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**FY 2002 – 2005  
PORTLAND METROPOLITAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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**March 7, 2002**

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## **CHAPTER 1: OVERVIEW OF MTIP CONTENTS AND DEVELOPMENT PROCESS**

### **1.1 MTIP PURPOSE**

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. The MTIP further refines and balances local and regional priorities that are broadly addressed in the RTP and resolves funding decisions that range from correcting deficiencies unique to a local street to advancing major long-range projects.

## 1.2 MTIP CONTENT

The MTIP must be revised at least every two years and it must address two types of projects. 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, design).

This information is included in Section II of the MTIP, (the financial tables in the middle of the document). Appendix 1 provides additional information about the projects as they are described in the Financially Constrained Network of the Regional Transportation Plan (RTP). It is this descriptive data that is the basis for modeling air quality effects of the projects. The project listings in the "Total Funding" table included at the end of Section II, includes an RTP reference number to assist cross-reference to the RTP table.

In addition to this level of detail for federally funded projects, the MTIP must also describe other regionally significant state or locally funded projects that have a potential to affect regional attainment and/or maintenance of 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. Appendix 1 provides this information for the bulk of projects anticipated in the region that will not rely on federal funds.

This document, the 2002 – 2005 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2001, and ending September 30, 2005. 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 FY 2004-05 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 Section 2.*

### **1.3 2002 MTIP DEVELOPMENT PROCESS.**

Metro works with the diverse mixture of local, regional, state and federal jurisdictions that own and operate the region's transportation system to develop the MTIP. These jurisdictions include 24 cities, three counties, Tri-Met, the Oregon Department of Transportation, the Port of Portland, the Federal Highway Administration, the Federal Transit Administration, and the city of Vancouver and Clark County in the state of Washington.

The 2002 MTIP reflects results of the Priorities 2002 Update process concluded by Metro in September, 2001: for some classes of federal funds Metro is responsible for soliciting projects and awarding the funding, which is the purpose of the Priorities' Updates. These funds are referred to collectively as "regional flexible funds" and include regional Surface Transportation Program (STP) funds, Congestion Mitigation/Air Quality (CMAQ) funds and Transportation Enhancement (TE) funds. In the future, ODOT has indicated its intent to manage TE funds on a statewide basis but this suggestion has yet to be finalized by the Oregon Transportation Commission (OTC). 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 2002 MTIP also schedules both federal and state funds administered by ODOT for bridge and highway preservation and modernization, and federal transit dollars scheduled by Tri-Met. Allocation decisions by ODOT and Tri-Met 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 below, the 2002 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 projections 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, Tri-Met and ODOT. With respect to state transportation funding, ODOT collects and distributes the state's gas tax revenues. 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. In a similar fashion, Metro relies on Tri-Met estimates of anticipated federal transit assistance, based again on using historical trends to discount the maximum transit amounts authorized in TEA-21. As with Tri-Met, Metro relies on ODOT's projections of federal and state revenues that will be made available to Region 1 projects under complex formulas implemented by the OTC on an annual basis.

During the four years of the MTIP, Tri-Met expects to receive about \$447 million of federal funding (excluding federal funds controlled by Metro). The MTIP does not report Tri-Met's general fund revenues. ODOT is projecting expenditure of about \$256 million of combined federal and state revenue over the four years, within the urban portion of Region 1. (Tables 2 and 3, shown in Chapter 2, provide more detailed analysis of these allocations.)

Metro projects that about \$116 million of Metro's regional flexible funds will be provided to advance regional projects during the four year's addressed by the 2002 MTIP. This represents annual federal appropriations and commitment of "carryover funds" by ODOT (e.g., funds available to Metro in prior years that were "loaned" to projects outside the region).

**TABLE 1  
DEMONSTRATION OF FY 02-05 MTIP FISCAL CONSTRAINT**

<b>COST OF APPROVED PROJECTS</b>					
	<b>FY 02</b>	<b>FY 03</b>	<b>FY 04</b>	<b>FY 05</b>	<b>TOTAL</b>
Transportation Enhancement (TE)	\$ 2.168	\$ 1.482		\$ 2.909	\$ 6.559
Surface Transportation Program (STP)	\$ 27.383	\$ 12.233	\$ 17.920	\$ 10.527	\$ 68.063
Congestion Mitigation/Air Quality (CMAQ)	\$ 16.156	\$ 13.010	\$ 7.690	\$ 7.251	\$ 44.107
<b>APPROVED PROJECTS TOTAL</b>	<b>\$ 45.707</b>	<b>\$ 26.725</b>	<b>\$ 25.610</b>	<b>\$ 20.687</b>	<b>\$ 118.730</b>

<b>ASSUMED REVENUE</b> (Assumes 100% of Appropriations but Limitation Value of Carryover Dollars)					
	<b>FY 02</b>	<b>FY 03</b>	<b>FY 04</b>	<b>FY 05</b>	<b>TOTAL</b>
TE Appropriations*			\$ 1.400	\$ 1.400	\$ 2.800
STP Appropriations	\$ 14.467	\$ 14.762	\$ 15.205	\$ 15.661	\$ 60.095
CMAQ Appropriations	\$ 9.272	\$ 9.471	\$ 9.755	\$ 10.048	\$ 38.546
<b>Total Projected Appropriations</b>	<b>\$ 23.739</b>	<b>\$ 24.233</b>	<b>\$ 26.360</b>	<b>\$ 27.109</b>	<b>\$ 101.441</b>
Total Project Costs	\$ (45.707)	\$ (26.725)	\$ (25.610)	\$ (20.687)	\$ (118.730)
<b>Subtotal</b>	<b>\$ (21.968)</b>	<b>\$ (2.492)</b>	<b>\$ 0.750</b>	<b>\$ 6.422</b>	<b>\$ (17.289)</b>
TE Carryover*	\$ 3.842				\$ 3.842
CMAQ Carryover**	\$ 4.115				\$ 4.115
STP Carryover**	\$ 5.864				\$ 5.864
STP/FAU balance	\$ 1.275				\$ 1.275
<b>Subtotal</b>	<b>\$ (6.872)</b>	<b>\$ (2.492)</b>	<b>\$ 0.750</b>	<b>\$ 6.422</b>	
<b>From Statewide Sources***</b>	<b>\$ 6.872</b>	<b>\$ 2.492</b>	<b>\$ (0.750)</b>	<b>\$ (6.422)</b>	<b>\$ (2.193)</b>
<b>FINAL BALANCE</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

\* State TE commitment of \$2.8 mil to Metro (at 100%) in FY 02/03 was deferred to FY 04/05.

\*\* FY 02 Carryover of STP and CMAQ is in limited dollars

\*\*\* Metro has programmed obligations in excess of anticipated regional revenue per the request of ODOT Headquarters staff to help assure timely obligation of federal limitation available to the statewide program. Overdrafts in early years will be repaid from regional funds in later years by agreement between ODOT and the region. Metro's four-year program will result in a total balance owed to the Statewide program of \$2.193 million, which will be reimbursed to the state in FY 06, or earlier, depending on actual federal appropriations to the region in FY 02 - 05, and any "natural" delay of regionally scheduled projects to later years.

At ODOT's request, Metro has scheduled nearly \$7.0 million more in projects in FY 2002 than expected regional revenues can advance and nearly \$2.5 million more in FY 2003. ODOT is concerned that its statewide construction schedule will not be able to absorb all federal fund categories available to it and that some funds may therefore revert to the national program. ODOT will therefore "loan" some of these funds to advance Metro's "local program" in these years. In the last two years of the program, Metro "underspends" estimated revenue to repay the statewide loans.

This balancing across years will still leave about \$2 million of projects without funds in 2005. Though federal regulations permit the fourth year of the MTIP to exceed expected revenue; Metro considers the fourth year to represent regional commitments that will be honored, despite the revenue gap. If regional revenues throughout the entire four year program do not exceed projections (and they have exceeded Metro's conservative estimates in the previous four years) Metro anticipates that the region will be advanced about \$2 million from statewide resources in FY 2005. It is ODOT's policy to prioritize "local program" projects at the expense of state projects whenever possible. If no statewide funds are available that year (i.e., if other state program priorities cannot be adjusted), then \$2 million worth of regional projects (or whatever the actual balance is at that time) will be slipped to FY 06.

Before this point is reached though, Metro will update the MTIP in 2004. If it appears that projects will be slipped to FY 06, Metro will reserve a portion of the anticipated FY 06 appropriations to honor commitments to slipped projects. In this way the current program will be made whole. A more detailed discussion of each of these issues is provided in Appendix 2.

## **1.5 PROJECT PRIORITIZATION PROCESS**

The RTP defines the collection of regional multi-modal transportation improvements needed over a 20-year period to support the region's land use and transportation goals and policies. The RTP breaks these improvements into those needed between 2000-2005, 2006- 2010 and 2011-2020. Metro indirectly influences a broad assortment of funding sources that help implement these projects. However, Metro directly allocates only a portion of all transportation funds in the region: the STP and CMAQ funds, which amount to about \$118 million out of an approximate total of \$735 million that is programmed for expenditure in the region over the next

four years. Only \$50 million of that money was previously unallocated when the current MTIP update began.

Metro's decision about which RTP projects and programs to fund with this remaining amount of money is accomplished by the MTIP Priorities' Update process. Consistent with federal regulations and its own public involvement policies, Metro conducts a rigorous 18-month process to nominate and select projects for funding which includes numerous opportunities for public review and comment (see Appendix 3).

***Priorities 2002 Update.*** Once Metro and ODOT staff agreed on FY 04 and 05 revenue assumptions, Metro initiated a public and agency process for development and approval of project selection criteria and a solicitation procedure. Comment was invited on draft criteria from December 18, 2000 through January 16, 2001. The final criteria and procedures were approved in Resolution No. 01-3025A in January 2001. The technical criteria approved by JPACT and the Metro Council were largely those used in the Priorities 2000 update. Technical ranking criteria were adopted for the following modes:

1. Road Modernization
2. Road Reconstruction
3. Freight
4. Bridge
5. Boulevards
6. Bike/Trail
7. Pedestrian
8. Transportation Demand Management
9. Transit Oriented Development
10. Transit

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

The MTIP Update process uses technical and administrative criteria established by ODOT, JPACT and the Metro Council to select projects for funding. Metro 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).

These are only the general ranking categories. More detailed descriptions of the technical ranking criteria are shown in Appendix 4. Administrative criteria for project selection include project relationships to regional policy, including:

- regional goals and system definitions contained in the 2000 Regional Transportation Plan
- Metro's "Creating Livable Streets" Design Guidelines
- Environmental Justice considerations (see Appendix 5)
- 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 project contribution to recovery of endangered salmonid populations.

The Metro Council also developed companion administrative criteria for determining Council project priorities. *These are shown on the last page of Appendix 4.* The primary focus of the Council criteria was to emphasize support of alternative travel modes in light of the many other revenue sources that are available to support construction and maintenance of new road capacity. The Council's criteria were included in the Priorities 2002 Solicitation Package, and a screening matrix was later used to identify a final group of projects that best met the Council criteria.

**2040 Land Use Objectives.** As in previous criteria development procedures, the thrust of the Priorities 2002 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. During adoption of the criteria and solicitation procedures, additional policy discussion focused on three issues:

1. First, should regional funds be used for design, right of way acquisition or construction of mainline and/or interchange improvement projects? The conclusion of these discussions was to permit freeway design requests to compete for funds but to limit right of way and/or construction allocations only to interchange enhancements that principally aid local street circulation.
2. Second, should the region spread its funds to many smaller projects or seek to leverage funds to implement a few much larger projects? No specific dollar limit was endorsed on submission of candidate projects.
3. Finally, should the region continue to prioritize funding of ongoing regional programs (e.g., Transportation Demand Management, Transportation Management Association Assistance, Intelligent Transportation Systems, etc.)? The high value of these programs was recognized but no automatic funding commitment was endorsed.

The Metro Council and JPACT have directed staff to initiate a comprehensive review of the current selection procedures, which have evolved in the previous four updates. This process began in the late winter of 2002 and is scheduled to conclude in July.

The Regional Transportation Plan 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 MTIP update remains a policy decision that is influenced by qualitative measures and subjective consideration of competing policy objectives.

## **1.6 PROJECT PROGRAMMING AND 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.**

**Tri-Met.** In cooperation with Metro, Tri-Met 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). Tri-Met 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. 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. The MTIP reports only the federal funding component of Tri-Met's overall capital and operations programs.

The bulk of federal funding projected for receipt by Tri-Met in the current MTIP consists of annual Section 5309 New (Rail) Start appropriations expected by Tri-Met for construction of the Interstate MAX light rail extension from the Rose Quarter to the Exposition Center (\$250 million). These New Start funds are limited exclusively to the MAX construction project. Other federal transit funding categories received by Tri-Met (Section 5307 and 5309 formula funds) have greater programming discretion. Metro though, supports Tri-Met'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 Tri-Met for routine transit maintenance programs.

In practice, Tri-Met'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 Tri-Met 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.

**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.<sup>1</sup> In response to a directive from the Governor to conserve limited transportation funds, the Oregon Transportation Commission (OTC) has severely restricted ODOT's authority to implement new system expansion projects: statewide, only \$57 million per year is permitted to be spent for modernization activity, as required by the state constitution. The region's share of this fund is limited to approximately \$27 million per biennium. The OTC has dedicated all other state resources to keep pace with essential system preservation activity. For the past eight years, ODOT's expansion projects have been confined to three projects: completion of the Sylvan Interchange reconstruction/widening; the I-5/Hwy. 212/Kruse Way interchange reconstruction and the Sunnybrook interchange split diamond interchange project. Each of these is consistent with freeway project priorities endorsed by Metro and its regional partners.

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.

***Metro Regional Flexible Funds.*** Metro selects projects funded with Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, in cooperation with all of the region's local and regional entities. 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

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<sup>1</sup> For federal review purposes, in cooperation with Metro, ODOT selects projects that are funded under the Interstate Maintenance and Bridge Replacement programs, or that are on the National Highway System. All other projects are selected by Metro in consultation with ODOT. Projects identified in the first year of the three-year approved program period are deemed "selected" and may obligate federal funds without further administrative authorization.

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 that they are received, as all projects share equal priority for funds. If projects 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 Project Selection**

All of the funds type discussed above must be programmed in the MTIP. However, Tri-Met 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 Tri-Met are responsible for developing their own funding priorities, which for the most part, are simply reflected in the MTIP, rather than developed by the Priorities Update and MTIP adoption process. For the regional flexible funds, the Priorities 2002 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.

## CHAPTER 2: HIGHLIGHTS OF THE CURRENT FOUR-YEAR PROGRAM.

### 2.1 REGIONAL FUNDS

A key portion of the current program was approved in September 2001 when Metro adopted Resolution No. 01-3098A, which allocated \$50.5 million of FY 04-05 STP and CMAQ funds. Regional Flexible Fund allocations approved in FY 2000 and in FY 1998 also contribute significantly to the overall program. All three sets of project allocations are shown in Appendix 5. (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 the financial tables in Section II) 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.

#### **2.2.1 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. These areas are targeted for an increased emphasis. 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 Priorities 2000 regional flexible funding allocation provided over \$11.5 million dollars to a collection of ten Boulevard projects throughout the region. The Priorities 2002 allocation included some \$3 million awarded to three new projects and supplemental funds to a fourth.

***Bike System Improvements.*** The last three regional flexible funding allocations have focussed on three general categories of bike system improvement. The first of these has been to enhance bike and pedestrian access to the Willamette River bridges. The Hawthorne and Steel Bridge facilities are now open. The Priorities 2002 allocation provided \$1.0 to create a bike lane crossing of the Morrison Bridge.

A second focus has been completion of the East Bank Trail and its connection to the Springwater Trail. The Steel Bridge to OMSI portion of the East Bank Trail opened last year, relying on a broad assortment of regional and City of Portland funding sources. The Priorities 2000 allocation provided funding to construct a link from OMSI to the City of Milwaukie. The Priorities 2002 update 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 Clackamas County.

Metro has also concentrated on strengthening bike systems in more suburban portions of the region. In prior years, Metro awarded funds to a first phase of the Fanno Creek Trail through Beaverton. In the 2000 update Metro awarded right of way funds to a second phase of the Fanno Creek trail system between Beaverton and Tigard and, in the 2002 program, has used regional flexible funding and proceeds from the Metro sponsored Greenspaces Bond Measure to fund construction of the second phase. Construction funds were also awarded in 2002 to match a previous right of way allocation for the Gresham-Fairview multi-use trail.

***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 pedestrian projects, typically ones that improve pedestrian connections 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 like the East Bank, Springwater and Fanno Creek trail systems. Boulevard projects are also very intimately connected with improving pedestrian-to-transit connections. And finally, in this Priorities Update, Metro invested \$1.4 million in a set of eight specific pedestrian projects that enhance connection to transit in Washington and Clackamas counties.

***Roadway and Intelligent Transportation Systems (ITS).*** The current Update did not initiate any new roadway projects, but rather, focussed resources on advancing projects previously awarded design and/or right of way funds, including the I-5/Nyberg Overcrossing project in Tualatin (\$2.3 million for construction), the Hwy 217/Greenberg Road project in Tigard (\$390,000 right of way) and the 223<sup>rd</sup> Railroad Overcrossing reconstruction project in Fairview (\$134,000 right of way).

Metro continued to expand its commitment of funds to better manage existing auto capacity by upgrading and integrating the region's fragmented street signal systems. The previous updates awarded planning and proof of concept funds to Multnomah County and the City of Gresham to demonstrate benefits of using new computer-based management systems to improve street signal systems. The ITS systems reduce waiting at signals, reduce fuel consumption and air emissions and reduce intersection accidents by maintaining steadier progression of vehicles along major streets. The benefits demonstrated by these projects in the East County led to expansion of the program throughout the region in the previous 2000 Update. A total of \$1.65 million of additional implementation funds have been awarded to Multnomah, Clackamas and Washington counties in the current allocation.

***Transit.*** In 1999, Metro committed revenue of \$6.0 million annually for ten years (\$60 million total) for transit capital improvements in the South/North transit corridor between Vancouver Washington and Oregon City. The current MTIP honors this commitment by allocating \$24 million of regional funds to construct the Interstate MAX extension between the Rose Quarter and the Exposition Center in North Portland, which is the first phase of the South/North MAX program. The core regional commitment of \$37.5 million to Interstate MAX will be fully met in 2006. (A contingency clause of Metro's agreement with Tri-Met could trigger allocation beyond 2006 if the schedule of federal appropriations is not met and borrowing costs increase.)

Once the Interstate MAX commitment is met, Metro will contribute subsequent annual allocations to improvements in the south portion of the corridor, including McLoughlin Blvd, between downtown and Oregon City, and potentially, along the I-205 portion of the corridor. Four million dollars were allocated in this Update to conduct planning and preliminary engineering of transit design alternatives in the corridor. It is hoped this work will lead to an earmark of federal funding in the next six-year authorization bill due in 2003, to construct new transit capital facilities in the corridor. In the last update, \$1.44 million was awarded to begin improved bus transit service along McLoughlin Blvd. as an interim, transit ridership-building program. The new service included improved shelters and other amenities, increased bus frequency to 15-minute headways and expanded weekly service hours. (These regional investments dovetail with other Tri-Met capital programming for improved park and ride facilities and transit center and bus stop improvements in the corridor.)

In addition to the South Corridor improvements, the last update also funded similar investment in the Barber Corridor between Downtown Portland and South Washington County. The current Update provides supplemental support for the new service starts in both corridors and an additional \$1.2 million to kick-start improved transit service in one or more additional priority corridors. The new funds were contingent on Tri-Met returning to Metro with a plan showing which priority corridor(s) would benefit from the regional funds. Also, Tri-Met must demonstrate how deployment of regionally funded new service starts in the McLoughlin and Barber corridors, and in the yet to be determined corridor(s), will be maintained using non-regional resources.

Tri-Met has signaled that one approach it will take to meet this challenge is allocation of the regional capital funds to its "Streamline" service program. As road congestion increases, Tri-Met has traditionally added new bus service to simply maintain frequency and reliability of existing service. Over the past two years though, Tri-Met has begun deployment of Streamline service in its priority corridors. Part of this program relies on Tri-Met's ten-year investment in computer aided dispatch technology and satellite tracking of its bus fleet. These innovations in fleet management enable Tri-Met to squeeze more service from existing service hours. This reduces capital costs for new buses. Maintenance costs for a smaller fleet is also reduced. The computer system also helps Tri-Met identify which routes achieve the best ridership and determine where crucial bottlenecks can be smoothed to improve service reliability. Smoothing sometimes consists of building dedicated bus lanes at problem intersections, or deployment of transit-priority emitters that let a bus automatically extend green time of traffic signals if it is running behind schedule. These efficiencies are matched by providing more comfortable low-

floor; air-conditioned buses and other transit stop amenities, including deployment of real-time bus arrival information at major transit stop locations.

These fleet management and service tools combine to reduce the cost of preserving existing transit service in the face of increasing road congestion and actually stimulates added ridership from existing service hours. Tri-Met records indicate that the Streamline program system enhancements will achieve ridership increases of about 266,000 added annual boardings (net of transfers) without adding service hours on 12 regional routes. Absent the program, Tri-Met would have to field 266 extra weekly service hours to gain these new riders, at a cost of some \$720,000 per year. These savings can therefore be used by Tri-Met to provide actual new service.

The Wilsonville SMART initiative to secure federal earmark funding for construction of a Park & Ride lot adjacent to the proposed Wilsonville/Beaverton Commuter Rail station was unsuccessful for a third year in 2002. Regional funds of \$1.1 million were allocated to secure the property, as part of a larger strategy to support both the Commuter Rail project and redevelopment of the Dammash Hospital site in Wilsonville as an Urban Village.<sup>2</sup>

## **2.2 TRI-MET PROGRAM AND OTHER REGIONAL TRANSIT PROJECTS.**

This MTIP updates a broad array of transit funds throughout the region, all of which are shown in Table 2, below. The largest block of funds is the \$250 million of Section 5309 appropriations for construction of the Interstate MAX extension. The second largest chunk of funds is \$121 million of Section 5307 and 5309 formula funds that Tri-Met propose to spend on bus and light rail vehicle maintenance. Together with other regional funds, a total of \$155.7 million is

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<sup>2</sup> At the time of publication, the City of Wilsonville had been awarded \$1.6 million toward extension of Boeckman Road into the hospital site. Metro, ODOT and Wilsonville also agreed to share costs of the additional \$15 million needed to build the road but the details were not available for publication.

allocated to these purposes in order to minimize complexity of the grant process Tri-Met must coordinate with FTA staff in Seattle, Washington.<sup>3</sup>

Tri-Met 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 in the south Clackamas County transit corridor. Tri-Met 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.

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<sup>3</sup> Of note is that \$12.0 million of STP funds allocated to the Interstate MAX construction program have been diverted to Preventive Maintenance. Tri-Met has bonded for an equal amount of funds in FY 03 to meet cash flow requirement. Tri-Met's bond debt will be made whole by use the STP funds in its maintenance program.

Relatedly, Metro advanced \$10 million of bus purchase funds in 1999 that were originally allocated in FY 2000 and 2001 and \$4.5 million to the FY 02 program year, from FY 03, to reduce interest costs that Tri-Met would otherwise have experienced funding construction of the Airport MAX.

TABLE 2

FY 2002 - 2005 REGIONAL TRANSIT PROGRAM							
KEY NUMBER	PROJECT	FUND TYPE	FY 02	FY 03	FY 04	FY 05	TOTAL
10913/11306 <i>needed</i>	Bus Prevent. Mntc.	5307	23.767	25.355	26.000	27.000	102.122
	Prevent. Mntc.	STP			6.000	6.000	12.000
TOTAL			23.767	25.355	32.000	33.000	\$ 114.122
11318&11319	Rail Prevent. Mntc.	STP	3.825	1.457			5.282
	Rail Prevent. Mntc.	St. STP	5.435				5.435
11304&11305 10911&2	Rail Prevent. Mntc.	5307	2.600	2.704	2.812	2.925	11.041
	Rail Prevent. Mntc.	5309 R. Mod.	4.200	5.068	5.220	5.377	19.865
TOTAL			16.060	9.229	8.032	8.301	\$ 41.623
11302&3 11543&4 11323&4	Interstate MAX	5309	63.361	83.000	103.710		250.071
	Interstate MAX	CMAQ	1.825	6.000			7.825
	Interstate MAX	STP	4.175				4.175
TOTAL			70.000	82.000	77.500	0.000	\$ 262.071
11209&10 <i>needed</i>	Buses/PDX LRT	CMAQ	8.000				8.000
	Buses-Streamline Pgm.	CMAQ			2.050	2.056	4.106
TOTAL			8.000	0.000	2.050	2.056	\$ 12.106
<i>needed</i>	South Corridor Transit Study	STP	4.000				4.000
	Clack. Co. So. Corridor.						
	T.C./P&R (So.Gate/CTC)	5309 Bus	5.396				5.396
TOTAL			9.396				\$ 9.396
<i>needed</i>	Wash. Co. Commuter Rail	5309	0.500	18.000	18.000	18.000	\$ 54.500
<i>needed</i>	SMART T.C./Park&Rides	CMAQ	1.086				\$ 1.086
<i>needed</i>	Jobs Access	3037	1.800	1.800			\$ 3.600
11313&4	TDM Program	CMAQ	0.700	0.999	0.700	0.700	\$ 3.099
11309&10	Region 2040/TMA Pgm	CMAQ	0.500	0.500	0.270	0.265	\$ 1.535
10917&8	Transit Enhancements	5307	0.250	0.254	0.260	0.270	\$ 1.034
TRANSIT CAPITAL GRAND TOTAL			\$ 132.058	\$ 138.137	\$ 138.812	\$ 62.592	\$ 504.170

## 2.3 ODOT PROGRAM HIGHLIGHTS.

ODOT has proposed programming \$256.4 million of state and federal funds to freeway expansion, preservation, operations, bridge and safety programs, which are summarized, in Table 3, below.

**TABLE 3:**

<b>SUMMARY OF ODOT PROGRAM</b>	<b>FY 02</b>	<b>FY 03</b>	<b>FY 04</b>	<b>FY 05</b>	<b>TOTAL</b>
<b>Freeway Expansion</b>		\$13.856	\$30.192		<b>\$44.048</b>
<b>Preservation</b>	\$10.503	\$36.939	\$9.436	\$19.538	<b>\$76.417</b>
<b>Operations</b>	\$3.799	\$0.657	\$6.352	\$5.553	<b>\$16.362</b>
<b>Bridge</b>	\$19.680	\$41.318	\$32.871	\$7.570	<b>\$101.439</b>
<b>Safety</b>	\$5.678	\$6.676	\$1.323	\$4.401	<b>\$18.078</b>
<b>TOTAL</b>	<b>\$39.660</b>	<b>\$99.446</b>	<b>\$49.982</b>	<b>\$67.599</b>	<b>\$256.343</b>

(in millions)

### 2.3.1 Freeway Expansion.

Consistent with the 2000 MTIP, ODOT has completed Phase 1 of the I-5/217/Kruse Way Interchange reconstruction; Phase 2 of the U.S. 26/Sylvan Interchange and Widening program and has just obligated construction funding for Phase 1 of the I-205/Sunnybrook Split Diamond Interchange.

The 2000 MTIP scheduled Phase 3 of the Sylvan program in FY 03. The timing has not changed, but refinement of the project scope shows that only \$13.9 million will be needed to complete the effort, rather than the \$24.3 million programmed in the previous update. This project, together with the I-5 and I-205 projects, will conclude the regional freeway improvement priorities established in 1996.

As part of state approval for the combined Westside MAX extension and US 26/Hwy217 improvement projects, ODOT must reestablish freeway access to U.S. 26 at the Barnes Road Interchange, which was closed during MAX construction. To accommodate expected volumes,

ODOT will widen US 26 from the Highway 217 Interchange to Murray Blvd. This is a \$30.2 million project newly scheduled in FY 04. Part of the savings from reduced cost of Phase 3 of the Sylvan Interchange project have gone into this project. (Additionally, ODOT has programmed improvement of the Zigzag/Rhododendron section of US 26 in rural Clackamas County.)

### **2.3.2 ODOT Operations, Pavement, Bridge Preservation and Safety Program.**

Five projects from ODOT's maintenance program 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 re-paving of I-205 between the Columbia River Bridge and the Willamette River Bridges. The first phase (\$17.9 million), which includes the Columbia River Bridge itself, was delayed from FY 02 to FY 03. The second phase (\$12.2 million) has been delayed from FY 03 to FY 05.
3. ODOT has retained repainting of the St. Johns Bridge (\$30.3 million), but due to design considerations, has delayed implementation from FY 01 to FY 03.
4. The \$33 million reconstruction of the MLK Viaduct in the City of Portland has slipped from FY 01 to FY 04. 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. About \$10.0 million allocated for rehabilitation of the Broadway Bridge has been deleted from the program (Phase 7) with the expectation that the State's infrastructure bond program will approve funding for the bridgework.

### **2.3.3 ODOT Bond Program.**

In February 2001, the OTC approved \$400 million of bond financing for highway modernization and preservation throughout the state. Approximately \$105 million of these funds were allocated to eleven major highway and bridge modernization projects in the Portland area and to a collection of smaller maintenance and preservation projects. All of these projects will be addressed in the MTIP after they are examined for consistency with the RTP and pertinent air quality issues.

## **CHAPTER 3: MISCELLANEOUS PLANNING AND PROGRAMMING ISSUES**

### **3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN**

All transportation projects must conform to the State Implementation Plan for assuring that air quality standards are maintained in the Portland area. Metro has prepared a Conformity Determination that documents this finding. It is included in Appendix 6. The core of the Determination is the finding that all projects advanced by the 2002 MTIP are either exempt, or else their potential air quality effects have been addressed in the quantitative analysis that was prepared for the 2000 RTP. The 2002 MTIP funding allocations also address the pertinent qualitative factors that are referenced in the SIP and therefore, under both the quantitative and qualitative procedures stipulated in the state conformity regulations, the 2002 MTIP has been found by Metro to conform with the SIP.

It is also in the Determination that the MTIP identifies funded 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. Federal planning regulations require the MTIP to identify the project allocations that are responsive to these TCM requirements.

### **3.2 PUBLIC INVOLVEMENT**

Appendix 3 summarizes the extensive public involvement processes that attended adoption of regional flexible funding allocations reported in this Update. The ODOT program was submitted for public comment in parallel with the Metro Update process and Metro staff attended ODOT's public functions to provide information about the relationship of state projects with the MTIP Update. Tri-Met manages its own more comprehensive service and capital program update with separate events. Virtually all federal funds allocated to Tri-Met have been discussed as part of the MTIP update, or are allocated in this action to maintenance activity.

### **3.3 ENVIRONMENTAL JUSTICE**

Appendix 7 summarizes provisions of the federal Environmental Justice Executive Order 12898. Only the last two years of the current MTIP reflect programming of funds since issuance of the Order and final regulations interpreting the Order's relationship to the MTIP have not been published at his time.

### **3.4 FAU AND INTERSTATE TRANSFER PROGRAM BALANCES**

The Federal Aid Urban 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 8.

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.

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 Section II.

### **3.5 PRIORITIES 2000 AND 2002 CONDITIONS OF PROJECT APPROVAL.**

During adoption of the Priorities 2000 and 2002 project allocations, JPACT and the Metro Council applied conditions of approval to some funds. Appendix 10 lists these conditions.

### **3.6 PROJECTS APPROVED FOR THE FIRST TIME IN THIS MTIP**

The vast bulk of system expansion projects identified in the 2002 MTP have received prior policy approval by Metro in previous MTIP updates. However, 20 projects have not been previously authorized and will appear for the first time in the current document. These are shown in Table 4, below. (They are all included in the "Program Tables" that follow in Section II.) For different reasons, these projects were not addressed in the Priorities 2002 Update, as discussed below. However, all but four exempt state funded bike/pedestrian projects (see the final four projects in Table 4) were explicitly considered in the Conformity Determination. The projects include:

- Nine of the projects are transit allocations that could not be finalized by Tri-Met prior to publication in January of the 2002 Congressional earmarks.
- Two projects (Regional IX/STP Reserve and City of Portland Arterial Rehabilitation Program Reserve) derive from reallocation of old FAU program funds redirected at the request of the City of Portland to new projects.
- ODOT's US 26: Hwy 217 to Murray project was discussed during the Priorities 2002 Update but was not formally addressed in the resolution that approved the regional flexible funding allocations. Therefore, this opportunity is being taken to formally approve this biennial installment of ODOT's Region 1 modernization program. Allocation of \$30.2 million to this project is consistent with Metro 1995 policy declaration that the region supports completing the scope of US 26 improvements described in the Westside MAX Extension EIS.
- The Bertha Court project represents application of previously authorized TE funds to pedestrian work in Hillsdale. The original project scope was linked to anticipated construction of a new library in Hillsdale that did not occur. The current project also provides pedestrian amenities consistent with the Hillsboro neighborhood plan but in a different

location. To avoid confusion and delay, the project is being identified at this time as a new project to which the previously authorized funds are approved for transfer.

