

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APROOVING THE 2004-) RESOLUTION NO. 03- 3381A
07 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM FOR THE) Introduced by Councilor Rod Park; JPACT
PORTLAND METROPOLITAN AREA.) Chair

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

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have recently proposed programming of the “regional flexible funds” portion of the federal allocation of transportation funds to this region through the Transportation Priorities 2004-07 process, and

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

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

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

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

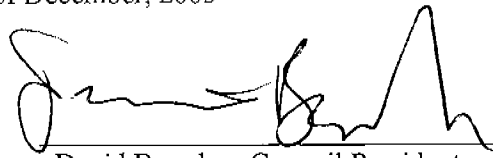
WHEREAS, the companion Metro Resolution No. 03-3382 demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

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

BE IT RESOLVED that the Metro Council adopt the 2004-07 Metropolitan Transportation Improvement Program for the Portland metropolitan area as shown in Exhibit A.

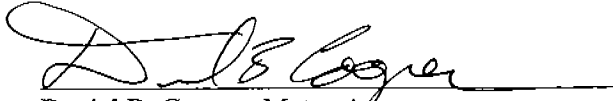
BE IT FURTHER RESOLVED that the Metro Council transfer \$549,000 from preliminary engineering of the Harmony Road widening project (SE Lake Road to SE 82nd Avenue) to preliminary engineering of the 172nd Avenue widening project (SE Sunnyside Road to Oregon Highway 212) as shown in Exhibit A and as requested in Exhibit B.

ADOPTED by the Metro Council this 11th day of December, 2003



David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney





Final Draft
**Metropolitan
Transportation
Improvement
Program**

*Portland Metropolitan Area
Fiscal Years 2004 through 2007*

December 5, 2003



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Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

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1.1 MTIP PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) schedules spending of federal transportation funds in coordination with significant state and local funds in the Portland metropolitan region for the federal fiscal years 2004 through 2007. It also demonstrates how these projects relate to federal regulations regarding project eligibility, air quality impacts, environmental justice and public involvement.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. Regulations of the United States Department of Transportation (USDOT) require the MPO to develop a 20-year Regional Transportation Plan (RTP). The Plan must identify revenue that can be reasonably anticipated over a 20-year period for transportation purposes. It must also state the region's transportation goals and policies and identify the range of multi-modal transportation projects that are needed to implement them.

No project may receive federal funds if it is not approved in the RTP. However, the RTP approves more projects than can be afforded by the region in any given year. Just as Metro is required to develop an RTP, it is also mandated to develop a Metropolitan Transportation Improvement Program (MTIP) for the Portland urban area. The MTIP "program" process is used to determine which projects included in the Plan will be given funding priority year by year.

1.2 MTIP CONTENT

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

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

This information is included in Table 4.1. of the MTIP. Appendix 3.4, the RTP's financially constrained project list, provides additional information about the projects. It is these project descriptions that are used to model air quality effects.

In addition to this level of detail for federally funded projects, the MTIP must also describe other significant state or locally funded projects that have a potential to affect regional compliance with federal air quality standards. The information about these

projects is limited to a description of the intended scope, concept and timing of the projects that is sufficient to model their potential air quality effects, total cost and responsible agency. Chapter 4 provides information for all projects anticipated in the region, including those that will not rely on federal funds.

This document, the 2004–07 MTIP, supplies transportation program information for the Portland urbanized area during the four-year period beginning October 1, 2003 and ending September 30, 2007 (federal fiscal years 2004 through 2007). However, each four-year MTIP is updated every two years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The carryover programming is not static though. Slow progress on early phases of some of the “old” projects has caused their construction phases to slip to years later than originally expected. Conversely, some of the “new” projects, or their early phases, that have been allocated federal fiscal year 2006-07 funds, are ready to proceed immediately. Therefore, the current program reflects a blending of the old and new programming across the four years addressed in the document. *The full four-year program is shown in Chapter 4.*

1.3 2002 MTIP DEVELOPMENT PROCESS

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

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

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

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

1.4 FISCAL CONSTRAINT

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

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

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

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

Table 1.4-1 demonstrates that more revenue is forecast during the four-year period of the MTIP than have been scheduled for spending on projects and programs. There is a possibility of a negative carry-over of project costs from FY 03 that may erase the demonstrated revenue surplus. Additionally, TEA-21 expires on September 30, 2003 and all future year revenue estimates are made without benefit of federal reauthorization. The forecasted revenues and program of projects, however, is clearly consistent with the reasonably anticipated revenues for the region, as directed by federal guidelines.

Chapter 1

Overview of MTIP Contents and Development Process



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1.1 MTIP PURPOSE

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

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

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

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

1.5 PROJECT PRIORITIZATION PROCESSES

As mentioned previously, the federal transportation revenues reported in this MTIP are prioritized and scheduled to fund projects through several different processes which are administered by three agencies; ODOT, TriMet and Metro. The OTC prioritizes project funding administered by ODOT through the STIP process. TriMet's decision about the prioritization of federal funds dedicated to transit improvements is made by the TriMet Board of Directors. Metro's decision about which RTP projects and programs to fund is accomplished through the Transportation Priorities Update process.

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

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

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

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

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

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

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

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

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

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

Other policy objectives include:

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

Technical ranking criteria were adopted for the following modes:

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

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

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

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

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

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

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

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

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

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

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

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

1.6 PROGRAMMING FUNDS AND PROJECT SELECTION

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

1.6.1 Programming Funds

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

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

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

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

TriMet. In cooperation with Metro, TriMet is primarily responsible for both prioritization and administration of FTA funding categories (e.g., Section 5307 and 5309 funds) that are limited to transit purposes (e.g., bus purchase and maintenance, light rail construction, etc.). TriMet allocates both federal and general fund revenues to implement their five-year Transportation Improvement and Annual Service plans. Transit funds are subject to their own limitation and do not draw down the ability of either ODOT or Metro to spend other fund categories in any given year. Again, the MTIP reports only the federal funding component of TriMet's overall capital and operations programs.

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

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

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

To manage equitable access to the regional flexible funds, Metro staff coordinates with sponsoring agencies to determine the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to assure that all regionally funded projects are able to advance in a timely, logical fashion. Typically, this involves preliminary engineering in year one, right-of-way acquisition in year two and construction in year three. It is very rare that a project can execute more than one phase of work in a single year.

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

At the outset of each two-year MTIP cycle, Metro formulates a proposal that seeks to balance these constraints and assure progress across jurisdictional boundaries so that no single agency is unduly delayed in delivering its approved projects. The proposed scheduling of the regional flexible funds is submitted for consideration by a regionally sponsored technical subcommittee for approval by consensus. Thereafter, to a very large degree, projects are selected to advance in the order in which they are received, as all projects share equal priority for funds. If projects that are scheduled to spend funds in a given year are delayed, they receive automatic authority to spend funds in the following year. Every two years, a new schedule is developed to account for advances and delays, and incorporation of newly authorized funds, and the biennial process of expenditure resumes.

1.6.2 Selection of Projects

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

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

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

1.7 MTIP AMENDMENT PROCESS

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

Objectives of the Process

1. Ensure that federal requirements are properly met for use of available federal funds, including the requirement that projects using federal funds are included in the TIP and that the projects are consistent with the financially constrained element of the Regional Transportation Plan (RTP).

2. Ensure regional consideration of proposed amendments having an impact on the priority for use of limited available resources or having an effect on other parts of the transportation system, other modes of transportation or other jurisdictions.
3. Ensure that the responsibilities for project management and cost control remain with the jurisdiction sponsoring the project.
4. Authorize routine amendments to the MTIP to proceed expeditiously to avoid unnecessary delays and committee activity.
5. Provide for dealing with emergency situations.
6. Ensure projects are progressing to fully obligate annual funding in order to avoid a lapse of funds.

Policies

1. Consistency with the financially constrained element of the RTP – Projects included in the MTIP must be based upon the RTP. Questions relating to the need for and scope of a project are answered through inclusion in the RTP; questions relating to the priority of projects within available resources are answered through inclusion in the MTIP. Projects affecting the capacity of the transportation system, projects that impact other modes and projects impacting other jurisdictions must be specifically identified in the RTP; Projects such as signals, safety overlays, parts and equipment, etc. must be consistent with the policy intent of the RTP. An amendment to the RTP to add a project can occur concurrent with an MTIP amendment and must follow the process for amending the RTP as outlined in the most current plan (the process for amending the 2000 RTP is contained in Section 6.6 on pages 6-24 through 6-27).

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

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

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

- Safety funds;

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

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

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

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

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

a. Administrative Adjustments:

- Transfer of funds between different phases of a project and different program years within previously approved funding levels.
- Transfer of funds between projects within previously approved funding levels; must be accompanied by a statement as to the impact on the project relinquishing funds; funding fully transferred from a project to another must include a commitment to fund the project giving up the funds to another source of funds (follow-up documentation will be required); requires monthly report to TPAC.

b. Adjustments by Resolution:

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

Transfers between jurisdictions require approval of each affected jurisdiction.

Chapter 2

Highlights of Current

Four-Year Program



METRO

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2.1 ODOT PROGRAM HIGHLIGHTS

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

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

(in millions of \$)

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

2.1.1 Highway Capacity.

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

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

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

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

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

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

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

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

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

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

2.1.2 ODOT Operations, Pavement, Bridge Preservation and Safety Program.

The following projects from ODOT's programs not related to vehicle capacity projects are of special significance to the Metro region.

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

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

2.1.3 ODOT Bond Program (OTIA)

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

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

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

2.2 REGIONAL TRANSIT

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

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

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

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

2.3 REGIONAL FLEXIBLE FUNDS

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

2.3.1 Key Initiatives Awarded Regional Flexible Funds by Metro

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 3

Planning and

Programming Issues



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3.1 AIR QUALITY CONFORMITY WITH THE STATE IMPLEMENTATION PLAN

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

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

Progress Implementing Transportation Control Measures for Air Quality

Transit Service

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

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

Pedestrian

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

Bicycle

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

3.2 FEDERAL TRANSPORTATION PLANNING FACTORS

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

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

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

3.3 PUBLIC INVOLVEMENT

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

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

3.4 ENVIRONMENTAL JUSTICE

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

3.5 FAU AND INTERSTATE TRANSFER PROGRAM BALANCES

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

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

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

3.6 TRANSPORTATION PRIORITIES 2004-07 CONDITIONS OF PROJECT APPROVAL

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

3.7 LIST OF MAJOR PROJECTS IMPLEMENTED FROM THE PREVIOUS MTIP

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

Geographic Listing

Clackamas County

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

East Multnomah County

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

City of Portland

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

Washington County

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

Regional Transit

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

3.8 DELAYS TO PLANNED IMPLEMENTATION

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

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

3.9 IMPLEMENTATION OF ADA PARATRANSIT AND KEY STATION PLANS

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

- The region completed an analysis and policy review and adopted a service strategy to provide transportation services to the elderly and disabled. This work resulted in policy to amend the RTP to ensure compliance with the plan elements by the region's transportation service providers and system owners/operators.
- All TriMet light rail stations are fully ADA compliant. TriMet continues to review stations for accessibility issues and make adjustments to maintenance practices or designs where warranted.
- The paratransit LIFT program continues to grow at 8 percent annually. As a means of controlling costs associated with this level of growth and to expand travel options for its clients, TriMet is looking to promote use of the fixed route system where client capacities and travel needs allow.
- TriMet has extended its pioneering use of low-floor light rail vehicles with continued

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

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

Chapter 4

Program Funding

Tables



METRO

PEOPLE PLACES

OPEN SPACES

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.1 REGIONAL PROJECTS

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

REGIONAL TRANSPORTATION REPORT

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

Sponsor	Metro ID No.	PROJECT NAME	Funding source						Total Authority
ODOT Key No.	Description	Work phase	Obligated	2004	2005	2006	2007		
COP	112	N. LOMBARD RAILROAD OVERCROSSING (PORT)							
8815	Contract overcrossing of railroad at Terminal 5. AKA "So. Rivergate"	TEA-21 HIGH PRIORITY PROJECTS (HPP)							
		Rt-of-Way	200,000	0	0	0	0	0	200,000
		Constr	0	13,142,348	0	0	0	0	13,142,348
		REGIONAL STP PROGRAM							
		Pre Eng	2,252,030	0	0	0	0	0	2,252,030
		Constr	89,729	836,241	0	0	0	0	925,970
		STATE STP PROGRAM							
		Pre Eng	0	250,000	0	0	0	0	250,000
		REGIONAL CMAQ PROGRAM							
		Constr	0	2,000,000	0	0	0	0	2,000,000
		TOTAL		2,541,759	16,228,589	0	0	0	18,770,348
COP	141	FY 93-94 ROAD REHABILITATION (CITY OF PORTLAND)							
6996	Cluster of road rehabilitation projects in Portland	REGIONAL STP PROGRAM							
		Constr	551,251	1,743,213	0	0	0	0	2,294,464
	TOTAL		551,251	1,743,213	0	0	0	2,294,464	
Tri-Met	156	FRONT AVE RECONSTRUCTION AND BIKE LANE (PORTLAND)							
8822	Reconstruct Front Ave; build bikelane along Waterfront Park	REGIONAL STP PROGRAM							
		Pre Eng	218,164	440	0	0	0	0	218,604
		Constr	0	0	5,955,396	0	0	0	5,955,396
		STATE STP PROGRAM							
		Pre Eng	421,138	136,862	0	0	0	0	558,000
	TOTAL		639,302	137,302	5,955,396	0	0	6,732,000	
COP	1008	E BANK - SPRINGWATER TRAIL CONNECTOR (AKA THREE BRIDGES PROJECT)							
11456	Design, acquire and construct an approximate two mile connection between the Eastbank and Springwater Trails including bridges over McLoughlin Blvd. and Johnson Creek.	TRANSPORTATION ENHANCEMENT (TE) PROGRAM							
		Pre Eng	718,000	0	0	0	0	0	718,000
		Rt-of-Way	0	582,000	0	0	0	0	582,000
		Constr	0	0	2,909,000	0	0	0	2,909,000
		TOTAL		718,000	582,000	2,909,000	0	0	4,209,000

REGIONAL TRANSPORTATION REPORT

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

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

REGIONAL TRANSPORTATION REPORT

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

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

REGIONAL TRANSPORTATION REPORT

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

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

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.3 CLACKAMAS COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.4 MULTNOMAH COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.4 MULTNOMAH COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

Sponsor	Metro ID No.	PROJECT NAME	Funding source						Total
ODOT Key No.	Description	Work phase	Obligated	2004	2005	2006	2007	Authority	
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REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

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

REGIONAL TRANSPORTATION REPORT

4.1.5 WASHINGTON COUNTY PROJECTS

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY CAPACITY PROGRAM

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE BRIDGE REHABILITATION PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
11932	FY 2004 Protective Screening (Reg 1)	PE	100,000	67,000				167,000
	Screen various structures	ROW						
		CON		697,000				697,000
		TOTAL	100,000	764,000				864,000
11942	I205:Columbia Rvr Br.-Willamette Rvr Unit 2 25%	PE						
	Pave NB/SB lanes and structure work	ROW						
		CON			4,239,000			4,239,000
		TOTAL			4,239,000			4,239,000
09350	OR99E: MLK/Grand (O-Xing UPRR #02115 & 08)	PE	3,090,000	432,000				3,522,000
	Replace structure	ROW		6,250,000				6,250,000
		CON			32,059,000			32,059,000
		TOTAL	3,090,000	6,682,000	32,059,000			41,831,000
12374	Burnside Bridge	PE		990,000				990,000
	Seismic Retrofit/Deck Repair	ROW						
		CON			7,650,000			7,650,000
		TOTAL		990,000	7,650,000			8,640,000
10663	Stark Street Viaduct	PE	120,000					120,000
	Replace structure	ROW		30,000				30,000
		CON			582,000			582,000
		TOTAL	120,000	30,000	582,000			732,000
13017	Sauvie Island Bridge	PE	2,492,000	2,208,000				4,700,000
	Replace structure	ROW			1,840,000			1,840,000
		CON				27,170,000		27,170,000
		TOTAL	2,492,000	2,208,000	1,840,000	27,170,000		33,710,000
TOTAL			5,802,000	10,674,000	46,370,000	27,170,000		90,016,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE PAVEMENT PRESERVATION

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY SAFETY PROGRAM

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY SAFETY PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
12854	OR217: Sunset Hwy - SW 72nd 50mm Overlay. Replace Barrier. Restripe	PE						
		ROW						
		CON				770,000		770,000
		TOTAL				770,000		770,000
12855	OR99E: SE Kellogg Creek MP 9.19 Overlay Roadway. Restripe.	PE						
		ROW						
		CON				603,000		603,000
		TOTAL				603,000		603,000
12863	I-5: Nyberg Rd - Boone Bridge Section Install Median Barrier To Prevent Accidents. \$1.2M inc. per Aug. RPDLT	PE		94,000				94,000
		ROW						
		CON				1,836,000		1,836,000
		TOTAL		94,000		1,836,000		1,930,000
12862	2006 PE & R/W (Reg 1)	PE				425,000		425,000
		ROW						
		CON						
		TOTAL				425,000		425,000
13158	Halsey / Weidler Pedestrian Corridor Install curb ext's & raise median	PE		51,000				51,000
		ROW						
		CON				219,000		219,000
		TOTAL		51,000		219,000		270,000
13159	US30By: N Exeter Ave - N Gloucester (Portlan Signal & ped upgrades, access control	PE		80,000				80,000
		ROW						
		CON				345,000		345,000
		TOTAL		80,000		345,000		425,000
13160	Armstrong Circle - OR212 (Portland) Construct 0.5 Miles of new roadway	PE		78,000				78,000
		ROW			27,000			27,000
		CON				447,000		447,000
		TOTAL		78,000	27,000	447,000		552,000
12872	OR224: River Rd. - East Portland Fwy Overlay Roadway; Striping.	PE						
		ROW						
		CON					274,000	274,000
		TOTAL					274,000	274,000
12876	OR213: Conway Dr. - Henrici Rd. Construct Continuous Left Turn Lane.	PE		668,000				668,000
		ROW				1,267,000		1,267,000
		CON					3,843,000	3,843,000
		TOTAL		668,000		1,267,000	3,843,000	5,778,000
12879	2007 PE & R/W (Reg 1)	PE					2,980,000	2,980,000
		ROW						
		CON						
		TOTAL					2,980,000	2,980,000
13041	Region 1 Safety Reserve	PE						
		ROW						
		CON					4,036,000	4,036,000
		TOTAL					4,036,000	4,036,000
13163	SE 282nd Ave @ Stone St Widen & realign roadway	PE			70,000			70,000
		ROW			86,000			86,000
		CON					552,000	552,000
		TOTAL			156,000		552,000	708,000
TOTAL			680,000	5,970,000	7,300,000	5,912,000	11,685,000	31,547,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY OPERATIONS PROGRAM

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

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE HIGHWAY OPERATIONS PROGRAM

ODOT KEY #	PROJECT	WORK PHASE	OBLIG	FY04	FY05	FY06	FY07	AUTHORITY
10873	Region 1 Traffic Loop Repair Unit 14	PE			120,000			120,000
		ROW						
		CON					769,000	769,000
		TOTAL			120,000		769,000	889,000
10874	Region 1 Traffic Signal Upgrade Unit 4	PE			82,000			82,000
		ROW						
		CON					856,000	856,000
		TOTAL			82,000		856,000	938,000
12881	Region 1 ATMS Hardware & Software (Ph 9)	PE			82,000			82,000
		ROW						
		CON					856,000	856,000
		TOTAL			82,000		856,000	938,000
12883	2007 PE & R/W (Reg 1)	PE					1,210,000	1,210,000
		ROW						
		CON						
		TOTAL					1,210,000	1,210,000
			1,061,000	8,118,000	6,462,000	7,299,000	3,691,000	26,631,000

2004-2007 REGIONAL PRESERVATION AND REHABILITATION PROGRAM

STATE BIKE/PED PROGRAM

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

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

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

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

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

MULTNOMAH COUNTY PROJECTS

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

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

OTIA PROGRAM (OREGON TRANS. INVESTMENT ACT)

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

CLACKAMAS COUNTY PROJECTS

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

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

WASHINGTON COUNTY PROJECTS

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



Final Draft
**Metropolitan
Transportation
Improvement
Program
Appendices**

*Portland Metropolitan Area
Fiscal Years 2004 through 2007*

December 5, 2003



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Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

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Appendices



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Appendices

1. Conformity Determination of the MTIP to the Oregon State Implementation Plan for air quality
2. Federal Transportation Planning Factors
3. Transportation Priorities 2004-07 Application and Project Selection Criteria
4. Summary of Public Involvement Procedures and Comments
5. Regional Transportation Plan; Financially Constrained Project List
6. Environmental Justice Report
7. Allocation of Regional Flexible Funds; Transportation Priorities Processes
8. Conditions of Project Approval for Receipt of Regional Flexible Funds
9. Projects by Fund Type; Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Enhancement (TE) and Federal Aid Urban and Interstate Transfer Program Balances
10. Metro Project Signage Requirements
11. Conditions of Approval; State Highway Fund Programming

Appendix 1



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Appendix 1: Metropolitan Transportation Improvement Program 2004-07

Conformity Determination of the MTIP to the Oregon State Implementation Plan for air quality

To be completed in conjunction with the RTP Air Quality Conformity Determination.

Appendix 2



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Transportation Equity Act for the 21st Century Planning Factors and the 2004-07 MTIP

The Transportation Efficiency Act for the 21st Century (TEA-21) requires MPO's to describe how their activities address seven planning factors identified in the plan. The MTIP is one of the MPO activities that need to describe how those factors are addressed. The TEA-21 planning factors are:

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

Following is a description of the how this MTIP addresses the TEA-21 planning factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- All Transportation Priorities projects evaluated on their impact on economic development and promotion of "primary" land use elements of the 2040 growth concept development such as centers, industrial areas and inter-modal facilities.
- Special category for freight improvements calls out the unique importance for these projects.
- All freight projects evaluated on their impact on industrial jobs and businesses in the "traded sector."

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

- All Transportation Priorities projects ranked according to specific safety criteria.
- Road modernization and reconstruction projects are scored according to relative accident incidence.
- All Transportation Priorities projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.

- 3. Increase the accessibility and mobility options available to people and for freight.**
 - Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all Transportation Priorities projects.
 - The Transportation Priorities program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.

- 4. Protect and enhance the environment, promote energy conservation and improve quality of life.**
 - The MTIP conforms to the Clean Air Act.
 - The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP).
 - Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.
 - "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.
 - All road projects scored on their commitment to planting street tree species that are high performers for storm water interception and summer energy conservation.

- 5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**
 - Projects funded through the Transportation Priorities process must be consistent with regional street design guidelines that integrate minimum acceptable facilities for all modes of travel.
 - The Transportation Priorities process funds categories of projects such as Boulevards and Pedestrian improvements that integrate multi-modal facilities in the public right-of-way where they do not exist or are substandard.
 - Freight improvements are evaluated according to potential conflicts with other modes and their impact on connecting industrial areas with the regional freight network and inter-modal facilities.

- 6. Promote efficient management and operations.**
 - Transportation Priorities projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).

Appendix 2: Metropolitan Transportation Improvement Program 2004-07

- TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors.
 - TSM/ITS projects are funded through the MTIP.
- 7. Emphasize the preservation of the existing transportation system.**
- Reconstruction projects that provide long-term maintenance are identified as a funding priority.

Appendix 3



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Transportation Priorities 2004-2007 Program

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Introduction

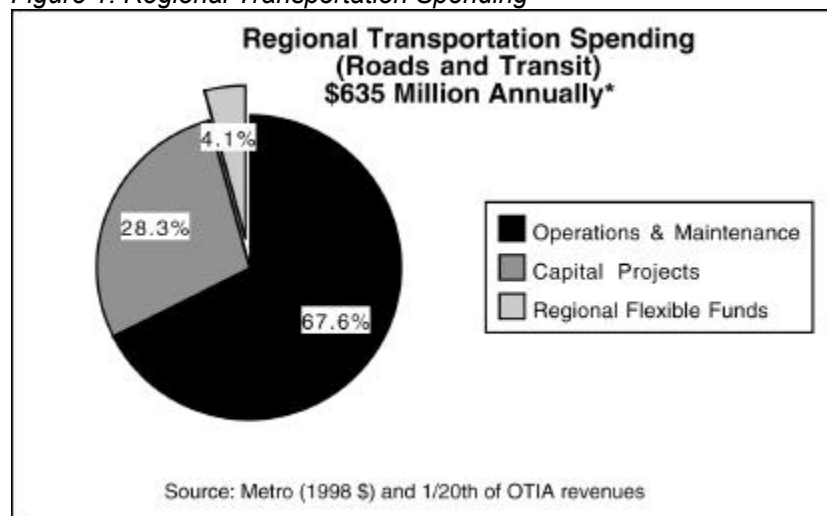
A summary of the Transportation Priorities 2004-07 program and the application materials for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. Metro anticipates allocating approximately \$52 million of Surface Transportation Program (STP) and Congestion/Air Quality (CMAQ) grant funds.

An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The outreach process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process.

