on the proposed amendments to Policy 1.B. of the Oregon Highway Plan regarding establishment of Special Transportation Areas (STAs). STAs are places designated by the Oregon Transportation Commission, in cooperation with local governments, to recognize a "downtown" or "Main Street" style development pattern. With an STA designation, the rule provides for the application of the Urban Design section of the Highway Design Manual, thereby allowing for design standards intended to slow traffic down while still providing for passage of through traffic.

One area of discussion by JPACT was the issue of whether the policy should include the added requirement to develop a "Management Plan" in the locations where an STA designation overlaps with a designated State Freight Route or a Freight Route designated in an MPO plan. There is no disagreement over the management plan requirement where there is overlap with a State or National Highway System (NHS) designated freight route. However, there was disagreement if the Freight Route is not a State or NHS designated route but is a freight route designated in the MPO plan. JPACT directed Metro and the Port of Portland to work together to develop a proposal to address the concerns raised during the JPACT discussion.

At this time, it is recommended that JPACT support this section of the proposed amendments to the Oregon Highway Plan. However, the real issue appears to be concern about the use of design standards and their impact on truck movement throughout the urban street network, not simply in STAs. Trucking interests are concerned design standards have been applied that restricted truck movements on a number of recent transportation projects, resulting in a negative impact on the industry.

To address this issue, it is recommended that further work on design standards be undertaken to supplement the work already published in Metro's "Creating Livable Streets" design guidelines. Such an effort should establish how design standards that affect truck movement should be applied under different conditions, such as on highways versus arterials and in industrial districts versus commercial districts. Design guidelines could vary from accommodating trucks at a reduced speed to facilitating truck movement at higher speeds.

At the conclusion of this effort, it may be appropriate to ask the Commission to remove the requirement for a "Management Plan" in areas where an STA designation overlaps with a Freight Route designated in an MPO plan. At that point, there will be more experience with development and implementation of "Management Plans" and this issue may be better handled through regional policy rather than through a state rule.

JPACT Retreat Proposal

DRAFT

For review by JPACT at December 11 meeting

Date: Friday, January 16, 23, 30 or February 6, 2004

Time: 8:00 am to 2:00 pm (depending on Agenda)

Place: Zoo Conference Center

Participants: JPACT members and alternates, Metro Council, selected OTC members, selected Legislators

Moderator: ??

Purpose:

The region has spent considerable time identifying needed transportation projects, which are significant to the regional economy and well-being of our communities. Since our funding needs are significantly larger than the amount of funding we traditionally receive, we run the danger of 1) not meeting our goals and damaging economic health and community well-being, and 2) fighting among ourselves over limited resources and undermining regional consensus on policy direction. The purpose of the Retreat is to identify how we can collectively meet the need for transportation improvements and establish a priority for action by JPACT members.

Agenda:

1. Review and Discuss our collective Vision and Priority for transportation improvements (30 minutes)

The 2040 Growth Concept provides the overall framework for the Vision and the basis for defining needed transportation improvements. However, the needs are significantly greater than revenues and valid transportation projects that support different elements of the Growth Concept compete for priority funding. The Retreat should start with a brief review of the vision and assess differing attitudes among the members of JPACT on which transportation elements are highest priority.

2. Recap existing and expected transportation funding sources (30 minutes)

Staff will provide an analysis of needed transportation improvements and how that stacks up relative to known and possible funding sources. This is to help develop a strategy to define which funding source to pursue for which transportation needs. The federal landscape is changing rapidly and we need to influence its direction. The approach to a state package at the '05 Legislature is not yet formed. There is the proposal from the Transportation Finance Task Force for a Metro Ballot Measure.

3. Break (15 minutes)

4. Discussion of Funding Strategies at the Federal, State and Regional level (2 hours)

The goal of a discussion with the full group will be to develop a consensus on which parts of the transportation program will be pursued through which approach. To the extent possible, there should be agreement on roles and responsibilities of different JPACT members and agencies and necessary follow-up steps for JPACT action.

5. Lunch (45 minutes)
6. Discussion of the region's strategy for being more effective at the State Legislature (45 minutes)

Regardless of what is being pursued from the Legislature, there can be a more unified regional approach to seeking transportation funding from the Legislature. JPACT should discuss how to establish this approach.

7. How does formation of an ACT benefit the region's goals? (30 minutes)

The OTC encouraged JPACT to revisit the issue of formation of an ACT in the Metro region to encompass a larger geographic area and add representation from interest groups. Should this be pursued and how can it be used to advance the region's priority transportation funding agenda?

