

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Jan. 4, 2013
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|-----------------|--------------|--|--|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Elissa Gertler, Chair |
| 9:35 AM | 2. | Comments from the Chair and Committee Members <ul style="list-style-type: none">• Welcome new TPAC community representatives | |
| 9:40AM | 3. | Citizen Communications to TPAC Agenda Items | |
| 9:45 AM | 4. * | Consideration of the TPAC Minutes for Nov. 30, 2012 | |
| 9:50 AM | 5. | MAP -21 Update – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Provide a briefing on major issues related to MAP-21, including funding available for the Portland metro area.• <u>Outcome</u>: TPAC understanding of key federal policy and funding issues. | Travis Brouwer, ODOT |
| 10:30 AM | 6. | National Highway System Expansion– <u>INFORMATION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Provide information on implications of expansion of the National Highway System.• <u>Outcome</u>: Opportunity to provide input on issues related to the expansion. | Travis Brouwer, ODOT |
| 10:50 AM | 7. | State Transportation Improvement Program Application Narrowing – <u>DISCUSSION</u> | Rian Windsheimer, ODOT
Kelly Brooks, ODOT |
| 11:10 AM | 8. ** | Call for Regional Transportation Plan Amendments: Report Back – <u>INFORMATION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Update TPAC on proposed RTP amendments submitted to Metro staff• <u>Outcome</u>: Close the door on current window to request RTP amendments | John Mermin, Metro |

9.

Proposed Transportation Control Measures Substitution - INFORMATION

Dave Nordberg, DEQ
Tom Kloster, Metro

- Purpose: Update TPAC members on a proposed strategy to ensure long-term compliance with the region's Transportation Control Measures
- Outcome: TPAC understanding of the implications of this strategy on upcoming RTP and MTIP amendments

11:30 AM

10.

ADJOURN

Elissa Gertler, Chair

- * Material available electronically.
 ** Material will be distributed in advance of the meeting.
 # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2013 TPAC Work Program

12/17/12

<u>Jan. 4, 2013 – Regular Meeting</u> <ul style="list-style-type: none">• STIP Application Narrowing – Information• National Highway System Designation Process – Information• Call for Regional Transportation Plan Amendments: Report Back – Information• MAP-21 – Information• Proposed Transportation Control Measures Substitution – Information	<u>Jan. 25, 2013 – Regular Meeting</u> <ul style="list-style-type: none">• STIP Application Narrowing – Discussion• TriMet 2013 Transit Investment Program – Information• Household Travel Survey– Information• Least Cost Planning test (phase 3) – Information
<u>March 1, 2013 – Regular Meeting</u> <ul style="list-style-type: none">• TIP Application Narrowing – Recommendation to JPACT Requested	<u>March 22, 2013 – Regular Meeting</u>
<u>April 26, 2013 – Regular Meeting</u>	<u>May 31, 2013 – Regular Meeting</u>
<u>June 28, 2013 – Regular Meeting</u>	<u>July 19, 2013 – Regular Meeting</u>
<u>Aug. 30, 2013 – Regular Meeting</u>	<u>Sept. 27, 2013 – Regular Meeting</u>
<u>Oct. 25, 2013 – Regular Meeting</u>	<u>Nov. 22, 2013 – Regular Meeting</u>

Parking Lot:

- ODOT least cost planning tool (Mosaic)
- Metropolitan Planning Area boundary update
- Household travel survey
- Travel model update
- Streetcar Methods
- Portland Metropolitan Scenario Planning Rule update



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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

November 30, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Carol Gossett
Heidi Guenin
Nancy Kraushaar
Katherine Kelly
Alan Lehto
Margaret Middleton
Satvinder Sandhu
Karen Schilling
Paul Smith
Charlie Stephens

AFFILIATION

Clackamas County
Community Representative
Community Representative
City of Wilsonville Representing Cities of Clackamas Co.
City of Gresham, Representing Cities of Multnomah Co.
TriMet
City of Beaverton, Representing Cities of Washington Co.
Federal Highway Administration
Multnomah County
City of Portland
Community Representative

MEMBERS EXCUSED

Andy Back
David Eatwell
Elissa Gertler, Chair
John Hoefs
Scott King
Dean Lookingbill
Dave Nordberg
Rian Windsheimer
Mike Clark

AFFILIATION

Washington County
Community Representative
Metro
C-TRAN
Port of Portland
Southwest Washington Regional Transportation Committee
Oregon Department of Environmental Quality
Oregon Department of Transportation
Washington State Department of Transportation

ALTERNATES PRESENT

Clark Berry
Lynda David
Robin McArthur, Chair
Kathryn Williams
Lainie Smith

AFFILIATION

Washington County
Southwest Washington Regional Transportation Committee
Metro
Port of Portland
Oregon Department of Transportation

STAFF: Ted Leybold, Daniel Kaempff, Tom Kloster, Robin McArthur, Lake McTighe, John Mermin, Josh Naramore, Kelsey Newell, Dylan Rivera, Marc Week.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBER

Mr. John Mermin of Metro briefly announced that Metro will be accepting RTP amendments in early 2013. Mr. Mermin will come back on January 4 to TPAC. Members requested an official notice. Projects submitted must be already studied projects such as the East Metro Connection Plan.

Chair McArthur recognized departing citizen representatives Ms. Heidi Guenin and Mr. Charlie Stephens. Chair McArthur also introduced new Citizen Members for 2013 Mr. Adrian Esteban, Ms. Heather McCarey, Ms. Cora Potter, Mr. Steven J. Entenman and Mr. Jeffrey Swanson.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR OCTOBER 26, 2012

MOTION: Mr. Windsheimer moved, Ms. Alan Lehto seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for October 26, 2012.

ACTION TAKEN: With all in favor, the motion passed.

5. OREGON PASSENGER RAIL UPDATE

Scott Richman of David Evans and Associates Inc. presented an update on the Oregon Passenger Rail. The purpose of the Oregon Passenger Rail Project is to improve the frequency, convenience, speed and reliability of passenger rail service along the Oregon segment of the federally-designated Pacific Northwest Rail Corridor. Federal Railroad Administration (FRA) and Oregon Department of Transportation (ODOT) Study options to improve passenger rail service between Eugene-Springfield urban area and Columbia River north of Portland metropolitan area. With the completion of the purpose and needs statement, a of broad range of alternatives will be drafted, which will be measured against against the purpose and needs statement. After a scoping process, the project will undergo a Tier 1 Environmental Impact Statement.

The committee discussed the following items:

- Members discussed when JPACT should weigh in on the preferred alternatives. Members questioned why it was recommended by Metro staff to wait until after the screening process to comment. Other members noted it might be difficult logistically to obtain comment with the changes in administrations at the start of the New Year.
- Members expressed concern about the route the rail would take through the Metro Region. The City of Portland expressed concern about some individuals advocating to rout the train to the Portland Airport and not the central city.
- Members asked how reliability and predictability of travel time would be considered in the plan.

6. 2013-15 UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year. As part of the UPWP process Metro is proposing to develop a two-year document for fiscal years (FY)

2013-14 and 2014-15. A new UPWP document would be developed every other year. In the interim years, Metro staff would take through a comprehensive list of updates and amendments through TPAC, JPACT and Metro Council.

The committee first discussed the following items:

- Members recommended to more clearly define the difference between TSMO and RTO projects.
- Members asked if the Bi-State commission was still a part of this process. The Bi-State commission has stopped convening as part of the Colombia River Crossing but the staff still coordinates planning activities.
- Members asked about how MAP-21 would affect various work plans and the UPWP. Chair McArthur suggested providing a briefing on Map-21.

7. 2016-18 REGIONAL FLEXIBLE FUNDS SOLICITATION PACKET

Mr. Josh Naramore and Ted Leybold of Metro discussed the Regional Flexible Funds Solicitation Packet. Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. Metro Resolution No. 12-4383 adopted the policy framework that affirms the two-step allocation process, establishes new project focus areas, sets funding targets, and directs the development of a new collaborative process for nominating projects for funding. Step 1 is the process to set funding levels for region-wide programs. Step 2 is the process to allocate funds to locally generated projects. Step 3 was created by JPACT in September of 2012 and established a Regional Economic Opportunity Fund (REOF). The REOF is targeted at larger projects (\$5-\$10million) that are difficult to fund at the local level and through the Step 2 Community Investment process. The REOF is modeled after the federal TIGER program and uses similar policy criteria. JPACT Members agreed to submit a 100 percent list of project costs to available funding from the group of eligible entities (Clackamas County coordinating committee, City of Portland, East Multnomah County coordinating committee, Port of Portland, TriMet, and Washington County coordinating committee).

The committee first discussed the following items:

- Members requested that Metro staff release information on equity and safety criteria. The Equity piece is available now but the safety information will not be available until January.
- Members inquired about how other MPOs distribute flexible funds and how much the MPOs support planning of their local cities. There is a variety of way other MPOs do so and differing levels of sophistication.
- Members asked for clarification on public commenting. Local coordinating committees are responsible for conducting public outreach and will be required to hold a public meeting prior to the policy board's recommendation. Metro will provide public outreach support on its website.
- Members asked if the City of Portland could be allowed to submit a 100 percent list on March 15. Metro Staff stated that would not meet federal guidelines for a competitive process but would consult with the FHWA to confirm.

8. REGIONAL TRAVEL OPTIONS GRANT CRITERIA

Mr. Dan Kaempff of Metro discussed the Regional Travel Options (RTO) 2013-2015 grant criteria. The criteria reflect changes to the RTO program goals and objectives as adopted by JPACT and Metro Council through the 2012-2017 RTO Strategic Plan (Resolution 12-4349). Specific changes to the criteria

reflect emphasis on how proposed projects deliver Triple-Bottom Line outcomes in the areas of improving Social Equity, the Economy and the Environment, leverage existing investments in infrastructure and service, or help fill needs in areas where infrastructure or service is lacking. Grant proposals are due to Metro on February 22, 2013. Through a series of TPAC work group meetings held last summer, 30 percent of \$2.1 million in grant funds has been identified for local targets. Targets for the four sub-regions (three counties and City of Portland) have been established based on population + employment.

The committee discussed the following items:

- Members inquired about the CMAQ matching funds from MAP-21. The percentage could possibly be higher than the 10.27 percent up to 20 Percent.
- Members discussed who might serve on the selection committee.
- Members discussed how the timeline could be altered to give the local jurisdictions time to provide prioritization input. Staff stated that they would look at the timeline. Members also recommended to simplify the application and limit words.
- Members asked about what portion of funding would be guaranteed.
- Members suggested refining the grading scheme and lowering the overall available points to simplify the rating.
- Members inquired how TMAs would be supported under the new plan. Staff stated that Metro would work with the jurisdictions to help TMAs create projects.
- Committee members expressed concern with the amount of money that East Multnomah County will receive.

9. ADJOURN

Chair McArthur adjourned the meeting at 11:45 p.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 30, 2012

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	PPT	11/30/12	Oregon Passanger Rail	113012t-01
2	Handout	11/29/12	Draft 2013-15 UPWP	113012t-02
6	PPT	11/30/12	2016-18 Regional FlexibleFunds Allocation (RFFA) Solicitation Packet	113012t-03

6	PPT	11/30/12	2013-2015 RTO grant program	113012t-04
7	Handout	11/30/09	Cities of Wash Co. Comment on RTO Grant Criteria	113012t-05

Moving Ahead for Progress in the 21st Century (MAP-21)

Analysis of Impact on Oregon

MAP-21 reauthorizes federal highway, transit, and transportation safety programs for federal FY 2013 and 2014 and makes significant changes to federal surface transportation policy.

Highway Programs

MAP-21 significantly consolidates the highway program structure. Most setasides, small formula programs and discretionary programs—including High Risk Rural Roads, Public Lands Highways Discretionary and Safe Routes to School—are eliminated as separate programs, though other program funds can generally be used for these activities.

Highway Funding: Funding levels for the highway program essentially flat: In FY 2013, \$39.4 billion is authorized from the Highway Trust Fund, and in FY 2014 \$40 billion is authorized. Each state will continue to receive the same share of funding they received in formula apportionments and allocations in FY 2012. Oregon will receive an estimated \$483 million in federal-aid highway apportionments in FY 2013.

Core Programs: Most funding will flow to states and metropolitan planning organizations under just five major formula programs:

- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Improvement Program
- Transportation Alternatives Program

National Highway Performance Program (NHPP): The NHPP combines funding from the Interstate Maintenance, National Highway System, and Bridge programs to create a program focused on preservation and improvement of the National Highway System. States are required to develop a risk-based asset management plan for the NHS to preserve its condition and improve its performance. States that fail to meet minimum condition thresholds for the condition of the Interstate System and condition of bridges on the NHS will face minimum obligation requirements to bring their roads into a better state of repair. Oregon will receive an estimated \$288 million in NHPP funding in FY 2013.

Surface Transportation Program (STP): Eligibility under STP will be expanded to include some of the activities for which separate programs were eliminated, including recreational trails, safe routes to school, and truck parking facilities. Half of STP funding will be subject to suballocation to MPOs with a population over 200,000 and other areas of the state. Oregon will receive an estimated \$132 million in STP funding in FY 2013. MPOs will receive slightly more funding than they received in 2012.

Bridges: The Bridge program is eliminated, and bridges on the NHS will be funded out of the NHPP, while non-NHS bridges will be funded out of STP resources. Bridges not on the NHS—

both local bridges and those on the state highway— will be funded under STP. The 15 percent setaside for bridges off the federal-aid highway system on low volume local roads is retained. Oregon will seek a continued waiver of the off-system bridge setaside, which the state has used to ensure that local governments are not required to overinvest in these bridges on lower volume roads. ODOT will continue sharing funding with local governments under the Local Bridge Program.

Transportation Alternatives Program (TAP): The Transportation Enhancements will become the Transportation Alternatives Program (TAP), and 2 percent of total highway funds will be set aside for TA. Eligibility is modified to remove activities like transportation museums and add environmental mitigation. States are required to suballocate funding to metropolitan planning organizations with populations larger than 200,000 and distribute the remainder of funding as a discretionary grant program. The Portland, Salem/Keizer, and Eugene/Springfield areas will receive direct suballocations of TA funding using the same formula as STP funds. TA funding will be set aside for recreational trails, unless the state opts out, and safe routes to school projects are eligible for funding.

Highway Safety Improvement Program (HSIP): HSIP funding is significantly increased. The Railway-Highway Crossings Program continues as a setaside. The High Risk Rural Roads Program is eliminated as a setaside, but HSIP funding can be spent on high risk rural road projects; states that see increased crashes on high risk rural roads face a mandatory obligation for these projects. ODOT is working with representatives of local governments to develop a mechanism for investing HSIP funds on local roads.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program will continue. Eligibility to use funding for electric vehicle charging stations is expanded. Performance measures and targets will be set for traffic congestion and on-road mobile source emissions, and metropolitan planning organizations with a population over 1 million will have to develop a performance plan that shows how they will use CMAQ funding to make progress toward achieving the targets. Oregon will receive an estimated \$19 million in CMAQ funding in FY 2013, down slightly from FY 2012.

Federal Lands Programs: MAP-21 eliminates the Forest Highways Program and the Public Lands Highways Discretionary Program and creates the Federal Lands Access Program (FLAP). FLAP funding will be used for any state and local road that is located on, adjacent to, or provides access to federal lands. The distribution formula is modified significantly. Distribution of funding to projects will be determined by a committee made up of FHWA, the state DOT, and a local government representative. Oregon will receive an estimated \$23 million under the FLAP in both FY 2013 and FY 2014, slightly more than the state received under the Forest Highways Program in recent years. However, Oregon will receive a smaller share of total funding. Funds will be provided to roads owned by the National Park Service, Forest Service, Fish and Wildlife Service, Corps of Engineers and Bureau of Land Management under a separate Federal Lands Transportation Program.

Projects of National and Regional Significance: The PNRs program, which funds projects with significant benefits that are too large for a single state or group of states to fund, is authorized at \$500 million in FY 2013, but no funding is actually provided; funding could be provided through the appropriations process. Continuing the PNRs program could provide an opportunity for a large discretionary grant for the Columbia River Crossing.

Transportation Infrastructure Finance and Innovation Act: The TIFIA program will be modified and funding will be expanded significantly, to \$750 million in 2013 and \$1 billion in 2014 (from \$122 million in FY 12). The amount of a project's cost that TIFIA could cover will increase from one third to 49 percent. The program will no longer be a competitive, merit-based program; instead, credit will be extended to eligible projects on a "first come, first served" basis. Expansion of TIFIA funding will increase the likelihood that the Columbia River Crossing can secure a significant TIFIA loan that will leverage additional resources from tolling. Few other Oregon projects are likely to benefit from TIFIA.

Public Transportation

MAP-21 significantly modifies the transit program structure and creates new transit safety and asset management requirements.

Transit Funding: Transit will receive \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014, which is similar to FY 2012 funding levels. Oregon will receive \$93.6 million in transit formula funding in FY 2013 and \$94.9 million in FY 2014, an increase in formula funding over FY 2012 levels.

Transit Programs: MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Elderly and Disabled
- Bus and Bus Facilities
- State of Good Repair (formerly Fixed Guideway Modernization)

Transit Operations: MAP-21 will allow transit systems in urban areas of over 200,000 that operate fewer than 100 buses in peak service to use a portion of their Urbanized Area funds for operating expenses.

Human Services Transit: The Elderly and Disabled (Section 5310) and New Freedom (Section 5317) Programs are combined into a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. The Job Access and Reverse Commute program is eliminated as a standalone program, but these activities will be funded under the urban and rural formula programs.

Bus and Bus Facilities Grants: Funding under the Bus and Bus Facilities (Section 5309) program is cut by about half, but funding will be distributed by formula; under SAFETEA-LU this was a discretionary grant program.

Transit Safety: MAP-21 gives authority to US DOT to create a national safety plan for all types of public transportation, to set minimum safety performance standards for rolling stock and to establish a national safety certification training program for Federal and State employees, who conduct safety audits and examinations of public transportation systems and employees of public transportation agencies directly responsible for safety oversight. All recipients of federal transit funding are required to establish a comprehensive safety plan based on set criteria. Those states with rail fixed guideway systems are required to have an approved state safety oversight program that establishes a state safety oversight agency which assumes oversight related responsibilities. MAP-21 includes a formula grant funding program for up to 80 percent in federal match dollars to develop

and carry out state safety oversight programs. ODOT's Rail Division will likely have to increase its rail safety oversight program to meet the new requirements. ODOT's Public Transit Division will work with transit providers in small towns and rural areas to develop safety plans.

Transit Asset Management: MAP-21 subjects public transportation to performance and asset management requirements related to the condition of capital assets, including equipment, rolling stock, infrastructure and facilities. US DOT will establish performance measures based on state of good repair standards, and recipients of FTA funding will establish performance targets, develop a transit asset management plan, and report on the condition of their assets and their progress toward meeting their targets.

Safety Programs

MAP-21 rearranges the federal safety programs that ODOT's Transportation Safety Division administers perhaps more than any other area. It creates six incentive programs that provide funding to states that implement specified safety programs: Occupant protection, traffic information, impaired driving, distracted driving, motorcyclist safety, and graduated driver licenses. Oregon is not expected to qualify for the graduated driver license program and may or may not qualify for the distracted driving program.

Policy

MAP-21 makes important policy changes that will focus the federal transportation program on the national interest in an efficient freight movement system and create a more performance-based program as well as streamline project delivery.

Freight Policy: MAP-21 will establish a national freight policy to enhance economic competitiveness. US DOT will designate a national freight network to help states in strategically investing resources in the freight system. The freight network will consist of a primary freight network (PFN), the remainder of the Interstate, and critical rural freight corridors. The PFN will include not more than 27,000 miles that are most critical to the movement of freight. Critical rural freight corridors will be routes designated by the state that have a high percentage of freight traffic and connect to important freight facilities. Both I-5 and I-84 will likely qualify for inclusion in the PFN, based on the designation of Major Freight Corridors by FHWA. US 97 may be eligible for designation as a critical rural freight corridor.

US DOT will develop a National Freight Strategic Plan that will assess the conditions and performance of the national freight network, identify highway bottlenecks that create significant freight congestion problems, and identify major gateways and freight corridors, among other things. States are encouraged to establish a freight advisory committee representing public and private freight stakeholders and develop a freight plan that identifies freight system trends, needs and issues, lays out policies, strategies and performance measures, and inventories freight bottlenecks and strategies to address them. Freight projects listed in a state's freight plan will be eligible to receive a higher federal share of funding, reducing the need for state matching funds.

Performance Management: For the first time the federal surface transportation program will include performance measures and targets elements that will move the program to a more performance-based system. MAP-21 lays out seven national goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic

vitality, environmental sustainability, and reduced delays in project delivery. US DOT will establish performance measures and standards generally tied to the major highway programs.

- *National Highway Performance Program:* US DOT will establish performance measures for Interstate and NHS pavement conditions, NHS bridges, the performance of the Interstate and the performance of the NHS, as well as minimum levels for Interstate pavement conditions.
- *Highway Safety Improvement Program:* US DOT will establish measures in the areas of serious injuries and fatalities per vehicle mile traveled and the absolute number of serious injuries and fatalities.
- *Congestion Mitigation and Air Quality Improvement Program:* US DOT will establish measures for traffic congestion and on-road mobile source emissions.
- *Freight movement:* US DOT will establish measures to assess freight movement on the Interstate.

After US DOT establishes measures, states will set performance targets and will be required to report biennially on the condition and performance of the NHS, the effectiveness of the state's NHS asset management plan, progress in achieving performance targets, and ways in which the state is addressing freight bottlenecks, including those identified in the National Freight Strategic Plan.

Streamlining Project Delivery: MAP-21 makes significant changes to environmental process requirements under NEPA, including:

- Allowing states to acquire property before completion of the environmental review process.
- Classifying more projects—including those with small amounts of federal funding and those within the existing operational highway right of way—as “categorical exclusions” that require less analysis and documentation of impacts.
- Allowing planning products to be used in the NEPA process.
- Allowing for programmatic approaches to environmental mitigation.

National Highway System Expansion: In an effort to standardize the National Highway System (NHS) across states, the system will automatically be expanded to include all principal arterials, and U.S. DOT will be empowered to make other additions to the NHS. About 600 miles of principal arterials—including many local roads—will be added to the NHS. ODOT is working with the Federal Highway Administration and local governments to work through and address the impacts of expanding the National Highway System.

Tolling: Under MAP-21, tolling will be permitted in the following cases:

- Construction of a new road, bridge, or tunnel.
- A toll-free bridge or tunnel can be reconstructed or replaced and converted into a toll facility.
- A toll-free non-Interstate federal-aid highway can be reconstructed and converted into a toll facility.
- New lanes can be tolled on an expanded highway (regardless of whether it's on the Interstate), so long as the number of toll-free lanes is not reduced.
- Tolling can occur on a reconstructed, restored, or rehabilitated Interstate facility if the number of toll-free lanes is not reduced.

As tolling is allowed on bridge replacement projects, the Columbia River Crossing—Oregon's only project with imminent tolling—will not be impacted.

Moving Ahead
for Progress in
the 21st Century:
*IMPLICATIONS
FOR OREGON*



Moving Ahead for Progress in the 21st Century

Implications for Oregon

December 2012

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For additional information about MAP-21, visit ODOT's MAP-21 webpage at
www.oregon.gov/ODOT/GOVREL/Pages/MAP-21.aspx.



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Executive Summary

Moving Ahead for Progress in the 21st Century (MAP-21) reauthorizes federal highway, transit, and transportation safety programs for federal fiscal years (FY) 2013 and 2014 and makes significant changes to federal transportation policy.

Highway Funding: Funding levels for the highway program are essentially flat: In FY 2013, MAP-21 provides \$40.4 billion in highway funding, growing to \$41 billion in FY 2014. Oregon will receive a total of \$483 million in federal-aid highway apportionments in FY 2013 and \$487 million in FY 2014, a larger share of funding than under SAFETEA-LU.

Highway Programs: MAP-21 significantly consolidates the highway program structure. Most set-asides, small formula programs and discretionary programs—including High Risk Rural Roads, Safe Routes to School and Scenic Byways—are eliminated as separate programs; however, most types of projects funded under these programs will be eligible under other programs. Virtually all funding will flow to states under five major formula programs, with Oregon's estimated FY 2013 funding:

- National Highway Performance Program: \$288 million
- Surface Transportation Program (STP): \$132 million
- Highway Safety Improvement Program: \$29 million
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program: \$19 million
- Transportation Alternatives (previously Transportation Enhancements): \$9 million

National Highway System: The majority of highway funding will be focused on preserving and improving the National Highway System (NHS) under the National Highway Performance Program (NHPP), which combines the Interstate Maintenance and National Highway System programs and a portion of Bridge funding.

Local Funding: Local governments will receive significant funding for transportation projects. Under the Surface Transportation Program, funding will be suballocated to large metropolitan planning organizations (MPOs) and other areas of the state in a manner similar to current practice, and MPOs will get slightly more than they did in recent years. Local governments will have continued opportunities to receive funding for bicycle/pedestrian projects under the Transportation Alternatives Program (TAP). A number of small programs that provided funding to local governments, such as High Risk Rural Roads, are eliminated.

Bridges: Without a separate Bridge program, bridges on the National Highway System will be funded under the NHPP; bridges not on the NHS will be funded under STP. ODOT will continue to set aside funding under the Local Bridge Program. The 15 percent set-aside for bridges of the federal-aid highway system on low volume local roads is retained, as is

the waiver that Oregon has used to ensure that local governments are not required to overinvest in these bridges on lower volume roads.

Bicycle and Pedestrian Programs: The Transportation Enhancements program will become the Transportation Alternatives Program (TAP), and nationwide two percent of total highway funds will be set aside for TAP. Funding will be suballocated to metropolitan planning organizations with populations larger than 200,000. Although the Recreational Trails and Safe Routes to School programs are eliminated as separate programs, TAP funding can be used for both types of projects. Funding for programs focused on bicycle and pedestrian projects will fall, however, as the TAP funding is less than the total formerly dedicated to the three major bicycle/pedestrian programs. However, states retain the flexibility to spend more on these projects than required, and Oregon has committed to continuing funding at SAFETEA-LU levels for all three bicycle/pedestrian programs through 2015.

Financing for Major Projects: MAP-21 expands the Transportation Infrastructure Finance and Innovation Act (TIFIA) federal credit program to \$750 million in funding in FY 2013 and \$1 billion in FY 2014 (from \$122 million in FY 2012). This will increase the likelihood that the Columbia River Crossing (CRC) will receive a significant loan with favorable financing terms. The Projects of National and Regional Significance (PNRS) program is reauthorized, with \$500 million in funding authorized (but not provided out of the Highway Trust Fund). The CRC hopes to receive funding from PNRS for future interchange improvements.

Transit Funding: Transit will receive \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014, which is similar to FY 2012 funding levels. Oregon will receive about \$97 million in transit formula funding in FY 2013, an increase from 2012.

Transit Programs: MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Elderly and Disabled (which includes the former New Freedom Program)
- Bus and Bus Facilities (previously a discretionary grant program)
- State of Good Repair (formerly Fixed Guideway Modernization)

MAP-21 will allow transit systems in urban areas of over 200,000 that operate fewer than 100 buses in peak service to use a portion of their Urbanized Area funds for operating expenses.

Federal Lands Highways: The Forest Highways Program becomes the Federal Lands Access Program, with the focus expanded from providing access to national forests to

include all federal lands. Oregon will receive about \$24 million under the program in both FY 2013 and FY 2014, slightly more than the state received in recent years.

Safety Programs: MAP-21 creates six incentive programs that provide funding to states that implement specified safety programs: Occupant protection, traffic information, impaired driving, distracted driving, motorcyclist safety, and graduated driver licenses. Oregon is not expected to qualify for the graduated driver license program and may or may not qualify for the distracted driving program. Performance measures will be applied to these programs.

Freight Policy: MAP-21 will establish a national freight policy, including the designation of a freight network and development of a freight strategic plan that should help direct strategic investments in freight projects. MAP-21 also encourages states to develop state freight plans and to have a freight advisory committee; Oregon already has both.

Streamlining Project Delivery: MAP-21 makes significant changes to environmental process requirements under the National Environmental Policy Act (NEPA), including:

- Allowing states to acquire property before completion of the environmental review process.
- Classifying more projects—including those with small amounts of federal funding and those within the existing operational highway right of way—as “categorical exclusions” that require less analysis and documentation of impacts.
- Allowing planning products to be used in the NEPA process.
- Allowing for programmatic approaches to environmental mitigation.

Performance Management: For the first time the federal surface transportation program will include performance measures and targets that will move the program to a more performance-based system. US DOT will establish performance measures and standards generally tied to the major highway programs, including bridge and pavement condition on the National Highway System, freight movement on the Interstate, fatalities and serious injuries, congestion, and emissions. After US DOT establishes measures, states and MPOs will set performance targets and will be required to report biennially on their progress toward meeting these targets.

National Highway System Expansion: MAP-21 expands the NHS to include urban and rural principal arterials, the main thoroughfares that carry heavy volumes of traffic. About 600 miles of Oregon roads were added to the NHS, including a significant number of local roads. ODOT has formed a National Highway System Expansion Working Group consisting of technical experts within ODOT, representatives of FHWA, and local governments that will work through these issues.