- A second phase of the Transit Signal Priority project was unanticipated. The project's first phase was completed approximately \$1.5 million below its expected cost. Therefore, consistent with the restrictions attached to the original TEA-21 High Priority Project earmark, a second phase expansion of the program is being designed and implemented with the leftover funds.
- Funds were approved in prior updates to widen Sunnyside Road from I-205 to 122<sup>nd</sup>. Clackamas County is now using local funds for the construction phase of this project. The released federal funds (\$2.8 million) are allocated in this update to design improvement of two more segments: 122<sup>nd</sup>/152<sup>nd</sup>, (which received state bond construction funding in the OTIA program) and 152<sup>nd</sup>/172<sup>nd</sup>.
- Three of the projects are state-funded bike and pedestrian facilities.
- One project (I-205 at Powell Boulevard Bike crossing) was authorized by the State TE program manager.

**TABLE 4**

PROJECTS NEWLY APPROVED IN THE 2002 MTIP								
ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
Clack. Co.	<b>Sunnyside Rd Widening: 122nd/152nd</b> Funding to design widening of Sunnyside to five lanes from 122nd to 152nd.	STP-PE		1.400				\$ 1.400
		<b>Federal Total</b>		\$ 1.400				\$ 1.400
Clack. Co.	<b>Sunnyside Rd Widening: 152nd/172nd</b> Funding to design widening of Sunnyside to five lanes from 152nd to 172nd.	STP-PE		1.400				\$ 1.400
		<b>Federal Total</b>		\$ 1.400				\$ 1.400
Tri-Met	<b>Clack. Co. So. Corridor Transit Center/P&amp;R</b> FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack. Town Center Transit Center in the So. Corridor.	S5309 Bus		5.396				\$ 5.396
		<b>Federal Total</b>		\$ 5.396				\$ 5.396
COP	<b>Portland Transit Signal Priority Ph. 2</b> Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-PE		0.150				\$ 0.150
		TEA21-CON			1.400			\$ 1.400
		<b>Federal Total</b>		\$ 0.150	\$ 1.400			\$ 1.550
Metro	<b>Region IX/STP Reserve</b> FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	STP-CON					1.728	\$ 1.728
		<b>Federal Total</b>					\$ 1.728	\$ 1.728
COP	<b>City of Portland Arterial Rehab. Program</b> Funds derived from City FAU balances reserved for arterial reconstruction program.	STP-PE			0.230			\$ 0.230
		STP-CON					1.411	\$ 1.411
		<b>Federal Total</b>			\$ 0.230		\$ 1.411	\$ 1.641
COP	<b>Bertha: Capitol Hwy/Vermont</b> Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	TE-CON			0.400			\$ 0.400
		<b>Federal Total</b>			\$ 0.400			\$ 0.400
ODOT	<b>U.S. 26 Hwy 217/Murray Blvd.</b> Replace structure and widen to six lanes.	Gas Tax PE	1.402					\$ 1.402
		Gas Tax ROW			0.560			\$ 0.560
		Gas Tax CON					30.092	\$ -30.092
		<b>Federal Total</b>	\$ 1.402		\$ 0.560	\$ 30.092		\$ 32.054
Wash. Co.	<b>Wash. Co. Commuter Rail Alt. Analysis</b> Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	5309 PE	1.000	0.500				\$ 1.500
		5309-CON			18.000	18.000	18.000	\$ 54.000
		<b>Federal Total</b>	\$ 1.000	\$ 0.500	\$ 18.000	\$ 18.000	\$ 18.000	\$ 55.500
Tri-Met	<b>Rail Preventive Maintenance</b> Reg. STP FY 01-03 TCL funds traded to expedite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5307 CAP		2.600	2.704	2.812	2.925	\$ 11.041
		5309FG CAP		4.200	5.068	5.220	5.377	\$ 19.865
		STP-CAP	1.425	3.825	1.457			\$ 6.707
		St. STP-CAP		5.435				\$ 5.435
		<b>Federal Total</b>	\$ 1.425	\$ 16.060	\$ 9.229	\$ 8.032	\$ 8.301	\$ 43.047
Tri-Met	<b>Bus Preventive Maintenance</b> Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	5307-CAP		23.767	25.355	26.000	27.000	\$ 102.122
		<b>Federal Total</b>		\$ 23.767	\$ 25.355	\$ 26.000	\$ 27.000	\$ 102.122
	<b>Preventive Maintenance</b>	STP-CAP				6.000	6.000	\$ 12.000

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
Tri-Met	\$12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to \$40 mil. Regional Interstate MAX commitment	Federal Total				\$ 6.000	\$ 6.000	\$ 12.000
Tri-Met	Interstate MAX Allocation of regionally controlled federal funds for construction of Interstate MAX	5309-CON	7.429	63.361	83.000	103.710		\$ 257.500
		STP-CON	0.575	4.175				\$ 4.750
		CMAQ-CON	11.425	1.825	6.000			\$ 19.250
		Federal Total	\$ 19.429	\$ 69.361	\$ 89.000	\$ 103.710		\$ 281.500
Tri-Met	Jobs Access Earmark funds for a Jobs Access transit program featuring station amenities and signage to improve low income transportation access.	S3037		1.800	1.800			\$ 3.600
		Federal Total		\$ 1.800	\$ 1.800			\$ 3.600
Tri-Met	Transit Enhancements 1% of Tri-Met Section 5307 appropriation dedicated to improving bus and LRT station amenities.	S5307		0.250	0.254	0.260	0.270	\$ 1.034
		Federal Total		\$ 0.250	\$ 0.254	\$ 0.260	\$ 0.270	\$ 1.034
ODOT	BH Hwy: BV/Tigard Hwy to Mult/Wash Co Line Bike/ped component of companion preservation project.	State Bike-CON		0.200				\$ 0.200
		Federal Total		\$ 0.200				\$ 0.200
Tri-Met	TV Hwy: Hocken - Minter Bridge Road Bike/ped component of companion preservation project.	State Bike-CON		0.450				\$ 3.600
		Federal Total		\$ 0.450				\$ 3.600
Tri-Met	St. John's Bridge Bike/ped component of companion preservation project.	State Bike-CON			0.175			\$ 0.175
		Federal Total			\$ 0.175			\$ 0.175
Tri-Met	I-205 Multi-Use Path: Powell Blvd O'Xing Bike/ped component of companion preservation project.	State Bike-PE		0.156				\$ 0.156
		St. TE-CON			1.100			\$ 1.100
		Federal Total		\$ 0.156	\$ 1.100			\$ 1.2

### 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 expands on this somewhat in that it addresses major projects that have been completed in the previous two MTIPs, and also includes some projects that did not specifically rely on regional funds, but which are associated with program efforts supported by regional funds. For instance, the Sunnybrook Split Diamond interchange is a federally funded project in the Clackamas Town Center area. It reinforces objectives of the Monterey Overpass and 92<sup>nd</sup> Avenue projects that are funded with local resources. To give a better conception of the complete improvements affecting the Town Center traffic conditions, all these projects are referenced.

#### GEOGRAPHIC LISTING

##### Clackamas County

- Sunnybrook Extension: 92<sup>nd</sup>/108<sup>th</sup>
- Sunnybrook Split Diamond Interchange, Ph. 1
- Johnson Creek Blvd Reconstruction, Ph. 2
- Sunnyside Widening: I-205/122<sup>nd</sup> (ROW)
- South Corridor Transit Study (AA/EIS)
- I-205 Willamette River Bridge Seismic Retrofit
- Monterey Overpass (locally funded)
- 92<sup>nd</sup> Avenue Extension (locally funded)

##### East Multnomah County

- Multnomah County/Gresham ITS Implementation Program, Ph. 2
- Division Street Boulevard: Wallula/Kelly (PE/ROW)
- Civic Neighborhood Collector

##### City of Portland

- Hawthorn Bridge Widening and Rehabilitation
- East Bank Trail: Steel Bridge/OMSI
- Morrison Bridge Bike Path PE
- Barbur Blvd Bike Lane: SW Lane/Hamilton
- Lovejoy Ramp Demolition

- Lovejoy Ave Reconstruction
- Broadway Bridge Rehabilitation, Ph. 1
- Broadway Bridge Rehabilitation, Ph 2
- I-205: Columbia River Bridge (NB) Painting
- Ross Island Bridge Rehabilitation
- I-5 Pavement Preservation: Interstate Bridge/Oregon Street.

- Emergency and Transit Vehicle Signal Priority Project (ITS)
- Albina O'Xing
- Lombard Railroad O'Xing, PE
- Columbia Slough Intermodal Bridge

### Washington County

- Murray Blvd O'Xing: Terman Rd./Farmington Rd.
- Cedar Hills Blvd Bike Lane: Walker/Butner
- I-5/217/Kruse Way Interchange Reconstruction
- US 26: Camelot/Sylvan, Ph. 2
- Washington County Commuter Rail Feasibility Analysis/PE
- Farmington Road: Murray/Hocken, PE

### Tri-Met

- Airport MAX/Bus Purchase
- Interstate MAX
- Cascadia High Speed Intercity Rail Program (Eugene/Vancouver B.C.)

## FUNCTIONAL LISTING

### Freeway Modernization

- Sunnybrook Split Diamond Interchange, Ph. 1
- I-84: 223<sup>rd</sup>/Troutdale
- I-5/217/Kruse Way Interchange Reconstruction
- US 26: Camelot/Sylvan, Ph. 2

### Freeway & Bridge Preservation

- I-205 Willamette River Bridge Seismic Retrofit
- I-5 Pavement Preservation: Interstate Bridge/Oregon Street.
- I-205: Columbia River Bridge (NB) Painting
- Hawthorn Bridge Widening and Rehabilitation
- Morrison Bridge Approach Ramps
- Broadway Bridge Rehabilitation, Ph. 1
- Broadway Bridge Rehabilitation, Ph 2
- Ross Island Bridge Rehabilitation

## Roadway Construction, Reconstruction and Boulevards

- Sunnybrook Extension: 92<sup>nd</sup>/108<sup>th</sup>
- Sunnyside Widening: I-205/122<sup>nd</sup> (ROW)
- Monterey Overpass (locally funded)
- 92<sup>nd</sup> Avenue Extension (locally funded)

### Note:

These four projects, together with the I-205/Sunnybrook split diamond interchange, complete a major set of planned Clackamas Town Center access and circulation improvements.

- Johnson Creek Blvd Reconstruction, Ph. 2
- Division Street Boulevard: Wallula/Kelly (PE/ROW)
- Civic Neighborhood Collector
- Lovejoy Ramp Demolition
- Lovejoy Ave Reconstruction
- Murray Blvd O'Xing: Terman Rd./Farmington Rd.
- Farmington Road: Murray/Hocken, PE

Note: Construction funds have been allocated for the Division Street Boulevard project and are scheduled for obligation this spring.

## Bike/Trial/Pedestrian Program

- Hawthorn Bridge Widening and Rehabilitation
- East Bank Trail: Steel Bridge/OMSI
- Morrison Bridge Bike Path PE
- Barbur Blvd Bike Lane: SW Lane/Hamilton
- Cedar Hills Blvd Bike Lane: Walker/Butner

NOTE: The East Bank Trail: Steel Bridge/OMSI segment is linked to additional funded components (OMSI/Springwater and East Bank to Springwater Connector). Completion of these new segments will make a continuous off-road trail system from Willamette Park on the West Bank, through downtown Portland to

the East Bank, south to Milwaukie and east to Boring in rural Clackamas County.

Additionally, funded projects (Red Electric Feasibility Study, and phases 1 and 2 of the Fanno Creek Trail,) will implement critical links of a Fanno Creek trail system from the Willamette River to Beaverton and Tigard.

## Freight Projects and ITS Projects

- Multnomah County/Gresham ITS Implementation Program, Ph. 2
- Emergency and Transit Vehicle Signal Priority Project (ITS)
- Albina O'Xing
- Lombard Railroad O'Xing, PE
- Columbia Slough Intermodal Bridge

### NOTE:

Significant freight benefits also attend many of the freeway, arterial and bridge preservation projects that eliminate bottlenecks and ensure that load restrictions do not hamper access to state and interstate highways.

Also, ITS master plan and first phase implementation funds have been allocated to both Washington and Clackamas counties. These projects will balance ITS arterial management capabilities across the region. This will provide a degree of system integration characterized by both the regional freeway network (e.g., ramp meters, monitoring cameras, variable message signs, roving patrols) and the regional transit system (e.g., computer aided bus dispatch and vehicle location, real-time arrival information, traffic signal priority for transit vehicles, etc.).

## Rail Program

- South Corridor Transit Study (AA/EIS)
- High capacity transit ROW acquisition on Sunnyside Road: I-205/122<sup>nd</sup>
- Civic Neighborhood LRT Station
- Washington County Commuter Rail Feasibility Analysis/PE
- Airport MAX Construction (Tri-Met)
- Airport MAX/Bus Purchase
- Interstate MAX
- Cascadia High Speed Intercity Rail Program (Eugene/Vancouver B.C.)

## DELAYS TO PLANNED IMPLEMENTATION

The US 26: Camelot/Sylvan Interchange reconstruction has been spread across the past six years. This is largely a consequence of the Oregon Transportation Commission's decision to emphasize preservation of state facilities at the cost of system modernization. The Metro region can anticipate only about \$27 million of state gas tax revenues every two years for expansion of state facilities. These funds have been dedicated to incremental completion of phases of the project. Other freeway interchange work (I-5/217/Kruse Way and Sunnyside Interchanges) have been advanced largely by congressional earmark of dedicated funds combined with limited state funds. With conclusion of Phase 3 of the Sylvan Interchange work, and widening of US 26 westbound from Murray to Highway 217, the state and regional commitment to US 26 improvements

that date from the STIP program reduction effort in 1995, will be met.

Delays were experienced on completion of the East Bank Trail project. This had mostly to do with securing railroad right of way easements on the Steel Bridge and air rights for crossing of the approach tracks. Also, very significant geotechnical obstacles were encountered in cantilever of various trail portions and in securing Army Corps of Engineers permits for pylons and floating trail elements. Other elements of the region's bike/trail program have also been delayed for a wide variety of reasons ranging from unfamiliarity of parks staff with the federal aid funding requirements and community concern with parking elimination and privacy issues along select trail segments.

There is ongoing concern from virtually all quarters about the complexity of the prospectus, agreement and contracting procedures that attend application for federal aid funds. This reflects a shortage of staffing, both at ODOT and in local jurisdictions, and an increasingly complex review process associated with fish habitat and Metro's recently formalized Street Design Guidelines. New staff at ODOT's local program coordination desk has been financed from regional contributions of STP funds to help eliminate staffing bottlenecks at ODOT. New electronic STIP amendment procedures have been developed to help streamline amendment processes. However, it remains true that the time required to approve, design and construct new projects is seen to be lengthy and frustrating by a wide cross section of the region's jurisdictions.

## **SECTION II:**

### **MTIP PROGRAM TABLES**

- TOTAL REGIONAL FLEXIBLE FUNDS, TRANSIT FUNDS AND ODOT MODERNIZATION FUNDS BY JURISDICTION
- SURFACE TRANSPORTATION PROGRAM (STP)
- CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROGRAM
- TRANSPORTATION ENHANCEMENT PROGRAM FUNDS
- TEA-21 HIGH PRIORITY PROJECTS
- TRANSIT PROGRAM FUNDS
- ODOT MODERNIZATION
- ODOT/LOCAL BRIDGE
- ODOT PRESERVATION
- ODOT SAFETY
- ODOT OPERATIONS

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CLACKAMAS COUNTY</b>								
08828 Clack Co.	Sunnyside Rd/Mt. Scott Creek: 102nd/122nd  Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnybrook intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	STP-PE STP-ROW CON		1.500	4.425			\$ 5.925
		Federal Total	\$ 1.500	\$ 4.425				\$ 5.925
		Local Match	\$ 0.154	\$ 0.454				\$ 0.608
		GRAND TOTAL	\$ 1.654	\$ 4.879				\$ 6.533
Clack Co.	Sunnyside RdWidening: 122nd/152nd  Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	STP-PE ROW CON			1.400			\$ 1.400
		Federal Total		\$ 1.400				\$ 1.400
		Local Match		\$ 0.144				\$ 0.144
		GRAND TOTAL		\$ 1.544				\$ 1.544
Clack Co.	Sunnyside RdWidening: 152nd/172nd  Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	STP-PE ROW CON			1.400			\$ 1.400
		Federal Total		\$ 1.400				\$ 1.400
		Local Match		\$ 0.144				\$ 0.144
		GRAND TOTAL		\$ 1.544				\$ 1.544
11412 Clack Co.	SMART TDM Program  Regional support of Wilsonville SMART transportation demand management program	PE ROW STP-OPS				0.110		\$ 0.330
		Federal Total	\$ 0.110	\$ 0.110		\$ 0.110		\$ 0.330
		Local Match	\$ 0.011	\$ 0.011		\$ 0.011		\$ 0.034
		GRAND TOTAL	\$ 0.121	\$ 0.121		\$ 0.121		\$ 0.364
11141 Clack Co.	Harmony Road Corridor Study  Corridor study to identify multimodal needs of the Harmony Road Corridor from I-205 through the Harmon/Linwood/Railroad Ave interchange.	STP-PLNG ROW CON			0.449			\$ 0.449
		Federal Total		\$ 0.449				\$ 0.449
		Local Match		\$ 0.046				\$ 0.046
		GRAND TOTAL		\$ 0.495				\$ 0.495
11468 Oregon City	Hwy 213/Beavercreek Rd.  Construct phase 1 intersection improvement (including purchase of phase 2 ROW with local funds)	PE ROW STP-CON				3.000		\$ 3.000
		Federal Total			\$ 3.000			\$ 3.000
		Local Match			\$ 0.308			\$ 0.308
		GRAND TOTAL			\$ 3.308			\$ 3.308
	McLoughlin Blvd PE: I-205/RR Tunnel  Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	STP-PE ROW CON				0.625		\$ 0.625
		Federal Total			\$ 0.625			\$ 0.625
		Local Match			\$ 0.064			\$ 0.064
		GRAND TOTAL			\$ 0.689			\$ 0.689
	Sunrise Corridor EIS/PE  Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	STP-PLNG ROW CON		2.000				\$ 2.000
		Federal Total		\$ 2.000				\$ 2.000
		Local Match		\$ 0.205				\$ 0.205
		GRAND TOTAL		\$ 2.205				\$ 2.205
427 est Linn	Willamette Dr. - "A" S/McKillican (Blvd)  Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	STP-PE ROW CON					0.200	\$ 0.200
		Federal Total					\$ 0.200	\$ 0.200
		Local Match					\$ 0.021	\$ 0.021
		GRAND TOTAL					\$ 0.221	\$ 0.221

RTP ID #

Baseline Network

5066

5066

8052

5045

5018

5135

5003

5195

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
	Mollala Ave Ped: Will/Pearl & Mntn View/Holmes Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Mollala Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	PE							5143
		ROW							
		STP-CON					0.500	\$ 0.500	
		Federal Total					\$ 0.500	\$ 0.500	
		Local Match					\$ 0.051	\$ 0.051	
GRAND TOTAL						\$ 0.551	\$ 0.551		
11409 Happy Valley	Scott Creek Lane Pedestrian Path Construct an off-street trail in Happy Valley	PE							5085
		ROW							
		CMAQ-CON			0.080			\$ 0.080	
		Federal Total			\$ 0.080			\$ 0.080	
		Local Match			\$ 0.008			\$ 0.008	
GRAND TOTAL			\$ 0.088			\$ 0.088			
11426 Clack. Co.	Clack. Co. ITS/ATMS Plan and implement arterial signal control improvement on major streets throughout the county	CMAQ-PLNG		0.171				\$ 0.171	5103
		CMAQ-PE			0.144			\$ 0.144	
		CMAQ-CON				0.937		\$ 0.937	
		Federal Total		\$ 0.171	\$ 0.144	\$ 0.937		\$ 1.252	
		Local Match		\$ 0.018	\$ 0.015	\$ 0.096		\$ 0.129	
		GRAND TOTAL		\$ 0.189	\$ 0.159	\$ 1.033		\$ 1.381	
SMART	SMART Transit Cntr/P&R \$1.086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased \$1.086 in 02; IMAX STP decreased \$1.086. Tri-Met is liable for ROW purchase at \$1.086 with SMART liable for 10.27% match of \$124,298.	PE							8042
		CMAQ-ROW		1.086				\$ 1.086	
		CON							
		Federal Total		\$ 1.086				\$ 1.086	
Local Match		\$ 0.112				\$ 0.112			
GRAND TOTAL		\$ 1.198				\$ 1.198			
Clack.Co. So. Corridor	So. Corridor Transit Center/P&R FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack. Town Center Transit Center in the So. Corridor	PE							5043
		ROW							
		S5309 Bus		5.396				\$ 5.396	
		Federal Total		\$ 5.396				\$ 5.396	
		Local Match		\$ 0.554				\$ 0.554	
GRAND TOTAL		\$ 5.950				\$ 5.950			
05651 Milwaukie	McLoughlin: Harrison/SPRR X'ing Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CMAQ-PE		0.600				\$ 0.600	5043
		CMAQ-ROW			0.900			\$ 0.900	
		CMAQ-CON				0.400		\$ 0.400	
		Federal Total		\$ 0.600	\$ 0.900	\$ 0.400		\$ 1.900	
		Local Match		\$ 0.062	\$ 0.092	\$ 0.041		\$ 0.195	
GRAND TOTAL		\$ 0.662	\$ 0.992	\$ 0.441		\$ 2.095			
11454 Clack Co.	Fuller Rd: Harmony/King (Blvd.) Reconstruct Fuller Road as multimodal Boulevard design	TE-PE		0.092				\$ 0.092	5100
		ROW							
		TE-CON				0.500		\$ 0.500	
		Federal Total		\$ 0.092		\$ 0.500		\$ 0.592	
		Local Match		\$ 0.009		\$ 0.051		\$ 0.061	
GRAND TOTAL		\$ 0.101		\$ 0.551		\$ 0.653			
11419 Clack. Co.	Clackamas. Regional Center Trail Construct E-W trail through No. Clackamas Park near the Aquatic Center.	PE							5085
		ROW							
		STP-CON				0.278		\$ 0.278	
		Federal Total				\$ 0.278		\$ 0.278	
Local Match				\$ 0.029		\$ 0.029			
GRAND TOTAL				\$ 0.307		\$ 0.307			
11453 Wilsonville	Wilsonville:Town Center Park Bike/Ped Lane Construct element of downtown bike system loop and sidewalk improvements	PE							6105
		ROW							
		STP-CON				0.240		\$ 0.240	
		Federal Total				\$ 0.240		\$ 0.240	
		Local Match				\$ 0.025		\$ 0.025	
GRAND TOTAL				\$ 0.265		\$ 0.265			

RTP ID #

5143

5085

5103

8042

5043

5100

5085

6105

Southgate Park is Baseline

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>E. MULTNOMAH COUNTY</b>								
11413 Mult Co.	207th Connector: Halsey/Gilsan Allocation to address project cost overrun	PE ROW STP-CON TOT		0.573 0.772 0.573				\$ 1.345 \$ 1.345
11431 Mult Co.	Morrison Bridge Electrical Mntce Design and construction of repairs to the bridge electro-mechanical components	STP-PE ROW STP-CON Federal Total Local Match GRAND TOTAL	0.108		0.692			\$ 0.108 \$ 0.692 \$ 0.800 \$ 0.082 \$ 0.882
11447 Mult Co.	Burnside Bridge Electrical Mntce Design and construction of repairs to the bridge electro-mechanical components	STP-PE ROW STP-CON Federal Total Local Match GRAND TOTAL	0.072		0.428			\$ 0.072 \$ 0.428 \$ 0.500 \$ 0.051 \$ 0.551
11430 Gresham	Gresham/Mult. Co. ITS Planning and implementation of phase 3 of the city/county arterial management system	STP-PE CMAQ-CON STP-CON Federal Total Local Match GRAND TOTAL	0.100	0.100		0.750 0.300		\$ 0.200 \$ 0.750 \$ 0.300 \$ 1.250 \$ 0.128 \$ 1.378
11429 Mult Co.	223rd O'Xing (PE/ROW) PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	STP-PE STP-ROW CON Federal Total Local Match GRAND TOTAL	0.267		0.134			\$ 0.267 \$ 0.134 \$ 0.401 \$ 0.041 \$ 0.442
	Stark Street Blvd Project: 190th/197th Implement transit/ped/bike improvements	STP-PE ROW STP-CON Federal Total Local Match GRAND TOTAL			0.200	0.600		\$ 0.200 \$ 0.800 \$ 1.000 \$ 0.103 \$ 1.103
11064 Mult Co.	Stark Street: 181st/190th (Blvd Project) Construct multimodal, and especially pedestrian enhancements linked to Eastside MAX station improvements. (TEA21 is \$1.026 m w/out limitation)	TEA21-PE TEA-21 ROW TEA21 CON Federal Total Local Match GRAND TOTAL	0.070	0.040	0.800			\$ 0.070 \$ 0.040 \$ 0.800 \$ 0.910 \$ 0.093 \$ 1.003
11425 Gresham	Division: Wallula/Kelly Design and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CMAQ-PE CMAQ-ROW CMAQ-CON Federal Total Local Match GRAND TOTAL	0.063 0.515	0.137		2.375		\$ 0.767 \$ 0.515 \$ 2.375 \$ 3.657 \$ 0.376 \$ 4.033
11420 Gresham	Gresham/Fairview Trail Right of way and construction funds for on/off-street bikeway and multi use path	PE CMAQ-ROW CMAQ-CON Federal Total Local Match GRAND TOTAL			0.224	0.852		\$ 0.224 \$ 0.852 \$ 1.076 \$ 0.111 \$ 1.187
.421 Mult Co.	Morrison Bridge Ped/Bike Access. Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	TE-PE ROW CMAQ-CON Federal Total Local Match GRAND TOTAL	0.100			1.345		\$ 0.100 \$ 1.345 \$ 1.445 \$ 0.148 \$ 1.593

RTP ID #

3074

na

1007

2065

2081

2101

2102

2047

2053

1062

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
<b>CITY OF PORTLAND</b>									
11414 COP	W. Burnside: NE 12th/NW 23rd  Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	STP-PLNG ROW CON Federal Total Local Match GRAND TOTAL	0.269	0.100				\$ 0.369 \$ 0.369 \$ 0.038 \$ 0.407	1051
11432 COP	Portland Arterial/Erwy. ITS  Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	STP-PE ROW STP-CON Federal Total Local Match GRAND TOTAL	0.150		0.600			\$ 0.150 \$ 0.600 \$ 0.077 \$ 0.827	1207
11063 COP	Portland Transit Signal Priority Ph. 2  Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-PE ROW TEA21-CON Federal Total Local Match GRAND TOTAL		0.150		1.400		\$ 0.150 \$ 1.400 \$ 0.159 \$ 1.709	8046
08824 COP	Lower Albina Overcrossing  Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District.	PE ROW STP-CON Federal Total Local Match GRAND TOTAL			4.000	1.800		\$ 5.800 \$ 5.800 \$ 0.596 \$ 6.396	1034
COP	Red Electric Line: Will. Park/Oleson  Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	STP-PLNG ROW CON Federal Total Local Match GRAND TOTAL		0.135				\$ 0.135 \$ 0.014 \$ 0.149	1020
07259 COP	E. Bank Trail: OMSI/Springwater (Con)  Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	PE ROW TE-CON Federal Total Local Match GRAND TOTAL			0.720			\$ 0.720 \$ 0.074 \$ 0.794	1009
	Gateway Transit Oriented Develop. Project  Regional funds to support element of Gateway redevelopment. A portion of Gateway P&R surface parking to be replaced w/ structured parking, new retail/commercial/housing uses. About 250 parking space transfer to nearby, expanded 122 Ave P&R.	PLNG ROW STP-CAP Federal Total Local Match GRAND TOTAL			0.800			\$ 0.800 \$ 0.082 \$ 0.882	
Ph. 2. 08053 COP/Milw.	Johnson Crk Blvd: 36th/45th (Ph. 2&3)  Phase 3 reconstruction with enhancement of bike/ped/transit amenities	STP-PE STP-ROW STP-CON Federal Total Local Match GRAND TOTAL	0.404 0.350 0.545			1.413		\$ 0.404 \$ 0.350 \$ 1.958 \$ 2.712 \$ 0.279 \$ 2.991	5038

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
11464 COP	MLK/Interstate ITS  Design and implement signal systems to improve operation of MIL/Interstate between Russell and the Exposition Center	PE							1242
		ROW							
		STP-CON			0.550			\$ 0.550	
		Federal Total			\$ 0.550			\$ 0.550	
		Local Match			\$ 0.056			\$ 0.056	
GRAND TOTAL			\$ 0.606			\$ 0.606			
9815 Port	N. Lombard Rail Overcrossing (Rivergate)  Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving freight trains (TEA-21 is \$13.342 w/out limitation).	STP-PE	1.392					\$ 1.392	4065
		CMAQ-CON			2.000			\$ 2.000	
		STP-CON			0.904			\$ 0.904	
		TEA-21 CON			11.830			\$ 11.830	
		Federal Total	\$ 1.392		\$ 14.734			\$ 16.126	
		Local Match	\$ 0.143		\$ 1.513			\$ 1.656	
GRAND TOTAL	\$ 1.535		\$ 16.247			\$ 17.782			
COP	102nd Ave Blvd Project: Hancock/Main  Design tranist/ped/bike improvements.	STP-PE			0.700			\$ 0.700	2008
		ROW							
		CON							
		Federal Total			\$ 0.700			\$ 0.700	
Local Match			\$ 0.072			\$ 0.072			
GRAND TOTAL			\$ 0.772			\$ 0.772			
08822 COP	Naito Prkwy: Everett/Harrison  Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	PE							1053
		ROW							
		STP-CON				6.174		\$ 6.174	
		Federal Total			\$ 6.174			\$ 6.174	
Local Match			\$ 0.634			\$ 0.634			
GRAND TOTAL			\$ 6.808			\$ 6.808			
Metro	Region IX/STP Reserve  FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	PE							na
		ROW							
		STP-CON				1.728		\$ 1.728	
		Federal Total				\$ 1.728		\$ 1.728	
		Local Match				\$ 0.177		\$ 0.177	
GRAND TOTAL				\$ 1.905		\$ 1.905			
cop	City of Portland Arterial Rehabilitation Program)	STP-PE			0.230			\$ 0.230	na
		ROW							
		STP-CON				1.411		\$ 1.411	
		Federal Total			\$ 0.230		\$ 1.411	\$ 1.641	
		Local Match			\$ 0.024		\$ 0.145	\$ 0.169	
GRAND TOTAL			\$ 0.254		\$ 1.556	\$ 1.810			
11463 COP	Hawthorne: 20th/55th  Design and build second phase non-auto enhancements along Hawthorne Blvd.	CMAQ-PE		0.180				\$ 0.180	1080
		CMAQ-ROW			0.010			\$ 0.010	
		CMAQ-CON				1.310		\$ 1.310	
		Federal Total		\$ 0.180	\$ 0.010		\$ 1.310	\$ 1.500	
		Local Match		\$ 0.018	\$ 0.001		\$ 0.135	\$ 0.154	
GRAND TOTAL		\$ 0.198	\$ 0.011		\$ 1.445	\$ 1.654			
11459 COP	Greeley/Interstate: Russel/Killingsworth  Construct a bike lane	CMAQ-PE		0.050					1146
		ROW							
		CMAQ-CON			0.094			\$ 0.144	
		Federal Total		\$ 0.050	\$ 0.094			\$ 0.144	
		Local Match		\$ 0.005	\$ 0.010			\$ 0.015	
GRAND TOTAL		\$ 0.055	\$ 0.104			\$ 0.159			

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
11456 COP	E. Bank Trail - Phase 2  Funds to purchase ROW for improved connection between Eastbank Trail and the Springwater Corridor	TE-PE		0.718				\$ 0.718
		TE-ROW			0.582			\$ 0.582
		TE-CON					2.909	\$ 2.909
		Federal Total		\$ 0.718	\$ 0.582		\$ 2.909	\$ 4.209
		Local Match		\$ 0.074	\$ 0.060		\$ 0.299	\$ 0.432
	GRAND TOTAL		\$ 0.792	\$ 0.642		\$ 3.208	\$ 4.641	
11422 COP	Bertha: Capitol Hwy/Vermont  Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	PE						
		ROW						
		TE-CON			0.400			\$ 0.400
		Federal Total			\$ 0.400			\$ 0.400
	Local Match			\$ 0.041			\$ 0.041	
	GRAND TOTAL			\$ 0.441			\$ 0.441	
11407 COP	Portland Bike Signage  Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	TE-PE	0.039					\$ 0.039
		ROW						
		TE-CON		0.090				\$ 0.090
		Federal Total	\$ 0.039	\$ 0.090				\$ 0.129
		Local Match	\$ 0.004	\$ 0.009				\$ 0.013
	GRAND TOTAL	\$ 0.043	\$ 0.099				\$ 0.142	