DRAFT (December 2, 2003)

Senate Bill 1072: "Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003" (SAFETEA)

1. SAFETEA passed out of the Senate Environment and Public Works Committee on November 19, 2003. It is expected to be considered on the Senate floor after the State of the Union Address on January 18, 2004. The Bill was significantly amended at the Senate EPW mark-up and further amendments are anticipated. The Bill includes only the Highway elements. It will be combined with the Transit elements when a companion bill is reported out by the Senate Banking Committee. They have indicated that they will not be reporting out a bill until the revenue issues have been settled.
2. The basic structure from TEA-21 remains in SAFETEA, providing funding authorizations in the key federal highway categories of Interstate Maintenance, NHS, STP, CMAQ and Bridge (see attached table for funding levels).
3. SAFETEA does not include sufficient information to determine how much funding is apportioned to each state, although the Chair has indicated that the Bill will provide a 95% return of the state's contributions to the Highway Trust Fund, an increase from 90.5%. Senator Wyden was one of only two NO votes on the Committee due to lack of this information.
4. The funding level of the Bill is proposed at an estimated \$311 Billion (once the Transit element is included), a 43% increase over TEA-21 (at \$218 B.) and a 26% increase over the Administrations Bill (at \$247 B.). However, there has not been identified sufficient funding sources to adequately fund the bill, although there appears to be universal agreement to shift the gasohol subsidy to the General Fund, which goes part way toward meeting the need.
5. SAFETEA creates a new "Infrastructure Performance and Maintenance" program funded at \$2.5 B. in 2004-06, \$2.0 B. in 2007-08 and \$500 M. in 2009. The apportionment to state's must be obligated within 180 days or is subject to reallocation. It is intended for preservation or operational improvements to the highway system.
6. SAFETEA includes new provisions for freight movement, including the required designation of a state freight coordinator, required development of a freight transportation gateways program, added eligibility for certain intermodal freight transfer facilities and a required set-aside within the NHS category for projects on the NHS intermodal connector routes.
7. The Multi-State Corridor Program is authorized at \$112.5 to \$225 million per year, separate from the Coordinated Border Program, providing a modest increase in this program.
8. SAFETEA adds significant new environmental requirements to the MPO transportation planning program in an attempt to streamline the subsequent project development and NEPA process, including consultation with land use, natural resource, historic preservation, environmental protection and health agencies and requires a discussion of habitat, hydrological and environmental mitigation activities.

9. SAFETEA prescribes project development/NEPA requirements to ensure early consultation with affected parties and agencies and to limit extended review periods. It provides an extensive delineation of procedures to define the purpose and need for a project, project alternatives to consider, consultation requirements on potential impacts and procedures for dispute resolution.
10. SAFETEA extends the update requirement for the Regional Transportation Plan from 3-years to 5-years, the MTIP from 3-years to 4-years and air quality conformity from 3-years to 4-years. Air Quality conformity would be required for the first 10-year period of the RTP.
11. SAFETEA extends the allocation of CMAQ funds to areas that are classified nonattainment or maintenance for fine particulates (PM 2.5). In addition, it provides for the allocation to ozone areas that become nonattainment or maintenance for ozone under the new 8-hour standard. However, it does not do the reverse, to include areas like the Portland region that were maintenance status and are now in attainment of the new 8-hour standard.
12. SAFETEA changes the apportionment factor for CMAQ funds to eliminate the penalty for areas transitioning from nonattainment to maintenance status. Under TEA-21 these areas were assigned an 80% population factor which is proposed to be removed.
13. SAFETEA provides for designation of University Research Centers at 4 different funding levels. The Bill contemplates earmarking the specific Universities of which PSU could be one.
14. SAFETEA proposes to modify the Transportation and Community and System Preservation Pilot Program (TCSP) by increasing the authorized funding from \$25 million per year to \$30 million per year with an allocation of \$500,000 to each state, leaving \$4 million for discretionary allocation.
15. SAFETEA creates a new "Safe Routes to Schools" program funded at \$50 million per year apportioned to states.
16. SAFETEA provides for the creation of a National Commission on Future Revenue Sources to Support the Highway Trust Fund and calls for a National Surface Transportation System Study.