Acronyms Used In This Report

AASHTO	American Association of State Highway and Transportation Officials
CDL	Commercial driver license
CE	Categorical exclusion
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DMV	ODOT Driver and Motor Vehicle Services Division
EA	Environmental assessment
EIS	Environmental impact statement
ER	Emergency Relief Program
FEIS	Final environmental impact statement
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IRI	International Roughness Index
ISTEA	Intermodal Surface Transportation Efficiency Act
MAP-21	Moving Ahead for Progress in the 21 st Century
MCSAP	Motor Carrier Safety Assistance Program
MCTD	ODOT Motor Carrier Transportation Division
MOE	Maintenance of effort
MPO	Metropolitan planning organization
NEPA	National Environmental Policy Act
NFN	National freight network
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
ODOT	Oregon Department of Transportation
OFP	Oregon Freight Plan
OTIA	Oregon Transportation Investment Act
OTE	Oregon Travel Experience
PFN	Primary freight network
PNRS	Projects of National and Regional Significance
RFP	Request for proposals
ROD	Record of decision
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHRP 2	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SPR	State Planning and Research Program

MAP-21: Implications for Oregon

SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TE	Transportation Enhancements
TEA-21	Transportation Equity Act for the 21 st Century
TIGER	Transportation Investment Generating Economic Recovery
TSAP	Transportation Safety Action Plan
TSD	ODOT Transportation Safety Division
US DOT	United States Department of Transportation
UTC	University Transportation Center
VMT	Vehicle miles traveled

Introduction

In July 2012, President Barack Obama signed into law Moving Ahead for Progress in the 21st Century, or MAP-21, the new federal surface transportation act. MAP-21 authorizes federal highway, transit and safety programs through September 30, 2014 and sets policies for the nation's surface transportation system, superseding the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

SAFETEA-LU and its predecessor, the Transportation Equity Act for the 21st Century (TEA-21) made relatively minimal changes to the basic structure set in place in 1991 by the Intermodal Surface Transportation Efficiency Act (ISTEA). MAP-21, on the other hand, wiped the slate clean, significantly restructuring the surface transportation programs and making major policy changes in areas from project delivery to freight to performance management.

MAP-21 maintains current funding levels for highways, transit, and safety. To continue funding the federal surface transportation programs at current levels, MAP-21 transferred general fund resources into the Highway Trust Fund. This was the fourth such transfer since 2008; these transfers now total about \$55 billion. However, because MAP-21 did not raise the user fees that feed the Highway Trust Fund, it did nothing to address the trust fund's long term fiscal imbalance.

As a result, in 2015 and beyond, Highway Trust Fund revenues will be insufficient to cover current program funding levels, and Congress will have to bring funding into line with available resources, either by providing additional resources or cutting funding by 25 percent or more. This creates a significant risk of cuts to the funding streams that help ODOT and local governments preserve and improve their transportation systems to support safe, economically vital, and livable communities.

About This Report

This report will provide an in-depth discussion of the program and policy changes made by MAP-21 and how they will impact Oregon, including some of the key decisions ODOT has made on implementing these programs and policies. However, at the time of publication the Federal Highway Administration and Federal Transit Administration had released guidance on only a handful of topics, and a number of major rulemakings remain to be completed. As a result, many important issues remain unresolved, and ODOT will be faced with numerous implementation decisions in coming years.

Highway and Active Transportation Programs

MAP-21 makes significant changes to the programs that fund highway and active transportation projects. MAP-21 consolidates highway programs into just a handful of major formula programs, eliminating or consolidating most set-asides, small formula programs, and nationwide discretionary programs, as well as some of the major highway programs. Most funding will flow to states and metropolitan planning organizations under just five major formula programs:

- National Highway Performance Program
- Surface Transportation Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Improvement Program
- Transportation Alternatives Program

Although many programs are eliminated, in most cases projects that were eligible under these eliminated programs remain eligible for funding under other programs.

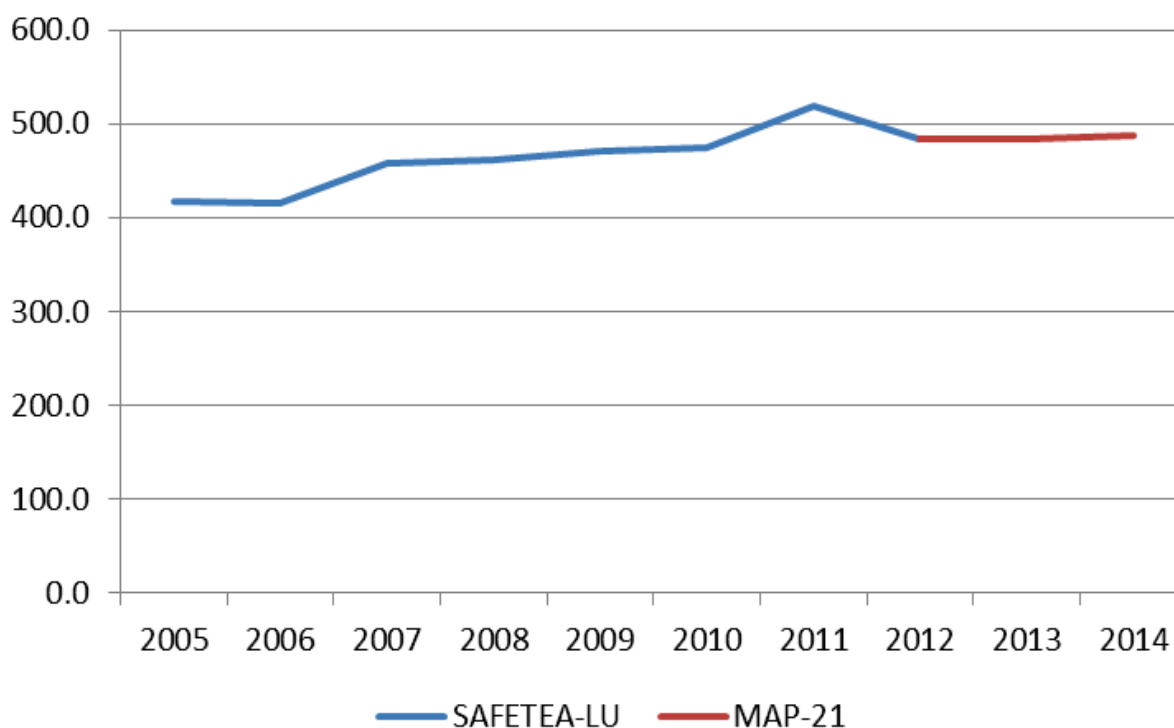
Due to formulas in MAP-21 and implementation decisions made by ODOT, local governments are likely to receive a slightly larger share of federal highway funding than in the past. Even though MAP-21 eliminates a number of programs for local governments and cuts funding for others, ODOT has agreed to honor the commitment of funding to programs and projects in the 2012-15 Statewide Transportation Improvement Program (STIP), particularly for the active transportation programs that fund bicycle and pedestrian projects.

For a chart comparing the federal highway program structure between SAFETEA-LU and MAP-21 and showing Oregon's federal highway funding in the various programs, please see the chart Oregon Federal Highway Funding at the end of this report.

Highway Program Funding

The funding level for the federal-aid highway program is essentially flat compared to 2012 and down about 7 percent from 2011 levels. In federal fiscal year (FY) 2013, \$39.4 billion is authorized nationwide from the Highway Trust Fund, and in FY 2014 \$40 billion is authorized. Each state will continue to receive the same share of funding it received in formula apportionments and allocations in FY 2012, with an adjustment to ensure that each state receives a share of funding equal to 95 percent of its share of contributions to the Highway Trust fund.

Oregon Federal Highway Administration Apportionments



Oregon will receive an estimated \$483 million in federal-aid highway apportionments in FY 2013 and \$487 million in FY 2014. While this is less than the state received in 2011, this is a higher share of formula funding than Oregon received under SAFETEA-LU, primarily because each state's funding is based on both formula apportionments and earmarks under SAFETEA-LU. As a result, Oregon will continue to receive funding based on "above-the-line earmarks" provided under SAFETEA-LU, particularly \$200 million in funding for Oregon's bridges that was secured by Congressman DeFazio to complement the Oregon Transportation Improvement Act (OTIA) III State Bridge Program.

National Highway Performance Program

The National Highway Performance Program (NHPP) combines funding from the Interstate Maintenance, National Highway System, and Bridge programs to create a program focused on preservation and improvement of the National Highway System (NHS). Oregon will receive an estimated \$288 million in NHPP funding in FY 2013, amounting to nearly 60 percent of the state's highway program funding.

Surface Transportation Program

The second largest highway program will be the Surface Transportation Program (STP), the primary program that funds local government and non-highway projects. Oregon will receive approximately \$132 million in STP funding in FY 2013, about 17 percent higher than in FY 2012, largely because some of the funding from the eliminated Bridge program was shifted to STP to repair and replace bridges that are not on the National Highway System. Half of STP funding will be subject to suballocation to metropolitan planning organizations (MPOs) with a population over 200,000 and other areas of the state; MPOs will receive a funding increase compared to FY 2012, even as overall funding remains flat.

Eligibility under STP is expanded to include some of the activities for which separate programs were eliminated, including recreational trails, and truck parking facilities. STP funding can also be used for surface transportation projects within a port facility that are necessary to facilitate direct intermodal access into and out of the port; this provision will likely require clarification from FHWA.

ODOT currently shares STP funding with each county, metropolitan planning organization and city with a population above 5000 that lies outside an MPO under the terms of the STP Working Agreement. Formulas in the working agreement govern the annual distribution of tens of millions of dollars of STP funds. This agreement is in the process of being renewed, and local governments will continue to receive STP funds at similar levels to recent years. As in the past, the working agreement will adjust distribution of STP funds based on the increase or decrease in Oregon's overall federal highway program obligation limitation.

Bridges

The Bridge program is eliminated, and bridges on the NHS will be funded out of the NHPP, while non-NHS bridges will be funded out of STP resources. The off-system bridge setaside for projects on low-volume roads that are not on the federal-aid highway system is retained: each state is required to obligate an amount for these projects equal to 15 percent of the Bridge funding they received in 2009; however, as in prior years the Federal Highway Administration (FHWA) can issue a waiver of this requirement. Oregon local governments would prefer flexibility in selecting bridge projects so that they are not required to overinvest in projects on lower volume roads, so Oregon will seek a continued waiver of this requirement.

In the past, ODOT shared a portion of federal Bridge program funds with local governments based on need. Though MAP-21 eliminates the Bridge program, ODOT has agreed to continue funding the Local Bridge Program into the future at levels similar to recent years, with a formula for allocating funding included in the STP Working Agreement. Projects will continue to be recommended for OTC approval by the Local Agency Bridge Selection Committee, a joint state/local committee with members from ODOT and representatives of the Association of Oregon Counties and League of Oregon Cities.

Active Transportation

The Recreational Trails, Safe Routes to School (SRTS) and Transportation Enhancements (TE) programs are merged into the Transportation Alternatives Program (TAP). Nationwide 2 percent of total highway funds will be set aside for TAP, a significant reduction from previous years. In Oregon, this amounts to a cut of about 38 percent when comparing the \$14.4 million in FY 2012 TE, SRTS and Recreational Trails funding with the \$9 million in FY 2013 TAP funding.

TAP funds can be used for safe routes to school and recreational trails projects, as well as most types of projects previously eligible for TE funding. However, eligibility is modified to remove activities like transportation museums and visitors centers and add environmental mitigation; these eligibility changes are likely to have minimal impacts on Oregon projects, as ODOT has awarded most funding to bicycle and pedestrian projects that remain eligible for funding. A small number of TE projects that no longer qualify for TE funds may have to rely on unobligated TE funds from SAFETEA-LU, which retain their original eligibility.

TAP funding is set aside statewide for recreational trails projects unless the state opts out. For 2013 through 2015, ODOT has agreed to continue funding for the program, which is administered by the Oregon Parks and Recreation Department, as allocated in the STIP. After the setaside for recreational trails, half of the remaining funding is suballocated by population, and MPOs with populations larger than 200,000 based on population will receive direct allocations of funding. The Portland metro region, Salem/Keizer, and Eugene/Springfield will receive relatively modest allocations of funding to distribute.

Using the flexibility available under MAP-21, ODOT has agreed to honor existing commitments to the bicycle and pedestrian programs in the 2012-2015 STIP, which will provide about \$4 million per year more than MAP-21 provides to Oregon under TAP. In 2016 and beyond, these programs will be folded into the STIP Enhance category, though ODOT will continue to set aside funding for non-infrastructure Safe Routes to School projects (including education and enforcement activities).

Highway Safety Improvement Program

Highway Safety Improvement Program (HSIP) funding, which pays for infrastructure projects that improve highway safety, is significantly increased, with Oregon's HSIP funding growing nearly 48 percent to nearly \$29 million in FY 2013. The Railway-Highway Crossings Program continues as a separate program funded out of the national HSIP funding. The High Risk Rural Roads Program is eliminated as a setaside, though HSIP funding can be spent on high risk rural road projects; states that see increased crashes on high risk rural roads face a requirement to obligate a set amount for these projects.

With Oregon's funding under the HSIP increased significantly and direction in MAP-21 to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. Through a process that is still under

development, safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) program will continue with relatively minor changes. Oregon will receive an estimated \$19 million in CMAQ funding in FY 2013, down about 3 percent from FY 2012. CMAQ funds can now be used for electric vehicle charging stations outside CMAQ eligible areas with air quality challenges. Performance measures and targets will be set for traffic congestion and on-road mobile source emissions, and metropolitan planning organizations with a population over one million will have to develop a performance plan that shows how they will use CMAQ funding to make progress toward achieving the targets.

ODOT is seeking clarification from FHWA about requirements included in the bill to allocate funding to diesel emission control technology for highway construction equipment within areas that are nonattainment or maintenance for small particulate matter (PM_{2.5}). This would appear to require Klamath Falls and Oakridge to spend CMAQ funds on diesel emissions reduction projects, even though transportation emissions are not a major contributor to air pollution in either area and meeting this requirement could be difficult given the limited amount of highway construction equipment in these areas.

Federal Lands and Tribal Transportation Programs

Federal Lands Access Program

MAP-21 eliminates the Forest Highways Program and the Public Lands Highways Discretionary Program and creates the Federal Lands Access Program (FLAP), which provides funding over and above the state's federal-aid highway program funding. FLAP funding will be used for any state and local road (or transit facility) that is located on, adjacent to, or provides access to any type of federal land—including Bureau of Land Management tracts, national parks, and wildlife refuges; only roads on or providing access to national forests were eligible under the Forest Highways Program. This significantly expands the network of roads eligible for funding.

The formula for distributing funds among states is modified significantly, and Oregon—which previously received the largest allocation of Forest Highways funding in the nation—will receive a smaller share of nationwide funding. Nonetheless, because overall FLAP funding is increased compared to Forest Highways, Oregon will receive a boost of nearly 7 percent, to an estimated \$24 million in 2013. For the first time, federal lands projects will require non-federal match (10.27 percent of total project cost), which could cause financial hardship for local governments.

FHWA's Western Federal Lands Highways Division (WFLHD) manages the program for Oregon. Under MAP-21, distribution of funding to projects will be determined by a

committee made up of FHWA WFLHD, the state DOT, and a local government representative; staff from the Association of Oregon Counties has been selected by FHWA to fill this role. The committee will consult with applicable federal land management agencies.

Federal Lands Transportation Program

Funds will be provided to roads owned by the National Park Service, Forest Service, U.S. Fish and Wildlife Service, Corps of Engineers and Bureau of Land Management under a separate Federal Lands Transportation Program. Federal land management agencies in Oregon are likely to receive relatively little of this funding because 80 percent of funding (\$240 million annually) goes to the National Park Service; the two major federal land management agencies in Oregon—the U.S. Forest Service and Bureau of Land Management—have to compete with the Army Corps of Engineers under a nationwide program of just \$30 million per year.

Tribal Transportation Program

A Tribal Transportation Program will provide funding to tribal governments under a new formula. MAP-21 significantly increased the amount of funding going into this program compared to its predecessor, the Indian Reservation Roads Program. FHWA has not yet released apportionment figures for this program, so it is not clear how much funding Oregon's tribal governments will receive.

Transportation Infrastructure Finance and Innovation Act

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides federal credit support—including direct loans and lines of credit—to major projects. MAP-21 expands the TIFIA program's funding sevenfold, to \$750 million in 2013 and \$1 billion in 2014. Because TIFIA's funding is used to pay a credit subsidy of about 10 percent of the loan amount, this funding level can support about \$17 billion in loans and other credit support over the two years of MAP-21. TIFIA loans generally have very favorable financing terms compared to financing available in private debt and equity markets, including lower interest rates, longer repayment periods, and lower coverage ratios.

The amount of a project's cost that TIFIA can cover increases from one third to 49 percent, though FHWA has indicated they may not provide the maximum amount to many projects. The program will no longer be a competitive, merit-based program. Instead, credit will be extended to eligible credit-worthy projects on a "first come, first served" basis, and groups of related projects can secure a "master credit agreement".

Expansion of TIFIA funding will increase the likelihood that the Columbia River Crossing (CRC) can secure a significant TIFIA loan that will leverage additional resources from tolling. The CRC may request a TIFIA loan of up to about \$1 billion. Preliminary analysis indicates that a TIFIA loan can likely leverage about 25 percent more cash from tolling than

general obligation bonds, providing a significant benefit to the project. Few other Oregon projects are likely to benefit from TIFIA.

Projects of National and Regional Significance

The Projects of National and Regional Significance (PNRS) program, which was created in SAFETEA-LU to fund major projects with significant regional and national benefits that are difficult for a single state or group of states to fund, is authorized at \$500 million in FY 2013. However, no Highway Trust Fund resources are directly provided; funding could be provided through the appropriations process. If funded by Congress, the PNRS program could provide an opportunity for a large discretionary grant for the Columbia River Crossing.

Historic Covered Bridges

In eliminating virtually all discretionary highway programs, MAP-21 discontinued the nationwide funding stream for historic covered bridges, which typically provided \$1 to 2 million annually to rehabilitate Oregon's historic covered bridges. However, local governments will still have opportunities to secure funding for these projects. Covered bridges that carry highway traffic are eligible for funding under the Local Bridge Program, and local governments can use their State Highway funds or STP resources for these bridges. Covered bridges that carry only pedestrian or bicycle traffic will be eligible for Transportation Alternatives Program funding under the STIP Enhance category, and local governments can also use their STP allocations on these projects. However, in the long term it is not clear whether these projects will fare well when forced to compete against other transportation priorities. ODOT plans to work with covered bridge owners to assess the long-term needs of the state's historic covered bridges, identify priorities, and determine how these historic and cultural preservation projects can be funded.

Scenic Byways

As with historic covered bridges, MAP-21 eliminates the small nationwide discretionary grant program for scenic byways, under which Oregon was extremely successful. However, most infrastructure projects on designated scenic byways will be eligible for Enhance funding in the 2015-2018 STIP, and local governments will be able to use STP and State Highway Fund resources for these projects. ODOT will maintain a scenic byways program, though it will be reduced in size and scope. ODOT anticipates that few new scenic byways will be designated now that the prospect for receiving federal grants to fund projects has ended. ODOT will seek to develop partnerships with the travel and tourism community and scenic byways advocates to invest in marketing for existing byways.

Emergency Relief

The Emergency Relief (ER) Program, which funds repairs to roads damaged by natural disasters, is continued. Federal lands highway projects remain eligible for 100 percent federal funding, but debris removal will be eligible for ER reimbursement only if the event is covered by a Presidentially declared emergency; in other cases, FEMA would be the

reimbursement body, and reimbursements will generally be lower than under the ER program.

Ferries

The Ferry Boat program—previously a discretionary grant—becomes a small formula program funded at \$67 million annually. Oregon’s ferries— the Canby Ferry in Clackamas County, the Wheatland and Buena Vista ferries operated by Marion County, and the Westport Ferry that crosses the Columbia River into Clatsop County—will each receive a very small allocation of funding under a formula FHWA is currently developing.

Public Transportation

As with highway and active transportation programs, MAP-21 significantly modifies the transit program structure, merging a number of small formula programs and changing a major discretionary program into a formula program. For a chart comparing the federal transit program structure between SAFETEA-LU and MAP-21 and showing Oregon's federal transit funding in the various programs, please see the Oregon Federal Transit Funding chart at the end of this report.

Transit Funding

MAP-21 authorizes \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation, which is similar to FY 2012 funding levels. FTA's apportionments show Oregon's transit funding increasing about 20 percent from 2012 levels to about \$97 million in FY 2013. Some of this increase is due to the shift of the 5309 Bus and Bus Facilities funding from a discretionary grant program to a formula program.

Transit Programs

MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair

Urbanized Areas

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Areas program. Oregon's three large urban areas will see their funding under this program remain essentially flat, while providers in smaller cities will generally see a large increase, ranging from 25 percent in Medford to nearly two-thirds in Bend. Because they were designated by the Census Bureau as urbanized areas in 2011, Albany and Grants Pass will receive allocations of 5307 funding, rather than Rural Areas funding through ODOT. MAP-21 allows transit systems in urban areas of over 200,000 that operate fewer than 100 buses in peak service to use a portion of their Urbanized Area funds for operating expenses. The Job Access and Reverse Commute program is eliminated as a standalone program, but urbanized areas are required to spend a portion of their FTA resources on these activities.

Bus and Bus Facilities

Funding under the Bus and Bus Facilities program, which provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, is cut by about half compared to SAFETEA-LU. Under SAFETEA-LU this was a discretionary program under which FTA awarded grants, but MAP-21 turns it into a formula program. Oregon's large urbanized areas will receive direct allocations under this program, and ODOT's Public Transit Division will also receive an annual allocation of about \$1.2 million to distribute among rural areas as well as a separate block of funding to distribute among small urban areas. ODOT Public Transit will need to develop a new process for distributing these funds.

Seniors and Individuals with Disabilities

The New Freedom (Section 5317) program is consolidated into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities.

Under the 5310 program, most funding will go directly to urbanized areas with a population of over 200,000, and state DOTs will receive two separate allocations: one pot of money will be distributed among smaller urbanized areas, and another allocation will be split among non-urbanized areas. Previously all 5310 funding was provided to ODOT Public Transit to distribute. ODOT will have about \$850,000 to distribute among rural providers and \$750,000 to distribute to small urban areas in FY 2013. ODOT Public Transit will develop a process to allocate these resources among small urban providers.

MAP-21 makes this program subject to the standard non-federal match rate of 20 percent. Under SAFETEA-LU Oregon projects were subject to a reduced match rate of 10.27 percent, and doubling required match could cause financial challenges for some providers. Operating assistance is now an eligible expense, with a 50 percent non-federal match rate; however, Oregon was one of six states that had this authority under SAFETEA-LU in a special pilot program.

Rural Areas

The Rural Area program (Section 5311), which provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more) will grow in size. Oregon's funding is estimated at nearly \$12 million for FY 2013, an increase of about 19 percent over 2012 levels. However, MAP-21 reduces the amount of funds states can use for program administration from 15 percent to 10 percent, which could cause challenges for ODOT's Public Transit Division.

Tribal Transit funds are provided as a setaside under this program. Most of these funds will be directed by to tribal governments under a formula that FTA has not yet developed; as a result, it's not clear how much funding Oregon tribes will secure.

State of Good Repair

MAP-21 transforms the Fixed Guideway Modernization program, which provides funding to help urbanized areas repair their rail systems, into the State of Good Repair program. TriMet is the only recipient of these funds in Oregon and will see funding grow significantly as the program's funding level grows.

“New Starts” Fixed Guideway Capital Investment Grants

MAP-21 continues the “New Starts” program, which provides large discretionary grants for development of new fixed guideway transit lines. Funding will decrease slightly compared to the high levels of funding appropriated in recent years (though it is still higher than under SAFETEA-LU). Continued funding for New Starts ensures that funding will be provided in the near future for Portland-Milwaukie Light Rail and creates an opportunity for the Columbia River Crossing to receive funding in upcoming years. Changes to the requirements for moving a project through the New Starts process may make it easier to deliver future projects.

Transit Safety

MAP-21 creates significant new safety requirements for public transit providers and states. The bill directs US DOT to create a national safety plan for all types of public transportation, to set minimum safety performance standards for rolling stock and to establish a national safety certification training program for transit employees.

All recipients of FTA funding will be required to develop an agency safety plan and certify that the plan meets FTA requirements. These plans must include strategies for identifying risks and minimizing exposure to hazards, performance targets, and a staff training program, among other items. States are allowed to draft and certify plans for providers in small towns and rural areas, and FTA may allow plans for some small urbanized areas to be drafted and certified by the state. This requirement will likely impose additional workload on ODOT's Public Transit Division, and transit providers are also likely to face additional work and costs to comply with the requirements.

States with rail fixed guideway systems must have an approved state safety oversight program under which a state safety oversight agency assumes oversight responsibilities. MAP-21 includes a formula grant program that will provide federal funding for up to 80 percent of the cost of developing and carrying out these state safety oversight programs; the state must provide a non-federal match of at least 20 percent, and contributions from regulated transit providers and other federal funds are not allowed to be used for match. ODOT's Rail Division currently manages this program out of its Rail Safety Section, overseeing TriMet's MAX service, Portland Streetcar, and the Astoria Trolley. Rail Division expects that FTA's guidance on this program will require a significantly increased level of effort and more staff dedicated to the program. While the federal government will pay most of the cost of this program, ODOT will have to find a 20 percent non-federal match from non-State Highway Fund sources, which are perennially scarce.

Highway and Motor Carrier Safety

In addition to the FHWA Highway Safety Improvement Program, which funds infrastructure projects, MAP-21 provides resources for highway safety programs that focus on encouraging safe behavior through education and effective traffic laws. These programs, most of which are run by the National Highway Traffic Safety Administration (NHTSA), were significantly renovated by MAP-21, and new safety planning and performance management requirements were put in place.

Highway Safety Programs

MAP-21 significantly rearranges the federal safety programs that ODOT's Transportation Safety Division administers. It creates six incentive programs that provide funding to states that implement specified safety programs. Oregon will likely qualify for five of these programs in 2013 and four of the programs in 2014. Overall, Oregon may receive less funding under the NHTSA programs than in the past.

The following are the MAP-21 incentive programs and the likely amount of funding Oregon expects to receive, assuming each state qualifies for the incentives:

- *Occupant Protection*: Oregon will likely receive less than \$500,000 in 2013 (down from \$525,000 in 2012).
- *Traffic Information*: Oregon will likely receive less than \$450,000 in 2013 (down from \$500,000 in 2012).
- *Impaired Driving*: The majority of funding under the incentive programs is directed toward impaired driving countermeasures. Oregon will likely receive \$1.6 million in 2013 (the same as 2012).
- *Distracted Driving*: Depending on NHTSA's interpretation of the eligibility criteria for this grant, Oregon may not qualify for this program because of multiple exceptions to the state's prohibition on texting and handheld cell phone use while driving. If Oregon is not disqualified due to these exceptions, the state will likely receive about \$270,000 under this program in 2013, but the state will not qualify in 2014 due to additional criteria the state has to meet in the program's second year.
- *Motorcyclist Safety*: Oregon will likely receive \$50,000 in 2013 (down from \$100,000 in 2012).
- *Graduated Driver Licenses*: Oregon is not expected to receive any funding under this program because the state's graduated driver licenses do not meet the standards included in MAP-21. In fact, only one state is expected to qualify under the prescriptive requirements of MAP-21.

Developing applications for all of these programs—particularly new programs— will require substantial effort by the Transportation Safety Division (TSD). These applications are all to be included in the Highway Safety Plan that is submitted to NHTSA each year.

Under MAP-21, this plan will need to include a much higher level of data and analysis supporting the funding choices, and it will also need to report on performance measures NHTSA has developed in collaboration with the Governors Highway Safety Association. The plan will also be due on July 1, two months earlier than previously, which presents some challenges to TSD.

Strategic Highway Safety Plans

As under SAFETEA-LU, the Highway Safety Improvement Program includes a requirement to develop and implement a Strategic Highway Safety Plan (SHSP). Oregon's Transportation Safety Action Plan (TSAP) serves as the state's SHSP. The requirements for the SHSP are significantly rewritten, with new requirements for structure, content, and the schedule for updating the plan. The requirement for reporting the top 5 percent of most hazardous locations is eliminated, but there are new requirements about reporting the effectiveness of the program based on performance measures set by FHWA. While Oregon's TSAP is policy-based, MAP-21 requires the SHSP to be more detailed and specific at a project selection level.

Performance Measures

MAP-21 includes significant performance measures for safety. Under HSIP, states will be required to establish targets and report on progress toward meeting these targets for fatalities and serious injuries per vehicle mile travelled and for the total number of serious injuries and fatalities. Under the NHTSA programs, states will measure and report both core outcomes—such as rates and totals of fatalities and total serious injuries—as well as behaviors and activities like seat belt use and law enforcement activities.

See the section on Performance and Asset Management for more information.

Motor Carrier Safety Assistance Program

MAP-21 continues the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP), which Oregon uses to pay for truck inspection and safety activities. MAP-21 modifies the MCSAP "maintenance of effort" (MOE) requirement by setting a fixed period as the base for calculating MOE. This change will have the effect of reducing ODOT's MOE financial obligation and avoiding increases in future years.

Motorcoach Safety

Responding to concerns about a number of bus crashes that caused significant fatalities, MAP-21 includes provisions increasing oversight of the motorcoach industry. This includes completion of a rulemaking requiring states to conduct annual inspections of commercial motor vehicles used to transport passengers and a requirement for periodic safety reviews for providers of motorcoach services. Annual vehicle inspections will result in an increased workload for MCTD staff, as could periodic review of motorcoach operators if FMCSA expects the state to participate in this effort.

Freight Policy

For the first time, MAP-21 would set up a federal freight policy framework to help guide state and federal investments in efficiently moving goods. While no freight-specific funding is included—the formula freight program proposed in the Senate was stripped from the final bill, and the Projects of National and Regional Significance Program was not directly funded—these new policies will help ensure more strategic investment of resources that should benefit Oregon’s traded-sector dependent economy.

National Freight Network

Under MAP-21, the U.S. Department of Transportation (US DOT) will establish a national freight network (NFN) to assist states in strategically directing resources toward improved system performance for efficient movement of freight on highways. The NFN will consist of a primary freight network (PFN) of not more than 27,000 miles that are most critical to the movement of freight, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors designated by states based on criteria included in the bill.

Based on FHWA’s definition of major freight corridors, which appears to be the basis for the PFN, the entire length of both Interstate 5 and Interstate 84 through Oregon are likely to be included in the PFN. The Oregon Transportation Commission may be able to designate other routes in Oregon—particularly the strategic freight corridors identified in the Oregon Freight Plan— as critical rural freight corridors, provided they meet the criteria in the bill.