RTP ID #

1009

1168

na

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
WASHINGTON COUNTY									
08644	Cedar Hills Bike Path: Walker/Butner	PE							3075
Wash. Co.		CMAQ-CON	0.763					\$ 0.763	
	Construction funds for a bike lane	CON - Co STP	0.236					\$ 0.236	
		Federal Total	\$ 0.999					\$ 0.999	
		Local Match	\$ 0.103					\$ 0.103	
		GRAND TOTAL	\$ 1.102					\$ 1.102	
07256	Cedar Creek Greenway Trail	PE							MTIP funded projects not
Wash. Co.		ROW							
	Construct component of Cedar Creek Greenway trail in Washington County	TE-CON		0.076				\$ 0.076	
		Federal Total		\$ 0.076				\$ 0.076	
		Local Match		\$ 0.008				\$ 0.008	
		GRAND TOTAL		\$ 0.084				\$ 0.084	
11434	SE 10th: E Main/SE Baseline	STP-PE		0.090				\$ 0.090	3113
		ROW							
	Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	CON							
		Federal Total		\$ 0.090				\$ 0.090	
		Local Match		\$ 0.009				\$ 0.009	
		GRAND TOTAL		\$ 0.099				\$ 0.099	
	US 26: Murray/Cornell PE Reserve	STP- RESERVE		0.359				\$ 0.359	
		ROW							
	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	CON							
		Federal Total		\$ 0.359				\$ 0.359	
		Local Match		\$ 0.037				\$ 0.037	
		GRAND TOTAL		\$ 0.396				\$ 0.396	
	US 26: Camelot/Sylvan Intrchn (Ph 3)	Gas Tax PE	1.558					\$ 1.558	Baseline
		ROW							
	Replace structure and widen highway	Gas Tax CON			13.202			\$ 13.202	Network
		Federal Total	\$ 1.558		\$ 13.202			\$ 14.760	
		Local Match	\$ 0.160		\$ 1.356			\$ 1.516	
		GRAND TOTAL	\$ 1.718		\$ 14.558			\$ 16.276	
	U.S. 26Hwy 217/Murray Blvd.	Gas Tax PE	1.402					\$ 1.402	Baseline
		Gas Tax ROW			0.560			\$ 0.560	
	Replace structure and widen to six lanes.	Gas Tax CON				30.092		\$ 30.092	Network
		Federal Total	\$ 1.402		\$ 0.560	\$ 30.092		\$ 32.054	
		Local Match	\$ 0.144		\$ 0.058	\$ 3.090		\$ 3.292	
		GRAND TOTAL	\$ 1.546		\$ 0.618	\$ 33.182		\$ 35.346	
	Tri-Met/Wash. Co. Transit/Ped Program	PE							8043
Wash. Co.		ROW							3096
	Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	STP-CON	0.180	0.280				\$ 0.460	& misc
		Federal Total	\$ 0.180	\$ 0.280				\$ 0.460	
		Local Match	\$ 0.018	\$ 0.029				\$ 0.047	
		GRAND TOTAL	\$ 0.198	\$ 0.309				\$ 0.507	
11437	Wash. Co. ATMS	STP-PLNG		0.076				\$ 0.076	3150
Wash. Co.		STP-PE			0.100			\$ 0.100	3016
	Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	STP-CON				0.569		\$ 0.569	
		Federal Total		\$ 0.076	\$ 0.100	\$ 0.569		\$ 0.745	
		Local Match		\$ 0.008	\$ 0.010	\$ 0.058		\$ 0.077	
		GRAND TOTAL		\$ 0.084	\$ 0.110	\$ 0.627		\$ 0.822	
436	SW Greenburg Rd: Wash Sq/Tiedeman	STP-PE		0.270				\$ 0.270	6016
ard		STP-ROW				0.390		\$ 0.390	
	Design and Right of Way funds to widen Greenburg Rd. (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing	CON							
		Federal Total		\$ 0.270		\$ 0.390		\$ 0.660	
		Local Match		\$ 0.028		\$ 0.040		\$ 0.068	
		GRAND TOTAL		\$ 0.298		\$ 0.430		\$ 0.728	

**PORTLAND-AREA  
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**Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)**

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #	
11435 Tualitun	I-5/Nyberg Interchange (PE/CON)  Preliminary engineering and partial construction funds to widen overcrossing and southbound onramp.	STP-PE		0.342				\$ 0.342	6066	
		STP-ROW			0.095	2.233		\$ 2.328		
		STP-CON		0.342	0.095	2.233		\$ 2.670		
		Federal Total		\$ 0.342		\$ 2.328		\$ 2.670		
		Local Match		\$ 0.035		\$ 0.239		\$ 0.274		
		GRAND TOTAL		\$ 0.377		\$ 2.567		\$ 2.944		
11297 Wash. Co.	Wash. Co. Commuter Rail Alt. Analysis  Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	5309 PE	1.000	0.500				\$ 1.500	6000	
		ROW								
		5309 CON			18.000	18.000	18.000			\$ 54.000
		Federal Total	\$ 1.000	\$ 0.500	\$ 18.000	\$ 18.000	\$ 18.000			\$ 55.500
		Local Match	\$ 0.103	\$ 0.100	\$ 7.200	\$ 7.200	\$ 7.200			\$ 21.803
		GRAND TOTAL	\$ 1.103	\$ 0.600	\$ 25.200	\$ 25.200	\$ 25.200			\$ 77.303
Wash. Co.	Washington Co. Sidewalk Program  Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	STP-PE			0.090			\$ 0.090	8043 3096 & misc	
		STP-ROW				0.126		\$ 0.126		
		STP-CON					0.488	\$ 0.488		
		Federal Total			\$ 0.090	\$ 0.126	\$ 0.488			\$ 0.704
		Local Match			\$ 0.009	\$ 0.013	\$ 0.050			\$ 0.072
		GRAND TOTAL			\$ 0.099	\$ 0.139	\$ 0.539			\$ 0.777
Forest Grove	Forest Grove Town Cntr Ped Improvements  Funds to construct elements of Forest Grove downtown pedestrian improvement program	PE							6163	
		ROW								
		STP-CON					0.200	\$ 0.200		
		Federal Total					\$ 0.200	\$ 0.200		
		Local Match					\$ 0.021	\$ 0.021		
GRAND TOTAL					\$ 0.221	\$ 0.221				
11444 Cornelius	Main St: 10th/20th (Blvd)  Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening the hwy to 3 lanes.	PE			0.250			\$ 0.250	3169	
		ROW								
		CMAQ-CON					1.550	\$ 1.550		
		Federal Total			\$ 0.250		\$ 1.550	\$ 1.800		
		Local Match			\$ 0.026		\$ 0.159	\$ 0.185		
GRAND TOTAL			\$ 0.276		\$ 1.709	\$ 1.985				
11460 BV	Hall Blvd Bike Path: 12th/Allen  Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	CMAQ-PE		0.166				\$ 0.166	3074	
		CMAQ-ROW			0.718			\$ 0.718		
		CMAQ-CON				0.554		\$ 0.554		
		Federal Total	\$ 0.166	\$ 0.718	\$ 0.554		\$ 1.438			
		Local Match	\$ 0.017	\$ 0.074	\$ 0.057		\$ 0.148			
GRAND TOTAL	\$ 0.183	\$ 0.792	\$ 0.611		\$ 1.586					
11461 Wash. Co.	SW 170th Ped. Path: Merlo/Elmonica LRT Station  Improve pedestrian path to the LRT station	PE							3095	
		ROW								
		CMAQ-CON					0.270	\$ 0.270		
		Federal Total					\$ 0.270	\$ 0.270		
		Local Match					\$ 0.028	\$ 0.028		
GRAND TOTAL					\$ 0.298	\$ 0.298				
09341 BV	Hall Blvd Bike Path: SPRR/Ridgecrest  Construction funds for a bike lane.	PE							MTIP funded projects not	
		ROW								
		CMAQ-CON		0.322				\$ 0.322		
		Federal Total	\$ 0.322					\$ 0.322		
		Local Match	\$ 0.033					\$ 0.033		
GRAND TOTAL	\$ 0.355					\$ 0.355				
11462 Hillsboro	Cornell Rd Bike Path: Elam Young/Ray  Construct bike lane	CMAQ-PE			0.091			\$ 0.091	3094	
		ROW								
		CMAQ-CON					0.450	\$ 0.450		
		Federal Total	\$ 0.091				\$ 0.450	\$ 0.541		
		Local Match	\$ 0.009				\$ 0.046	\$ 0.056		
GRAND TOTAL	\$ 0.100				\$ 0.496	\$ 0.597				

Federal Funds w/ Local Match,  
 by Jurisdiction  
 (fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
06758 BV	Fanno Creek Trail: Allen/Denny (Ph.1)  Construct portion of the Fanno Creek multi-use trail.	TE-PE	0.152					\$ 0.152	3071
		ROW							
		TE-CON		0.192				\$ 0.192	
		Federal Total	\$ 0.152	\$ 0.192				\$ 0.344	
		Local Match	\$ 0.016	\$ 0.020				\$ 0.035	
	GRAND TOTAL	\$ 0.168	\$ 0.212				\$ 0.380		
11423 ThPRD	Fanno Creek Trail Phase 2 (PE/Con)  Design and construction funds second phase extension of the Fanno Creek trail.	TE-PE	0.135	0.100				\$ 0.235	3071
		ROW							
		CMAQ-CON				0.888		\$ 0.888	
		Federal Total	\$ 0.135	\$ 0.100		\$ 0.888		\$ 1.123	
		Local Match	\$ 0.014	\$ 0.010		\$ 0.091		\$ 0.115	
	GRAND TOTAL	\$ 0.149	\$ 0.110		\$ 0.979		\$ 1.238		
11424 Wash. Co.	Sentinel Plaza: Cornell/Cedar Hills/113th  Design and install Native American totem pole in park located at intersection	TE-PE		0.030				\$ 0.030	na
		ROW							
		TE-CON		0.150				\$ 0.150	
		Federal Total		\$ 0.180				\$ 0.180	
		Local Match		\$ 0.018				\$ 0.018	
	GRAND TOTAL		\$ 0.198				\$ 0.198		

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>REGIONAL PLANNING ALLOCATIONS</b>								
11454-2002 11467-2003	Metro Transportation Planning Program Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	STP-PLNG ROW CON	2.037	0.705	0.730	0.750		\$ 4.222
		Federal Total	\$ 2.037	\$ 0.705	\$ 0.730	\$ 0.750		\$ 4.222
		Local Match	\$ 0.209	\$ 0.072	\$ 0.075	\$ 0.077		\$ 0.434
		GRAND TOTAL	\$ 2.246	\$ 0.777	\$ 0.805	\$ 0.827		\$ 4.656
Metro	Willamette Shoreline Rail & Trail Study Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Street Car system and design bike facilities within the corridor.	STP-PLNG ROW CON			0.300			\$ 0.300
		Federal Total			\$ 0.300			\$ 0.300
		Local Match			\$ 0.031			\$ 0.031
		GRAND TOTAL			\$ 0.331			\$ 0.331
11281 ODOT	I-5 Trade Corridor Study Assess improvements needed to the corridor within the Portland region	STP-PLNG ROW CON		0.250				\$ 0.250
		Federal Total		\$ 0.250				\$ 0.250
		Local Match						
		GRAND TOTAL						
09788 Wash. Co.	Tualatin/Sherwood I-5/99W Toll Road Alternatives analysis of proposed toll facility connecting I-5 to 99W in order to divert through traffic from congested north portion of Metro region (TEA21 of \$ 385 m w/out limitation)	TEA21 PLNG Gas Tax PLNG CON			0.341			\$ 0.375
		Federal Total			\$ 0.435			\$ 0.469
		Local Match			\$ 0.045			\$ 0.048
		GRAND TOTAL			\$ 0.480			\$ 0.517
11280 Metro	So. Corridor Transit EIS Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/I-205 corridor.	STP-PLNG PE - 5309 CON	1.500	4.000				\$ 5.500
		Federal Total	\$ 1.500	\$ 4.000				\$ 5.500
		Local Match	\$ 0.154	\$ 0.411				\$ 0.565
		GRAND TOTAL	\$ 1.654	\$ 4.411				\$ 6.065
11428-2001 11446-2002	Metro TOD Program Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development	PLNG STP-ROW CON			1.500			\$ 1.500
		Federal Total			\$ 1.500			\$ 1.500
		Local Match			\$ 0.154			\$ 0.154
		GRAND TOTAL			\$ 1.654			\$ 1.654
Metro	Regional Freight Program Analysis Refinement analysis of local delivery characteristics and system needs	STP-PLNG ROW CON	0.100			0.150		\$ 0.250
		Federal Total	\$ 0.100			\$ 0.150		\$ 0.250
		Local Match	\$ 0.010			\$ 0.015		\$ 0.026
		GRAND TOTAL	\$ 0.110			\$ 0.165		\$ 0.276
Metro	RTP Corridor Study Corridor TBD	STP-PLNG ROW CON				0.300		\$ 0.300
		Federal Total				\$ 0.300		\$ 0.300
		Local Match				\$ 0.031		\$ 0.031
		GRAND TOTAL				\$ 0.331		\$ 0.331

RTP ID #

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**PORTLAND-AREA  
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**Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)**

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	RTP ID #
<b>REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS</b>									
Tri-Met	Regional Contribution for Bus Purchase/PDX LRT Extension	PE							4000
		STP-CAP	10.586					\$ 10.586	
		CMAQ-CAP	1.425	8.000				\$ 9.425	
	Regional funds to replace buses. \$18M reimburses Tri-Met general fund contributions to PDX MAX extension. \$1.425 diverted from first year TCL allocations.	Federal Total	\$ 12.011	\$ 8.000				\$ 20.011	
		Local Match	\$ 1.234	\$ 0.822				\$ 2.055	
		GRAND TOTAL	\$ 13.245	\$ 8.822				\$ 22.066	
11318-02 11319-03 Tri-Met	Rail Preventive Maintenance Reg. STP FY 01-03 TCL funds traded to expedite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5307 CAP		2.600	2.704	2.812	2.925	\$ 11.041	na
		5309FG CAP		4.200	5.068	5.220	5.377	\$ 19.865	
		STP-CAP	1.425	3.825	1.457			\$ 6.707	
		St. STP-CAP			5.435			\$ 5.435	
		Federal Total	\$ 1.425	\$ 16.060	\$ 9.229	\$ 8.032	\$ 8.301	\$ 43.047	
		Local Match	\$ 0.146	\$ 2.311	\$ 1.704	\$ 1.606	\$ 1.660	\$ 7.428	
		GRAND TOTAL	\$ 1.571	\$ 18.371	\$ 10.933	\$ 9.639	\$ 9.962	\$ 50.476	
10913 02 11306 03 Tri-Met	Bus Preventive Maintenance Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	PE							na
		ROW							
		5307-CAP		23.767	25.355	26.000	27.000	\$ 102.122	
		Federal Total		\$ 23.767	\$ 25.355	\$ 26.000	\$ 27.000	\$ 102.122	
		Local Match		\$ 4.753	\$ 5.071	\$ 5.200	\$ 5.400	\$ 20.424	
		GRAND TOTAL		\$ 28.520	\$ 30.426	\$ 31.200	\$ 32.400	\$ 122.546	
needed Tri-Met	Preventive Maintenance \$12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to \$40 mil. Regional Interstate MAX commitment	PE							na
		ROW							
		STP-CAP				6.000	6.000	\$ 12.000	
		Federal Total				\$ 6.000	\$ 6.000	\$ 12.000	
		Local Match				\$ 0.616	\$ 0.616	\$ 1.232	
		GRAND TOTAL				\$ 6.616	\$ 6.616	\$ 13.232	
11320-24 Tri-Met	Interstate MAX Allocation of regionally controlled federal funds for construction of Interstate MAX	5309	7.429	63.361	83.000	103.710		\$ 250.071	1000
		STP-CON	0.575	4.175				\$ 4.750	
		CMAQ-CON	11.425	1.825	6.000			\$ 19.250	
		Federal Total	\$ 19.429	\$ 69.361	\$ 89.000	\$ 103.710		\$ 274.071	
		Local Match	\$ 2.718	\$ 13.288	\$ 17.216	\$ 20.742		\$ 52.479	
		GRAND TOTAL	\$ 22.147	\$ 82.649	\$ 106.216	\$ 124.452		\$ 326.550	
11311-'01 11313-'02 Tri-Met	Regional TDM Program Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	PE							8052
		ROW							
		CMAQ-OPS	0.700	0.700	0.999	0.700	0.700	\$ 3.799	
		Federal Total	\$ 0.700	\$ 0.700	\$ 0.999	\$ 0.700	\$ 0.700	\$ 3.799	
		Local Match	\$ 0.072	\$ 0.072	\$ 0.103	\$ 0.072	\$ 0.072	\$ 0.390	
		GRAND TOTAL	\$ 0.772	\$ 0.772	\$ 1.102	\$ 0.772	\$ 0.772	\$ 4.189	
11309-'02 11310-'03 Tri-Met	TMA Assistance/Stabilization Program Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	PE							8056
		ROW							
		CMAQ-OPS	0.500	0.250	0.250	0.125	0.125	\$ 1.250	
		Federal Total	\$ 0.500	\$ 0.250	\$ 0.250	\$ 0.125	\$ 0.125	\$ 1.250	
		Local Match	\$ 0.051	\$ 0.026	\$ 0.026	\$ 0.013	\$ 0.013	\$ 0.128	
		GRAND TOTAL	\$ 0.551	\$ 0.276	\$ 0.276	\$ 0.138	\$ 0.138	\$ 1.378	
11450-'02 11466-'04 DEQ	ECO Information Clearinghouse DEQ program which complements the Tri-Met portion of the regional TDM effort	PE							8054
		ROW							
		CMAQ-OPS	0.094	0.094		0.094		\$ 0.282	
		Federal Total	\$ 0.094	\$ 0.094		\$ 0.094		\$ 0.282	
		Local Match	\$ 0.010	\$ 0.010		\$ 0.010		\$ 0.029	
		GRAND TOTAL	\$ 0.104	\$ 0.104		\$ 0.104		\$ 0.311	

Federal Funds w/ Local Match,  
by Jurisdiction  
(fundtype shown in "Work Phase" column)

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
11309- '02 11310- '03 Tri-Met	Region 2040 Initiatives Regional funding to support transit service provision by public/private Transportation Mng't Associations	PE ROW CMAQ-CAP						
			0.500	0.250	0.250	0.145	0.140	\$ 1.285
		Federal Total	\$ 0.500	\$ 0.250	\$ 0.250	\$ 0.145	\$ 0.140	\$ 1.285
		Local Match	\$ 0.051	\$ 0.026	\$ 0.026	\$ 0.015	\$ 0.014	\$ 0.132
		GRAND TOTAL	\$ 0.551	\$ 0.276	\$ 0.276	\$ 0.160	\$ 0.154	\$ 1.417
11455 Tri-Met	Will. Shoreline Trestle/Track Repair First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment.	PE ROW CMAQ-CON			0.500			\$ 0.500
		Federal Total			\$ 0.500			\$ 0.500
		Local Match			\$ 0.051			\$ 0.051
		GRAND TOTAL			\$ 0.551			\$ 0.551
Tri-Met	Transit Development Program Reserve Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	PE ROW CMAQ-CON				2.050	2.056	\$ 4.106
		Federal Total				\$ 2.050	\$ 2.056	\$ 4.106
		Local Match				\$ 0.211	\$ 0.211	\$ 0.422
		GRAND TOTAL				\$ 2.261	\$ 2.267	\$ 4.528
Tri-Met	Jobs Access Earmark funding to implement a Jobs Access transit improvement program featuring station amenities and signage to improve low income transportation access.	S3037 ROW CON		1.800	1.800			\$ 3.600
		Federal Total		\$ 1.800	\$ 1.800			\$ 3.600
		Local Match		\$ 0.900	\$ 0.900			\$ 1.800
		GRAND TOTAL		\$ 2.700	\$ 2.700			\$ 5.400
10917&8 Tri-Met	Transit Enhancements 1% of Tri-Met Section 5307 appropriation dedicated to improving bus and LRT station amenities	S5307 ROW CON		0.250	0.254	0.260	0.270	\$ 1.034
		Federal Total		\$ 0.250	\$ 0.254	\$ 0.260	\$ 0.270	\$ 1.034
		Local Match		\$ 0.050	\$ 0.051	\$ 0.052	\$ 0.054	\$ 0.207
		GRAND TOTAL		\$ 0.300	\$ 0.304	\$ 0.312	\$ 0.324	\$ 1.240

RTP ID #

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FY 2002-2005  
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 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CLACKAMAS CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>								
08828	<b>Sunnyside Rd/Mt. Scott Creek: 102nd/122nd</b>	PE						
Clack. Co.	Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnybrook intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	ROW	1.500	3.625				5.125
		CON						
		TOT	1.500	3.625				5.125
	<b>Sunnyside Rd Widening: 122nd/152nd</b>	PE		1.400				1.400
Clack. Co.	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	ROW						
		CON						
		TOT		1.400				1.400
	<b>Sunnyside Rd Widening: 152nd/172nd</b>	PE		1.400				1.400
Clack. Co.	Funding to design widening of Sunnyside to five lanes from 122nd to 172nd.	ROW						
		CON						
		TOT		1.400				1.400
11412	<b>SMART TDM Program</b>	PE						0.000
Clack. Co.	Regional support of Wilsonville SMART transportation demand management program	ROW						
		CON	0.110	0.110		0.110		0.330
		TOT	0.110	0.110		0.110		0.330
11141	<b>Harmony Road Corridor Study</b>	PLNG		0.449				0.449
Clack. Co.	Corridor study to identify multimodal needs of the Harmony Road Corridor from I-205 through the Harmony/Linwood/Railroad Ave interchange.	ROW						
		CON						
		TOT		0.449				0.449
11468	<b>Hwy 213/Beavercreek Rd.</b>	PE						
Oregon City	Construct phase 1 intersection improvement (including purchase of phase 2 ROW with local funds)	ROW						
		CON			3.000			3.000
		TOT			3.000			3.000
	<b>McLoughlin Blvd PE: I-205/RR Tunnel</b>	PE			0.625			0.625
	Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	ROW						
		CON						
		TOT			0.625			0.625
	<b>Sunrise Corridor EIS/PE</b>	PLNG		2.000				2.000
	Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	ROW						
		CON						
		TOT		2.000				2.000
11419	<b>Clackamas. Regional Center Trail</b>	PE						
Clack. Co.	Construct E-W trail through No. Clackamas Park near the Aquatic Center.	ROW						
		CON				0.278		0.278
		TOT				0.278		0.278
11453	<b>Wilsonville: Town Center Park Bike/Ped Lane</b>	PE						
Wilsonville	Construct element of downtown bike system loop and sidewalk improvements	ROW						
		CON				0.240		0.240
		TOT				0.240		0.240
11427	<b>Willamette Dr. - "A" S/McKillican (Blvd)</b>	PE					0.200	0.200
West Linn	Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	ROW						
		CON						
		TOT					0.200	0.200
	<b>Molalla Ave Ped: Will/Pearl &amp; Mtn View/Holmes</b>	PE						
	Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Molalla Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	ROW						
		CON					0.500	0.500
		TOT					0.500	0.500
<b>Clackamas County STP Subtotal</b>			<b>1.610</b>	<b>7.584</b>	<b>3.625</b>	<b>0.628</b>	<b>0.700</b>	<b>14.147</b>

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>MULTNOMAH CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>								
11413 Mult Co.	<b>207th Connector: Halsey/Glisan</b> Allocation to address project cost overrun	PE ROW CON TOT						
			0.573	0.772				1.345
			0.573	0.772				1.345
11431 Mult Co.	<b>Morrison Bridge Electrical Mntce</b> Design and construction of repairs to the bridge electro-mechanical components	PE ROW CON TOT	0.108					0.108
				0.692				0.692
			0.108	0.692				0.800
11447 Mult Co.	<b>Burnside Bridge Electrical Mntce</b> Design and construction of repairs to the bridge electro-mechanical components	PE ROW CON TOT	0.072					0.072
				0.428				0.428
			0.072	0.428				0.500
10032 Gresham	<b>Gresham/Mult. Co. ITS Ph 2</b> Planning and implementation of phase 3 of the city/county arterial management system	PE ROW CON TOT						0.000
			0.375					0.375
			0.375					0.375
11430 Gresham	<b>Gresham/Mult. Co. ITS: 181st/Burnside Corridors</b> Design and implementation of traffic adaptive signal management in corridors. Techniques will be tested for regionwide application.	PE ROW CON TOT	0.100	0.100				0.200
					0.300			0.300
			0.100	0.100	0.300			0.500
11429 Mult Co.	<b>223rd O'Xing (PE/ROW)</b> PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	PE ROW CON TOT	0.267					0.267
					0.134			0.134
			0.267		0.134			0.401
	<b>Stark Street Blvd Project: 190th/197th</b>	PE			0.200			0.200
	Implement trans/ped/bike improvements	ROW CON TOT				0.600		0.600
					0.200	0.600		0.800
<b>E. Mult Co. STP Subtotal</b>			<b>1.495</b>	<b>1.992</b>	<b>0.634</b>	<b>0.600</b>		<b>4.721</b>

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CITY OF PORTLAND SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>								
11414 COP	<b>W. Burnside: NE 12th/NW 23rd</b> Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	PLNG ROW CON TOT	0.269   0.269	0.100   0.100				0.369   0.369
11432 COP	<b>Portland Arterial/Frwy. ITS</b> Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	PE ROW CON TOT	0.150   0.150		0.600 0.600			0.150   0.750
08824 COP	<b>Lower Albina Overcrossing</b> Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District.	PE ROW CON TOT			4.000 1.800 4.000			5.800   5.800
08824 COP	<b>Red Electric Line: Will. Park/Oleson</b> Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	PLNG ROW CON TOT		0.135   0.135				0.135   0.135
	<b>Gateway Transit Oriented Development Project</b> Regional funds to support element of Gateway redevelopment. A portion of Gateway P&R surface parking to be replaced w/ structured parking, new retail/commercial/housing uses. About 250 parking space transfer to nearby, expanded 122 Ave P&R.	PLNG ROW CON TOT			0.800 0.800			0.800   0.800
Ph. 2: 08053 Ph. 3: 10258	<b>Johnson Crk Blvd: 36th/45th (Ph. 2&amp;3)</b> Phase 3 reconstruction with enhancement of bike/ped/transit amenities	PE ROW CON TOT	0.404 0.350 0.545 1.299			1.413 1.413		0.404 0.350 1.958 2.712
11464 COP	<b>MLK/Interstate ITS</b> Design and implement signal systems to improve operation of MIL/Interstate between Russell and the Exposition Center	PE ROW CON TOT				0.550 0.550		0.550   0.550
8815 Port	<b>N. Lombard Rail Overcrossing (Rivergate)</b> Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving freight trains (TEA-21 is \$13.342 w/out limitation).	PE ROW CON TOT	1.392   1.392		0.904 0.904			1.392   2.296
	<b>102nd Ave Blvd Project: Hancock/Main</b> Design tranist/ped/bike improvements.	PE ROW CON TOT			0.700 0.700			0.700   0.700
08822 COP	<b>Naito Prkwy: Everett/Harrison</b> Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	PE ROW CON - STP TOT				6.174 6.174		6.174   6.174
	<b>Region IX/STP Reserve</b> FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.						1.728 1.728	1.728   1.728
11433 COP	<b>City of Portland Arterial Rehabilitation Program)</b> FAU Payback funds reserved to reconstruct a priority arterial (TBD).	PE ROW CON TOT			0.230   0.230		1.411 1.411	0.230   1.641
<b>City of Portland STP Subtotal</b>			<b>7.110</b>	<b>3.435</b>	<b>3.797</b>	<b>6.174</b>	<b>3.139</b>	<b>3.052</b>

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority	
<b>WASHINGTON CO. SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>									
08644	<b>Cedar Hills Bike Path: Walker/Butner</b>  Construction funds for a bike lane	PE							
		ROW							
		CON - Co STP	0.236						0.236
		<b>TOT</b>	<b>0.236</b>						<b>0.236</b>
11297	<b>Wash. Co. Commuter Rail Alt. Analysis</b>  Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	PE	1.000	0.500				1.500	
		ROW							
		CON							
		<b>TOT</b>	<b>1.000</b>	<b>0.500</b>					<b>1.500</b>
11434	<b>SE 10th: E Main/SE Baseline</b>  Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	PE		0.090				0.090	
		ROW							
		CON							
		<b>TOT</b>		<b>0.090</b>					<b>0.090</b>
	<b>US 26: Murray/Cornell PE Reserve</b>  Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	RESERVE		0.359				0.359	
		ROW							
		CON							
		<b>TOT</b>		<b>0.359</b>					<b>0.359</b>
11438	<b>Tri-Met/Wash. Co. Transit/Ped Program</b>  Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	PE							
		ROW							
		CON	0.180	0.280					0.460
		<b>TOT</b>	<b>0.180</b>	<b>0.280</b>					<b>0.460</b>
11437	<b>Wash. Co. ATMS</b>  Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	PLNG		0.076				0.076	
		PE			0.100			0.100	
		CON				0.569		0.569	
		<b>TOT</b>		<b>0.076</b>	<b>0.100</b>	<b>0.569</b>		<b>0.745</b>	
11436	<b>SW Greenburg Rd: Wash Sq/Tiedeman</b>  Design and Right of Way funds to widen Greenburg Rd. (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing.	PE		0.270				0.270	
		ROW				0.390		0.390	
		CON							
		<b>TOT</b>		<b>0.270</b>		<b>0.390</b>		<b>0.660</b>	
11435	<b>I-5/Nyberg Interchange (PE/CON)</b>  Preliminary engineering and partial construction funds to widen overcrossing and southbound onramp.	PE		0.342				0.342	
		ROW			0.095			0.095	
		CON				2.233		2.233	
		<b>TOT</b>		<b>0.342</b>	<b>0.095</b>	<b>2.233</b>		<b>2.670</b>	
	<b>Washington Co. Sidewalk Program</b>  Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	PE			0.090			0.090	
		ROW				0.126		0.126	
		CON					0.488	0.488	
		<b>TOT</b>			<b>0.090</b>	<b>0.126</b>	<b>0.488</b>	<b>0.704</b>	
	<b>Forest Grove Town Cntr Ped Improvements</b>  Funds to construct elements of Forest Grove downtown pedestrian improvement program.	PE							
		ROW							
		CON					0.200	0.200	
		<b>TOT</b>					<b>0.200</b>	<b>0.200</b>	
<b>Washington County STP Subtotal</b>			<b>1.416</b>	<b>1.417</b>	<b>0.190</b>	<b>3.318</b>	<b>0.688</b>	<b>7.029</b>	

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>REGIONAL PLANNING ALLOCATIONS</b>								
<b>SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>								
09791-2001	<b>Metro Transportation Planning Program</b>	PLAN'G	2.037	0.705	0.730	0.750		4.222
11441-2001	Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	ROW						
11454-2002		CON						
11467-2003		TOT	2.037	0.705	0.730	0.750		4.222
	<b>Willamette Shoreline Rail &amp; Trial Study</b>	PLAN'G			0.300			0.300
	Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Street Car system and design bike facilities within the corridor.	ROW						
		CON						
		TOT			0.300			0.300
11281	<b>I-5 Trade Corridor Study</b>	PLAN'G		0.250				0.250
	Assess improvements needed to the corridor within the Portland region	ROW						
		CON						
		TOT		0.250				0.250
11280	<b>So. Corridor Transit EIS</b>	PLAN'G - STP	1.500	4.000				5.500
	Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/VI-205 corridor.	PE - 5309						
		CON						
		TOT	1.500	4.000				5.500
11426-2001	<b>Metro TOD Program</b>	PLAN'G						
11446-2002	Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development.	ROW			1.500			1.500
		CON						
		TOT			1.500			1.500
11442-2001	<b>Regional Freight Program Analysis</b>	PLAN'G	0.100			0.150		0.250
11452-2002	Refinement analysis of local delivery characteristics and system needs	ROW						
		CON						
		TOT	0.100			0.150		0.250
	<b>RTP Corridor Study</b>	PLAN'G				0.300		0.300
	Corridor TBD	ROW						
		CON						
		TOT				0.300		0.300
<b>Regional Planning Total</b>			3.637	4.955	2.530	1.200		12.322
<b>REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS</b>								
<b>SURFACE TRANSPORTATION PROGRAM (STP) FUNDS</b>								
11068-99	<b>Regional Contribution for Bus Purchase/PDX LRT Extension</b>	PE						
11209-'02	Regional funds to replace buses. \$18M reimburses Tri-Met general fund contributions to PDX MAX extension. \$1.425 diverted from first year TCL allocations.	ROW						
11210-'03		CON - STP	10.586					10.586
		TOT	10.586					10.586
	<b>Preventive Maintenance</b>	PE						
	\$12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to \$40 mil. Regional Interstate MAX commitment	ROW						
		CON				6.000	6.000	12.000
		TOT				6.000	6.000	12.000
11317-01	<b>Rail Preventive Maintenance</b>	PE						
11318-02	FY 01-03 TCL funds traded to expedite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources	ROW						
11319-03		CON	1.425	3.825	1.457			6.707
		TOT	1.425	3.825	1.457			6.707
11320-24	<b>Interstate MAX</b>	PE						
Tri-Met	Allocation of regionally controlled federal funds for construction of Interstate MAX	ROW						
		CON - STP	0.575	4.175				4.750
		TOT	0.575	4.175				4.750
<b>Regional TDM/Tri-Met STP Subtotal</b>			12.586	8.000	1.457	6.000	6.000	34.043
<b>STP TOTAL</b>			27.854	27.383	12.233	17.920	10.527	75.314
<b>ACTIVE FOUR-YEAR STP PROGRAM TOTAL</b>								68.063