DRAFT (December 2, 2003)

House Bill 3550: "Transportation Equity Act: A Legacy for Users" (TEA-LU)

1. TEA-LU has been introduced to the House Transportation Committee. Mark-up by the Committee is expected in February 2004.
2. The basic structure from TEA-21 remains in TEA-LU, providing funding authorizations in the key federal highway categories of Interstate Maintenance, NHS, STP, CMAQ and Bridge (see attached table for funding levels) and the key transit categories as Urban Formula and New Starts. It retains current requirements associated with MPOs and does not include the air quality conformity and environmental streamlining changes in the Senate Bill.
3. TEA-LU purports to increase the minimum guarantee to each state through an incremental ramp-up up each year to 95% of that state's contribution to the Highway Trust Fund, an increase from 90.5%. However, the full details are not available to verify this result.
4. The funding level of the Bill is proposed at \$375 Billion, a 72% increase over TEA-21 (at \$218 B.), a 50% increase over the Administrations Bill (at \$247 B.) and a 12% increase over the Senate Bill (at \$311 B. based upon the Highway Bill passed out of the Senate Environment and Public Works Committee and an estimate of what will be in the Transit Bill). However, there has not been identified sufficient funding sources to adequately fund the bill, although there appears to be universal agreement to shift the gasohol subsidy to the General Fund, which goes part way toward meeting the need.
5. TEA-LU creates a new "Small Starts" program (sponsored by Congressman Blumenauer) funded at \$150 to \$300 million per year intended to provide a more streamlined qualification process for fixed-guideway projects less than \$75 million. A Full-Funding Contract would be signed based upon an evaluation that considers the results of alternatives analysis and justified based upon:
 - Factors such as congestion relief, improved mobility, air pollution, energy consumption and reduced cost of local infrastructure;
 - Supportive land use policies;
 - Increased mobility of transit dependent population and promotes economic development;
 - Population density and current transit ridership in the corridor.
6. TEA-LU creates a new "Freight Intermodal Connectors" program funded at \$300 to \$600 million per year for improvements to freight intermodal connector routes to be apportioned to states, as follows:
 - 33.3% based on the number of freight intermodal connectors;
 - 33.3% based on the state's contribution to the highway trust fund from commercial vehicles; and
 - 33.4% based on the state's share of NHS funds.
7. TEA-LU creates a new category for "mega-projects" titled "Projects of National and Regional Significance" funded at \$2.9 to 3.0 Billion per year. It is intended to provide competitive grants to projects that exceed \$500 million or 75% of the total state highway apportionment (about 75% of \$375 million in Oregon, or \$280

million). Grants would be awarded through a competitive process, based upon the results of preliminary engineering and justified based upon:

- National economic benefits;
- Reduction in congestion;
- Safety improvement;
- Support from non-Federal financial commitments, including contributions from public-private partnerships;
- Use of new technologies that enhance efficiency.

TEA-LU provides for an evaluation process similar to New Starts, resulting in a “Highly Recommended,” “Recommended” or “Not Recommended” rating leading to execution of a Full-Funding Grant Agreement.

8. TEA-LU increases the National Corridor Infrastructure Improvement Program from \$140 million per year (shared with the Coordinated Border Infrastructure Program) to \$500 to \$900 million per year, making it more viable for discretionary grants, such as for the I-5 Trade and Transportation Partnership.
9. TEA-LU retains the Congestion Pricing Pilot Program at \$25 million per year.
10. TEA-LU increases the “Transportation and Community and System Preservation Pilot Program” from \$25 million per year to \$30 to \$50 million per year.
11. TEA-LU creates a new “Safe Routes to Schools” program funded at \$250 million per year apportioned to states based upon total student enrollment in primary and middle schools.
12. TEA-LU creates a new “Transportation and Active Living” program funded at \$25 million per year.
13. TEA-LU creates a new transit category titled the “New Freedom” program funded at \$100 to \$175 million intended to provide service to Americans with Disabilities.
14. TEA-LU provides for University Transportation Centers funded at \$90 million per year. It authorizes up to 10 Tier I and 10 Tier II Centers. PSU is seeking designation as a Tier II Center, thereby eligible for a research grant of up to \$1 million per year.
15. TEA-LU provides for the creation of a National Commission on Future Revenue Sources to Support the Highway Trust Fund and a National Commission on the Future of the Interstate Highway System.
16. TEA-LU includes a placeholder for “High Priority Projects” (or Demo projects) funded at \$1.9 Billion to \$3.1 Billion per year. Funding would be apportioned to each state for earmarked projects based upon the following schedule:
 - 13% in 2004
 - 14.3 % in 2005
 - 15.7 % in 2006
 - 17.2% in 2007
 - 18.9% in 2008
 - 20.9% in 2009

Specific projects have not been identified.