National Freight Strategic Plan

US DOT is tasked with developing a national freight strategic plan in consultation with state DOTs and other appropriate public and private transportation stakeholders. The plan is to include an assessment of the condition and performance of the national freight network, an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, forecasts of freight volumes for a 20-year period, an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, strategies to improve freight intermodal connectivity, and best practices for improving the performance of the national freight network and to mitigate the impacts of freight movement on communities, among others. Although the language of MAP-21 is fairly highway-centric, US DOT has set up a multimodal Freight Policy Council to develop a freight plan that includes all modes.

US DOT is also tasked with developing new tools and improving existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects. These tools will assist ODOT in its freight planning efforts.

Freight Performance Measures

Under the new performance management system, US DOT is tasked with developing a number of freight-related performance measures, including freight movement on the Interstate, performance of the Interstate System, performance of the non-Interstate National Highway System, bridge conditions on the National Highway System, and pavement conditions on the Interstate.

See the section on Performance and Asset Management for more information.

Projects of National and Regional Significance

US DOT is tasked with submitting a report to Congress that identifies projects of national and regional significance that meet certain criteria (including significantly improving the performance of the nation's highways, generating national economic benefits, reducing congestion, and improving transportation safety). US DOT is to survey states to generate this list of projects.

State Freight Plans

MAP-21 directs US DOT to encourage each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the state with respect to freight. ODOT has already completed development of the Oregon Freight Plan (OFP) in coordination with stakeholders, though some of the elements in MAP-21's list of suggested plan elements—particularly specific performance measures to guide freight-related investment decisions and an inventory of facilities with freight mobility issues such as bottlenecks—are not specifically included in the OFP.

State Freight Advisory Committees

MAP-21 directs US DOT to encourage each state to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders. The Oregon Freight Advisory Committee serves the purposes described in the bill, including advising the state on freight-related priorities, issues, projects, and funding needs and serving as a forum for discussion for state transportation decisions affecting freight mobility.

Reduced Match for Freight Projects

To encourage states to invest in freight projects, MAP-21 allows for a reduced non-federal matching share for projects that will improve the efficient movement of freight and are identified in a state freight plan. However, since Oregon already benefits from a reduced federal match rate due to the large portion of the state's land managed by the federal government, this provision is not likely to prove particularly useful.

Performance and Asset Management

Perhaps the most far-reaching policy change in MAP-21 is the shift to a performance-based program. Since its inception, the federal surface transportation program has included relatively little accountability for outcomes. MAP-21 changes this, instituting a performance management system that will measure the condition and performance of the transportation system and require states and MPOs to set targets and report on progress.

Performance management will help improve the invest of federal resources and show the public what their investment of tax dollars is buying. However, it has significant potential for unintended consequences, particularly for states such as Oregon that already have strong performance management systems in place and that will have to adapt to new requirements that may not represent an improvement over their existing systems.

It is likely that federal measures will differ from the measures Oregon currently uses and may not be as effective at measuring the right things. For example, FHWA will likely use structural deficiency to measure bridge conditions, which is a narrower measure than ODOT's measure of non-distressed bridges; similarly, FHWA will likely use International Roughness Index (IRI) data for pavement conditions, but IRI measures pavement smoothness rather than structural condition. What's more, federal measures are likely to be more highway-centric than Oregon's set of multimodal measures, which could encourage states to focus investment in highways rather than enabling analysis of trade-offs among modes. In the long-term, ODOT may be required to start managing to the federal measures rather than to the state's broader set of measures.

Because of the significant implementation challenges surrounding the new federal performance management system, ODOT has created a Performance and Asset Management Working Group that will coordinate on policy questions and implementation across the agency, including seeking to influence the implementation of the federal system.

National Goals

MAP-21 lays out seven national goals that will serve as the basis for the performance management system:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Performance-Based Planning and Programming

MAP-21 requires that states and MPOs develop a performance-based approach to transportation planning and decisionmaking. This approach will integrate into the planning process and into state and regional plans the goals, objectives, performance measures and targets under the federal performance management system. Performance measures and targets under the performance management system will need to be considered by states and MPOs when developing policies, programs and investment priorities reflected in plans and transportation improvement programs. Statewide plans will need to include a description of the performance measures and targets used in assessing the transportation system and a system performance report. The statewide transportation improvement program will need to include a discussion of the anticipated effect of the program toward achieving the state's performance targets.

Highway Program Performance Management

The most significant performance management requirements fall on the federal highway program. Not later than 18 months after enactment of MAP-21, US DOT, in consultation with state DOTs, MPOs and other stakeholders, will issue rules that establish measures based on direction in the bill. Most measures will be tied to the major highway programs under which states and MPOs receive their funding.

National Highway Performance Program

Under the NHPP, US DOT will establish performance measures in a number of areas:

- pavement conditions on the Interstate
- pavement conditions on non-Interstate NHS routes
- bridges on the NHS
- performance of the Interstate
- performance of the non-Interstate NHS

While setting measures for pavement and bridges will be relatively easy, performance is not defined in the bill, and it is not clear what metrics US DOT will use.

Highway Safety Improvement Program

US DOT will establish measures for the number of serious injuries and fatalities serious and the rate of serious injuries and fatalities per vehicle mile traveled.

Congestion Mitigation and Air Quality Improvement Program

US DOT will establish measures for traffic congestion and on-road mobile source emissions.

Freight Movement

US DOT will establish measures to assess freight movement on the Interstate.

Highway Program Performance Measures

National Goal Area	Program	Performance Measure(s)
Safety	HSIP	Serious injuries per VMT Fatalities per VMT Number of serious injuries Number of fatalities
Infrastructure condition	NHPP	Bridge condition on NHS Pavement condition on the Interstate Pavement condition on non-Interstate NHS
Congestion reduction	CMAQ	Traffic congestion
System reliability	NHPP	Performance of the Interstate Performance of the non-Interstate NHS
Freight movement and economic vitality	(NHPP)	Freight movement on the Interstate
Environmental sustainability	CMAQ	On-road mobile source emissions
Reduced project delivery delays	None	None

Target Setting

After US DOT establishes the measures and metrics under each of these areas, states will have one year to set performance targets. MPOs will also set targets no later than 180 days after states set targets, and states and MPOs are required to coordinate their target-setting (though neither has to approve the other's targets). States are required to report on their progress in meeting these targets every two years, starting four years after enactment.

Financial Consequences

Consequences for failure to meet targets are generally relatively mild. Under the NHPP, a state that does not achieve or make significant progress toward achieving the targets for two consecutive reports will have to document actions the state will take to improve their ability to achieve the target. Under HSIP, a state that has not met or made significant progress toward meeting the targets faced a minimum spending requirement.

The bill also sets financial consequences for states that fail to meet minimum condition thresholds or see safety deteriorate on some roads. States where structurally deficient bridges make up more than 10 percent of the deck area of bridges on the NHS face a minimum spending requirement for bridges on the NHS. Oregon is currently at about 4 percent, though over time deterioration of bridges and inadequate funding to replace them will likely push Oregon over this threshold; however, the spending requirement for failing to meet this threshold is actually less than ODOT currently spends on NHS bridges.

US DOT will also set a minimum condition threshold for pavement conditions on the Interstate, and any state with Interstate pavement conditions that fall below this threshold will face a minimum spending requirement. While Oregon is likely to be well above this threshold for some time, over time inadequate funding could cause pavement conditions to deteriorate to the point that Oregon's Interstates fall under the threshold. Tripping the

penalty in this case would require ODOT to spend more on Interstate paving than the agency currently spends. States that see their fatality rate on rural roads increase will face a minimum spending requirement on rural roads.

NHS Asset Management Plan

Closely tied to the highway performance management system is the requirement that states develop a risk-based NHS asset management plan designed to preserve the condition of the NHS and improve its performance. This plan will include strategies that lead to a program of projects that will make progress toward achievement of the state's targets for NHS condition and performance. The plan must include a description of the conditions of bridges and pavement on the NHS as well as asset management objectives and measures, identification of performance gaps, lifecycle cost analysis, a financial plan, and investment strategies. Both state and local NHS routes must be included. As a leader in asset management, ODOT is well-positioned to fulfill this requirement, though the federal plan differs in some ways from the state asset management program.

Safety Performance Measures

In addition to the performance measures for the Highway Safety Improvement Program, MAP-21 includes a performance management system for the NHTSA programs focused on driver behavior. Under the NHTSA programs, states will measure and report on a variety of areas in both core outcomes and underlying behaviors and activities.

- *Motor Vehicle-Related Traffic Fatalities:* Metrics will include annual fatality total, the annual VMT-based fatality rate, annual totals by contributing factors, and annual totals by person category.
- *Motor Vehicle-Related Serious Injuries:* This will include only the annual total of serious injuries.
- *Observed Seat Belt Use:* This will include drivers and front seat outboard passengers.
- *Traffic Law Enforcement:* This set of measures will include impaired driving arrests, seat belt citations, and speeding citations.

Performance will be reported through each state's annual Highway Safety Plan, which will include documentation of current safety levels for each measure, targets for each measure, and a justification for each target.

Transit Asset Management

MAP-21 subjects public transportation to performance and asset management requirements, though these are generally limited to the condition of capital assets, including equipment, rolling stock, infrastructure and facilities. US DOT will establish performance measures based on state of good repair standards, and recipients of FTA funding will establish performance targets, develop a transit asset management plan, and report on the condition of their assets and their progress toward meeting their targets.

Streamlining Project Delivery

Following on efforts under SAFETEA-LU and FHWA's Every Day Counts Initiative, MAP-21 makes significant efforts to streamlining the process of developing and delivering transportation projects. Defining accelerating project delivery and reducing costs associated with delays as an important national goal, MAP-21 takes a "death by a thousand cuts" approach to attempting to slay the dragon of delay: Rather than one or two major changes to requirements, MAP-21 includes numerous relatively small-scale changes. Added together, these changes hold the potential to save time and money, though the effects are likely to be relatively modest.

Much of the language of MAP-21 in this area lacks specificity, leaving much to the interpretation of US DOT. FHWA and FTA implementing regulations are needed to clarify and breathe life into many provisions. As a leader in streamlining project delivery while protecting the environment, ODOT intends to take an aggressive approach to implementing these provisions of MAP-21, seeking to find ways to deliver projects faster, at lower cost to taxpayers, and with better environmental outcomes.

Categorical Exclusions

MAP-21 attempts to streamline delivery of routine projects with minimal environmental impacts that are "categorically excluded" from in-depth analysis under the National Environmental Policy Act (NEPA).

MAP-21 designates a number of types of projects as categorical exclusions (CEs) that do not require completion of an environmental assessment (EA) or environmental impact statement (EIS). In most cases, these projects already qualify as CEs, though documentation required to classify them as such may be reduced as a result of these and other MAP-21 changes.

- Repairs to highways and bridges damaged by emergencies will qualify as categorical exclusions, so long as reconstruction begins within two years and occurs in the same location with the same design and dimensions as the original road. Because of the requirement to use the same design, this will be useful only where a section of road already met design standards and does not need to be improved.
- Projects within the operational right of way will qualify as CEs. Most projects that are built within ODOT and local agency rights of way already qualify as CEs, so the provision may not provide much benefit.
- Projects that receive \$5 million in federal funding or less, or where the estimated cost is \$30 million and no more than 15 percent is from federal funds, will qualify as CEs. Most FHWA projects that meet these dollar thresholds already qualify as CEs.

SAFETEA-LU created a pilot program to allow several states to assume responsibility for categorical exclusions, including classifying the documents and defending decisions in the legal system. MAP-21 takes this off of pilot status and makes it permanent and available to all states. ODOT did not apply to participate in the SAFETEA-LU pilot but will explore whether this could be an opportunity in the future.

States are encouraged to continue developing programmatic agreements with US DOT to determine on behalf of FHWA whether a project qualifies as a CE. If ODOT is able to make use of this provision, it could save time on project delivery because decisions on right of way acquisition and construction could be made sooner without having to wait for final FHWA approval of the CE classification.

Multimodal Projects

Currently many multimodal projects are co-lead by FTA and FHWA. Because the two agencies apply their NEPA regulations differently, the level of NEPA documentation can vary depending on which agency is providing the funding. For instance, where projects funded by FHWA would typically require preparation of a CE, FTA projects of the same type may require preparation of an EA.

MAP-21 allows the Secretary to designate one agency as the lead authority; this should reduce time needed for FHWA/FTA coordination. It also allows the lead authority to apply a categorical exclusion of the cooperating agency under certain conditions. For instance, if FTA is designated as the lead authority and the project is funded under one grant, FTA can designate the project as a CE using FHWA's list of categorical exclusions. These changes are likely to reduce the number of EA's that are prepared for multimodal projects.

Integration of Planning and Environmental Review

MAP-21 allows US DOT to adopt planning products such as studies into the NEPA process if certain conditions are met, including allowing for public comments on the product, obtaining concurrence from participating agencies, no significant new information is available that is likely to invalidate the planning product, the product was developed by engaging in active consultation with federal, state and tribal agencies, and adoption occurs within five years of the original product's approval.

This provision could present a significant opportunity to reduce project delivery costs and delays. Currently, much work completed in the planning process has to be redone during NEPA because it doesn't comply with NEPA requirements. Therefore, planning products may need to include additional information in order to be used in NEPA, and ODOT's planning and environmental staff will need to collaborate to modify current approaches. Lack of specificity in the language of MAP-21 will require coordinating with FHWA on how this provision can be put into action.

Advance Acquisition of Right of Way

MAP-21 relaxes restrictions on when property can be acquired during the NEPA process. States can use their own funding to acquire property and can request authorization to use federal funds for early acquisition after certifying in writing that the purchase will meet the conditions listed in the bill, particularly that it won't have any significant adverse environmental impact and won't limit the choice of reasonable alternatives under the NEPA process or influence federal approval under NEPA. All early acquisitions must be voluntary; condemnation is not allowed.

This could enable a more expeditious acquisition of right of way and more timely project delivery. However, because of significant discretion in implementation given to US DOT and lack of specificity in the legislative language, there remains significant uncertainty about how FHWA will implement this provision and whether it will prove particularly useful.

Mitigation

MAP-21 allows federal highway funds to be used for mitigation banking or other third-party mitigation arrangements, effectively allowing "mitigation by check". MAP-21 also allows for a state or MPO to develop programmatic mitigation plans to address environmental impacts for future projects. This provision could allow ODOT to protect and enhance the environment on a large scale rather than on a project by project basis. By putting mitigation into the planning process, it could also take mitigation discussions out of NEPA and result in time savings during project delivery.

Accelerated Decisionmaking

In an effort to accelerate decisionmaking and break logjams, MAP-21 allows US DOT to call meetings with the agencies involved in a project to ensure all parties are on schedule, and it also provides for issue resolution by the President if necessary. Allowing US DOT to call such a meeting on its own (which can be done under current law only if the project sponsor or Governor requests a meeting) creates a risk of transferring control of the schedule from the project sponsor to US DOT.

In addition, financial penalties are imposed on federal agencies that fail to issue a decision, permit or approval within 180 days unless the project sponsor hasn't provided adequate information. This could lead to requests for additional information as agencies near the 180 day limit and seek to extend their decisionmaking timeframe.

Completing Complex Projects

MAP-21 requires US DOT, if requested, to provide technical assistance to project sponsors for projects for which more than two years has elapsed since development of an Environmental Impact Statement (EIS) began. As ODOT has just a handful of projects undertaking an EIS, this provision may or may not benefit any ODOT projects.

Limitation on Claims

MAP-21 shortens the statute of limitations for filing a challenge to a federal agency's issuance of a permit, license or approval from 180 days to 150 days. This may allow for more rapid conclusion to lawsuits.

Combining Final EIS and Record of Decision

MAP-21 allows US DOT to combine the Final EIS (FEIS) and record of decision (ROD) into a single document rather than two separate documents spaced 30 days apart. This could reduce NEPA completion timeframes for major projects by 30 days.

Letting of Contracts

MAP-21 allows a request for proposals (RFP) to be issued for all phases of planning, design and construction, but it specifies that award of a contract for final design and construction cannot occur until the NEPA process is complete. While ODOT has issued RFPs in this fashion before, MAP-21 provides a level of certainty that there will be no NEPA-related conflict of interest. Issuing an RFP prior to NEPA completion can shave one or more months off the procurement process.

Other Policy Issues

National Highway System Expansion

MAP-21 attempts to standardize the National Highway System (NHS) across states by expanding the NHS to include urban and rural principal arterials, the main thoroughfares that carry heavy volumes of traffic. Of the approximately 600 miles of Oregon road that were added to the NHS on October 1st, about three quarters are on state highways operated by ODOT, while about one quarter are on local roads. Many of these local roads function as main streets for communities and serve commercial areas and central business districts.

There are significant implications of expanding the NHS. Projects on NHS routes generally have to receive a design exception from FHWA or ODOT if they do not meet design standards in the AASHTO Green Book and the Oregon Highway Design Manual. Because MAP-21's performance management system is strongly focused on the NHS, conditions on local roads will factor into whether Oregon meets its targets for the condition and performance of the NHS.

To respond to concerns from local governments and other stakeholders about the potential implications of this expansion, ODOT has formed a NHS Expansion Working Group consisting of technical experts within ODOT, representatives of FHWA, and local governments that will work through these issues. This will include streamlined ways of dealing with projects that do not meet design guidelines, including for features to enhance safety and mobility for non-motorized users. In order to ensure some level of consistency in NHS routes across the state, NHS and principal arterial designations will be assessed as part of the functional classification review that will take place in 2013; some routes that do not function as principal arterials and thus do not merit inclusion in the NHS may be removed as part of this review.

Tolling

MAP-21 modifies federal statutes that define when projects may be tolled. Under MAP-21, tolling will be permitted in the following cases:

- Construction of a new road, bridge, or tunnel.
- A toll-free bridge or tunnel can be reconstructed or replaced and converted into a toll facility.
- A toll-free non-Interstate federal-aid highway can be reconstructed and converted into a toll facility.
- New lanes can be tolled on an expanded highway (regardless of whether it's on the Interstate), so long as the number of toll-free lanes is not reduced.
- Tolling can occur on a reconstructed, restored, or rehabilitated Interstate facility if the number of toll-free lanes is not reduced.

In the short term, this change in federal policy is not expected to have any impact on Oregon, as the only project expected to use tolling—the Columbia River Crossing—is a bridge reconstruction project and thus can be tolled.

Metropolitan Planning Organizations

Despite threats in the House and Senate passed bills to raise the population threshold for forming an MPO to 100,000 or 200,000, MAP-21 leaves that threshold at 50,000. As a result, Oregon's seven MPOs—Portland, Salem/Keizer, Eugene/Springfield, Corvallis, Bend, the Rogue Valley, and Kelso/Longview (which reaches across the Columbia to take in Rainier)—will all remain in existence. In addition, the Albany and Grants Pass areas that were recently designated as urbanized areas by the Census Bureau will become MPOs, while Milton-Freewater will become part of the Walla Walla MPO.

Rest Area Commercialization

MAP-21 relaxes prohibitions on commercial activities within rest areas slightly, allowing activities including commercial advertising and media displays, items designed to promote tourism in the state, tickets for events or attractions of a historical or tourism-related nature, travel-related information, and lottery machines. The bill also allows states to permit a private party to operate these commercial activities. States can permit the installation of signs that acknowledge the sponsorship of rest areas. Any revenues received from the commercial activities must be used to cover the cost of building, operating, and maintaining the rest area.

It is not clear how this change would impact vending that currently occurs in rest areas by the Oregon Commission for the Blind under state and federal law. ODOT may need to develop a policy for rest area sponsorship and signing. Given that the Oregon Travel Experience (OTE) currently operates a number of Oregon rest areas, ODOT will need to work with OTE and others—including the Commission for the Blind—on any issues that arise.

Commercial Driver Licenses

MAP-21 changes federal policies related to commercial driver licenses (CDLs), which impacts ODOT's Driver and Motor Vehicle Services (DMV) Division. Failure to comply with these changes could trigger penalties that would cost ODOT about \$17 million in federal highway funding in 2013, growing to \$34 million in 2014. DMV will likely undertake information system upgrades and update rules and state statutes in order to come into compliance with the subsequent federal regulations and system standards.

Among the changes:

- US DOT must develop a national clearinghouse for records relating to alcohol and controlled substance testing of commercial motor vehicle operators. The clearinghouse will function as a repository for records relating to positive test

results and test refusals. State licensing officials will be required to access the records of those applying for a CDL before issuing or renewing a license.

- States will need to comply with new CDL information system standards, including electronic exchange of driver history records that includes posting of convictions and withdrawals. Failure to comply risks the loss of significant amounts of federal highway funds. The agency will apply for federal grants to pay for the necessary information system projects as funds become available.
- US DOT will establish a national registry of medical examiners, and states will need to have the capability to receive an electronic copy of a medical examiner's certificate. This will require information system upgrades and changes to DMV processes.

Electric Vehicle Charging Stations

MAP-21 allows Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to be used for electric vehicle (EV) charging stations outside of CMAQ-eligible areas with air quality challenges. In addition, other types of funds can be used for EV charging stations in park and ride lots. However, the FHWA Oregon Division Office has already allowed ODOT to use Surface Transportation Program funds for EV charging stations to supplement ODOT's TIGER II grant, which limits the impacts of these changes.

Research and Development

Under SAFETEA-LU the transportation research programs were highly prescriptive, with earmarks and designated programs taking up most of the research budget; in fact, the specific designations of funding were greater than the actual available funding. As with many other areas, MAP-21 simplifies this structure, reducing the number of specifically designated programs and limiting the number of University Transportation Centers while giving US DOT more discretion on which programs to fund.

State Planning and Research Program

MAP-21 continues the State Planning and Research (SPR) program, which is funded by a 2 percent takedown of selected funding categories. ODOT expects to receive SPR funding, which pays for much of the staff and activities of the Transportation Development Division, at levels comparable to recent years.

Strategic Highway Research Program

The second Strategic Highway Research Program (SHRP 2) is a major investment in applied transportation research that has developed hundreds of products that are at or nearing the stage of deployment. MAP-21 allows for a portion of the implementation funding for SHRP 2 to come out of each state's SPR funding if three quarters of states agree to this assessment. AASHTO's Board of Directors recently approved by the required vote an assessment of 4 percent of each state's SPR funds; Oregon will contribute about \$380,000 in 2013 and 2014. SHRP 2 implementation will provide opportunities for ODOT to participate in pilot projects and other deployment activities.

University Transportation Centers

SAFETEA-LU greatly increased the number of University Transportation Centers (UTC) and largely earmarked these to specific universities. Those benefiting included the Oregon University System, which created the Oregon Transportation Research and Education Consortium (OTREC) as a research institution centered at Portland State University and operated in partnership among a number of the state's universities.

MAP-21 prunes back the UTC structure. It will now include:

- 5 national centers funded at \$3 million each year.
- 10 regional centers funded at \$2.75 million each year.
- 20 Tier 1 centers at \$1.5 million each year.

OTREC was awarded a national center in a competitive grant process in 2012 after SAFETEA-LU's earmarks expired, and Oregon State University is participating in a consortium that secured a regional center grant. In 2013 and beyond, universities will

have to recompile for these grants, which will be fewer in number. This could possibly reduce the amount of UTC research funding available to Oregon's universities.

National Research Programs

MAP-21 reduces the number of specifically designated research programs, giving more discretion to the Secretary of Transportation in directing nationwide research, development and technology activities. ODOT has been successful in tapping funding from some grant programs that are no longer specifically funded, though many may be funded at the discretion of US DOT. The federal share for cooperative research and development agreements is increased from 50 percent to 80 percent, making cooperative agreements more attractive.

Appendix: Oregon Highway and Transit Funding by Program

The following charts show estimates of Oregon's federal highway and transit formula funding under each program in MAP-21 for federal FY 2013 and compare these amounts to similar programs under SAFETEA-LU in FY 2012.

Most of these figures are estimates by ODOT staff and are subject to change as new calculations are released by US DOT. In particular, transit figures are based on a partial year continuing resolution that is based on SAFETEA-LU funding levels rather than the levels set in MAP-21.

Oregon Federal Highway Funding

SAFETEA-LU

FY 2012

Total
\$484,226,758

Interstate Maintenance
\$90,107,930

National Highway System
\$114,613,399

Highway Bridge
\$103,095,270

Surface Transportation Program
\$112,606,355
Portland
\$23,562,188
Eugene-Springfield
\$4,064,909
Salem-Keizer
\$3,759,744
Transportation Enhancements
\$11,035,423

Recreational Trails
\$1,503,186

Safe Routes to School
\$1,832,689

CMAQ
\$19,667,449

Highway Safety Improvement
\$19,439,282
High Risk Rural Roads
\$1,369,826

Rail-Highway Crossings
\$2,886,037

Metropolitan Planning
\$2,785,185

Equity Bonus
\$15,689,976

Forest Highways
\$21,604,185

MAP-21

FY 2013

Total
\$482,971,499

National Highway Performance Program
\$287,614,007

Surface Transportation Program
\$132,293,413
Portland
\$25,217,263
Eugene-Springfield
\$4,186,493
Salem-Keizer
\$4,003,937

Transportation Alternatives
\$8,966,950
Recreational Trails
\$1,610,153
Portland
\$1,430,943
Eugene-Springfield
\$237,561
Salem-Keizer
\$227,202

CMAQ
\$19,043,994

Highway Safety Improvement
\$28,766,932

Rail-Highway Crossings
\$2,839,002

Metropolitan Planning
\$3,447,201

Federal Lands Access Program
\$24,282,680

All figures for MAP-21 are ODOT estimates and subject to change.
Amounts in italics are sub-programs or set-asides within a program, and the funding is not additive.

Oregon Federal Transit Funding

SAFETEA-LU

FY 2012

Total* \$80,806,411
Urbanized Areas* \$53,344,517 <i>Portland-Vancouver*</i> <i>\$39,072,871</i> <i>Eugene</i> <i>\$5,614,650</i> <i>Salem</i> <i>\$5,037,309</i> <i>Rogue Valley</i> <i>\$1,835,129</i> <i>Bend</i> <i>\$707,376</i> <i>Corvallis</i> <i>\$1,058,474</i>
Job Access and Reverse Commute* \$2,050,082 <i>Portland-Vancouver*</i> <i>\$842,110</i> <i>Eugene</i> <i>\$171,819</i> <i>Salem</i> <i>\$264,484</i> <i>Small Urban Areas</i> <i>\$286,390</i> <i>Rural Areas</i> <i>\$485,279</i>
Rural Areas \$9,782,034
Fixed Guideway Modernization <i>Portland</i> \$11,811,820
Seniors and People With Disabilities \$1,632,194
New Freedom* \$1,162,565 <i>Portland-Vancouver*</i> <i>\$524,472</i> <i>Eugene</i> <i>\$78,524</i> <i>Salem</i> <i>\$76,290</i> <i>Small Urban Areas</i> <i>\$148,768</i> <i>Rural Areas</i> <i>\$334,511</i>
Metropolitan Planning \$833,310
Statewide Planning \$189,889

MAP-21

FY 2013

Total* \$97,065,032
Urbanized Areas* \$57,033,813 <i>Portland-Vancouver*</i> <i>\$39,641,389</i> <i>Eugene</i> <i>\$5,261,953</i> <i>Salem</i> <i>\$5,222,080</i> <i>Rogue Valley</i> <i>\$2,359,417</i> <i>Bend</i> <i>\$1,189,396</i> <i>Corvallis</i> <i>\$1,639,131</i> <i>Albany</i> <i>\$874,999</i> <i>Grants Pass</i> <i>\$704,653</i>
Bus and Bus Facilities* \$6,412,291 <i>Portland-Vancouver*</i> <i>\$3,271,403</i> <i>Eugene</i> <i>\$606,466</i> <i>Salem</i> <i>\$605,318</i> <i>Small Urban Areas</i> <i>\$694,890</i> <i>Rural Areas</i> <i>\$1,234,215</i>
Rural Areas \$11,633,237
State of Good Repair <i>Portland</i> \$17,194,937
Seniors and People With Disabilities* \$3,494,188 <i>Portland-Vancouver*</i> <i>\$1,426,449</i> <i>Eugene</i> <i>\$234,904</i> <i>Salem</i> <i>\$226,831</i> <i>Small Urban Areas</i> <i>\$759,253</i> <i>Rural Areas</i> <i>\$846,751</i>
Metropolitan Planning \$1,075,626
Statewide Planning \$220,940

*FTA amounts are apportioned by urbanized area, so Portland-Vancouver figures and program totals include funding for C-Tran in Washington.

Amounts in italics are set-asides within a program, and the funding is not additive.

All figures for MAP-21 are estimates based on extrapolating out from the funding available under the continuing resolution and are subject to change.

For sake of simplicity, small amounts of 5307 funding provided to the Longview-Kelso (Rainier) and Walla Walla (Milton-Freewater) urbanized areas are not shown separately but are included in the 5307 and overall totals.

Implications of Expanding the National Highway System

Background

MAP-21 attempts to standardize the National Highway System (NHS) across states by expanding the NHS to include urban and rural principal arterials, the main thoroughfares that carry heavy volumes of traffic. Of the approximately 600 miles of road that were added to the NHS on October 1st, about three quarters are on state highways operated by ODOT, while about one quarter are on local roads. Many of these local roads function as main streets for communities and serve commercial areas and central business districts.

MAP-21 also requires that “Other connector highways that were not previously included but serve a major intermodal facility” be added to the NHS. FHWA is working on guidance for how to select these roads and also how and whether the NHS must continue to be a closed network in which all NHS routes connect to one another. This could require additional expansion of the NHS.

Implications

The NHS is designated primarily to focus federal investment on a set of high priority routes. Under MAP-21, most federal highway funding flows through the National Highway Performance Program, which funds projects on the NHS. The NHS designation is less important in other areas of federal transportation policy, such as regulating the movement of freight, which is primarily determined by the National Network designation—an overlapping but separate designation that is not directly tied to the NHS.