FY 2002-2005  
 PORTLAND-AREA  
 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CLACKAMAS COUNTY</b>								
<b>CMAQ FUNDS</b>								
11409	Scott Creek Lane Pedestrian Path	PE						
Happy Valley		ROW						
	Construct an off-street trail in Happy Valley	CON			0.080			0.080
		TOT			0.080			0.080
11426	Clack. Co. ITS/ATMS	PLNG		0.171				0.171
Clack. Co.		PE			0.144			0.144
		ROW						
	Plan and implement arterial signal control improvement on major streets throughout the county	CON				0.937		0.937
		TOT		0.171	0.144	0.937		1.252
	SMART Transit Cntr/P&R	PE						
	\$1,086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased \$1,086 in 02; IMAX STP decreased \$1,086. Tri-Met is liable for ROW purchase at \$1,086 with SMART liable for 10.27% match of \$124,298.	ROW		1.086				1.086
		CON						
		TOT		1.086				1.086
05651	McLoughlin: Harrison/SPRR X'ing	CMAQ-PE		0.600				0.600
ODOT		CMAQ-ROW			0.900			0.900
	Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CON					0.400	0.400
		TOT		0.600	0.900		0.400	1.900
	<b>Clackamas County CMAQ Subtotal</b>			<b>1.857</b>	<b>1.124</b>	<b>0.937</b>	<b>0.400</b>	<b>4.318</b>
<b>E. MULTNOMAN COUNTY</b>								
<b>CMAQ FUNDS</b>								
11425	Division: Wallula/Kelly	PE	0.063	0.137				0.200
Gresham		ROW	0.515					0.515
	Design and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CON		2.375				2.375
		TOT	0.578	2.512				3.090
11430	Gresham/Mult. Co. ITS: 181st/Burnside Corridors	PE						
Gresham		ROW						
	Design and implementation of traffic adaptive signal management in corridors. Techniques will be tested for regionwide application.	CON			0.750			0.750
		TOT			0.750			0.750
11420	Gresham/Fairview Trail	PE						
Gresham		ROW			0.224			0.224
	Right of way and construction funds for on/off-street bikeway and multi use path	CON				0.852		0.852
		TOT			0.224	0.852		1.076
11421	Morrison Bridge Ped/Bike Access.	PE						
Mult. Co.		ROW						
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CON				1.345		1.345
		TOT				1.345		1.345
	<b>E. Mult Co. CMAQ Subtotal</b>		<b>0.578</b>	<b>2.512</b>	<b>0.974</b>	<b>2.197</b>		<b>6.261</b>

FY 2002-2005  
 PORTLAND-AREA  
 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CITY OF PORTLAND</b>								
<b>CMAQ FUNDS</b>								
5815	<b>N. Lombard Rail Overcrossing (Rivergate)</b>	PE						0.000
Port	Supplemental funding of a TEA-21 High Priority project to build a roadway O-King of rail lines to reduce auto/truck conflict with long slow moving freight trains.	ROW						0.000
		CON			2.000			2.000
		TOT			2.000			2.000
11463	<b>Hawthorne: 20th/55th</b>	PE		0.180				0.180
	Design and build second phase non-auto enhancements along Hawthorne Blvd.	ROW			0.010			0.010
		CON					1.310	1.310
		TOT		0.180	0.010		1.310	1.500
11459	<b>Greeley/Interstate: Russel/Killingsworth</b>	PE		0.050				0.050
	Construct a bike lane	ROW						0.000
		CON			0.094			0.094
		TOT		0.050	0.094			0.144
<b>City of Portland CMAQ Subtotal</b>				<b>0.180</b>	<b>2.104</b>		<b>1.310</b>	<b>3.594</b>
<b>WASHINGTON COUNTY</b>								
<b>CMAQ FUNDS</b>								
05644	<b>Cedar Hills Bike Path: Walker/Butner</b>	PE						
	Construction funds for a bike lane	ROW						
		CON -CMAQ	0.763					0.763
		TOT	0.763					0.763
11444	<b>Main St: 10th/20th (Blvd)</b>	PE						
Cometus	Funds to construct 1st phase boulevard improvements in the Cometus downtown, including widening the hwy to 3 lanes.	ROW						
		CON					1.800	1.800
		TOT					1.800	1.800
11460	<b>Hall Blvd Bike Path: 12th/Allen</b>	PE		0.166				0.166
	Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	ROW			0.718			0.718
		CON				0.554		0.554
		TOT		0.166	0.718	0.554		1.438
11461	<b>SW 170th Ped. Path: Merlo/Elmonica LRT Station</b>	PE						
	Improve pedestrian path to the LRT station	ROW						
		CON					0.270	0.270
		TOT					0.270	0.270
11423	<b>Fanno Crk Trail Phase 2 (Con)</b>	PE						
	Design second phase extension of the Fanno Creek trail and match other regional funds for ROW acquisition.	ROW						
		CON				0.888		0.888
		TOT				0.888		0.888
09341	<b>Hall Blvd Bike Path: SPRR/Ridgecrest</b>	PE						
	Construction funds for a bike lane.	ROW						
		CON		0.322				0.322
		TOT		0.322				0.322
11462	<b>Cornell Rd Bike Path: Elem Young/Ray</b>	PE			0.091			0.091
	Construct bike lane	ROW						0.000
		CON					0.450	0.450
		TOT			0.091		0.450	0.541
<b>Washington County CMAQ Subtotal</b>			<b>0.763</b>	<b>0.488</b>	<b>0.809</b>	<b>1.442</b>	<b>2.520</b>	<b>6.022</b>

FY 2002-2005  
PORTLAND-AREA  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS</b>								
<b>CMAQ FUNDS</b>								
11311-01	Regional TDM Program	PE						
11313-02	Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	ROW						
11314-03		CON	0.700	0.700	0.999	0.700	0.700	3.799
		TOT	0.700	0.700	0.999	0.700	0.700	3.799
<b>TMA Assistance/Stabilization Program</b>								
11309-02	Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	PE						
11310-03		ROW						
		CON	0.500	0.250	0.250	0.125	0.125	1.250
		TOT	0.500	0.250	0.250	0.125	0.125	1.250
<b>ECO Information Clearinghouse</b>								
11450-02	DEQ program which complements the Tri-Met portion of the regional TDM effort	PE						
11486-04		ROW						
		CON	0.094	0.094		0.094		0.282
		TOT	0.094	0.094		0.094		0.282
<b>Region 2040 Initiatives</b>								
11309-02	Regional funding to support transit service provision by public/private Transportation Mng't Associations	PE						
11310-03		ROW						
		CON	0.500	0.250	0.250	0.145	0.140	1.285
		TOT	0.500	0.250	0.250	0.145	0.140	1.285
11068-99	Regional Contribution for Bus Purchase/PDX LRT Extension	PE						
11209-02		ROW						
Tri-Met		CON - CMAQ	1.425	8.000				9.425
		TOT	1.425	8.000				9.425
11455	Will. Shoreline Trestle/Track Repair	PE						
Tri-Met		ROW						
		CON			0.500			0.500
		TOT			0.500			0.500
<b>Transit Development Program Reserve</b>								
11320-24	Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	PE						
		ROW						
		CON				2.050	2.056	4.106
		TOT				2.050	2.056	4.106
11320-24	Interstate MAX	PE						
Tri-Met		ROW						
		CON - CMAQ	11.425	1.825	6.000			19.250
		TOT	11.425	1.825	6.000			19.250
<b>Regional Transit CMAQ Total</b>			<b>14.644</b>	<b>11.119</b>	<b>7.999</b>	<b>3.114</b>	<b>3.021</b>	<b>39.897</b>
<b>CMAQ TOTAL</b>			<b>15.985</b>	<b>\$ 16.156</b>	<b>\$ 13.010</b>	<b>\$ 7.690</b>	<b>\$ 7.251</b>	<b>60.092</b>
<b>ACTIVE FOUR-YEAR CMAQ PROGRAM TOTAL</b>								<b>44.107</b>

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

ODOT KEY #	PROJECT NAME	WORK PHASE	Obligated	02	03	04	05	Authority
<b>CLACKAMAS COUNTY</b>								
<b>TRANSPORTATION ENHANCEMENT FUNDS</b>								
11454	Fuller Rd: Harmony/King (Blvd.)	PE		0.092				0.092
Clack Co.		ROW						
	Reconstruct Fuller Road as multimodal Boulevard design	CON			0.500			0.500
		TOT		0.092	0.500			0.592
<b>Clackamas County TE Subtotal</b>				<b>0.092</b>	<b>0.500</b>			<b>0.592</b>
<b>E. MULTNOMAN COUNTY</b>								
<b>TRANSPORTATION ENHANCEMENT FUNDS</b>								
07259	E. Bank Trail: OMSI/Springwater (Con)	PE						
		ROW						
	Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	CON		0.720				0.720
		TOT		0.720				0.720
11421	Morrison Bridge Ped/Bike Access.	PE	0.100					0.100
Mult. Co.		ROW						
	Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	CON						
		TOT	0.100					0.100
<b>E. Mult Co. TE Subtotal</b>			<b>0.100</b>	<b>0.720</b>				<b>0.820</b>
<b>CITY OF PORTLAND</b>								
<b>Transportation Enhancemnt Funds</b>								
07259	E. Bank Trail: OMSI/Springwater (Con)	PE						
		ROW						
	Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	CON		0.720				0.720
		TOT		0.720				0.720
11456	E. Bank Trail - Phase 2	PE		0.718				0.718
		ROW			0.582			0.582
	Funds to purchase ROW for improved connection between East Bank Trail and the Springwater Corridor	CON					2.909	2.909
		TOT		0.718	0.582		2.909	4.209
11422	Bertha: Capitol Hwy/Vermont	PE						
		ROW						
	Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	CON			0.400			0.400
		TOT			0.400			0.400
11407	Portland Bike Signage	PE	0.039					0.039
		ROW						
	Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	CON		0.090				0.090
		TOT	0.039	0.090				0.129
<b>City of Portland TE Subtotal</b>			<b>0.039</b>	<b>0.808</b>	<b>0.982</b>		<b>2.909</b>	<b>4.738</b>
<b>WASHINGTON COUNTY</b>								
<b>TRANSPORTATION ENHANCEMENT FUNDS</b>								
07256	Cedar Creek Greenway Trail	PE						
Wash. Co.		ROW						
	Construct component of Cedar Creek Greenway trail in Washington County	CON		0.076				0.076
		TOT		0.076				0.076
06755	Fanno Creek Trail: Allen/Denny (Ph.1)	PE	0.152					0.152
		ROW						
	Construct portion of the Fanno Creek multi-use trail.	CON		0.192				0.192
		TOT	0.152	0.192				0.344
11423	Fanno Crk Trail Phase 2 (PE)	PE	0.135	0.100				0.235
		ROW						0.000
	Design second phase extension of the Fanno Creek trail and match other regional funds for ROW acquisition.	CON						0.000
		TOT	0.135	0.100				0.235
11424	Sentinel Plaza: Cornell/Cedar Hills/113th	PE		0.030				0.030
		ROW						
	Design and install Native American totem pole in park located at intersection	CON		0.150				0.150
		TOT		0.180				0.180
<b>Washington County TE Subtotal</b>			<b>0.287</b>	<b>0.548</b>				<b>0.835</b>
<b>TE TOTAL</b>			<b>0.426</b>	<b>2.168</b>	<b>1.482</b>	<b>0.000</b>	<b>2.909</b>	<b>6.985</b>
<b>ACTIVE FOUR-YEAR TE PROGRAM TOTAL</b>								<b>6.559</b>



**FY 2002 - 2005 FTA TRANSIT FUNDS (millions)**

KEY NUMBER	PROJECT	FUND TYPE	FY 02	FY 03	FY 04	FY 05	TOTAL
10917&8	Transit Enhancements	5307	0.250	0.254	0.260	0.270	1.034
10913/11306	Bus Prevent. Mntc.	5307	23.767	25.355	26.000	27.000	102.122
11304&11305	Rail Prevent. Mntc.	5307	2.600	2.704	2.812	2.925	11.041
<b>TOTAL</b>			<b>\$ 26.617</b>	<b>\$ 28.313</b>	<b>\$ 29.072</b>	<b>\$ 30.195</b>	<b>\$ 114.196</b>
11302&3	Interstate MAX	5309 Disc.	63.361	83.000	103.710		250.071
10911&2	Rail Prevent. Mntc.	5309 R. Mod.	4.200	5.068	5.220	5.377	19.865
needed	Wash. Co. Commuter Rail	5309 Disc.	0.500	18.000	18.000	18.000	54.500
needed	Clack. Co. So. Corridor. T.C./P&R (So.Gate/CTC)	5309 Bus	5.396				5.396
<b>TOTAL</b>			<b>\$ 73.457</b>	<b>\$ 106.068</b>	<b>\$ 126.930</b>	<b>\$ 23.377</b>	<b>\$ 329.832</b>
needed	Jobs Access	3037	1.800	1.800			\$ 3.600
<b>FTA TRANSIT CAPITAL GRAND TOTAL</b>			<b>\$ 102.513</b>	<b>\$ 111.181</b>	<b>\$ 111.792</b>	<b>\$ 35.571</b>	<b>\$ 361.057</b>

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MODERNIZATION PROGRAM								
ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
97-28	<b>US 26: Camelot/Sylvan Intrchnng (Ph 3)</b>	PE	1.558					1.558
	Replace structure and widen highway	ROW						
		CON			13.202			13.202
		<b>TOTAL</b>	<b>1.558</b>		<b>13.202</b>			<b>14.760</b>
97-19	<b>I-5 to 99W Connector</b>	PLNG			0.094			0.094
	Match for TEA-21 High Priority funding of study to determine alignment options for the Tualatin/Sherwood Toll Rd.connector highway.	ROW						
		CON						
		<b>TOTAL</b>			<b>0.094</b>			<b>0.094</b>
97-28	<b>U.S. 26Hwy 217/Murray Blvd.</b>	PE	1.402					1.402
	Replace structure and widen to six lanes.	ROW			0.560			0.560
		CON				30.092		30.092
		<b>TOTAL</b>	<b>1.402</b>		<b>0.560</b>	<b>30.092</b>		<b>32.054</b>
<b>TOTAL</b>			<b>2.960</b>		<b>13.856</b>	<b>30.192</b>		<b>47.008</b>

\*State Modernization projects rely on a mixture of state gasoline tax trust funds and a wide variety of federal discretionary fund types and project specific appropriations.

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BRIDGE PROGRAM								
ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10684	<b>FY 2002 Protective Screening (Reg 1)</b>	PE	0.103					\$ 0.103
	Protective Screening - overpass	ROW						
		CON		0.830				\$ 0.830
		<b>Total</b>		<b>\$ 0.103</b>	<b>\$ 0.830</b>			<b>\$ 0.933</b>
11132	<b>Broadway Br. (Ph 4) #06757</b>	PE	1.032					\$ 1.032
	Clean/paint lower truss & floor system	ROW						
		CON		7.830				\$ 7.830
		<b>Total</b>		<b>\$ 1.032</b>	<b>\$ 7.830</b>			<b>\$ 8.862</b>
11133	<b>Broadway Br. (Ph 5) #06757</b>	PE	0.527	2.000				\$ 2.527
	Replace Steel Liftspan Grating	ROW						
		CON		3.685				\$ 3.685
		<b>Total</b>		<b>\$ 0.527</b>	<b>\$ 5.685</b>			<b>\$ 6.212</b>
11067	<b>Broadway Bridge Unit 3</b>	PE						
Mult. Co.	Replace worn bearings and lift span center locks and repair span drive machinery.	ROW						
		TEA21-CON		0.930				\$ 0.930
		<b>TOT</b>			<b>\$ 0.930</b>			<b>\$ 0.930</b>
11134	<b>Broadway Bridge Unit 6</b>	HBRR-PE	0.236					\$ 0.236
Mult. Co.	Phase 3 reconstruction with enhancement of bike/ped/transit amenities (T-21 total Units 1-6 = \$10.263mil w/o limitation)	ROW						
		TEA-21 CON			4.274			\$ 4.274
		<b>TOT</b>		<b>\$ 0.236</b>		<b>\$ 4.274</b>		<b>\$ 4.510</b>
9404	<b>Burnside Br. Approach Ramps (#0511A&amp;B)</b>	PE						
	Repair of substructure, etc.	ROW						
		CON		4.600				\$ 4.600
		<b>Total</b>			<b>4.600</b>			<b>\$ 4.600</b>
9393	<b>St. Johns Bridge</b>	PE	0.642					\$ 0.642
	Painting, Etc. Ck fund split for STP	ROW		0.020				\$ 0.020
		CON			29.647			\$ 29.647
		<b>Total</b>		<b>\$ 0.642</b>	<b>\$ 0.020</b>	<b>\$ 29.647</b>		<b>\$ 30.309</b>
10693	<b>I-205: Col. Riv Br. - Wil.River (Unit 1)</b>	PE						
	Pave NB & SB lanes	ROW						
		CON			3.061			\$ 3.061
		<b>Total</b>				<b>\$ 3.061</b>		<b>\$ 3.061</b>
10685	<b>I-5 (Col.Rv) Br.(NB/SB) Br. #01377A &amp; 07333</b>	PE	0.519					\$ 0.519
	Electrical Upgrade (Total of \$6.924M: 1/2 WashDOT)	ROW						
		CON			3.462			\$ 3.462
		<b>Total</b>		<b>\$ 0.519</b>		<b>\$ 3.462</b>		<b>\$ 3.981</b>
10745	<b>FY 2003 Protective Screening (Reg 1)</b>	PE		0.135				\$ 0.135
	Protective Screening - overpass	ROW						
		CON			0.687			\$ 0.687
		<b>Total</b>			<b>\$ 0.135</b>	<b>\$ 0.687</b>		<b>\$ 0.821</b>
10705	<b>SE Bybee Blvd: McLoughlin/SPRR Br. (#020264 A &amp; B)</b>	PE		0.300				\$ 0.300
	Replace Structures	ROW		0.025				\$ 0.025
		CON			3.375			\$ 3.375
		<b>Total</b>			<b>\$ 0.325</b>	<b>\$ 3.375</b>		<b>\$ 3.700</b>
10663	<b>Stark St. Viaduct (#11113)</b>	PE		0.120				\$ 0.120
	Replace structure	ROW			0.030			\$ 0.030
		CON			0.582			\$ 0.582
		<b>Total</b>			<b>\$ 0.120</b>	<b>\$ 0.612</b>		<b>\$ 0.732</b>
11932	<b>FY 2004 Protective Screening (Reg 1)</b>	PE			0.140			\$ 0.140
	Screen various structures	ROW						
		CON				0.661		\$ 0.661
		<b>Total</b>				<b>\$ 0.140</b>	<b>\$ 0.661</b>	<b>\$ 0.801</b>
9350	<b>99E: MLK/Grand Viaducts (O-Xing UPRR #02115 &amp; 08905)</b>	PE	3.090	0.500				\$ 3.590
	Replace structure	ROW	5.712					\$ 5.712
		CON				32.059		\$ 32.059
		<b>Total</b>		<b>\$ 8.802</b>	<b>\$ 0.500</b>		<b>\$ 32.059</b>	<b>\$ 41.361</b>

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BRIDGE PROGRAM								
ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
11916	99E: Water St. (Pacific Hwy E) Viaduct #02374	PE		0.135				\$ 0.135
		ROW						
		CON					1.104	\$ 1.104
		<b>Total</b>		\$ 0.135			\$ 1.104	\$ 1.239
11942	I-205: Col. River Br./Wil. River Unit 2	PE						
		ROW						
		CON					3.087	\$ 3.087
		<b>Total</b>					\$ 3.087	\$ 3.087
11944	FY 2005 Protective Screening (Reg 1)	PE				0.151		\$ 0.151
		ROW						
		CON					0.835	\$ 0.835
		<b>Total</b>				\$ 0.151	\$ 0.835	\$ 0.986
11945	TV Hwy: Dairy Crk Br. #00744B	PE			0.140			\$ 0.140
		ROW						
		CON					0.767	\$ 0.767
		<b>Total</b>			\$ 0.140		\$ 0.767	\$ 0.907
11946	OR43: O'Xing Hwy 1 Conn & Porter St. #08194R	PE			0.195			\$ 0.195
		ROW						
		CON					1.777	\$ 1.777
		<b>Total</b>			\$ 0.195		\$ 1.777	\$ 1.972
<b>TOTAL</b>			\$ 11.625	\$ 19.680	\$ 41.318	\$ 32.871	\$ 7.570	\$ 113.063

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**PRESERVATION PROGRAM**

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10666	<b>B-H Hwy: BV/Tigard Hwy - Mult./Wash Co</b>  Paving	PE	0.653					\$ 0.653
		ROW		0.081				\$ 0.081
		CON		2.745				\$ 2.745
		<b>Total</b>	<b>\$ 0.653</b>	<b>\$ 2.826</b>				<b>\$ 3.479</b>
10680	<b>TV Hwy: Hocken - Minter Bridge Road</b>  Paving, grind & overlay	PE	0.303					\$ 0.303
		ROW		0.054				\$ 0.054
		CON		4.719				\$ 4.719
		<b>Total</b>	<b>\$ 0.303</b>	<b>\$ 4.773</b>				<b>\$ 5.076</b>
9364	<b>I-5: Capitol Hwy - Marquam Bridge</b>  2" Inlay, barrier, g.rail, bridge	PE	0.688					\$ 0.688
		ROW		0.025				\$ 0.025
		CON			19.251			\$ 19.251
		<b>Total</b>	<b>\$ 0.688</b>	<b>\$ 0.025</b>	<b>\$ 19.251</b>			<b>\$ 19.964</b>
10693	<b>I-205: Col. River Br. - Wil. River (Unit 1)</b>  Pave NB & SB lanes	PE	1.072					\$ 1.072
		ROW						
		CON			16.834			\$ 16.834
		<b>Total</b>	<b>\$ 1.072</b>		<b>\$ 16.834</b>			<b>\$ 17.906</b>
10731	<b>Powell Blvd.: Ross Island Br. - SE 50th</b>  Pave	PE		0.508				\$ 0.508
		ROW						
		CON				3.356		\$ 3.356
		<b>Total</b>		<b>\$ 0.508</b>		<b>\$ 3.356</b>		<b>\$ 3.864</b>
10679	<b>TV Hwy: Quince - District Boundary</b>  Paving, grind & overlay	PE		0.370				\$ 0.370
		ROW			0.056			\$ 0.056
		CON				6.081		\$ 6.081
		<b>Total</b>		<b>\$ 0.370</b>	<b>\$ 0.056</b>	<b>\$ 6.081</b>		<b>\$ 6.507</b>
11941	<b>I-84: MLK Blvd. - E Portland Fwy Sec I-84</b>  Rut Repair Overlay 50mm AC wearing course	PE			0.799			\$ 0.799
		ROW						
		CON					6.613	\$ 6.613
		<b>Total</b>			<b>\$ 0.799</b>		<b>\$ 6.613</b>	<b>\$ 7.412</b>
11942	<b>I-205: Col. Rv. Br. - Wil. Rv Unit 2</b>  Pave NB & SB lanes	PE	0.800	2.001				\$ 2.801
		ROW						
		CON					12.925	\$ 12.925
		<b>Total</b>	<b>\$ 0.800</b>	<b>\$ 2.001</b>			<b>\$ 12.925</b>	<b>\$ 15.726</b>
<b>TOTAL</b>			<b>\$ 3.516</b>	<b>\$ 10.503</b>	<b>\$ 36.939</b>	<b>\$ 9.436</b>	<b>\$ 19.538</b>	<b>\$ 79.933</b>

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SAFETY PROGRAM								
ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
8005	BV/TV Hwy @ Scholls Right turn channelization	PE	0.145					0.145
		ROW		0.218				0.218
		CON		0.457				0.457
		<b>Total</b>	<b>0.145</b>	<b>0.675</b>				<b>0.821</b>
10666	BH Hwy: Beaverton/Tigard Hwy - Mult./Wash Co Safety improvements	PE						
		ROW						
		CON		0.432				0.432
		<b>Total</b>		<b>0.432</b>				<b>0.432</b>
10680	TV Hwy: Hocken - Minter Bridge Road Paving, grind & overlay	PE						
		ROW						
		CON		0.740				0.740
		<b>Total</b>		<b>0.740</b>				<b>0.740</b>
10682	I-5/Nyberg Rd Interchange (SB ramp) Additional lane, more storage	PE	0.125					0.125
		ROW	0.031					0.031
		CON		0.807				0.807
		<b>Total</b>	<b>0.156</b>	<b>0.807</b>				<b>0.962</b>
10683	US 26: Sunset Hwy @ Jackson School Rd Left turn channelization; ramp	PE	0.145					0.145
		ROW						
		CON		1.058				1.058
		<b>Total</b>	<b>0.145</b>	<b>1.058</b>				<b>1.203</b>
9394	Lombard: Pacific East - Philadelphia Ave. CSIP Signals	PE	0.075					0.075
		ROW	0.005					0.005
		CON		0.415				0.415
		<b>Total</b>	<b>0.080</b>	<b>0.415</b>				<b>0.495</b>
7146	Sandy Blvd.: Pacific East-NE 37th Ave. CSIP Signals	PE	0.052					0.052
		ROW						
		CON		0.557				0.557
		<b>Total</b>	<b>0.052</b>	<b>0.557</b>				<b>0.609</b>
9358	Cascade North Hwy: Airport Way - Flavel CSIP Signals	PE						
		ROW						
		CON		0.400				0.400
		<b>Total</b>		<b>0.400</b>				<b>0.400</b>
12145	Murray Blvd @ Allen Blvd Cut Back median, modify curbs	PE						
		ROW						
		CON		0.090				0.090
		<b>Total</b>		<b>0.090</b>				<b>0.090</b>
12262	NE 181st @ NE Halsey St Install median islands & adv signal	PE						
		ROW						
		CON		0.039				0.039
		<b>Total</b>		<b>0.039</b>				<b>0.039</b>
12147	Binford Lake Parkway: Pleasant View Dr./Towle Rd.	PE						
		ROW						
		CON		0.233				0.233
		<b>Total</b>		<b>0.233</b>				<b>0.233</b>
12146	Scholls Ferry Rd @ Clark Hill Rd.	PE						
		ROW		0.020				0.020
		CON		0.307				0.307
		<b>Total</b>		<b>0.327</b>				<b>0.327</b>
6010	Beaverton/ Tigard Hwy @ Scholls Add l/r turn lanes;inclu signal/interconnect	PE	0.125					0.125
		ROW		0.092				0.092
		CON			0.661			0.661
		<b>Total</b>	<b>0.125</b>	<b>0.092</b>	<b>0.661</b>			<b>0.877</b>
10867	Hillsboro/Silverton Hwy @ SE Walnut Safety Intersection Improvement	PE	0.156					0.156
		ROW		0.104				0.104
		CON			0.510			0.510
		<b>Total</b>	<b>0.156</b>	<b>0.104</b>	<b>0.510</b>			<b>0.769</b>
11927	I-405 @ Front Ave. Extend safety barrier	PE		0.081				0.081
		ROW						
		CON			0.151			0.151
		<b>Total</b>		<b>0.081</b>	<b>0.151</b>			<b>0.232</b>

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<b>SAFETY PROGRAM</b>								
<b>ODOT KEY #</b>	<b>PROJECT</b>	<b>WORK PHASE</b>	<b>OB'D</b>	<b>FY 02</b>	<b>FY 03</b>	<b>FY 04</b>	<b>FY 05</b>	<b>AUTHORITY</b>
9393	<b>Lombard: St. Johns Bridge #6497 &amp; 6498</b> Bridge painting, etc.	PE						
		ROW						
		CON				2.268		2.268
		<b>Total</b>				<b>2.268</b>		<b>2.268</b>
12182	<b>Safety Reserve</b>	PE						
		ROW						
		CON				0.827		0.827
		<b>Total</b>				<b>0.827</b>		<b>0.827</b>
12149	<b>U.S. 26, Cascade Hwy North: Access Mgt/ Safety on Powell, 82</b>	PE				0.010		0.010
		ROW						
		CON				0.246		0.246
		<b>Total</b>				<b>0.256</b>		<b>0.256</b>
10731	<b>Powell Blvd (U.S. 26): Ross Island Br. - SE 50th</b> Safety features	PE						
		ROW						
		CON				0.282		0.282
		<b>Total</b>				<b>0.282</b>		<b>0.282</b>
10679	<b>Tualatin Valley Hwy: Quince - District Boundary</b> Paving, grind & overlay	PE						
		ROW						
		CON				0.630		0.630
		<b>Total</b>				<b>0.630</b>		<b>0.630</b>
11926	<b>I-84 &amp; I-205 Pavement Drainage Correction</b> Install additional inlets to enhance runoff	PE		0.189				0.189
		ROW						
		CON				0.344		0.344
		<b>Total</b>		<b>0.189</b>		<b>0.344</b>		<b>0.533</b>
10869	<b>Sunset Hwy @ Glencoe Road</b> Signalize ramp; Rt turn channel; access	PE			2.003			2.003
		ROW				0.067		0.067
		CON					0.783	0.783
		<b>Total</b>			<b>2.003</b>	<b>0.067</b>	<b>0.783</b>	<b>2.853</b>
12158	<b>Clackamas Hwy: I-205 - SE 98th</b> Add lane, widen structure	PE						
		ROW						
		CON					3.618	3.618
		<b>Total</b>					<b>3.618</b>	<b>3.618</b>
<b>TOTAL</b>			<b>0.859</b>	<b>5.678</b>	<b>6.676</b>	<b>1.323</b>	<b>4.401</b>	<b>18.937</b>

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<b>OPERATIONS PROGRAM</b>								
<b>ODOT KEY #</b>	<b>PROJECT</b>	<b>WORK PHASE</b>	<b>OB'D</b>	<b>FY 02</b>	<b>FY 03</b>	<b>FY 04</b>	<b>FY 05</b>	<b>AUTHORITY</b>
10697	<b>US 26: Highland Intrchnng - Jefferson Cameras</b>  Hardware & Software Purchase	PE						
		ROW						
		CON		0.324				\$ 0.324
		<b>Total</b>		<b>\$ 0.324</b>				<b>\$ 0.324</b>
10021	<b>I-405: NW Everett St. - SW 12th Ave.</b>  Widen ramp, add ramp meters	PE	0.309					\$ 0.309
		ROW						
		CON		2.121				\$ 2.121
		<b>Total</b>	<b>\$ 0.309</b>	<b>\$ 2.121</b>				<b>\$ 2.431</b>
12010	<b>I-5: Iowa St. Slide Repair</b>  Repair Slide Area	PE	0.071					\$ 0.071
		ROW		0.015				\$ 0.015
		CON		0.426				\$ 0.426
		<b>Total</b>	<b>\$ 0.071</b>	<b>\$ 0.441</b>				<b>\$ 0.512</b>
7579	<b>Beaverton/Tualatin Hwy @ Locust</b>  Alignment/ bike lane install	PE		0.065				\$ 0.065
		ROW			0.056			\$ 0.056
		CON				0.259		\$ 0.259
		<b>Total</b>		<b>\$ 0.065</b>	<b>\$ 0.056</b>	<b>\$ 0.259</b>		<b>\$ 0.379</b>
10672	<b>Region 1 Traffic Signal Upgrades (Unit 2)</b>  Signal Upgrades	PE		0.399				\$ 0.399
		ROW						
		CON				1.127		\$ 1.127
		<b>Total</b>		<b>\$ 0.399</b>		<b>\$ 1.127</b>		<b>\$ 1.526</b>
10695	<b>Region 1 ATMS Ramp Meters (Phase 6)</b>  Ramp Meters	PE		0.342				\$ 0.342
		ROW						
		CON				1.810		\$ 1.810
		<b>Total</b>		<b>\$ 0.342</b>		<b>\$ 1.810</b>		<b>\$ 2.152</b>
10696	<b>Region 1 ATMS Comm. Infrastruc. (Ph 6)</b>  Communications	PE		0.108				\$ 0.108
		ROW						
		CON				2.129		\$ 2.129
		<b>Total</b>		<b>\$ 0.108</b>		<b>\$ 2.129</b>		<b>\$ 2.237</b>
10671	<b>Region 1 Traffic Loop Repair Unit 12</b>  Repair/replace traffic loops	PE			0.140			\$ 0.140
		ROW						
		CON				0.877		\$ 0.877
		<b>Total</b>			<b>\$ 0.140</b>	<b>\$ 0.877</b>		<b>\$ 1.017</b>
10871	<b>Region 1 ATMS Ramp Meters (Phase 7)</b>  Ramp Meters	PE			0.349			\$ 0.349
		ROW						
		CON					1.951	\$ 1.951
		<b>Total</b>			<b>\$ 0.349</b>		<b>\$ 1.951</b>	<b>\$ 2.300</b>
10870	<b>Region 1 ATMS Comm. Infrastruct (Ph 7)</b>  Communications	PE			0.112			\$ 0.112
		ROW						
		CON					2.295	\$ 2.295
		<b>Total</b>			<b>\$ 0.112</b>		<b>\$ 2.295</b>	<b>\$ 2.407</b>
10872	<b>Reg. 1 ATMS Hardware &amp; Software (Ph. 7)</b>  Hardware & Software Purchase	PE						
		ROW						
		CON					0.362	\$ 0.362
		<b>Total</b>					<b>\$ 0.362</b>	<b>\$ 0.362</b>
10698	<b>Region 1 Traffic Loop Repair Unit 13</b>  Repair/replace traffic loops	PE				0.151		\$ 0.151
		ROW						
		CON					0.945	\$ 0.945
		<b>Total</b>				<b>\$ 0.151</b>	<b>\$ 0.945</b>	<b>\$ 1.096</b>
<b>TOTAL</b>			<b>0.380</b>	<b>3.799</b>	<b>0.657</b>	<b>6.352</b>	<b>5.553</b>	<b>16.742</b>