17. TEA-LU does not deal with the air quality conformity changes or the environmental streamlining changes called for in the Senate Bill.

DRAFT (December 2, 2003)

House Bill _____: "Metropolitan Congestion Relief Act of 2003"

1. Provides for the suballocation on the basis of population of the full amount of STP funds to MPOs with a population greater than 200,000, to other MPOs with a population less than 200,000 and to other parts of the state. Under TEA-21, STP funds are currently apportioned to each state:
 - a. 25% based upon the pro-rata share of lane miles on the federal aid system;
 - b. 40% based on the pro-rata share of the VMT on the federal aid system;
 - and
 - c. 35% based upon the pro-rata share of the state's contribution to the highway trust fund.

This change in suballocation is likely a decrease in suballocated STP funds to the Metro region since the current law provides for the suballocation of 62.5% of STP funds to MPOs with a population greater than 200,000 and the combined population of the Metro, Salem and Eugene MPO areas is 59% of the state's population.

2. Provides for the suballocation of CMAQ funds to eligible areas on the same basis that the CMAQ funds are apportioned to the state, which under TEA-21 is:
 - a. To ozone nonattainment and maintenance areas based upon population weighted by a factor representing the severity of the ozone pollution problem (under TEA-21 this was .8 for maintenance and 1.0 to 1.4 for nonattainment areas; under the Senate Bill, the .8 factor is proposed to be increased to 1.0; however, under the new EPA 8-hour ozone standard, the Portland area classification changes from maintenance to attainment, resulting in the Portland region no longer being eligible for this component);
 - b. To carbon monoxide nonattainment and maintenance areas based upon population weighted by 1.2 for nonattainment areas and 1.1 for maintenance areas (the Portland region is classified a maintenance area); and
 - c. In the Senate Bill, to fine particulate (PM 2.5) nonattainment and maintenance areas on the basis of population weighted by 1.2 (the Portland area is in attainment for PM 2.5 and therefore not eligible for this component).

Under current practice, CMAQ funds are suballocated by ODOT to eligible areas on the basis of population, air quality severity and share from vehicle emissions. Through this practice, the following is the resulting suballocation:

- Administration - \$50,000
- Portland MPO - \$50,000 + 92.6%
- Medford MPO - \$50,000 + 5.5%
- Grants Pass - \$50,000 + 1.3%
- Klamath Falls - \$50,000 + 0.6%
- Oakridge - \$50,000

- LaGrande - \$50,000
- Lakeview - \$50,000

The provisions of this section are likely neutral regarding the level of funding to the Portland Region with the exception that the suballocation would be mandatory rather than discretionary. The bigger issue is whether the Portland region is even eligible for CMAQ funds for ozone or PM 2.5. If we lose ozone eligibility and PM 2.5 eligibility is added (and the Portland region doesn't qualify), the voluntary suballocation within Oregon will likely need to be redirected to shift funds to the other eligible areas.

3. Provides for the suballocation of NHS funds to MPOs with a population greater than 200,000:
 - a. 75% based upon the lane-miles on the NHS system; and
 - b. 25% based upon the VMT on the NHS system.

Note: this suballocation formula is an approximation of the formula used to apportion NHS funds to each state; the actual apportionment formula for each state's NHS apportionment is 25% based on Principal Arterial lane-miles, 35% based on Principal Arterial VMT, 30% based on diesel fuel and 10% based on Principal Arterial lane-miles per capita.

In FY 2002, ODOT received \$87 million in NHS funds. This suballocation would have resulted in the Portland region receiving about 12.6% or \$11 million. Under current practices, ODOT allocates NHS funds, in part, to Preservation projects based upon pavement conditions and, in part, to Modernization based upon a suballocation formula defined by population, truck-miles, VMT and others measures resulting in a Modernization suballocation to Region 1 of 33%. Historically, the NHS funds have been fully committed to Preservation projects with none suballocated to Regions for Modernization. This would be a newly suballocated funding source to the Portland region.