Summary of Annual Regional Spending on Transportation

Approximately \$635 million is spent on transportation in the Metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and service and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

Figure 1. Regional Transportation Spending



Regional flexible funds represent \$26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny, because unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy Guidance

As distributors of the regional flexible funds portion of transportation spending in this region, JPACT and the Metro Council reviewed the regional flexible fund allocation program given the small percentage that these funds represent of total regional spending, the funding program's flexibility in application and the links between transportation, land use and economic vitality. In July 2002, JPACT and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 application process.

The primary policy objective for the Transportation Priorities 2004-07 program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas and
- urban growth boundary expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will only be eligible for up to 70 percent regional match (see page 11 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty points out of the possible 100 points technical evaluation score is dedicated to evaluation of the development of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the development potential of the land uses served. This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.

Solicitation Packet Summary

Transportation Priorities 2004-07 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process; the Surface Transportation Program (STP) and the Congestion Management / Air Quality (CMAQ) program. Approximately \$52 million dollars is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive these funds.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 will also be made as necessitated by delays in project readiness or special appropriations effecting those years.

Type of funding available

As mentioned, regional flexible funds come from two sources; Surface Transportation Program (STP) and Congestion Mitigation / Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions.

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets.
- **Congestion Mitigation / Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program.

As in previous allocations, the region expects to select a variety of projects so that funding conditions may be met by assigning projects to appropriate funding sources after the selection of candidate projects. Applicants do not need to identify from which program they wish to receive funding.

Eligible applicants and project cost limits

Project applications may be submitted on behalf of eligible sponsors by: Metro, Tri-Met, SMART, Oregon DEQ, ODOT, Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and Parks and Recreation Districts.

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, and the City of Portland will be assigned a target for the maximum amount of project costs that may be submitted for funding consideration. These jurisdictions shall work through their transportation coordinating committees to determine which projects will be submitted based on the target amount.

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this allocation process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general condition.

A jurisdiction may petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or - 10%).

The projects should be expected to result in a neutral or improved impact on air quality.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible.

Application for funding of regional transportation related programs are eligible.

Preliminary screening criteria

1. Project design must be consistent with regional street design guidelines for its designated design classification. Vehicle facility design classifications may be found in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines may be found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook may be found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, contact Tom Kloster at 503-797-1832.
2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian, and bike systems. Projects that are proposed on facilities identified on these systems maps must be consistent with the associated system functions.
3. Candidate projects must be included in the Financially Constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the Financially Constrained system, consistent with the process described in the above section "Eligible Projects."
4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.
5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than \$200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro' Local Public Involvement Checklist (see page 33 of this packet).

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as their priority for application of regional flexible funds. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to project priority for regional flexible funds is an example of a process that would satisfy this requirement.

Technical ranking methodology

Information about how projects within each mode will be ranked and other special instruction follow in the sections below. Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Allocation process information

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and TPAC will then make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC may not recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues will then be made.

TRANSPORTATION PRIORITIES 2004-07 Program Schedule

September 2002	Project solicitation begins Applications released
December 2002	Project applications due
February 2003	Technical rankings and draft environmental justice analysis released Public hearings held
February/March 2003	150% cut list recommendations released
March/April 2003	Public hearings held Final recommendation approved
May/June 2003	Air quality conformity determination Public hearing held STIP reporting and documentation
July 2003	Full MTIP adoption
October 2003	Obligation of funding begins



METRO

TRANSPORTATION PRIORITIES 2004-07: Investing in the 2040 Growth Concept

PROJECT SOLICITATION FORM

(complete this cover form for each candidate project)

1. Project Title:

2. RTP Project No.:

3. Lead Agency (i.e., responsible for match):

4. Project Contact:

a. Name _____

b. Title _____

c. Phone _____

d. Fax _____

e. E-mail (if any) _____

f. Mailing Address: _____

5. Project Cost/Requested Funds (PLEASE PROVIDE INFORMATION ON THIS FORM):

	PE	ROW	CONSTRUCTION	TOTAL
Federal				
Local				
Private				
TOTAL				

6. Project Description (summary for public presentation purposes, use 8.5" x 11" sheets)

- a. Street or Facility, if applicable
- b. Termini or project boundaries.
- c. Brief physical description of main project features (e.g., length, number and width of lanes, bike lanes and/or sidewalks, bridge crossings, medians, planting strip, etc.)
- d. Explain current transportation problem and how the nominated project would address the problem.
- e. Describe significant unique aspects of the project that transcend technical evaluation.
- f. Provide photo(s) of project area; digital preferred (no more than five).
- g. Attach 8.5" X 11" vicinity map indicating project and nearest major arterial intersection.
- h. Complete the ODOT Prospectus, following. **Parts 1 and 2 must be completed for all projects.** Part 3 (Environmental Checklist) will be required of projects advanced to the semi-final candidate list. Consult with your ODOT Local Program Coordinator (Martin Andersen, at 503-731-8288, and Tom Weatherford, at 503-731-8238) if you have questions regarding elements of the form.
- i. See the special instructions with the criteria and measures description for each modal category. Make sure the project description addresses all special instructions.

ODOT Prospectus Part 1 & 2

ODOT Prospectus Part 3



METRO

TRANSPORTATION PRIORITIES 2004-07 Project Match Eligibility by Location

Determination of Level of Regional Match

Projects will be determined eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (Central city, regional or town center, main street, station community or industrial area/inter-modal facility). Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73% regional match on the project. Other projects will be eligible for up to a 70% regional match. This determination will be based on the guidelines outlined below within each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.

Road Capacity, Road Reconstruction, Transit, and Bicycle projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in a 2040 primary or secondary land-use area,
- projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70% regional match.

Freight projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility¹ if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70% regional match.

Bridge, Pedestrian, TOD and Green Street demonstration projects

The following projects will be eligible for up to an 89.73% regional match:

- projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70% regional match.

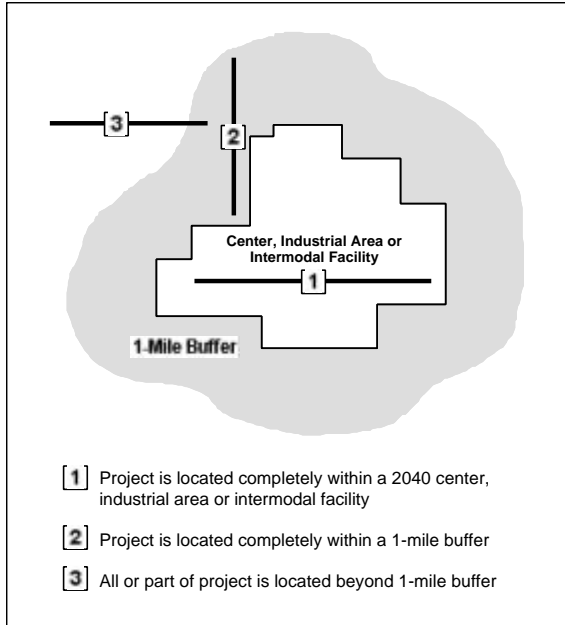
TDM

See TDM evaluation sheet.

Planning

All planning projects will be eligible for up to an 89.73% regional match.

¹ An inter-modal facility is a facility, terminal or railyard as defined in the Regional Transportation Plan Figure 1.17.



- Road, transit, bicycle and freight projects would be eligible for full regional match of 89.73% under project conditions 1 and 2 above.
- Bridge, Pedestrian and TOD projects would be eligible for full regional match of 89.73% under project condition 1 above.
- Other projects in these categories would be eligible for up to 70% regional match.

Bike

GOAL: Ridership (Usage) (25 points)

What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

Numerical change between existing year riders and forecast year riders (10 points)

To improve the accuracy of the numerical change measure, it is recommended that project submittals include "before" bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.

Points

- 10 High
- 7 Medium
- 3 Low

PLUS

Total Forecast Year population and employment within one-half mile of the project (5 points)

Points

- 5 High
- 3 Medium
- 1 Low

PLUS

System Connectivity (project completes a gap in the Regional Bikeway System (10 points)

Points

- 10 High (for greater than 67% of bike trips to and within centers)
- 7 Medium (for 34 to 66% percent of bike trips to and within centers)
- 3 Low (for 0 to 33% of bike trips to and within centers)

GOAL: Safety (20 points)

Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling.

The staff resource to be utilized for this measure is the 2002 Metro "Bike There!" Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate, and high motorized traffic volumes, based on field work and existing traffic counts in the Region.

Points

- 15 High auto speed and volume (Daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)
- 8 Moderate auto speed and volume (Daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
- 3 Low auto speed and volume (Daily traffic volumes of less than 3,000 and speeds of less than 25 MPH)

Other safety factors: Multi-Use Path

<u>Points</u>	
5	Yes
0	No

GOAL: Address 2040 Land Use Objectives (40 points)

Regional Bikeway System Hierarchy from RTP (10 points)

Points

- 10 Regional Access Function
- 7 Regional Corridor Function
- 3 Bikeway Connector Function

PLUS

Region 2040 Mapped Land Use Designation (10 points)

Points

- 10 Central City, Regional and Town Centers, Main Streets, Industrial areas
- 7 Corridors and Employment Areas
- 3 Inner and Outer Neighborhoods

PLUS

Level of Community Focus (20 points) See Attachment A

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

<u>Points</u>	
15	Low cost
8	Medium cost
3	High cost

Special notes and instructions for bike projects:

- 1. Provide specific alignment information for the entire project to facilitate ridership calculation.**
- 2. Direct any questions to Bill Barber at 503-797-1758.**

Boulevard	
GOAL: Reduce motor vehicle speeds (10 points)	
Implement design elements that will help to reduce automobile speeds ¹ along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)	
<u>Points</u>	
10	High – 5 or more design elements
7	Medium – 4 design elements
5	Low – 3 design elements
3	2 or fewer design elements
GOAL: Enhance walking, biking and use of transit (15 points)	
Does project achieve optimum sidewalk width of at least 10 feet? (5 points)	
(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes an center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.)	
Does project include design elements that enhance walking, biking and use of transit ² ? (10 points)	
<u>Points</u>	
10	5 or more design elements
7	4 design elements
5	3 design elements
3	1 to 2 design elements
0	No design elements
GOAL: Implement Proven Green Street Elements (10 bonus points)	
<ul style="list-style-type: none"> • Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points) • Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points) 	

¹ Design elements that reduce automobile speeds include: narrowed travel lanes, remove travel lanes, on-street parking, reduced turn radii, marked pedestrian crossings, new pedestrian refuges, street trees, curb extensions and signal timing.

² Design elements that enhance alternative modes include: transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.

GOAL: Improve Safety (20 points)

Does project remove hazards to walking, biking and use of transit³? (10 points)

<u>Points</u>	
10	5 or more elements
7	4 elements
5	3 elements
3	1 to 2 elements
0	No elements

Project is located on a transit corridor. (4 points)

Project is located on regional bicycle system (3 points)

Project is located within 1/4-mile of a school, civic complex or cultural facility. (3 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use Designation; Project is located in: (5 points)

<u>Points</u>	
5	Central city, regional centers
3	Town centers, main streets, station communities
0	All other areas

Direct access to or circulation within the 2040 priority land use area. (10 points)

<u>Points</u>	
10	High (% of trips to and from priority land use areas greater or equal to 40%)
8	Medium (25-39% of trips to and from priority land uses)
4	Low (10-24% of trips to and from priority land uses)
0	(% of trips to and from priority land use less than 10%)

Note: %of trips to and from Tier 2 land uses (town centers, main streets and station communities) was dropped because they are now included in "priority 2040 land uses."

Regional Street Design Hierarchy; Project is: (5 Points)

<u>Points</u>	
5	Located in a boulevard designation
2	Located in a street designation
0	Located outside of above areas

Level of Community Focus (20 points) – see Attachments A and B

<u>Points</u>	
20	High
10	Medium
0	Low

³ Project includes actions to correct the following safety elements: 5 travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries).

GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

Points

15	Low cost/effectiveness
8	Medium cost/effectiveness
0	High cost/effectiveness

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:

- 1. Under grounding of utilities is not eligible for federal reimbursement, nor may such costs be counted as local contribution toward matching fund requirements.**
- 2. Direct any questions to Kim White at 503-797-1617.**

<p>Freight</p> <p>GOAL: Addresses 2040 Land Use Objectives (40 points)</p> <p>Improvement of freight access to or within an industrial area or to an inter-modal facility via rail or road (High, Med, Low – 10 pts)</p> <p>Ability of the project to leverage and retain economic development and traded sector employment; traded sector employment in year 2020 in area of project effect (High, Med, Low – 10 pts)</p> <p>Readiness of industrial area or inter-modal facility to develop or to retain existing development</p> <ul style="list-style-type: none"> • Local/regional jurisdiction protection of industrial area or inter-modal facility beyond Title 4 requirements (High, Med, Low – 5 pts) • Removal of a barrier on a Tier B or D industrial parcel within the UGB that elevates the parcel to Tier A (Y/N – 5 pts) <p>Reduction of truck freight out-of-direction travel</p> <ul style="list-style-type: none"> • Reduction in freight VMT (High, Med, Low – 5 pts) • Reduction in through freight traffic in mixed use areas or neighborhoods (Y/N – 5pts)
<p>GOAL: Supports the region’s ability to attract or retain industrial business overall (first-order economic benefits)</p> <p>Reduction in regional and local freight travel time (High, Med, Low – 5 pts each)</p> <p>Improves opportunities for job retention and growth and economic development (High, Med, Low – 10 pts) Qualitative description that may reference RLS Study, the MPAC Jobs Subcommittee jobs memo, traded sector, high tech, and warehouse/distribution jobs.</p>
<p>GOAL: Cost effectiveness (20 points)</p> <p>Hours of reduction in regional and local freight travel time v. project cost (High, Med, Low – 10 pts each)</p>
<p>GOAL: Safety (High, Med, Low – 20 points)</p> <p>Project improves safety, reviewing factors such as:</p> <ul style="list-style-type: none"> • Truck movement geometry • Reduction in potential for freight conflicts with non-freight modes • Accident rates at the location • Site distance improvements • Other relevant factors identified by the applicant
<p>Special notes and instructions for freight projects:</p> <ol style="list-style-type: none"> 1. Metro will determine the area of effect of a freight project and will collaborate with PSU to determine the traded sector relationship of freight projects. 2. Direct any questions to John Gray at 503-797-XXXX.

Green Street Demonstration: Retrofit Project

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

Points

10	Central city, regional centers, industrial areas, town centers
7	Main streets, station communities
3	Corridors
0	All other areas

GOAL: Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff. (60 points)

Size of project area (10 pts)

Points

10	High
7	Medium
3	Low

Design Elements (50 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. **Direct any questions to Ted Leybold at 503-797-1759.**

Green Street Demonstration: New Construction

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation; Project is located in:

<u>Points</u>	
10	Central city, regional centers, industrial areas, town centers
7	Main streets, station communities
3	Corridors
0	All other areas

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (60 points)

Size of project area (High, Med, Low – 10 pts)

Design Elements (50 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
 - Number and location consistent with Green Street handbook guidelines
 - Bridge structures for crossings of hydraulic openings of 15 feet or greater
 - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with recommendations of Trees for Green Streets handbook (5 points)
- Pipeless local streets (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (5 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated v. project cost (High, Med, Low – 30 pts)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. **Direct any questions to Ted Leybold at 503-797-1759.**

Green Street Demonstration: Culvert Project

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

Points

- 20 Bridge structure over natural hydraulic area
- 13 Stream simulation culvert
- 5 Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)

Points

- 25 High
- 15 Medium
- 5 Low

Quality of habitat at fish barrier passage (10 points)

Points

- 10 High
- 7 Medium
- 3 Low

Presence of downstream fish barriers (15 points)

Points

- 15 None
- 10 One
- 5 Two
- 0 Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access vs. project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. **Direct any questions to Ted Leybold at 503-797-1759.**

<p>Pedestrian Projects</p>	
<p>GOAL: Encourage Walking (25 points)</p>	
<p>Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:</p>	
<p>Project is located in an area with a high potential for pedestrian activity. (15 Points)</p>	
Points	
15	Most potential (within a Pedestrian district) ⁴
10	Moderate potential (along a Transit/mixed use corridor ⁵ within a 1/4-mile of a major transit stop, school, civic complex or cultural facility)
5	Less potential (along a Transit/mixed-use corridor location not specified above)
0	Least potential (other areas)
<p>Project will correct a deficiency/ significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 Points)</p>	
Points	
5	Completes missing sidewalk link
5	Removes pedestrian obstacles ⁶
<p>GOAL: Improve Safety (20 points)</p>	
<p>Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment⁷ and existence of sidewalks will be considered in determining critical safety problems.</p>	
<p>Project addresses a documented safety problem. (10 Points)</p>	
Points	
10	High (>30 incidents during three-year period)
7	Medium (16-30 incidents during three-year period)
3	Low (0-15 incidents during three-year period)
<p>Project location includes factors that deter walking.⁸ (10 Points)</p>	
Points	
10	High (5 or more factors exist)
7	Medium (3-4 factors exist)
3	Low (less than 3 factors exist)

^{4 and 2} Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

⁶ Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

⁷ Complexity of traffic environment refers to number of driveways and turning movements in project area.

⁸ Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.

<p>Pedestrian Projects (continued)</p> <p>GOAL: Addresses 2040 Land Use Objectives (40 points)</p> <p>2040 Land Use (10 points)</p> <table><thead><tr><th><u>Points</u></th><th></th></tr></thead><tbody><tr><td>10</td><td>Central city, regional centers</td></tr><tr><td>7</td><td>Town centers, main streets, station communities</td></tr><tr><td>3</td><td>All other areas</td></tr></tbody></table> <p>Direct access to or circulation within the 2040 priority land uses (10 points)</p> <table><thead><tr><th><u>Points</u></th><th></th></tr></thead><tbody><tr><td>10</td><td>High (project is located within or connects directly to priority land uses)</td></tr><tr><td>7</td><td>Medium</td></tr><tr><td>3</td><td>Low</td></tr></tbody></table> <p>Level of community focus – see Attachment A (20 points)</p>	<u>Points</u>		10	Central city, regional centers	7	Town centers, main streets, station communities	3	All other areas	<u>Points</u>		10	High (project is located within or connects directly to priority land uses)	7	Medium	3	Low
<u>Points</u>																
10	Central city, regional centers															
7	Town centers, main streets, station communities															
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<u>Points</u>																
10	High (project is located within or connects directly to priority land uses)															
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3	Low															
<p>GOAL: Provide Mobility at Reasonable Cost (15 points)</p> <table><thead><tr><th><u>Points</u></th><th></th></tr></thead><tbody><tr><td>15</td><td>Low Cost/increase pedestrian mode share</td></tr><tr><td>10</td><td>Moderate Cost/increase pedestrian mode share</td></tr><tr><td>5</td><td>High Cost/ increase pedestrian mode share</td></tr></tbody></table> <p>Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)</p>	<u>Points</u>		15	Low Cost/increase pedestrian mode share	10	Moderate Cost/increase pedestrian mode share	5	High Cost/ increase pedestrian mode share								
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<p>Special notes and instructions for pedestrian projects:</p> <ol style="list-style-type: none">1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.2. Direct any questions to Kim White at 503-797-1617.																

<p>Roadway Capacity</p>	
<p>GOAL: Reduce Congestion (25 points) (Project derives from CMS, consistent with 2020 per capita VMT targets)</p>	
<p>1998 V/C Ratio (pm peak hr & direction)</p>	<p>2020 V/C Ratio (pm peak hr & direction)</p>
<p><u>Points</u></p>	<p><u>Points</u></p>
<p>15 >1.0</p>	<p>10 >1.0</p>
<p>10 >0.9</p>	<p>7 >0.9</p>
<p>5 <0.9</p>	<p>3 <0.9</p>
<p>GOAL: Implement Proven Green Street Elements (10 bonus points)</p> <ul style="list-style-type: none"> • Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points) • Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points) 	
<p>GOAL: Enhance Safety (20 points)</p> <p>A panel of transportation professionals will rank projects based on a description of safety issues, including:</p> <ul style="list-style-type: none"> • Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections. • Sight line distance improvements. • Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.). • Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street’s functional classification. • New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed. • Other relevant factors as identified by the applicant. 	
<p><u>Points</u></p>	
<p>20 High</p>	
<p>10 Medium</p>	
<p>0 Low</p>	
<p>GOAL: Addresses 2040 Land Use Objectives (40 points)</p> <p>Is a high proportion of travel on the project link seeking access to/from:</p> <p>Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts</p> <p>Is a high number of vehicles on the project link seeking access to/from:</p> <p>Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts</p> <p>Community Focus (20 points) See Attachment A</p>	

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per VHD eliminated in 2020: VHD = 2020 No-Build VHD - Build VHD

<u>Points</u>	
15	Top 1/3
10	Mid 1/3
5	Low 1/3

Special notes and instructions for pedestrian projects:

- 1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.**
- 2. Direct any questions to Terry Whisler at 503-797-1747.**

Roadway Reconstruction

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
15	Fair
10	Poor
5	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
5	Fair
3	Poor
1	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
3	Poor
5	Very Poor

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street’s functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 pts, Medium = 7 pts, Low = 5 pts
 Secondary 2040 land use areas: High = 7 pts, Medium = 5 pts, Low = 3 pts
 Other 2040 land use areas: High = 3 pts, Medium = 0 pts, Low = 0 pts

Community Focus (20 points) See Attachment A

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2020 VMT (or VT at interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

<u>Intersections/Interchanges</u>		<u>Interstate Projects</u>		<u>Link Improvement</u>	
<u>Points</u>		<u>Points</u>		<u>Points</u>	
15	<\$.51 per vehicle	15	<\$.51 per vehicle	15	<\$.33/VMT
8	\$.51-.99 per vehicle	8	\$.51-.99 per vehicle	8	\$.24-\$.99 VMT
0	>\$1.00 per vehicle	0	>\$1.00 per vehicle	0	>\$.99/VMT

? Note.

Special notes and instructions for pedestrian projects:

1. Costs per year ranges will be updated to reflect current costs or points may be assigned for low medium and high cost.
2. Direct any questions to Terry Whisler at 503-797-1747.

Transportation Demand Management (TDM) Regional Core Program

Completely revise the technical project selection criteria for the Regional TDM Program, TDM is generally programmatic rather than project oriented. TDM and TMA programs requiring staffing would be classified as "Planning Projects" for the purposes of the Transportation Priorities solicitation. These components of the Regional TDM Program include the "core" TDM program at Metro and Tri-Met, new TMA start-ups, and the Wilsonville / SMART TDM Program.

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are more project-oriented will be ranked by the TDM subcommittee and submitted to TPAC. Refer to the technical project selection criteria below titled "TDM Program: TMA Assistance and Region 2040 Initiatives" for more specific detail.

TDM Program: TMA Assistance and Region 2040 Initiatives

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are project-oriented will be ranked by the TDM subcommittee and submitted to TPAC as part of the total Regional TDM Program. These programs are currently administered by Tri-Met.

GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

<u>Points</u>	
35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Mapped Land Use Designation (10 points)

<u>Points</u>	
10	Central City, Regional and Town Centers, Main Streets, Industrial areas
7	Corridors and Employment Areas
3	Inner and Outer Neighborhoods

PLUS

Number of Employers and Employees Served By Project/Program (10 points)

<u>Points</u>	
10	High
7	Medium
3	Low

PLUS

Level of Community Focus (20 points) See Attachment A.

GOAL: Cost Effectiveness (25 points)

Total Project Cost divided by Alternative Modal Share increase points

<u>Points</u>	
25	Low cost
10	Medium cost
5	High cost

Special notes and instructions for TDM projects:

1. Direct any questions to Bill Barber at 503-797-1758.

<p>TOD</p> <hr/> <p>GOAL: Increase Mode Share (25 points)</p> <p>Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did <i>not</i> include these public funds for the TOD project?</p> <p style="margin-left: 40px;"><u>Points</u></p> <p style="margin-left: 40px;">25 High - 50% or greater increase in non-auto trips</p> <p style="margin-left: 40px;">13 Medium - 25% or greater increase in non-auto trips</p> <p style="margin-left: 40px;">0 Low - less than 25% increase in non-auto trips</p>
<p>GOAL: Density Criteria (20 points)</p> <p>How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?</p> <p style="margin-left: 40px;"><u>Points</u></p> <p style="margin-left: 40px;">20 High - 50 percent or greater increase in persons per acre.</p> <p style="margin-left: 40px;">10 Medium - 25 percent or greater increase in persons per acre.</p> <p style="margin-left: 40px;">0 Low - less than 25 percent increase in persons per acre.</p>
<p>GOAL: 2040 Criteria (40 points)</p> <p>Is the project located in a priority 2040 land-use area (10 points)?</p> <p style="margin-left: 40px;"><u>Points</u></p> <p style="margin-left: 40px;">10 Central City or Regional Center</p> <p style="margin-left: 40px;">5 Town Center, Main Street or Station Community</p> <p style="margin-left: 40px;">2 Corridor</p> <p style="margin-left: 40px;">0 Other</p> <p>Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed use development between 1996 and 2020 (10 points)?</p> <p style="margin-left: 40px;"><u>Points</u></p> <p style="margin-left: 40px;">10 High change</p> <p style="margin-left: 40px;">5 Medium change</p> <p style="margin-left: 40px;">0 Low change</p>
<p>Level of Community Focus (See Attachment A) (20 points)</p>
<p>GOAL: Cost-Effectiveness Criteria (15 points)</p> <p>Cost per VMT reduced</p> <p style="margin-left: 40px;"><u>Points</u></p> <p style="margin-left: 40px;">15 Low cost/VMT reduced</p> <p style="margin-left: 40px;">8 Medium cost/VMT reduced</p> <p style="margin-left: 40px;">0 High cost/VMT reduced</p>
<p>Special notes and instructions for TDM projects:</p> <p>1. Direct any questions to Marc Guichard at 503-797-XXXX.</p>

Transit: Start-up Service

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

GOAL: Increase Ridership (35 points)

New Boardings per vehicle revenue hour

<u>Points</u>	
35	High boardings per revenue hour
20	Medium boardings per revenue hour
5	Low boardings per revenue hour

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers; Central City, Regional and Town centers (10 points)
 Number of centers served

Access to Mixed Use development (10 points)

- Forecast value of mixed-use index (High = 5, Med = 3, Low =1)
- Growth in forecast mixed-use index from current value (High = 5, Med = 3, Low =1)

Level of Community Focus: See Attachment A (20 points)

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Boarding

<u>Points</u>	
25	Low Cost per new boarding
15	Medium cost per new boarding
5	High cost per new boarding

Transit: Capital

GOAL: Increase Service Efficiency (20 points)

Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.