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**2002 MTIP  
APPENDIX 1:**

**2000 REGIONAL TRANSPORTATION PLAN  
FINANCIALLY CONSTRAINED NETWORK**

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**2000 RTP**  
**Financially Constrained System Projects-**  
**August 10, 2000**

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1996 dollars ( * Indicates phasing in financially constrained system)	RTP Program Years
1000	Region	Tri-Met	Light Rail Extension 1	Rose Quarter to Expo Center	Construct LRT	\$ 350,000,000	2000-20
1002	Region	Tri-Met	Light Rail Extension 2	Expo Center to Vancouver/Clark College	Construct LRT	\$ 300,000,000	2000-20
1003	Region	Tri-Met	Light Rail Extension 3	Rose Quarter to Milwaukie TC	Construct LRT	\$ 750,000,000	2000-20
1007	Region	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical improvements, painting and phase 1 seismic retrofit	\$ 73,800,000	2000-20
1009	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct multi-use path; improve bicycle/pedestrian access	\$ 2,000,000	2000-05
1014	Central City	Tri-Met/Portland	16TEN - Central City Street Car	NW Portland to PSU	Construct street car	\$ 40,000,000	2000-05
1015	Central City	Tri-Met/Portland	16TEN - Central City Street Car	North Macadam/Bancroft Street to PSU	Construct street car	\$ 40,000,000	2006-10
1020	Region	Various	Red Electric Line Trail	Willamette Park to Olsson Road	Study feasibility of multi-use path	\$ 135,000	2000-05
1021	Region	Various	Peninsula Crossing Trail	Portland Road to Marine Drive	Construct multi-use path	\$ 359,000	2000-05
1027	Central City	Portland/ODOT	South Portland Improvements	South Portland sub-area	Implement South Portland Circulation Study recommendations	\$ 40,000,000 *	2000-05
1028	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchange to calm traffic and improve local access	\$ 1,624,000	2000-05
1029	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	\$ 250,000	2000-05
1032	Central City	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River		\$ 2,500,000	2000-05
1033	Central City	Portland	Lovejoy Ramp Removal	Lovejoy ramp on Broadway Bridge	NW 9th Avenue to NW 14th Avenue	\$ 10,846,000	2000-05
1034	Central City	Portland	Lower Albina RR Crossing	Interstate Avenue to Russell Street	Provide new roadway to separate truck/rail movements	\$ 4,000,000	2000-05
1035	Central City	Portland	SW Columbia Street Reconstruction	18th Avenue to Front Avenue	Rebuild street	\$ 800,000	2000-05
1036	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	\$ 310,000	2000-05
1037	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 4-lane bridge with standard clearance	\$ 3,500,000	2006-10
1046	Central City	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	\$ 2,470,000	2000-05
1047	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	\$ 500,000	2006-10
1048	Central City	Portland	North Macadam Pedestrian and Bicycle	city	improvements identified in the North Macadam Framework Plan, including central city transit hub, tram and local bus service improvements	\$ 4,300,000	2000-05
1049	Central City	Portland	North Macadam Transit Improvements	city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub, tram and local bus service improvements	\$ 4,100,000	2000-05
1049	Central City	Tri-Met/Portland	North Macadam TMA	North Macadam District of the central city	Implement transportation management area improvements identified in the North Macadam Framework Plan (placeholder TMA)	See Project #8056 cost	2000-05
1050	Central City	Portland	W Burnside and Inner E. Burnside Street Improvements and ITS	SE 12th to NW 23rd	Boulevard design improvements	\$ 9,365,000	2000-05
1052	Central City	Portland	North Macadam Street Improvements	North Macadam District of the central city	Implement street improvements identified in the North Macadam Framework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	\$ 17,750,000	2000-05
1053	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements and ITS	\$ 3,027,295	2000-05
1054	Central City	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	\$ 5,590,000	2000-05
1055	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	\$ 3,000,000	2011-20
1056	Central City	Tri-Met/Portland	Lloyd District TMA	Lloyd district of the Central City	Implement transportation management area program with area employers	\$ 80,000	2000-05
1058	Central City	Portland	SW Moody Bikeway	SW Moody from SW Bancroft to Gibbs	Retrofit bike lanes to existing street	\$ 10,000	2000-05
1062	Central City	Multnomah Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; improve pedestrian access	\$ 1,270,000	2000-05
1063	Central City	Portland	SE Morrison / Belmont Bikeway	Morrison Bridge to SE 12th Avenue	Retrofit bike lanes to existing street	\$ 8,000	2011-20
1064	Central City	Portland	N Interstate Bikeway	N Lombard to N Greeley	Retrofit bike lanes to existing street	\$ 200,000	2000-05
1065	Central City	Portland	SE 17th Avenue Bikeway	SE Powell to Portland City Limits	Retrofit bike lanes to existing street	\$ 100,000	2011-20
1066	Central City	Portland	SE Milwaukie Bikeway	SE Gideon to SE Center	Retrofit bike lanes to existing street	\$ 10,000	2011-20
1068	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	\$ 17,000	2011-20
1069	Central City	Portland	East Burnside Bikeway	SE 28th to SE 74th Avenue	Retrofit bike lanes to existing street	\$ 250,000	2000-05
1079	Central City	Portland	Steel Bridge Pedestrian Way (RATS Phase I)	East and west side access to the Steel Bridge and East Bank	Create several linkages between the east and west sides of the Central City via pedestrian and bicycle overcrossings;	\$ 3,562,000	2000-05
1080	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements	\$ 750,000	2000-05
1081	Central City	Portland	Eastbank Esplanade	Steel Bridge to OMSI	Construct multi-use path; improve bicycle/pedestrian access	\$ 3,018,000	2000-05
1084	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	\$ 100,000	2000-05
1100	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	\$ 2,000,000	2000-05
1101	Central City	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 60,000	2006-10
1102	Central City	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 290,000	2006-10
1103	Central City	Portland	N. Gong Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 255,000	2006-10
1104	Central City	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 192,500	2000-05

**2000 RTP**  
**Financially Constrained System Projects-**  
**August 10, 2000**

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost In 1998 dollars (* indicates phasing in financially constrained system)	RTP Program Years
1105	Central City	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Gisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 175,000	2006-10
1109	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Widen intersection and add additional EB lane on structure	\$ 3,099,000	2000-05
1113	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	\$ 78,000	2000-05
1120	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 57th Avenue	Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements	\$ 15,000,000	2000-05
1122	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	57th Avenue to 102nd Avenue	Multi-modal street improvements, redesign selected intersections to improve pedestrian crossings, streetscape improvements and safety improvements	\$ 4,000,000	2006-10
1126	Hollywood TC	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike boulevard	\$ 500,000	2000-05
1130	Hollywood TC	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	\$ 6,650,000	2000-05
1144	St. Johns TC	Portland	N Portland Road Bikeway	Martin Luther King to Willamette Boulevard	Retrofit bike lanes to existing street	\$ 400,000	2011-20
1145	St. Johns TC	Portland	N St. Louis/Fessenden Bikeway	N Columbia Way to N Willamette Boulevard	Retrofit bike lanes to existing street	\$ 8,000	2000-05
1146	St. Johns TC	Portland	N Greeley/Interstate Bikeway	Edgewater Drive to Cathedral Park	Retrofit bike lanes to existing street	\$ 145,000	2000-05
1147	St. Johns TC	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of multi-use path	n/a	2000-05
1150	St. Johns TC	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street: MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	\$ 500,000	2000-05
1156	Lents TC	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	\$ 400,000	2011-20
1157	Lents TC	Portland	SE 92nd Avenue Bikeway	SE Stark to Lincoln; SE Powell to Foster	Retrofit bike lanes to existing street	\$ 21,000	2000-05
1158	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	\$ 720,000	2006-10
1159	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	\$ 2,000,000	2000-05
1160	Lents TC	Portland	Foster-Woodstock, Phase I	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	\$ 6,000,000	2000-05
1161	Lents TC	Portland	Foster-Woodstock, Phase II	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	\$ 5,000,000	2006-10
1162	Lents TC	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	\$ 2,000,000	2011-20
1168	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"	\$ 845,000	2000-05
1169	Hillsdale TC	Portland	SW Vermont Bikeway, Phase I and II	SW Olsson to 45th Avenue; SW 45th Avenue to SW Tenelliger	Retrofit bike lanes to existing street	\$ 3,000,000	2011-20
1171	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	\$ 931,000	2011-20
1172	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	\$ 400,000	2000-05
1176	Hillsdale TC	Portland	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	\$ 2,200,000	2011-20
1181	Hillsdale TC	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Tenwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 90,000	2006-10
1184	Raleigh Hills TC	ODOT/WashCo	BH Highway/Scholls Redesign	BH Highway/Scholls/Olsson intersection	Redesign intersection to improve safety	\$ 13,000,000	2006-10
1185	Raleigh Hills TC	Washington Co.	Olsson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	\$ 14,000,000	2006-10
1189	Raleigh Hills TC	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	\$ 100,000	2000-05
1193	West Portland TC	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylor's Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylor's Ferry and Huber/Barbur and sidewalks and crossing improvements	\$ 610,000	2000-05
1195	West Portland TC	Portland/ODOT	Barbur Boulevard Design Treatment	Portland city limits	Complete boulevard design improvements	\$ 13,000,000	2000-05
1198	West Portland TC	Portland	SW Taylor's Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	\$ 1,800,000	2000-05
1202	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylor's Ferry Road	Construct sidewalks, improve crossings and bike facilities	\$ 1,200,000	2000-05
1207	West Portland TC	Portland	Barbur Boulevard ITS	Barbur Boulevard/I-5 Corridor	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow	\$ 550,000	2000-05
1211	Portland Mainstreet	Portland	Garden Home/Olsson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	\$ 875,000	2000-05
1212	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	\$ 41,000	2011-20
1213	Portland Mainstreet	Portland	NE/SE 122nd Avenue Bikeway	Manne Drive to Reedway	Stripe bike lanes where missing	\$ 120,000	2011-20
1214	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	\$ 5,900,000	2000-05
1217	Portland Mainstreet	Portland	Multnomah Pedestrian District	SW Capitol Highway & SW Multnomah	Improve sidewalks, lighting, crossings.	\$ 500,000	2000-05
1219	Portland Mainstreet	Portland	Belmont Pedestrian Improvements	12th Avenue to 43rd Avenue	Plan and develop streetscape and transportation improvements	\$ 2,000,000	2000-05
1220	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	\$ 250,000	2000-05
1221	Portland Mainstreet	Portland	Killingsworth Pedestrian Improvements	NE Killingsworth; Williams to 33rd; 42nd to Cully	Plan and develop streetscape and transportation improvements	\$ 1,320,000	2000-05
1222	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements	\$ 860,000	2011-20

**2000 RTP**  
**Financially Constrained System Projects-**  
**August 10, 2000**

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost In 1998 dollars (* indicates phasing in financially constrained system)	RTP Program Years
		Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements		
1223	Portland Mainstreet	Portland	NE Cully/57th Pedestrian and Bicycle Improvements	NE Fremont to Killingsworth	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	\$ 2,600,000	2000-05
1224	Portland Mainstreet	Portland	SE Tacoma Main Street Improvements	Selwood Bridge to McLoughlin Boulevard	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations	\$ 2,835,000	2000-05
1227	Portland Mainstreet	Portland	SE Woodstock Main Street	39th Avenue to 49th Avenue	Plan and develop streetscape and transportation improvements	\$ 4,000,000	2000-05
1229	Portland Mainstreet	Portland	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of	\$ 200,000	2000-05
1230	Portland Mainstreet	Portland	SE Tacoma Street ITS	Four signals between Selwood	Communications infrastructure; closed circuit TV cameras,	\$ 100,000	2006-10
1231	Portland Mainstreet	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 340,000	2000-05
1239	Portland Mainstreet	Portland	82nd Avenue ITS Corridor	82nd Avenue: entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 350,000	2000-05
1240	Portland Mainstreet	Portland	MLK/Interstate ITS	MLK/Interstate Avenue intersection	Communications infrastructure; closed circuit TV cameras,	\$ 550,000	2000-05
1242	Portland Mainstreet	Portland	Capitol Highway, Phase II	Capitol Highway, south of West Portland TC	Complete study recommendations	\$ 2,240,250	2000-05
1245	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	\$ 65,000	2011-20
1246	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	42nd Avenue to 136th Avenue	Stripe bike lanes	\$ 60,000	2000-05
1247	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 42nd Avenue	Stripe bike lanes	\$ 17,000	2011-20
1248	Portland Corridor	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	\$ 300,000	2000-05
1253	South/North SC	Portland	NE Russell Bikeway	N Interstate to MLK Boulevard	Stripe bike lanes	\$ 1,000	2011-20
1257	South/North SC	Portland	NNE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	\$ 65,000	2000-05
1259	Banfield SC	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches	\$ 2,250,000	2006-10
1263	Banfield SC	Portland	Venura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops	\$ 520,000	2000-05
1264	Gateway RC	Portland	NE/SE 99th Avenue Phases II and III	NE Gisan Street to SE Washington Street and SE Market Street	Reconstruct primary local main street in Gateway regional center	\$ 3,500,000	2006-10
1266	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Stark Street	Construct new I-84 interchange	\$ 24,000,000	2000-05
2001	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Gisan Street within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	\$ 2,800,000	2000-05
2008	Gateway RC	Portland	Gisan Street Boulevard and ITS	NE Weidler to NE Gisan Street within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	\$ 2,000,000	2006-10
2011	Gateway RC	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	\$ 3,800,000	2006-10
2012	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 181st Avenue	Retrofit bike lanes to existing street	\$ 70,000	2000-05
2013	Gateway RC	Multnomah Co.	Gisan Street Bikeway	162nd Avenue to 202nd Avenue	Retrofit bike lanes to existing street	\$ 140,000	2000-05
2014	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Gisan Street to SE Market Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	\$ 6,140,000	2006-10
2015	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	\$ 100,000	2000-05
2016	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits	Retrofit bike lanes to existing street	\$ 300,000	2000-05
2017	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market	Retrofit bike lanes to existing street	\$ 1,175,500	2011-20
2018	Gateway RC	Portland	NE Gisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue)	Retrofit bike lanes to existing street	\$ 100,000	2000-05
2019	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase I	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	\$ 3,000,000	2000-05
2020	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	\$ 6,000,000	2006-10
2021	Gateway RC	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	\$ 1,200,000	2006-10
2022	Gateway RC	Tri-Met/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (pilot/holder TMA)	See RTP #8056	2006-10
2023	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	\$ 6,000,000	2011-20
2024	Gateway RC	Portland	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	see Tri-Met total	2000-05
2025	Gresham RC	Tri-Met	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Gisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	\$ 3,500,000	2006-10
2026	Gresham RC	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterial standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	\$ 4,000,000	2000-05
2041	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	\$ 4,000,000	2000-05
2047	Gresham RC	Gresham	Powell Boulevard Improvements - Gresham RC	Birdsdale to Hogan	Complete boulevard design improvements	\$ 4,000,000	2000-05
2049	Gresham RC	ODOT	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	\$ 1,700,000	2000-05
2053	Gresham RC	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail	\$ 900,000	2011-20
2054	Gresham RC	Gresham	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	\$ 160,000	2006-10
2056	Gresham RC	Multnomah Co.	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 6,100,000	2000-05
2057	Gresham RC	Gresham/ODOT	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	\$ 500,000	2011-20
2058	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	175th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,000,000	2011-20
2059	Gresham RC	Gresham	Gresham regional center TMA startup	Gresham Regional Center	Implements a transportation management association program with employers	\$ 174,500	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars (* indicates phasing in financially constrained system)	RTP Program Years
2065	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	\$ 2,000,000 *	2000-05
2068	PDX IA	Port	I-205 Direct Ramp	I-205 to Airport Way	Restripe flyover off ramp; widen at touchdown as needed	\$ 2,700,000	2006-10
2079	South Shore IA	Multnomah Co.	185th Railroad Crossing Improvement	185th Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	\$ 1,200,000	2011-20
2081	South Shore IA	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84	\$ 8,000,000	2000-05
2084	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street Intersection	Improve intersection	\$ 540,000	2011-20
2084	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road Intersection	Improve intersection	\$ 300,000	2011-20
2085	South Shore IA	Multnomah Co.	NE 138th Avenue Improvements	Sandy Boulevard - Marine Drive - Columbia Boulevard	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements.	\$ 1,400,000	2000-05
2086	South Shore IA	Portland	NE 158th Avenue Improvements	Sandy Boulevard to Marine Drive	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, construct bridge to replace culverts at main slough crossing and build fill to reduce grade at Marine Drive intersection	\$ 1,000,000	2000-05
2087	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue Intersection	Signalization, widen dike to install left turn lane on Marine Drive	\$ 1,683,000	2000-05
2088	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	\$ 31,000	2006-10
2091	South Shore IA	Portland	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	\$ 3,000,000	2006-10
2101	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	\$ 3,000,000	2000-05
2102	Rockwood TC	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 3,000,000	2011-20
2105	Rockwood TC	Gresham	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	\$ 1,500,000	2000-05
2111	Fairview/WV TC	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	\$ 500,200	2006-10
2116	Fairview/WV TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	\$ 3,000,000	2000-05
2123	Troutdale TC	Multnomah Co.	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,000,000	2000-05
2126	Troutdale TC	Troutdale	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	\$ 21,000,000	2006-10
3001	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes	\$ 12,000,000	2006-10
3007	Region	Hillsboro	Rock Creek Greenway Multi-use Path	TV Highway to Evergreen Parkway	Completes multi-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	\$ 3,300,000	2000-05
3012	Region	Various	Bronson Creek Greenway Multi-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor	n/a	2000-05
3013	Region	Various	Powerline Beaverton Trail Corridor Trail	Bronson Creek Greenway to Farmington Road	Plan, design and construct multi-use path	\$ 2,700,000	2000-05
3014	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor	n/a	2000-05
3015	Region	Washington Co	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	\$ 1,000,000	2000-05
3016	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(2) Dawson/Westgate; Karl Braun to Hall; (3) Rose Biggs; Canyon to	Complete central Beaverton street connections	\$ 13,200,000	2000-05
3019	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	(5) Electric to Whitney to Carousel to 144th; (6) new conn. Henry & 114; (7) new conn. Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections	\$ 13,300,000	2006-10
3020	Beaverton RC	Beaverton	Milkan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street	\$ 4,300,000	2000-05
3026	Beaverton RC	Beaverton/WashCo	Hart Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	\$ 1,600,000	2000-05
3027	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	\$ 7,100,000	2000-05
3028	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	\$ 1,600,000	2000-05
3029	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; improve intersections at Murray Boulevard and Hocken Avenue	\$ 9,300,000	2000-05
3030	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	\$ 3,700,000	2006-10
3032	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Construct two-lane extension with turn lanes from Brockman Street to Hall Boulevard	\$ 9,800,000	2000-05
3033	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Ternan/Hocken	Construct three-lane extension with bikeways and sidewalks	\$ 4,600,000	2000-05
3034	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks (only bike lanes and sidewalks in financially constrained system)	\$ 3,200,000 *	2011-20
3038	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements	\$ 445,000	2000-05
3041	Beaverton RC	ODOT/Beaverton/ Tri-Met	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 8,000,000 *	2006-10
3042	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	\$ 2,800,000	2006-10
3045	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	\$ 68,000	2000-05
3046	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	\$ 59,000	2000-05
3047	Beaverton RC	Beaverton	Downtown Beaverton Pedestrian/Bike Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	\$ 1,120,000	2000-05
3049	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,600,000	2006-10
3051	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	\$ 30,000	2000-05
3052	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	Light rail transit to Center Street	Improve sidewalks, lighting, crossings	\$ 30,000	2000-05
3053	Beaverton RC	Tri-Met/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers	See RTP #8056 total	2000-05
3058	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to Highway 217	Interconnect signals on TV Highway from 209th Avenue to Highway 217	\$ 1,500,000 *	2006-10
3061	Beaverton RC	Washington Co	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	\$ 50,000	2000-05
3063	Beaverton Corridor	Washington Co	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	\$ 5,000,000	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost In 1998 dollars (* Indicates phasing in financially constrained system)	RTP Program Years
3071	Region	Beaverton/WashCo/T HPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path	\$ 1,500,000	2000-05
3072	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Multi-use Trail	Road	Construct multi-use trail within powerline easement	\$ 2,000,000	2000-05
3074	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard	\$ 1,438,000	2000-05
3075	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	\$ 1,100,000	2000-05
3079	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	\$ 253,000	2006-10
3085	Westside SC	Washington Co.	170th Improvement	Rigert to Alexander	Three lanes from Rigert to Blanton; five lanes from Blanton to Alexander	\$ 26,700,000	2000-05
3091	Westside SC	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue; 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	\$ 6,400,000	2006-10
3092	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct multi-use path for bicyclists and pedestrians just north of US 26	\$ 1,000,000	2000-05
3094	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	\$ 600,000	2000-05
3095	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Mario Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	\$ 270,000	2000-05
		Washington Co.	Pedestrian Access to MAX	Westside LRT station areas	Provide pedestrian connections to light rail stations	\$ 1,000,000	
3096	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	\$ 750,000	2000-05
3098	Westside SC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	\$ 21,000,000	2000-05
3102	Hillsboro RC	Hillsboro	NW Alcock Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes	\$ 2,000,000	2000-05
3104	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to 231st Avenue	New 3-lane facility	\$ 4,600,000	2000-05
			229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes (Century High to LRT in financially constrained system)	\$ 23,200,000	
3106	Hillsboro RC	Washington Co.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system)	\$ 4,800,000	2000-05
3107	Westside SC	Hillsboro/WashCo.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	\$ 7,500,000	2006-10
3108	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	\$ 7,500,000	2000-05
3110	Hillsboro RC	ODOT/WashCo	Jackson School Road Improvements	Jackson School Road at US 26	Improve Jackson School Road intersection with channelization	\$ 500,000	2000-05
3111	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	\$ 700,000	2000-05
3112	Hillsboro RC	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	\$ 165,000	2000-05
3113	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	\$ 1,500,000	2000-05
3114	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	\$ 2,500,000	2000-05
3123	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	See RTP #8056 total	2000-05
3126	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	\$ 5,000,000	2006-10
		ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,500,000	2000-05
3127	Hillsboro Corridor	WashCo	Hillsboro RC Pedestrian Improvements	Arnington Road to Main Street	Widen to five lanes	\$ 6,000,000	2011-20
3128	Hillsboro RC	Washington Co.	Cornell Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	\$ 12,800,000	2000-05
3130	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks	\$ 8,900,000	2006-10
3131	Sunset IA	Hillsboro/Port	Evergreen Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes	\$ 3,500,000	2000-05
3132	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26	\$ 5,000,000	2000-05
3133	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26	\$ 5,000,000	2000-05
3134	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	\$ 9,000,000	2000-05
3135	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Alcock Drive	Widen to five lanes including sidewalks and bike lanes	\$ 15,000,000	2000-05
3136	Sunset IA	Washington Co.	Brookwood/Parkey Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	\$ 10,900,000	2000-05
3137	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	\$ 7,500,000	2000-05
3138	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Terman Road to Milikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach	\$ 1,000,000	2000-05
3140	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	\$ 2,300,000	2006-10
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	\$ 5,500,000	2006-10
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	\$ 20,000,000	2006-10
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Ambergien Parkway	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	\$ 10,000,000	2006-10
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	\$ 2,000,000	2006-10
3148	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes (only Lynnfield to Cedar Hills in financially constrained)	\$ 8,000,000	2006-10
3150	Sunset IA	Washington Co.	Cornelius Road System Management	185th Avenue to 25th Avenue	Implement signal timing at Tannasbourne/185th to 25th Avenue	\$ 300,000	2000-05
3152	Sunset IA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers	\$ 80,000	2000-05
3154	Forest Grove TC	Washington Co.	Forest Grove Northern Arterial	Quince to Highway 47	New 2-lane facility with sidewalks and bike lanes	\$ 2,000,000	2000-05
3157	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	\$ 4,500,000	2000-05
3158	Forest Grove TC	Washington Co.	Martin Road/Cornelius-Schefflin Road Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	\$ 12,300,000	2000-05
3160	Forest Grove TC	Forest Grove	Verbort Road Intersection Improvement	at Highway 47	Intersection safety improvement	\$ 200,000	2006-10
3162	Forest Grove TC	ODOT	TV Highway (Pacific/19th) Bikeway	Hawthorne to "E" Street	Retrofit to include bike lanes	\$ 100,000	2000-05
3163	Forest Grove TC	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 2,132,670	2000-05
3166	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 10th	Intersection of 10th Avenue and Highway 8 couplet	Widen OR 8/10th Avenue intersection to support freight access	\$ 720,000	2006-10
3167	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 couplet	Install traffic signals on OR 8 at 19th Avenue/20th Avenue; reconfigure intersection.	\$ 2,000,000	2000-05
3168	Cornelius	Cornelius/ODOT	Baseline Street/Adair Street Couplet Intersection Improvements	Intersection of 14th Avenue and couplet	Intersection improvement with signal	\$ 350,000	2006-10
3169	Cornelius	Cornelius/ODOT	Main Street Couplet improvements	Avenue	Complete boulevard design improvements	\$ 6,000,000	2000-05

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3170	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	\$ 3,000,000	2006-10
3171	Cornelius	Cornelius/Wash Co.	Highway 8/4th Avenue Intersection Improvements	Intersection of 4th Avenue and couplet	Intersection improvement with signal	\$ 950,000	2006-10
3175	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks	\$ 6,200,000	2006-10
3178	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	\$ 500,000	2006-10
3183	Cedar Mill TC	Washington Co.	Cornell Road Improvements	143rd Avenue to Saltzman	Widen to three lanes with bikeways and sidewalks	\$ 4,600,000	2000-05
3185	Cedar Mill TC	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	\$ 5,300,000	2000-05
3186	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes	\$ 3,100,000	2000-05
3192	Cedar Mill TC	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	\$ 1,000,000	2000-05
3193	Cedar Mill TC	Washington Co.	Cornell Road Boulevard Treatment	Trail Avenue to Saltzman	Add bike lanes, sidewalks, median, landscaping	\$ 2,000,000	2000-05
3194	Cedar Mill TC	Washington Co.	Cedar Mill Multi-Use Path	North of Cornell Road from 113th Avenue to 119th Avenue	Construct multi-use path along north side of Cornell Road	\$ 1,000,000	2000-05
3195	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	\$ 485,000	2000-05
3197	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	\$ 5,000,000	2000-05
3204	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	\$ 4,000,000	2006-10
3208	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 200,000	2011-20
3216	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes	\$ 8,000,000	2006-10
3217	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes	\$ 5,000,000	2006-10
3218	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to Kinnamon Road	Realign intersection @ TV Highway and construct new two-lane road south of TV Highway to Kinnamon Road	\$ 1,700,000	2011-20
4000	Region	Tri-Met	01PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT	\$ 154,000,000	2000-05
4004	Region	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter	\$ 92,000,000	2000-05
4005	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes	\$ 25,000,000	2000-05
4011	Columbia Corridor	Portland	NE Marine Drive Bikeway	I-5 to 122nd Avenue	Retrofit bike lanes to existing street; off-street paths in missing locations	\$ 450,000	2000-05
4012	Columbia Corridor	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstale, Greeley, Portsmouth and Philadelphia/vanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 210,000	2006-10
4017	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	\$ 1,500,000	2011-20
4019	PDX IA	Port	Lightrail station/track realignment	Portland International Center	Construction of light rail station	\$ 14,000,000	2000-05
4020	PDX IA	Port	Airport Way Improvements, East	82nd Avenue to I-205	Widen to three lanes in both directions	\$ 8,000,000	2000-05
4021	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	\$ 10,000,000	2006-10
4022	PDX IA	Portland/Port	East End Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205	\$ 29,000,000	2000-05
4023	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	\$ 315,000	2006-10
4024	PDX IA	Port	Alderwood Road Extension	Alderwood Road to Clark Road	Three lane extension	\$ 8,600,000	2000-05
4025	PDX IA	Port	Cascades Parkway	International Parkway to Cascades	New east/west three lane connection between International Parkway and PIC	\$ 14,500,000	2000-05
4027	PDX IA	Port/Portland	Airport Way/Cascades grade separation	Cascades Avenue	Construct overcrossing at Airport Way/Cascades Avenue; widen Airport Way to 4 lanes from new overcrossing to I-205	\$ 10,500,000	2000-05
4028	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	\$ 11,000,000	2011-20
4030	PDX IA	Portland	NE 11/13th Avenue Connector	NE 11/13th Avenue at Columbia Boulevard	New three-lane roadway and bridge	\$ 8,075,000	2000-05
4031	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	\$ 14,000,000	2011-20
4032	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	\$ 4,000,000	2000-05
4033	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	\$ 8,000,000	2011-20
4037	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	\$ 700,000	2000-05
4038	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road interse	Construct right turn lane on SB 82nd Avenue; modify traffic signal and construct second right turn lane on Alderwood WB	\$ 195,000	2000-05
4039	PDX IA	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	\$ 1,500,000	2011-20
4040	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	Columbia Boulevard to Cornfoot Road	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	\$ 3,132,162	2000-05
4041	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	\$ 350,000	2000-05
4042	PDX IA	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot intersection	Add signal, improve turn lanes at intersection	\$ 350,000	2000-05
4043	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	\$ 250,000	2006-10
4046	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street	\$ 400,000	2006-10
4047	PDX IA	Portland	NE 33rd Avenue Bikeway	Columbia Slough to NE Lombard	Retrofit bike lanes to existing street	\$ 7,000	2011-20
4049	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	\$ 10,000	2000-05
4050	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	\$ 95,000	2006-10
4051	PDX IA	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	\$ 1,392,000	2011-20
4054	PDX IA	Portland	N Columbia Pedestrian improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements	\$ 2,600,000	2000-05
4056	PDX IA	Portland	Columbia Boulevard ITS	Six signals between N. Burgard and I-205	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 310,000	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars (*** indicates phasing in financially constrained system)	RTP Program Years
4057	PDX IA	Portland	NNE Marina Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 750,000	2000-05
4058	PDX IA	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	\$ 3,000,000	2000-05
4059	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	\$ 500,000	2000-05
4061	Rivergate IA	Port/Portland	West Hayden Island Bridge and Access Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	\$ 49,800,000	2006-10
4062	Rivergate IA	Port	Marine Drive Improvement, Phase 1	Rivergate West and T-6 Intersection	Widen to five lanes from T-6 intersection to 2.5 miles east	\$ 15,700,000	2000-05
4063	Rivergate IA	ODOT/Portland	N Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas	\$ 3,610,000	2000-05
4065	Rivergate IA	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	\$ 21,172,000	2000-05
4067	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	statewide project	2011-20
4068	Rivergate IA	Port/RRR	Rivergate Rail expansion	Includes 4 separate improvements in Rivergate	Expand rail capacity in and to the Rivergate area	\$ 12,500,000	2000-05
4069	Rivergate IA	Port/RRR	Hayden Island rail access	Rivergate to Hayden Island	Rail access to Hayden Island development	\$ 2,800,000	2006-10
4070	Rivergate IA	Port/RRR	Additional tracks - Kenton Line	TBD	Construct three additional tracks for staging unit trains	\$ 9,000,000	2006-10
4071	Rivergate IA	Port/RRR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	\$ 4,500,000	2006-10
4073	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct multi-use path	\$ 115,000	2000-05
4074	Rivergate IA	Port	Rivergate Bicycle and Pedestrian Trail	North side of Columbia Slough	Construct multi-use path connecting to 40-mile loop trail	\$ 300,000	2000-05
4077	Rivergate IA	Port/RRR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	\$ 3,500,000	2006-10
4078	Rivergate IA	Port/RRR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	\$ 9,000,000	2006-10
4079	Rivergate IA	Port/RRR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and 8 Yard	\$ 500,000	2011-20
4080	Swan Island	Tri-Met/Portland	Swan Island TMA	Swan Island industrial area	Implements a transportation management association program with employers	\$ 142,500	2000-05
4081	Columbia Corridor	Tri-Met/Portland	Columbia Corridor TMA	Columbia Corridor industrial area	Implements a transportation management association program with employers	\$ 142,500	2000-05
5001	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	See Tri-Met Total	2000-20
5003	Region	ODOT	Sunrise Highway	I-205 to Rock Creek	Construct new 4-lane facility and construct interchanges at 122nd, 135th and Rock creek junction, and modify I-205 interchange	\$ 180,000,000	2000-05
5007	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	\$ 1,300,000	2000-05
5016	Region	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	\$ 9,000,000	2006-10
5017	Region	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	\$ 3,000,000	2006-10
5018	Region	ODOT	Highway 213 Intersection Improvements	Beavercreek/Highway 213	Intersection improvements	\$ 6,000,000	2000-05
5022	Region	ODOT	Highway 213 Widening	I-205 to Redland Road	Add southbound lane	\$ 750,000	2000-05
5023	Region	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	\$ 1,000,000	2000-05
5026	Region	Metro	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	\$ 1,200,000	2000-05
5027	Region	Metro/ODOT	I-205 South Corridor Study	I-5 to I-84	Develop traffic management plan	n/a	2000-05
5033	Region	Various	Willamette River Greenway Study	Setwood Bridge to Lake Oswego	Study feasibility of corridor	n/a	2000-05
5035	Milwaukie TC	Tri-Met	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	see Tri-Met total	2000-05
5037	Milwaukie TC	Milwaukie/ClackCo Milwaukie/Portland	Lake Road Improvements	Oatfield Road to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	\$ 1,890,637	2000-05
5038	Milwaukie TC	Milwaukie	Johnson Creek Boulevard Phase 2 Improvements	SE 32nd Avenue to SE 45th Avenue	Reconstruct, add bike lanes and sidewalks	\$ 1,200,000	2000-05
5040	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	\$ 1,075,000	2006-10
5045	Milwaukie TC	Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR	\$ 7,000,000	2000-05
5046	Milwaukie TC	Milwaukie	Railroad Crossing Improvements	Harrison Street, 37th Avenue and Oak Streets	Improve railroad crossings for all modes	\$ 75,000	2011-20
5049	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Highway 224 to River Road	Complete boulevard design improvements	\$ 2,000,000	2000-05
5050	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street	\$ 485,098	2000-05
5051	Milwaukie TC	Milwaukie	Lake Road Bikeway	SE 21st to Oatfield Road	Construct bike lanes	\$ 840,000	2000-05
5059	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	\$ 1,100,000	2006-2010
5062	Milwaukie TC	Tri-Met/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	see RTP# 8056 cost	2011-20
5064	Clackamas RC	Tri-Met	I-205 Frequent Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Frequent Bus service	see Tri-Met total	2000-05
5065	Clackamas RC	Tri-Met/ClackCo	Clackamas Regional Center TMA Startup	Clackamas Regional Center	Implements a transportation management association program with employers	\$ 174,500	2000-05
5066	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	\$ 39,000,000	2006-10
5067	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	\$ 3,400,000	2011-20
5069	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	\$ 8,400,000	2006-10
5071	Clackamas RC	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	\$ 4,600,000	2011-20
5072	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	\$ 1,530,000	2006-10