4. Provides for a new federal funding category of \$2 billion per year titled the "Metropolitan Congestion Relief Program" (Note: by comparison, in TEA-21, the NHS program is set at \$5.4 to 7.3 billion per year, STP at \$6.3 to 8.4 billion per year and CMAQ at 1.5 to 2.1 billion per year). The funds would be available for any eligible project under the STP program provided the MPO can demonstrate, as part of its congestion management system, that the project will improve congestion in its region. The funds would only be available to areas throughout the U.S. that have a population greater than 1,000,000 or a Travel Time Index of 1.2 or greater (defined by the Texas Transportation Institute as the ratio of the overall system operating speed in peak hour vs. standard uncongested operating speeds). The funds would be apportioned to these metropolitan areas:
 - a. 50% based on the region's travel time index relative to the travel time index of all eligible urbanized areas; and

- b. 50% based on the region's passenger miles traveled relative to all eligible areas (passenger miles traveled is defined as daily vehicle miles traveled and daily transit ridership).

This would result in about 1.75% of these funds being distributed to the Portland/Vancouver region, as compared to the typical distribution of 1.2% of overall highway funds being distributed to Oregon, thereby providing a new fund to allocate of about \$35 million per year.

5. Provides for a new federal funding category of \$500 million per year titled the "Operational Improvement Program." Eligible projects include a wide range of operational projects, such as incident management, intelligent transportation systems, demand management, bike/ped projects and employment-based transit shuttles. The funds would be distributed to states, MPOs and local governments on a discretionary grant basis.
6. Provides for the increase of planning funds to MPOs from 1% of the overall highway program to 2%.
7. It is not anticipated that this Bill will be adopted as a stand-alone Bill. Rather, some of the concepts could be incorporated into the reauthorization bill.

SEPW Bill, House Bill - Analysis of Authorizations
11/17/2003

Year	SEPW Authorizations (in \$Billions)						House Authorizations (in \$Billions)					
	IM	NHS	Bridge	STP	CMAQ	Safety	IM	NHS	Bridge	STP	CMAQ	Safety
2004	\$5.50	\$6.65	\$4.70	\$6.95	\$1.90	\$1.20	\$4.50	\$5.40	\$3.86	\$6.29	\$1.53	\$1.00
2005	\$6.30	\$7.65	\$5.40	\$7.95	\$2.15	\$1.30	\$4.99	\$5.99	\$4.28	\$6.95	\$1.70	\$1.10
2006	\$6.55	\$7.95	\$5.60	\$8.25	\$2.25	\$1.35	\$5.36	\$6.43	\$4.60	\$7.46	\$1.82	\$1.20
2007	\$6.55	\$7.95	\$5.60	\$8.25	\$2.25	\$1.35	\$5.71	\$6.85	\$4.90	\$7.94	\$1.94	\$1.30
2008	\$6.55	\$7.95	\$5.60	\$8.25	\$2.25	\$1.35	\$5.87	\$7.04	\$5.03	\$8.15	\$1.99	\$1.40
2009	\$6.55	\$7.95	\$5.60	\$8.25	\$2.25	\$1.35	\$6.07	\$7.29	\$5.21	\$8.45	\$2.06	\$1.50
TOTAL	\$38.00	\$46.10	\$32.50	\$47.90	\$13.05	\$7.90	\$32.50	\$39.00	\$27.88	\$45.24	\$11.04	\$7.50
TEA-21 Totals	23.8	28.6	20.4	33.3	8.1		23.8	28.6	20.4	33.3	8.1	
% increase	59.7%	61.2%	59.3%	43.8%	61.1%		36.6%	36.4%	36.7%	35.9%	36.3%	



Comment on freight priorities

Earlier this year, the Oregon Legislature approved limited funding for freight mobility projects. The Oregon Freight Advisory Committee will recommend projects to be funded to the Oregon Transportation Commission next spring.

The Metro Council and the Joint Policy Advisory Committee on Transportation need your help to develop a list of the Portland metropolitan region's highest priority projects to submit to the Oregon Freight Advisory Committee.

Priority shall be given to projects that would:

- remove identified barriers to the safe, reliable and efficient movement of goods
- support public and private investment that creates or sustains jobs

support multimodal freight movements
be constructed beginning in 2006.

For more information, including a list of eligible projects, see Metro's web site at www.metro-region.org/freight or call (503) 797-1730.

Ways to comment

Fax (503) 797-1929

E-mail trans@metro.dst.or.us

Mail John Gray, Metro
600 NE Grand Ave.
Portland, OR 97232

**Comment deadline:
10 a.m. Monday,
Jan. 5, 2004.**



METRO

PEOPLE PLACES
OPEN SPACES

COMMITTEE TITLE JPACT

DATE December 11, 2003

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DATE December 11, 2003

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