<u>Points</u>	
20	High transit service hours saved
13	Medium transit service hours saved
5	Low transit service hours saved

GOAL: Improve passenger experience (20 points)

Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.

<u>Points</u>	
20	High number of riders served by new amenities
13	Medium number of riders served by new amenities
5	Low number of riders served by new amenities

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points

- 20 Tier I land use area (Central City, regional center, industrial area)
- 13 Tier II land use area (Town center, main street, station community)
- 5 Tier III land use area (Inner and outer neighborhoods, employment area)

Level of Community Focus: See Attachment A (20 points)

GOAL: Provide Cost Effective Improvements (20 points)

Cost/Service hour saved (10 points)

Points

- 10 Low cost per service hour saved
- 5 Medium cost per service hour saved
- 0 High cost per service hour saved

Cost/Riders served with new amenities (10 points)

Points

- 10 Low cost per rider served
- 5 Medium cost per rider served
- 0 High cost per rider served

Special notes and instructions for transit projects:

- 1. Direct any questions to Ted Leybold at 503-797-1759.**

Attachment A; Measure of Level of Community Focus

(For projects serving mixed use areas and inner/outer neighborhoods)

Up to twenty points will be awarded for how well a project leverages or complements development of other center activities. Consideration will be given to the maturity of a mixed use area, the level of community commitment to achieve a dynamic, mixed use, community center and the impact the proposed project will have on implementing a mixed use area. (20 points)

1. Progress in developing and quality of the mixed use center¹ (10 points)

What level of planning and planning implementation are completed in the priority land-use area?

- Concept or Vision plan only
- Comprehensive plan adopted
- New zoning in compliance with Comprehensive or Concept plan adopted
- New development code regulations in compliance with Comprehensive or Concept plan adopted
- Plan is in compliance with 2040 target densities

What financial tools are available for mixed use plan implementation?

- Market based implementation plan adopted²
- Tax increment financing available or programmed/budgeted; amount \$_____ (if known)
- Local improvement district funding available or programmed/budgeted; amount \$_____ (if known)
- Tax abatement program available or programmed/budgeted; amount \$_____ (if known)
- General fund monies programmed or budgeted; amount \$_____ (if known)
- Other; please specify _____

Have/are other civic investments being made (i.e. public buildings, plazas/promenades, etc.)?

Please list; _____

Have/are other private investments being made?

Please list; _____

Describe or list a sample of key associations and individuals that are committed to the development of your priority mixed use area as a center/focus of the community.

Describe other community or cultural activities (farmers market, street fairs, volunteer efforts) that are a part of your mixed use area.

2. Local objectives (10 points)

Describe how this project would help implement or complement key local development, economic and other policy objectives.

¹ Based on Metro's Report "Ten Principles for Achieving 2040 Centers."

² A market based implementation plan is a development strategy based on a market analysis of the location of the center, the market area or geography it serves, service competition from other areas for the target market, land values, density levels, access, price, quality and demand.

Additional Qualitative Considerations
(formerly referred to as Administrative Factors)

In addition to the technical measures of a project listed above, other project elements or impacts may be listed for consideration by decision makers. These include; public support, over-match of funding, finishing a critical gap in a mode network, relationship to other local or regional goals such as affordable housing or protection of endangered species or any other consideration that makes a project unique.

These considerations as provided by the project applicant will be summarized and listed with the result of the technical rankings.

Local public involvement checklist

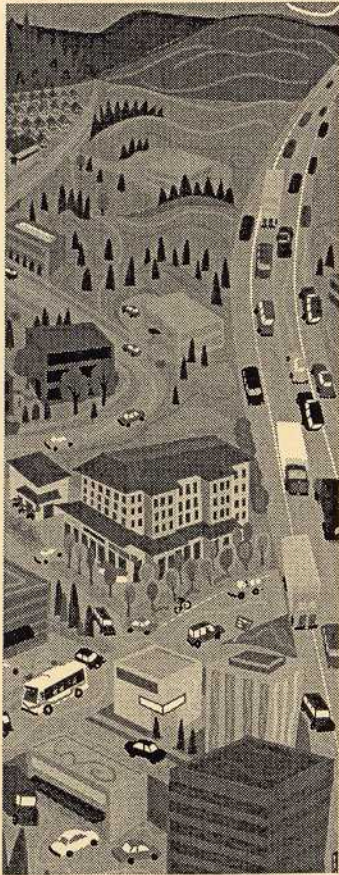
Appendix 4



METRO

PEOPLE PLACES

OPEN SPACES



Transportation plan update begins

Public comment will be taken Oct. 31 to Dec. 4

Metro is starting a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the Federal Clear Air Act and state guidelines. The update will include an air quality analysis of the 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program.

The plan, updated every three years to ensure that it addresses future travel needs, will focus on projects for roads and freight movement, bicycling, transit and walking. These projects already have been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 through Dec. 4. The staff recommendation on the technical draft of the plan will be available for public review on Oct. 31.

Public hearing will be held Dec. 4

A public hearing will be held during the Thursday, Dec. 4, Metro Council meeting. The meeting begins at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland.

The council will take action on the update on Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

Other ways to comment

Phone (503) 797-1900 option 2

Fax (503) 797-1911

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

Mail Kim Ellis, Metro
600 NE Grand Ave.
Portland, OR 97232

SUMMARY OF PUBLIC AND GOVERNMENT INVOLVEMENT RULES AND PROCEDURES FOR STIP DEVELOPMENT

There are federal regulations and state policies regarding STIP public involvement. The federal regulations state that public involvement must be proactive, must provide opportunities for early and ongoing involvement, and must continue throughout the transportation planning and programming process. The state must comply with the requirements set out in Title VI of the Civil Rights Act, and the Executive Order pertaining to Environmental Justice. They further stipulate that the state provide:

- a process for demonstrating explicit consideration and response to public input during the planning and program development process; and
- a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, which may face challenges accessing employment and other amenities.

ODOT's own *Public Involvement Policies and Procedures* document (December 1994) is more prescriptive, stating that:

- the Department will provide a 45-day public review of the draft STIP, and a 45-day public review of any major revision of the approved STIP;
- the Department will provide statewide opportunities for public comment on the draft STIP by scheduling at least two public meetings in each of ODOT's five regions prior to adoption of the program by the OTC; and
- the Department will consider all public comment on the draft STIP prior to adoption of the program by the OTC.

Public review meetings for this draft took place in November and December 2002. Comments were also taken through ODOT's website at: www.odot.state.or.us/STIP.

Local Governments

The federal planning requirements (23 CFR 1410.216(b)) state that

- (1) MPOs shall be involved on a cooperation basis for portions of the STIP affecting metropolitan planning areas;
- (2) Indian Tribal Governments and the Secretary of the Interior shall be involved on a consultation basis for portions of the STIP affecting areas of the state under the jurisdiction of an Indian Tribal Government;
- (3) Federal lands managing agencies shall be involved on a consultation basis for the portions of the program affecting areas of the state under their jurisdiction; and

- (4) Affected local officials with responsibility for transportation shall be involved on a consultation basis for the portion of the STIP in non-metropolitan areas of the state.

Area Commissions on Transportation

An Area Commission on Transportation, or ACT, is an Oregon Transportation Commission-sanctioned body composed of local transportation representatives, local elected officials, business people, and in some locales, members of the public, all representing the area.

ACTs provide a critical communication link between ODOT and local governments, the business community, and the public. ACTs propose and comment on policy set by the OTC, propose and endorse programs and projects, and provide an avenue to the OTC for citizens with transportation concerns. Information about Oregon's ACTs can be found on ODOT's website at:

www.odot.state.or.us/involve/ACT.htm. (See also the ACT map on page 18.)

STIP Stakeholder Committee

In response to stakeholder input regarding the STIP process, the OTC convened a committee in December 2000 to identify and clearly articulate the current process used to develop a STIP, identify areas needing improvement, clarify points for public interaction, and address the role of ACTs in STIP development. The committee is known as the STIP Stakeholder Committee. Members include the Association of Counties; League of Cities; representatives of ACTs, MPOs, Councils of Government, and transit districts; AAA; 1000 Friends of Oregon; Oregon Environmental Council; FHWA; the Oregon Trucking Association; Freight and Public Transit Advisory committee members; and representatives from the ports and business communities and other state agencies. The committee is chaired by OTC member Stuart Foster.

While the committee work is ongoing, the Draft 2004-2007 STIP incorporates work already approved by the Oregon Transportation Commission: the "Interim Criteria".

All Modernization, Pavement Preservation and Bridge Preservation projects approved for the years 2006 and 2007 in this draft meet the Interim Criteria. The Interim Criteria section begins on page 248 of this document.

The committee work is ongoing. Immediate and longer-range process improvements have been identified. The committee will next formulate recommendations around these improvement areas. For further information on the STIP Stakeholder Committee, see: www.odot.state.or.us/stakeholderstip/.

Community Solutions Team and Regional Partnerships

The Community Solutions Team (CST) was formed in 1995 as a board to advise the Governor on community development issues. Members of the team are the five directors of the following agencies: Housing and Community Services, Department of Land Conservation and Development, Economic and Community Development Department, Department of Environmental Quality, and ODOT. The five agencies administer a host of programs that directly affect the livability of Oregon communities. The CST is actively involved in interagency community development issues across the state through nine regional teams, whose purpose is to provide coordinated state services rapidly, efficiently and effectively.

In addition to the CST regional teams, Regional partnerships bring together local, state, federal, non-profit and private community development partners to strategize solutions to complex, interjurisdictional community development issues from a region-wide perspective. The *Principles for State/Local Partnerships* (<http://communitysolutions.state.or.us>) provide a basis for working together. There are seven regional partnerships active statewide:

1. Northwest Regional Partnership - *Clatsop, Columbia, Tillamook and western Washington Counties*
2. Jackson and Josephine Regional Partnership - *Jackson and Josephine counties*
3. Lower John Day Forum - *Gilliam, Sherman, Wasco, Wheeler counties and Confederated Tribes of Warm Springs*
4. South Central Regional Partnership - *Klamath and Lake counties*
5. Mid-Willamette Valley Regional Partnership- *Marion, Polk, and Yamhill counties*
6. Southeast Regional Alliance - *Grant, Harney, and Malheur counties*
7. Baker/Morrow Regional Partnerships - *Baker & Morrow counties*

In some locations, the Partnership has the same membership as the Area Commission on Transportation. In other locations, Partnerships exist where ACTs do not.

Outreach Opportunities

“Outreach” activities - focused discussions with transportation stakeholders, community groups and civic clubs, city and county public works officials and staff, and councils of governments (COGs) - are part of each ODOT region’s monthly public involvement activities and performance goals. These meetings provide the public opportunities to learn about and comment on ODOT’s programs, goals and challenges. Ongoing feedback from this interaction provides ODOT management with necessary guidance as they develop the biennial STIP funding proposal which is forwarded to the OTC.

Schedules of outreach activities are available on ODOT’s website at: www.odot.state.or.us/involve/events.htm.

As ODOT strives to best meet the transportation needs of the state with limited resources, these improved communication processes become critical for identifying issues and needs, prioritizing solutions, and implementing programs and projects.

**Summarization of Public Input on the
Draft 2004-2007 Statewide Transportation Improvement Program (STIP)
December 2002, January and February, 2003**

For the last several STIP updates, the Oregon Department of Transportation has actively informed transportation stakeholders and the general public about how the STIP is developed, and about the overall process, including the most opportune time to impact the course of transportation in Oregon, the programs funded, the projects selected, and the policies guiding these decisions. The message illustrates that the biggest impact comes through getting involved early in the planning processes, e.g., Transportation System Plan development, Corridor Plan development, and statewide plan development; the STIP is the end result of much planning effort.

The formation of Area Commissions on Transportation (ACTs) across most of the state has further changed the dynamic by which public comments are received, providing on-going opportunities for participation at the local level.

It may be concluded that these efforts have had an impact, as the number of people attending the meetings (738) has doubled from the last STIP public review period.

Most of the comments received centered around support or lack thereof for specific projects included, or excluded, in the draft STIP; funding issues; and the necessity to look for new ways to fund transportation needs.

Statewide Comments:

The Oregon Freight Advisory Committee provided comments regarding prioritization of projects for the 2004-2007 STIP, delineated by region. The committee's emphasis is on freight mobility projects that increase the efficiency and reliability of the state's roads, highways, and bridges, and projects that emphasize the increasing benefits of intermodal/multimodal linkages. The committee encourages freight mobility in all modes be given the highest priority for funding in the Final 2004-2007 STIP.

Region Summaries

Region 1: Total Public Attendees: 111

Location	People Attending (excluding ACT/ODOT hosts)
Scappoose	26
Tigard.....	15
Oregon City.....	37
Portland.....	14
Hood River.....	19

Five meetings were held for STIP public review in Region 1. The three meetings in the Metro region are summarized in this report.

WASHINGTON COUNTY, Tigard, November 19, 2002.
15 attendees.

Letters Received:

N.P. DeMorgan, MD: Concerned about the City of Tigard’s proposed extension of SW Wall Street and its affect on Fanno Creek and associated wetlands and wildlife in the area. Wants ODOT to work with the City to improve Hall Blvd. (state facility) and replace the Fanno Creek bridge near Tigard City Hall.

Tualatin River Keepers: Supports, as highest priority, the replacement of the Fanno Creek bridge on Hall Boulevard.

General Comments:

- One person supports a fly over off ramp for the Timberline Ski Area/Lodge Access Road for eastbound Hwy 26 traffic similar to the improvements made at Mt. Hood Meadows. Also supports improvements to the intersections with Hwy 26 and the Government Camp Loop Road.
- One person concerned about impact of new development around Wilsonville e.g. Dammasch property and surrounding vicinity. Existing access to I-5 will be inadequate to facilitate new traffic. Supports Boeckman Interchange/overpass improvements.
- One person wants the transportation to be better served by rail and buses between the metro area and the north coast area. Expressed concern about the thousands expected for the Lewis & Clark celebration and that we don't have vehicles ready. Wants to know what the plan is to move all large businesses in Washington County to move their employees via public transportation. Can there be a fine if a concentrated transportation effort within the company is not carried out?
- One person frequently travels I-5 and I-205 from Lake Oswego to Salem. Concerned about traffic backups at the I-5/I-205 Interchange. Wonders about and has suggestions for modifying lane configurations on both roadways to relieve merge problems and backups.
- One person expressed concern about whether we are spending our transportation dollars wisely. Example provided: Photo of decorative rocks being affixed to the recently bikeway along the Willamette River in the Sellwood area. Also concerned that only auto/truck users are being taxed. Wants some way to tax bicyclists and transit riders to support those modes of transportation as well.

Discussions:

Nick Wilson – newly elected Tigard City Councilman:

- Nick had been on the Tigard Planning Commission prior to this. He is interested in a new project in their TSP that designates a new connection from the intersection of Walnut and US 99W, easterly along Walnut, then northerly along Ash Ave, then easterly to the intersection of Hall Blvd and Hunziker. Hunziker provides access to SW 72nd Ave and OR 217. A consultant has determined this would relieve some of the traffic on US 99W through Tigard.
- He wanted to know if highway funds could be used to help in this project. I told him we could use our funds on a parallel city facility if it provided relief to the state system. However, this use is limited and with the overwhelming demand on our scarce dollars, it is unlikely we would participate to any great extent. The intersections of US 99W and Walnut, Hall Blvd and Hunziker, and our ramp terminus at SW 72nd and Hunziker vicinity would obviously involve us and may provide some opportunity to contribute financially. His best approach is to go through his city staff and have them pursue normal funding channels such as Metro and our local programs.
- Obvious problems with this route are the same as the proposed Wall St extension in that a new crossing of Fanno Creek and the Commuter Rail is necessary.

Appendix 4: Metropolitan Transportation Improvement Program 2004-07

Brian Wegener – Tualatin River Keepers:

- Brian is concerned about the bridge crossing Fanno Creek in Tigard (on Hall Blvd between Burnham and O'Mara). He says the narrow span restricts the flow and as a result during flood events the structure is overtopped and the road closed (1996 flood for sure). He believes a longer span will allow the creek to flow naturally. He thinks the bridge is in danger of being washed out. He is also concerned with the backwater created by the bridge during flood events harming the environment. He also left a detailed letter at the meeting.
- I told him the bridge was not on any short-term repair or replacement list. And, considering the problem we are experiencing with shear cracking on several of our major structures throughout the state, I wouldn't expect to see this bridge surface as a viable candidate for replacement anytime soon.
- This is bridge #04968 on Beaverton-Tualatin Hwy No 141. I asked Scott Leisinger to see if the bridge has any problems and is on a future replacement list.

Gene Reddemann – Wilsonville citizen:

- He is concerned about future traffic problems in Wilsonville because of the proposed development. He wanted to know if we were planning to construct a new interchange on I-5 at Boeckman Rd.
- I told him we were not in favor of a new interchange and thought the existing system could handle the increase with improvements to the local system including a Boeckman Tooze connector and improvements to the Wilsonville Interchange.
- Marah Danielson was in attendance and told him she had just had a update on the area that morning and indeed, the existing system with improvements could handle projected traffic for 20 years.

Pauline Goldstein – Lake Oswego citizen:

- She stated there is a problem driving northbound on I-5 and utilizing the newly configured Kruse Way Interchange. She couldn't remember exactly what her concerns were, but she would drive it again with a scribe and get back to us. She realizes the constraints with the Carman Interchange just to the south still creates a weaving problem.

Eric Clark – Lake Oswego citizen and legislative staff to the state Democrats:

- He had a question on the state bridge problem and wanted to know if we were pursuing seismic retrofits on bridges that were cracking and going to be replaced.
- Ron Kroop and I explained that such a scenario would not happen, however, if the bridge cracking could be fixed without replacement – such as post-tensioning – and had some seismic problems, then we would pursue the retrofit.
- Ron also went into detail on various other bridges and their problems.
- Eric relayed a potential problem with a bridge expansion joint southbound on I-5 at the Tualatin River crossing. Ron will check into it and get back with Eric directly.

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CLACKAMAS COUNTY, Oregon City, November 20, 2002.
37 attendees.

Letters Received:

City of Happy Valley: Wants ODOT to focus this STIP update on four critical transportation improvement projects/corridors in Clackamas County:

- So. Corridor Transit (I-205 & Milwaukie high capacity transit)
- Sunrise Corridor
- I-205 Capacity Improvements
- Sunnyside Road

They also request that all Clackamas Co. projects identified in the draft STIP be constructed with special consideration of the following two to be advanced:

- OR-224: I-205 – SE Evelyn St. (key #12904)
- OR-224: Clackamas Hwy @ Carver Rd. (key #13040)

Park Place Neighborhood Assn.: Wants attention to be given to the I-205 and Hwy 213 area. This includes the Washington St. and Redland Rd. intersections of Hwy 213 as well as I-205 north and southbound from I-5 through the Hwy 213 interchange. Traffic backs up all directions in the peak AM & PM traffic.

Hwy. 26 Safety Corridor Citizens Advisory Commission: Supports the project in draft STIP adding left turn channelization between Wildwood and Welches on Hwy 26.

General Comments:

- Six people have expressed major concerns about an increase in unsafe left turn conditions that have resulted in numerous rear-end accidents on 99E south of the Canemah District of Oregon City (see comments sheets for details). Suggested fixes include reduced speed, additional signing, rumble strips, left turn lane. Those people are: Dorothy Andersen, Joe Scheidegger, Cynthia Bendix, Jack Sikking, Shelly Reed, & unknown commenter.
- One person (Ariel Mars – Transportation Chairman of Carus CPO) wants more involvement of ODOT in the future of Hwy 213 from Oregon City UGB to Molalla UGB. Wants representatives to address this.
- One person (Eugene Schoenheit) has raised a maintenance issue. There is an inlet that sits 3 to 4” below grade in the travel lane of SE 82nd Ave. (OR-213 Cascade North) southbound on the westerly edge near Harmony Rd. (See sketch map provided by commenter).

Discussions:

City of Wilsonville was concerned about their OTIA project (Boeckman – Tooze) appearing in the draft STIP without Metro’s commitment showing. (Told them ODOT does NOT have the authority to add MTIP project commitments without them being

Appendix 4: Metropolitan Transportation Improvement Program 2004-07

provided by Metro.) Also concerned about their SMART Park & Ride project. Wanted to know where the funding was for construction. Told them ODOT was not providing them these funds. Told them that if they were coming from FTA directly we hadn't been made aware of them and if they expected them through the MTIP process that had not been finalized yet. Also reminded them that they have NOT obligated the funds identified in the 02-05 STIP for R/W purchase for their Park & Ride. (Follow-up telephone conversation held with Dan Hoyt, Economic Development Director. Went over same as above, but added that their SMART TDM funds for 2002 also were not obligated and that the City needs to do that ASAP.)

Following are Thomas Picco's, (ODOT Planner) notes from conversations he had. These individuals also provided written comments.

- Discussed planned/potential projects along OR 213S (Hwy 160) with Ariel Mars, President Carus CPO. She expressed interest in the provision of left-turn pockets at selected intersections along corridor (e.g., Carus Rd., Spangler Rd.). Also expressed interest in additional climbing lanes/passing lanes along corridor (e.g., between Leland Rd. and Henrici Rd.). Ariel Mars inquired about 'Green Corridor' designation along corridor between Oregon City and City of Molalla. A TGM grant has been awarded to Clackamas County to study this designation, and Ariel is on the TAC.
- Discussed planned/potential improvements to Park Place interchange (OR 160 x I-205) with citizen. Concern with congestion at this interchange. Congestion may be related to current construction in vicinity (adding 3rd SB lane from I-205 off-ramp to Abernethy Rd. Noted that a Phase 1 improvement to this interchange is listed in the Metro RTP (Financially Constrained section), but no funding has been identified, and is not in proposed 2004 - 2007 STIP.

Jan York, Dale York & Kevin Boyd:

- Location: 99E between Canby & Oregon City, just north of South End Road
- Issues: 1) Vehicles turning left off 99E are in jeopardy of being rear-ended. 2) After turning off 99E, vehicles cross the RR tracks. The tracks were raised and the pavement is too abrupt/short & steep to easily cross them. Vehicles high center, boats on trailers have had propellers knocked off.
- Solution: Want two northbound left turn lanes for driveways serving –1) seven houses and 2) two homes and Coalca Landing State Park and a third left turn lane for southbound to serve Pearson Art Gallery.
- Comments: Has attended meetings and written requests since 1990. Loaned me her file, which will be copied and returned.

Jack Sikking & seven others:

- Location: 99E @ "String City" south of Canemah -- MP 14.75
- Issue: 99E is four lanes and when southbound vehicles are turning left into the Mobile Home Village they get rear-ended.
- Solution: Want a left turn lane, or something to get drivers' attention. Suggested rumbles strips, buttons, flashing yellow light, more and bigger signs.

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- Comments: There is one sign but it's small. Within a 12-mile (Canemah to South End Rd.) safety zone that was designated six years ago, when Larry Sowa was in legislature.

Cam Gilmour, Executive Director, Clackamas County Dept. of Transportation & Development:

- Issue: Sees need for additional investment in transportation to accommodate increasing traffic demand.
- Solution: 1) Wants ODOT to look @ capacity on I-205, 2) South Corridor Transit, 3) Sunrise Corridor, 4) Sunnyside Corridor.
- Supports all that's in the draft STIP and: 1) Wants 99E @ Territorial Rd moved from 06 to 04, 2) Wants 224 @ Carver Rd. moved from 07 to 06.
- Comments: Pulled together business groups: North Clackamas County Chamber of Commerce; Clackamas County Board of Commissioners; Clackamas County Economic Development Commission & Clackamas County Business Alliance; and developed consensus regarding priorities for transportation in the County.

Jerry Smith, Chair, Clackamas County Economic Development Commission:

- Issue: Transportation projects are critical to alleviate current bottlenecks and to provide adequate transportation services in areas of the county now under consideration for expansion of the Metro Urban Growth Boundary.
- Solution: 1) South Corridor Transit, 2) I-205 Capacity Improvements, 3) Sunnyside Road: 152nd to Hwy. 212, 4) Sunrise Corridor
- Supports all that's in the draft STIP and: 1) Wants 99E @ Territorial Rd moved from 06 to 04, 2) Wants 224 @ Carver Rd. moved from 07 to 06
- Comments: Submitted letter.