The expansion of the NHS has implications across a number of areas, including design standards and performance measures. The potential impacts are very manageable, and ODOT will work with FHWA and local governments to ensure that this transition to the expanded NHS proceeds smoothly and minimizes impacts on communities.

Design standards: Inclusion in the NHS has important implications for design standards for roads.

- NHS roadways must use AASHTO Green Book standards for all new construction and reconstruction projects.
- FHWA is responsible for NHS design standards and project oversight on NHS roadways. This requires FHWA to review and approve Design Exceptions on the expanded NHS system for all Interstate projects and when FHWA has Full Federal Oversight (FFO), which occurs on only a portion of projects. For projects on which ODOT has primary oversight responsibility, ODOT can review Design Exception requests.
- Under Oregon’s Highway Design Manual, NHS roadways must have at least 11 foot lanes, and in some cases 12 foot lanes are required. Ten foot lanes are not allowed, though a design exception can be sought from FHWA.
- There may be other areas of highway design that could be affected by roadway segments being classified as NHS facilities. ODOT will work closely with FHWA to better define any additional design requirements other than AASHTO standards, if there are any. However, even where additional design expectations are required as part of the NHS classification, design exceptions are still an available mechanism to balance roadway design, function, context, community values, and cost. More guidance regarding design will be forthcoming.

Mobility Standards: ODOT has been working with FHWA to develop alternative mobility targets that can be used in the planning and project development process. While there are no specific state or federal mobility standards tied directly to NHS routes, FHWA has indicated that they may place additional scrutiny on applying alternative mobility targets to NHS routes on the state highway system compared to other state

highways. It is not clear if this would apply to NHS routes not on the state system. Again additional guidance in this area will be forthcoming.

Performance and Asset Management: The federal performance and asset management system created under MAP-21 is heavily focused on preserving and improving the condition and performance of the NHS. Performance measures states will have to address include:

- the condition of pavements on the NHS (excluding the Interstate);
- the condition of bridges on the NHS; and
- the performance of the NHS (excluding the Interstate System).

For all of these measures, ODOT will have to set targets and report outcomes. In addition, MAP-21 sets a minimum condition threshold for bridges on the NHS: if more than 10 percent of the total deck area of bridges on the National Highway System is located on bridges that have been classified as structurally deficient, the state will face a minimum spending requirement for NHS bridges. States will also be required to develop an asset management plan for the NHS that addresses risk-based asset management and performance-based management. States are encouraged to include all infrastructure assets within the NHS corridor right of way. This may include such features as bike facilities, culverts, retaining walls, sidewalks and traffic barriers.

Data and Reporting: ODOT will be required to collect and report a variety of data on the expanded NHS. In addition to pavement conditions and truck traffic volumes, MAP-21 will require element-level data on all bridges on the NHS, and the NHS-focused performance management system will likely require additional collection and reporting of data.

Signs: New NHS routes that are not currently regulated under the federal Highway Beautification Act will become "controlled" routes. All signs on these NHS routes, including outdoor advertising signs (mainly billboards), will be subject to requirements of the Oregon Motorist Information Act (OMIA). Outdoor advertising signs are regulated for size, spacing, zoning and require a state sign permit.

Project Selection: Federal law gives states the authority for selecting projects on the NHS in consultation with local officials. This potentially gives ODOT a larger role in selecting projects on local roads, though this will likely not require an onerous process.

Motor Carriers and Freight: Truck size and weight regulations and requirements of reasonable access for trucks are both tied to the National Network rather than the NHS. Oregon's designated freight routes overlap the NHS significantly, but adding routes to the NHS will not automatically add to the freight routes. ODOT does not currently use the NHS system as a part of the implementation of ORS 366.215 regarding the reduction of freight carrying capacity.

Project Funding and Eligibility: NHS mileage in a state does not affect the total amount of federal funding the state receives nor the distribution of funding among programs; for example, more NHS mileage will not increase the amount of the state's funding dedicated to the National Highway Performance Program. Inclusion of a route on the NHS will not provide local governments additional funding opportunities for newly-designated NHS routes, as ODOT does not allocate funding in the STIP according to a road's classification.



Metro | Memo

Date: December 28, 2012

To: TPAC and interested parties

From: John Mermin, Senior Transportation Planner

Re: Report back on Proposed 2035 Regional Transportation Plan (RTP) Amendments

Background

Washington County staff recently inquired about an RTP amendment for a Scholls Ferry Rd project for which they would like to begin construction in Spring 2013. The County's inquiry presents an opportunity for other local jurisdictions to request potential RTP amendments that have been identified through planning processes completed since June 2010. Given the significant amount of staff time and resources both from Metro and affected local jurisdictions, Metro staff has recommended that proposed RTP amendments be bundled together for consideration by JPACT and the Metro Council to be more efficient. These requests were instructed to be limited to amendments that are *needed immediately* and cannot wait until the next RTP update is completed in June 2014.

At the November 30 TPAC meeting, Metro staff made a request for any potential amendments to the 2035 RTP to be submitted by December 20. A summary of the proposed amendments are listed below. See attached letters for more detail. *A letter providing more detail on the Hillsboro projects will be sent out as a supplemental mailing prior to the Jan 4th TPAC meeting.*

- Washington County has requested to add the Scholls Ferry Rd: Roy Rogers Rd to Teal Blvd project to the 2035 RTP Financially Constrained project list and remove project # 10547, a proposed 174th/173rd undercrossing of US 26. The Scholls project would add eastbound and westbound through lanes and a continuous center turn lane.
- The City of Beaverton has requested to amend the extent of the Crescent St multimodal extension project on the 2035 Financially Constrained list. The terminus will now be Westgate Dr, instead of Cedar Hills Blvd.
- The City of Hillsboro has requested to add six projects to the RTP financially constrained list, and remove project #10846, widening TV Hwy (196th-Brookwood) to 7-lanes. The projects to be added include:
 - Gibbs Dr - a new 3-lane street with cycle tracks and sidewalks in AmberGlen Regional Center
 - 253rd – a new 3-lane street with bike lanes and sidewalks near the US 26/Brookwood Pkwy area, recently recommended for funding as part of the Regional Economic Opportunity Fund
 - Road widenings in the US 26/Brookwood Parkway area to support planned Intel expansions:
 - Brookwood Pkwy (7-lanes with bike lanes and sidewalks)
 - Butler Dr (5-lanes with bike lanes and sidewalks)
 - Cornelius Pass Rd (7-lanes with bike lanes and sidewalks)
 - US 26 westbound off-ramp at Cornelius Pas Rd (add second lane on westbound off-ramp and third southbound approach lane on Cornelius Pass Rd).

- East Metro Connections Plan has recommended several changes to the RTP project list and policy maps, e.g. modifying the RTP maps that currently designate the 242nd right-of-way as part of the regional transportation system, moving that designation to the existing 238th/242nd.

Timeline/Process

All of the above projects are being assessed for potential air quality conformity impacts (including the potential need to run the regional model) and will require a federal and state air quality consultation. Additionally, Metro staff is developing a public involvement approach to the amendments. A timeline for the amendment process will be released once the air quality and public involvement issues are resolved.

For more information, contact John Mermin at 503-797-1747 or john.mermin@oregonmetro.gov



December 17, 2012

Mr. John Mermin
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Mermin,

The City of Beaverton requests that the 2035 Regional Transportation Plan (RTP) Financially Constrained scenario be amended to acknowledge the adopted refined alignment for the Crescent Street multimodal extension (Rose Biggi Ave. – Westgate Drive [previously Cedar Hills Blvd.]). The project is included in Metro's adopted 2035 Regional Transportation Plan as project 10619. The City's Comprehensive Plan Amendment to revise the alignment is expected to be adopted on January 15, 2013, and will be effective 30 days later. The City applied for STIP "Enhance" funds to design and construct the project, so this opportunity to refine the description is very timely. Waiting until the next full RTP update leaves uncertainty in the interim and is not advisable given the redevelopment potential created by the amended alignment.

The project was originally identified and listed in the Beaverton Downtown Connectivity Plan and subsequent 2015 and 2020 Transportation System Plans. It is most currently listed as Project #25 in the City's adopted 2035 Transportation System Plan and Comprehensive Plan Transportation Element (page IV-34). It is Project 5080 in the City's adopted Capital Improvements Plan, and is included as a critical multimodal connection in the Beaverton Civic Plan. The cost of the project remains the same.

A map and cross section are attached as requested. Please let me know if you have any questions or concerns.

Sincerely,









A handwritten signature in blue ink, reading "Margaret A. Middleton". The signature is fluid and cursive, with the first name "Margaret" and last name "Middleton" clearly legible.

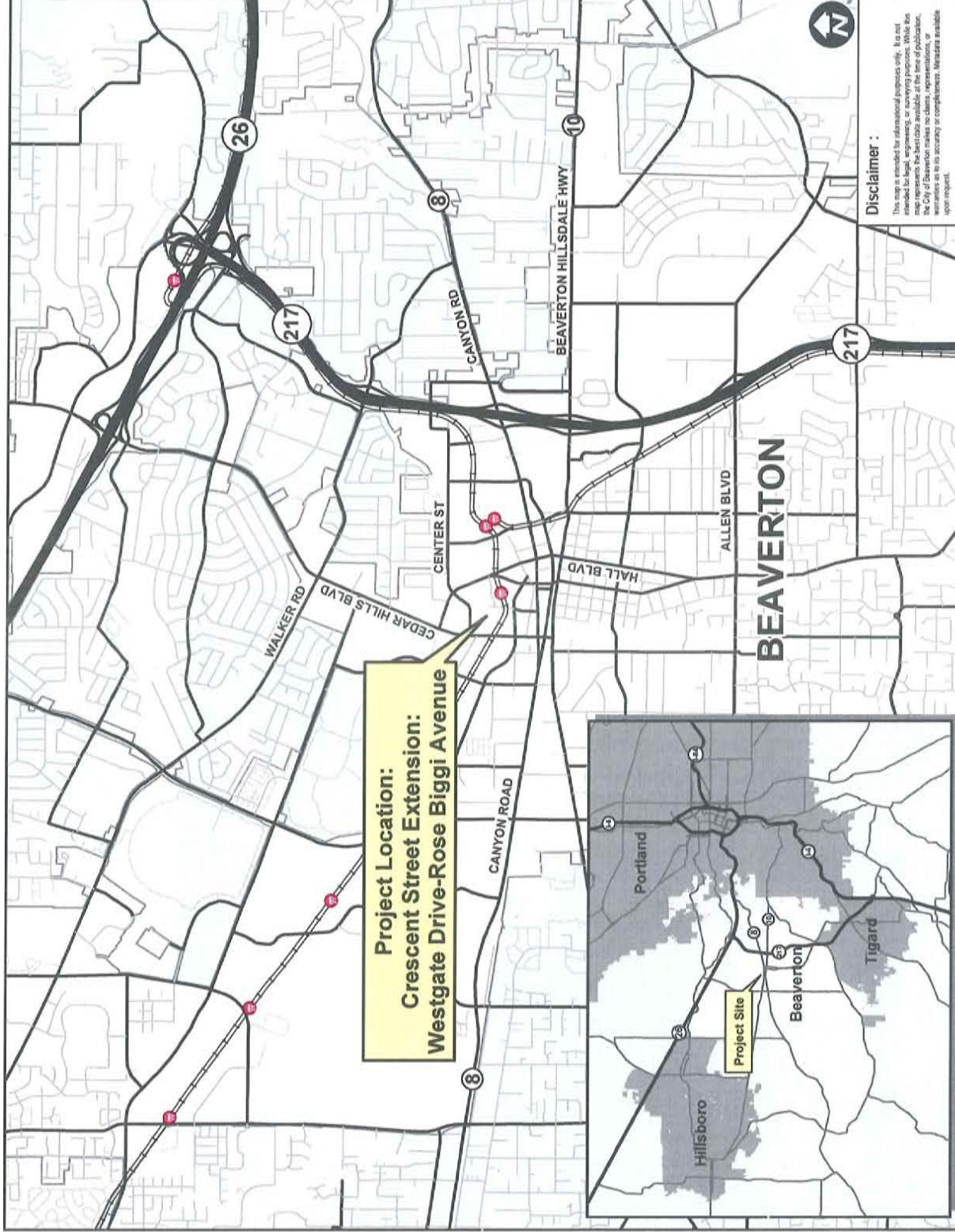
Margaret A. Middleton
Principal Transportation Planner

cc: Clark Berry, Washington County DLUT

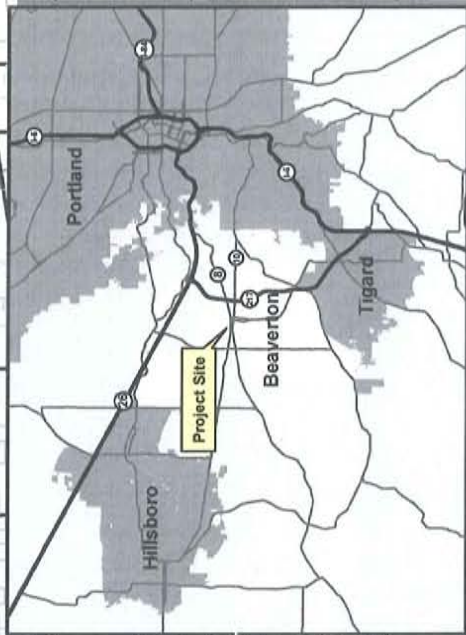
VICINITY MAP

STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

-  Light Rail Station
-  Light Rail
-  Freeways
-  Arterials
-  Minor Streets
-  Private Roads
-  Beaverton
-  Outside City Limits



Project Location:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue



Disclaimer :
This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While the City of Beaverton makes no claim as to the accuracy of the information shown on this map, the City of Beaverton makes no claim as to the accuracy of the information shown on this map. The City of Beaverton makes no claim as to the accuracy of the information shown on this map. The City of Beaverton makes no claim as to the accuracy of the information shown on this map.

SITE MAP

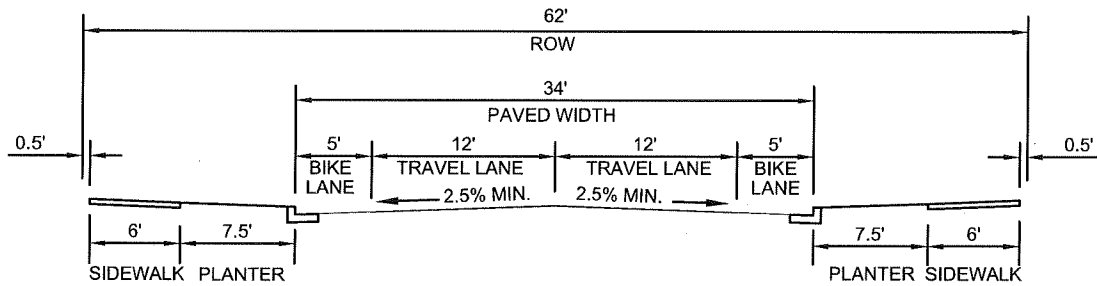
STIP Application:
Crescent Street Extension:
Westgate Drive-Rose Biggi Avenue

- Crescent Street Extension
- Light Rail Station
- Light Rail

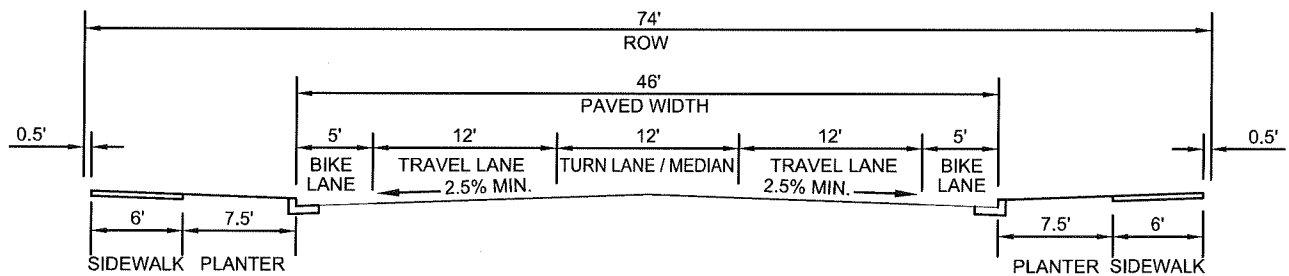
Notes:

1. The aerial photo was taken in 2011.





2 LANES



3 LANES

NOTES:

1. A planter strip is required on all Collectors.
2. Paved width and planter strip are measured to face of curb.
3. Provide 0.5 feet from right-of-way line to the back of sidewalk for maintenance and survey monument protection.
4. Street trees and street lights are required and shall be located within the planter strip.



City Of Beaverton

**PUBLIC WORKS
DEPARTMENT**

**MINIMUM
COLLECTOR STREET WIDTHS**

TRAFFIC ENGINEER
Randall R. Wooley

DATE
6 - 10 - 04

DRAWN BY
JR - CPD

DRAWING NO.
101



WASHINGTON COUNTY OREGON

December 19, 2012

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. ^{John}Mermin:

Washington County requests an amendment to add the *Scholls Ferry Road: Roy Rogers Road to Teal Boulevard* project to the 2035 RTP Financially Constrained project list. This project will result in a widening of Scholls Ferry Road from Teal Boulevard to Roy Rogers Road as shown on the attached location map. The project will consist of adding eastbound and westbound through-lanes and a continuous center turn lane. The attached cross-section diagram depicts general design features of the project including the following: 11.5-12 foot wide travel lanes, a 13 foot-wide continuous center-turn lane, a four foot-wide planter strip, five foot wide bike lanes and sidewalks and dark sky friendly lighting. The project will be constructed on 98 feet of right-of-way with an arterial road design speed of 45 miles per hour.

To meet our scheduled bid advertizing opening date of April 1, 2013, we request that a decision on our RTP amendment be made prior to this date. Contract awards are scheduled for April or May with construction starting in June 2013. The project is funded for an estimated \$12 million through Washington County's MSTIP. To add the Scholls Ferry project to the Financially Constrained list, Washington County is proposing to drop RTP #10547, the proposed 173rd/174th undercrossing of Hwy. 26 from the Financially Constrained list. This project is slotted into the RTP's 2018-2025 time period and has an estimated cost of \$58.6 million.

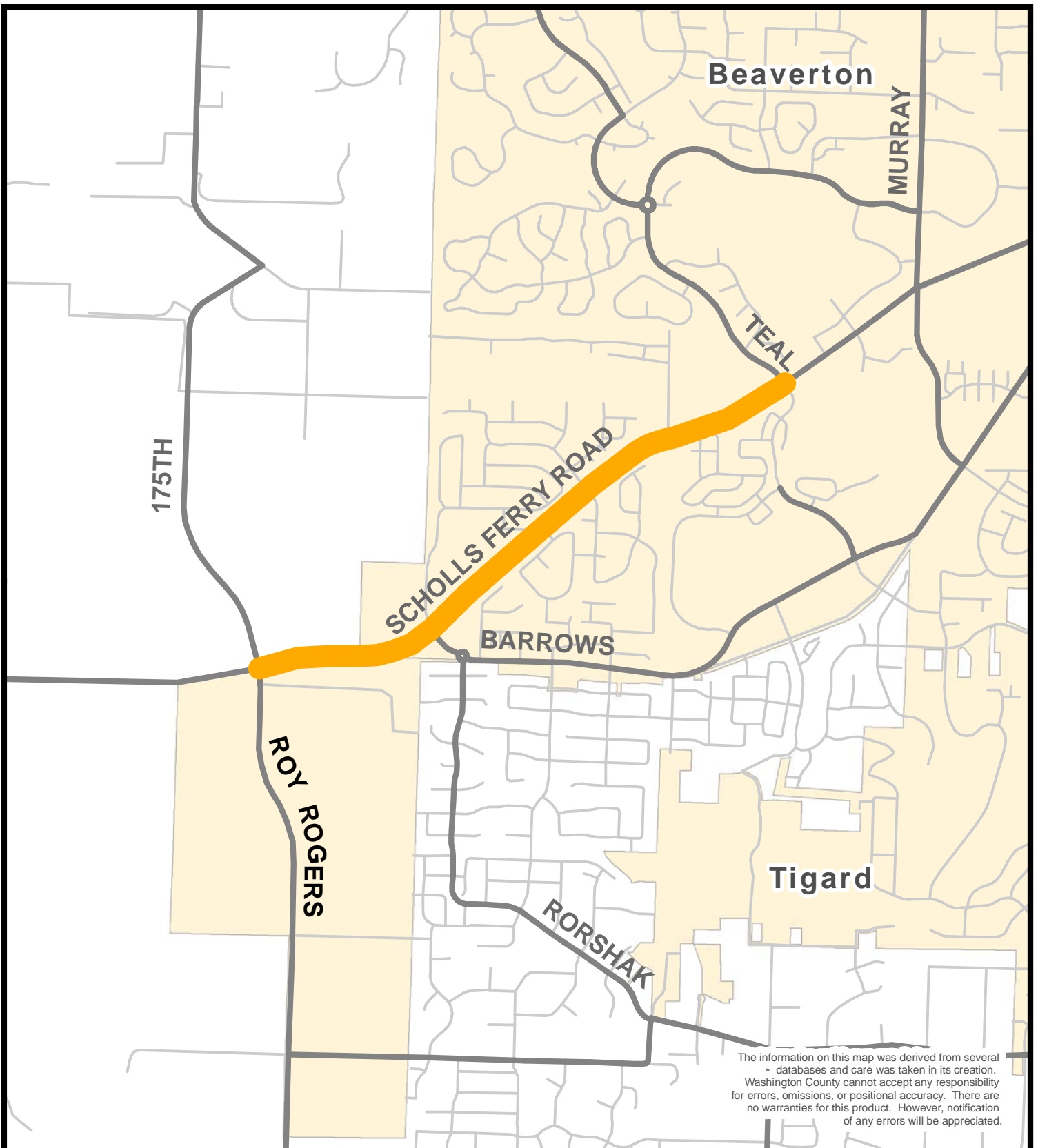
Please don't hesitate to contact me if you have questions or concerns about this request, and thanks for all the help in addressing this issue.

Sincerely,

Clark F. Berry, Senior Planner

Attachments

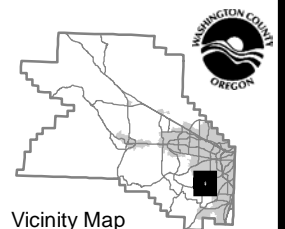
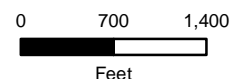
cc: Andrew Singelakis, Director
Andy Back, Manager
Joe Younkins, Principal Engineer
Bill Ihly, Project Manager



WASHINGTON COUNTY - LONG RANGE PLANNING

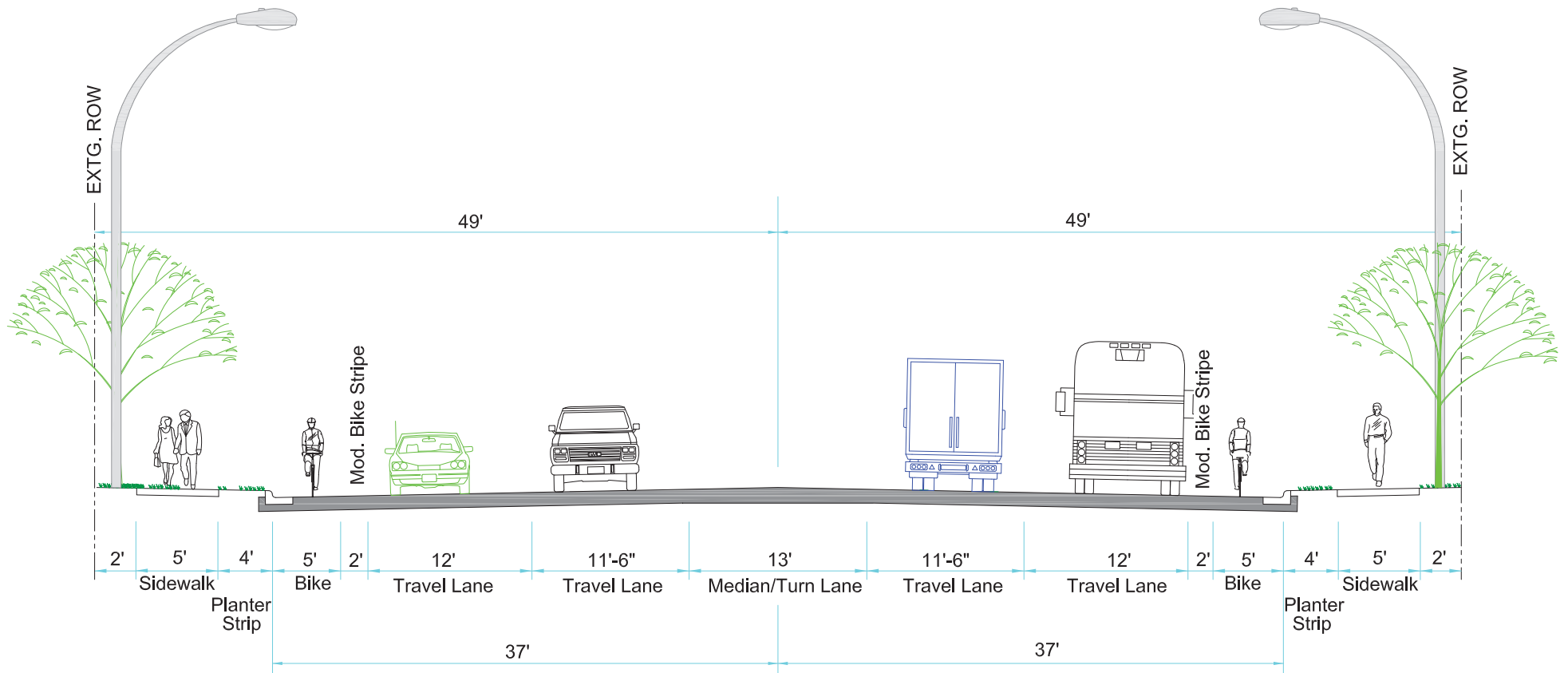
Scholls Ferry Road - From Roy Rogers to Teal

- Project Area
- Cities



S.W. SCHOLLS FERRY ROAD - TYPICAL 5 LANE SECTION

S.W. ROY ROGERS ROAD TO S.W. TEAL BLVD.



TYPICAL CROSS SECTION - MAY VARY IN SOME LOCATIONS

Materials following this page were distributed at the meeting.

For more information:
Jyll Smith, (503) 986-3985
Email: Jyll.E.Smith@odot.state.or.us

Oregon Passenger Rail Open Houses

January 2013 public outreach underway

SALEM – The Oregon Department of Transportation is studying ways to improve intercity passenger rail service between the Eugene-Springfield area and the Portland-Vancouver area. The study will help decide on a general passenger rail route and evaluate options for train frequency, station locations, trip time, and improving on-time performance.

The needs and concerns of Oregon citizens are a key driver of the Oregon Passenger Rail study. In the fall of 2012, the public provided over 800 comments on what passenger rail should look like in the Eugene to Portland area. ODOT used this feedback to draft project goals and objectives and identified a range of potential rail route options. Now, ODOT is holding six public open houses to give community members an opportunity to learn more about this project and to help narrow down these preliminary rail route options. The public is also invited to participate in an online open house between January 8 and 25, 2013 at www.OregonPassengerRail.org.

All meetings run from 5:00 p.m. to 7:00 p.m.

Springfield – Tuesday, January 8, ODOT Office, McLane Conference Room (2nd floor), 644 North A St, Springfield, OR, 97477

Portland – Wednesday, January 9, Multnomah County Building, General Training Room (basement), 501 SE Hawthorne Blvd, Portland, OR 97214

Tualatin – Thursday, January 10, Tualatin Police Department Community Room, 8650 SW Tualatin Rd, Tualatin, OR 97062

Oregon City – Tuesday, January 15, Pioneer Center Ballroom, 615 Fifth St, Oregon City, OR 97045

Albany – Wednesday, January 16, Albany Public Library (Main Library) Meeting Room, 2450 14th Ave SE, Albany, OR 97322

Salem – Thursday, January 17, Chemeketa Center for Business and Industry, 626 High Street NE, Salem, OR, 97301

The meeting locations are ADA-accessible. Information is available in alternative formats upon request. Accommodations will be provided to persons with disabilities. To request an accommodation to participate in meetings, please call Jyll Smith at (503) 986-3985 or statewide relay 7-1-1 at least 48 hours prior to the meeting.

For more information visit www.OregonPassengerRail.org or contact Jyll Smith, ODOT Stakeholder Engagement Strategist, (503) 986-3985, info@oregonpassengerrail.org.