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars (* Indicates phasing in financially constrained system)	RTP Program Years
5073	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	\$ 4,500,000	2000-05
5074	Clackamas RC	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	\$ 5,450,000	2011-20
5077	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to	\$ 7,250,000 *	2011-20
5080	Clackamas RC	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	\$ 4,117,000	2011-20
5081	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	\$ 1,700,000	2011-20
5082	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	\$ 10,000,000 *	2006-10
5085	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	\$ 5,000,000	2011-20
5086	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	\$ 4,000,000	2000-05
5089	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	\$ 200,000	2006-10
5090	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	\$ 100,000	2011-20
5091	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	\$ 20,000	2006-10
5092	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	\$ 80,000	2011-20
5093	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	\$ 20,000	2011-20
5094	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas multi-use path	\$ 310,000	2006-10
5100	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	\$ 550,000	2000-05
5101	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,500,000	2011-20
5103	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligent transportation system program	\$ 5,640,000	2000-05
5106	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	\$ 6,000,000	2011-20
5108	Clackamas IA	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	\$ 1,500,000	2000-05
5109	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	\$ 120,000	2006-10
5110	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	\$ 250,000	2000-05
5117	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	\$ 280,000	2000-05
5128	Oregon City RC	Tri-Met	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service	see Tri-Met total	2006-10
5129	Oregon City RC	Tri-Met	90V/MOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service	see Tri-Met total	2011-20
5130	Oregon City RC	ODOT	99E/2nd Avenue Realignment	99E at South 2nd Avenue	Realignment and signalization of intersection	\$ 900,000	2000-05
5132	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	\$ 46,300	2011-20
5133	Oregon City RC	Oregon City	Washington/Abermethy Connection	Abermethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	\$ 2,033,000	2006-10
5135	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements - Oregon City	River Road south of Milwaukie to SP tunnel	Complete boulevard design improvements	\$ 6,500,000 *	2006-10
5136	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements	\$ 3,300,000	2011-20
5137	Oregon City RC	Oregon City	Washington Street Improvements	Abermethy to 5th Street	Complete boulevard design improvements	\$ 885,000	2006-10
5138	Oregon City RC	Oregon City	Washington Street Improvements	Abermethy to Highway 213	Complete boulevard design improvements	\$ 1,320,000	2011-20
5143	Oregon City RC	Oregon City/ODOT/Tri-Met	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 1,000,000	2011-20
5144	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	\$ 750,000	2011-20
5149	Oregon City RC	Oregon City	Oregon City Bridge Study	7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge	n/a	2011-20
5150	Oregon City RC	Tri-Met/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	see RTP# 8056 cost	2011-20
5154	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henriki Road	Widen to 4 lanes with sidewalks and bike lanes	\$ 2,000,000	2006-10
5156	OC Corridor	Oregon City	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Boulevard design, widen to five lanes, improve access management to provide sidewalks and bike lanes to connect multi-family and commercial/employment areas	\$ 3,500,000	2006-10
5157	OC Corridor	Oregon City	Molalla Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes	\$ 69,300	2006-10
5161	Lake Oswego TC	Tri-Met	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	see Tri-Met total	2000-05
5163	Lake Oswego TC	Lake Oswego	"A" Avenue Reconstruction	State Street to 3rd Avenue	Improve failing road system, rebuild sidewalks	\$ 3,000,000	2006-10
5165	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	Multi-use path	\$ 110,000	2006-10
5169	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	\$ 1,000,000	2000-05
5172	Lake Oswego TC	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland		n/a	2000-05
5195	West Linn TC	ODOT	Highway 43 Improvements	West A Street to existing Oregon City bridge (Willamette River)	Complete boulevard design improvements	\$ 8,000,000 *	2000-05
5204	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	\$ 750,000	2006-10
5209	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	\$ 3,000,000	2011-20
5211	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	\$ 90,000	2000-05
6000	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency	\$ 71,500,000	2000-05
6004	Region	ODOT	Tualatin-Sherwood Highway MIS	I-5 to 99W	Conduct major investment study and complete environmental design work for I-5 to 99W Connector	\$ 5,000,000	2000-05
6014	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements	Washington Square Road to Shady Lane	Widen to 5 lanes with boulevard design; NB Highway 217 off-ramp improvement	\$ 2,500,000	2000-05
6015	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hill Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	\$ 2,500,000	2000-05
6016	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	\$ 2,000,000	2000-05
6018	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard Intersection	Realign intersection	\$ 2,000,000	2006-10
6019	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hill Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	\$ 800,000	2000-05
6020	Region	Various	Powerline Trail Corridor	Scholls Ferry Road to Lower Tualatin Greenway	Plan, design and construct multi-use path	n/a	2000-05

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RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost In 1998 dollars (* ** Indicates phasing in financially constrained system)	RTP Program Years
6025	Washington Sq. RC	Washington Co.	Scholts Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	\$ 500,000	2000-05
6026	Washington Sq. RC	Tri-Met/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	See RTP# 8056 cost	2000-05
6027	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction	\$ 39,000,000	2006-10
6033	Tigard TC	Tigard	Walnut Street Improvements, Phase 1	at 121st Avenue	Install traffic signal at 121st Avenue	\$ 1,750,000	2000-05
6034	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	Gaarde Street to 121st Avenue	Widen to three lanes with bikeways and sidewalks	\$ 5,715,460	2006-10
6040	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	\$ 3,000,000	2000-05
6041	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	\$ 5,000,000	2006-10
6042	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	\$ 5,000,000	2006-10
6045	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	\$ 500,000	2006-10
6046	Tigard TC	Tigard	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	\$ 1,358,000	2000-05
6056	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	\$ 3,700,000	2006-10
6059	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	\$ 5,000,000	2000-05
6066	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 interchange	\$ 4,000,000	2000-05
6070	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	\$ 4,000,000	2000-05
6071	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	\$ 25,000,000	2006-10
6072	Tualatin TC	Tualatin	Tualatin Road Improvements	115th Avenue to Boones Ferry Road	Widen to 3 lanes with bike lanes, sidewalks, RR crossings	\$ 8,500,000	2000-05
6073	Tualatin TC	Tualatin	124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	\$ 6,800,000	2006-10
6079	Tualatin TC	WashCo/Tualatin/ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sager and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	\$ 500,000	2000-05
6080	Tualatin TC	Tualatin/Durham WashCo/Tualatin	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	\$ 1,000,000	2000-05
6081	Tualatin TC	Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	\$ 1,000,000	2000-05
6083	Tualatin TC	Tri-Met/WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	\$ 90,000	2000-05
6090	Wilsonville TC	Wilsonville	Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	Extend 3 lanes to connect to Grahams Ferry Road w/ sidewalks and bike lanes	\$ 13,065,000	2006-10
6091	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Partway Avenue to 100th Avenue	bike lanes	\$ 802,000	2006-10
6105	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian	Partway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	\$ 251,000	2006-10
6109	Sherwood TC	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Been Bend road with 175th Avenue	\$ 800,000	2011-20
6111	Sherwood TC	Washington Co.	Beef Bend/Elsner Road Extension	Scholts Ferry Road to 99W	Complete street realignment from Scholts Ferry Road to 99W	\$ 24,000,000	2000-05
6113	Sherwood TC	Washington Co.	Oregon Street Improvements	Tualatin-Sherwood to Murdock	Widen to 3 lanes with a signal at Tualatin-Sherwood Road	\$ 5,500,000	2000-05
6121	Murray/Scholts TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholts Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	\$ 7,120,000	2000-05
6122	Murray/Scholts TC	Beaverton	Davies Road Connection	Scholts Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	\$ 1,500,000	2006-10
6125	LO Corridor	Lake Oswego	Bangy Road Improvements	Bonita Road to Kruse Way	Widen to four lanes with left turn lanes at major intersections	\$ 1,000,000	2006-10
6127	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes	\$ 2,657,000	2006-10
6128	LO Corridor	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	\$ 1,065,000	2006-10
6129	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road Intersection	Add traffic signal and turn lanes	\$ 325,000	2006-10
6130	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	\$ 325,000	2006-10
6131	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	Multi-use path	\$ 300,000	2006-10
6135	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	\$ 550,000	2000-05
7000	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	\$ 7,000,000	2011-20
7001	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	\$ 3,600,000	2006-10
7006	Pleasant Valley TC	Portland	SE Foster Improvements	SE 136th Avenue to Jenne Road	Widen to five lanes in preferred/3 lanes in strategic and constrained	\$ 8,300,000	2006-10
7007	Pleasant Valley TC	Portland	SE Jenne Road Improvements	SE Foster to Powell Boulevard	Widen to five lanes in preferred/3 lanes in strategic and constrained	\$ 5,100,000	2006-10
7008	Pleasant Valley TC	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	\$ 3,000,000	2006-10
7009	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	\$ 900,000	2006-10
7010	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	\$ 340,000	2011-20
7011	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	\$ 340,000	2011-20
7019	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	\$ 4,000,000	2011-20
8000	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	\$ 100,000	2000-05
8001	Region	Metro	Bike Safety, Educ. & Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	\$ 100,000	2000-05
8002	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	\$ 300,000	2006-10
8003	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	\$ 50,000	2011-20
8004	Region	Tri-Met	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	\$ 50,000	2006-10
8005	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	\$20,000,000 \$49,000,000	2000-20
8028	Region	Tri-Met	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service	\$ 147,000,000	2000-20
8032	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities	\$ 105,258,594	2000-20
8035	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements	\$ 69,316,200	2000-20
8038	Region	Tri-Met	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations	\$ 5,006,900	2000-20
8042	Region	SMART	SMART Park and Ride Lots	SMART distinct	Park-and-ride facilities to serve bus and commuter rail station	\$ 3,400,000	2000-20

2000 RTP

Financially Constrained System Projects-  
August 10, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Est. Project Cost in 1998 dollars (* indicates phasing in financially constrained system)	RTP Program Years
8043	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide	\$ 6,873,750	2000-20
8046	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments	\$ 17,222,500	2000-20
8052	Region	Metro/Tri-Met	Tri-Met TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	\$ 14,700,000	2000-20
8053	Region	Metro/Tri-Met	Region 2040 Initiatives	Region-wide	Implementation of innovative transit solutions in locations with high regional significance	\$ 5,250,000	2000-05
8054	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	\$ 1,050,000	2000-05
8055	Region	Metro/Tri-Met	Exploratory Transportation Management Associations	Region-wide	Exploratory phase for potential TMA's in downtown Portland, Rivergate, Troutdale and Lake Oswego	\$ 113,500	2000-05
8056	Region	Metro/Tri-Met	Future Transportation Management Associations Start-Up	Region-wide	Future implementation of TMA's with employers	\$ 3,028,000	2000-05

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**2002 MTIP  
APPENDIX 2:**

**DISCUSSION OF MTIP FINANCIAL CONSTRAINT**

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## **DISCUSSION OF FY 02-05 MTIP FINANCIAL CONSTRAINT**

**Revenue History.** At the outset of the Priorities 2002 Update process, Metro staff compared the extent to which federal appropriations of regionally controlled funding sources that were *assumed* in the FY 2000 MTIP matched *receipts*. Appropriations through 2001, or the first four years of TEA-21, have exceeded projections each year by one to two million dollars. (FY 2002 has also exceeded previous estimates) Despite this trend, Metro did not revise revenue estimates upward for FY 2002 and 2003 (i.e., the last two years of the TEA-21 authorizations). Therefore, programming contained in the first two years of the 2002 – 2005 MTIP is conservative: more money than projected *has* been received in five of the six years of the Act; trends indicate more money than projected *will* be received in the final year and yet revenue assumptions for FY 02 and 03 were not increased.

TEA-21 expires after the 2003 fiscal year. Metro took this last year funding level, as indicated by the TEA-21 authorization schedule, and inflated it by three percent annually for 2004 and again for 2005 to estimate the future revenue. Such an estimate is consistent with federal guidelines for estimating future revenues.

**Biannual Adjustments.** Metro updates the MTIP every two years. Each MTIP reaffirms the final two years of project commitments made in the prior MTIP, and schedules two years of new projected revenue. Therefore, the 2002 MTIP reflects projects already approved for funding in the final two years of the 2000 MTIP (that is, FY 2002 and 2003). The 2002 MTIP then goes forward to approve new projects using revenue assumptions for FY 2004 and 2005.

This means that Metro has a chance every two years to “catch up” with events of the preceding two years. When revenue is less than was expected in the first two years of the prior MTIP, some projects are delayed, and moreover, must rely on new revenue in order to advance. As Metro updates the MTIP, it first accounts for any such slippage, and calculates the amount of new funds that will be needed to honor previous project commitments. This amount is deducted from Metro’s assumption of new FY 04 and 05 revenue.

For example, if assumed Congressional appropriations fell \$1.0 million short in FY 00 and then again in ‘01, \$2 million worth of projects would be left without funds and would not have gone to bid as originally intended. The FY 00 projects would have slipped to FY 01, which would leave \$1.0 million of FY 01 projects without funds. Additionally, the added shortfall in FY 01 would mean \$2 million of projects would slip into FY 02. To avoid simply loading more projects on top of this shortfall in the current MTIP, Metro would deduct \$2.0 million from its projection of FY 04 revenue before awarding the balance to new projects. This would not stop projects bumping from FY 02 into FY 03, or from FY 03 into FY 04, but that is where it would stop, since \$2.0 million of FY 04 funds will have been intentionally left unallocated to projects.

**State Resources** Metro and ODOT also have agreements in place to supplement this biennial “safety net.” Funds actually subject to Metro’s distribution cannot be increased except by higher than expected Congressional appropriation (and this does happen more often than not, since Metro is intentionally conservative in its assumptions). However, ODOT administers a statewide construction program of which the Portland-area transportation projects are only one piece, both of the projects scheduled to proceed and of the complete categories of funds used to advance them. It frequently occurs that projects in one part of the state may be delayed, freeing dollars for

expenditure elsewhere. On occasions that revenue is less than expected in the Metro-area, these statewide resources can and often are used as a sort of loan to the region's program of projects.<sup>1</sup>

In a following year, Metro may receive more than was expected and this windfall can be used to repay the loan, or a regional project might be delayed, freeing funds to repay downstate "borrows" from a previous year. In fact all of these situations are occurring all the time, so that progress advancing Portland-area projects, by and large, has historically not been hampered despite surprises in any one element of the MTIP's financial assumptions.

At no time does the state's spending of transportation funding exceed actual funds appropriated or collected in a year. Metro's project commitments are always matched to reasonably anticipated sources of revenue, and every two years Metro takes steps to address any significant imbalances that may develop as a result of unexpected shortfalls, or windfalls.

**Annual Obligation Limitation.** The MTIP programs 100 percent of all projected Congressional appropriations. However, in any given year, the federal Department of Transportation typically authorizes the region to spend, or "obligate" only a percentage of appropriated federal funds (an "obligation limitation"). Typically, this limitation is about 90 percent of the annual Congressional appropriation. By programming at 100 percent, Metro in essence, "overprograms" each two-year cycle. This practice is permitted by federal regulations.

However, in the same process described above, each new MTIP takes account of how much "over-booking" has actually occurred in the previous two years (taking account of better than projected appropriations, etc.), and sets aside a portion of new funds to cover any shortage. This practice provides a buffer against the all too common event that one or more projects expected to spend assigned funds in a year are delayed. When this happens, the ten percent margin of over-booked projects typically suffices to soak up the funds that would otherwise have to be loaned to projects outside the region that year. This is desirable since payback to the region might have to be delayed by one or more years. Also, regional benefits accruing from projects would be delayed and, in a worst case situation, unspent funds might be lost to the state entirely if no active project could be found to absorb the funds that year.

**FAU Program Balances.** At the end of FY 1991, ODOT was compelled to convert approximately \$8.25 million of the region's Federal Aid Urban (FAU) funds to STP funds. ODOT also spent the money on a state project. Instead of the local projects allocated the funds. This was done to avoid losing the funds because the projects awarded them initially were not ready to advance, and a state project was ready and able to absorb the money. ODOT and Metro staff have kept track of this "borrow" and of the projects originally allocated the FAU funds. Some of the funds have been repaid. However, approximately \$1.275 million remains outstanding for reimbursement. The City of Portland has recently requested cancellation of old FAU projects totaling \$5.2 million and reassignment of the funds to new priorities (the Albina Overcrossing project and the

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<sup>1</sup> In the 2002 fiscal year, ODOT anticipates that it may be unable to spend all the federal funds available and which will be taken from the state if they are not put onto projects this year. ODOT therefore requested that Metro intentionally schedule projects in FY 02 that exceed expected regional resources. As shown in Table XX, Metro is advancing nearly \$7.0 million worth of projects in excess of its expected revenues in FY 02. These projects will be advanced using ODOT's statewide resources. Also shown in the table is that ODOT will be reimbursed by intentional under-scheduling of Metro resources in FY 04 and 05. Depending on actual appropriations through the next four years, there may be a need to also underprogram in FY 06, or, if receipts are higher than expected, repayment may be complete even sooner than expected.

City's Arterial Rehabilitation program). The current program reflects assignment of these converted STP funds to the City of Portland projects.

**Transportation Enhancement Program Balance.** At the end of FY 2000, the Oregon Transportation Commission redirected FY 02 and 03 obligation authority for the State Transportation Enhancement (TE) Program to maintenance activity. Metro was given programming authority of \$2.8 million of these funds (at 100 percent limitation) in the 2000 MTIP Update. TE projects deferred from the FY 02 and 03 program, including their obligation authority, appear in the FY 04 and 05 program years. The current program also redirects some of the funds from projects since found to be ineligible for TE funding. As much as possible, all redirected TE funds were assigned to the newly approved Springwater Trail/East Bank Trail Connector Project (the so-called "Three Bridges" multi-use trail crossing of McLoughlin Boulevard, Johnson Creek and the UP/SP railroad tracks). This action concludes Metro's administration of the assigned TE funds. At this time, ODOT has indicated an intent to manage all TE program funds as a discrete process managed centrally in Salem.

**Financial Constraint Finding.** The net consequence of all these factors is that the 2002 MTIP makes a regional commitment to projects that will cost about \$2.0 million more Metro expects to receive by the end of the program in FY 2005. If, at the end of 2005, increased revenues or delayed projects do not accommodate the over-programming, either state resources will be called upon to advance the projects, or they will be required to slip to 2006, where they will receive priority allocation of newly appropriated funds in the next MTIP update. For these reasons, the 2002 MTIP is considered by Metro to be financially constrained.

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**2002 MTIP  
APPENDIX 3:**

**SUMMARY OF 2002 MTIP  
PUBLIC INVOLVEMENT PROGRAM**

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## **Priorities 2002 MTIP timeline of key milestones**

September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of Priorities 2002 proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on Priorities 2002 process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan 16	Public comment period on Priorities process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on Priorities 2002 process
Jan. 25	Metro Council approved process for selecting and ranking of Priorities 2002 projects
Feb. 6	First printing of Priorities 2002 fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated Priorities 2002 projects to JPACT
April 27	Fact sheet on Priorities 2002 process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	Priorities 2002 project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 31	TPAC recommendation on final Priorities 2002 projects.
Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of Priorities 2002 resolution, 7:30 am

Sept. 20 Metro Council hearing to approve Priorities 2002 resolution, 2 pm  
Dec. 5? TPAC consideration of Draft 2002 – 05 MTIP  
Jan. 22 Public notice of 30-day comment period on MTIP Conformity  
Determination  
Feb. 21 Transportation Planning Committee hearing on Conformity  
Determination  
Mar. 1 TPAC consideration of proposed 2002 MTIP and approval of  
Conformity Determination interagency consultation process.  
Mar. 5 Community Planning Committee hearing on 2002 MTIP.  
Mar. 14 JPACT and Metro Council (tentative) consideration of 2002 MTIP.

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**2002 MTIP  
APPENDIX 4:**

**SUMMARY TABLE OF PRIORITIES 2002  
PROJECT NOMINATION AND SELECTION PROCESS  
AND  
JPACT AND METRO COUNCIL CRITERIA**

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Available revenue

Priorities 2002 MTIP Update/  
2040 Implementation Program  
Project selection criteria and process

EVALUATION						SELECTION			
STEP 1	STEP 2	STEP 3				STEP 4	STEP 5		
Receive project application	Apply threshold criteria	Calculate technical score	Rank projects by technical score			Consider administrative criteria	Adopt funding recommendation		
From state, regional and local jurisdictions, including park and recreation districts	Meet street design guidelines  Consistent with RTP functional classification maps  Included in 2000 RTP financially constrained system  Cost of candidate projects is limited to target amounts established by Metro.	Mode	Goal: support 2040	Goal: highly effective	Goal: very cost effective	Goal: enhance system safety	Each project is eligible for up to 100 points. The highest scoring project will receive the number one ranking in its respective mode.  Project scores are not compared across modes. For example, a bike project with a score of 89 is not necessarily superior to a freight project that scores only 84.  <b>Note: possible points are indicated in circles</b>	Is the candidate project the minimum logical phase?  Is the project linked to another high priority project?  Is there local or private over-match?  Is there past regional commitment?  Does the project include significant multi-modal benefits?  Is there an affordable housing connection?  Does the project assist recovery of endangered fish species?  What other factors are not reflected by the technical criteria?	
		Road Mod	Support 2040: 1. Increased access and circulation to priority land uses 20  2. Serves increased mix use density 20	Reduce congestion: Reduce volume to capacity ratio 25	Mobility at reasonable cost: Cost per vehicle hours of delay reduced 15	Safety: Improve high accident locations 20			Draft funding recommendation for public hearing and consideration by JPACT and the Metro Council           Allocation criteria  Multi-modal project mix  Geographic equity  Support 2040 objectives  Meets air quality test           Type of funding available  STP CMAQ State modernization (Final project selection must recognize that some fund types cannot be used to build new travel lanes.)
		Reconstruction	Upgrade to urban standard; provide longterm maintenance: Maintain "fair" pavement condition 25	Mobility at reasonable cost: Cost per vehicle miles traveled reduced 15	Safety: Improve high accident locations 20				
		Bldv. Design	Slow vehicle speed; enhance alternative mode access: Encourage retrofit of bldv. street design 25	Implement bldv. design elements for least cost: Benefit points / cost per mile 15	Safety: Slow vehicles and enhance streetscape to improve safety of non-auto modes. 20				
		Pedestrian	Increase walk trips, reduce auto trips: Generate new walk trips 25	Mobility at reasonable cost: Cost per vehicle miles traveled 15	Safety: Reduce pedestrian hazards 20				
		Bicycle	Ridership: generate new ridership 25	Mobility at reasonable cost: Cost per induced transit rider 15	Safety: Reduce bike hazards, especially near schools 20				
		TOD	Increase non-auto mode share: Increase non-single occupancy vehicle trips 25	Reduce vehicle miles traveled at reasonable cost: Cost per vehicle miles of travel reduced 15	Increase density: Increase mixed use density 20				
		Transit	Increase modal share: Increase transit trips, compare "core vs. "emerging" systems 35	Increase ridership at reasonable cost: Cost per new patron 25					
		TDM	Increase modal share: Decrease single occupancy vehicle mode share 35	Reduce vehicle miles traveled at reasonable cost: Cost per vehicle miles of travel reduced 25					
		Freight	Support 2040: 1. Increase access to and circulation within industrial areas 20 2. Increase of industrial jobs or high focus on "traded sector" businesses 20	Reduce delay of freight and goods movement: Truck hours of delay eliminated 25	Mobility at reasonable cost: Cost per truck hours of delay reduced 15	Safety: Reduce road/rail conflict and truck conflict with bike 20			

**METRO COUNCIL GUIDANCE:  
2040 GROWTH CONCEPT  
AND  
PRIORITIES 2002 MTIP UPDATE**

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Previous MTIP updates have emphasized implementation of the Region 2040 Growth Concept. It is the intention of the Metro Council that this emphasis be even more firmly advanced in the current update. Forty percent of the technical ranking of all candidate projects is linked to support of 2040 concepts. However, final selection of projects for funding is based on a combination of technical and administrative factors. At its January 25 meeting, the Metro Council approved supplemental guidance regarding specific elements of the 2040 Concept Plan that should be reflected in transportation programming decisions. The Council agreed that the guidance would not be formally amended into the Metro transportation project ranking system but that it should be provided as part of the solicitation package material. Under this guidance, the final list of the projects or programs proposed for funding should facilitate implementation of:

- 1) development and redevelopment in support of the central city, regional and town centers, main streets and station areas,
- 2) development of transportation infrastructure that supports industrial centers and their inter-modal connectors,
- 3) efficient management of demand and enhancement of the operation of the existing transportation system,
- 4) development and promotion of alternatives to single occupancy vehicles,
- 5) development of a multi-modal transportation system,
- 6) projects for which there is no other readily available source of funding.

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**2002 MTIP  
APPENDIX 5:**

**TABLE OF PRIORITIES 1998, 2000, AND 2002  
PROJECT ALLOCATIONS**

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JPACT APPROVED  
PRIORITIES 2004 MTIP PROGRAM

A. Planning		B. Road Modernization		C. Road Reconstruction		D. Bridge		E. Freight		F. Boulevard	
Committed		Committed		Committed		Committed		Committed		Committed	
Metro Core Program \$0.638		Murray O'Xing - TEA-21 \$3.750 Sunnyside Road 6.400 Sunnyside Rd Eastern - TEA-21 13.000 Lovesjoy Ramp Reconstruction 3.050 FY 00-03 Committed Total \$28.200		Johnson CA Blvd Ph. II \$0.800 Front Ave. Reconstruction 1.870 FY 00-03 Committed Total \$2.670		Broadway Bridge - TEA-21 \$10.000 FY 00-03 Committed Total \$10.000		So. Rivergate O'Xing - TEA-21 \$13.000 FY 00-03 Committed Total \$13.000		Ped to MAX (Stam St) - TEA-21 \$1.000 FY 00-03 Committed Total \$1.000	
JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM	
1 100 Core Reg. Planning Program \$2.083	1 100 MLK/Northeast ITS \$0.550	1 100 223rd O'Xing (PE) 0.287	1 100 Make Parkway Drive/Market \$1.500	1 100 Burnside Electrical \$0.500	1 100 N. Maine Dr. Reconstruction \$2.295	1 100 Dixon/Walrus/Kelly \$2.500	1 100 223rd O'Xing (RW) 0.149	1 100 NW 23rd Burnside/Lovesjoy 0.825	1 100 Broadway Bldg Deck Rehab 3.551	1 100 Maine Dr. BNSF O'Xing (PE) 1.294	1 100 Dixon/Cornwall/Broadside \$0.280
1 100 I-5 Trade Corridor Study 0.250	1 100 Murray O'Xing - Milken/Terman* 1.000	1 100 I-5/Highway Interchange (PE) 0.342	1 100 Johnson CA Blvd 36th/45th 1.078	1 100 Morrison Electrical 0.800	1 100 Lower Albion Overcrossing 4.000	1 100 McLaughlin/Hamony/SPRR X'ing 1.800	1 100 I-5/Highway Interchange (RW/Partial C) 0.783	1 100 SE 10th/E Main/SE Baseline (PE) 0.090	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250
1 100 OPB Pilot 0.100	1 100 Clack Co. ITS/ATMS 0.500	1 100 SE 10th/E Main/SE Baseline (PE) 0.090	1 100 207th Connector/Halsey/Ocean 1.345	1 100 Sunnyside Rd/M. Scott Creek 1.400	1 100 Cornish Trail Av/Saltman Rd 0.200	1 100 Wilmette Dr. - "A" BNSF/Albion 0.900	1 100 Farmington Rd./Hocken/Murray (PE) 0.332	1 100 Hwy 213/Sawyer/Rd. 3.000	1 100 Wilmette Dr. - "A" BNSF/Albion 0.200	1 100 Wilmette Dr. - "A" BNSF/Albion 0.200	1 100 Wilmette Dr. - "A" BNSF/Albion 0.200
1 100 Regional Freight Program Analysis 0.100	1 100 Wash. Co. ATMS 0.370	1 100 207th Connector/Halsey/Ocean 1.345	1 100 Murray Est. School/Walrus PE/RW 1.707	1 100 Hwy 213/Sawyer/Rd. 3.000	1 100 Hall Blvd Cedar Hills/Hocken 2.000	1 100 Main St. 10th/20th (Cornish) 1.800	1 100 SW Greenburg Wash Sq/Tockman 0.270	1 100 SE Foster/Richely Creek 0.600	1 100 Hall Blvd Cedar Hills/Hocken 2.000	1 100 Hall Blvd Cedar Hills/Hocken 2.000	1 100 Hall Blvd Cedar Hills/Hocken 2.000
Proposed Total: \$2.833		Proposed Total: \$12.865		Proposed Total: \$2.676		Proposed Total: \$13.300		Proposed Total: \$4.295		Proposed Total: \$8.819	
Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests	
1 100 Green Streets Handbook 0.090	1 100 Gresham/MLK Co. ITS 1.000	1 100 223rd O'Xing (RW) 0.149	1 100 NW 23rd Burnside/Lovesjoy 0.825	1 100 Broadway Bldg Deck Rehab 3.551	1 100 Maine Dr. BNSF O'Xing (PE) 1.294	1 100 Dixon/Cornwall/Broadside \$0.280	1 100 I-5 Trade Corridor Study 0.250	1 100 Clack Co. ITS/ATMS 0.500	1 100 Gresham/MLK Co. ITS 1.000	1 100 Clack Co. ITS/ATMS 0.500	1 100 Regional Freight Program Analysis 0.050
Proposed Total: \$8.398		Proposed Total: \$8.833		Proposed Total: \$1.623		Proposed Total: \$3.881		Proposed Total: \$1.284		Proposed Total: \$8.989	