Rob Wheeler, chair, Government Affairs Committee, North Clackamas County Chamber of Commerce:

- Issue: Pleased that Metro & ODOT have funded preliminary engineering for the Sunrise Corridor in the current STIP and the next phase of the Sunnyside Rd. project as an OTIA project. Wants four other projects that are necessary to provide adequate transportation service for planned urban development and a strong economy.
- Solution: 1) South Corridor Transit, 2) Sunrise Corridor, 3) I-205 Capacity Improvements, 4) Sunnyside Road: 152nd to Hwy. 212.
- Supports all that's in the draft STIP and: 1) Wants 99E @ Territorial Rd moved from 06 to 04, 2) Wants 224 @ Carver Rd. moved from 07 to 06
- Comments: Submitted letter.

Commissioner Bill Kennemer, Clackamas County Board of County Commissioners:

- Issue: Applauds Metro & ODOT for funding preliminary engineering for the Sunrise Corridor in the current STIP and the next phase of the Sunnyside Rd. project as an OTIA project. Wants this update to focus on four critical projects to alleviate current bottlenecks and to provide adequate transportation services in areas of the county now under consideration for expansion of the Metro Urban Growth Boundary.

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- Solution: 1) South Corridor Transit, 2) Sunrise Corridor, 3) I-205 Capacity Improvements, 4) Sunnyside Road: 152nd to Hwy. 212.
- Supports all that's in the draft STIP and: 1) Wants 99E @ Territorial Rd moved from 06 to 04, 2) Wants 224 @ Carver Rd. moved from 07 to 06
- Comments: Submitted letter.

David Marks, Clackamas County Business Alliance:

- Issue: Pleased that Metro & ODOT funded preliminary engineering for the Sunrise Corridor in the current STIP and the next phase of the Sunnyside Rd. project as an OTIA project. Wants three additional high-priority projects in this STIP update to alleviate current bottlenecks and to provide adequate transportation services in areas of the county now under consideration for expansion of the Metro Urban Growth Boundary.
- Solution: 1) South Corridor Transit, 2) I-205 Capacity Improvements, 3) Sunnyside Road: 152nd to Hwy. 212.
- Supports all that's in the draft STIP and: 1) Wants 99E @ Territorial Rd moved from 06 to 04, 2) Wants 224 @ Carver Rd. moved from 07 to 06
- Comments: Submitted letter.

MULTNOMAH COUNTY, Portland, November 21, 2002.

14 attendees.

No letters received.

No general comments received.

E-mail Comments Received:

- Citizen inquired about not seeing projects in the STIP that would support the I-5 Trade corridor Study. Gave him City of Portland's contact for his concerns about the Greeley and Going Streets issues. Also explained that we have a project under design to deal with the I-5 improvements. The same project was not in the draft STIP as we had no money for the right of way or construction phases and hopefully we would be receiving federal discretionary funds in the future.
- Citizen inquired about existing 2003 project status on Beaverton/Hillsdale Hwy. And the safety improvements included. Project to go to bid in July or perhaps earlier. There will be signal improvements, sidewalk improvements to foster continuity, and restriping as safety elements being covered under this preservation project.
- Citizen inquired about improvements at the intersection of Sandy Blvd. (US-30B) and NE 33rd Ave. Gave him the name of a City of Portland contact as this section of roadway is in the process of being transferred from ODOT to City of Portland ownership.

The City of North Plains would like to provide this input regarding the projects included in the STIP for improvements to the subject interchange:

Appendix 4: Metropolitan Transportation Improvement Program 2004-07

- The interchange not only provides the access to North Plains, but is also the main access from Hwy 26 to Forest Grove and Cornelius. Traffic is becoming exceedingly heavy on the interchange. Please check the traffic volumes to see how the traffic has increased.
- The City would like to see the projects that are funded in 2005 and 2007 moved up to earlier years, and would like the State to consider complete reconstruction of the interchange and widening of the bridge.
- The OTC in approving the Interchange Area Management Plan for Jackson School Road has added traffic to Glencoe Road Interchange in an attempt to minimize the traffic using Jackson School Road. The IAMP does recommend that Glencoe Road Interchange be placed higher in the ranking because of the impact upon the interchange by the restrictions on Jackson School Road.

In summary, the City of North Plains requests:

- Placing replacement of the Glencoe Road Interchange on the STIP.
- If that is not feasible, placing improvements to the ramps and traffic signals in the year 2004.

Metro seeks comments on transportation plans

Metro wants the public's help in whittling a \$93 million wish list of transportation projects to fit the \$54 million in federal money available to the Portland area in 2006 and 2007.

About \$18 million is committed to Interstate and south metro light-rail lines, commuter rail in Washington County and transportation infrastructure for the North Macadam area in Southwest Portland and the Boeckman Road project in Wilsonville.

That leaves \$36 million to spend on a long list of possibilities nominated by area governments, ranging from St. Johns pedestrian im-

provements in North Portland to Sunnyside Road upgrades in Clackamas County.

Metro is the regional government that oversees land use and transportation for 24 cities and the urban parts of Multnomah, Clackamas and Washington counties. Leaders decided last year to direct money to projects that help revitalize urban cores and spark industrial development.

Comments will be taken until May 16. The transportation committee and Metro Council will make their final choices in June.

—*Laura Oppenheimer*

METRO PUBLIC FORUMS

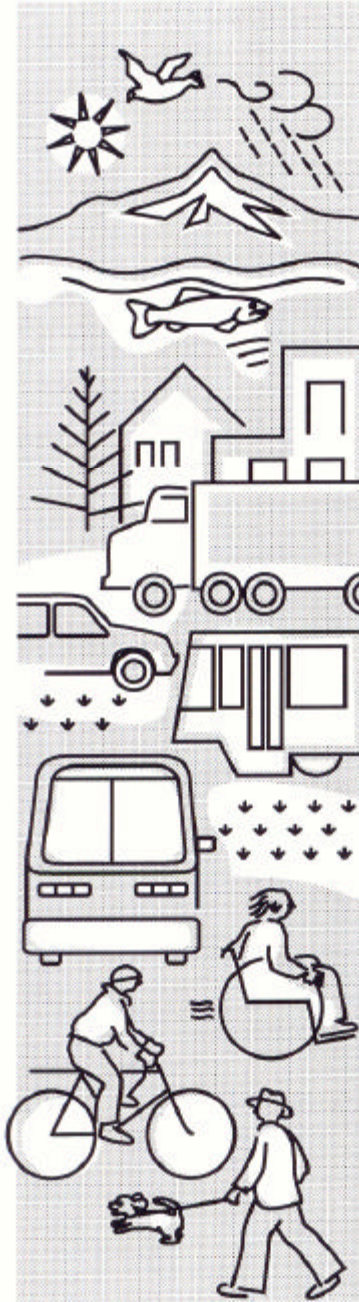
Metro will have three public forums to discuss the options:

- ♦ 5 to 7 p.m. today, Metro Council chambers, 600 N.E. Grand Ave., Portland
- ♦ 5 to 7 p.m. Tuesday, Beaverton Service Center, 12500 S.W. Allen Blvd.
- ♦ 5 to 7 p.m. April 21, Pioneer Community Center, 615 Fifth St., Oregon City

INFORMATION

To receive information on the projects or voice an opinion:

- ♦ Visit: www.metro-region.org
- ♦ Call Metro's transportation hot line at 503-797-1900, Option 3
- ♦ Call a Metro staff member at 503-797-1839
- ♦ Fax: 503-797-1911
- ♦ E-mail: trans@metro.dst.or.us.
- ♦ Mail: Metro Planning Department, Attn. Ted Leybold, 600 N.E. Grand Ave., Portland, OR 97232



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Public Comment Executive Summary

An executive summary of comments received between April 10 and May 16, 2003 on projects submitted for consideration of regional flexible funds for the years 2006 and 2007

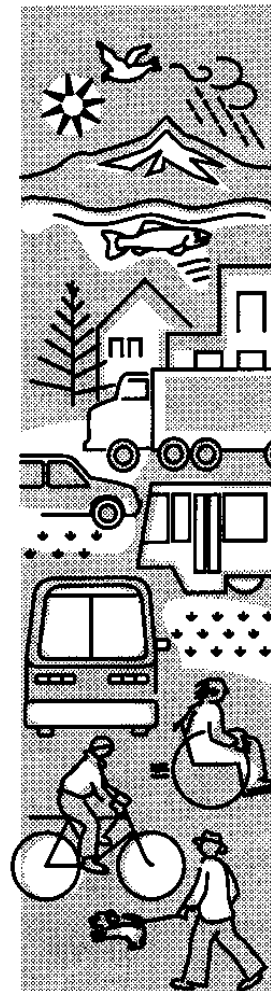
May 23, 2003



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Introduction



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Introduction

This report is a compilation of public comments regarding funding priorities for the fiscal years 2004-2007 Metropolitan Transportation Improvement Program (MTIP) received in spring 2003. Public input was solicited from April 10 through May 16, 2003. Three listening posts (informal opportunities to comment directly to decision-makers) were held during this time: April 14 in Portland, April 15 in Beaverton and April 21 in Oregon City. Comments have been summarized from these meetings, plus written communications sent to Metro (mail, fax and e-mail) and from the transportation phone hotline. A new way to comment, on the Metro web site, was instituted this year. Anonymous letters and comments are not included in this summary.

A public hearing will be held by the Metro Council on Thursday, June 5, 2003. Written comments will be provided as an addendum to this report.

Many thanks to the citizens, businesses and governments of the region who took the time to review and make comments on the proposed projects in the Transportation Priorities 2004-07 funding process.

Section 1 Summary of comments



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Summary of Public Comments

This report provides a summary of public comments received on project and program funding applications in the Transportation Priorities 2004-07 program. All comments received during the public comment period, April 10 through May 16, 2003 are included.

Transportation Priorities 2004-07 is a regional transportation funding program that identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions and partners submit transportation projects to Metro for funding consideration. Eligible projects range from road reconstruction and modernization to transit, bicycle trails, boulevards, pedestrian improvements, green streets and planning projects.

Three public comment listening posts were held in April. All comments were summarized and may be found in Section 2. Comment cards from the meetings may be found under Section 3, Written Comments.

The Metro Council will hold a public hearing on Thursday, June 5, 2003. Written comments submitted at the hearing will be printed in an addendum to this report.

Comments in General

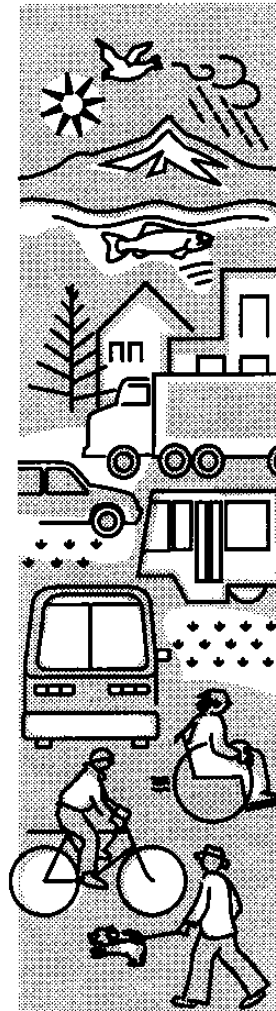
The residents of the region spoke out in record numbers during the Priorities 2004-07 comment period. The number and range of comments indicates a growing interest in shaping transportation improvements in the metropolitan area.

Comments were received from almost 1,000 residents and business owners around the region on the proposed transportation projects. Bike/trail, green streets and pedestrian projects showed the most interest, followed by road reconstruction, road modernization and transit. Comments on rail projects indicate a budding interest in this form of travel.

Roads were not left out of the equation. The need for Road Reconstruction and Road Modernization projects was high on the list of comments, followed by Transit and Boulevard projects.

Overall, these comments indicate the desire for a balanced transportation system with a choice of safe and convenient travel modes.

Section 2 Summary by project



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SUMMARY OF COMMENTS RECEIVED ON PROJECTS

A total of 984 comments, oral and written, were received on specific transportation projects.

The most support was shown for the Bike/trail projects (217 comments), Green Streets (166 comments), Pedestrian projects (141 comments) and Road Reconstruction (127 comments). Road Modernization received 96 comments, Transit projects received 93 comments and Boulevard projects received 77 comments.

Fewer comments were received on Transit Oriented Development (TOD) projects (31), Regional Travel Options (RTO) projects (16), Planning projects (15), Freight projects (4) and Bridge painting (1).

Comments were received on a balance of project modes around the region, with Bicycle/trails (especially the Trolley Trail) and Green Streets (especially Cully Boulevard) receiving the most total comments of any projects during this comment period.

SPECIFIC COMMENTS BY MODE

Bike/Trail projects

A total of 217 comments (22 percent) were received on all of the bicycle/trail projects, with the most comments received on the Trolley Trail (83).

Trolley Trail: Jefferson to Courtney (83)

A large number of comments were received supporting the Trolley Trail. Comments said it would complete a 20-mile loop connecting Gladstone, Milwaukie and the Clackamas Town Center with the Springwater Trail, provide wetland and gardening access for schools and retirement centers, and offer a bridge between communities.

Beaverton Powerline Trail (33)

This trail received many positive comments for an area lacking such trails. Comments said it would connect recreation and shopping areas to light rail stations.

Eastbank Trail/Springwater Corridor Gaps (23)

Much support was shown for completion of this trail, finishing a popular bike and pedestrian trail system.

Washington Square Trail (22)

This is seen as an important land-use connection to a regional center location, connecting the Fanno Creek Greenway Trail to the Washington Square Mall.

Rock Creek Trail (20)

Comments indicated this is an important regional connection to light rail stations and parks where safety is a critical consideration.

Willamette Greenway (19)

This trail is said to provide a cost-effective, crucial link between downtown Portland and the developing Macadam area.

Gresham/Fairview Trail (17)

Comments indicated this trail is a regionally significant path that serves as the primary north/south route between the Springwater Trail and the Marine Drive Trail, linking many land uses, park and open spaces, transit and six regional trails.

Pedestrian Projects

A total of 141 comments (14 percent) were received on eight pedestrian projects. The Tacoma project received the most comments (83), while Central Eastside Bridgeheads received 33 and St. Johns Pedestrian Improvements received 21.

Tacoma Street (83)

Many individual comments were received on this project. Improvements already made have reduced traffic congestion. Final improvements to Tacoma Street will make the Sellwood neighborhood more livable and the street safer for pedestrians. One comment said the Tacoma Street project was designed with 2040 in mind. Many residents in the area said they worked with planners to design their vision of the street.

Central Eastside Bridgeheads (33)

Many pedestrians and bicyclists supported this set of bridge access improvements, which would enable them to get across the bridges to downtown Portland more safely. In addition, comments said that this project would improve traffic flow and freight movement and allow trucks to move more safely and efficiently through key intersections.

St. Johns Town Center Pedestrian Improvements (21)

Residents said that this project would make the St. Johns area more livable and help freight move through until a long-term solution can be developed. Crossing certain intersections is now very difficult for pedestrians, bicyclists, buses, cars and trucks.

Green Streets Projects

A total of 166 comments (17 percent) were received on the four projects proposed for green street improvements. Cully Boulevard received 150 post cards and comments, with Yamhill Reconstruction (9) and Beaver Creek Culverts (7) receiving far fewer.

Cully Boulevard Reconstruction: Prescott to Killingsworth (150)

More than 100 post cards and individual comments were received on this project. Comments focused on the need for safer conditions for pedestrians, especially children walking to school or to the store along Cully, as there are no sidewalks, considerable traffic and poor lighting at night. The five-way stop at the intersection of NE Cully and Prescott is difficult to negotiate. This reconstruction project is seen as transforming the entire neighborhood and it will provide better access to affordable housing and nearby employment centers.

Yamhill Reconstruction (9)

Many comments were received requesting the improvements proposed for this street. This street is seen as very narrow and unsafe for the amount of cars and pedestrians that use it. There are neglected dwellings, abandoned vehicles and missing speed signs along Yamhill. This street is seen as needing "all the help we can get."

Beaver Creek Culverts: Troutdale, Cochran, Stark (7)

Comments said that replacement of three culverts is needed for restoring fish habitat for listed salmonids while providing necessary road improvements in the future.

Road Modernization Projects

A total of 96 comments (10 percent) were received on the 21 proposed road modernization projects. The most comments were received in support of the 223rd Avenue Railroad Under Crossing (20), Sunnyside Road (16), Murray Boulevard: Scholls Ferry to Barrows (16), Highway 8 Intersection (13) and Boeckman Road (11).

223rd Avenue Railroad Under Crossing (20)

Many comments said this is a critical project for East Multnomah County and the Fairview Town Center. The area north of the under crossing is planned to have industrial development providing 7,000 jobs. Comments indicated the under crossing is necessary to provide safe, unconstrained access to this industrial area as well as safe bicycle and pedestrian access to Blue Lake Regional Park.

Sunnyside Road (16)

Comments indicated funding for this project is critical for handling existing traffic plus the expected growth from the Rock Creek area in Happy Valley and the Damascus UGB expansion area.

Murray Boulevard: Scholls Ferry to Barrows (16)

This project is said to be the key to proving access to the 110-acre Progress Quarry Planned Unit Development, which will include town homes and apartments as well as open spaces that include a forested lake, linear park, wetlands and large grove of trees.

Highway 8 Intersection (13)

Comments indicated this intersection at 10th Avenue and TV Highway is unsafe for the large number of pedestrians, cars, trucks and buses that use it. This project would make a more efficient intersection and reduce the many accidents that happen here. The project is seen as absolutely vital to the safety and economic survival of the community.

Boeckman Road: 95th to Grahams Ferry (11)

This project received many comments and is seen as a vital connection in Wilsonville for developing their urban center and accessing existing employment areas.

Road Reconstruction Projects

A total of 118 comments were received (12 percent) on five proposed projects, with Division (79) and Lake Road (40) receiving the most comments.

Division: 6th to 39th (Streetscape Plan to 60th) (79)

Many individual comments were received on the Division reconstruction project. Division is seen as neglected and dangerous compared with Hawthorne and Belmont. With Division developing a unique identity, these improvements are seen as necessary to relieve traffic congestion and provide pedestrian and bicycle amenities and safety. "This corridor is a perfect candidate for significant redevelopment."

Lake Road: 21st to Highway 224 (PE and ROW) (40)

Many comments and post cards were received on the Lake Road project, which would reconstruct access between Milwaukie Town Center, the east Milwaukie industrial area and the Clackamas Regional Center. It would also provide needed bicycle and pedestrian facilities between those areas and to Milwaukie High School and Rowe Junior High.

Transit Projects

Ninety-three comments (9 percent) were received on all of the proposed transit projects, with the South Metro Amtrak Station receiving the most total comments (40), followed by the Clackamas Regional Center TOD (17) and Frequent Bus Corridors (11).

South Metro Amtrak Station (40)

Many comments were received on the Amtrak Station, saying it would benefit the entire area by providing a second train station in the greater metropolitan area. The station would encourage more tourism and get drivers off the congested freeways as well as promote needed redevelopment of the historic city center. Two comments were against this project, noting that more people drive cars than take the train.

Clackamas Regional Center TOD/P&R (PE only) (17)

This project would facilitate the construction of a light rail station next to Clackamas Town Center and encourage the planned expansion of the center into a mixed-use regional center. The area is seen as a major cross-point for commuters.

Frequent Bus Corridors (11)

Comments in favor of this TriMet project cited the need for major bus stop improvements and transit signal priority systems in cities around the region. One comment said it was important that transit dependent populations are within walking distance of a bus line in order to reach jobs, medical services and shopping.

Boulevard Projects

A total of 77 comments (8 percent) were received on seven proposed boulevard projects, with the most comments focusing on McLoughlin (31) and Killingsworth (22) projects.

McLoughlin: I-205 to Hwy 43 Bridge (31)

Comments said that this project upgrades McLoughlin within the Oregon City Regional Center to a boulevard and helps advance this regional center. One 10-year resident said the project will improve commerce for the city while beautifying the waterfront. One comment was against this project as a waste of taxpayer's money.

Killingsworth: Interstate to MLK (PE only) (22)

Resident's comments indicated that Killingsworth is a gateway to PCC, a key east-west arterial and that it needs improvements to help transform the area into a vibrant mixed-use main street. One comment opposed indicated that Interstate MAX funds should only be used for street work within one block of the light rail alignment.

Transit Oriented Development Projects

Thirty-one comments (3 percent) were received in support of TOD projects in the region, with most comments regarding the Metro TOD Program (21).

Metro TOD Program (21)

Comments indicated that the Transit Oriented Development Program at Metro has stimulated the development of many of the region's most successful projects. TOD expenditures were said to increase investor and lender confidence in an area's potential. One comment said the TOD program was essential in bringing a difficult project to completion.

Regional Travel Options (RTO) Projects

Sixteen comments (2 percent) were received on all of the proposed RTO projects in the region to reduce the use of the automobile in the region. The most comments were in support of the Interstate Avenue TravelSmart project (7).

Interstate Avenue TravelSmart (7)

Comments indicated that bringing "individualized marketing" of existing transportation options to local residents could be successful, as it is in Europe and Australia. The Interstate TravelSmart project will bring information on transportation options to a critical, under-resourced corridor. Interstate TravelSmart is seen as a cost-effective method for influencing individual and community behavior.

Planning Projects

Fifteen comments (2 percent) were received on seven proposed planning projects, with the most comments received on Union Station Development (10).

Union Station Multi-Modal Facility Development (10)

This project is seen as preserving Union Station to encourage safe, multi-modal public transportation and provide a worthy "front door" to Portland for thousands of rail passengers. It would facilitate connections between Amtrak, TriMet bus and MAX, Greyhound bus, taxis and the future Portland Streetcar Broadway Bridge line.

Freight Projects

Four comments were provided on one of the two freight projects:

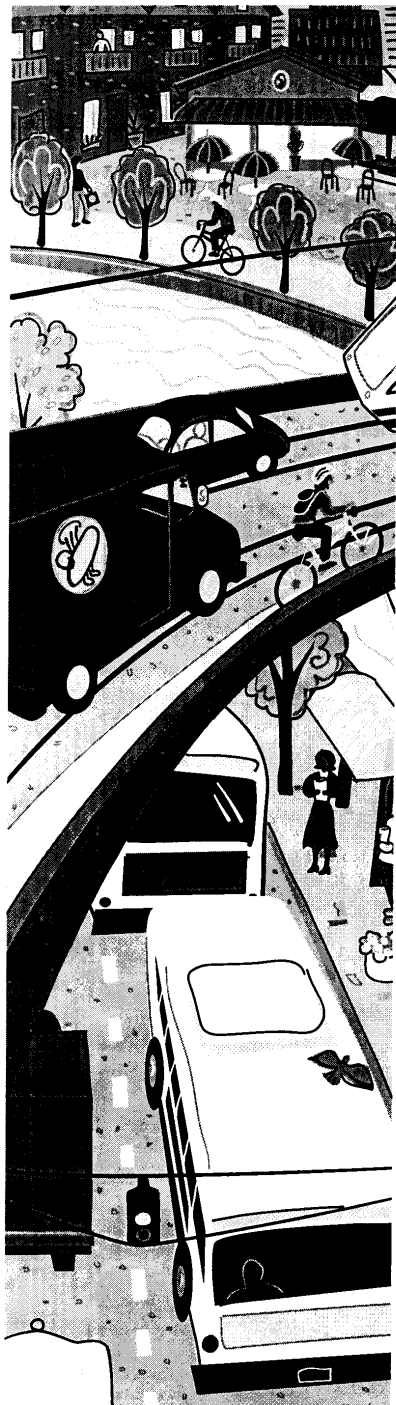
MLK: Columbia To Lombard (PE only)(4)

This grade-separation project is seen as greatly enhancing rail operations and improving slow highway traffic as well. One comment said it was part of a well thought-out freight system and will improve the flow of freight through the city.

Bridge Projects

Broadway Bridge (Span 7)

One comment was received on the proposed painting of the Broadway Bridge Span 7, indicating it would complete full rehabilitation of the bridge for long-term preservation.



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Supplemental Public Comment Summary

A summary of additional comments received on projects submitted for consideration of regional flexible funds for the years 2006 and 2007

June 6, 2003



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Appendix 4: Metropolitan Transportation Improvement Program 2004-07

Metro

People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

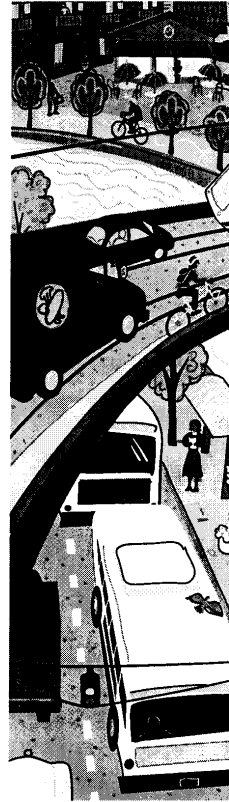
Auditor – Alexis Dow, CPA

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Section 1 Summary of comments



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Appendix 4: Metropolitan Transportation Improvement Program 2004-07

Summary of Public Hearing Comments June 6, 2003

Introduction

Transportation Priorities 2004-07 is the regional process to identify which projects identified in the Regional Transportation Plan will receive regional flexible funds based on refined policy direction adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council in July 2002. Regional flexible funds come from two different federal grant programs: the Surface Transportation and Congestion Mitigation/Air Quality programs.