2013 PORT TRANSPORTATION IMPROVEMENT PLAN

Draft 01/09/2013

http://www.portofportland.com/Trade_Trans_Studies.aspx



Acknowledgments

Port Transportation Improvement Plan Team

Bill Allen
Steve Bloomquist
Tom Bouillion
Sebastian Degens
Rick Finn
Lise Glancy
Phil Healy










Scott King
Susie Lahsene
Ryan Parker
Annette Price
Willie Wilcoxon
Kathryn Williams

Port GIS Team

Sim Ogle
Ryan Campbell
Chad Dettlaff

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- Major STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- - - - - Unbuilt NHS Routes
- MAP-21 Principal Arterials

Department of Defense

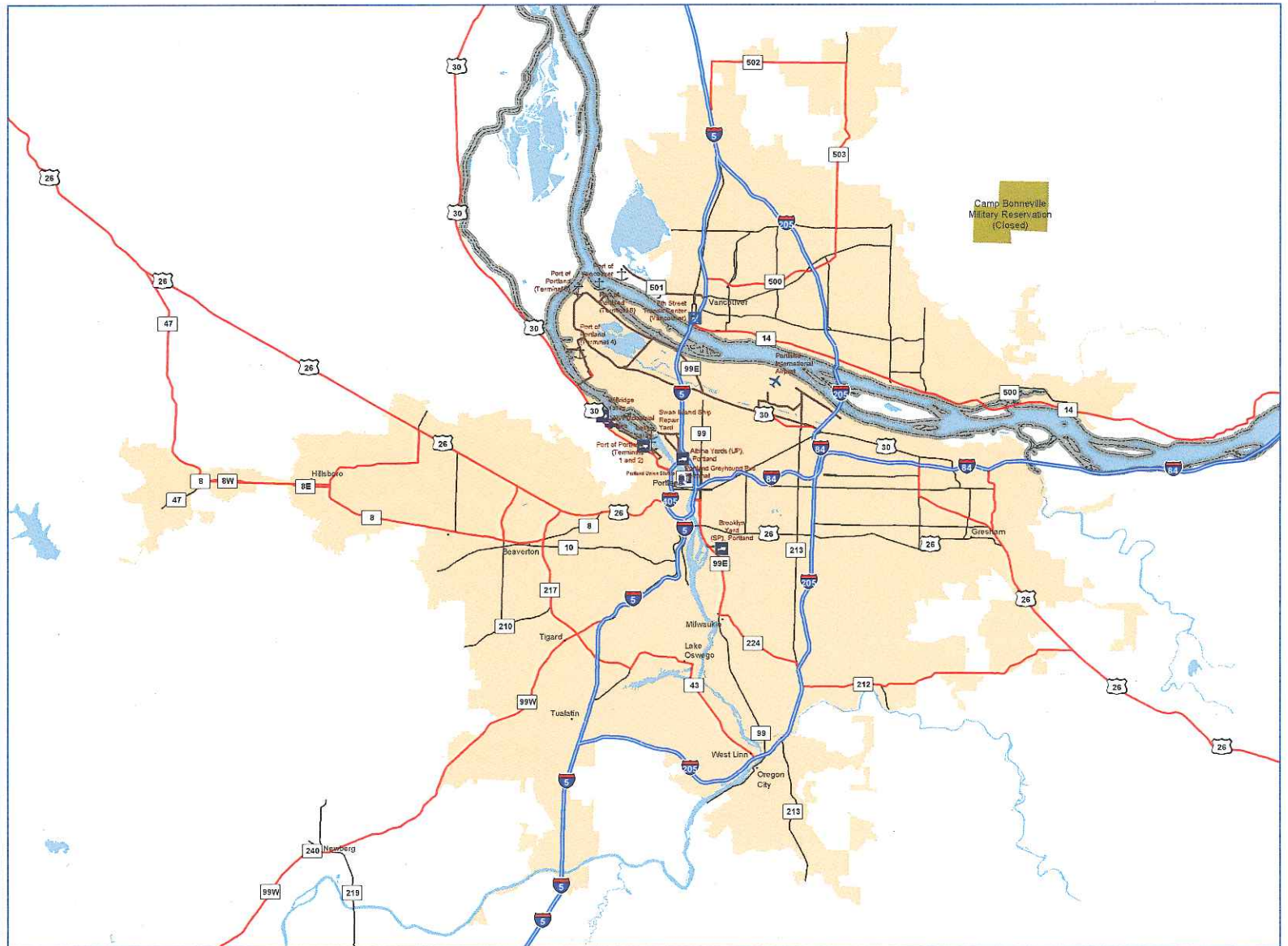
-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station

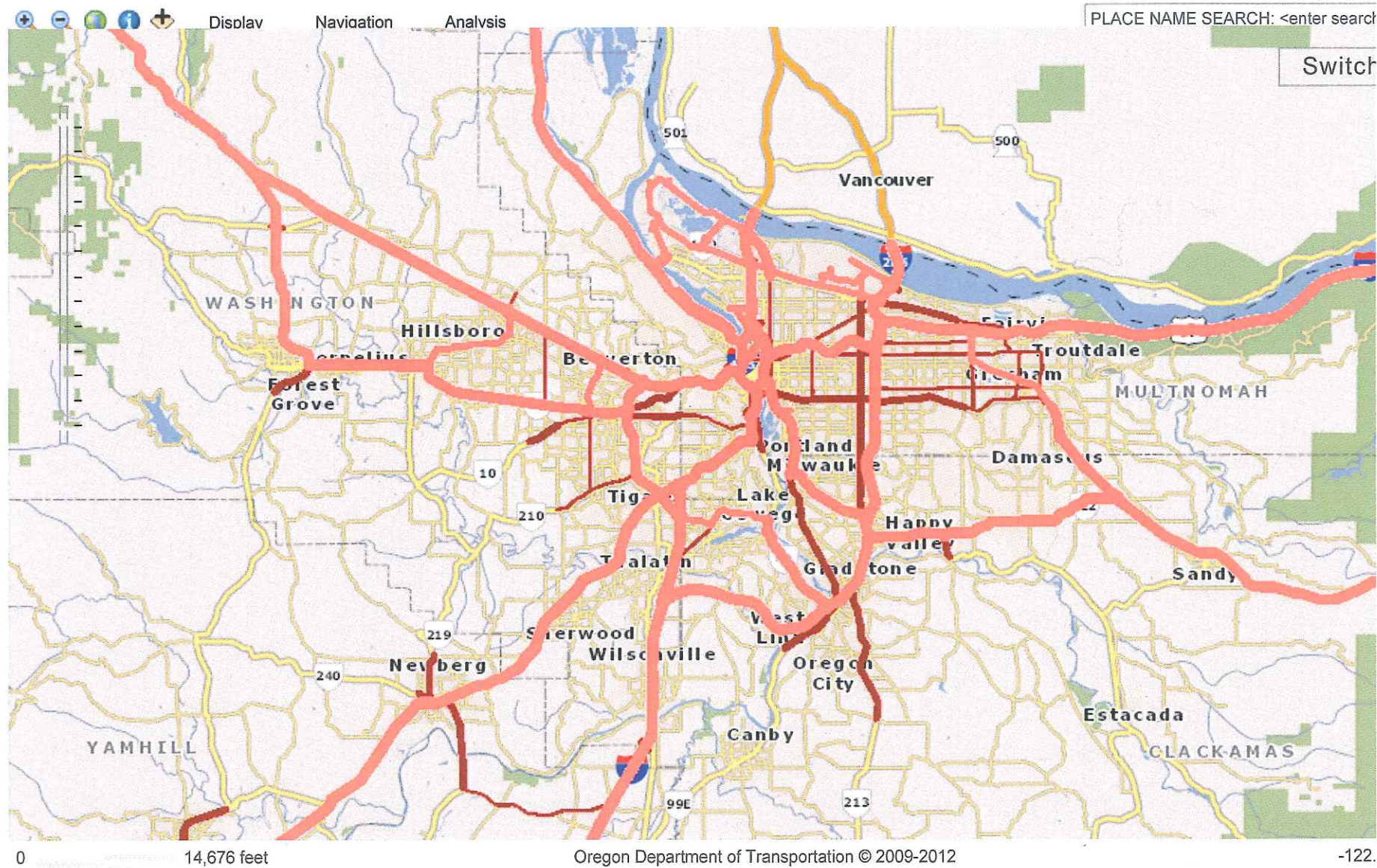


0 3.5 7 Miles

0 6 12 Kilometers

FHWA: Effective October 1, 2012



[about](#) | [basemap legend](#)



Oregon

John A. Kitzhaber, M.D., Governor

Oregon Transportation Commission

355 Capitol Street NE
Salem, OR 97301-2528

November 7, 2012

Bill Wyatt
Chair, Region 1 STIP Project
Selection Committee
Port of Portland
PO Box 3529
Portland, OR 97208

Dear Chair Wyatt:

Thank you for the time you gave to come to the Oregon Transportation Commission work shop last month. It's abundantly clear that we have enormous talent and resources engaged throughout the state, and your leadership and involvement directly with us and the Department is very welcome and admired. Honestly, we're honored by having you engaged as a partner.

The Commission particularly appreciated the discussion as we prepare for the new Fix It/Enhance project selection process. Some of the discussion reflected a concern about the lack of objective criteria and a parallel concern that without more direction, the ACTs might have difficulty selecting and prioritizing their project recommendations.

I would like to take the opportunity to address those concerns and to be clear about the Commission's expectations as this process moves forward. Because of the wide diversity of project applications that the department expects to receive and the lack of maturity of comprehensive criteria, we do not believe a formal scoring process would be successful. All of our discussions to design and prepare for this STIP development process have been aimed at empowering the local communities and stakeholders that comprise the ACT to match identified problems with cost-effective solutions that reflect local values and concerns. However, there are some practical sideboards to help guide the decision-making process.

The primary requirement within the selection recommendation process are that the projects legitimately address at least one or more of the benefit areas included in the application (to address multiple areas generally makes for a stronger application). Information throughout the application will help determine if the proposed project is reasonable in cost and scope, whether it is timely and ready to move forward, whether it is consistent with plans and policies and whether the benefits described are reasonable and likely, and how these compare to other potential benefits from other projects proposed.

Regions, ACTs, and MPOs will receive a template by mid-November to report their conversations, justifications and process to develop their recommended project lists. You should develop this record during selection of the 150-percent list. You can later revise it during conversations to reduce the list to the final recommended list. This record will be essential to the OTC, OTC advisory committees, and

others in order to understand how the ACT considered projects recommended for selection. While this template is still under development, we anticipate the ACTs would discuss:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people or the economy in your community?

The intent of the documentation is to provide consistency as the OTC reviews projects on a statewide basis. Given our regard for ACTs, we consider it vital that we have a good understanding as to how each ACT and region developed its recommendations and to allow the flexibility to define such things as “leverage” or “key objectives” as they discussed projects. The keys to a successful project selection process:

- The process to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- No benefit category is defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus.
- Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as “mobility” or “livability.” Discussion and consensus will then decide how to prioritize projects with very different benefits.
- Reviewers can use state and local plans, goals, and policies described in plans to help determine priority, such as the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, local comprehensive plans.
- Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.

As I mentioned in my earlier letter, the Commission’s expectations are that the projects selected are solution-based and not limited by funding silos; that overall projects selected reflect a balance between modes; that projects promote a multimodal transportation system; and that projects are the most efficient and effective to solve the transportation problem that the ACT sees as a priority.

This is an opportunity to leverage the “collective wisdom” that exists within the ACT with the right people at the table. The Commission recognizes the shared risk with this new process.

The Commission will look at the 150-percent lists and apply the guidance and direction outlined above. The Commission and the ACTs will learn a great deal as we go through this process, and I am confident that together we will be successful and will be able to take the lessons learned and carry them forward to the next STIP cycle.

As we have said in the process and at OTC meetings, we are confident we will learn from and improve the process. This is a substantial shift from past processes, but one we hope will yield the best possible

projects and the best return for your communities and Oregonians as a whole. Please do not hesitate to contact us with concerns or questions as we proceed. Your regional managers and key ODOT personnel are dedicated to being helpful as you consider projects and submit applications.

I also want to take this opportunity to thank you and all ACT members for your service and dedication to making this process as good as it can be. All engaged know that we have limited resources, but we are also excited at the prospects of ensuring your talent and comprehensive view of the system in your region is given full consideration.

Sincerely,

A handwritten signature in black ink that reads "Pat Egan". The signature is written in a cursive, flowing style with a large initial "P" and "E".

Pat Egan
Chair

Cc: Jason Tell

ODOT REGION 1: Fix-It Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP1	Full Signal Upgrade	OR10: SW 107th Ave.	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP2	Full Signal Upgrade	OR213: Burnside	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP4	Full Signal Upgrade	OR213: NE Wasco St. (Portland)	Signal is old and difficult/costly to maintain. The span is supported by a wood utility pole that can result in possible clearance issues.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP5	Full Signal Upgrade	OR213: SE Flavel (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP6	Full Signal Upgrade	OR213: SE Foster	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP7	Full Signal Upgrade	OR213: SE Mill (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP8	Full Signal Upgrade	OR213: SE Raymond	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP9	Full Signal Upgrade	OR213: SE Woodstock Blvd (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP10	Full Signal Upgrade	OR213: SE Yamhill (Portland)	Signal is old and difficult/costly to maintain. The poles are leaning causing clearance issues. There are also possible ADA issues.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP11	Full Signal Upgrade	OR99E: @Harold	There is a clearance problem, and the poles have been damaged by turning trucks.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 300,000	F-PR7	E75
F-OP12	Full Signal Upgrade	TV Highway @ Cedar Hills Boulevard	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		E86
F-OP13	Full Signal Upgrade	US30 B (Lombard) at Chautauqua	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 8/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP14	Full Signal Upgrade	US30 B (Lombard) at Drummond	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP15	Full Signal Upgrade	US30 B (Lombard) at Greely	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP16	Full Signal Upgrade	US30 B (Lombard) at Wabash	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 8/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP17	Full Signal Upgrade	US30B (Lombard) at Delaware	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP18	Full Signal Upgrade	US30B (Lombard) at Denver	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP19	Full Signal Upgrade	US30B: NE 11th Ave. (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
Full Signal Grade Subtotal					\$ 7,050,000		
F-OP20	Misc. Signal/ Beacon Upgrades	I-84: SE 207th (EB Off-Ramp)	Vehicle pedestal in island for the southbound-to-eastbound left-turn is in a location that is susceptible to being struck by vehicles.	Increase the durability and life span of this signal vehicle pedestal by moving it to a better location.	\$ 30,000		
F-OP21	Misc. Signal/ Beacon Upgrades	OR10: at Jesuit HS	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 60,000		
F-OP22	Misc. Signal/ Beacon Upgrades	OR141 (Hall Blvd): SW Locust St	Signal heads are no longer standard and are more difficult/costly to maintain.	Improve signal visibility and driver recognition of signal indications by increasing lens size from 8" to 12". Replacing signal heads also reduces maintenance efforts/costs and makes it easier to stock standard equipment.	\$ 15,000		
F-OP23	Misc. Signal/ Beacon Upgrades	OR213: Macksburg Rd	Overhead flashing beacon is difficult/costly to maintain. Data has shown that motorists occasionally misinterpret the overhead beacons, leading to an increase in crashes over what is experienced at locations with advance warning beacons.	Replace old equipment with new ground-mounted flashers that have been shown to provide more clear information to motorists than the old overhead flashing beacon installations	\$ 90,000	F-PR4	
F-OP24	Misc. Signal/ Beacon Upgrades	OR219: Spring	A flashing beacon may or may not be needed based on current use	If beacons are no longer needed at this location to warn for trucks, remove. If it cannot be removed, replace it with new equipment.	\$ 90,000		
F-OP25	Misc. Signal/ Beacon Upgrades	OR224: Lake Rd. (EB Off-Ramp) (Milwaukie)	Old signal is hard to maintain, and 2 poles need to be replaced. The signals are outdated & do not meet current ODOT or federal standards	Replace signal poles to make signal easier/cheaper to maintain. Updating signal heads to larger lenses will make the signals more visible to motorists and may improve safety.	\$ 262,500		E74
F-OP26	Misc. Signal/ Beacon Upgrades	OR43: I-205 SB On-Ramp (West Linn)	12/8/8 signal heads are no longer standard and are more difficult/costly to maintain. Illuminated signs are obsolete and can be replaced by aluminum signs (if any signs are still necessary). Aluminum signs require less maintenance and don't use power.	Improve signal visibility and driver recognition of signal indications by increasing lens size from 8" to 12". Reduce maintenance and power costs by eliminating illuminated signs.	\$ 30,000	F-IM2	
F-OP27	Misc. Signal/ Beacon Upgrades	OR43: SW Radcliffe Rd. (SB Flasher)	Existing wood post-mounted flashing beacon is in a location that is susceptible to being struck by vehicles.	Increase the durability and life span of this flashing beacon by replacing it with a vehicle pedestal (metal pole) and moving it to a better location.	\$ 30,000		E46
F-OP28	Misc. Signal/ Beacon Upgrades	OR8 (N Adair St.): N 10th St. (Cornelius)	The ped pole and base in the NW corner of the intersection are too high and need to be lowered.	Goal is to eliminate substandard equipment and reduce maintenance needs.	\$ 22,500		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP29	Misc. Signal/ Beacon Upgrades	OR8: SW Hall Blvd (Beaverton)	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP7; F-SP12	E86
F-OP30	Misc. Signal/ Beacon Upgrades	OR8: SW Hocken	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP11; F-SP12	E86
F-OP31	Misc. Signal/ Beacon Upgrades	OR8: SW Watson	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP7; F-SP12	E86
Misc. Signal/Beacon Upgrade Subtotal					\$ 697,500		
F-OP32	Illumination	99E: Railroad Pedestrian Tunnel in Ore City	The pedestrian tunnel suffers from obsolete fixtures and poor electrical conditions creating poor visibility.	Install approximately 50 luminaries to reduce maintenance costs and increase electrical safety for maintenance personnel. Project will increase visibility in the tunnel, improving safety for public.	\$ 75,600		E75
F-OP33	Illumination	I-5: Denver, NB Tunnel	Existing luminaries are non-functional, creating dark conditions in the tunnel. This is creating poor visibility into the tunnel from the outside.	Install 88 luminaries to bring tunnel lighting closer to current standards similar to the tunnels that have been re-done at the I-205/I-84 interchange. Improve visibility and safety.	\$ 117,000		
F-OP34	Illumination	I-84: 122nd Underpass	Existing lighting poles are old and showing signs of corrosion.	Service and replace 12 fixtures to bring underpass lighting system up to current standard.	\$ 200,000		
F-OP35	Illumination	I-84: Cascade Locks	Existing lighting poles are old and showing signs of corrosion.	Service and replace 35 fixtures to bring underpass lighting system up to current standard.	\$ 650,000		
F-OP36	Illumination	OR 217: Beaverton Hillsdale Interchange	Poor electrical system conditions are a danger to maintenance personnel and the general public due to electrical faults and shorts. Poles are at end of life cycle, increases failure potential.	Install 20 poles and fixtures to reduce maintenance costs and bring illumination at the interchange up to current standards, improve electrical safety for maintenance personnel and the public.	\$ 420,000		
F-OP37	Illumination	OR217: Allen and Denny Interchanges	The electrical system is old and showing signs of corrosion, creating potential unsafe conditions for maintenance personnel. Corrosion on poles could hasten pole failure, a danger to the public.	Install 44 poles and fixtures to bring existing lighting system up to current standards, improving visibility and safety to the public. Improve safety to maintenance personnel working on electrical system.	\$ 910,000		E94
Illumination Subtotal					\$ 2,372,600		
F-OP38	Other Operations	Culvert Replacement Bucket	Region wide, culverts are damaged, corroded, or failing and are costly to maintain.	Funding will be provided to various projects throughout the Region to address damaged and/or failing culverts within their project limits	\$ 2,000,000	All Pres	
F-OP39	Other Operations	I-84: Farley Slide	Columbia River is eroding a long standing slide on I-84	Stabilize slide to reduce damage to I-84	\$ 4,000,000		
F-OP40	Other Operations	LED Replacement Bucket	Existing LED are at the end of their useful life	Funding will be used to purchase LED's	\$ 200,000		
F-OP41	Other Operations	OR212 @ N. Fork Deep Creek Culvert	Existing culverts are in poor shape and there have been several occasions when the water has flooded the highway causing it to close. This is a major oversized route for Motor Carrier too.	Replace existing culvert	\$ 1,000,000	F-PR2	
F-OP42	Other Operations	Loop Replacement Bucket	Existing loops are old and not functioning correctly	Funding will be used to update loops	\$ 500,000		
F-OP43	Other Operations	Misc. Hardware/Software Bucket	Software and Hardware needed for operating the various electronic devices and improving system management effectiveness	Funding will be provided to update hardware and software used by the region for TMOC operations and other systematic needs	\$ 750,000		

ODOT REGION 1: Fix-It Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
Proposed Operations Project Amount \$ 23,320,100
% List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP44	Other Operations	Operations Quick Hit Reserve	Frequently, unanticipated needs are identified between STIP cycle updates	Funding will be used to fund unanticipated operational needs for the region during the 2016-2018 timeframe	\$ 2,000,000		
F-OP45	Other Operations	Region 1 Striping Bucket	Highway striping replacement and upgrades	Funding will be provided to various projects though out the region to update or address striping needs	\$ 750,000	All Pres	
F-OP46	Other Operations	Rockfall Scaling Project	Various locations region wide continue to have rockfalls onto the highway system, which disrupt or close highway traffic.	Project will provide scaling and rockfall mitigation at various sites region wide.	\$ 2,000,000		
Operation Buckets Subtotal					\$ 13,200,000		
OPERATIONS SUBTOTAL					\$23,320,100		

ODOT REGION 1: Fix-It Project Listing (2016)

2016 STIP Safety Allocation \$ 7,146,000
 Proposed Safety Project Amount \$ 15,450,000
 % List 216.2%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
SAFETY							
F-SP1	Safety	OR10: Beaverton-Hillsdale: B-H Highway at Scholls Ferry & Oleson (signals)	5-way intersection with another 4-way (Oleson Rd) 0.3 mile west. Substandard geometry causes conflicts. Several accesses are just feet from the intersection.	Safety Improvements at SW Dogwood Lane	\$ 200,000		E93
F-SP2	Safety	OR212, at location exit and entrance ramp with WB Mt Hood Highway (US26).	Stop control. The access across exit on south side creates conflicts.	Improve intersection signing for OR212 and US26, Striping changes, close westerly access to business on south side,	\$ 200,000	F-PR2	
F-SP3	Safety	OR213: 82nd Avenue	Includes SE Francis St, SE Center St, SE Gladstone St, SE Boise St (signalized), SE Cora St, SE Holgate Blvd (signalized). / High percentage turning and rear end crashes along this segment. High number of access related turning crashes.	Intersection improvements, install median traffic separator to improve access related crashes, improve signing on mainline, improve crosswalk delineation at SE Holgate St.	\$ 200,000		
F-SP4	Safety	OR213: 82nd Avenue Includes NE Couch St, E. Burnside St (signalized), SE Ash St, SE Pine St.	High percentage turning, rear end and ped crashes within this segment. Ped crashes concentrated @ E Burnside. Obsolete and/or lack of signing. Turning crashes may be contributed to high number of accesses.	Signal upgrade @ E. Burnside to current standards, install median traffic separator to improve access related crashes, improve signing on mainline.	\$ 900,000		
F-SP5	Safety	OR213: 82nd Avenue includes SE Clay St, SE Market St, SE Mill St (signalized).	High percentage turning and rear end crashes concentrated at SE Mill St. Traffic signal at SE Mill St in very poor condition, missing backboards, misc. sized lenses, etc. Some turning crashes may be attributed to accesses.	Signal upgrade @ Mill, improve signing on mainline. Possible median traffic separator to improve access related crashes,	\$ 900,000		
F-SP6	Safety	OR213: Includes leg from S. Union Mills Rd, S. Union Mills Rd, leg to S. Union Mills Rd.	High percentage turning crashes at all legs of intersection.	Install advance warning beacons, intersection geometric improvements.	\$ 400,000		E54
F-SP7	Safety	OR8: TV Highway and Hall and Watson (signal)	Congested urban 5 lane signalized intersection with heavy bus traffic, business access problems.	Upgrade signal, sign improvements, other intersection improvements	\$ 300,000	F-OP29: F-OP31	E87
F-SP8	Safety	OR8: TV Highway and SE 44th, SE 45th Ave (both unlit)	5 lane unsignalized ped crossing between 44th & 45th, business access issues.	Upgrade ped crossing to modern RRFB; improve visibility and delineation of crossing.	\$ 150,000		E87
F-SP9	Safety	OR8: TV Highway and SW 170th (signal)	This site is at a skewed, signalized intersection in an urban high speed area, 5-6 lanes. Railroad nearby and bad roadside accesses	Upgrade signal, improve access management and alignments	\$ 1,000,000	F-SP12	E87
F-SP10	Safety	OR8: TV Highway and SW 209th Ave (signal)	5-6 lane urban signalized intersection with a high volume of traffic, and business access problems.	Upgrade signal and intersection improvements	\$ 1,000,000	F-SP12	E87
F-SP11	Safety	OR8: TV Highway and SW Hocken Ave (signal)	Urban highway, congested signalized intersection with a turn onto Farmington.	Full signal rebuild or upgrade heads (dependent on field review)	\$ 500,000	F-OP30	E87
F-SP12	Safety	OR8: Tualatin Valley Highway (MP1.5-16.67)	Deficient signing, signals and striping at the following 40 potential locations: *Canyon Drive; SW 110th; OR217 Interchange; 115th *117th; Tri-Met Park & Ride/Lombard; Hall Blvd; Watson Ave *Cedar Hills Blvd; Hocken; Murray Blvd; 153rd *160th/Milikan; 170th; 178th; 185th; 198th *209th; Cornelius Pass Rd; 229th Ave/SE 67th Ave *234th/Century Blvd; Brookwood/Witch Hazel *Shopping Ctr Entr/24th; SE21st/Minter Br; SE13th/River Rd *Shopping Ctr Entr./SE11th; Maple; Walnut; 10th/Oak *10th/Baseline; SE5th @ Baseline; SE3rd @ Oak *SE3rd @ Baseline; SE2nd @ Oak; S1st/OR219 @Baseline *S1st/OR219 @Oak; SW Main @ Baseline; N14th Ave @ Baseline *N 10th @ Adair; N 10th @ Baseline	Systematic intersection improvements which could include signing, signals, and striping improvements	\$ 2,000,000	F-OP29; F-OP30; F-OP31	
F-SP13	Safety	OR99E: SE McLoughlin Blvd includes Maple St, SE McLoughlin Way, Oak Grove Blvd (signalized).	High percentage turning and rear end crashes concentrated near Maple St and Oak Grove Blvd. Possible issue with SB far side bus pull out. Issue with NB far side bus pull out creating sight distance issues for vehicles.	Enforcement assisted lights, red extension, Ped/Bike/Transit improvements (2 bus pull outs)	\$ 200,000		E75

ODOT REGION 1: Fix-It Project Listing (2016)