G. Pedestrian		H. Bike/Trail		I. TDM		J. TOD		K. Transit		L. 100% of ODOT Transportation			
Committed		Committed		Committed		Committed		Committed		Committed			
Portland Ped. to Transit \$2.400 Reg. Ped to MAX/Transit 0.150 Woodstock District 0.200 Lovesjoy Ramp Reconstruction - TEA 5.000 FY 00-03 Committed Total \$7.750		Steel Bridge \$1.300 Halsey Bike Lane 0.908 Eastbank Esplanade 1.500 Cedar Hills Blvd - Walker/Buiter 0.580 FY 00-03 Committed Total \$4.348		Hall Blvd - SFR/Ridgecrest 0.340 Fanno Creek Trail 0.300 Cedar Creek Trail 0.080 Front: Harrison/Event 0.500 Rock Creek Trail 0.270 FY 00-03 Committed Total \$4.348		Regional TDM Program \$0.812 FY 00-03 Committed Total \$0.812		TOD Reserve \$0.150 FY 00-03 Committed Total \$0.150		SA/BTP Commitment \$25.500 T-Alert Buses - TEA-21 3.500 Ped Transit Signal Priority - TEA-2 4.500 FY 00-03 Committed Total \$33.500		No currently committed projects FY 00-03 Committed Total \$0.000	
JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM			
2 100 SW 170th Metro/Ethnical LRT Sta 0.270	1 100 Morrison Br. Ped/Bike Access (PE) \$0.100	1 100 Parkway/Town Center Priority Loop 0.040	1 100 Regional TDM Program \$1.887	1 100 Metro TOD Program \$4.000	1 100 Reg. Commit for Bus Access \$18.000	1 100 Portland House Renovation \$0.200	1 100 Cedar Hills Walker/Buiter 0.085	1 100 Philp Creek Greenway Trail (PE/RW) 0.202	1 100 Wash. Co. Bus Stop Enhancement 0.675	1 100 Pioneer Cr House Renovation \$0.300	1 100 Wash. Co. Bus Stop Enhancement 0.675		
3 100 Cedar Hills Walker/Buiter 0.085	1 100 Philp Creek Greenway Trail (PE/RW) 0.202	1 100 Town Ctr Park/Bike/Ped Connection 0.200	1 100 SMART TDM Program 0.220	1 100 ECO Information Clearinghouse 0.188	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 Wash. Co. Bus Stop Enhancement 0.675	1 100 Sandhill Plaza/Cornwall/Hills/11 0.180	1 100 E Bank Trail OMS/Springwater Cor 0.720	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250		
4 100 South Cr Lane Pedestrian Path 0.080	1 100 E Bank Trail OMS/Springwater Cor 0.720	1 100 Clack Reg. Cr Trail 0.278	1 100 ECO Information Clearinghouse 0.188	1 100 Portland Area Telecommuting 0.200	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 Capital Hwy Bertha/OH Hwy 0.400	1 100 Gresham/MLK Co. ITS 1.000	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250		
Proposed Total: \$5.816		Proposed Total: \$5.191		Proposed Total: \$4.596		Proposed Total: \$4.000		Proposed Total: \$25.200		Proposed Total: \$8.879			
Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests			
1 100 Milken Way/Murray/Hocken \$0.224	1 100 Morrison Br. Ped/Bike Access \$1.470	1 100 TMA Assistance Program 0.168	1 100 Metro TOD Program \$3.500	1 100 Wash. Co. Bus Stop Enhancements up to \$0.500, to be funded from balance of Murray O'Xing, if any.	1 100 Pioneer Cr House Renovation \$0.300	1 100 Pioneer Cr House Renovation \$0.300	1 100 E Bank Riverfront Access 0.340	1 100 Philp Creek Greenway Trail (Con) 0.256	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250	1 100 W. Burnside/BryghNW 23rd 0.250		
Proposed Total: \$8.584		Proposed Total: \$4.920		Proposed Total: \$8.338		Proposed Total: \$5.000		Proposed Total: \$4.866		Proposed Total: \$8.648			

Total Allocated: \$75,748  
Unallocated: \$0.022  
Total Cost: \$43,448

**ATTACHMENT A**  
**FEDERAL FISCAL YEAR 1998 - 2001**  
**PORTLAND METROPOLITAN AREA**  
**DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

<b>STATE PROGRAM</b>	
Anticipated and Potential Funding (millions)	
ODOT Region 1 Urban "Modernization" Funds: (e.g., federal or state gas tax funds used to expand road and alternate mode capacity.)	56.87
Use Region 1 Rural Funds On Urban Projects:	14.22
Safety/Bridge Program Credit for Modern. Projects:	21.00
Metro Flex Fund Allocation:	12.98
<b>MAXIMUM ODOT REGION 1 FY 98-01 REVENUE*</b>	<b>105.1</b>

<b>REGIONAL PROGRAM</b>	
Anticipated Funding (millions)	
Regional STP Funds: (includes reservation of \$13.5 million for S/N LRT)	17.82
CMAQ Funds (w/ takedown for Hi Speed Rail):	11.98
Transportation Enhancement Funds:	4.67
	Subtotal 34.47
	Inflation Factor -2.84
<b>TOTAL FY 98-01 REGIONAL FLEX REVENUE</b>	<b>31.63</b>

<b>DRAFT LIST OF FY 98 - 01 PROJECTS</b>	
(All Projects Are Programmed in Current STIP)	
BUS PURCHASES (ID NO. 154)	4.76
238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28
SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23
BARBUR BLVD BIKE LANES (ID NO. 108)	1.89
LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 14)	0.99
US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03
US-26 - CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98
99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 1)	2.49
SIGNAL INTRCNCT. MURRAY - FARMINGTON/MILLIKAN (ID NO. 1)	0.03
BEAVERTON CENTRAL TOD (ID NO. 188)	0.78
GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39
I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90
I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57
OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20
NE 148TH SOUNDWALL	0.19
NW 185TH SOUNDWALL	1.50
HALSEY BIKE LANE	0.80
PROJECTS ASSUMED BY METRO (see opposite column)	12.98
ADDITIONAL DELAYED PROJECTS	12.00
	Subtotal of Project Costs 100.96
	Subtotal With 5 Percent Inflation <b>106</b>

<b>CARRYOVER PROJECTS FROM CURRENT TIP</b>	
<b>Delayed ODOT Projects Allocated Regional Funds</b>	
BUS PURCHASE (ID NO. 154)	6.00
OR-6 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10
SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00
PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08
EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80
	Subtotal of ODOT Projects Given Flex Funds <b>12.98</b>

Region 1 Modernization Funds:	56.87
Inflation Adjusted Project Costs:	106.03
<b>BALANCE</b>	<b>-49.16</b>
To help make up the \$49 million deficit, ODOT staff and Metro have recommended that the Oregon Transportation Commission prioritize completion of programmed urban projects before allocating modernization funds to rural projects (\$14.22 M) and apply up to \$21.0 M of Safety/Bridge Program funds toward Modernization projects. This would generate the following balance:	
Maximum Available Revenue	105.1
Inflation Adjusted Project Costs:	106.03
<b>BALANCE OF ODOT MODERNIZATION REVENUE</b>	<b>-0.96</b>

<b>FY 97 Regional Projects Delayed to FY 98-01</b>	
SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00
TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70
PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90
HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29
OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09
EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99
COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07
INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08
	Subtotal of Delayed Regional Projects * 6.12
<b>JPACT APPROVED TARGET FOR SLIPPAGE</b>	<b>4.41</b>

<b>NEW FY 98 - 01 FLEX FUND ALLOCATION</b>	
METRO PLANNING	2.40
TDM PROGRAM	1.46
COLUMBIA/BURGARD COMPLETION	0.15
SO. RIVERGATE OVERCROSSING	0.84
PED TO MAX/TRANSIT PROGRAM	0.15
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11
TV HWY SIGNAL INTERCONNECT	0.28
GRESHAMMULT CO SIGNAL INTERCONNECT PROGRAM	1.00
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26
SUNNYSIDE RD: I-205/122ND	0.80
JOHNSON CREEK BLVD PHASE 2	0.80
HAWTHORNE BIKE/PEDESTRIAN LANES	**
Subtotal of Newly Allocated Flex Funds	14.24
<b>FY 98-01 FLEX FUND PROGRAM GRAND TOTAL</b>	<b>31.63</b>

\*Figures are still preliminary and may change.

\*\* Hawthorne Bridge Sidewalk Loan of \$1.56 M from COP projects

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**2002 MTIP  
APPENDIX 6:**

**2002 MTIP CONFORMITY DETERMINATION**

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NOTE: Attachment 2 of the 2002 MTIP Conformity Determination reproduces the 2000 RTP Determination, which included a list of the RTP Financially Constrained Network. That portion of the RTP Determination is shown in Appendix 1 of this MTIP and is therefore not reproduced a second time here. Please see MTIP Appendix 1 when directed to the financially constrained project list in the RTP Determination.

**\*\*\***

**Conformity Determination  
for the  
FY 2002 – 2005 Portland-area  
Metropolitan Transportation Improvement Program**

**January 22, 2002**

**\*\*\***

**Conformity Determination  
for the  
FY 2002 – 2005 Portland-area  
Metropolitan Transportation Improvement Program**

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**Introduction**

At the end of March 2002, Metro proposes to adopt the FY 2002 – 2005 Portland-area Metropolitan Transportation Improvement Program (MTIP). The Metro Council approved amendment of the MTIP on September 20, 2001 to allocate \$50 million of expected FY 04-05 Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds. This amendment is the core of Metro's anticipated adoption of the updated 2002 MTIP. The 2002 MTIP will also approve programming recommended by ODOT and Tri-Met. These include projects funded through the Region 1 Bridge Rehabilitation, and highway Modernization, Preservation, Safety and Operations programs and Tri-Met administered Section 5307 formula funds and Section 5309 Rail Modernization, Discretionary and New Start funds. All of the projects approved in the 2002 MTIP are shown in Attachment 1. Under state and federal regulations a new MTIP must be determined to conform to the State (Air Quality) Implementation Plan (SIP) before its adoption can be finalized.

**Quantitative Analysis**

A Conformity Determination must demonstrate via quantitative modeling that mobile source emissions resulting from implementation of projects approved for funding in an MTIP will not cause violation of air quality standards, or worsen exceedences. After consultation with the Oregon State Department of Environmental Quality and the Federal Highway Administration, Metro has concluded that the need for a quantitative analysis is satisfied by the one prepared for the 2000 Regional Transportation Plan (RTP). Three considerations support this finding.

1. Of the approximately 175 projects allocated funds in the new document all but 16 are exempt from quantitative analysis (e.g., intersection channelization, bike lanes and planning projects).
2. The 16 potentially significant transportation projects allocated funds in the new MTIP were included in the financially constrained transportation network of the RTP. Quantitative conformity analysis of this network received joint DOT approval approximately one year ago, on January 26, 2001. Funds approved in the 2002 MTIP advance the 16 projects in a manner consistent with the scope and timing assumptions used to conform the RTP financially constrained network.

The MTIP project listing in Attachment 1 references a corresponding RTP project number in the far right column. Attachment 2 shows a copy of the 2000 RTP Conformity Determination and contains a complete list of projects that constitute the conforming RTP financially constrained network. This list includes project number, sponsoring agency, project name and termini, and the scope and timing assumptions that were used in the RTP conformity quantitative analysis. As the MTIP funds do not change any of the conditions responsible for the conforming status of the 16 potentially significant projects, no supplemental quantitative analysis of emissions effects of the funding allocations is warranted.

3. There has been no change in the conforming status of other projects that are identified in the MTIP for air quality purposes, but for which no financial information is required, such as private or locally funded projects. Metro conducted an exhaustive review of local agency improvement plans for the RTP. These projects are contained in the RTP's financially constrained project list. This list is included in the 2000 RTP Conformity Determination shown in Attachment 2.

In December 2001, Metro requested that local agencies review the financially constrained list and identify any changes in the scope, or timing assumptions of significant projects previously anticipated within the 20-year timeframe of the RTP. No such changes have been declared. Therefore, the quantitative analysis conducted for the 2000 RTP remains valid, both for projects advanced by funding decisions approved in the 2002 MTIP and for all other potentially significant transportation projects anticipated in the region.

### **Qualitative Analysis**

State and federal regulations require analysis of various *qualitative* factors in a Conformity Determination. The bulk of these are intended to demonstrate that appropriate planning assumptions and modeling techniques are being used in the *quantitative* analysis. These issues are addressed in Attachment 2 and have not changed since approval of the 2000 RTP Conformity Determination one year ago. Therefore, no further discussion of these issues is provided.

### **Funding Based TCMs.**

A new Determination must address progress in meeting funding based transportation control measures (TCMs). There are three that are relevant to the MTIP.

1. **Pedestrian Projects.** The SIP requires that each two year MTIP funding cycle must provide for construction of 5.0 miles of bike routes identified in the RTP. Projects approved in the 1998 MTIP provided for 14 miles of bikeways, and together with projects approved in the 1996 MTIP, satisfied this requirement through 2006. The 2002 MTIP allocates an additional \$7.025 million for construction of four regionally significant bike system facilities including the Gresham Fairview Trail (5.2 miles), Phase 2 Fanno Creek Trail (0.63 mile), the Morrison Bridge bike lane (1.0 mile) and the Springwater/East Bank Trail Connector (1.2 miles), or a total of over 8.0 miles of

new facilities. Therefore the bike TCM is satisfied through 2008.

2. **Bike Projects.** The SIP requires that funding be allocated every two years sufficient to construct an average of 1.5 miles of pedestrian facilities identified in the RTP. Again, the 1998 RTP satisfied this requirement through 2006. The 2002 MTIP allocates an additional \$1.4 million exclusively to pedestrian projects. Additionally, \$3.0 million is allocated to implement Boulevard treatment retrofit on numerous arterial facilities that primarily benefit pedestrian travel and, three of the four bike projects discussed above are bike and pedestrian multi-use paths (i.e., an additional 7.0 miles of mixed use trails, excluding the Morrison Bridge Bike lane). Therefore, the pedestrian TCM is satisfied through at least 2012.
3. **Transit Service Hours.** The SIP requires a 1.5- percent average annual increase of transit service hours starting from a 1996 base. Through 2005, this equates to just over a 14 percent increase. The 1998 MTIP demonstrated a cumulative service hour increase of 8.98 percent by 1998 with startup of the Westside LRT. Since then the region has seen construction and startup of Airport MAX and rapid bus service on the McLouglin Boulevard Corridor (Downtown to Oregon City). Rapid bus service on the Barbur Corridor (Downtown to Tualatin) is funded for startup in 2002; Interstate MAX startup is scheduled in 1994 from the Rose Quarter to the Exposition Center, and a reserve has been established to fund new rapid bus service on one or two new corridors starting in 2004. The sum of these initiatives comes to an average annual service hour increase of just under 3.0 percent through 2005.

In the year since approval of the 2000 RTP Conformity Determination no data has been developed that supports changed assumptions about efficacy of the TCMs from those discussed in the Determination (see page 10 of Attachment 2). The 2002 MTIP supports timely implementation of all the relevant funding based TCMs and does not impede implementation of any other TCMs contained in the SIP.

### **Proactive Public Involvement Process**

An extensive public involvement program was fielded in support of the 2002 MTIP adoption process. The bulk of this activity concerned the Priorities 2002 MTIP Update process wherein regionally controlled funds were allocated. Metro cooperated with ODOT in forums that presented proposed allocation of the state/federally funded bridge and highway preservation, safety and operations programs for public comment. Tri-Met conducts its own extensive service planning public process, though substantial discussion of new service starts was held as part of the Metro sponsored Priorities 2002 process. Attachment 3 provides a summary of key dates and activities that supported the MTIP update.

This Conformity Determination is being made available for a 30-day public comment period prior to its consideration and action by JPACT and the Metro Council, thus the formal action of these policy-making bodies will reflect benefit of any comments received. The 2000 RTP Conformity Determination included as Attachment 2, was also

subject to appropriate public review and comment that is discussed in the Attachment (see page 15 of Attachment 2).

### **Conclusion**

The 2002 MTIP allocates funding to 16 potentially significant transportation projects. Emissions effects of these projects are analyzed in the 2000 RTP Conformity Determination approved by the US DOT on January 26, 2002. Funds allocated to the 16 projects in the 2002 MTIP do not change the scope or timing assumptions used in the RTP analysis and no further quantitative evaluation of the projects is warranted. All other funding approved in the 2002 MTIP is for exempt activities.

Metro asked the region's county, local and regional agencies to declare their intent to initiate any regionally significant projects not previously analyzed in the 2000 RTP Conformity Determination, and whether the scope or timing assumptions of any known locally funded projects had been changed in the last 12 months. No new projects or project modifications were declared. On the basis of these actions, Metro considers the 2000 RTP quantitative analysis to remain valid and applicable for evaluation of emissions effects of the 2002 MTIP.

The 2002 MTIP advances all funding-based TCMs, and continues to accelerate funding for regional bike, pedestrian and transit projects beyond levels required in the SIP. Assumed efficacy of the TCMs has not changed since approval of the RTP Determination one year ago. The 2002 MTIP does not impede implementation of any other TCM.

The 2002 MTIP conforms with all applicable elements of the State Implementation Plan.

**Errata:** Two days before publication of this notice, the Oregon Transportation Commission approved award of \$400 million of bond funds to projects that will preserve bridge and roadways and construct new road and freeway capacity throughout the state. The Portland area received bonding authority for several major new capacity projects, including:

- Addition of an eastbound lane on U.S. 26 from Hwy 217 to the Sylvan Interchange (\$20.6 million);
- Construction of a new U.S. 26/Jackson School Road Interchange (\$16.1 million);
- Widening East Columbia Boulevard-Lombard Street Connector (\$19.8 million);
- Widening Sunnyside Road from 122<sup>nd</sup> to approximately 142<sup>nd</sup> (\$8.4 million); and
- Construction of an extension of Boeckman Road to a planned urban village at the Dammasch State Hospital site in Wilsonville (\$2 million).

These newly funded projects will require amendment of the RTP and preparation of a completely new quantitative conformity analysis. Once these actions are completed, they can be amended into the MTIP.

When the bond projects are included in the RTP, Metro will also include and analyze effects of a new westbound lane on U.S. 26 from Murray Road to Cornell Road. A reserve was established in September of 2001, during the Priorities 2002 amendment action, to help pay for design of this project. This was done in anticipation of Washington County's request to amend the RTP to include the project, which the County proposes to build using County funds, and in the knowledge that a decision about the bond program was expected in late winter/early spring.

These actions primarily concern amendment of the 2000 RTP and the conformity analysis they will require is far more extensive and will require several more months to conclude than will be needed to conform the currently authorized MTIP projects. Therefore, Metro has decided to conduct the new analysis after the 2002 MTIP is fully adopted to assure that the previously approved projects that are dependant on newly programmed funds will not be delayed. Complete information about the new projects, including an opportunity for public comment on the RTP amendment and the conformity determination will be provided at the appropriate time (i.e., in late spring/early summer of 2002).

**ATTACHMENT 1**

**DRAFT FY 2002 MTIP PROJECT LIST**

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
<b>CLACKAMAS COUNTY</b>								
08828	<b>Sunnyside Rd/Mt. Scott Creek: 102nd/122nd</b> Clack. Co. Right of way funds to widen Sunnyside Rd to seven lanes from new Sunnyside intersection (approx. 108th) to 122nd and provide mitigation of fishery impacts on Scott Creek.	PE STP-ROW CON TOT	1.500	3.626				\$ 5.126 \$ 5.126
	<b>Sunnyside Rd Widening: 122nd/152nd</b> Clack. Co. Funding to design widening of Sunnyside to five lanes from 122nd to 152nd.	STP-PE ROW CON TOT		1.400				\$ 1.400 \$ 1.400
	<b>Sunnyside Rd Widening: 152nd/172nd</b> Clack. Co. Funding to design widening of Sunnyside to five lanes from 152nd to 172nd.	STP-PE ROW CON TOT		1.400				\$ 1.400 \$ 1.400
11412	<b>SMART TDM Program</b> Clack. Co. Regional support of Wilsonville SMART transportation demand management program	PE ROW STP-OPS TOT	0.110	0.110		0.110		\$ 0.330 \$ 0.330
11141	<b>Harmony Road Corridor Study</b> Clack. Co. Corridor study to identify multimodal needs of the Harmony Road Corridor from I-205 through the Harmon/Linwood/Railroad Ave interchange.	STP-PLNG ROW CON TOT		0.449				\$ 0.449 \$ 0.449
11468	<b>Hwy 213/Beavercreek Rd.</b> Oregon City Construct phase 1 intersection improvement (including purchase of phase 2 ROW with local funds)	PE ROW STP-CON TOT			3.000			\$ 3.000 \$ 3.000
	<b>McLoughlin Blvd PE: I-205/RR Tunnel</b> Or. City Preliminary engineering for multi-modal enhancement of Hwy 99 in Oregon City adjacent to the Willamette River and connecting to a City-built river observation plaza.	STP-PE ROW CON TOT			0.625			\$ 0.625 \$ 0.625
	<b>Sunrise Corridor EIS/PE</b> Clack. Co. Planning funds to update EIS for Hwy 212/224 widening to US 26 and to perform state required analysis of urban development impacts of the road work.	STP-PLNG ROW CON TOT		2.000				\$ 2.000 \$ 2.000
11427	<b>Willamette Dr. - "A" St/McKillican (Blvd)</b> West Linn Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn. Funds on hold pending completion of locally financed town center planning.	STP-PE ROW CON TOT				0.200		\$ 0.200 \$ 0.200
	<b>Molalla Ave Ped: Will/Pearl &amp; Mtn View/Holmes</b> Oregon City Construction funds for infill of sidewalk improvements along Oregon City main street locations that dovetail with City funded restriping of Molalla Ave from four lanes to three lanes w/ bike lane and other pedestrian amenities.	PE ROW STP-CON TOT				0.500		\$ 0.500 \$ 0.500
11409	<b>Scott Creek Lane Pedestrian Path</b> Happy Valley Construct an off-street trail in Happy Valley	PE ROW CMAQ-CON TOT			0.080			\$ 0.080 \$ 0.080
11426	<b>Clack. Co. ITS/ATMS</b> Clack. Co. Plan and implement arterial signal control improvement on major streets throughout the county	CMAQ-PLNG CMAQ-PE CMAQ-CON TOT		0.171	0.144	0.937		\$ 0.171 \$ 0.144 \$ 0.937 \$ 1.252
SMART	<b>SMART Transit Cntr/P&amp;R</b> SMART \$1.086 sent to Rail Maintenance as STP. IMAX (CMAQ) increased \$1.086 in 02, IMAX STP decreased \$1.086. Tri-Met is liable for ROW purchase at \$1.086 with SMART liable for 10.27% match of \$124,298.	PE CMAQ-ROW CON TOT		1.086				\$ 1.086 \$ 1.086

RTP ID # (\*\*\*) = potential air quality significance)

Baseline Network  
5066  
5066  
8052  
5045  
5018  
5135  
5003  
5195  
5143  
5085  
5103  
8042

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
Tri-Met	Clack.Co. So. Corridor Transit Center/P&R FY 01/02 Sec. 5309 grants to buy/build the Milwaukie Southgate P&R and Clack.Town Center Transit Center in the So. Corridor.	PE						
		ROW						
		S5309 Bus		5.396				\$ 5.396
		TOT		\$ 5.396				\$ 5.396
05651 Milwaukie	McLoughlin: Harrison/SPRR X'ing Enhance non-auto amenities of McLoughlin through downtown Milwaukie and strengthen access to Willamette River	CMAQ-PE		0.600				\$ 0.600
		CMAQ-ROW			0.900			\$ 0.900
		CMAQ-CON					0.400	\$ 0.400
		TOT		\$ 0.600	\$ 0.900		\$ 0.400	\$ 1.900
11454 Clack Co.	Fuller Rd: Harmony/King (Blvd.) Reconstruct Fuller Road as multimodal Boulevard design	TE-PE		0.092				\$ 0.092
		ROW						
		TE-CON					0.500	\$ 0.500
		TOT		\$ 0.092			\$ 0.500	\$ 0.592
11419 Clack. Co.	Clackamas. Regional Center Trail Construct E-W trail through No. Clackamas Park near the Aquatic Center.	PE						
		ROW						
		STP-CON					0.278	\$ 0.278
		TOT				\$ 0.278	\$ 0.278	
11453 Wilsonville	Wilsonville:Town Center Park Bike/Ped Lane Construct element of downtown bike system loop and sidewalk improvements	PE						
		ROW						
		STP-CON					0.240	\$ 0.240
		TOT					\$ 0.240	\$ 0.240

RTP ID # ("\*" = potential air quality significance)

Southgate is Baseline, 8025

5043

5100

5085

6105

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
<b>MULTNOMAH COUNTY</b>								
11413 Mult Co.	<b>207th Connector: Halsey/Glisan</b> Allocation to address project cost overrun	PE ROW STP-CON TOT		0.573 0.772				\$ 1.345 \$ 1.345
11431 Mult Co.	<b>Morrison Bridge Electrical Mntce</b> Design and construction of repairs to the bridge electro-mechanical components	STP-PE ROW STP-CON TOT	0.108		0.692			\$ 0.108 \$ 0.692 \$ 0.800
11447 Mult Co.	<b>Burnside Bridge Electrical Mntce</b> Design and construction of repairs to the bridge electro-mechanical components	STP-PE ROW STP-CON TOT	0.072		0.428			\$ 0.072 \$ 0.428 \$ 0.500
11430 Gresham	<b>Gresham/Mult. Co. ITS</b> Planning and implementation of phase 3 of the city/county arterial management system	STP-PE CMAQ-CON STP-CON TOT	0.100	0.100		0.750 0.300		\$ 0.200 \$ 0.750 \$ 0.300 \$ 1.250
11429 Mult Co.	<b>223rd O'Xing (PE/ROW)</b> PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	STP-PE STP-ROW CON TOT	0.267			0.134		\$ 0.267 \$ 0.134 \$ 0.401
Gresham	<b>Stark Street Blvd Project: 190th/197th</b> Implement tranist/ped/bike improvements	STP-PE ROW STP-CON TOT			0.200		0.600	\$ 0.200 \$ 0.800 \$ 1.000
11064 Mult Co.	<b>Stark Street: 181st/190th (Blvd Project)</b> Construct multimodal, and especially pedestrian enhancements linked to Eastside MAX station improvements (TEA21 is \$1.026 m w/out limitation)	TEA21-PE ROW TEA21 CON TOT	0.070			0.840		\$ 0.070 \$ 0.840 \$ 0.910
11425 Gresham 0	<b>Division: Wallula/Kelly</b> Desgin and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	CMAQ-PE CMAQ-ROW CMAQ-CON TOT	0.630 0.515	0.137		2.375		\$ 0.767 \$ 0.515 \$ 2.375 \$ 3.657
11420 Gresham 0	<b>Gresham/Fairview Trail</b> Right of way and construction funds for on/off-street bikeway and multi use path	PE CMAQ-ROW CMAQ-CON TOT			0.224		0.852	\$ 0.224 \$ 0.852 \$ 1.076
11421 Mult Co.	<b>Morrison Bridge Ped/Bike Access.</b> Regional prelim. Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	TE-PE ROW CMAQ-CON TOT	0.100				1.345	\$ 0.100 \$ 1.345 \$ 1.445

RTP ID # (\*\*\*)  
= potential air quality significance)

3074  
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na

1007

2065

2081  
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2101

2102

2047

2053

1062

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # (***) = potential air quality significance)
<b>CITY OF PORTLAND</b>									
11414 COP	<b>W. Burnside: NE 12th/NW 23rd</b>  Planning to enhance pedestrian amenities of Burnside and reduce impact of the roadway on access to Pearl District redevelopment	STP-PLNG ROW CON  TOT	0.269   \$ 0.269	0.100   \$ 0.100				\$ 0.369   \$ 0.369	1051
11432 COP	<b>Portland Arterial/Frwy. ITS</b>  Design and implement systems to better integrate operation of freeway and adjacent arterial facilities.	STP-PE ROW STP-CON  TOT	0.150   \$ 0.150		0.600  \$ 0.600			\$ 0.150  \$ 0.600 \$ 0.750	1207
11063 COP	<b>Portland Transit Signal Priority Ph. 2</b>  Equip signals, buses/emergency vehicles with Opticom hardware allowing signal green time to be extended	TEA21-PE ROW TEA21-CON  TOT		0.150   \$ 0.150		1.400  \$ 1.400		\$ 0.150  \$ 1.400 \$ 1.550	8046
08824 COP	<b>Lower Albina Overcrossing</b>  Public sector contribution to public/private partnership to build a rail overcrossing for improved access to Albina Industrial District	PE ROW STP-CON  TOT			4.000  1.800 \$ 5.800			\$ 5.800  \$ 5.800	1034
	<b>Red Electric Line: Will. Park/Oleson</b>  Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use trail connecting to Fanno Creek regional trail system.	STP-PLNG ROW CON  TOT		0.135   \$ 0.135				\$ 0.135  \$ 0.135	1020
07259 COP	<b>E. Bank Trail: OMSI/Springwater (Con)</b>  Construction funds to complete trail improvements between OMSI and the Springwater Corridor Trail Head near Milwaukie.	PE ROW TE-CON  TOT			0.720  \$ 0.720			\$ 0.720  \$ 0.720	1009
Ph. 2: 08053 Ph. 3: 10258 COP/Milw.	<b>Johnson Crk Blvd: 36th/45th (Ph. 2&amp;3)</b>  Phase 3 reconstruction with enhancement of bike/ped/transit amenities	STP-PE STP-ROW STP-CON  TOT	0.404 0.350 0.545 \$ 1.299			1.413		\$ 0.404 \$ 0.350 \$ 1.958 \$ 2.712	5038
11464 COP	<b>MLK/Interstate ITS</b>  Design and implement signal systems to improve operation of MIL/Interstate between Russell and the Exposition Center	PE ROW STP-CON  TOT				0.550  \$ 0.550		\$ 0.550  \$ 0.550	1242
8815 Port	<b>N. Lombard Rail Overcrossing (Rivergate)</b>  Supplemental funding of a TEA-21 High Priority project to build a roadway O-Xing of rail lines to reduce auto/truck conflict with long slow moving freight trains (TEA-21 is \$13.342 w/out limitation)	STP-PE CMAQ-CON STP-CON TEA-21 CON  TOT	1.392   \$ 1.392		2.000  0.904 11.830 \$ 14.734			\$ 1.392 \$ 2.000 \$ 0.904 \$ 11.830 \$ 16.126	4065
	<b>102nd Ave Blvd Project: Hancock/Main</b>  Design transit/ped/bike improvements.	STP-PE ROW CON  TOT			0.700   \$ 0.700			\$ 0.700  \$ 0.700	2008
08822 COP	<b>Naito Prkwy: Everett/Harrison</b>  Reconstruct Naito Parkway (formerly Front Avenue) with bike lanes and improved pedestrian amenities	PE ROW STP-CON  TOT				6.174  \$ 6.174		\$ 6.174  \$ 6.174	1053

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority	RTP ID # (** = potential air quality significance)
COP	<b>Portland Arterial Rehabilitation Reserve</b> Reconstruct road base and renovate drainage system to curb inflow design rather than grates in the roadbed.	STP-PE			0.230			\$ 0.230	na
		ROW							
		STP-CON					1.411	\$ 1.411	
		TOT			\$ 0.230		\$ 1.411	\$ 1.641	
11463 COP	<b>Hawthorne: 20th/55th</b> Design and build second phase non-auto enhancements along Hawthorne Blvd.	CMAQ-PE		0.180				\$ 0.180	1080
		CMAQ-ROW			0.010			\$ 0.010	
		CMAQ-CON					1.310	\$ 1.310	
		TOT		\$ 0.180	\$ 0.010		\$ 1.310	\$ 1.500	
11459 COP	<b>Greeley/Interstate: Russel/Killingsworth</b> Construct a bike lane	CMAQ-PE		0.050					1146
		ROW							
		CMAQ-CON			0.094			\$ 0.144	
		TOT		\$ 0.050	\$ 0.094			\$ 0.144	
11456 COP	<b>E. Bank Trail - Phase 2</b> Funds to purchase ROW for improved connection between Eastbank Trail and the Springwater Corridor	TE-PE		0.718				\$ 0.718	1009
		TE-ROW			0.582			\$ 0.582	
		TE-CON					2.909	\$ 2.909	
		TOT		\$ 0.718	\$ 0.582		\$ 2.909	\$ 4.209	
11422 COP	<b>Bertha: Capitol Hwy/Vermont</b> Realign intersection and enhance pedestrian crossing and bike/ped amenities in tandem with construction of a new library	PE							1168
		ROW							
		TE-CON			0.400			\$ 0.400	
		TOT			\$ 0.400			\$ 0.400	
11407 OP	<b>Portland Bike Signage</b> Improve bikeway signage within City of Portland and explore creation of a consistent standard for bike system signage throughout the region.	TE-PE	0.039					\$ 0.039	na
		ROW							
		TE-CON		0.090				\$ 0.090	
		TOT	\$ 0.039	\$ 0.090				\$ 0.129	