Approximately \$53 million is expected to be available to the Portland metropolitan region from these grant programs for the years 2006 and 2007. Of this amount, \$18 million has been previously committed to development of light rail in the Interstate Avenue and South corridors, commuter rail in Washington County, transportation infrastructure supporting development of the North Macadam area and the Boeckman Road project in Wilsonville.

The Transportation Priorities 2004-07 process will consider whether to confirm these prior commitments and identify which transportation projects and programs will receive the remaining \$35 million.

In mid-May, JPACT provided Metro staff with policy direction on narrowing the first cut list to match the amount of funding available. On May 27, 2003, the Metro Council released the Metro staff recommendation for public comment. On June 3, 2003, the Transportation Policy Advisory Committee reviewed and approved some changes to the Metro staff recommendation. The [Metro staff and TPAC recommendations](#) and details about how both recommendations were developed are available to download.

On June 5, 2003, the Metro Council received public testimony on both recommendations as part of a public hearing. Comments received during the public hearing will be forwarded to JPACT and the Metro Council for consideration.

This summary includes the oral and written comments received at this meeting or sent to Metro by this date. A total of 161 comments were received at the hearing.

In addition, a small group of comments was sent to Metro but missed being included in the May 23, 2003 compilation of public comments. These comments are also summarized below and have been added to the total comments.

Public Hearing Comments in General

Most comments were in favor of specific projects or programs including the St. Johns Pedestrian Improvements, the 223rd Avenue Railroad Under Crossing, Sunnyside Road project, Gresham Civic Station and the Transit Oriented Development program. Five comments supported the Staff Recommendation in general. Several comments were in favor of a balanced, multi-modal transportation system.

Appendix 4: Metropolitan Transportation Improvement Program 2004-07

Comments by Mode

Transit Oriented Development (37 comments)

Thirty-four comments and letters were received in favor of funding the Metro Transit Oriented Development (TOD) program, as provided in the Staff Recommendation. Three comments favored the Urban Center Program.

Road Modernization (18 comments)

Many comments were received in support of two projects that were not included in the Staff or the TPAC recommendations - the 223rd Avenue Railroad Undercrossing and Sunnyside Road. Nine comments were in favor of the 223rd Avenue Railroad Under Crossing and nine comments supported the Sunnyside Road project. Two comments were received on the 10th Avenue East Main to Baseline project.

Bike/Trail (15 comments)

A total of 15 comments were received at the hearing on Bike/Trail projects. Five projects were in support of the Trolley Trail and three projects were in support of the Beaverton Powerline Trail. Three comments supported the Rock Creek Trail, which was not included in the Staff Recommendation or TPAC recommendation. Four comments were in favor of bicycle access and improvements in general.

Pedestrian projects (13 comments)

A total of 13 comments were received on all Pedestrian projects. Eight comments were in favor of funding the St. Johns Pedestrian Improvements, which was included in the Staff recommendation, but not included in the TPAC recommendation. Three comments favored the Tacoma Street project, which was not included in the Staff or TPAC Recommendations. The Central Eastside Bridgeheads received two comments of support.

Transit projects (11 comments)

Eleven comments supported transit projects, including eight for the Gresham Civic Station TOD funding in the Staff Recommendation.

Road Reconstruction (8 comments)

Seven comments were received on the Division Street project, which was included in the Staff and TPAC recommendations. One comment was received on the Lake Road project, which was not included in the Staff or TPAC Recommendations.

Boulevard projects (3 comments)

Three comments were in support of the boulevard retrofit of McLoughlin Boulevard from I-205 to Highway 43 Bridge project in Oregon City.

Appendix 4: Metropolitan Transportation Improvement Program 2004-07

Other projects

Two comments were received on Freight projects and two comments were received on the Regional Transportation Options TDM Core program. One comment was in favor of the Powell/Foster Corridor Plan. No comments were received on the Bridge and Green Streets projects.

Additional comments received during public comment period

Twenty comments were received by May 10 but inadvertently left out of the May 23rd Public Comment Summary. They included 15 letters in favor of the 223rd Avenue Railroad Under Crossing and three letters in favor of the Division Street project. One comment was in favor of the Tigard Pedestrian Improvements and one in favor of the St. Johns Pedestrian Improvements.

A petition, signed by 31 people, was received after the close of the public comment period but prior to the Metro Council public hearing. The petition is in favor of Frequent Bus Corridor improvements, particularly highlighting the need for safer street crossings to improve access to bus stops on Tualatin Valley Highway between Hillsboro and Beaverton.

Total of All Public Comments

A total of 1,145 public comments were received on all projects during the public comment period (April 16 – May 10, 2003) and during the public hearing on June 5, 2003. Overall interest in this cycle of funding was high, with nearly twice as many comments received compared to the previous Transportation Priorities funding process.

Thank you to all who took the time to provide comments for projects and programs in the Transportation Priorities 2004-07 program.

Appendix 5



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Appendix 5: Metropolitan Transportation Improvement Program 2004-07

RTP Financially Constrained Network

To be added upon adoption of Metro Resolution No. 03-3380, adopting the 2004 Regional Transportation Plan. The Draft financially constrained network list is included in materials associated with that resolution.

Appendix 6



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

Environmental Justice Report

May 15, 2003

Appendix 6: Metropolitan Transportation Improvement Program 2004-07

The Transportation Priorities 2004-07 program, administered by Metro, allocates the expected federal transportation funding from the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) to agencies in the Portland metropolitan region. The current allocation process will choose from 82 applications totaling \$157 million in costs to select projects and programs constrained to projected revenues in the years 2006 and 2007 of \$53.75 million.

The program began with an outreach and interview effort to the eligible applicant agencies in the fall of 2002 to determine the program objectives and to update the technical evaluation process to reflect the program objectives. Upon completion of this outreach process, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council defined the program objectives as following:

Application materials were updated to measure or describe the potential impacts or benefits of a particular project on the program objectives. Four geographic subareas of the region were provided targets for a cost amount of projects or programs for which they could apply and the agencies submitted project applications in December of 2002.

Agencies were required to have met strict public involvement requirements for the projects and programs for which they were applying for funds. The project or program had to be derived from and adopted in a plan that met the nine outreach requirements outlined in Exhibit A. This ensured that the local community had an opportunity to participate in the decision process that defined the project scope and need. A tenth outreach requirement was that the governing board of the sponsoring agency adopt at a public meeting priority to submit the project or program as their local priority for Transportation Priorities 2004-07 funding.

Metro staff then completed a technical analysis and summary of qualitative issues on each of the project applications (other than planning study applications). To inform the decision process on environmental justice issues, an analysis was completed on the number and percentage of low-income and minority and ethnic populations in the areas surrounding the applicant projects. Projects were identified that had concentrations of populations greater than 1,000 persons or more than 2.5 times the regional average population of Black, American Indian or Alaskan Native, Asian minority race or Hispanic origin in the area surrounding the project.

Projects were also identified that had concentrations of low-income population in the area surrounding the project. Low-income was defined as an annual income of up to two times the federal poverty level. Projects that had moderate (35% to 45% of the area population at less than two times the poverty level) and high concentrations (45% or more of the area population at less than two times the poverty level) were identified. The data tables for the applicant projects are attached as Exhibits B1 and B2.

Notes about the potential benefits and impacts to the populations by these projects were provided on the technical summary sheets distributed to decision makers. Display maps indicating which projects had potential benefits or impacts were also provided at the

Appendix 6: Metropolitan Transportation Improvement Program 2004-07

series of public outreach meetings hosted by JPACT members and Metro Councilors to receive public testimony and comments about the project applications. Report versions of these maps are attached as Exhibits C1 and C2.

This information was also used as a condition of approval of funding to the project applicants that may have a benefit or impact to a minority, origin or low-income population. Projects in a design or preliminary engineering phase were required to demonstrate that outreach and opportunities to participate in project design would be provided to the affected population. For construction projects, applicants were required to notify and make aware of construction mitigation choices to the affected population.

Conditions of project approval are attached as Exhibit D.

Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that are submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in italics) on their public involvement program on file in case of a dispute.

A. Checklist

1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

Keep copy of applicable public involvement plan and/or procedures.

2. Appropriate interested and affected groups were identified and the list was updated as needed.

Maintain list of interested and affected parties.

3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program and (2) the initial decision on the scope and alternatives to be studied.

Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.

4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.



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6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

10. Provided a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

Keep a record of the governing body meeting, minutes and any adopted resolutions.

B. Summary of Local Public Involvement Process

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects.

C. Certification Statement

(project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

(Signed)

(Date)

Appendix 6: Metropolitan Transportation Improvement Program 2004-07

Exhibit B1
Race and Hispanic Origin Populations

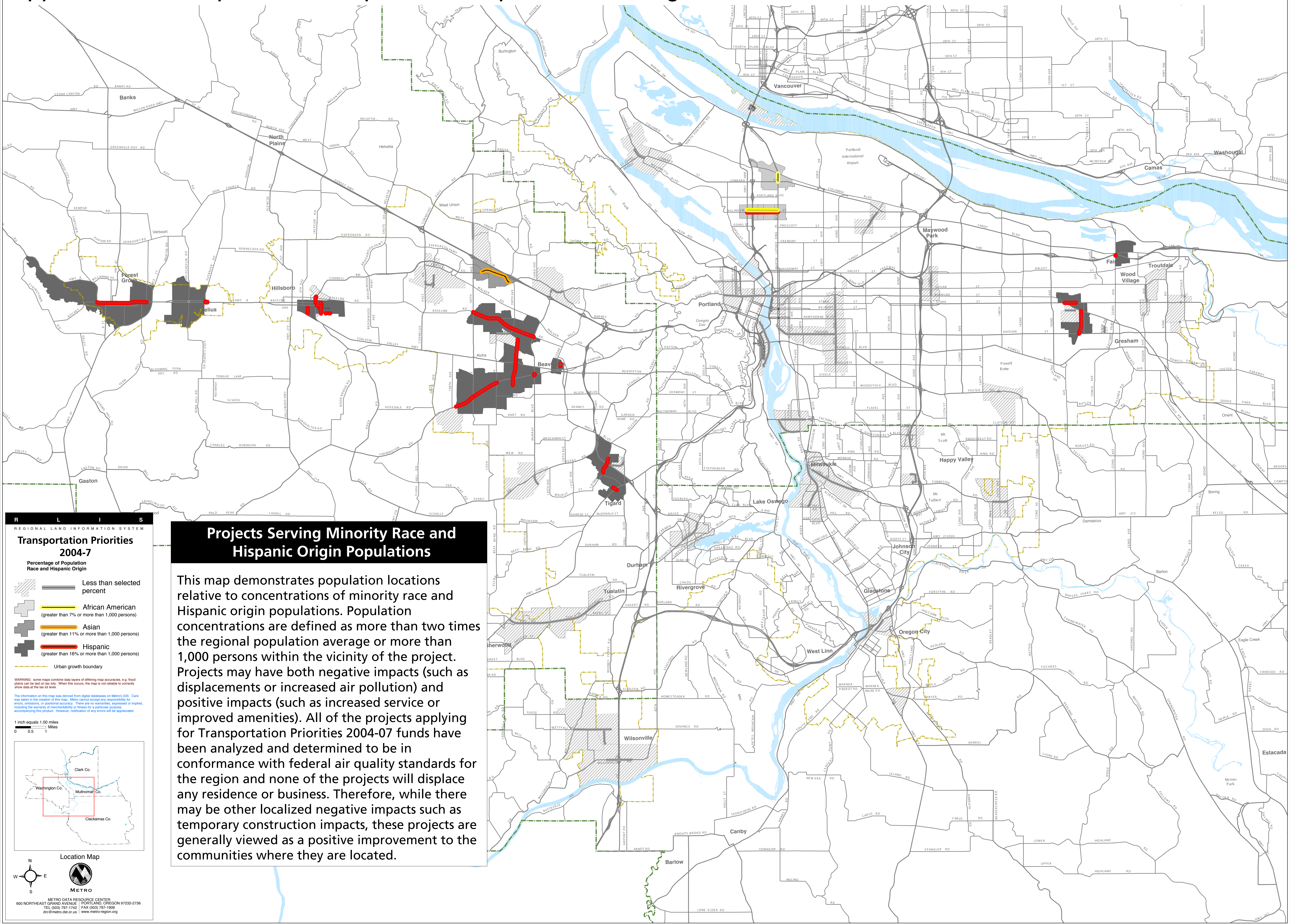
Project - Primary Impacts	Total Population	American Indian -							
		Black Alone	Alaskan Alone	Asian Alone	Hispanic	Black Alone	Alaskan Alone	Asian Alone	Hispanic
Regional Average	1,305,574	3.00%	0.70%	5.20%	8.00%				
102nd Avenue	8,751	306	3%	212	2%	738	8%	948	11%
10th Avenue	5,301	24	0%	0	0%	56	1%	2,797	53%
185th Avenue	6,630	58	1%	0	0%	629	9%	249	4%
223rd Avenue Railroad Under Xi	7,440	210	3%	81	1%	257	3%	1,355	18%
242nd Avenue	10,558	126	1%	127	1%	254	2%	813	8%
Bancroft St to Gibbs S	1,049	8	1%	0	0%	16	2%	21	2%
Baseline/Jenkins ATMS	20809	295	1%	120	1%	2771	13%	2145	10%
Beaverton Powerline Trail	18771	280	1%	136	1%	1617	9%	2096	11%
Boekman Road	1822	0	0%	0	0%	0	0%	86	5%
Boones Ferry Road	7,672	117	2%	11	0%	262	3%	331	4%
Burnside Street Recon	11817	824	7%	256	2%	286	2%	683	6%
Burnside Street Boulevard	11817	824	7%	256	2%	286	2%	683	6%
Central Eastside Bridgeheads	3,764	149	4%	32	1%	126	3%	227	6%
Cornell Road	5,132	77	2%	28	1%	1,158	23%	266	5%
Cornell Road wblvd1	4,886	89	2%	31	1%	341	7%	425	9%
Division St	9897	111	1%	15	0%	812	8%	468	5%
Farmington Road wrm2	8380	174	2%	12	0%	449	5%	849	10%
Farmington Road wrm3	6,537	94	1%	45	1%	444	7%	977	15%
Farmington Road @ Murray inter	8,117	152	2%	47	1%	573	7%	1,393	17%
Forest Grove Ped Improvement	17,249	46	0%	186	1%	318	2%	3,018	17%
Greenberg Road	4502	72	2%	42	1%	182	4%	1147	25%
Greenberg Road	4502	72	2%	42	1%	182	4%	1147	25%
Gresham/Fairview Trail	8250	201	2%	7	0%	329	4%	1365	17%
Hillsboro TC Ped Improvements	9929	55	1%	17	0%	72	1%	5876	59%
Hwy 8 Intersection	4,961	48	1%	58	1%	56	1%	1,577	32%
Janzen Beach Access	2,071	31	1%	6	0%	51	2%	72	3%
Johnson Cr Blvd/I-205 intercha	7,293	197	3%	51	1%	444	6%	908	12%
Killingsworth Street	10,613	3,371	32%	149	1%	524	5%	1,359	13%
Kinsman Road	1822	0	0%	0	0%	0	0%	86	5%
Kinsman Road	1822	0	0%	0	0%	0	0%	86	5%
McLoughlin Boulevard	3,760	15	0%	29	1%	44	1%	194	5%
Merlo Road	2,764	17	1%	54	2%	329	12%	205	7%
MLK Boulevard	3,626	922	25%	18	0%	225	6%	79	2%
Molalla Avenue	10,791	43	0%	8	0%	157	1%	497	5%
Murray Blvd	11,811	166	1%	51	0%	1,304	11%	634	5%
Murray Blvd wrm7	3931	71	2%	25	1%	252	6%	391	10%
Murray Blvd wrm8	11811	166	1%	51	0%	1304	11%	634	5%
Rose Biggi	3434	92	3%	44	1%	264	8%	963	28%
Rose Biggi	3434	92	3%	44	1%	264	8%	963	28%
SE 39th Avenue	18380	184	1%	121	1%	1224	7%	832	5%
SE Foster Rd / Barbara Welch i	2,261	51	2%	22	1%	209	9%	119	5%
Springwater Corridor	3590	110	3%	13	0%	41	1%	93	3%
Springwater Corridor	3590	110	3%	13	0%	41	1%	93	3%
St Johns TC Ped Improvements	4,116	253	6%	76	2%	189	5%	487	12%
Stark Street Ph. 2	8,716	308	4%	21	0%	233	3%	2,853	33%
Sunnyside Road	10,012	70	1%	15	0%	868	9%	306	3%
Tacoma Street	5,102	95	2%	45	1%	190	4%	135	3%
Tigard TC Ped Improvements	8,001	72	1%	91	1%	302	4%	1,722	22%
Trolley Trail	9,032	102	1%	126	1%	130	1%	714	8%
Tualatin-Sherwood Road	9,963	0	0%	66	1%	202	2%	672	7%
W Burnside	9,925	302	3%	119	1%	348	4%	436	4%
Wilsonville Road Traveler Info	11,490	79	1%	35	0%	224	2%	963	8%
Project - Secondary Impacts									
Cornell_wrm4	12408	206	2%	25	0%	1756	14%	1261	10%
Farmington Murray Int	10084	167	2%	127	1%	1107	11%	2099	21%
Farmington wrm3	23106	400	2%	216	1%	1812	8%	3963	17%
Greenburg Road	1505	30	2%	17	1%	103	7%	284	19%
Hwy 8	5956	8	0%	0	0%	66	1%	2186	37%
SE Foster Rd / Barbara Welch i	18587	208	1%	200	1%	1151	6%	1021	5%
Sunnyside Road	21871	203	1%	89	0%	1318	6%	896	4%
Tualatin-Sherwood Road	7433	43	1%	64	1%	208	3%	1589	21%
wrm8	20673	211	1%	96	0%	1691	8%	869	4%

Income to Proverty

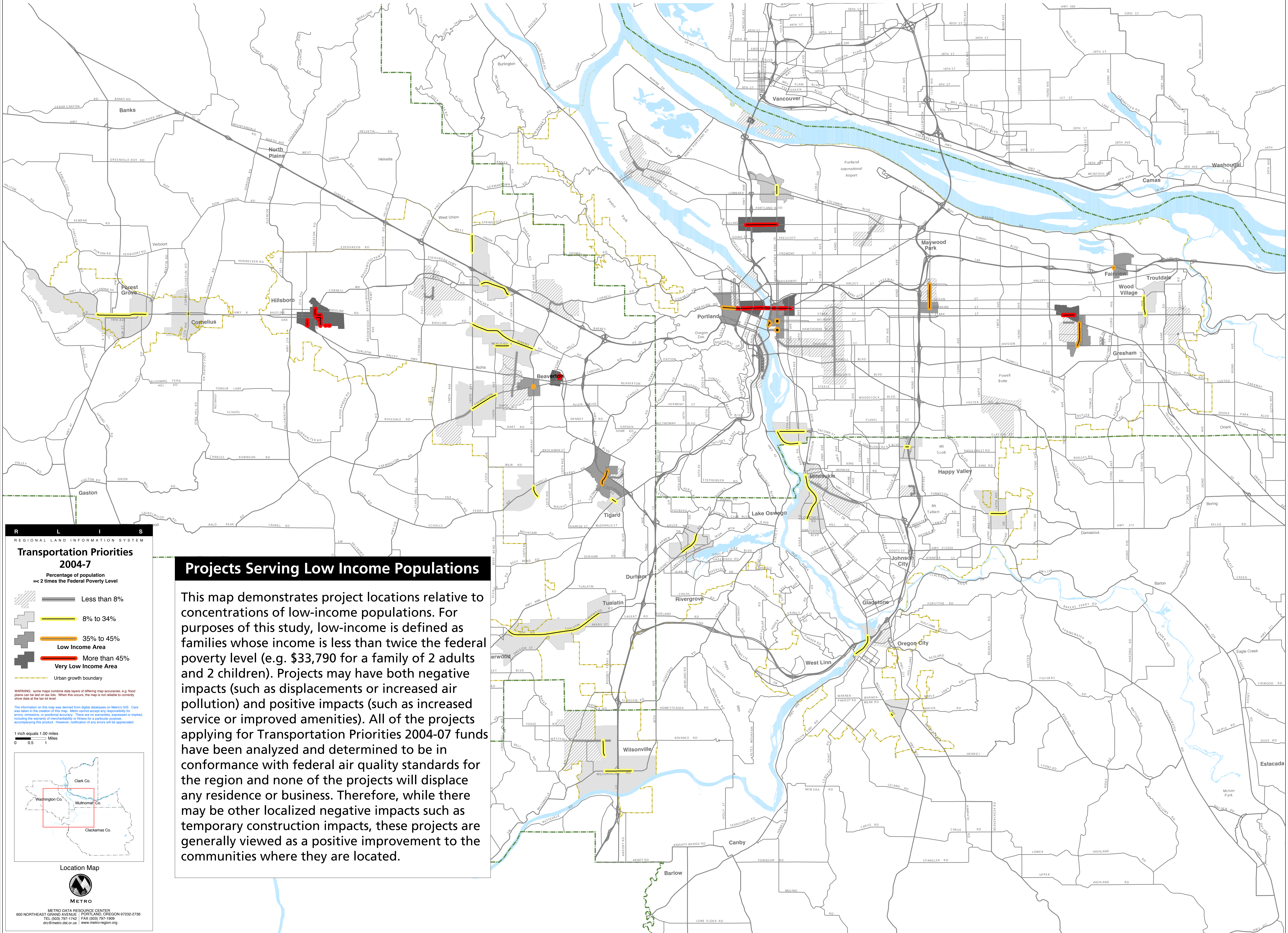
Project - Primary Impacts	Total Pop	Up to 2X Poverty	2 X Poverty or Greater
102nd Avenue	8,406	3,073 37%	5,333 63%
10th Avenue	5,144	2,755 54%	2,389 46%
185th Avenue	6,630	663 10%	5,967 90%
223rd Avenue Railroad Under Xi	7,315	2,681 37%	4,634 63%
242nd Avenue	10,059	2,476 25%	7,583 75%
Bancroft St to Gibbs S	1,049	204 19%	845 81%
Baseline/Jenkins ATMS	20,667	5,625 27%	15,042 73%
Beaverton Powerline Trail	18658	4,898 26%	13760 74%
Boekman Road	1805	381 21%	1424 79%
Boones Ferry Road	7,645	1,008 13%	6,637 87%
Burnside Street	11,088	5,992 54%	5,096 46%
Central Eastside Bridgeheads	3,735	1,660 44%	2,075 56%
Cornell Road	5,132	1,078 21%	4,054 79%
Cornell Road wblvd1	4,886	1,223 25%	3,663 75%
Division St	9,829	2,712 28%	7,117 72%
Farmington Road wrm2	8,367	1,886 23%	6,481 77%
Farmington Road wrm3	6,532	1,540 24%	4,992 76%
Farmington Road @ Murray inter	7,696	2,775 36%	4,921 64%
Forest Grove Ped Improvement	16,368	5,175 32%	11,193 68%
Greenberg Road	4,461	1,649 37%	2,812 63%
Gresham/Fairview Trail	8,136	2,956 36%	5,180 64%
Hillsboro TC Ped Improvements	9,742	5,090 52%	4,652 48%
Hwy 8 Intersection	4,933	1,188 24%	3,745 76%
Janzen Beach Access	2,069	421 20%	1,648 80%
Johnson Cr Blvd/I-205 intercha	7,205	2,468 34%	4,737 66%
Killingsworth Street	10,464	4,763 46%	5,701 54%
Kinsman Road	1,805	381 21%	1,424 79%
McLoughlin Boulevard	3,580	843 24%	2,737 76%
Merlo Road	2,661	865 33%	1,796 67%
MLK Boulevard	3,553	1,026 29%	2,527 71%
Molalla Avenue	10,140	1,520 15%	8,620 85%
Murray Blvd	11,752	2,084 18%	9,668 82%
Murray Blvd wrm7	3,931	1,054 27%	2,877 73%
Murray Blvd wrm8	11,752	2,084 18%	9,668 82%
Rose Biggi	3,384	1,550 46%	1,834 54%
SE 39th Avenue	18250	5,078 28%	13172 72%
SE Foster Rd / Barbara Welch i	2,261	305 13%	1,956 87%
Springwater Corridor	3,445	682 20%	2,763 80%
St Johns TC Ped Improvements	4,078	1,647 40%	2,431 60%
Stark Street Ph. 2	8,594	4,874 57%	3,720 43%
Sunnyside Road	9,926	757 8%	9,169 92%
Tacoma Street	5,076	1,343 26%	3,733 74%
Tigard TC Ped Improvements	7,960	2,609 33%	5,351 67%
Trolley Trail	8,824	2,360 27%	6,464 73%
Tualatin-Sherwood Road	9,957	1,393 14%	8,564 86%
W Burnside	9,835	3,663 37%	6,172 63%
Wilsonville Road Traveler Info	11,458	2,304 20%	9,154 80%

Project - Secondary Impacts	Total Pop	Up to 2X Poverty	2 X Poverty or Greater
Cornell_wrm4	12395	2,810 23%	9585 77%
Farmington Murray Int	9998	3,794 38%	6204 62%
Farmington wrm3	22589	7,465 33%	15124 67%
Greenburg Road	1505	487 32%	1018 68%
Hwy 8	5901	2,318 39%	3583 61%
SE Foster Rd / Barbara Welch I	18248	4,310 24%	13938 76%
Sunnyside Road	21810	3,792 17%	18018 83%
Tualatin-Sherwood Road	7408	1,901 26%	5507 74%
wrm8	20641	2,069 10%	18572 90%

Appendix 6: Metropolitan Transportation Improvement Program 2004-04 - Exhibit C1



Appendix 6: Metropolitan Transportation Improvement Program 2004-04 - Exhibit C2



R E G I O N A L L A N D I N F O R M A T I O N S Y S T E M

Transportation Priorities 2004-7

Percentage of population \approx 2 times the Federal Poverty Level

- Less than 8%
- 8% to 34%
- 35% to 45%
- More than 45%
- Very Low Income Area
- Urban growth boundary

WARNING: some maps combine data layers of differing map accuracies, e.g. flood plain data is not on the same scale. When this occurs, the map is not reliable to correctly show data at the tax lot level.