2016 STIP Safety Allocation \$ 7,146,000
 Proposed Safety Project Amount \$ 15,450,000
 % List 216.2%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
SAFETY							
F-SP14	Safety	US26: Powell Boulevard includes SE 20th Ave, SE 21st Ave (signalized), SE 23rd Ave	High percentage turning and rear end crashes. 4 ped crashes at SE 21st Ave. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on mainline and side street @ SE 21st Ave, no delineation on side street	Signal upgrade w/left turn phasing @ SE 21st Ave, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination.	\$ 1,000,000	F-SP16	E87
F-SP15	Safety	US26: Powell Boulevard includes SE 38th Ave, SE Cesar Chavez (signalized), SE 40th Ave and SE 42nd Ave/SE 43rd Ave (off set signalized).	High percentage turning, rear end and ped crashes within this segment. Ped crashes concentrated @ SE Cesar Chavez to SE 40th Ave. High ped exposure - busy retail area, several bus stops, etc.	Signal upgrade @ SE Cesar Chavez, improve intersection sight distance and pedestrian visibility (tree removal). Safeway building restricting intersection sight distance on SE corner. Improve signing on mainline, Evaluate safety impacts of drop lane. Improve access related crashes	\$ 1,000,000	F-SP16	E87
F-SP16	Safety	US26: Mt Hood Highway (MP1.81-24.61)	Deficient signing, signals and striping at the following 19 potential locations: *21st; 26th; 33rd; 39th/Cesar Chavez *42nd; Foster; 52nd; 71st/72nd; 82nd *86th; 92nd; I-205 SB offramp; 98th/Tri-Met *Palmquist; Orient/Jarl; 362nd; Ruben *Meinig/OR211/Pioneer; Wolf Creek/Ten Eyck	Systematic intersection improvements which could include signing, signals, and striping improvements	\$ 1,000,000	F-SP14; F-SP15; F-SP17, F-SP18	E36; E40; E87
F-SP17	Safety	US26: Powell Boulevard includes SE 24th Ave, SE 25th Ave, SE 26th Ave (signalized), SE 28th Ave, SE 28th Pl, SE 29th Ave, SE 31st Ave, SE 32nd Ave, SE 33rd Ave	High percentage rear end and ped crashes. High ped exposure, high school, park, Catholic charities, several bus stops, etc. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on side streets.	Signal upgrade w/left turn phasing @ SE 26th and 33rd Ave's, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination, RRFB installation.	\$ 2,000,000	F-SP16	E87
F-SP18	Safety	US26: Powell Boulevard includes SE 35th Pl, SE 36th Ave, SE 36th Pl, SE 37th Ave	High percentage rear end and ped crashes at SE 36th Ave. Very poor visibility of pedestrians and signing on the northside of roadway, sight distance restricted at SE 31st Ave and SE 36th Ave, lack of proper signing.	Improve pedestrian facilities: improve intersection sight distance and ped visibility (tree removal), improve signing on mainline, improved illumination, RRFB installation.	\$ 2,000,000	F-SP16	E87
F-SP19	Safety	US30B: Sandy Blvd includes NE 103rd Ave, NE 104th Ave, NE 105th Ave(signalized), NE 106th Ave, NE 107th Ave.	High percentage turning and rear end crashes concentrated at NE 105 St. EB permissive left turning, WB left turns prohibited, median island with trees obstructs sight distance.	Provide protected lefts and remove median island trees. Evaluate left turn prohibition.	\$ 500,000		
SAFETY SPOT SUBTOTAL					\$15,450,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Preservation Allocation \$ 21,100,000
 Proposed Preservation Project Amount \$ 34,520,000
 % List 163.6%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
PRESERVATION							
F-PR1	Pavement Preservation	OR-211: HWY 213 to Meadowbrook	Road condition is fair to poor. This section of hwy is a very good candidate for 1R treatment to keep it from falling into the 3R category and increasing costs.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 4,200,000		E18
F-PR2	Pavement Preservation	OR-212: Richey Rd to OR-26	Pavement condition is poor and starting to rapidly deteriorate. This section has cracking, delaminating and pot holes. Maintenance patch has held this section together but will need a 3R treatment. This is a main connector to hwy 26 from I205.	Repair pavement to fair or better condition and improve ADA access, if necessary	\$ 2,250,000	F-SP2	E72
F-PR3	Pavement Preservation	OR-213: Mulino to Blackman's Corner	Pavement condition has started to erode. Showing cracking and pot holes. This pavement is in fair to poor condition. Maintenance patching is needed to keep in the 1R category. This is a good project to assure cost do not significantly increase due to pavement failure.	Bring pavement to fair or better condition,	\$ 3,750,000	F-OP23	E54
F-PR4	Pavement Preservation	OR-43: Sellwood Bridge Approach	Road condition shows evidence of rutting. Pavement in this section is in fair to poor condition but is expected to hold with maintenance patching. This section of Hwy should stay in the 1R category if paved out to 2018.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 790,000		
F-PR5	Pavement Preservation	OR-99E: SW Berg Parkway to Pudding River	Pavement condition is fair to poor. Bringing this section of roadway to fair or better would ensure that the section does not rapidly deteriorate increasing repair costs. It currently needs maintenance patching as F mix had deteriorated. This is crucial to keep it in the 1R category out to 2018.	Bring pavement to fair or better condition,	\$ 2,960,000		
F-PR6	Pavement Preservation	OR99E: Pine St - SW Berg Pkwy (Canby) Sec.	Road condition is poor. This section is 3R or 4R. Potholes and rough sections. Cracking of pavement sections delaminating.	Bring pavement to fair or better condition.	\$ 5,020,000		E75
F-PR7	Pavement Preservation	OR-99E: SE Harold St to SE Harrison St	Road condition is fair to poor. Pavement shows cracking and delaminating. This is a 3R section with high traffic. Maintenance paving is currently holding section together and will continue to need further attention.	Bring pavement to fair or better condition.	\$ 6,525,000	F-OP11	E75
F-PR8	Pavement Preservation	US-26: NW Mountindale Rd to NW Glencoe Rd	Road condition shows evidence of rutting. This section of Hwy is in fair condition as of 2010 and is expected to fall to poor out to 2018. It will be very important to pave this section before it drops further down in the ratings. Cost to repair will be significantly higher and fall out of the 1R category to 3R.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 1,970,000		
F-PR9	Pavement Preservation	US-30: NW Bridge Ave to McNamee Rd	Pavement condition is poor and starting to rapidly deteriorate. This section of hwy has pot hole, cracking and delaminating. Maintenance patching will be needed to hold its current condition. This section will drop rapidly in condition if not paved out to 2018.	Bring pavement condition to fair or better and prevent significant pavement degradation.	\$ 7,055,000		
PRESERVATION SUBTOTAL					\$34,520,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
INTERSTATE MAINTENANCE							
F-IM1	Interstate Maintenance	I-205: Johnson Creek - Glenn Jackson Bridge	Roadway is raveling and cracking due to wear from studded tires. Patching at bridge transitions	Repave lane to bring pavement to fair or better condition.	\$ 12,000,000	F-BR20-21	E50; E66; E67
F-IM2	Interstate Maintenance	I-205: Pacific Hwy - SE 82nd Drive	Roadway is raveling and rutting due to wear from studded tires.	Repave lane to bring pavement to fair or better condition.	\$ 13,100,000	F-BR16-19; F-OP26	E-48
F-IM3	Interstate Maintenance	I-5: Capital - Tualatin River	Roadway is raveling and rutting due to wear from studded tires.	Repave lane to bring pavement to fair or better condition.	\$ 6,300,000		E70-71
F-IM4	Interstate Maintenance	I-5: Marquam - Capital	Roadway is raveling and cracking due to wear from studded tires. The wear rate is higher than normal.	Repave lane to bring pavement to fair or better condition.	\$ 9,100,000	F-BR4; F-BR11; F-SP2	
F-IM5	Interstate Maintenance	I-84: Corbett - Multnomah Falls	The roadway is rutted and raveling.	Repave lane to bring pavement to fair or better condition.	\$ 6,800,000		
F-IM6	Interstate Maintenance	I-84: Marine Dr. - Corbett	There is flushing and rutting on the roadway.	Repave lane to bring pavement to fair or better condition.	\$ 4,100,000		
INTERSTATE MAINTENANCE SUBTOTAL					\$51,400,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
BRIDGE							
F-BR1	Bridge	02010: OR99W over SW Multnomah Blvd	Deficient deck surface, rails and structures	Deck replair and overlays; Rail repair/replacement; Structure Repairs to concrete	\$ 406,700		E84
F-BR2	Bridge	06683B: OR99W NB Conn #1 (Steel Br E Approach)	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 1,660,100		
F-BR3	Bridge	08194: OR43 NB over I-5 & Conns (Ross Island Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 1,207,600		
F-BR4	Bridge	08203B: I-5 over SW 26th Ave	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 1,231,800	F-IM4	E25
F-BR5	Bridge	08583: I-5 over NE Hassalo St & NE Holladay St	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 1,200,800		
F-BR6	Bridge	08588A: I-84 WB to I-5 NB over UPRR (Banfield Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 2,401,300		
F-BR7	Bridge	08588B: I-84 WB to I-5 SB over I-5 (Banfield Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 3,598,600		
F-BR8	Bridge	08589A: I-5 SB to Belmont St over I-5 (Morrison Int)	Deficient bearings, deck surface and structures, and paint	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 764,200		
F-BR9	Bridge	08589B: SE Belmont St to I-5 NB over I-5 (Morrison Int)	Deficient bearings, deck surface and structures, and paint	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 177,800		
F-BR10	Bridge	08590C: I-5 SB over Marquam Bridge Ramp	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 1,535,500		
F-BR11	Bridge	08591C: I-5 SB over I-5 NB to I-405 (W Marquam Intchg)	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 591,800	F-IM4	
F-BR12	Bridge	09268A: NB I-405 Conn to US30 WB	Deficient deck surface and joints	Deck joints replacement; Deck Repair/Replacement	\$ 697,200		
F-BR13	Bridge	09268B: US30 EB Conn to I-405 SB	Deficient deck surface and joints	Deck joints replacement; Deck Repair/Replacement	\$ 689,100		
F-BR14	Bridge	09381: Boring Rd over Hwy 26	Low vertical clearance, deficient bearings, joing and structure damage to concrete	Raise bridge; Bearing repair/replacement; Joint replacement; Structural repairs to concrete	\$ 1,008,800		
F-BR15	Bridge	09727: OR 213 over UPRR, MP - 0.05	Deficient deck surface, rails and structures	Deck overlay; Rail repair/replacement; Structural repairs to concrete	\$ 1,068,600		
F-BR16	Bridge	09735: I-205 NB over Woodbine Road	Deficient deck surface, rails and structures	Deck overlay; Rail repair/replacement; Structural repairs to concrete	\$ 883,300	F-IM2	
F-BR17	Bridge	09735A: I-205 SB over Woodbine Road	Deficient deck surface and joints and structure damage to concrete	Deck overlay; Joint repair/replacement; Structural repairs to concrete	\$ 883,300	F-IM2	
F-BR18	Bridge	09738: I-205 NB over Borland Road	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 837,000	F-IM2	
F-BR19	Bridge	09738A: I-205 SB over Borland Road	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 937,300	F-IM2	
F-BR20	Bridge	13514C: I-205 over I-205 SB Conn to I-84 EB	Drainage issues and structural damage to concrete	Address drainage issues; Structural Repairs to concrete	\$ 762,000	F-IM1	
F-BR21	Bridge	13514D: I-205 over I-84 WB Conn to I-205 SB	Drainage issues and structural damage to concrete	Address drainage issues; Structural Repairs to concrete	\$ 917,800	F-IM1	
F-BR22	Bridge	N8958A: Fremont Viaduct, I-5 NB	Deficient deck and joints. Structural damage to steel and concrete. Needs painting	Deck repair/replacement; Deck joint replacement; Structural repairs to steel/concrete; painting	\$ 466,300		
F-BR23	Bridge	S8958A: Fremont Viaduct, I-5 SB	Deficient deck, bearings and joints. Structural damage to steel and concrete. Needs painting	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 455,700		
BRIDGE SUBTOTAL					\$24,382,600		

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E1	Crescent Connection: Cedar Hills Blvd - Denney Road	Crescent Connection: Cedar Hills Blvd – Denney Rd construction phase. Project fills two bicycle, pedestrian, and pedestrian-to-transit gaps between the Fanno Creek Trailhead at Denney Road and Cedar Hills Boulevard at Beaverton Creek with on-street and shared-use path segments, pedestrian crossings, and access to the Beaverton Transit Center and the Beaverton Central Station. Gap 1: From the south at the Fanno Creek Trailhead near Denney Road, construct a 620-foot shared-use path on the north side of Denney Road to King Boulevard. Gap 2: Construct an approximate 2,690-foot on-street or shared-use path along Beaverton Creek from Beaverton Transit Center to Cedar Hills Boulevard that connects the Beaverton Central Station to area employers and services.	\$ 1,323,000	\$ 904,000	\$ 419,000	
E2	Crescent Street Extension: Westgate Dr - Rose Biggi Ave	Crescent Street: Westgate Drive - Rose Biggi Ave. multimodal street improvement builds approximately 700 feet of new two-lane collector street, including sidewalks, planter strip, lighting, parking, and bikeway to provide access to transit and a redevelopment site in Beaverton's downtown core.	\$ 3,215,000	\$ 2,085,000	\$ 1,130,000	
E3	Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection	Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection realignment - Beaverton Capital Improvements Plan's Project #3321 corrects a multimodal gap and safety concern at an offset intersection of an arterial and two collectors by realigning and signalizing the intersection providing direct multimodal routes and safe crossings/travelways for all modes and enhancing safety and access for all users--pedestrians, cyclists, mobility device users, and motorists. The two collectors intersect with Cedar Hills Blvd, the adjacent arterial. The connections are offset by 125 feet. Preliminary design work to determine the alignment options and refine right of way and construction costs is underway by City staff and is partially funded by a HUD grant.	\$ 3,882,000	\$ 2,582,000	\$ 1,300,000	
E4	Logging Rd Bridge path connections to OR 99E	The existing multi use Logging Rd Trail currently crosses OR99E via a grade separated bridge, but has no connection to existing sidewalks on the south side of OR99E and no connection nor sidewalks on the north side of OR 99E. The project would construct an ADA multi use path connection to the existing sidewalks on the south side (eliminating a non sanctioned pedestrian rail crossing) and construct a new ADA multi use path connection on the north side which would extent to connect to existing sidewalks and bike lanes on N Redwood Street to the east and N Pine Street to the west.	\$ 460,000	\$ 322,000	\$ 138,000	
E5	NE 10th Avenue Improvements	The proposed project includes roadway and pedestrian improvements to provide an accessible route on NE 10th Avenue from N Pine Street to N Ivy Street. NE 10th Avenue is designated a neighborhood route in Canby's Transportation System Plan, and a safe route to school for students attending Knight Elementary. NE 10th also provides access to the back entrance of the Clackamas County Fair and Events Center. Currently there are no sidewalks, ADA ramps or storm water facility on this section of NE 10th Avenue.	\$ 890,000	\$ 712,000	\$ 178,000	
E6	S. Ivy Pedestrian & Intersection Improvements	The proposed project includes construction of pedestrian improvements on a major arterial in Canby situated between OR 99E and Lee Elementary School. More specifically, we will complete 3,750 lineal feet of new infill curb and 4,325 lineal feet of new infill sidewalk and accompanying ADA improvements. A traffic signal is proposed for the intersection of S Township and S Ivy as recommended in our recently updated Transportation System Plan.	\$ 960,000	\$ 768,000	\$ 192,000	
E7	Wa Na Pa Streetscape Redevelopment	Cascade Locks' main street, Wa Na Pa, needs to be improved to spur economic and tourism industry development.	\$ 950,000	\$ 852,435	\$ 97,565	
E8	Cazadero State Trail - Estacada to Eagle Creek Section	Develop 3.5 miles of the Cazadero State Trail from Timber Park in Estacada to Eagle Creek.	\$ 1,527,380	\$ 1,370,380	\$ 157,000	

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E9	OR47:OR8 Intersection Improvements (Forest Grove)	This is a two-phase project to improve the OR 8 / OR 47 intersection. Phase 1 is underway; it includes project design and right-of-way acquisition. Phase 2 (this phase) would construct the project. Project elements include construction of a right-turn lane from westbound OR 8 (Pacific Avenue) to northbound OR 47 (Quince Street), including the closure of several existing driveways; a right-turn lane from southbound OR 47 (Quince Street) to westbound Pacific Avenue; and a relocated crosswalk across OR 8 (Pacific Avenue) on the east side of the intersection.	\$ 3,100,000	\$ 1,282,000	\$ 1,818,000	
E10	SE 129th Avenue - Bike Lane and Sidewalk Improvements	The section of SE 129th Avenue between SE Mountain Gate Road & SE Scott Creek Lane is narrow and curvy. It effectively cuts off bicycle and pedestrian travel between the residential area to the north and the commercial area on SE Sunnyside Road. We propose to widen the east side of SE 129th Avenue and construct a sidewalk on the east side. The project will re-stripe the road for bike lanes in both directions.	\$ 2,517,941	\$ 2,217,941	\$ 300,000	
E11	US 26: Cornelius Pass Road to NW 185th Avenue	US 26 is the main "spine" connecting the Oregon coast range to the Portland region. The portion of US 26 in Washington County, known as Sunset highway, is an important route that serves residents, commuters, businesses, tourists, and freight linking the "economic engine" of Washington County to the world marketplace. The proposed project would widen the 1.8-mile segment of US 26 from NW 185th Avenue to Cornelius Pass Road by adding a third travel lane in each direction. Once completed, there will be three lanes in each direction of US 26 from Cornelius Pass Road to downtown Portland.	\$ 30,000,000	\$ 26,919,000	\$ 3,081,000	
E12	Oak Street Traffic Signal	Construct traffic signal at the intersection of 2nd Street and Oak Street (Historic Highway 30) in Hood River.	\$ 450,000	\$ 375,000	\$ 75,000	
E13	King City Sidewalk Infill	The King City sidewalk system has significant gaps along HWY 99W. This project will infill sidewalk gaps to connect the City to the HWY 99W corridor, which will improve pedestrian facilities within the Town Center, increase access for transportation disadvantaged populations, promote economic vitality within the Town Center and enhance overall livability. The project will update pedestrian crossings and improve access to transit to encourage multi-modal transportation in and around King City.	\$ 465,000	\$ 410,000	\$ 55,000	
E14	Laurel St: Cornell St - Hallinan St (Lake Oswego)	Laurel Street is a Neighborhood Collector with very limited pedestrian facilities. This project builds new sidewalks and ADA curb ramps to fill in existing gaps on the south side of Laurel from Cornell to Hallinan. In addition, the project widens the cross-section area between Dyer and Hallinan by nearly 15-ft to provide for a uniform 21-ft of pavement, 6-ft of sidewalk, and approximately 8-ft of shoulder area. In order to accommodate this widening, a 30-ft mechanically stabilized earth (MSE) retaining wall system is necessary to build any width through the "narrows" area which is an extremely steep area between two neighborhoods. Most important, the project will provide a safe route to school for the children walking from adjacent neighborhoods to Hallinan Elementary School.	\$ 1,692,475	\$ 1,518,658	\$ 173,817	
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St (Lake Oswego)	This project provides for phase one of pedestrian and bicycle improvements to Boones Ferry Road, which is a major arterial serving the Lake Grove Village Center. The Village Center is designated as a Town Center on the Metro 2040 Concept Plan Map. The proposed improvements to Boones Ferry span from Madrona to Oakridge/Reese and include a pedestrian crossing at Lanewood. The project builds two bicycle lanes and extends the existing sidewalk areas. The sidewalks will include street trees, lighting, street furniture, bus shelters, and landscaping. There will also be seven new or improved pedestrian crossings. A \$5 million bond was recently approved by voters for this project. In addition, partial funding will be provided by an Urban Renewal District that was adopted in July 2012.	\$ 13,433,361	\$ 4,000,000	\$ 9,433,361	

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E16	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	The City of Milwaukie is proceeding with removal of the Kellogg Dam (box culvert and fish ladder) under the OR-99E bridge over Kellogg Creek. The removal of this dam will allow for the restoration of 14 acres of the lakebed to a natural, aesthetic, and recreational amenity in downtown Milwaukie. The Kellogg Creek pedestrian/bicycle underpass and multi-use trail project would improve bike and pedestrian mobility east-west across OR-99E/McLoughlin via a grade-separated crossing. It will also provide access to the newly restored natural area from the Trolley Trail and the future 17th Ave Connector (multi-use trail). The underpass and trail will provide a safe, attractive connection between downtown Milwaukie, the Main St Light Rail station and Riverfront Park and the Willamette River.	\$ 965,000	\$ 865,850	\$ 99,150	
E17	Transit Corridor Pedestrian Improvements (Harrison St. and King Rd.)	This Project will make ADA upgrades to sidewalks, ramps and crosswalks along the Harrison-King corridor to create a safe and continuous network from McLoughlin Blvd and downtown Milwaukie to the east edge of the city. Current sidewalks and bus stops do not meet ADA standards and there is a need for additional safe crossings. ADA upgrades in the pedestrian network, and bus stop improvements will complement increased bus service levels and connections to the new light rail service in downtown Milwaukie. Bus service improvements envisioned with addition of Light Rail service in 2015 include frequent service (operating every 15 minutes or more seven days a week) on the McLoughlin/King Rd corridor between Clackamas Community College, downtown Milwaukie, and Clackamas Town Center.	\$ 5,565,000	\$ 4,978,028	\$ 586,972	
E18	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	Culvert installation and rock backfill to eliminate steep-sided ditches, adding a paved road shoulder and construction multi-use paths and/or sidewalks and bike lanes with landscaping will improve safety and enhance aesthetics along the north side of OR Hwy 211 between OR Hwy 213 and Hart Avenue in Molalla, Oregon.	\$ 370,000	\$ 320,000	\$ 50,000	F-PR1
E19	Main Street: 10th Street - 15th Street (Oregon City)	Leveraged STIP funding supports infrastructure improvements that encourage mixed-use development and improved regional transportation by connecting existing transit modes and nodes. The final phase of a Connective Corridor in downtown Oregon City builds connections to a TriMet Transit Center and City park and ride integrating them as a nexus for transit. Improvements include: ADA accessibility, bicycle parking, illumination and safety - open sight lines for vehicles and pedestrians. A connective corridor aligns transit infrastructure into an integrated multi-modal system. Connecting transit (TriMet Transit Center), waterfront trails (Interweave) and the walkability of our downtown places a higher priority on transit solutions and leads to decreased single occupancy vehicle use.	\$ 3,159,000	\$ 2,802,568	\$ 356,432	
E20	Molalla Avenue - Beaver Creek Rd to Hwy 213 (Oregon City)	Molalla Avenue is a key route for all travel modes connecting the Oregon City Regional Center with Clackamas Community College. However, the segment from Beaver Creek Road to OR 213 is uncomfortable, unwelcoming and at times unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the corridor, the City, in partnership with TriMet, would like to encourage non-motorized travel by reconfiguring the existing right-of-way to better accommodate all street users. The project would reduce the underutilized curb-to-curb pavement width to include continuous bike lanes, wider and continuous sidewalks, street furnishings, improved access management and more convenient and comfortable street crossings.	\$ 6,638,730	\$ 4,823,730	\$ 1,815,000	
E21	Connected Cully	The Connected Cully project seeks to create safe and seamless pedestrian and bicycle transportation connections in a neighborhood severely lacking them. This project will serve 13,000 residents in Cully, the state's most diverse neighborhood, transforming it into a more connected community. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to Cully's crowded public schools. This project will leverage regional public investments by providing connections to the recently completed Cully Boulevard, to transit, and to the future site of Thomas Cully Park. It will also provide critical connections for the 2,000 residents of the Hacienda Community Development Corporation housing complexes.	\$ 3,207,000	\$ 2,877,641	\$ 329,359	

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E22	Downtown I-405 Pedestrian Safety and Operational Improvements	The primary goal of this project is to enhance pedestrian/bicyclist safety and traffic operations at two intersections where Interstate 405 (I-405) on- and off-ramps cross an important city street with high levels of pedestrian use. The project will facilitate safer and more frequent pedestrian and bicycle crossings on NW Couch St., while creating more efficient I-405 access ramps. The funds will improve pedestrian safety and connectivity by constructing new curb ramps and corners, marked crosswalks, and upgraded traffic signals. In addition, the project will improve freeway ramp efficiency by separating freeway and local traffic, and improve connectivity between adjacent neighborhoods across the freeway.	\$ 2,240,000	\$ 2,009,952	\$ 230,048	
E23	N Broadway Safety Crossing Enhancement Project	The primary goal of this project is to enhance traffic safety and operations along N Broadway St between N Ross Ave and N Wheeler Ave. The project eliminates several complicated weaving maneuvers while facilitating safer and more frequent pedestrian and bicycle crossings of Broadway. This change will reduce crash activity and enhance access to local businesses, a new streetcar stop, redeveloped buildings, and Rose Quarter events. The funds will close a slip lane, reconstruct and extend sidewalks and provide a signalized pedestrian crossing. In addition, the project will complement ODOT's plans to consolidate the I-5 freeway Broadway off-ramp. These improvements are consistent with the recently adopted City of Portland's N/NE Quadrant Plan and ODOT's I-5 Broadway/Weidler Facility Plan.	\$ 1,548,488	\$ 1,389,458	\$ 159,030	
E24	N Williams Traffic Safety Project (Portland)	The project will design and construct traffic calming, pedestrian crossing safety, traffic and bicycle safety improvements along a 2 mile multi-modal neighborhood collector. The major design component of the project is a 'road diet' re-striping of the roadway to create the space for an enhanced bicycle facility. Curb extensions are proposed at 8 locations to improve pedestrian safety and access to transit. A new traffic signal at N Cook will improve traffic safety. A parallel low traffic volume greenway is planned for N Rodney Ave.	\$ 1,500,000	\$ 1,300,000	\$ 200,000	
E25	OR99W:SW 19th Ave - SW 26th Way (Portland) Barbur Blvd Demonstration Prj.	This project will implement strategically selected improvements recommended in the Barbur Boulevard Streetscape Plan (1999). The focus is on improving safety for both pedestrians and cyclists, providing good access to transit, reducing the double barrier effect of crossing SW Barbur Blvd and the I-5 Freeway, improving pedestrian and bicycling connectivity and access for users of all ages and abilities and enhancing the walking environment. This project will build critical missing gaps in the sidewalks and bike lanes along SW Barbur Blvd, rationalize driveways, make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists to access transit and destinations along or across SW Barbur Blvd.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	F-BR4
E26	Portland Citywide Bicycle System Improvements (Portland)	Portland's pre-2010 bikeway network was built under guidance that pre-dated the NACTO Urban Bikeway Design Guide and other modern guidance. Projects implemented since 2010 adhere to higher design guidelines. This city-wide project will update to current guidelines key elements of the pre-2010 network on both neighborhood greenway/bicycle boulevards and bicycle lane streets. These improvements will include speed and volume control where lacking on neighborhood greenways/bicycle boulevards as well as crossing treatments to allow safe crossings of collector streets. The project will also provide more separation between bicycle lanes and general purpose lanes by creating buffered or physically-protected bicycle lanes and will also fill in missing gaps in the bicycle lane network.	\$ 7,500,000	\$ 6,729,750	\$ 770,250	
E27	Red Electric Trail (Portland)	This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a segment of walkable/bikeable shoulder on SW Shattuck from Illinois to Fairvale, an off-street path from Shattuck to Fairvale Ct, a path connection on the north side of Cameron, and a Neighborhood Greenway segment on SW Cullen.	\$ 1,628,000	\$ 1,460,805	\$ 167,195	

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E29	SE Foster Road Safety and Sidewalk Enhancement Project (Portland)	The SE Foster Road Safety and Sidewalk Enhancement Project will design and construct elements of the Foster Road Transportation and Streetscape Plan (adopted in 2003 and updated in 2013) along SE Foster Road between SE 50th Ave and SE 90th Ave. It will primarily focus on pedestrian and bicycle crossing safety and access to transit, followed by streetscape improvements in the priority Districts identified in the Plan. Improvements will include:• Pedestrian safety crossing improvements along the corridor• Bus Stop Improvements. (e.g. seating, shelters, ADA landing pads) at multiple locations along the corridor, to be determined in coordination with TriMet• Signal synchronization equipment upgrades• Bike parking, facilities and crossing improvements along SE Foster.	\$ 2,500,832	\$ 2,243,997	\$ 256,835	
E30	SmartTrips Portland-Milwaukie Light Rail (Portland)	SmartTrips Portland-Milwaukie Light Rail is a transportation demand management project to provide customized information and assistance about transportation choices to all residents and employees within two miles of the newly opened light rail line. By incorporating this effective individualized marketing methodology, the project will increase transit ridership, reduce congestion on state and local roads, and increase awareness of all transportation options. In the past, SmartTrips program helped the Yellow and Green MAX lines achieve increased ridership and reduced single-occupancy vehicle trips in the project areas. SmartTrips Portland-Milwaukie Light Rail will ensure a greater return on the region's significant investment in light rail and transportation choices.	\$ 445,782	\$ 400,000	\$ 45,782	
E31	Southwest Safe Network Access (Portland)	This project will construct critical safety improvements on SW Portland's bicycle and pedestrian networks. Specific improvements include shoulder widening, bike lanes, short segments of sidewalk, crossing improvements, lane re-striping, guide signs, and signal modification.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	
E32	St. Johns Truck Strategy Phase II (Portland)	The purpose of this project is threefold: 1) redesign the North Portland Road/Columbia Blvd intersection and connecting ramps to channel non local southbound trucks traveling on North Portland Road onto Columbia Blvd as the preferred route to the Rivergate Industrial District and the St. Johns Bridge; 2) install traffic calming and safety improvements (i.e., median islands, curb extensions, Rapid Flashing Beacons, speed reader boards) along the N. Fessenden-St. Louis corridor to enhance neighborhood safety and livability; and 3) improve overall traffic flow and freight mobility along the N. Lombard Street corridor while also enhancing pedestrian and bicycle safety and mitigating impacts of increased truck traffic along a designated NHS freight route.	\$ 3,263,000	\$ 2,927,890	\$ 335,110	
E33	Sullivan's Gulch Trail Undercrossing of I-205	Construct a segment of the Sullivan's Gulch Trail under an existing I-205 structure just north of the Gateway Transit Center. The shared use path for bicycles and pedestrians would be located on ODOT property on a slope supported by a retaining wall. At the eastern end, the trail would connect to the I-205 Path, East Portland and Gateway Green (a natural area/park). At the western end, the trail would turn north and follow ODOT's property about four blocks, where it would connect to Hancock Street and the Tillamook-Hancock Greenway, which extends to the Central City and downtown. This project includes part of the larger Sullivan's Gulch Trail and a connector to a city greenway. The trail concept plan was approved by City Council on July 25, 2012.	\$ 1,734,003	\$ 1,555,921	\$ 178,082	
E34	Washington Park Shuttle Enhancement Program	This project enhances multimodal strategies and related efficiencies in parking utilization for visitors to Washington Park, which contains the region's leading visitor attractions. The funding request includes purchase of an alternative-fuel shuttle fleet that will circulate on an enhanced route between Goose Hollow MAX stops, the Zoo MAX station, remote parking lots and key park locations. The visibility and appeal of this system will be enhanced by the provision of passenger shelters, while sidewalk improvements will increase pedestrian connectivity. Parking revenues from pay stations will provide operating dollars and fund further improvements centered at the South Entry to Washington Park, primarily accessed from Highway 26.	\$ 3,118,237	\$ 2,797,994	\$ 320,243	

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E35	362nd Ave. / Bell St. Extension	The proposed project would extend Bell St. approximately 3,000 feet west of its current terminus and extend 362nd Dr. approximately 1,700 feet north of US 26. Both Bell St. and 362nd are classified as minor arterials. These street extensions will significantly reduce local origin-destination trips on US 26 between Bluff Rd. and 362nd Ave. including trips originating west of Sandy destined for an existing 1400-student high school located on Bell St.	\$ 6,953,267	\$ 6,239,167	\$ 714,100	
E36	OR 211: Bornstedt Rd - US 26 Sidewalk & Bike Lanes (Sandy)	This proposed project will construct a 6 foot wide sidewalk on the east side of OR 211 from Bornstedt Rd north to US 26 and bike lanes on both sides of the road. The total length of the project will be approximately 4,000 feet. The project includes pavement widening as necessary, a planter strip/swale for stormwater quality treatment, street lighting, 6 foot wide bike lanes on both sides of the road, and a 6 foot wide sidewalk on the east side of OR 211, with street trees behind the sidewalk. Retaining walls for both cut and fill slopes will be necessary. The OR 211 sidewalk project will tie in with the improvements proposed in the OR 211: Eagle Creek-Sandy Hwy @Dubarko Road safety project, enhancing and expanding upon this safety project.	\$ 14,250,000	\$ 12,724,905	\$ 1,525,095	F-SP16
E37	Sandy Transit Operations Center Phase II Bus Barns (City of Sandy)	The Sandy Transit system, operated by the City of Sandy since 2000, is the critical eastern component of the regional transit system, connecting the rural communities of Sandy to Eagle Creek, Estacada and Oregon City to the south; Gresham and Portland to the west. Clackamas County operates the Mountain Express route to the Villages of Mt. Hood to the east from this facility in coordination with Sandy Transit routes. In 2007, the City of Sandy began construction of a Transit Operation Center facility. Because available funding for the construction was limited, the project was phased. The first phase (the administrative facility and the largest of three bus barns) was completed in 2008. This application requests funding to complete the construction of the two final bus barns.	\$ 570,000	\$ 510,000	\$ 60,000	
E38	Transit Vehicle Replacement (City of Sandy)	The Sandy Transit system, operated by the City of Sandy since 2000, is the critical eastern component of the regional transit system, connecting the rural communities of Sandy to Eagle Creek, Estacada and Oregon City to the south; the Mt. Hood Villages to the east; Gresham and Portland to the west. The primary route between Sandy and Gresham is the workhorse and critical link for the system which provides safe, efficient and effective low-cost travel options improving mobility between rural communities and connecting them to the greater Portland metropolitan region. The system is served by a fleet of eleven vehicles. This project proposes to replace two large transit vehicles on the most heavily traveled route with larger vehicles when the current vehicles have exceeded their useful life.	\$ 757,500	\$ 657,500	\$ 100,000	
E39	US 26 at 362nd Intersection Improvements	The proposed project would add a westbound left turn lane on US 26 and add a southbound receiving lane on 362nd Ave. in order to improve operation at an intersection that exceeds ODOT's mobility standard during the weekday PM peak hour. This is a three-way intersection that serves as the sole westbound access from US 26 to a large retail site (Fred Meyer) and various commercial sites and employment centers south of US 26.	\$ 2,234,737	\$ 2,005,230	\$ 229,507	
E40	US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks (Sandy)	The project proposes to construct approximately 2,600 linear feet of a 6 foot wide continuous sidewalk on the north side of US 26 and 2,460 linear feet the sidewalk on the south side of US 26 between Ten Eyck/Wolf Drive and West Vista Loop as shown in the Sandy Transportation System Plan. The project includes pavement widening as necessary for bike lanes, street lighting, and landscaping. Retaining walls for both cut and fill slopes will be necessary.	\$ 1,335,000	\$ 1,140,000	\$ 195,000	F-SP16
E41	Cedar Creek Trail and Wildlife Undercrossing at Highway 99W in Sherwood	Design and construct an undercrossing consisting of a conspan structure for multimodal trail, Cedar Creek and wildlife passage at the Cedar Creek and Highway 99W intersection to facilitate a seamless connection between two sections of Sherwood bisected by Highway 99W.	\$ 8,158,574	\$ 7,320,688	\$ 837,886	