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
<b>WASHINGTON COUNTY</b>								
08644	Cedar Hills Bike Path: Walker/Butner	PE						
Wash. Co.	Construction funds for a bike lane	CMAQ-CON	0.763					\$ 0.763
		CON - Co STP	0.236					\$ 0.236
		TOT	\$ 0.999					\$ 0.999
07256	Cedar Creek Greenway Trail	PE						
Wash. Co.	Construct component of Cedar Creek Greenway trail in Washington County	ROW						
		TE-CON		0.076				\$ 0.076
		TOT		\$ 0.076				\$ 0.076
11434	SE 10th: E Main/SE Baseline	STP-PE		0.090				\$ 0.090
	Stripe a right turn lane to reduce conflict between Westside LRT and vehicular traffic	ROW						
		CON						
		TOT		\$ 0.090				\$ 0.090
	US 26: Murray/Cornell PE Reserve	STP-RESERVE		0.359				\$ 0.359
Metro	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	ROW						
		CON						
		TOT		\$ 0.359				\$ 0.359
	US 26: Camelot/Sylvan Intrchg (Ph 3)	Gas Tax PE	1.558					\$ 1.558
ODOT	Replace structure and widen highway	ROW						
		Gas Tax CON			13.202			\$ 13.202
		TOTAL	\$ 1.558		\$ 13.202			\$ 14.760
	U.S. 26Hwy 217/Murray Blvd.	Gas Tax PE	1.402					\$ 1.402
ODOT	Replace structure and widen to six lanes.	Gas Tax ROW			0.560			\$ 0.560
		Gas Tax CON				30.092		\$ 30.092
		TOTAL	\$ 1.402		\$ 0.560	\$ 30.092		\$ 32.054
	Tri-Met/Wash. Co. Transit/Ped Program	PE						
Wash. Co.	Murray O'Xing Reserve funds to address potential cost overruns on the overcrossing construction and/or to implement other defined projects.	ROW						
		STP-CON	0.180	0.280				\$ 0.460
		TOT	\$ 0.180	\$ 0.280				\$ 0.460
11437	Wash. Co. ATMS	STP-PLNG		0.076				\$ 0.076
Wash. Co.	Plan, design and implement arterial management system on county roads anticipating first corridor to be Cornell Road.	STP-PE			0.100			\$ 0.100
		STP-CON				0.569		\$ 0.569
		TOT		\$ 0.076	\$ 0.100	\$ 0.569		\$ 0.745
11436	SW Greenburg Rd: Wash Sq/Tiedeman	STP-PE		0.270				\$ 0.270
Tigard	Design and Right of Way funds to widen Greenburg Rd. (near Hwy 217 O'Xing) from three lanes to five lanes, from Shady Lane south to N. Dakota, to match improvements east and north of the crossing.	STP-ROW				0.390		\$ 0.390
		CON						
		TOT		\$ 0.270		\$ 0.390		\$ 0.660
11435	I-5/Nyberg Interchange (PE/CON)	STP-PE		0.342				\$ 0.342
Tualitun	Preliminary engineering and partial construction funds to widen overcrossing and southbound onramp.	ROW						
		STP-CON				2.328		\$ 2.328
		TOT		\$ 0.342		\$ 2.328		\$ 2.670
11297	Wash. Co. Commuter Rail	5309 PE	1.000	0.500				\$ 1.500
Wash. Co.	Analyze scope, concept and constraints of peak period heavy rail service on existing trackage between Wilsonville/Beaverton	ROW						
		CON						
		TOT	\$ 1.000	\$ 0.500				\$ 1.500

RTP ID # ("\*\*" = potential air quality significance)

3075

MTIP funded projects not included in the RTP financial plan

3113

No expenditure is authorized

Baseline\*

Baseline\*

8043

3150

6016\*

6066\*

6000\*

ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
Wash. Co.	<b>Washington Co. Sidewalk Program</b> Design, acquire ROW and construct four sidewalk projects in various County neighborhoods adjacent to LRT and major bus routes.	STP-PE			0.090			\$ 0.090
		STP-ROW				0.126		\$ 0.126
		STP-CON					0.488	\$ 0.488
		TOT			\$ 0.090	\$ 0.126	\$ 0.488	\$ 0.704
F.G.	<b>Forest Grove Town Cntr Ped Improvements</b> Funds to construct elements of Forest Grove downtown pedestrian improvmenet program.	PE						
		ROW						
		STP-CON					0.200	\$ 0.200
		TOT					\$ 0.200	\$ 0.200
11444 Cornelius	<b>Main St: 10th/20th (Blvd)</b> Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening to three lanes	STP-PE			0.250			\$ 0.250
		ROW						
		CMAQ-CON					1.550	\$ 1.550
		TOT			\$ 0.250		\$ 1.550	\$ 1.800
11460 BV	<b>Hall Blvd Bike Path: 12th/Allen</b> Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection	CMAQ-PE		0.166				\$ 0.166
		CMAQ-ROW			0.718			\$ 0.718
		CMAQ-CON					0.554	\$ 0.554
		TOT		\$ 0.166	\$ 0.718	\$ 0.554		\$ 1.438
11461 Wash. Co.	<b>SW 170th Path: Merlo/Elmonica LRT Station</b> Construct pedestrian pathway between neighborhoods and LRT station.	PE						
		ROW						
		CMAQ-CON					0.270	\$ 0.270
		TOT					\$ 0.270	\$ 0.270
09341 BV	<b>Hall Blvd Bike Path: SPRR/Ridgecrest</b> Construction funds for a bike lane.	PE						
		ROW						
		CMAQ-CON			0.322			\$ 0.322
		TOT		\$ 0.322				\$ 0.322
11462 Hillsboro	<b>Cornell Rd Bike Path: Elam Young/Ray</b> Construct bike lane	CMAQ-PE			0.091			\$ 0.091
		ROW						
		CMAQ-CON					0.450	\$ 0.450
		TOT			\$ 0.091		\$ 0.450	\$ 0.541
06758 BV	<b>Fanno Creek Trail: Allen/Denny (Ph.1)</b> Construct portion of the Fanno Creek multi-use trail.	TE-PE	0.152					\$ 0.152
		ROW						
		TE-CON			0.192			\$ 0.192
		TOT	\$ 0.152	\$ 0.192				\$ 0.344
11423 THPRD	<b>Fanno Creek Trail Phase 2 (PE/Con)</b> Design and construction funds second phase extension of the Fanno Creek trail.	TE-PE	0.135	0.100				\$ 0.235
		ROW						
		CMAQ-CON					0.888	\$ 0.888
		TOT	\$ 0.135	\$ 0.100			\$ 0.888	\$ 1.123
11424 Wash. Co.	<b>Sentinel Plaza: Cornell/Cedar Hills/113th</b> Design and install Native American totem pole in park located at intersection	TE-PE		0.030				\$ 0.030
		ROW						
		TE-CON			0.150			\$ 0.150
		TOT		\$ 0.180				\$ 0.180

RTP ID # (\*\*\*)  
= potential air quality significance)

8043

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MTIP funded projects not included in the RTP financial plan

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3071

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
<b>REGIONAL PLANNING ALLOCATIONS</b>								
11454-2002	Metro Transportation Planning Program	STP-PLNG	2.037	0.705	0.730	0.750		\$ 4.222
11467-2003	Funding for routine regional planning tasks e.g., transportation modeling and preparation of corridor studies and regional plans	ROW						
		CON						
		TOT	\$ 2.037	\$ 0.705	\$ 0.730	\$ 0.750		\$ 4.222
Metro	Willamette Shoreline Rail & Trial Study	STP-PLNG			0.300			\$ 0.300
	Funds to study feasibility of upgrading Oswego Trolley line and connect to Portland Street Car system and design bike facilities within the corridor.	ROW						
		CON						
		TOT			\$ 0.300			\$ 0.300
11281	I-5 Trade Corridor Study	STP-PLNG		0.250				\$ 0.250
ODOT	Assess improvements needed to the corridor within the Portland region	ROW						
		CON						
		TOT		\$ 0.250				\$ 0.250
09788	Tualatin/Sherwood I-5/99W Toll Road	TEA21 PLNG			0.341			\$ 0.375
Wash. Co.	Alternatives analysis of proposed toll facility connecting I-5 to 99W in order to divert through traffic from congested north portion of Metro region (TEA21 of \$ .385 m w/out limitation)	Gas Tax PLNG			0.094			\$ 0.094
		CON						
		TOT			\$ 0.435			\$ 0.469
11280	So. Corridor Transit EIS	STP-PLNG	1.500	4.000				\$ 5.500
Metro	Planning to assess scope, concept and constraints of high capacity transit in the McLoughlin/I-205 corridor.	PE - 5309						
		CON						
		TOT	\$ 1.500	\$ 4.000				\$ 5.500
11428-2001	Metro TOD Program	PLNG						
11446-2002	Funding for Metro to acquire parcels adjacent to transit so agency ownership can leverage higher density mixed-use development	STP-ROW			1.500			\$ 1.500
Metro		CON						
		TOT			\$ 1.500			\$ 1.500
Metro	Regional Freight Program Analysis	STP-PLNG	0.100			0.150		\$ 0.250
	Refinement analysis of local delivery characteristics and system needs	ROW						
		CON						
		TOT	\$ 0.100			\$ 0.150		\$ 0.250
Metro	RTP Corridor Study	STP-PLNG				0.300		\$ 0.300
	Comidor TBD	ROW						
		CON						
		TOT				\$ 0.300		\$ 0.300
Metro	Region IX/STP Reserve	PE						
	FAU Payback funds reserved to reimburse other jurisdictions for City overdraft of Interstate Transfer (e4) funds.	ROW						
		STP-CON					1.728	\$ 1.728
		TOT					\$ 1.728	\$ 1.728

RTP ID # (\*\*\*\* = potential air quality significance)

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5172

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
REGIONAL TDM PROGRAM AND TRI-MET ADMINISTERED ALLOCATIONS								
Tri-Met	<b>Regional Contribution for Bus Purchase/PDX LRT Extension</b>	PE						
		STP-CAP	10.586					\$ 10.586
	Regional funds to replace buses. \$18M reimburses Tri-Met general fund contributions to PDX MAX extension. \$1.425 diverted from first year TCL allocations.	CMAQ-CAP	1.425	8.000				\$ 9.425
		<b>TOT</b>	<b>\$ 12.011</b>	<b>\$ 8.000</b>				<b>\$ 20.011</b>
11318-02	<b>Rail Preventive Maintenance</b>	5307 CAP		2.600	2.704	2.812	2.925	\$ 11.041
11319-03	Reg. STP FY 01-03 TCL funds traded to expedite obligation schedule. Tri-Met will continue to update TPAC on TCL implementation progress using General Fund resources. St. STP traded to Tri-Met for General Funds. FG = Fixed Guideway Rail Modernization	5309FG CAP		4.200	5.068	5.220	5.377	\$ 19.865
		STP-CAP	1.425	3.825	1.457			\$ 6.707
		St. STP-CAP		5.435				\$ 5.435
Tri-Met		<b>TOT</b>	<b>\$ 1.425</b>	<b>\$ 16.060</b>	<b>\$ 9.229</b>	<b>\$ 8.032</b>	<b>\$ 8.301</b>	<b>\$ 43.047</b>
10913-02	<b>Bus Preventive Maintenance</b>	PE						
11306-03	Projected Sec. 5307 appropriations authorized by Metro at Tri-Met's request to support Tri-Met Bus Maintenance activity.	ROW						
		5307-CAP		23.767	25.355	26.000	27.000	\$ 102.122
Tri-Met		<b>TOT</b>		<b>\$ 23.767</b>	<b>\$ 25.355</b>	<b>\$ 26.000</b>	<b>\$ 27.000</b>	<b>\$ 102.122</b>
needed	<b>Preventive Maintenance</b>	PE						
Tri-Met	\$12 million from Interstate MAX STP allocation to repay Tri-Met bonds. Linked to \$40 mil. Regional Interstate MAX commitment	ROW						
		STP-CAP				6.000	6.000	\$ 12.000
						\$ 6.000	\$ 6.000	\$ 12.000
11320-24	<b>Interstate MAX</b>	5309		64.000	76.000	77.500		\$ 217.500
Tri-Met	Allocation of regionally controlled federal funds for construction of Interstate MAX	STP-CON	0.575	4.175				\$ 4.750
		CMAQ-CON	11.425	1.825	6.000			\$ 19.250
		<b>TOT</b>	<b>\$ 12.000</b>	<b>\$ 70.000</b>	<b>\$ 82.000</b>	<b>\$ 77.500</b>		<b>\$ 241.500</b>
11311-01	<b>Regional TDM Program</b>	PE						
11313-02	Regional contribution to travel reduction programs operated by Tri-Met on behalf of the region	ROW						
		CMAQ-OPS	0.700	0.700	0.999	0.700	0.700	\$ 3.799
		<b>TOT</b>	<b>\$ 0.700</b>	<b>\$ 0.700</b>	<b>\$ 0.999</b>	<b>\$ 0.700</b>	<b>\$ 0.700</b>	<b>\$ 3.799</b>
11309-02	<b>TMA Assistance/Stabilization Program</b>	PE						
11310-03	Regional subsidies awarded to various Transportation Mng't Associations. Funds are awarded on a decreasing three year schedule	ROW						
Tri-Met		CMAQ-OPS	0.500	0.250	0.250	0.125	0.125	\$ 1.250
		<b>TOT</b>	<b>\$ 0.500</b>	<b>\$ 0.250</b>	<b>\$ 0.250</b>	<b>\$ 0.125</b>	<b>\$ 0.125</b>	<b>\$ 1.250</b>
11450-02	<b>ECO Information Clearinghouse</b>	PE						
11466-04	DEQ program which complements the Tri-Met portion of the regional TDM effort	ROW						
DEQ		CMAQ-OPS	0.094	0.094		0.094		\$ 0.282
		<b>TOT</b>	<b>\$ 0.094</b>	<b>\$ 0.094</b>		<b>\$ 0.094</b>		<b>\$ 0.282</b>
11309-02	<b>Region 2040 Initiatives</b>	PE						
11310-03	Regional funding to support transit service provision by public/private Transportation Mng't Associations	ROW						
Tri-Met		CMAQ-CAP	0.500	0.250	0.250	0.145	0.140	\$ 1.285
		<b>TOT</b>	<b>\$ 0.500</b>	<b>\$ 0.250</b>	<b>\$ 0.250</b>	<b>\$ 0.145</b>	<b>\$ 0.140</b>	<b>\$ 1.285</b>
11455	<b>Will. Shoreline Trestle/Track Repair</b>	PE						
Tri-Met	First phase of repairs to assure continued operation of the Trolley which is needed to maintain public ownership of the alignment.	ROW						
		CMAQ-CON			0.500			\$ 0.500
		<b>TOT</b>			<b>\$ 0.500</b>			<b>\$ 0.500</b>
-Met	<b>Transit Development Program Reserve</b>	PE						
	Regional support of new startup service and/or transit capital to be allocated upon approval of a five-year transit program.	ROW						
		CMAQ-CON				2.050	2.056	\$ 4.106
		<b>TOT</b>				<b>\$ 2.050</b>	<b>\$ 2.056</b>	<b>\$ 4.106</b>

RTP ID # (\*\*\* = potential air quality significance)

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ODOT KEY #	PROJECT NAME	WORK PHASE & FUND TYPE	Obligated	02	03	04	05	Authority
Tri-Met	<b>Jobs Access</b> Earmark funding to implement a Jobs Access transit improvement program featuring station amenities and signage to improve low income transportation access.	S3037		1.800	1.800			\$ 3.600
		ROW						
		CON						
		<b>TOT</b>		<b>\$ 1.800</b>	<b>\$ 1.800</b>			<b>\$ 3.600</b>
10917&8 Tri-Met	<b>Transit Enhancements</b> 1% of Tri-Met Section 5307 appropriation dedicated to improving bus and LRT station amenities.	S5307		0.250	0.254	0.260	0.270	\$ 1.034
		ROW						
		CON						
		<b>TOT</b>		<b>\$ 0.250</b>	<b>\$ 0.254</b>	<b>\$ 0.260</b>	<b>\$ 0.270</b>	<b>\$ 1.034</b>

RTP ID # ("\*\*"  
= potential air  
quality  
significance)

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## BRIDGE PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10684	FY 2002 Protective Screening (Reg 1) Protective Screening- overpass	PE	0.103					0.103
		ROW						
		CON		0.830				0.830
		<b>Total</b>	<b>0.103</b>	<b>0.830</b>				<b>0.933</b>
11132	Broadway Br. (Ph 4) #06757 Clean/paint lower truss & floor system	PE	1.032					1.032
		ROW						
		CON		7.830				7.830
		<b>Total</b>	<b>1.032</b>	<b>7.830</b>				<b>8.862</b>
11133	Broadway Br. (Ph 5) #06757 Replace Steel Liftspan Grating	PE	0.527	2.000				2.527
		ROW						
		CON		3.685				3.685
		<b>Total</b>	<b>0.527</b>	<b>5.685</b>				<b>6.212</b>
11067	Broadway Bridge Unit 3 Mult. Co. Replace worn bearings and lift span center locks and repair span drive machinery.	PE						
		ROW						
		TEA21-CON		0.930				0.930
		<b>TOT</b>		<b>0.930</b>				<b>0.930</b>
11134	Broadway Bridge Unit 6 Mult. Co. Phase 3 reconstruction with enhancement of bike/ped/transit amenities (T-21 total Units 1-6 = \$10.263mil w/o limitation)	HBRR-PE	0.236					
		ROW						0.000
		TEA-21 CON			4.274			4.274
		<b>TOT</b>	<b>0.000</b>		<b>4.274</b>			<b>4.274</b>
9404	Burnside Br. Approach Ramps (#0511A&B) Repair of substructure, etc.	PE						
		ROW						
		CON		4.600				4.600
		<b>Total</b>		<b>4.600</b>				<b>4.600</b>
9393	St. Johns Bridge Painting, Etc. Ck fund split for STP	PE	0.642					0.642
		ROW		0.020				0.020
		CON			29.647			29.647
		<b>Total</b>	<b>0.642</b>	<b>0.020</b>	<b>29.647</b>			<b>30.309</b>
10693	I-205: Col. Riv Br. - Wil.River (Unit 1) Pave NB & SB lanes	PE						
		ROW						
		CON			3.061			3.061
		<b>Total</b>			<b>3.061</b>			<b>3.061</b>
10685	I-5 (Col.Rv) Br.(NB/SB) Br. #01377A & 07333 Electrical Upgrade (Total of \$6.924M: 1/2 WashDOT)	PE	0.519					0.519
		ROW						
		CON			3.462			3.462
		<b>Total</b>	<b>0.519</b>		<b>3.462</b>			<b>3.981</b>
10745	FY 2003 Protective Screening (Reg 1) Protective Screening - overpass	PE		0.135				0.135
		ROW						
		CON			0.687			0.687
		<b>Total</b>		<b>0.135</b>	<b>0.687</b>			<b>0.821</b>
10705	SE Bybee Blvd: McLoughlin/SPRR Br. (#020264 A & B) Replace Structures	PE		0.300				0.300
		ROW		0.025				0.025
		CON			3.375			3.375
		<b>Total</b>		<b>0.325</b>	<b>3.375</b>			<b>3.700</b>
10663	Stark St. Viaduct (#11113) Replace structure	PE		0.120				0.120
		ROW			0.030			0.030
		CON			0.582			0.582
		<b>Total</b>		<b>0.120</b>	<b>0.612</b>			<b>0.732</b>

11932 FY 2004 Protective Screening (Reg 1)  Screen various structures	PE			0.140			0.140
	ROW						
	CON				0.661		0.661
	<b>Total</b>			<b>0.140</b>	<b>0.661</b>		<b>0.80</b>
9350 99E: MLK/Grand Viaducts (O-Xing UPRR #02115 & 08905)  Replace structure	PE	3.090	0.500				3.590
	ROW	5.712					5.712
	CON				32.059		32.059
	<b>Total</b>	<b>8.802</b>	<b>0.500</b>		<b>32.059</b>		<b>41.361</b>
11916 99E: Water St. (Pacific Hwy E) Viaduct #02374  Seismic retrofit. Replace joints	PE		0.135				0.135
	ROW						
	CON				1.104		1.104
	<b>Total</b>		<b>0.135</b>		<b>1.104</b>		<b>1.239</b>
11942 I-205: Col. River Br./Wil. River Unit 2	PE						
	ROW						
	CON				3.087		3.087
	<b>Total</b>				<b>3.087</b>		<b>3.087</b>
11944 FY 2005 Protective Screening (Reg 1)  Screen various structures	PE				0.151		0.151
	ROW						
	CON				0.835		0.835
	<b>Total</b>				<b>0.151</b>	<b>0.835</b>	<b>0.986</b>
11945 TV Hwy: Dairy Crk Br. #00744B  Seismic Retrofit; jt repair; rail retrofit	PE			0.140			0.140
	ROW						
	CON				0.767		0.767
	<b>Total</b>			<b>0.140</b>	<b>0.767</b>		<b>0.907</b>
11946 OR43: O'Xing Hwy 1 Conn & Porter St. #08194R  Microsilica o'lay; rail and joint retrofit	PE			0.195			0.195
	ROW						
	CON				1.777		1.777
	<b>Total</b>			<b>0.195</b>	<b>1.777</b>		<b>1.972</b>
<b>TOTAL</b>		<b>11.625</b>	<b>19.680</b>	<b>41.318</b>	<b>32.871</b>	<b>7.570</b>	<b>113.063</b>

Portland-area FY 2002-05 MTIP

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PRESERVATION PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10666	<b>B-H Hwy: BV/Tigard Hwy - Mult./Wash Co</b>  Paving	PE	0.653					0.653
		ROW		0.081				0.081
		CON		2.745				2.745
		<b>Total</b>	<b>0.653</b>	<b>2.826</b>				<b>3.479</b>
10680	<b>TV Hwy: Hocken - Minter Bridge Road</b>  Paving, grind & overlay	PE	0.303					0.303
		ROW		0.054				0.054
		CON		4.719				4.719
		<b>Total</b>	<b>0.303</b>	<b>4.773</b>				<b>5.076</b>
9364	<b>I-5: Capitol Hwy - Marquam Bridge</b>  2" Inlay, barrier, g.rail, bridge	PE	0.688					0.688
		ROW		0.025				0.025
		CON			19.251			19.251
		<b>Total</b>	<b>0.688</b>	<b>0.025</b>	<b>19.251</b>			<b>19.964</b>
10693	<b>I-205: Col. River Br. - Wil. River (Unit 1)</b>  Pave NB & SB lanes	PE	1.072					1.072
		ROW						
		CON			16.834			16.834
		<b>Total</b>	<b>1.072</b>		<b>16.834</b>			<b>17.906</b>
10731	<b>Powell Blvd.: Ross Island Br. - SE 50th</b>  Pave	PE		0.508				0.508
		ROW						
		CON				3.356		3.356
		<b>Total</b>		<b>0.508</b>		<b>3.356</b>		<b>3.864</b>
10679	<b>TV Hwy: Quince - District Boundary</b>  Paving, grind & overlay	PE		0.370				0.370
		ROW			0.056			0.056
		CON				6.081		6.081
		<b>Total</b>		<b>0.370</b>	<b>0.056</b>	<b>6.081</b>		<b>6.507</b>
11941	<b>I-84: MLK Blvd. - E Portland Fwy Sec I-84</b>  Rut Repair Overlay 50mm AC wearing course	PE			0.799			0.799
		ROW						
		CON					6.613	6.613
		<b>Total</b>			<b>0.799</b>		<b>6.613</b>	<b>7.412</b>
11942	<b>I-205: Col. Rv. Br. - Wil. Rv Unit 2</b>  Pave NB & SB lanes	PE	0.800	2.001				2.801
		ROW						
		CON					12.925	12.925
		<b>Total</b>	<b>0.800</b>	<b>2.001</b>			<b>12.925</b>	<b>15.726</b>
<b>TOTAL</b>			<b>3.516</b>	<b>10.503</b>	<b>36.939</b>	<b>9.436</b>	<b>19.538</b>	<b>79.933</b>

OPERATIONS PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
10697	US 26: Highland Intrchnng - Jefferson Cameras Hardware & Software Purchase	PE						
		ROW						
		CON		0.324				\$ 0.324
		<b>Total</b>		<b>\$ 0.324</b>				<b>\$ 0.324</b>
10021	I-405: NW Everett St. - SW 12th Ave. Widen ramp, add ramp meters	PE	0.309					\$ 0.309
		ROW						
		CON		2.121				\$ 2.121
		<b>Total</b>	<b>\$ 0.309</b>	<b>\$ 2.121</b>				<b>\$ 2.431</b>
12010	I-5: Iowa St. Slide Repair Repair Slide Area	PE	0.071					\$ 0.071
		ROW		0.015				\$ 0.015
		CON		0.426				\$ 0.426
		<b>Total</b>	<b>\$ 0.071</b>	<b>\$ 0.441</b>				<b>\$ 0.512</b>
7579	Beaverton/Tualatin Hwy @ Locust Alignment/ bike lane install	PE		0.065				\$ 0.065
		ROW			0.056			\$ 0.056
		CON				0.259		\$ 0.259
		<b>Total</b>		<b>\$ 0.065</b>	<b>\$ 0.056</b>	<b>\$ 0.259</b>		<b>\$ 0.379</b>
10672	Region 1 Traffic Signal Upgrades (Unit 2) Signal Upgrades	PE		0.399				\$ 0.399
		ROW						
		CON				1.127		\$ 1.127
		<b>Total</b>		<b>\$ 0.399</b>		<b>\$ 1.127</b>		<b>\$ 1.526</b>
10695	Region 1 ATMS Ramp Meters (Phase 6) Ramp Meters	PE		0.342				\$ 0.342
		ROW						
		CON				1.810		\$ 1.810
		<b>Total</b>		<b>\$ 0.342</b>		<b>\$ 1.810</b>		<b>\$ 2.152</b>
10696	Region 1 ATMS Comm. Infrastruc. (Ph 6) Communications	PE		0.108				\$ 0.108
		ROW						
		CON				2.129		\$ 2.129
		<b>Total</b>		<b>\$ 0.108</b>		<b>\$ 2.129</b>		<b>\$ 2.237</b>
10671	Region 1 Traffic Loop Repair Unit 12 Repair/replace traffic loops	PE			0.140			\$ 0.140
		ROW						
		CON				0.877		\$ 0.877
		<b>Total</b>			<b>\$ 0.140</b>	<b>\$ 0.877</b>		<b>\$ 1.017</b>
10871	Region 1 ATMS Ramp Meters (Phase 7) Ramp Meters	PE			0.349			\$ 0.349
		ROW						
		CON				1.951		\$ 1.951
		<b>Total</b>			<b>\$ 0.349</b>	<b>\$ 1.951</b>		<b>\$ 2.300</b>
10870	Region 1 ATMS Comm. Infrastruct (Ph 7) Communications	PE			0.112			\$ 0.112
		ROW						
		CON				2.295		\$ 2.295
		<b>Total</b>			<b>\$ 0.112</b>	<b>\$ 2.295</b>		<b>\$ 2.407</b>
10872	Reg. 1 ATMS Hardware & Software (Ph. 7) Hardware & Software Purchase	PE						
		ROW						
		CON				0.362		\$ 0.362
		<b>Total</b>				<b>\$ 0.362</b>		<b>\$ 0.362</b>
10698	Region 1 Traffic Loop Repair Unit 13 Repair/replace traffic loops	PE				0.151		\$ 0.151
		ROW						
		CON				0.945		\$ 0.945
		<b>Total</b>				<b>\$ 0.151</b>	<b>\$ 0.945</b>	<b>\$ 1.096</b>
<b>TOTAL</b>			<b>0.380</b>	<b>3.799</b>	<b>0.657</b>	<b>6.352</b>	<b>5.553</b>	<b>16.742</b>

## SAFETY PROGRAM (Exempt by Rule)

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
8005	BV/TV Hwy @ Scholls Right turn channelization	PE	0.145					0.145
		ROW		0.218				0.218
		CON		0.457				0.457
		<b>Total</b>	<b>0.145</b>	<b>0.675</b>				<b>0.821</b>
10666	BH Hwy: Beaverton/Tigard Hwy - Mult./Wash Co Safety improvements	PE						
		ROW						
		CON		0.432				0.432
		<b>Total</b>		<b>0.432</b>				<b>0.432</b>
10680	TV Hwy: Hocken - Minter Bridge Road Paving, grind & overlay	PE						
		ROW						
		CON		0.740				0.740
		<b>Total</b>		<b>0.740</b>				<b>0.740</b>
10682	I-5/Nyberg Rd Interchange (SB ramp) Additional lane, more storage	PE	0.125					0.125
		ROW	0.031					0.031
		CON		0.807				0.807
		<b>Total</b>	<b>0.156</b>	<b>0.807</b>				<b>0.962</b>
10683	US 26: Sunset Hwy @ Jackson School Rd Left turn channelization; ramp	PE	0.145					0.145
		ROW						
		CON		1.058				1.058
		<b>Total</b>	<b>0.145</b>	<b>1.058</b>				<b>1.203</b>
9394	Lombard: Pacific East - Philadelphia Ave. CSIP Signals	PE	0.075					0.075
		ROW	0.005					0.005
		CON		0.415				0.415
		<b>Total</b>	<b>0.080</b>	<b>0.415</b>				<b>0.495</b>
7146	Sandy Blvd.: Pacific East-NE 37th Ave. CSIP Signals	PE	0.052					0.052
		ROW						
		CON		0.557				0.557
		<b>Total</b>	<b>0.052</b>	<b>0.557</b>				<b>0.609</b>
9358	Cascade North Hwy: Airport Way - Flavel CSIP Signals	PE						
		ROW						
		CON		0.400				0.400
		<b>Total</b>		<b>0.400</b>				<b>0.400</b>
12145	Murray Blvd @ Allen Blvd Cut Back median, modify curbs	PE						
		ROW						
		CON		0.090				0.090
		<b>Total</b>		<b>0.090</b>				<b>0.090</b>
12262	NE 181st @ NE Halsey St Install median islands & adv signal	PE						
		ROW						
		CON		0.039				0.039
		<b>Total</b>		<b>0.039</b>				<b>0.039</b>
12147	Binford Lake Parkway: Pleasant View Dr./Towie Rd.	PE						
		ROW						
		CON		0.233				0.233
		<b>Total</b>		<b>0.233</b>				<b>0.233</b>
12146	Scholls Ferry Rd @ Clark Hill Rd.	PE						
		ROW		0.020				0.020
		CON		0.307				0.307
		<b>Total</b>		<b>0.327</b>				<b>0.327</b>
6010	Beaverton/ Tigard Hwy @ Scholls Add l/r turn lanes;inclu signal/interconnect	PE	0.125					0.125
		ROW		0.092				0.092
		CON			0.661			0.661
		<b>Total</b>	<b>0.125</b>	<b>0.092</b>	<b>0.661</b>			<b>0.877</b>
10867	Hillsboro/Silverton Hwy @ SE Walnut Safety Intersection Improvement	PE	0.156					0.156
		ROW		0.104				0.104
		CON			0.510			0.510
		<b>Total</b>	<b>0.156</b>	<b>0.104</b>	<b>0.510</b>			<b>0.769</b>
11927	I-405 @ Front Ave. Extend safety barrier	PE		0.081				0.081
		ROW						
		CON			0.151			0.151
		<b>Total</b>		<b>0.081</b>	<b>0.151</b>			<b>0.232</b>

**SAFETY PROGRAM (Exempt by Rule)**

ODOT KEY #	PROJECT	WORK PHASE	OB'D	FY 02	FY 03	FY 04	FY 05	AUTHORITY
9393	Lombard: St. Johns Bridge #6497 & 6498 Bridge painting, etc.	PE						
		ROW						
		CON			2.268			2.268
		<b>Total</b>			<b>2.268</b>			<b>2.268</b>
12182	Safety Reserve	PE						
		ROW						
		CON			0.827			0.827
		<b>Total</b>			<b>0.827</b>			<b>0.827</b>
12149	U.S. 26, Cascade Hwy North: Access Mgt/ Safety on Powell, 82r	PE			0.010			0.010
		ROW						
		CON			0.246			0.246
		<b>Total</b>			<b>0.256</b>			<b>0.256</b>
10731	Powell Blvd (U.S. 26): Ross Island Br. - SE 50th Safety features	PE						
		ROW						
		CON				0.282		0.282
		<b>Total</b>				<b>0.282</b>		<b>0.282</b>
10679	Tualatin Valley Hwy: Quince - District Boundary Paving, grind & overlay	PE						
		ROW						
		CON				0.630		0.630
		<b>Total</b>				<b>0.630</b>		<b>0.630</b>
11926	I-84 & I-205 Pavement Drainage Correction Install additional inlets to enhance runoff	PE		0.189				0.189
		ROW						
		CON				0.344		0.344
		<b>Total</b>		<b>0.189</b>		<b>0.344</b>		<b>0.533</b>
10869	Sunset Hwy @ Glencoe Road Signalize ramp; Rt turn channel; access	PE			2.003			2.003
		ROW				0.067		0.067
		CON					0.783	0.783
		<b>Total</b>			<b>2.003</b>	<b>0.067</b>	<b>0.783</b>	<b>2.853</b>
12158	Clackamas Hwy: I-205 - SE 98th Add lane, widen structure	PE						
		ROW						
		CON					3.618	3.618
		<b>Total</b>					<b>3.618</b>	<b>3.618</b>
<b>TOTAL</b>			<b>0.859</b>	<b>5.678</b>	<b>6.676</b>	<b>1.323</b>	<b>4.401</b>	<b>18.937</b>