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 1.00 miles
0 0.5 1 Miles

Projects Serving Low Income Populations

This map demonstrates project locations relative to concentrations of low-income populations. For purposes of this study, low-income is defined as families whose income is less than twice the federal poverty level (e.g. \$33,790 for a family of 2 adults and 2 children). Projects may have both negative impacts (such as displacements or increased air pollution) and positive impacts (such as increased service or improved amenities). All of the projects applying for Transportation Priorities 2004-07 funds have been analyzed and determined to be in conformance with federal air quality standards for the region and none of the projects will displace any residence or business. Therefore, while there may be other localized negative impacts such as temporary construction impacts, these projects are generally viewed as a positive improvement to the communities where they are located.

Location Map

METRO

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600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 FAX (503) 797-1909
drc@metro.or.us www.metro-region.org

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

Draft Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro, 2nd edition, June 2002).

(pb11) and (mb12): The 102nd Avenue Boulevard and McLoughlin Boulevard: I-205 to Highway 43 Bridge projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro, 2002).

Bridge

No bridge projects have been nominated for further funding.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guide books (Metro, June 2002).

(pgs1): The Cully Boulevard project must demonstrate that outreach will be provided to the Hispanic community located in the vicinity of the project alignment to encourage participation in the project design and construction mitigation prior to obligation of funds.

Freight

(pf1): The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.

Appendix 6: Metropolitan Transportation Improvement Program 2003-04

(wf1): The Tualatin-Sherwood Road preliminary engineering funding of \$2 million will be placed in reserve until completion of Washington County's South Arterial Improvement Concept Feasibility Study and identification of an arterial project to serve freight needs in south Washington County.

Planning

(rpln4): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro, 2nd edition, June 2002).

(wped1): The Forest Grove pedestrian project may expand the project scope area to include the portion of 21st Avenue and A Street that is within the designated town center and should address pedestrian crossings in addition to sidewalk improvements.

Road Modernization

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro, 2nd edition, June 2002).

(wrm6): The city of Hillsboro must demonstrate that outreach to notify and make aware of construction mitigation choices to the Hispanic community in the vicinity of this alignment prior to obligation of funds. The project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guidebook (Metro, June 2002).

(wrm8): The Murray extension: Scholls Ferry to Barrows project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guidebook (Metro, 2002).

(crm2): While the Sunnyside Road project from 142nd to 152nd is not designated to receive funds from the Transportation Priorities 2006-07 allocations, the Sunnyside Road modernization project from 142nd to 172nd is designated as the region's priority for future funding from new transportation revenues being considered by the 2003 Oregon Legislature (commonly referred to as OTIA III).

Prior to construction of the Sunnyside Road; 142nd to 172nd segment, Clackamas County and affected cities shall work with the region to develop an updated comprehensive

Appendix 6: Metropolitan Transportation Improvement Program 2003-04

transportation strategy for the corridor connecting the Damascus town center and the Clackamas regional center. This strategy shall be coordinated with the concept planning for the Damascus urban growth boundary area and adopted in the regional transportation plan and local transportation system plan updates. Should funds become available for the construction of the segment between 142nd and 152nd prior to the completion of this planning work, construction could proceed in that segment.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro, 2nd edition, June 2002).

(pr1): The Division Street reconstruction project will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guidebook and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guidebook (Metro, 2002).

Regional Travel Options

(ptdm1): Promotional material for the Interstate TravelSmart program will include language to be provided by Metro explaining the source of program funds and purpose of the Transportation Priorities program.

(stdm1): The I-5 Corridor TDM Plan is subject to matching funds from the Oregon Department of Transportation and/or Washington State.

(rtm1): The Regional Travel Options core program, TMA assistance and 2040 initiatives allocations for 2004-07 are subject to completion of a strategic work plan for the program.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(rtod1): Upon completion of a full funding grant agreement, station areas of the Airport MAX, Interstate MAX, I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Appendix 7



METRO

PEOPLE PLACES
OPEN SPACES

Rank	A. Planning	Amount	Rank	B. Road Modernization	Amount	Rank	C. Road Reconstruction	Amount	Rank	D. Bridge	Amount	Rank	E. Freight	Amount	Rank	F. Boulevard	Amount				
JPACT RECOMMENDED PROGRAM			JPACT RECOMMENDED PROGRAM			JPACT RECOM'D PROGRAM			JPACT RECOM'D PROGRAM			JPACT RECOMMENDED PROGRAM			JPACT RECOMMENDED PROGRAM						
rplg1	Will. Shoreline Rail/Trail Study	\$0.300	1	cm1	Clack. Co. ITS/ATMS Ph. 2	0.500	1	PR3	Naito Parkway: Davis/Market	\$1.500	No Bridge Projects Requested			1	PF2	N. Lombard RR O-Xing	\$2.000	1	mb1	Division Ph. 2: Main/Cleveland	0.989
rplg2	Regional Freight Program	0.150	2	wm2	Cornell Rd. Cor. ITS	0.375	2	CR1	Johnson Crk Blvd: 36th/45th	0.800								2	pb1	102nd Ave: Hancock/Main	0.700
rplg3	RTP Corridor Project	0.300	3	wm6	I-5/Nyberg Interchange (Con)	2.328										3	mb2	Stark: 190th/197th	0.800		
rplg4	Metro Core Reg. Planning Prog.	1.480	4	mm1	Gresham/Mult. Co. ITS Ph. 3	0.750										4	cb3	McLoughlin PE: I-205/RR Tunnel (PE)	0.625		
rplg5	So. Corridor Transit Study	4.000	8	wm4	SW Greenburg: Wash Sq/Tiedeman (row)	0.390															
			9	mm2	223rd O'Xing ROW	0.134															
			11	cm4	Boeckman Rd. Extension	0.000															
			The 5th ranked Mod project is shown in Freeway column.																		
Proposed Total: \$6.230			Proposed Total: \$4.477			Proposed Total: \$2.300			Proposed Total: \$0.000			Proposed Total: \$2.000			Proposed Total: \$3.114						
CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST						
rplg1	Will. Shoreline Rail/Trail Study	\$0.250	4	mm1	Gresham/Mult. Co. ITS Ph. 3	0.250							2	PF1	East End Connector PE	1.000	5	cb2	Boones Fry: Madrone/Kruse Way	0.500	
rplg2	RTP Corridor Project*	0.300	6	cm2	Sunnyside Road: 122nd/132nd PE	0.625										6	wb1	Cornell: Trail Av/Saltman Rd	3.500		
*to be made up by ODOT contribution			7	wm7	Farmingington Rd: Hocken/Murray (ROW &	8.210															
			8	wm4	SW Greenburg: Wash Sq/Tiedeman (Con)	0.384															
			10	pm1	SE Foster Rd/Kelly Creek	1.500															
			11	cm4	Boeckman Rd. Extension	1.000															
Proposed Total: \$0.550			Proposed Total: \$11.969			Proposed Total: \$0.000			Proposed Total: \$0.000			Proposed Total: \$1.000			Proposed Total: \$4.000						
Rank	G. Pedestrian	Amount	Rank	H. Bike/Trail	Amount	Rank	I. TDM	Amount	Rank	J. TOD	Amount	Rank	K. Transit	Amount	Rank	L. Mainline Freeway Projects	Amount				
JPACT RECOMMENDED PROGRAM			JPACT RECOMMENDED PROGRAM			JPACT RECOM'D PROGRAM			JPACT RECOM'D PROGRAM			JPACT RECOMMENDED PROGRAM			JPACT RECOMMENDED PROGRAM						
1	WP1	Park Way Sidewalk: Marlow/Parkwood	\$0.235	1	mb2	Morrison Br. Ped/Bike Access (Con)	\$1.345	1	TDM1	Regional TDM Program	\$1.400	1	RTOD1	Metro TOD Program	\$1.500	3	wm1	U.S. 26 Widening PE - Murray/185th* (RES)	0.359		
1	CP2	Madala Ave. Ped. Will/Pearl & Mtn View/Holmes	0.500	2	cb1	E. Bank Trail/Springwater Connector	3.940	2	TDM4	Region 2040 Initiatives	0.285	2	PTOD1	Gateway Reg. Cntr TOD Proj.	0.800	5	cm5	Sunrise Cor EIS/PE: I-205/Rock Crk Jnct.	2.000		
2	WP7	Fer. Grove Town Cntr Ped Imprvmnts	0.200	3	wb1	Fanno Crk Trail Phase 2 (Con)	0.888	3	TDM5	TMA Stabilization Program	0.250	2	ctr1	SMART Transit Cntr P&R (ROW)	1.086	*Technical rank is tied with Nyberg O'Xing in Mod column.					
3	WP6	Murray Sidewalk: Farm/675' No.	0.119	4	mb1	Gresham/Fairview Trail (Con)	0.852	4	TDM3	ECO Information Clearinghouse	0.094	*Funds requested for McLoughlin/Barber and 1/2 of funds for Gresham & BV/Tigard are consolidated to a commitment for the TDP in 04/05			*Actual service decisions for FY 04/05 TBD by Transit Develop. Prog.						
4	WP2	198th Ave Sidewalk: TV Hwy/Trelane St	0.170																		
5	WP3	Butner Rd Sidewalk: Marlow/Wood Way	0.180																		
Proposed Total: \$1.404			Proposed Total: \$7.025			Proposed Total: \$2.139			Proposed Total: \$2.300			Proposed Total: \$17.192			Proposed Total: \$2.359						
CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST			CUTS FROM JPACT 150% LIST						
1	RP1	Reg. Ped. Access to Transit Prog.	2.000	5	cb2	Wash. St. Bike Lane: 12th/16th	0.750	2	TDM4	Region 2040 Initiatives	0.210	1	RTOD1	Metro TOD Program	\$0.600	1	tr1a	McLoughlin/Barber TCL Svc. Mltc*	NA		
2	WP7	Fer. Grove Town Cntr Ped Imprvmnts	0.200																		
6	MP1	257th Ave. Pedestrian Improvements	0.700																		
Proposed Total: \$2.900			Proposed Total: \$0.750			Proposed Total: \$0.495			Proposed Total: \$0.600			Proposed Total: \$1.342			Proposed Total: \$2.000						

Grand Total (w/out Interstate MAX) \$38.540
Grand Total (w/ Interstate MAX) \$50.540

A. Planning		B. Road Modernization				C. Road Reconstruction		D. Bridge		E. Freight		F. Boulevard	
Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
Committed		Committed				Committed		Committed		Committed		Committed	
	Metro Core Program \$0.659		Murray O'Xing - TEA-21 \$3.750 Sunnyside Road 6.400 Sunnybrook Rd Extens'n - TEA-21 13.000 Lovejoy Ramp Reconstruction 5.050 FY 00-03 Committed Total \$0.659				Johnson Crk Blvd Ph. II Front Ave. Reconstruction 1.870 \$0.800		Broadway Bridge - TEA-21 \$10.000		So. Rivergate O'Xing - TEA-21 \$13.000		Ped to MAX (Stark St) - TEA-21 \$1.000
JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM				JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM	
1	Core Reg. Planning Program \$2.083	1	PA6 MLK/Interstate ITS \$0.550	12	MA0 223rd O'Xing (PE) 0.267	1	PR10 Naito Parkway/Davis/Market \$1.500	1	PR20 Burnside Electrical \$0.500	1	PR2 N. Marine Dr. Reconstruction \$2.295	1	MBL1 Division: Wallula/Kelly \$2.500
NA	I-5 Trade Corridor Study 0.250	3	MA5 Murray O'Xing: Milkan/Terman* 1.000	13	CA2 Harmony/Linwood/Railroad Av (PE) 0.449	8	CR2 Johnson Crk Blvd: 36th/45th 1.076	3	PR2a Morrison Electrical 0.800	4	PR1 Lower Albina Overcrossing 4.000	2	CL3 McLoughlin: Harrison/SPRR X'ing 1.800
NA	OPB Pilot 0.100	4	MA6 Gresham/Mult. Co. ITS 0.500	16	WA17 I-5/Nyberg Interchange (PE) 0.342							4	PR3 W. Burnside: Bridg/NW 23rd 0.269
NA	Regional Freight Program Analysis 0.100	5	CA7 Clack. Co. ITS/ATMS 0.800	19	WA13 SE 10th: E Main/SE Baseline (PE) 0.090							8	WB1 Hawthorne: 20th/59th 1.500
		7	MA4 Wash. Co. ATMS 0.370	20	MA1 207th Connector: Halsey/Olshan 1.345							7	CL1 Harmony Rd: 82nd/Fuller 1.750
		8	PA1 Portland Arterial/Fwy. ITS 0.750	26	MA5 Sunnyside Rd/Mt. Scott Creek 1.400							9	WB1 Cornell: Trail Av/Saltman Rd 1.000
		10	WA1 Farmington Rd: Hocken/Murray (PE) 0.932	28	CA14 Hwy 213/Baewercreek Rd 3.000							12	CL2 Willamette Dr. - "A" St/McKillican 0.200
		11	WA10 SW Greenburg: Wash Sq/Tiedeman (0.270	34	MA0 SE Foster Rd/Kelly Creek 0.600							14	WB2 Hall Blvd: Cedar Hills/Hocken 2.000
												15	WB2 Main St: 10th/20th (Cornelius) 1.800
			*First priority to complete Murray O-Xing; balance to fund Blvd, Ped and Transit projects noted herein.										*Cornell R/W phase, up to \$0.540 and Hall PE phase, up to \$0.045, to be funded by balance of Murray O'Xing, if any.
	Proposed Total: \$2.533		Proposed Total: \$12.665				Proposed Total: \$2.576		Proposed Total: \$1.300		Proposed Total: \$6.295		Proposed Total: \$9.819
Residual Unfunded Requests		Residual Unfunded Requests				Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests	
NA	Green Streets Handbook 0.090	4	MA7 Gresham/Mult. Co. ITS 1.000	12	MA0 223rd O'Xing (RW) 0.149	2	PR3 NW 23rd: Burnside/Lovejoy 0.825	2	PR0 Broadway Brdg Deck Rehab 3.651	2	PR7 Marine Dr: BNSF O'Xing (PE) 1.294	1	MBL1 Division: Cleveland/Bridgdale \$0.289
NA	I-5 Trade Corridor Study 0.250	6	CA7 Clack. Co. ITS/ATMS 0.625	16	WA17 I-5/Nyberg Interchange (RW/Partial C) 0.783	3	PR5 SE Holgate: 42nd/52nd 0.797					3	MBL2 Stark St 0.800
NA	Regional Freight Program Analysis 0.050	11	WA10 Greening Riv Wash Sp 0.774	18	WA13 SE 10th: E Main/SE Baseline RW 0.095							5	PR2 Gateway Reg. Cntr 1.000
												8	WB1 Cornell: Trail Av/Saltman Rd 1.500
												10	CL4 A Ave Improvement (L.O.) 2.700
												12	CL2 Willamette Dr. - "A" St/McKillican 0.900
												14	WB2 Hall Blvd: Cedar Hills/Hocken 2.000
												16	WB2 Main St: 10th/20th (Cornelius) 0.500
	Proposed Total: \$0.390		Proposed Total: \$6.033				Proposed Total: \$1.622		Proposed Total: \$3.651		Proposed Total: \$1.294		Proposed Total: \$9.889

G. Pedestrian		H. Bike/Trail				I. TDM		J. TOD		K. Transit		L. 100% of ODOT Transportation	
Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount	Rank	Amount
Committed		Committed				Committed		Committed		Committed		Committed	
	Portland Ped. to Transit \$2.400 Reg. Ped to MAX/Transit 0.150 Woodstock District 0.200 Lovejoy Ramp Reconstruction - TEA 5.000 FY 00-03 Committed Total \$7.750		Steel Bridge \$1.360 Halsey Bike Lane 0.808 Eastbank Esplanade 1.590 Cedar Hills Blvd.: Walker/Butner 0.590 FY 00-03 Committed Total \$4.348		Hall Blvd.: SPRR/Ridgecrest 0.340 Fanno Creek Trail 0.300 Cedar Creek Trail 0.080 Front: Harrison/Everett 0.500 Rock Creek Trail 0.270 FY 00-03 Committed Total \$4.348		Regional TDM Program \$0.813 FY 00-03 Committed Total \$0.813		TOD Reserve \$0.150 FY 00-03 Committed Total \$0.150		S/N STP Commitment \$25.500 To-Met Buses - TEA-21 3.500 Ped Transit Signal Priority - TEA-2 4.500 FY 00-03 Committed Total \$33.500		No currently committed projects FY 00-03 Committed Total \$0.000
JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM				JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM		JPACT APPROVED 100% PROGRAM	
2	WPS SW 170th: Marlo/Ellimonal LRT Stat 0.270	1	PR1 Morrison Br. Ped/Bike Access (PE)* \$0.100	9	CA0 Parkway/Town Center Pkwy Loop 0.040	1	TM1 Regional TDM Program \$1.987	1	RT01 Metro TOD Program \$4.000	1	RT1 Reg. Contrib'n for Bus Acquis'n \$18.000	1	Pioneer Crk House Renovation \$0.200
3	WSP Cedar Hills: Walker/Butner 0.095	2	CA3 Phillip Creek Greenway Trail (PE/RW) 0.202	10	CA0 Town Cntr Park: Bike/Ped Connection 0.200	2	TM2 SMART TDM Program 0.220			2	WR2 Wash. Co. Bus Stop Enhancement 1.000	2	Portland Bikeway Network Signage 0.129
4	WPA Sentinel Plaza/Cornell/Cedar Hills/11 0.180	3	PR2 E. Bank Trail: OMSI/Springwater (Cor) 0.720	11	CA7 Clack. Reg. Ctr. Trail 0.278	3	TM3 ECO Information Clearinghouse 0.188			3	RT0 Service Increase for Reg/T.C. TCL 5.700	3	NE 47th Environmental Renovation 0.250
5	CP1 Scott Crk Lane Pedestrian Path 0.080	4	PR3 Greeley/Interstate 0.144	14	WB10 Fanno Crk Trail Phase 2 (PE/RW) 0.235	4	TM2 Portland Area Telecommuting 0.200			4	CT0 Will. Shoreline Trestle/Track Repai 0.500		
14	PR2 Capitol Hwy: Bertha/SH Hwy 0.400	5	WB5 Cornell Rd: Elam Young/Ray 0.540	15	WB10 Gresham/Fairview Trail (RW) 0.224	5	TM4 TMA Assistance Program 1.000			5	WR1 Wash. Co. Commuter Rail 1.000		
		6	CA2 Fuller Rd: Harmony/King 0.592	25	PR5 Red Electric Line: Will Pk/Oleson (St) 0.135								
		7	WB2 Hall Blvd: 12th/Allen 1.438	27	PR6 E. Bank Trail - Phase 2 (RW) 0.269								
		8	WB1 Fanno Crk: Allen/Denny 0.074										
			*City of Portland and Mult. Co. agree to combined match of \$0.150 as condition of regional allocation of \$0.100 of PE funds for Morrison Bridge bikeway project.										
	Proposed Total: \$1.015		Proposed Total: \$5.191				Proposed Total: \$4.595		Proposed Total: \$4.000		Proposed Total: \$25.200		Proposed Total: \$0.579
Residual Unfunded Requests		Residual Unfunded Requests				Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests		Residual Unfunded Requests	
1	WPS Millikan Way: Murray/Hocken \$0.224	1	PR1 Morrison Br. Ped/Bike Access \$1.470	5	TM2 TMA Assistance Program 0.168	1	RT01 Metro TOD Program \$3.500	2	WR2 Wash. Co. Bus Stop Enhancement 0.675	2	RT0 Service Increase for Reg/T.C. TCL 6.625	1	Pioneer Crk House Renovation \$0.300
7	PR7 E. Bank Riverfront Access 0.340	2	CA3 Phillip Creek Greenway Trail (Con) 0.266	12	PR3 Marine Dr. Multi-use Trail Segments (0.500	2	TM4 Region 2040 Initiatives 0.188	2	PR0X N. Macadam Dist Streets 1.500	3	RT0 Will. Shoreline Trestle/Track Repai 0.397	1	Will Shoreline RR Improvements-Ph- 0.888
		12	WB10 Fanno Crk Trail Phase 2 (Con) 0.552	14	WB10 Gresham/Fairview Trail (Con) 0.852					4	CT0 SMART (Wilsonv) Transit Cntr/Pk 1.172	1	I-5 Corridor Enhancement 0.200
		15	PR1 Peninsula Crossing Trail- Ph. 2 0.359	18	CB12 Will. Shoreline Bike Study 0.150					6	CT1 Will. Shoreline Trestle/Track Repai 1.172	1	Tryon Crk Bike Trail Renovation 0.244
		18	CB12 Will. Shoreline Bike Study 0.150	27	PR6 E. Bank Trail - Phase 2 (Con) 0.471							1	Union Station Improvement 0.350
												1	Rocky Butte Restoration 0.411
												1	Kenon Hist. District Revitalization 2.197
												1	Springwater Tr: Boring/Palmblad/D 0.590
												1	Simon Benson House 0.200
												1	I-405 Landscape: 23rd/Vaughn to CI 0.500
												1	I-405 Landscape: Fremont/Marquam 1.000
	Proposed Total: \$0.564		Proposed Total: \$4.920				Proposed Total: \$0.336		Proposed Total: \$5.000		Proposed Total: \$8.869		Proposed Total: \$8.045