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E42	Fanno Crk Trail: Woodard Park - Grant Ave (Tigard)	The Fanno Creek Trail from Woodard Park to Grant Ave will fill a 1/4-mile gap to provide a continuous 8-mile regional trail from Downtown Tigard, through Beaverton, and to Garden Home in Portland. The trail will provide:- safe and direct access to Downtown Tigard (2040 Town Center and Urban Renewal Area)- an active transportation route connecting residential neighborhoods to Downtown Tigard- an important bike and pedestrian crossing of OR:99W under the Tigard viaduct.- access to Tigard Transit Center and indirect access via local street connections to the Beaverton Transit Center. - access to essential City functions/facilities: City Hall, Tigard Library, police department- connectivity of the Fanno Creek enhanced watershed, approximately 140 acres of restored creek corridor.	\$ 1,050,000	\$ 900,000	\$ 150,000	
E43	Hall Blvd: Burnham St to Durham Rd (Tigard)	This project will repave, add turn lanes at a key intersection, illuminate, add transit stop amenities and fill in the sidewalk gaps along Hall Boulevard (Beaverton-Tualatin Highway #141) from Downtown Tigard (Burnham Street) to Durham Road.	\$ 6,500,000	\$ 5,768,750	\$ 731,250	
E44	Hwy 217: 72nd Ave Interchange	Evaluate and develop a conceptual design to address the transportation issues in the area of the interchange of Highway 217 with 72nd Avenue. This project will focus on the ramp terminals, cross street (72nd Ave) and streets intersecting 72nd Ave - not on the mainline of Hwy 217.	\$ 900,000	\$ 800,000	\$ 100,000	
E45	Tualatin River Bike/Ped Bridge - King City to Tualatin	Design and build a 1.5 mile shared use path from King City to Tualatin, including a bike/ped bridge over the Tualatin River. The project is part of a 50-mile active transportation route from Wilsonville to North Portland. The project will: • Build a new bike/ped Tualatin River bridge (330 feet long, 18 foot wide deck, 200 foot long ramp on the north side). • Build the Ice Age Tonquin Trail from Pacific Dr. near Hwy 99W to the Tualatin River, the Westside Trail from the Tualatin River to Beef Bend Rd, and a connection to the Tualatin River Greenway Trail. The trail will be 12 feet wide with 2 ft. gravel shoulders. • Take bike/ped traffic off Highway 99W, Beef Bend Rd, Roy Rogers Rd, and other vehicular streets. • Improve safety, directness of travel, and user experience for bikes and peds.	\$ 8,551,749	\$ 6,601,749	\$ 1,950,000	
E46	Highway 43 Corridor Enhancements	A large scale improvement of the Highway 43 Corridor to enhance bike, pedestrian, transit, and vehicular mobility. Project will infill key missing sidewalk sections throughout Highway 43 within City limits, add safe pedestrian highway crossings where appropriate, widen narrow roadway sections from two to three vehicle lanes, improve existing bicycle lanes and eliminate bike lane gaps, add new and improve existing traffic signals, and provide access restrictions and new turn lanes to optimize flow on the Highway.	\$ 6,005,000	\$ 5,104,250	\$ 900,750	F-OP26; F-OP27
E47	I-205: 10th St. Interchange Area Enhancement (West Linn)	Provide an interchange corridor construction project at the I-205/10th St. area to provide capacity, efficiency, circulation, safety, and connectivity improvements by means of lane additions, new street connections, new traffic signals, pedestrian sidewalks, bike lanes, and access management strategies such as raised medians for restricted turn movements. Major portions of the project include widening the I-205 underpass from three to five lanes, connection of 8th Ct. to Willamette Falls Dr. (WFD), addition of turn lanes at 10th/Salamo Rd. and 10th St./WFD, installation of five new signals (including two at locations that are currently unsignalized: 10th St./WFD and 12th St./WFD), installation of bike lanes (none exist in the corridor currently) and pedestrian walkways.	\$ 5,230,000	\$ 4,445,500	\$ 784,500	F-IM2
E48	Kinsman Road: Boeckman Rd - Barber Street (Wilsonville)	The project will construct the next segment of Kinsman Road between Barber Street and Boeckman Road in Wilsonville, OR. The segment completes a critical arterial link in this growing community's developing west side multi-modal grid. Parallel to I-5, it provides an alternative route to I-5 and two interchanges for local trips. Kinsman Road connects residential, industrial, and commercial land uses and accesses the WES commuter rail and SMART Central (bus) stations. It is the next link on a designated freight route (Metro RTP) and is needed to serve existing haulers and over 260 acres of vacant industrial lands west of I-5. Design and right-of-way acquisition are underway, and the project will be ready for construction in 2016.	\$ 4,730,000	\$ 2,230,000	\$ 2,500,000	

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E49	Beavercreek Rd: Henrici Rd to Leland Rd	This project will widen the shoulders and add paved bike lanes on Beavercreek Rd between Henrici Rd and Leland Rd, along approximately 1.6 miles (8,580 lineal feet). Beavercreek Rd is identified as a proposed bikeway on the County's Planned Bikeway Network and the project is a high priority rural bikeway project in the County's Bicycle Master Plan. A recent Road Safety Audit was conducted on Beavercreek Rd and the audit recommends wider shoulders for improved safety of all users of the road. The project will improve the road to meet current County standards, and provide trimming and removal of vegetation for the improved visibility of signage and sight distance at intersections and driveways.	\$ 3,881,934	\$ 3,483,265	\$ 398,669	
E50	I-205 (Sunnyside) Pedestrian and Bicycle Bridge	Clackamas County proposes to construct a pedestrian and bicycle bridge over Interstate 205 adjacent to the SE Sunnyside Rd overpass bridge. The bridge will connect pedestrian and bicyclists between the Clackamas Regional Center, the Max Green Line platform station, the Kaiser Permanente Sunnyside Hospital and many commercial and retail businesses and employers. The proposed bridge will be four spans with a total length of approximately 550 feet. The proposed bridge type will be a signature type bridge such as cable-stay or include aesthetic treatments in order to be context sensitive for those traveling on I-205. The project is located in an urban renewal district and is a high priority project for the County.	\$ 3,003,573	\$ 2,252,680	\$ 750,893	F-IM1
E51	Jennings Ave: OR99E to Oatfield Rd Widening	The County proposes to make improvements along Jennings Ave from OR99E (McLoughlin Blvd) to Oatfield Rd. The improvements include constructing a curb tight sidewalk on the north side of the road and constructing bike lanes on both sides of the road for enhanced bicycle and pedestrian connectivity. The total length of improvements is approximately ¾ of a mile (approximately 3860 feet). The project is located in a low to moderate income area and the project is critical to enhancing the livability and vitality of the neighborhood. Jennings Ave is included in the County's Pedestrian and Bicycle Master plans and is noted as high priority project in both plans. The project is also included in the County's Transportation System Plan and is a critical infrastructure project.	\$ 3,595,324	\$ 3,226,084	\$ 369,240	
E52	Linwood Ave: Monroe St to Johnson Creek Blvd	Clackamas County proposes to make improvements along Linwood Ave from Monroe St to Johnson Creek Blvd as well as replacing the existing bridge over Johnson Creek. The improvements on Linwood include filling in sidewalk gaps and constructing bike lanes on both sides of the road for enhanced pedestrian and bicycle connectivity. The total length of improvements is approximately ¾ of a mile (4050 feet). The proposed bridge replacement will also include full pedestrian facilities and bicycle lanes. Linwood Ave is included in the County's Pedestrian and Bicycle Master plans and is noted as a high priority project in both plans. Linwood Ave is also a Primary Bus Transit Route and the project will provide a critical north-south link for all modes of travel in the North Clackamas area.	\$ 3,958,489	\$ 2,968,867	\$ 989,622	
E53	Otty St- 82nd Ave Realignment	The County proposes to realign Otty St to the west of 82nd Ave (OR213) near the 82nd Ave intersection to improve traffic flow in the area. The project also constructs sidewalks and bicycle lanes for improved pedestrian and bicyclist safety. The intersections at 82nd Ave between Otty St and Otty Rd are not currently aligned, forcing traffic moving east to west from Otty Rd to travel onto SE 82nd and make a left to continue along Otty St. The street alignment at this intersection limits connectivity at a crucial link in residential neighborhoods on either side of 82nd Ave.	\$ 1,897,191	\$ 1,422,894	\$ 474,297	
E54	Union Mills Rd at OR213 Intersection Improvements	This project proposes constructing a widened right turn lane at the intersection of Union Mills and OR213. The turn lane is located on the west bound leg on Union Mills and will improve the safety and function of the intersection. Union Mills is currently classified as a minor arterial with significant traffic and average daily trips.	\$ 999,838	\$ 897,143	\$ 102,695	F-PR3, F-SP6

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E55	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	Much of the land along Odell's (County) AGA Road and OR282 to the north is zoned R-1 (7500 Square Foot Residential) which has resulted in urban densities of residential development along the roads. Due to the absence of improved sidewalks or shoulders, students are frequently observed walking to and from school in the travel lane. This project proposes new AGA Road sidewalks and widened shared roadway substantially improving the safety of students who walk or bike this corridor to get to school. The project will improve bike/ped connectivity between local subdivisions and community focal points including Mid Valley Elementary School, downtown Odell, county fairgrounds, and WyEast Middle School. The Odell community will experience the benefits of reduced traffic and fuel consumption.	\$ 572,500	\$ 512,500	\$ 60,000	
E56	Country Club Rd: MP 1.21 – 3.0 Shoulder Bikeway	Country Club Road is a rural major collector that is also a popular route for recreational and commuting bicyclist traveling between the City of Hood River and the west side of the Hood River Valley. The proposed project would add four foot to six foot wide paved shoulders along 1.8 miles of Country Club Road between Wooded Acres Drive (MP 1.21) and Barrett Dr (MP 3.0).	\$ 1,712,000	\$ 1,536,177	\$ 175,823	
E57	OR281: MP 2.13-2.40 & Country Club Rd: MP 3.0 Truck Widening	Truck access to commercial, industrial, and agricultural lands south of Hood River is limited by the highway geometry at three intersections. Truck length restrictions at the intersections of Country Club Rd/Barrett Dr, OR281/Orchard Rd, and OR281/Guignard Dr have inhibited freight movement and limited the use and development of these lands. The proposed project includes the design and construction of road improvements at each intersection. The improvements are anticipated to include road widening at all three intersections and road grade changes at the OR281/Orchard Rd intersection. Drainage improvements and incidental work such as signing and striping will be included as identified in the design. Right-of-way acquisition will also be required at all three intersections.	\$ 3,550,000	\$ 3,185,000	\$ 365,000	
E58	Hood River City Park and Ride	The requested funds would fund phase two of a Park and Ride project in the City of Hood River. The District is in the process of building a Park and Ride lot next to our Transit Facility. The District had an opportunity to purchase additional land next to the current project, so the District is now able to expand the size of the Park and Ride facility.	\$ 245,890	\$ 219,890	\$ 26,000	
E59	Hood River County Transportation District Vehicle Replacements	The District would replace 5 Cutaway style buses and 1 minivan during the 2016-2018 period. These vehicles would replace vehicles that will have exceeded their useful life.	\$ 390,000	\$ 349,947	\$ 40,053	
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park	Close a 4-mile gap in the Willamette Greenway Trail to connect North Portland to the Rivergate Industrial area. Segment 1 runs north from an ODOT/TE funded bike/pedestrian bridge about 2 miles to a viewpoint on a restored landfill. The work includes a study to determine the type of crossing needed at Columbia Blvd. (a freight corridor) and construction of that crossing; upgrading an existing at-grade railroad crossing; improving an existing bridge; a new trail segment; and a spur trail to the viewpoint. Segment 2 starts at the viewpoint, extending for 2 more miles to connect to an employment area and hundreds of miles of regional trails surrounding Portland. Improvements include a 90' long x 14' wide bike/pedestrian bridge over the N. Columbia Slough and repair of 1 mile of damaged trail.	\$ 8,100,000	\$ 7,268,130	\$ 831,870	
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	This project is a top priority project identified by a consensus process with East County cities and Multnomah County as part of the East Metro Connections Plan (EMCP) corridor study completed in the summer of 2012. This project includes improvements for freight trucks and new and improved multimodal components. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature of the roadway. Improvements for bicyclists and pedestrians will provide a safe facility to access essential services adjacent to and near this key East Multnomah County corridor.	\$ 8,769,340	\$ 7,859,340	\$ 910,000	

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E62	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	This project will improve a substandard minor arterial in two segments. First, from Gresham/Fairview city limits to 210th Ave, the project will fill gaps in the bicycle and pedestrian network including constructing curbs, sidewalks, lighting, bus stop enhancements, and bicycle lanes to better connect residents living in dense residential communities to regional and town centers, as well as to reduce multi-modal conflicts by providing bicyclists and pedestrians with separated, full-standard facilities. Second, this project will install a signal at the intersection of Sandy Blvd and 230th Ave to improve the freight turning conflicts from prime industrial sites in the Townsend Business Park and to increase multi-modal safety given the high amount of observed freight traffic along the corridor	\$ 1,526,873	\$ 1,307,284	\$ 219,590	
E63	Portland-Eugene Cascades POINT Thruway Bus service Bus #2	ODOT has entered into a contract with MTR Western to provide bus service between Eugene and Astoria via Portland. The contract includes the provision of two grants for buses. Funding for the first vehicle was obtained via the Flex Fund process. The first grant is in place for the first vehicle. This project funds the second bus. The current contract structure and service revenue are expected to allow phased increases in service in the corridor. Failure to secure funding for the second vehicle grant will result in less service in the corridor.	\$ 654,336	\$ 587,136	\$ 67,200	
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	This project will fund the construction of the Historic Columbia River Highway State Trail between Wyeth (Interstate 84, Exit 51) and the Lindsey Creek State Scenic Corridor. This 2.1 mile trail segment is particularly important because the State Trail will provide safe access for cyclists and pedestrians around Shellrock Mountain to access a stunning section of abandoned highway. The shoulders on I-84 around Shellrock are only 4' wide and make Shellrock a particularly "scary" section to ride as a cyclist. Once past Shellrock the new trail will merge with an extremely scenic section of the old road. In the Lindsey Creek State Scenic Corridor the old road diverges from the busy, noisy I-84 travel corridor and meanders through the forest where one feels transported back in time.	\$ 6,100,000	\$ 5,157,530	\$ 942,470	
E66	I-205 NB: US 26/Powell to Stark/Washington Auxiliary Lane and Stark/Washington Exit-ramp	In a period of constrained revenue forecasts ODOT R-1 has developed Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. The project is to extend the existing acceleration lane from Powell Blvd. entrance-ramp to match with the existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide a two-lane exit at Stark/Washington. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow in this section of I-205.	\$ 7,500,000	\$ 6,729,750	\$ 770,250	F-IM1
E67	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	In a period of constrained revenue forecasts ODOT R-1 has developed Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. The project is located on the critical I-205 commuter and freight through-route within the Portland Metro area. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow on I-205. This project is to extend the existing acceleration lane from the I-84 EB to I-205 SB entrance-ramp to tie into the existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd.	\$ 8,500,000	\$ 7,627,050	\$ 872,950	F-IM1
E68	I-205 Shared Use Path: Maywood Park	The proposed project would modernize the existing I-205 shared use path that's within the city of Maywood Park. The project is needed to replace the share path surfacing that's in poor condition and to make safety and ADA improvements.	\$ 450,000	\$ 403,785	\$ 46,215	
E69	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	Project would design and construct a pedestrian bridge and related improvements on the I-205 shared use path.	\$ 1,250,000	\$ 1,121,625	\$ 128,375	

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E70	I-5 NB: Lower Boones Ferry Exit-ramp	In a period of constrained revenue forecasts ODOT R-1 has conducted the Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. This project was one of the high priority projects derived from CBOS. The project is located on the critical north-south I-5 commuter and freight through-route within the Portland Metro area. It will convert the existing I-5 NB exit-ramp to Lower Boones Ferry Road from a one-lane/exit only to a two-lane exit-ramp. It will enhance the safety and operations of the freeway and exit-ramp by alleviating the difficult weaving movements.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	F-IM3
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	In a period of constrained revenue forecasts ODOT R-1 has conducted Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. This project was one of the high priority projects derived from CBOS and addresses a section of I-5 with a high accident frequency and many operational problems. The project would extend I-5 SB auxiliary lane from Lower Boones Ferry SB exit-ramp to Lower Boones Ferry SB entrance-ramp and tie into existing auxiliary lane between Lower Boones Ferry and Nyberg. This project will reduce congestion, improve lane balance and travel time reliability, reduce weaving related collisions and sustain stable traffic flow in this section of I-5.	\$ 8,500,000	\$ 7,627,050	\$ 872,950	F-IM3
E65	I-84: NW Forest Lane (Vertical Clearance)	Raise the NW Forest Lane Bridge over I-84. Currently, it is one of three eastbound and westbound vertical controlling structures along the I-84 corridor between the OR/WA border at I-205 to OR/ID border.	\$ 2,100,000	\$ 1,884,330	\$ 215,670	
E72	OR 224-212 Corridor ITS	This project is located on OR 224 and OR 212 from OR 99E to the Rock Creek Junction. There are serious transportation safety issues with numerous SPIS sites in both the top 5% and 10% categories. □□The project purpose is to improve transportation safety and mobility for the many system users driving through the corridor, particularly during peak traffic periods. The primary goal is to reduce crash rate and improve mobility for all users without adding more costly additional travel lanes. No negative impacts are anticipated to nearby communities and the environment. The project will add Bluetooth readers along the corridor and add CCTVs to allow ODOT to better manage the traffic along the corridor. These investments will leverage other ODOT investments to ITS in the corridor.	\$ 750,000	\$ 672,975	\$ 77,025	F-PR7
E73	OR 99 E Corridor ITS	This project is located on OR 99 E from the Ross Island Bridge to Canby, approximately 20 miles. There are serious transportation safety issues; numerous SPIS sites in the top 5% and 10% categories along the corridor. Traffic incidents have negative impacts on both safety and mobility, in the form of secondary collisions and unreliable traffic mobility. Improvements include variable message signs, a new RWIS (Regional Weather Information System), upgraded signal controllers to current technology, collecting and displaying travel time information along the corridor and cameras that allow for corridor traffic management. The project purpose and need is to improve transportation safety and mobility for the many system users driving through the corridor, during congested periods.	\$ 3,500,000	\$ 3,140,550	\$ 359,450	
E74	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	Project will add pedestrian, bicycle, ADA, equestrian, and trail or path improvements at the intersection of OR212 (or state highway 174) and along Richey Road in the city of Boring, Oregon. Improvements include 8' wide curb tight sidewalk, curb ramps, driveway reconstruction, trail connect, b/p way finding signs, countdown pedestrian signals, minor paving, and striping.	\$ 305,000	\$ 273,677	\$ 31,324	F-PR2; F-OP41
E75	OR213 SE Lindy to SE King Rd Pedestrian / Bicycle Improvements	Design and construct approximately 1,000 linear feet of 10' curb tight sidewalk, bike lanes, add pedestrian lighting, ADA improvements, improve access management (where applicable), provide roadway drainage improvements as needed, and street trees (pending ODOT approval).	\$ 950,000	\$ 852,435	\$ 97,565	

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E76	US 26 ATMS/ITS	There are several SPIS sites in the top 5 percent category and congestion in the stretch of US 26 from OR 217 to the Vista Ridge tunnel. This project will also add a Variable Message Sign (VMS) in the Westbound direction to better manage Zoo related traffic. This project will install Variable Message Signs (VMS), Variable Advisory Speeds and other ITS infrastructure to better manage traffic on US 26, including a VMS in the Westbound direction to better manage Zoo related traffic. The primary goals are to reduce crash rates and improve mobility for all users without adding additional travel lanes. The ATM/ITS system will provide for smoother and safer traffic flows through the use of real time traffic information and active transportation management.	\$ 3,600,000	\$ 3,215,550	\$ 384,450	
E77	Estacada to Boring Deep Creek Crossing - Cazadero Trail	Construct a connection between one four mile and one three mile section of the Estacada to Boring segment of the Cazadero State Trail by constructing two Bicycle/Pedestrian Bridges across Deep Creek, and by constructing a bicycle/pedestrian crossing facility at Oregon 224. This connection will help link up this trail with the 23-mile Springwater Corridor, significantly expanding the area in Clackamas County served by this alternative transportation route.	\$ 6,776,750	\$ 6,076,750	\$ 700,000	
E78	New Marine Park Entrance	Constructing a new entrance to the marine park to address ADA compliance for pedestrian and bicycle visitors.	\$ 3,050,000	\$ 2,736,765	\$ 313,235	
E79	Cascade Locks Industrial Lands Access Improvements	This project will provide required transportation infrastructure improvements to provide large trucks access to the Cascade Locks Industrial Area.	\$ 4,300,000	\$ 3,858,390	\$ 441,610	
E80	Anchor Way/Lot #1 Intersection Upgrade	Upgrade a key intersection that provides primary access to the largest industrial property in Hood River to accelerate development and job creation. Project is identified in the 2010 Exit #63/#64 Interchange Access Management Plan and will help solve serious long-term access challenges at the Exit #62 interchange.	\$ 750,000	\$ 550,000	\$ 200,000	
E81	Columbia_Alderwood_Cully	The Airport Futures Transportation Impact Study prepared for Airport Futures (2010 Portland International Airport Master Plan) identified improvements that are needed for NE Columbia Boulevard at NE Alderwood Road and NE Cully Boulevard. The improvements needed at both intersections include implementation of signals and turn lanes. An appropriate design solution is needed to address the proximity of the two intersections and the storage problem for back-to-back left turns.	\$ 12,091,083	\$ 10,849,329	\$ 1,241,754	
E82	South Waterfront Greenway Refinement Plan (Portland)	This project will refine the 2004 Greenway Development Plan and create a new design development plan for construction of the Greenway between Marquam Bridge and SW Gibbs Street, along the Willamette in Portland.	\$ 325,000	\$ 285,000	\$ 40,000	
E83	PSU RFID System & Bike Commuter Incentives Program	Our application seeks funding for a pilot project to install an RFID system in Portland's University District that would accurately track employees who sign up for a bike commute incentives program. This verifiable system would make it possible for the University to provide its employees, and eventually students, with economic incentives for bike commuting. The RFID system would also fill a gap in PSU's transportation demand management strategies of coupling cost-based disincentives for driving alone with financial incentives for using alternative forms of transportation. Although PSU offers a significant economic incentive for employees to use transit, the University offers no similar economic incentive for biking. Furthermore, PSU's RFID system would serve as a model for large campuses.	\$ 125,240	\$ 106,454	\$ 18,786	
E84	Barbur-99W Corridor Safety & Access to Transit	The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments would decrease travel times. Pedestrian network and connections to transit and regional trails would be improved in Tigard and Tualatin.	\$ 3,504,000	\$ 3,144,140	\$ 359,860	F-BR1

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E85	Cornell-Evergreen-229th Corridor Safety & Access to Transit	The project would improve safety, active transportation, access to transit and transit operations by improving bus stops, constructing landing pads, enhancing crossings, and installing signal priority on Cornell Rd., Evergreen Pkwy., and 229th Ave. in Beaverton, Hillsboro, and Washington County. Specifically, TriMet intends to install concrete landing pads between the sidewalks and curbs at 50 bus stops, rapid flash beacons (RFB) with striping at 3 non-signalized crossing locations, and transit signal priority at 3 intersections.	\$ 650,000	\$ 583,244	\$ 66,756	
E86	Highway 8 Corridor Safety & Access to Transit	The project would improve safety, active transportation, access to transit and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments at key intersections would decrease travel times.	\$ 1,746,000	\$ 1,566,686	\$ 179,314	F-OP29, F- OP30, F- OP31
E87	Powell-Division Corridor Safety & Access to Transit	This project makes priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor. It will focus on priority safety and access improvements identified by the project partners, adopted plans, and highlighted in TriMet's Pedestrian Network Analysis. Improved safety, access, operations reliability and travel time provide immediate benefits and set the stage for future anticipated service increases in the corridor. Identified improvements could also be included in scope of potential Powell-Division On-Street Bus Rapid Transit project, which would present additional chance for using these STIP funds to leverage future improvements.	\$ 3,360,000	\$ 3,014,928	\$ 345,072	F-SP14, F- SP15, F- SP16, F- SP17, F-SP18
E88	State-Wide Paratransit Mobility Exchange	Ride Connection will develop a system to facilitate the sharing of trip-requests and vehicle capacity across jurisdictional boundaries for demand-response transit service. The heart of the system expands their scheduling Clearinghouse web application to serve as a state-wide exchange. This facilitates the sharing of trip-requests and open vehicle capacity across jurisdictional boundaries. Small transit agencies and community transportation providers across the state will be engaged to participate in developing technical, operational and policy-level guidelines and a software platform that links demand-response scheduling and dispatch centers. State-wide implementation provides coordination opportunities to small agencies essential to increasing the mobility of their riders.	\$ 399,600	\$ 358,562	\$ 41,038	
E89	Beaverton Creek Trail: Westside Trail - SW Hocken Avenue	The proposed project is to complete preliminary engineering, final engineering, permitting, bidding, & construction of a section of the Beaverton Creek Regional Trail between SW Hocken Avenue & the Westside Regional. This section of trail is part of the Crescent Connection that links the cities of Beaverton & Tigard. The proposed asphalt multi-use trail will be off-street, approximately 1.3-miles long, 10-feet wide with 2-foot gravel shoulders, & will generally parallel the TriMet light rail line. The project is also likely to include environmental work, right-of-way/land acquisition, & utility relocation in order to construct the trail.	\$ 3,487,921	\$ 2,790,336	\$ 697,585	
E90	Fanno Creek Trail/Hall Boulevard Crossing	The proposed project is to complete final engineering & construction of a bridge over Hall Boulevard, a 5-lane arterial street with a posted speed of 40 mph, for the Fanno Creek Regional Trail, one of THPRD's heaviest used trails for commuting & recreation. The bridge will be 12-feet wide & have a minimum 16-foot street clearance. The bridge will have spiral approaches at a maximum grade of 6.5% & will include landings to meet ADA standards. Realignment of the trail leading to the approaches will require boardwalks where it crosses the floodplain & associated wetlands. Relocation of existing utilities along Hall are anticipated, but additional right-of-way/land acquisition is not expected as all significant work related to the bridge structure will take place on THPRD property.	\$ 3,362,963	\$ 3,017,586	\$ 345,377	

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Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E91	Westside Trail #12- # 14: Merlo Light Rail Station - NW Greenbrier Parkway	The proposed project is to complete preliminary engineering, final engineering, permitting, bidding, & construction of a section of the Westside Regional Trail between the TriMet Merlo Transit Center (TC) & NW Greenbrier Parkway (just south of US-26/Sunset Highway) in the City of Beaverton. The proposed asphalt multi-use trail will be off-street, approximately 1.6-miles long, 10-feet wide with 2-foot gravel shoulders, & will be located within a Bonneville Power Administration (BPA) powerline corridor. The project will also likely include environmental work, right-of-way/land acquisition, & utility relocations in order to construct the trail.	\$ 4,069,139	\$ 3,651,238	\$ 417,901	
E92	Neighborhood Bikeway Demonstration Projects	Significant gaps exist in the urban arterial/collector roadway bicycle network in Washington County. The County acknowledges the need to increase bicycle safety, connectivity, and accommodate a wider range of ages and abilities. Existing local and neighborhood streets present an opportunity to meet these needs quickly and at a relative low cost. Enhancements to a network of low speed, low-traffic streets will offer alternatives to incomplete bike lanes on major streets and a more visible, safe, efficient, and comfortable experience for people who live, walk, and bike on them. The County is seeking funding to design and construct improvements of up to 10 miles of neighborhood streets, implementing current TGM-funded planning work to develop a Neighborhood Bikeway Plan.	\$ 2,000,000	\$ 1,600,000	\$ 400,000	
E93	OR 10: Oleson Road Realignment Project	This project aims to improve an intersection with one of the worst safety records in the Portland metropolitan area. It includes the realignment of Oleson Road from its existing location to approximately 400 feet to the east. The realignment moves an 800-foot segment of roadway to separate existing intersections in order to enhance roadway operations and safety. The resulting project includes improvements of adjacent roadways, with the addition of pedestrian, bike, and bus stop facilities to create connections to surrounding roadways while enhancing the adjacent creek corridor. This improvement is the first of three; this first improvement is expected to achieve significant and immediate benefits by greatly improving conditions at one of the worst intersections in the Portland area.	\$ 31,000,000	\$ 27,800,000	\$ 3,200,000	F-SP1
E94	OR217: Allen-Denney Southbound Split Diamond	The proposed project will remove the dangerous weaving section on southbound OR 217 between the Allen Boulevard and Denney Road interchanges by replacing the southbound on-ramp from Allen Boulevard and the southbound off-ramp to Denney Road with a single-lane collector-distributor road connecting the Allen Boulevard and Denney Road southbound ramp terminals. Consolidation of these interchanges into a single split diamond interchange configuration is consistent with previous corridor plan recommendations. No changes would be made in the northbound direction. Additional improvements will be needed at the Allen Boulevard and Denney Road ramp terminals, including signal timing/phasing changes.	\$ 5,000,000	\$ 4,486,500	\$ 513,500	F-OP37
E95	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	The U.S. 26: Cedar Hills Boulevard Interchange Area Improvements project is a multi-modal safety and congestion relief project. Major elements of the project include installing a new traffic signal at the U.S. 26 eastbound ramp terminal, extending the northbound Cedar Hills right turn lane at Butner Rd. through to the eastbound U.S. 26 on-ramp, constructing a sidewalk along the east side of Cedar Hills Blvd. from Butner Rd. to the westbound off-ramp and constructing a pedestrian island at the eastbound on-ramp. The project also includes lighting, signage, restriping and storm water drainage. All analysis and cost estimates are based upon the document "Alternative Analysis: NW Cedar Hills Blvd. and the U.S. 26 Eastbound Ramp Terminal" (Portland State University, June 7, 2012).	\$ 1,600,000	\$ 1,435,680	\$ 164,320	
ENHANCE SUBTOTALS			\$ 357,435,040	\$ 301,327,767	\$ 56,107,273	

ODOT Region 1 Project Selection Committee

Meeting #1

December 19, 2012

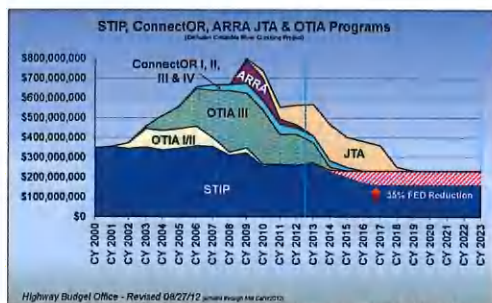
3:00 PM to 5:00 PM

Transportation Funding

- The majority of ODOT revenue comes from state gas tax, weight-mile tax, DMV fees and the federal highway trust fund.