102.890

Total Allocated: \$75.768

Unallocated: \$0.032

Total Cur: \$42.668

Appendix 7: Metropolitan Transportation Improvement Program 2004-07

ATTACHMENT A FEDERAL FISCAL YEAR 1998 - 2001 PORTLAND METROPOLITAN AREA DRAFT TRANSPORTATION IMPROVEMENT PROGRAM																																																									
STATE PROGRAM Anticipated and Potential Funding (millions)	REGIONAL PROGRAM Anticipated Funding (millions)																																																								
ODOT Region 1 Urban "Modernization" Funds: 56.87 (e.g., federal or state gas tax funds used to expand road and alternate mode capacity.) Use Region 1 Rural Funds On Urban Projects: 14.22 Safety/Bridge Program Credit for Modern. Projects: 21.00 Metro Flex Fund Allocation: 12.98 MAXIMUM ODOT REGION 1 FY 98-01 REVENUE* 105.07	Regional STP Funds: 17.82 (includes reservation of \$13.5 million for S/N LRT) CMAQ Funds (w/ takedown for Hi Speed Rail): 11.98 Transportation Enhancement Funds: 4.67 Subtotal 34.47 Inflation Factor -2.84 TOTAL FY 98-01 REGIONAL FLEX REVENUE 31.63																																																								
DRAFT LIST OF FY 98 - 01 PROJECTS (All Projects Are Programmed in Current STIP)	CARRYOVER PROJECTS FROM CURRENT TIP																																																								
<table border="1"> <tr><td>BUS PURCHASES (ID NO. 154)</td><td style="text-align: right;">4.76</td></tr> <tr><td>238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)</td><td style="text-align: right;">0.28</td></tr> <tr><td>SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)</td><td style="text-align: right;">0.23</td></tr> <tr><td>BARBUR BLVD BIKE LANES (ID NO. 108)</td><td style="text-align: right;">1.89</td></tr> <tr><td>LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)</td><td style="text-align: right;">0.99</td></tr> <tr><td>US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)</td><td style="text-align: right;">4.03</td></tr> <tr><td>US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)</td><td style="text-align: right;">14.98</td></tr> <tr><td>99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)</td><td style="text-align: right;">2.49</td></tr> <tr><td>SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)</td><td style="text-align: right;">0.03</td></tr> <tr><td>BEAVERTON CENTRAL TOD (ID NO. 188)</td><td style="text-align: right;">0.78</td></tr> <tr><td>GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)</td><td style="text-align: right;">0.39</td></tr> <tr><td>I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)</td><td style="text-align: right;">16.90</td></tr> <tr><td>I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)</td><td style="text-align: right;">21.57</td></tr> <tr><td>OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)</td><td style="text-align: right;">4.20</td></tr> <tr><td>NE 148TH SOUNDWALL</td><td style="text-align: right;">0.19</td></tr> <tr><td>NW 185TH SOUNDWALL</td><td style="text-align: right;">1.50</td></tr> <tr><td>HALSEY BIKE LANE</td><td style="text-align: right;">0.80</td></tr> <tr><td>PROJECTS ASSUMED BY METRO (see opposite column)</td><td style="text-align: right;">12.98</td></tr> <tr><td>ADDITIONAL DELAYED PROJECTS</td><td style="text-align: right;">12.00</td></tr> <tr><td>Subtotal of Project Costs</td><td style="text-align: right;">100.98</td></tr> <tr><td>Subtotal With 5 Percent Inflation</td><td style="text-align: right;">106.026</td></tr> </table>	BUS PURCHASES (ID NO. 154)	4.76	238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28	SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23	BARBUR BLVD BIKE LANES (ID NO. 108)	1.89	LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)	0.99	US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03	US-26: CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98	99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)	2.49	SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)	0.03	BEAVERTON CENTRAL TOD (ID NO. 188)	0.78	GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39	I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90	I-5/ HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57	OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20	NE 148TH SOUNDWALL	0.19	NW 185TH SOUNDWALL	1.50	HALSEY BIKE LANE	0.80	PROJECTS ASSUMED BY METRO (see opposite column)	12.98	ADDITIONAL DELAYED PROJECTS	12.00	Subtotal of Project Costs	100.98	Subtotal With 5 Percent Inflation	106.026	<table border="1"> <tr><td colspan="2">Delayed ODOT Projects Allocated Regional Funds</td></tr> <tr><td>BUS PURCHASE (ID NO. 154)</td><td style="text-align: right;">6.00</td></tr> <tr><td>OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)</td><td style="text-align: right;">3.10</td></tr> <tr><td>SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)</td><td style="text-align: right;">2.00</td></tr> <tr><td>PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)</td><td style="text-align: right;">0.08</td></tr> <tr><td>EASTBANK ESPLANADE (City of Portland) (ID NO. 346)</td><td style="text-align: right;">1.80</td></tr> <tr><td>Subtotal of ODOT Projects Given Flex Funds</td><td style="text-align: right;">12.98</td></tr> </table>	Delayed ODOT Projects Allocated Regional Funds		BUS PURCHASE (ID NO. 154)	6.00	OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10	SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00	PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08	EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80	Subtotal of ODOT Projects Given Flex Funds	12.98
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METRO PLANNING	2.40																																																								
TDM PROGRAM	1.46																																																								
COLUMBIA/BURGARD COMPLETION	0.15																																																								
SO. RIVERGATE OVERCROSSING	0.84																																																								
PED TO MAX/TRANSIT PROGRAM	0.15																																																								
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00																																																								
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00																																																								
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11																																																								
TV HWY SIGNAL INTERCONNECT	0.28																																																								
GRESHAM/MULT CO SIGNAL INTERCONNECT PROGRAM	1.00																																																								
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26																																																								
SUNNYSIDE RD: I-205/122ND	0.80																																																								
JOHNSON CREEK BLVD PHASE 2	0.80																																																								
HAWTHORNE BIKE/PEDESTRIAN LANES	**																																																								
Subtotal of Newly Allocated Flex Funds	14.24																																																								
FY 98-01 FLEX FUND PROGRAM GRAND TOTAL	31.63																																																								
<p>*Figures are still preliminary and may change.</p> <p style="text-align: right; font-size: small;">c:\pww\gdoc\97\ltp\ltpcut97\simpstr v.3/21/97</p>																																																									

Appendix 8



METRO

PEOPLE PLACES

OPEN SPACES

**PRIORITIES 2002 MTIP UPDATE
CONDITIONS OF PROGRAM APPROVAL**

ROAD MODERNIZATION

- WM6 While the I-5/Nyberg Overcrossing project is fully funded through this MTIP, it is Bond Program eligible and could apply for funding from that program.
- MM1 The \$750,000 for the Gresham/Multnomah County ITS project is contingent on first use of the funds to develop and implement technology needed to implement traffic adaptive signal timing in the region.
- WM6 The \$2.328 million for the I-5/Nyberg Interchange widening project is contingent on vigorous pursuit by the sponsor, Metro and ODOT of State Bond funding for the balance needed to complete the \$3.507 million project (federal share), except that, should the needed funding not be forthcoming from that resource, Metro will allocate the balance of \$1.18 million (\$96,000 right of way and \$1.084 million construction), plus inflation of one year, from the next allocation of regional STP funds.

TRANSIT-ORIENTED DEVELOPMENT

- PTOD1 The \$800,000 for the Gateway Regional Center TOD is contingent on execution of an Agreement Letter between Metro's Planning Director and the Portland Development Commission's Development Director.

TRANSIT

The \$4.106 for the Transit Investment Program Reserve is contingent on Tri-Met developing a five-year transit service and capital plan with input from the Metro Council, JPACT and TPAC. Upon completion, an MTIP amendment to allocate the reserve to specific start-up and/or capital projects will be considered.

TRANSIT DEMAND MANAGEMENT PROGRAM

- TDM4&5 The TDM Subcommittee is authorized to make project allocations from 2040 Initiatives and TMA Stabilization program funds hereby approved and is directed to report on such allocations periodically to TPAC.

Appendix 8: Metropolitan Transportation Improvement Program 2004-07

MAINLINE FREEWAY

- WM1 The \$359,000 for PE for the U.S. 26 Widening from Murray to 185th is allocated to a Reserve Account, to be made available to the project sponsor at such time as an amendment of the 2000 RTP Financially Constrained Network has been approved, demonstrating increased funding or decreased Washington County project costs and air quality conformity of the ultimate intended scope and concept of the project with the State Implementation Plan. Additionally, this allocation is predicated on Washington County funding one-half the project construction cost.
- CM5 The \$2.0 million for the Sunrise Corridor EIS/PE project is intended to support the following:
- \$1.0 toward the DEIS/FEIS/PE for the segment extending from I-205 to the Rock Creek Junction, with all other costs needed to complete the DEIS/FEIS/PE provided by ODOT and Clackamas County; and
 - \$1.0 million for completion of exceptions’ findings needed for the portion of the project extending from Rock Creek to U.S. 26 and for the preparation of a Damascus Area Concept Plan upon completion of Metro’s UGB Periodic Review.
 - This allocation is subject to Metro’s review of scope and budget to carry out these activities. Specific allocations to the defined work may change accordingly.

PEDESTRIAN PROJECTS

- RP1 Tri-Met and Metro shall complete the transit priority sidewalk inventory, define a Pedestrian to Transit Program and coordinate with local governments for recommendation of a program of projects for consideration in the next MTIP Update.

ALL PROJECTS

- Any project, regardless of fundtype, approved for funding in the MTIP, by this or any preceding action, shall coordinate with Tri-Met regarding sidewalk and bus shelter components.

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

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pbl1) and (mbl2): The 102nd Avenue Boulevard and McLoughlin Boulevard: I-205 to Highway 43 Bridge projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Bridge

No bridge projects have been nominated for funding.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guide books (Metro; June 2002).

(pgs1): The Cully Boulevard project must demonstrate that outreach will be provided to the Hispanic community located in the vicinity of the project alignment to encourage participation in the project design and construction mitigation prior to obligation of funds.

Freight

(pf1): The allocation will be conditioned to examine a route that includes a grade-separated crossing of the Union Pacific main line in the vicinity of NE 11th Avenue, consistent with the Regional Transportation Plan.

(wf1): The Tualatin-Sherwood Road preliminary engineering funding of \$2 million will be placed in reserve until completion of Washington County's South Arterial Improvement Concept Feasibility Study and identification of an arterial project to serve freight needs in south Washington County.

Appendix 8: Metropolitan Transportation Improvement Program 2004-07

Planning

(rpln4): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wped1): The Forest Grove pedestrian project may expand the project scope area to include the portion of 21st Avenue and A Street that is within the designated town center and should address pedestrian crossings in addition to sidewalk improvements.

(pped2): Both the pedestrian and freight elements of the St. Johns improvement shall be designed and constructed in tandem. The design process shall include involvement of community residents, businesses and area freight interests to ensure the design is consistent with the St. Johns truck strategy report and the adopted St. Johns town center and Lombard main street plans.

Road Modernization

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(wrm6): The city of Hillsboro must demonstrate that outreach to notify and make aware of construction mitigation choices to the Hispanic community in the vicinity of this alignment prior to obligation of funds. The project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro; June 2002).

(wrm8): The Murray extension: Scholls Ferry to Barrows project will plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(crm2): While the Sunnyside Road project from 142nd to 152nd is not designated to receive funds from the Transportation Priorities 2006-07 allocations, the Sunnyside Road modernization project from 142nd to 172nd is designated as the region's priority for future funding from new transportation revenues being considered by the 2003 Oregon Legislature (commonly referred to as OTIA III).

Prior to construction of the Sunnyside Road; 142nd to 172nd segment, Clackamas County and affected cities shall work with the region to develop an updated comprehensive transportation strategy for the corridor connecting the Damascus town center and the Clackamas regional center. This strategy shall be coordinated with the concept planning for the Damascus urban growth boundary area and adopted in the regional transportation plan and local transportation system plan updates. Should funds become available for the construction of the segment between 142nd and 152nd prior to the completion of this planning work, construction could proceed in that segment.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

Appendix 8: Metropolitan Transportation Improvement Program 2004-07

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

(pr1): The Division Street reconstruction project will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

Regional Travel Options

(ptdm1): Promotional material for the Interstate TravelSmart program will include language to be provided by Metro explaining the source of program funds and purpose of the Transportation Priorities program.

(stdm1): The I-5 Corridor TDM Plan is subject to matching funds from the Oregon Department of Transportation and/or Washington State.

(rtdm1): The Regional Travel Options core program, TMA assistance and 2040 initiatives allocations for 2004-07 are subject to completion of a strategic work plan for the program.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(rtod1): Upon completion of a full funding grant agreement, station areas of the Airport MAX, Interstate MAX, I-205 MAX, and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(tdm1) and (rtr2): The 2006-07 allocation to the Regional Travel Options (RTO) core program represents a \$500,000 reduction from the staff recommendation and from the current funding level. The Transportation Demand Subcommittee of TPAC is currently developing a strategic vision that may provide new direction for the delivery and administration of program elements. A work item will be added to the strategic vision

Appendix 8: Metropolitan Transportation Improvement Program 2004-07

to recommend how the program would allocate resources between all of the RTO program elements within this reduced budget amount for fiscal years 2004-07 and define what services would be delivered within this budget.

The \$500,000 reduction would be set aside in reserve for additional Frequent Bus capital improvements pending completion and JPACT and Metro Council review of the RTO strategic vision report. After review and approval of the RTO strategic vision report and a determination that these resources are sufficient, JPACT and Metro Council would agree on the allocation of the reserve account to Frequent Bus capital improvements.

Appendix 9



METRO

PEOPLE PLACES
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Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
REGIONAL ALLOCATION PROJECTS									
Regional	126	METRO PLANNING							
		Funding for core Metro planning functions and other select planning initiatives.	Pre Eng	3,961,864	1,050,000	0	0	0	5,011,864
			Other	6,083,000	205,000	750,000	825,000	884,000	8,747,000
			Sys Study	0	2,200,000	0	200,000	500,000	2,900,000
			Total	10,044,864	3,455,000	750,000	1,025,000	1,384,000	16,658,864
154 BUS PURCHASES (TRIMET)									
		Regional support of TriMet bus purchases to sustain average annual 1.5% service hour increase.	Non-Hwy Cp	23,280,500	11,500	0	0	0	23,292,000
			Total	23,280,500	11,500	0	0	0	23,292,000
TriMet	399	PREVENTIVE MAINTENANCE							
		FTA authorized transit capital general maintenance category (I.e.; for all but sec. 5309 rail modernization formula funds)	Non-Hwy Cp	11,462,824	13,363,415	6,000,000	0	0	33,526,239
			Total	11,462,824	13,363,415	6,000,000	0	0	33,526,239
Metro	609	TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)							
		Revolving loan account to subsidize and stimulate private sector investment in Transit Oriented Developments (TODs) adjacent to light rail and/or major bus transit routes in 2040 priority land use areas.	Constr Reserve	0	0	0	0	1,000,000	1,000,000
			Total	1,500,000	0	0	0	1,000,000	2,500,000
TriMet	1017	INTERSTATE MAX							
		Design and construct Interstate MAX LRT Extension from Rose Quarter to Metro Exposition Center on Interstate Avenue using local, FTA and Regional flexible federal funds.	Constr	4,755,000	-5,000	0	0	0	4,750,000
			Total	4,755,000	-5,000	0	0	0	4,750,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
TriMet	1025	RTO PROGRAM: REGION 2040 CAPITAL SUPPORT PROGRAM							
		Regional funding to support transit service provision by public/private Transportation Mng't Associations	Non-Hwy Cp	0	0	0	269,000	269,000	538,000
			Total	0	0	0	269,000	269,000	538,000
Metro	1026	I-205 LRT EXTENSION: GATEWAY/CLACKAMAS REGIONAL CENTER							
		Planning, design and construction of I-205 LRT in the South Corridor.	Alt Anal	5,500,000	0	0	0	0	5,500,000
			Total	5,500,000	0	0	0	0	5,500,000
Metro	1061	TUALATIN/SHERWOOD I-5/99W TOLL ROAD							
		TEA-21 high priority funded alternatives analysis of the I-5/99W connector.	Sys Study	0	0	0	500,000	0	500,000
			Total	0	0	0	500,000	0	500,000
Metro	1087	DAMASCUS-AREA TOWN CENTER PLAN							
		Metro/County cooperative planning program to develop a Town Center Plan for the Damascus-area recently brought inside the urban growth boundary. This project informs the Sunrise Corridor Ph. 1 FEIS (MID 721) which is also being prepared.	Env Study	0	1,400,000	0	0	0	1,400,000
			Total	0	1,400,000	0	0	0	1,400,000
Metro	1090	REGIONAL IX/STP PROGRAM RESERVE							
		Reserve fund created by City of Portland, using FAU/STP payback dollars, to reimburse other agencies for the City's overobligation of IX program funds.	Reserve	0	0	1,728,000	0	0	1,728,000
			Total	0	0	1,728,000	0	0	1,728,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
1106 RTO: NON-TRIMET ADMINISTERED TDM PROGRAMS									
		Misc. TDM projects administered by various state and local agencies to supplement the core TDM program housed at TriMet.	Operating	0	0	0	172,500	0	172,500
			Total	0	0	0	172,500	0	172,500
1117 METRO RES. 03-3290; RAIL AND TOD RESERVE									
Metro		Reserve funds (\$8M annually for 10 years) to advance elements of the S. Corridor LRT program; Wash. Co. Commuter Rail and redevelopment of the N. McAdam Dist.	Reserve	0	0	0	4,000,000	4,000,000	8,000,000
			Total	0	0	0	4,000,000	4,000,000	8,000,000
AGENCY TOTAL				56,543,188	18,224,915	8,478,000	5,966,500	6,653,000	98,565,603

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
CITY OF PORTLAND PROJECTS									
Port of Portland	112	N. LOMBARD RAILROAD OVERCROSSING (PORT)							
		Contract overcrossing of railroad at Terminal 5. AKA "So. Rivergate"	Pre Eng	2,252,030	0	0	0	0	2,252,030
			Constr	89,729	836,241	0	0	0	925,970
			Total	2,341,759	836,241	0	0	0	3,178,000
Port of Portland	142	LOMBARD/BURGARD INTERSECTION REALIGNMENT (PORT/PORTLAND)							
		Intersection improvement	Pre Eng	97,621	2,379	0	0	0	100,000
			Constr	286,694	72,306	0	0	0	359,000
			Total	384,315	74,685	0	0	0	459,000
COP	150	LOVEJOY RAMP REPLACEMENT (PORTLAND)							
		Demolish existing ramp and replace with surface ave ala Burnside	Pre Eng	488,706	0	0	0	0	488,706
			Constr	5,916,404	264,890	0	0	0	6,181,294
			Total	6,405,110	264,890	0	0	0	6,670,000
TriMet	156	FRONT AVE RECONSTRUCTION AND BIKE LANE (PORTLAND)							
		Reconstruct Front Ave; build bikelane along Waterfront Park	Pre Eng	218,164	440	0	0	0	218,604
			Constr	0	0	5,955,396	0	0	5,955,396
			Total	218,164	440	5,955,396	0	0	6,174,000
COP	158	ALBINA RAILROAD OVERCROSSING (PORTLAND)							
		Build rail o'xing and consolidate access to Albina Industr'l Dist	Pre Eng	238,181	361,819	0	0	0	600,000
			Constr	4,000,000	829,342	0	0	0	4,829,342
			Total	4,238,181	1,191,161	0	0	0	5,429,342

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
COP	902	JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE							
		Modification to roadway alignment, bike, sidewalks, curbs, illum.	Pre Eng	403,785	0	0	0	0	403,785
			Rt-of-Way	462,885	0	0	0	0	462,885
			Constr	1,087,340	731,583	0	0	0	1,818,923
			Total	1,954,010	731,583	0	0	0	2,685,593
COP	1010	RED ELECTRIC LINE: WILL PRK/OLESON							
		Assess feasibility of assembling needed parcels into public ownership in order to build a multi-use pathway	Pre Eng	0	135,000	0	0	0	135,000
			Total	0	135,000	0	0	0	135,000
COP	1038	MLK/INTERSTATE ITS							
		Design and implement facilities to improve operation of MIL/Interstate between Russell and the Exposition Center	Constr	0	0	550,000	0	0	550,000
			Total	0	0	550,000	0	0	550,000
COP	1088	102ND AVENUE BOULEVARD PROJECT: HANCOCK TO MAIN							
		Construct multimodal amenities to support development of the Gateway Regional Center	Pre Eng	0	700,000	0	0	0	700,000
			Total	0	700,000	0	0	0	700,000
COP	1107	NE CULLY BOULEVARD: PORTSMOUTH TO KILLINGSWORTH							
		"Design and reconstruct NE Cully Blvd between Prescott and Killingsworth in the City of Portland, incorporating green street design practices. "	Pre Eng	0	0	0	773,000	0	773,000
			Total	0	0	0	773,000	0	773,000
COP	1109	MLK O-XING/TURN LANES: COLUMBIA TO LOMBARD							
		Widen NE MLK Blvd., including a rail O'Xing to accommodate truck turns by adding a continuous left-turn lane between Lombard St and Columbia Blvd.	Pre Eng	0	0	0	2,000,000	0	2,000,000
			Total	0	0	0	2,000,000	0	2,000,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
COP	1110	IVANHOE: RICHMOND/N. ST. LOUIS (ST. JOHNS PED PROGRAM)							
		Ped-oriented redesign of N. Lombard/St. Louis/Ivanhoe & Ivanhoe/Philadelphia intersections.	Reserve	0	0	0	0	1,934,000	1,934,000
			Total	0	0	0	0	1,934,000	1,934,000
COP	1111	CENTRAL EASTSIDE BRIDGEHEADS							
		Improve ped/bike safety at Hawthorne & Morrison bridgeheads. Remove free auto turn lanes & provide sidewalk sections at hazard points on both sides of the Willamette River.	Constr	0	0	0	272,500	700,000	972,500
			Total	0	0	0	272,500	700,000	972,500
COP	1113	DIVISION STREET BOULEVARD PROJECT: 6TH TO 60TH (COP)							
		"Multi-phase planning and construction program to address bike/ped, transit and auto/truck needs on Division St. from SE 6th to SE 60th Avenues. "	Pre Eng	0	0	0	379,000	0	379,000
			Constr	0	0	0	0	1,818,000	1,818,000
			Sys Study	0	0	0	303,000	0	303,000
			Total	0	0	0	682,000	1,818,000	2,500,000
AGENCY TOTAL				15,541,539	3,934,000	6,505,396	3,727,500	4,452,000	34,160,435

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Table A9-1: REGIONAL STP PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
MULTNOMAH COUNTY PROJECTS									
Mult. Co.	648	GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT							
		Gresham traffic signal coordination & optimization project	Pre Eng	99,600	221,400	0	0	0	321,000
			Constr	375,000	300,000	0	0	0	675,000
			Total	474,600	521,400	0	0	0	996,000
ODOT	1031	223RD O'XING (PE/ROW)							
		PE and ROW for eventual reconstruction and widening of the rail overcrossing near I-84	Pre Eng	267,000	0	0	0	0	267,000
			Rt-of-Way	0	134,000	0	0	0	134,000
			Constr	0	0	1,000,000	0	0	1,000,000
			Total	267,000	134,000	1,000,000	0	0	1,401,000
Gresham	1051	STARK STREET BOULEVARD: 181ST/190TH							
		TEA-21 earmark project funding to improve pedestrian/non-auto amenities in and around MAX station area.	Constr	0	600,000	0	0	0	600,000
			Total	0	600,000	0	0	0	600,000
Gresham	1058	STARK STREET BOULEVARD, PH. 2: 190TH/197TH							
		TEA-21 earmark project funding to improve pedestrian/non-auto amenities in and around Rockwood MAX station area.	Pre Eng	0	200,000	0	0	0	200,000
			Total	0	200,000	0	0	0	200,000
Gresham	1119	YAMHILL GREENSTREETS RECONSTRUCTION DEMO: 190TH TO 197TH							
		"Design and reconstruct Yamhill near Rockwood LRT station in Gresham, incorporating green street design practices. "	Pre Eng	0	13,500	0	0	0	13,500
			Rt-of-Way	0	0	113,000	0	0	113,000
			Constr	0	0	0	323,000	0	323,000
			Total	0	13,500	113,000	323,000	0	449,500
AGENCY TOTAL				741,600	1,468,900	1,113,000	323,000	0	3,646,500