- Approximately 50% of gas tax dollars are passed through directly to cities and counties.



What is the STIP?

- The Statewide Transportation Improvement Program is Oregon's four-year transportation capital improvement program.
- It is the document that identifies funding for and scheduling of transportation projects and programs.

Fix it & Enhance



Why the change?

- A new approach to allocating state transportation dollars.
- Driven by a need for greater flexibility in times of diminishing resources.
- A shift to enable ODOT to take care of the existing system while still providing a measure of funding to enhance the state and local transportation system in a truly multimodal way.

16-18 Regional Transportation Funding

ENHANCE

Applications due by November 27th 2012. Region 1 100% list to OTC by October 4th 2013.

\$66.4M

MTIP (Regional Flexible Funds Allocation and Regional Economic Opportunity Funds)

Applications due by March 15th 2013. JPACT and Metro adoption in September of 2013.

\$68.57M (\$8.7 Green Economy / Freight, \$26.07 Active Transportation Complete Streets, \$33.8 REOF)

Application Overview

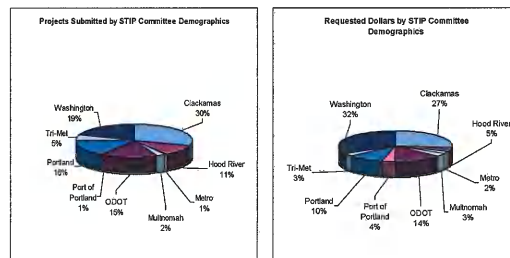
Jeff Flowers, Region 1 Program and Funding Manager

General...

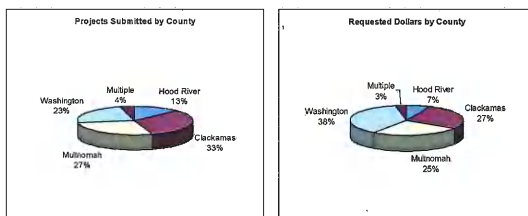
- How many applications?
- How much?
- All Enhance applications and draft Fix-it lists can now be found online.

<http://www.oregon.gov/ODOT/HWY/REGION1/Pages/stip/index.aspx>

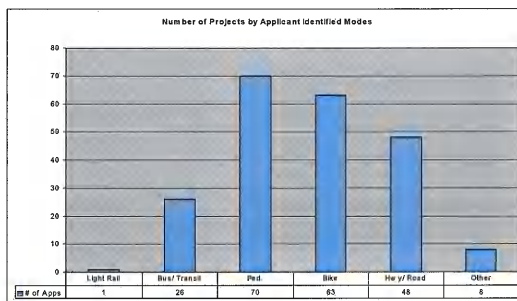
Geographic and Jurisdictional Breakouts



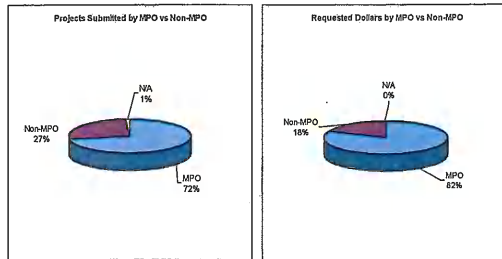
Geographic and Jurisdictional Breakouts



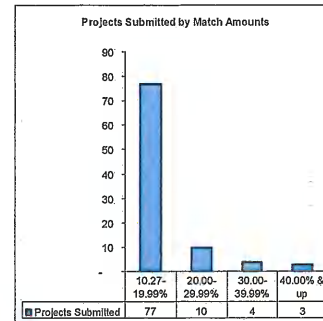
Breakout by Mode



MPO / Non MPO Applications



Match



A Path Forward



- Project benefit and readiness information submitted by applicants
- Guidance from OTC on project selection
- Selection tool for committee members

Project Benefit Categories

- Benefits to State-Owned Facilities
- Mobility
- Accessibility
- Economic Vitality
- Environmental Stewardship
- Land Use and Growth Management
- Livability
- Safety and Security
- Equity
- Funding and Finance

OTC Direction on Project Selection

- Be as inclusive as possible.
- No benefit category is more important than others and applicants do not have to demonstrate benefits in every category.
- Reviewers can and should reference state and local plans and policies such as the Oregon Transportation Plan, Oregon Highway Plan and RTP.
- Use project information to determine if projects are reasonable in cost and scope and ready to move forward.
- Assess if the benefits described are reasonable and likely and how such benefits compare to other proposed projects.

Project Selection Tool Demonstration



Resource Recap

- Enhance Applications can be found online at: <http://www.oregon.gov/ODOT/HWY/REGION1/Pages/stip/index.aspx>
- Kelly (503) 731-3087
- Jeff (503) 731-8235

Next Steps

- Committee members will reach out to stakeholders and advisory committees during the month of January as needed to inform their draft 150% lists.
- Next STIP Project Selection Committee meeting will be in February (date TBD).

Region 1 STIP Committee Work Plan

Meeting #1 - December 19, 2012

- Committee agrees to charge, decision-making structure and general work plan
- Committee receives a presentation on applications submitted and begins the process of developing a 150% list prior to March 15th.

Between Meeting #1 and Meeting #2

- Committee members independently review project applications and develop a draft 150% list for submittal to ODOT staff prior to 5:00 PM on January 25th, 2013.
- Committee members solicit input as needed from community groups, modal committees etc.
- ODOT staff will work with committee members and applicants to answer questions and provide support.
- ODOT staff compile the recommended projects submitted by committee members into a single document for distribution prior to meeting #2. The comprehensive document will highlight areas of agreement and disagreement amongst committee members to help focus our discussion.

Meeting #2 (February 2013)

- Committee members discuss and vote on a 150% list of projects for advancement to scoping.
- If the committee is unable to reach consensus, the group will determine what additional information is needed to come to agreement and reconvene prior to the **March 15th** for a final vote.

Between March 15, 2013 and July 22, 2013

- ODOT technical staff scopes the 150% list of projects.
- ODOT staff shares the 150% with a broad array of stakeholders.
- The combined Oregon Bike Pedestrian and Transportation Enhancement Committee reviews the 150% list and provides comments to ODOT.
- The Oregon Freight Advisory Committee reviews the 150% list and provides comments to ODOT.
- JPACT, county coordinating committees and other bodies are likely to provide comments on the 150% list during this period as well.

Late July 2013

- The Committee receives a presentation on both scoping details and input received from stakeholders since March 15th.
- The committee begins the process of refining a 100% list recommendation prior to October 4th.

September 2013

- Committee finalizes 100% list for referral to the Oregon Transportation Commission (OTC). The deadline for submittal is **October 4th**.



January 2, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Hillsboro would like to request the addition of the following projects to the RTP.

- 253rd Ave (from Huffman extension to Meek Rd): construct new three-lane road with bike lanes and sidewalks (est. \$4,000,000)
- Gibbs Dr (from proposed Stucki Rd extension to Walker Rd): construct new three-lane road with cycle tracks and sidewalks (est. \$2,000,000)
- Brookwood Pkwy (from Evergreen Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks
- Butler Dr (from 229th Ave to Cornell Rd): widen from three to five lanes with bike lanes and sidewalks (est. \$2,000,000)
- Cornelius Pass Road (from Cornell Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks (est. \$8,600,000)
- US 26 westbound off-ramp at Cornelius Pass Rd: add second lane on westbound loop off-ramp and third southbound approach lane on Cornelius Pass Rd (est. \$5,000,000)

As part of the US 26/Brookwood Interchange-related roadway improvements, 253rd Ave was recently recommended for inclusion in the regional economic opportunity fund portion of the Regional Flexible Fund to construct this roadway from Evergreen Rd to Meek Rd (253rd Ave is currently a gravel road extending approximately 2,700 feet north from Evergreen Rd). The construction of 253rd Ave as a three-lane roadway from Evergreen Rd to Huffman extension is already in the RTP as project # 10822. This request is to add the portion from Huffman extension to Meek Rd. Current development opportunities have surfaced which depends upon the opening of 253rd Ave by summer 2014.

Gibbs Drive is a planned collector road in the adopted AmberGlen Community Plan. It will provide the needed connectivity in order to support the type of intense, mixed-land use and multi-modal transportation environment envisioned in the AmberGlen Community Plan. Current development interests in the area prompted the urgency to amend this road to the RTP.

Brookwood Pkwy, Butler Dr, Cornelius Pass Rd, and US 26 westbound off-ramp improvements are all improvements identified as needed in the ongoing traffic impact analysis in association with the Intel expansions. The widening of seven lanes for both the Brookwood Pkwy and Cornelius Pass Rd have been

amended into the City and County's TSP earlier this year. And as part of the TSP amendment, both projects received overwhelmingly positive support in the public involvement process.

The City proposes to remove project # 10846, widening of TV Hwy from five to seven lanes at \$42 million, from the RTP financially constrained list to offset the costs of the proposed additions to the RTP.

Please feel free to contact me if you have any questions or concerns.

Sincerely,



Brad Choi
Transportation Planner

Enclosure

cc: Deena Platman, Metro
Clark Berry, Washington County
Don Odermott, City of Hillsboro

Hillsboro Proposed RTP Amendments Project Locations

253rd Ave (Huffman to Meek): new 3-lane arterial

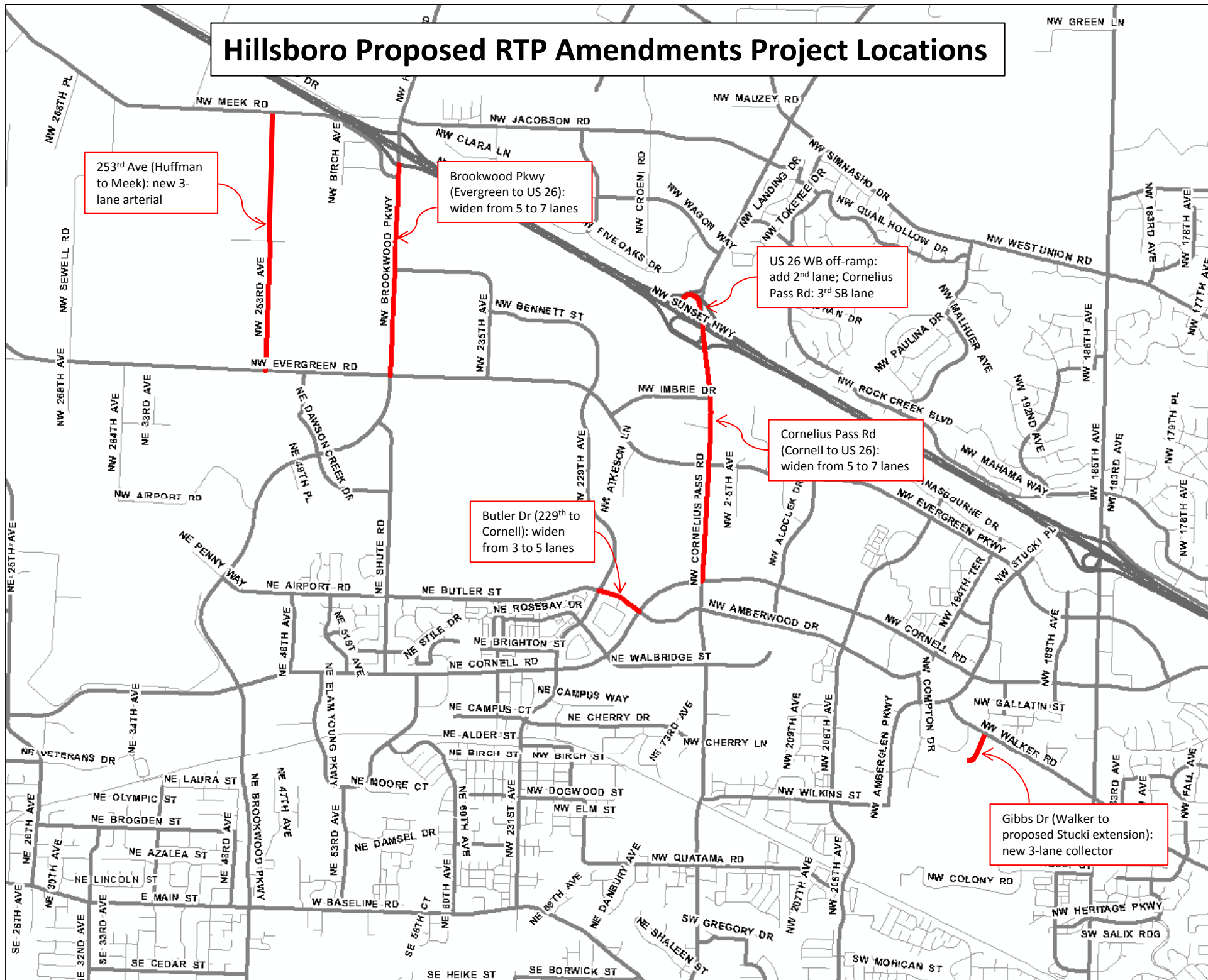
Brookwood Pkwy (Evergreen to US 26): widen from 5 to 7 lanes

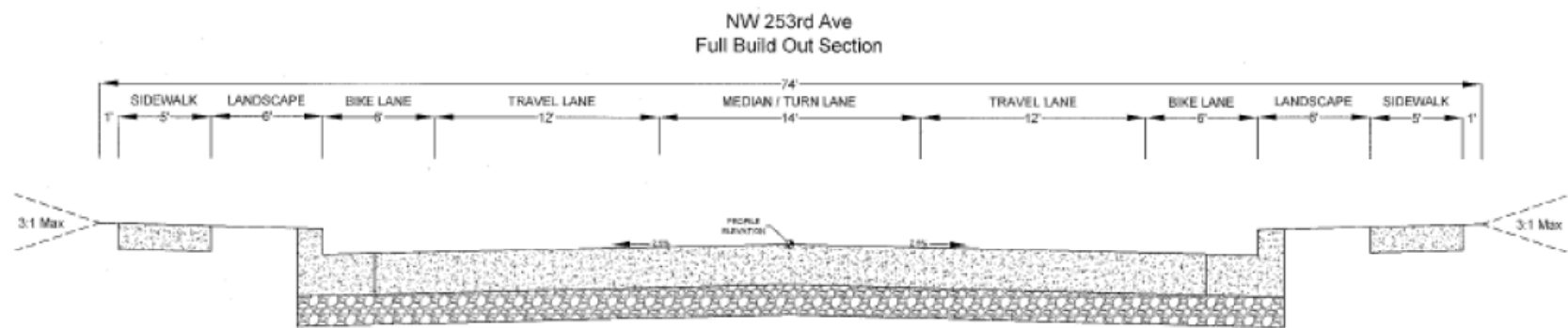
US 26 WB off-ramp: add 2nd lane; Cornelius Pass Rd: 3rd SB lane

Cornelius Pass Rd (Cornell to US 26): widen from 5 to 7 lanes

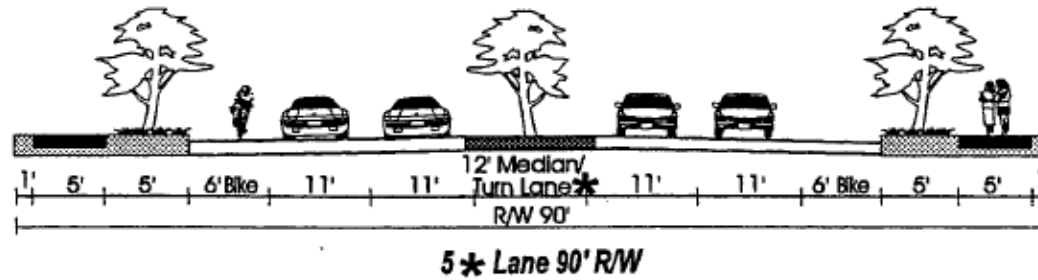
Butler Dr (229th to Cornell): widen from 3 to 5 lanes

Gibbs Dr (Walker to proposed Stucki extension): new 3-lane collector

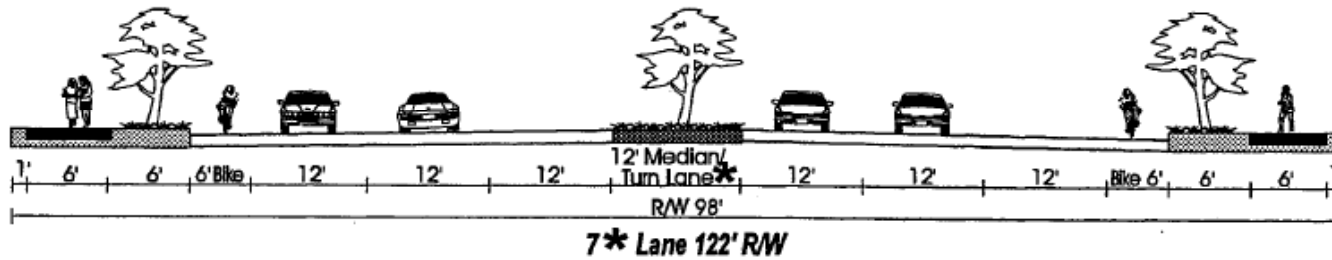




Proposed Cross Section for 253rd Ave



Proposed Cross Section for Butler Dr



Proposed Cross Section for Brookwood Pkwy and Cornelius Pass Rd

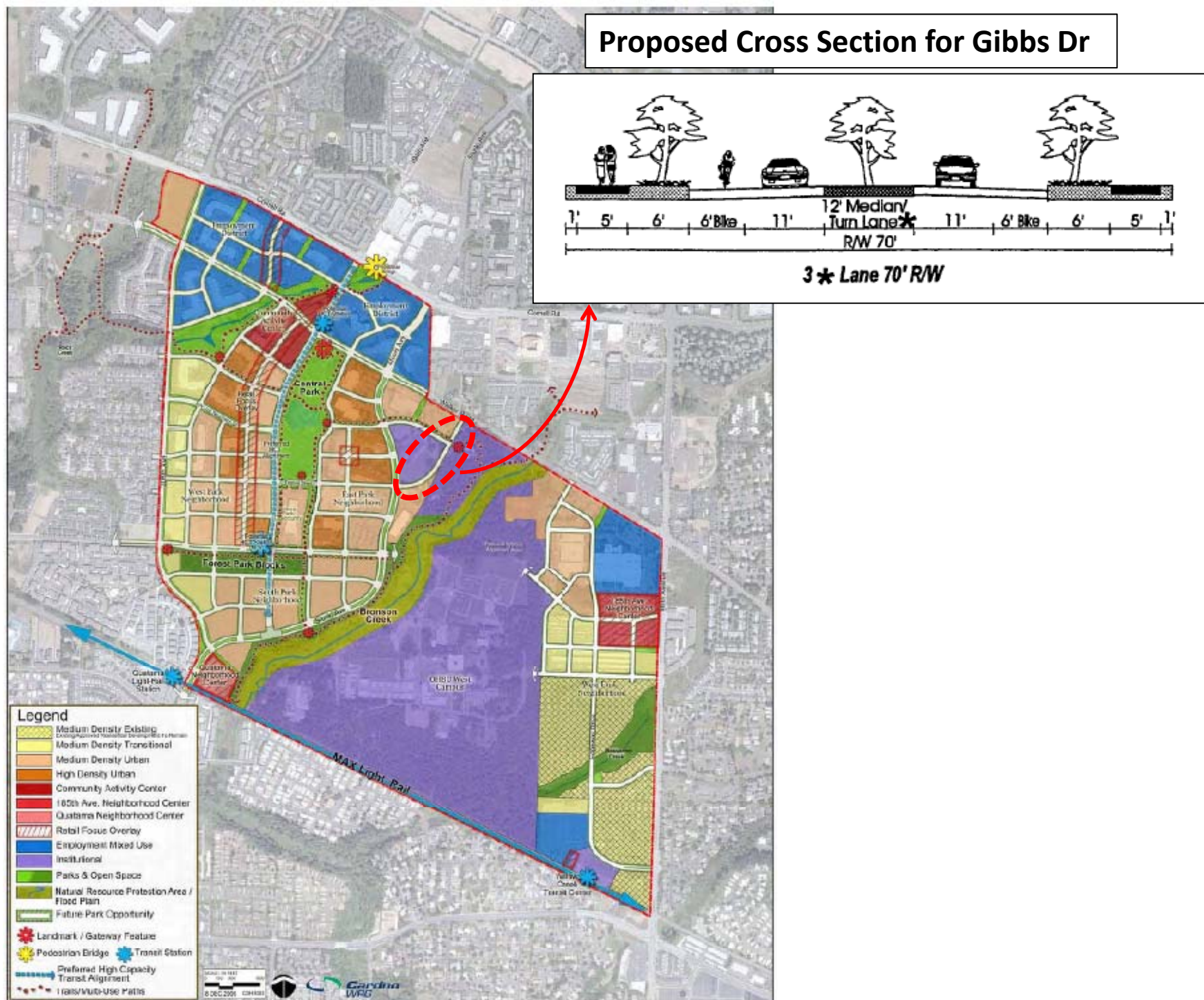


Figure 2-1: AmberGlen Community Plan Land Use Concept Map

Note: This map is presented in the Vision and Concept Plan Section as "Figure B"



Metro | Memo

Date: January 4, 2013
To: TPAC and Interested Parties
From: Tom Kloster, Transportation Planning Manager
Subject: Air Quality Conformity/Transportation Control Measures

Introduction

In previous decades the Portland region failed to meet national air quality standards for carbon monoxide pollution and was designated a non-attainment area. As a result, the region is required to develop and implement strategies to reduce carbon monoxide emissions in order to conform to the federal Clean Air Act. To ensure compliance, JPACT adopts an air quality plan with each Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP) that includes a series of ongoing “transportation control measures” (TCMs). These TCMs are: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections. Until 2017, the region is expected to implement TCMs and demonstrate each MTIP and RTP conform to the provisions of the air quality plan, or risk not being in violation of federal mandates.

Due to recent transit service cuts, the region is projected to fall short of the transit service TCM in 2013. Failure to meet this TCM performance standard could result in an air quality conformity lapse in the next federal review of the RTP and MTIP. A conformity lapse would jeopardize the flow of federal transportation funds in the region. All local agencies and projects which receive federal funds in the region would be affected by a conformity lapse.

Options

The region has three options in approaching this issue:

- Defer Action – This option would defer any fund programming or policy action until next fall, when TriMet’s annual service schedules are released, and it will be possible to conclusively know whether transit service will improve enough to meet the performance standard prior to the next air quality conformity analysis. The risk in this approach is that it could leave the region with an inability to reconcile the conformity issue in time for a required update to the Regional Transportation Plan in June 2014 and adoption of the 2015-18 MTIP.
- Reprogram Existing Transportation Dollars to Support Transit – This option would reconvene regional partners to discuss which programmed funds to consider for reprogramming and undergoing an MTIP amendment. The risk in this option is the impact to other transportation investments that would need to be deferred or abandoned to fund additional transit service.
- Undergo a TCM Substitution – This option would utilize an EPA policy which allows regions to substitute an equivalent or greater pollution reduction strategy to replace an existing strategy implemented by a region. A substitution requires undergoing technical analysis and a public involvement process as outlined in the Clean Air Act. Metro staff has already met with TriMet and DEQ staff to discuss this option, as it seems the most viable path to

addressing the conformity lapse issue. More details regarding TCM substitutions and potential proposed substitutions can be found in **Attachment A**.

Next Steps

Based on initial feedback from TPAC at the January 4, 2013 meeting, Metro and DEQ staff will continue to develop a specific proposal for TPAC consultation at the January 25 meeting.

Attachment A – Proposed TCM Substitutions for the Portland Metropolitan Region

Background

When a region is unable to meet air quality conformity with the original transportation control measures (TCMs) identified, the region has the option to exercise a “substitution,” which allows an existing TCM to be replaced with another TCM of equal or greater pollution reduction. To employ a TCM substitution, the process, as outlined in CAA section 176(c)(8), entails consultation to undergo a TCM substitution, technical analysis demonstrating conformity with the substituted TCM, further consultation with regional partners on the results, a public comment period, and approval from EPA. Metro proposes to utilize TPAC for regional consultation, and seeks TPAC’s involvement in choosing a substitute TCM.

The general timeframe for implementing a TCM substitution process as described by Oregon DEQ is as follows:

Action	Time Frame
<ul style="list-style-type: none">• Metro consults partners to determine appropriate substitute for the Transit TCM• TCM analysis to DEQ and others	3 months
<ul style="list-style-type: none">• DEQ prepares public comment package• Notice to Secretary of State’s Bulletin and interested persons	1 month
<ul style="list-style-type: none">• Public hearing	1.5 months
<ul style="list-style-type: none">• Close of comment period	0.5 month
<ul style="list-style-type: none">• DEQ responds to comments and drafts EQC adoption package	0.25 month
<ul style="list-style-type: none">• DEQ review of EQC adoption report to date of ECQ action	2.25 months
<ul style="list-style-type: none">• Submit to EPA	0.25 month
<ul style="list-style-type: none">• EPA concurrence	0.5 months
<ul style="list-style-type: none">• Allowance for EQC meeting interval	2 months
Total	11.25 mos.

The rough schedule for receiving a TCM substitution approval coincides with the update to the 2015-2018 MTIP and the 2014 RTP update. For the region to remain operating under a valid air quality conformity determination, a TCM substitution process must begin in January 2013 to ensure the substitution process is completed prior to the next air quality conformity determination is due for the 2015-2018 MTIP and 2014 RTP update.

Portland Metropolitan Region’s Transportation Control Measures

The most recent Air Quality Conformity determination for the 2012-2015 MTIP and the 2035 Regional Transportation Plan (RTP) outlined three transportation control measures (TCMs) to help mitigate impacts of criteria pollutants from transportation sources. The three TCMs are:

- Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5-year rolling average of actual hours for assessments conducted between 2006 and 2017.
- Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources from each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this

TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

- Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed-use centers between the years 2006 through 2017, including the funding of a cumulative average of 1 and 1/2 miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514 except where such expansion or reconstruction is located within a mixed-use center.

Metro and regional partners are responsible for implementing all of its TCMs to meet federal requirements. Failure to address the conformity rules related to TCMs would likely result in a conformity lapse, leading to a moratorium on programming federal transportation funds and hinder the implementation of the regional transportation plan.

Proposed TCM Substitutions

In anticipation the TCM transit service increase shortfall would need to be addressed, Metro, Oregon State Department of Environmental Quality (DEQ), and TriMet met to discuss potential TCM substitution options for the region to remain in conformance. The following substitution options were identified to date:

- 1) Combining the three TCMs into a single TCM. This option would combine the projected emissions reductions associated with each separate TCM threshold together into a single threshold, and assess the collective result of the region's progress in meeting each TCM. Currently, a minimum performance standard must be met for each of the three TCMs (transit, bicycle, and pedestrian) to attain projected emissions reductions. Under this method, TCMs that exceed their minimum performance standard could compensate for TCMs that do not meet their performance standard. This methodology would meet the intent of the TCMs by matching or exceeding the targeted emission reduction and would still include all three measures. The region remains committed to meeting the goals of the transit TCM. Nonetheless, circumstances beyond the control of Metro and other partner agencies require a re-evaluation and reformulating a new strategy to meet conformity standards.
- 2) Change the Calculation Method for the TCM. This option would be to change the calculation method for the performance standard of the transit service increase TCM. As stated in the transit service TCM, a 5-year rolling average of actual transit service hours is used. An increased number of years to calculate the rolling average of the transit TCM would smooth out brief periods of unusual transit service changes. At this time, no feasible method has been developed that would meet the necessary service average outlined in the TCM given the current service projections.
- 3) An alternative as proposed by TPAC. This option would explore an alternative approach identified by TPAC.