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
CLACKAMAS COUNTY PROJECTS									
Clack. Co.	168	SUNNYSIDE ROAD WIDENING: SUNNYBROOK TO 122ND (CLACK)							
		Purchase ROW and widen Sunnyside Rd; preserve HCT corridor	Rt-of-Way	5,125,000	3,659,000	0	0	0	8,784,000
			Total	5,125,000	3,659,000	0	0	0	8,784,000
Wilson-ville	1001	WILSONVILLE: TOWN CENTER PARK BIKE/PED LANE							
		Downtown bike system loop and sidewalk improvement	Constr	0	240,000	0	0	0	240,000
			Total	0	240,000	0	0	0	240,000
West Linn	1027	" WILLAMETTE DR. - "A" ST/MCKILLICAN "							
		Preliminary engineering for multi-modal enhancement of OR 43 thru West Linn	Pre Eng	0	0	200,000	0	0	200,000
			Total	0	0	200,000	0	0	200,000
Clack. Co.	1028	HARMONY/LINWOOD/RAILROAD AV PE							
		Design reconstructed intersection to accommodate high capacity transit station	Pre Eng	0	549,000	0	0	0	549,000
			Total	0	549,000	0	0	0	549,000
SMART	1030	SMART TDM PROGRAM							
		Regional support of Wilsonville SMART transportation demand management program	Operating	220,734	54,266	55,000	0	0	330,000
			Total	220,734	54,266	55,000	0	0	330,000
Clack. Co.	1064	SUNNYSIDE ROAD WIDENING: 122ND AVE - 152ND AVE							
		Project to widen Sunnyside Road from two lanes to five lanes from 122nd Ave to 152nd, including provision of multitmodal amenities.	Pre Eng	1,400,000	0	0	0	0	1,400,000
			Total	1,400,000	0	0	0	0	1,400,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Wilson-ville	1083	BOECKMAN RD/TOOZE RD CONNECTION							
		Build local street to former Dammash State Hosptial site to provide E/W arterial access to new high density redevelopment.at a regional street standard.	Constr	0	0	0	1,956,000	0	1,956,000
			Total	0	0	0	1,956,000	0	1,956,000
Oregon City	1089	MCLOUGHLIN BOULEVARD PROJECT: I-205/RAILROAD TUNNEL							
		Provide first phase of boulevard improvements on McLoughlin in Downtown Oregon City to connect with City provided riverside amenities.	Pre Eng	0	0	625,000	0	0	625,000
			Total	0	0	625,000	0	0	625,000
Oregon City	1102	MOLLALA AVE PEDESTRIAN PROJECT: WILL./PEARL & MTN VIEW/HOLMES							
		Infill pedestrian system in Oregon City mixed use district to complement City funded street improvements.	Constr	0	500,000	0	0	0	500,000
			Total	0	500,000	0	0	0	500,000
Milw.	1103	TROLLEY TRAIL: JEFFERSON TO GLEN ECHO							
		Design, acquire and construct a 6-mile multi-use trail in three phases that follows an abandoned streetcar right of way between Milwaukie and Gladstone.	Pre Eng	0	0	0	240,000	0	240,000
			Constr	0	0	0	605,000	0	605,000
			Total	0	0	0	845,000	0	845,000
AGENCY TOTAL				6,745,734	5,002,266	880,000	2,801,000	0	15,429,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
WASHINGTON COUNTY PROJECTS									
ODOT	934	OR208-209TH AVENUE TO 172ND (WASHINGTON)							
		Widen Farmington Rd to 5 lanes/signal modifications or additions	Pre Eng	0	1,000,000	0	0	0	1,000,000
			Total	0	1,000,000	0	0	0	1,000,000
Hillsboro	1040	SE 10TH: E MAIN/SE BASELINE							
		Stripe a left turn pocket to reduce conflict between Westside LRT and vehicular traffic	Pre Eng	0	90,000	0	0	0	90,000
			Rt-of-Way	0	0	0	493,500	0	493,500
			Constr	0	0	0	0	852,000	852,000
			Total	0	90,000	0	493,500	852,000	1,435,500
Tualatin	1041	I-5/NYBERG INTERCHANGE IMPROVEMENT							
		Preliminary engineering and ROW for improvement of overcrossing and southbound onramp.	Pre Eng	240,475	331,661	0	0	0	572,136
			Constr	0	2,097,864	0	0	0	2,097,864
			Total	240,475	2,429,525	0	0	0	2,670,000
Tigard	1042	SW GREENBURG RD: WASH SQ/TIEDEMAN							
		Widen Greenburg from Tiedeman to Southbound 217 off ramps; implement TSM improvements at Wash. Square entrance.	Pre Eng	270,000	0	0	0	0	270,000
			Rt-of-Way	0	390,000	0	0	0	390,000
			Total	270,000	390,000	0	0	0	660,000
Wash. Co.	1043	WASHINGTON COUNTY ATMS PROGRAM							
		Plan and implement arterial management system on county roads	Pre Eng	0	100,000	0	0	0	100,000
			Constr	0	959,000	0	0	0	959,000
			Sys Study	76,000	0	0	0	0	76,000
			Total	76,000	1,059,000	0	0	0	1,135,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Forest Grove	1092	FOREST GROVE TOWN CENTER PEDESTRIAN IMPROVEMENTS							
		Construct elements of Forest Grove Downtown Pedestrian Improvement Program.	Constr	0	0	200,000	0	900,000	1,100,000
			Total	0	0	200,000	0	900,000	1,100,000
Wash. Co.	1101	WASHINGTON COUNTY SIDEWALK PROGRAM							
		Collection of four local sidewalk projects to improve neighborhood access to transit that were allocated funds in the Priorities 2002 MTIP Update in Washington Co. and were put under one project header to streamline administration.	Pre Eng	0	107,676	0	0	0	107,676
			Rt-of-Way	0	26,919	0	0	0	26,919
			Constr	0	0	569,405	0	0	569,405
			Total	0	134,595	569,405	0	0	704,000
Wash. Co.	1104	BEAVERTON POWERLINE TRAIL: MERLO LRT STATION TO SCHUEPBACH PARK							
		Tualatin Hills Parks and Rec. Dist (THPRD) will design, acquire and construct a 10' wide, 1.95-mi segment of the Beaverton Powerline Trail from the TriMet light-rail line south to Schuepbach Park.	Constr	0	0	0	0	431,000	431,000
			Total	0	0	0	0	431,000	431,000
Wash. Co.	1105	WASHINGTON SQ. RC TRAIL: HALL TO GREENBERG							
		"Design the Washington Sq. Regional Center greenbelt trail from Greenburg Rd to Hall Blvd and acquire and construct a 3,000 ft segment of the Highway 217 to Hall Boulevard segment. "	Pre Eng	0	0	0	66,600	0	66,600
			Rt-of-Way	0	0	0	0	178,000	178,000
			Constr	0	0	0	0	141,000	141,000
			Total	0	0	0	66,600	319,000	385,600
Wash. Co.	1108	WASH CO. ARTERIAL FREIGHT PRIORITY PROGRAM							
		Reserve funds to conduct PE on individual projects recommended in the County funded Arterial Freight Priority Study	Reserve	0	0	0	1,000,000	1,000,000	2,000,000
			Total	0	0	0	1,000,000	1,000,000	2,000,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-1: REGIONAL STP PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
Beaverton	1112	MURRAY BLVD: SCHOLLS FERRY TO BARROWS							
		Extend Murray Blvd 1/3 mi. from current terminus, south to Barrows Rd @ Walnut St in Tigard to provide four travel lanes, 5' bike lanes and 10'-wide sidewalks with street trees.	Pre Eng	0	0	0	984,400	0	984,400
			Total	0	0	0	984,400	0	984,400
AGENCY TOTAL				586,475	5,103,120	769,405	2,544,500	3,502,000	12,505,500
REPORT TOTAL				80,158,536	33,733,201	17,745,801	15,362,500	14,607,000	164,307,038

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
REGIONAL ALLOCATION PROJECTS									
TriMet	154	BUS PURCHASES (TRIMET)							
			Non-Hwy Cp	17,532,746	1,799,704	4,056,000	0	2,750,000	26,138,450
			Total	17,532,746	1,799,704	4,056,000	0	2,750,000	26,138,450
Regional	608	RTO PROGRAM: REGIONAL TRANSPORTATION MNGT ASSOC ASSISTANCE							
		Regional support of public/private organizations in 2040 centers that encourage	Operating	1,170,219	852,031	125,000	409,000	409,000	2,965,250
			Total	1,170,219	852,031	125,000	409,000	409,000	2,965,250
TriMet	613	REGIONAL TDM PROGRAM (HOUSED AT TRIMET)							
		Administration and operation of the Regional Transportation Demand Management Program housed at TriMet. Mission is to reduce drive alone travel. improve	Operating	3,363,879	2,394,766	700,000	500,000	500,000	7,458,645
			Total	3,363,879	2,394,766	700,000	500,000	500,000	7,458,645
DEQ	625	DEQ ECO PROGRAM (EMPLOYEE COMMUTE OPTION)							
		Permanent public education effort re AQ and transportation issue	Operating	630,868	100,757	0	114,000	0	845,625
			Total	630,868	100,757	0	114,000	0	845,625
TriMet	1017	INTERSTATE MAX							
		Design and construct Interstate MAX LRT Extension from Rose Quarter to Metro Exposition Center on Interstate Avenue using local, FTA and Regional flexible federal funds.	Constr	19,250,245	-245	0	0	0	19,250,000
			Total	19,250,245	-245	0	0	0	19,250,000
TriMet	1025	RTO PROGRAM: REGION 2040 CAPITAL SUPPORT PROGRAM							
		Regional funding to support transit service provision by public/private Transportation Mng't Associations	Non-Hwy Cp	499,796	645,204	140,000	0	0	1,285,000
			Total	499,796	645,204	140,000	0	0	1,285,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Metro	1117	METRO RES. 03-3290; RAIL AND TOD RESERVE							
		Reserve funds (\$8M annually for 10 years) to advance elements of the S. Corridor LRT program; Wash. Co. Commuter Rail and redevelopment of the N. McAdam Dist.	Reserve	0	0	0	4,000,000	4,000,000	8,000,000
			Total	0	0	0	4,000,000	4,000,000	8,000,000
AGENCY TOTAL				42,447,753	5,792,217	5,021,000	5,023,000	7,659,000	65,942,970

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
COP PROJECTS									
Port of Portland	112	N. LOMBARD RAILROAD OVERCROSSING (PORT)							
		Construct overcrossing of railroad at Terminal 5. AKA "So. Rivergate"	Constr	0	2,000,000	0	0	0	2,000,000
			Total	0	2,000,000	0	0	0	2,000,000
<hr/>									
COP	1018	HAWTHORNE: 20TH/55TH (BOULEVARD)							
		Design and build second phase non-auto enhancements along Hawthorne Blvd.	Pre Eng	179,999	1	0	0	0	180,000
			Constr	0	1,368,992	0	0	0	1,368,992
			Total	179,999	1,368,993	0	0	0	1,548,992
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COP	1019	GREELEY/INTERSTATE: RUSSEL/KILLINGSWORTH BIKE PATH							
		Construct a bike lane	Pre Eng	33,020	0	0	0	0	33,020
			Constr	0	110,980	0	0	0	110,980
			Total	33,020	110,980	0	0	0	144,000
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COP	1088	102ND AVENUE BOULEVARD PROJECT: HANCOCK TO MAIN							
		Construct multimodal amenities to support development of the Gateway Regional Center, and particularly, TOD development of the Gateway Park & Ride into a mixed use center.	Constr	0	0	0	1,000,000	0	1,000,000
			Total	0	0	0	1,000,000	0	1,000,000
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AGENCY TOTAL				213,019	3,479,973	0	1,000,000	0	4,692,992

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Mult. County Projects									
Mult. Co.	648	GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT							
		Gresham traffic signal coordination & optimization project	Pre Eng	209,025	0	0	0	0	209,025
			Constr	761,640	641,335	0	0	0	1,402,975
			Total	970,665	641,335	0	0	0	1,612,000
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Gresham	1006	GRESHAM/FAIRVIEW TRAIL							
		Right of way phase for on/off-street bikeway and multi use path	Rt-of-Way	0	224,000	0	0	0	224,000
			Constr	0	852,000	0	0	0	852,000
			Total	0	1,076,000	0	0	0	1,076,000
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Mult. Co.	1007	MORRISON BR. PED/BIKE ACCESS.							
		Regional PE funds that must be match by equal contributions from City of Portland and Mult. Co.	Pre Eng	0	0	483,000	0	0	483,000
			Constr	0	0	1,345,000	0	0	1,345,000
			Total	0	0	1,828,000	0	0	1,828,000
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Gresham	1016	DIVISION: WALLULA/KELLY (BOULEVARD)							
		Desgin and build non-auto enhancements adjacent to emerging mixed-use redevelopment area	Pre Eng	179,459	0	0	0	0	179,459
			Rt-of-Way	514,500	0	0	0	0	514,500
			Constr	0	2,395,041	0	0	0	2,395,041
			Total	693,959	2,395,041	0	0	0	3,089,000
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AGENCY TOTAL				1,664,624	4,112,376	1,828,000	0	0	7,605,000

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Clack. Co. Projects									
Clack. Co.	633	STRAWBERRY LANE BIKE LANE (CLACKAMAS)							
		Strawberry Lane: Webster to I-205 bike lanes	Pre Eng	29,600	-9,600	0	0	0	20,000
			Rt-of-Way	0	209,600	0	0	0	209,600
			Constr	146,082	-138,082	0	0	0	8,000
			Total	175,682	61,918	0	0	0	237,600
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ODOT	892	MCCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD							
		Grading and paving.	Pre Eng	403,784	0	0	0	0	403,784
			Rt-of-Way	0	900,000	0	0	0	900,000
			Constr	0	0	596,216	0	0	596,216
			Total	403,784	900,000	596,216	0	0	1,900,000
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Happy Valley	1004	SCOTT CRK LANE PEDESTRIAN PATH							
		Construct an off-street trail in Happy Valley	Reserve	0	80,000	0	0	0	80,000
			Total	0	80,000	0	0	0	80,000
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Clack. Co.	1015	CLACK. CO. ITS/ATMS							
		Plan and implement arterial signal control improvement on major streets throughout the county	Pre Eng	0	144,000	0	0	0	144,000
			Constr	0	889,000	0	0	0	889,000
			Sys Study	171,000	0	0	0	0	171,000
			Total	171,000	1,033,000	0	0	0	1,204,000
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SMART	1030	SMART TDM PROGRAM							
		Regional support of Wilsonville SMART transportation demand management program	Operating	0	0	0	133,000	0	133,000
			Total	0	0	0	133,000	0	133,000
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Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Wilson-ville	1086	SMART TRANSIT CENTER/PARK & RIDE							
		Purchase property in Wilsonville for a SMART Transit Center, ideally adjacent to Park & Ride facilities anticipated for the Wilsonville/Beaverton Commuter Rail.	Rt-of-Way	0	1,086,000	0	0	0	1,086,000
			Total	0	1,086,000	0	0	0	1,086,000
Oregon City	1089	McLOUGHLIN BOULEVARD PROJECT: I-205/RAILROAD TUNNEL							
		Provide first phase of boulevard improvements on McLoughlin in Downtown Oregon City to connect with City provided divide	Constr	0	0	0	0	3,000,000	3,000,000
			Total	0	0	0	0	3,000,000	3,000,000
AGENCY TOTAL				750,466	3,160,918	596,216	133,000	3,000,000	7,640,600

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Wash. Co. PROJECTS									
Wash. Co.	639	HALL BLVD: SPRR/RIDGECREST BIKE LANE							
		Construct bike lanes	Pre Eng	48,716	1,284	0	0	0	50,000
			Constr	322,001	308,999	0	0	0	631,000
			Total	370,717	310,283	0	0	0	681,000
Hillsboro	1020	CORNELL RD: ELAM YOUNG/RAYBIKE PATH							
		Construct bike lane	Pre Eng	0	68,000	0	0	0	68,000
			Rt-of-Way	0	23,000	0	0	0	23,000
			Constr	0	450,000	0	0	0	450,000
			Total	0	541,000	0	0	0	541,000
Beaverton	1021	HALL BLVD: 12TH/ALLEN BIKE PATH/INTERSECTION IMPROVEMENT							
		Funds to design and build a bike lane, including realignment and improved signalization of the Hall/Allen intersection "	Pre Eng	317,111	5,917	0	0	0	323,028
			Rt-of-Way	0	717,840	0	0	0	717,840
			Constr	0	396,972	0	0	0	396,972
			Total	317,111	1,120,729	0	0	0	1,437,840
Cornelius	1022	MAIN ST BOULEVARD: 10TH/20TH (CORNELIUS)							
		Funds to construct 1st phase boulevard improvements in the Cornelius downtown, including widening the hwy to 3 lanes.	Pre Eng	0	250,000	0	0	0	250,000
			Constr	0	0	1,550,000	0	0	1,550,000
			Total	0	250,000	1,550,000	0	0	1,800,000
Wash. Co.	1023	SW 170TH: MERLO/ELMONICAL LRT STAT'N PED PATH							
		Improve pedestrian path to the LRT station	Constr	0	270,000	0	0	0	270,000
			Total	0	270,000	0	0	0	270,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-2: REGIONAL CMAQ PROGRAM

Effective June 30, 2003

Sponsor PCSNO	Metro ID No.	PROJECT NAME Description	Funding source Work phase	Obligated	2004	2005	2006	2007	Total Authority
Wash. Co.	1067	FANNO CREEK BIKEPATH PHASE 2: GREENWOOD INN - SCHOLLS FERRY RD.							
		Construct bike path between Greenwood Inn (Beaverton) and Scholls Ferry Road through THPRD property and property donated by Metro Greenspaces bond program.	Constr	0	888,000	0	0	0	888,000
			Total	0	888,000	0	0	0	888,000
AGENCY TOTAL				687,828	3,380,012	1,550,000	0	0	5,617,840
REPORT TOTAL				45,763,690	19,925,496	8,995,216	6,156,000	10,659,000	91,499,402

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-3: REGIONAL TRANSPORTATION ENHANCEMENT (TE) PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
CITY OF PROJECTS PROJECTS									
COP	1008	E BANK - SPRINGWATER TRAIL CONNECTOR (AKA THREE BRIDGES PROJECT)							
		Build a 2-mile connection between the Eastbank and Springwater Trails w/ bridges over McLoughlin Blvd. and Johnson Creek.	Pre Eng	717,840	160	0	0	0	718,000
			Rt-of-Way	0	582,000	0	0	0	582,000
			Constr	0	0	2,909,000	0	0	2,909,000
			Total	717,840	582,160	2,909,000	0	0	4,209,000
COP	1011	PORTLAND BIKE SIGNAGE							
		Improve bikeway signage within City of Portland and explore creation of region-wide bike signage standard.	Pre Eng	39,209	7,791	0	0	0	47,000
			Constr	0	82,000	0	0	0	82,000
			Total	39,209	89,791	0	0	0	129,000
COP	1012	NE 47TH ENVIRONMENTAL RESTORATION							
		Replace culvert to improve flow of Columbia Slough and mitigate impacts of Columbia Blvd corridor road runoff.	Constr	0	250,000	0	0	0	250,000
			Total	0	250,000	0	0	0	250,000
COP	1116	UNION STATION FACILITY IMPROVEMENTS							
		Improve Union Station multi-modal access for patrons of Amtrak, TriMet LRT, the Portland Streetcar, inter and intra-city buses, & bike/ped access.	Pre Eng	0	81,699	0	0	0	81,699
			Constr	0	0	0	954,727	0	954,727
			Total	0	81,699	0	954,727	0	1,036,426
AGENCY TOTAL				757,049	1,003,650	2,909,000	954,727	0	5,624,426

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-3: REGIONAL TRANSPORTATION ENHANCEMENT (TE) PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
MULTNOMAH COUNTY PROJECTS									
Mult. Co.	1007	MORRISON BR. PED/BIKE ACCESS.							
		Regional prelim.	Pre Eng	100,000	0	0	0	0	100,000
		Engineering funds that must be match by equal contributions from the City of Portland and Mult. Co.	Total	100,000	0	0	0	0	100,000
AGENCY TOTAL				100,000	0	0	0	0	100,000
CLACKAMAS COUNTY PROJECTS									
Clack. Co.	1003	CLACK. REG. CTR. TRAIL							
		Construct E-W trail through No. Clackamas Park near the Aquatic Center.	Constr	0	278,000	0	0	0	278,000
			Total	0	278,000	0	0	0	278,000
Clack. Co.	1066	FULLER ROAD: KING AVE- HARMONY ROAD							
		Project to retrofit Fuller Road with bike and pedestrian amenities.	Pre Eng	92,000	0	0	0	0	92,000
			Constr	0	500,000	0	0	0	500,000
			Total	92,000	500,000	0	0	0	592,000
AGENCY TOTAL				92,000	778,000	0	0	0	870,000

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-3: REGIONAL TRANSPORTATION ENHANCEMENT (TE) PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
WASHINGTON COUNTY PROJECTS									
Wash. Co.	311	COMPLETE CEDAR CREEK TRAIL (SHERWOOD)							
		Complete Cedar Creek trail	Pre Eng	0	12,000	0	0	0	12,000
			Constr	0	152,000	0	0	0	152,000
			Total	0	164,000	0	0	0	164,000
Wash. Co.	1014	SENTINEL PLAZA: CORNELL/CEDAR HILLS/113TH							
		Design and install Native American totem pole in park located at intersection	Pre Eng	44,680	0	0	0	0	44,680
			Constr	99,228	36,092	0	0	0	135,320
			Total	143,908	36,092	0	0	0	180,000
Wash. Co.	1067	FANNO CREEK BIKEPATH PHASE 2: GREENWOOD INN - SCHOLLS FERRY RD.							
		Construct bike path between Greenwood Inn (Beaverton) and Scholls Ferry Road	Pre Eng	235,000	0	0	0	0	235,000
			Total	235,000	0	0	0	0	235,000
Tualatin	1114	TUALATIN RIVER BICYCLE/PEDESTRIAN BRIDGE							
		Design and construct a cantilevered bicycle crossing of the Tualatin River using an existing railroad bridge	Pre Eng	0	161,514	0	0	0	161,514
			Constr	0	0	0	828,208	0	828,208
			Total	0	161,514	0	828,208	0	989,722
Hillsboro	1115	HILLSBORO REGIONAL CENTER PEDESTRIAN PROJECT							
		"Design, acquire and construct pedestrian improvements to reinforce Hillsboro Regional Center multi-modal access"	Pre Eng	0	67,298	0	0	0	67,298
			Rt-of-Way	0	0	9,332	0	0	9,332
			Constr	0	0	0	565,299	0	565,299
			Total	0	67,298	9,332	565,299	0	641,929
AGENCY TOTAL				378,908	428,904	9,332	1,393,507	0	2,210,651

Appendix 9: Metropolitan Transportation Improvement Program 2004-07

Table A9-3: REGIONAL TRANSPORTATION ENHANCEMENT (TE) PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
REPORT TOTAL				1,327,957	2,210,554	2,918,332	2,348,234	0	8,805,077

Appendix 9 : Metropolitan Transportation Improvement Program 2004-07

Table A9-4: FAU/STP TRANSFER PROGRAM
Effective June 30, 2003

Sponsor	Metro ID No.	PROJECT NAME	Funding source	Obligated	2004	2005	2006	2007	Total Authority
PCSNO		Description	Work phase						
CLACKAMAS COUNTY PROJECTS									
Lake Oswego	68	LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)							
	Unit 2.	Pre Eng	0	16,238	0	0	0	0	16,238
		Rt-of-Way	-38,694	248,770	0	0	0	0	210,076
		Constr	1,119,154	97,455	0	0	0	0	1,216,609
		Total	1,080,460	362,463	0	0	0	0	1,442,923
Clack. Co.	553	RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I							
		Constr	-50	50	0	0	0	0	0
		Total	-50	50	0	0	0	0	0
Clack. Co.	578	82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE							
		Rt-of-Way	1,548	85,445	0	0	0	0	86,993
		Constr	61,550	-61,550	0	0	0	0	0
		Total	63,098	23,895	0	0	0	0	86,993
Clack. Co.	769	RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION							
		Pre Eng	0	184,866	0	0	0	0	184,866
		Total	0	184,866	0	0	0	0	184,866
Clack. Co.	855	BEAVERCREEK RD EXT(REDD SOILS) - BEAVERCREEK RD TO WARNER - MILNE							
		Constr	0	147,547	0	0	0	0	147,547
		Total	0	147,547	0	0	0	0	147,547
AGENCY TOTAL			1,143,508	718,821	0	0	0	0	1,862,329

Appendix 10



METRO

PEOPLE PLACES

OPEN SPACES

Appendix 10

Metro Signage Requirements. To be developed prior to final publication.

Appendix 11



METRO

PEOPLE PLACES
OPEN SPACES

Appendix 11: Metropolitan Transportation Improvement Program 2004-07



METRO

DATE: January 16, 2003

TO: Oregon Transportation Commission

FROM: David Bragdon, Metro Council President

Rod Park, Joint Policy Advisory on Transportation Committee Chair

SUBJECT: Comments on the 2004-07 Draft STIP

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

1. **Modernization Projects**

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

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

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

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

2. **Project Development for Future Modernization Projects**

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Corridor Planning Contribution

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

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

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

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

6. **ITS/ATMS Updates**

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

7. **Protective Screening Budget Increase**

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

8. **MTIP Coordination**

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

Thank you for considering our comments.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

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

DATE: December 10, 2003

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

FROM: Matthew Garrett, Region 1 Manager

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Exhibit B to Resolution No. 03-3381A

Metropolitan Transportation Improvement Program
Transfer of funds request; \$549,000

From: preliminary engineering of SE Harmony Road widening: SE Lake Road to SE 82nd Avenue.

To: preliminary engineering of SE 172nd Avenue widening: SE Sunnyside Road to Oregon Highway 212.



METRO

**TRANSPORTATION PRIORITIES 2004-07:
Investing in the 2040 Growth Concept**

APPLICATION FORM

(complete this cover form for each candidate project or program)

- 1. Project/Program Title:** 172nd – Highway-212 to Sunnyside Road
- 2. RTP Project No.:** RTP # 7000
- 3. Lead Agency:** Clackamas County
- 4. Agency Contact:**
 - a. Name Ronald Weinman
 - b. Title Transportation Principal Transportation Planner
 - c. Phone (503) 353-4533
 - d. Fax (503) 353-4559
 - e. E-mail (if any) ronw@co.clackamas.or.us

Mailing Address:

Clackamas County
Department of Transportation and Development
9101 SE Sunnybrook Blvd
Clackamas, Oregon 97015

5. Project Cost/Requested Funds (PLEASE PROVIDE INFORMATION ON THIS FORM):

	PE	ROW	CONSTRUCTION	TOTAL
Federal	\$ 549,000			\$ 549,000
Local	\$ 494,460			\$ 494,460
Other		\$4,000,000	\$11,000,000	
TOTAL	\$1,043,460			\$16,043,460

6. Project/Program Description (summary for public presentation purposes, use 8.5" x 11" sheets)

- a. Street or facility: **172nd Avenue**
- b. Termini or project boundaries: **Highway-212 to Sunnyside Road**
- c. Brief physical description of main project features (e.g., length, number and width of lanes, bike lanes and/or sidewalks, bridge crossings, medians, planting strip, etc.)
This request is for funding the environmental document for the 172nd Avenue project from SE Highway-212 to Sunnyside Road. The project is planned to be a five lane arterial with bike lanes and sidewalks. This phase would start the process to determine the needs within this corridor and determine the impacts the proposal would have on the adjacent land uses. This project is located within the just added Damascus UGB area adjacent to the existing Clackamas Industrial area. Clackamas County is working on fast tracking this industrial site (west of 172nd) to be a shovel ready industrial site in two years. The project is within the RTP financially constrained system.
- d. Explain current transportation problem and how the nominated project would address the problem. **172nd Avenue is currently operating at an unacceptable Level-of-Service at the intersections of Highway-212/ Armstrong Circle (172nd) and Sunnyside/ 172nd intersection. Besides providing access to the Clackamas Regional Center, this is the main road for the existing Sunnyside, Happy Valley communities and the future Damascus community that was just added to the UGB. Based on the County's transportation system plan the Damascus Concept Study (TGM grant), by the year 2020 172nd Avenue will require at least five lanes to operate at an acceptable Level-of-Service. In addition, the Highway-212 intersection with Armstrong Circle has been identified as one of ODOT priority SPIS projects and has awarded Hazard elimination program (HEP) funds to extend 172nd to Highway-212 and eliminate the Armstrong Circle intersection.**
- e. Provide photo(s) of project area; digital preferred (no more than three).
- f. Attach 8.5" X 11" vicinity map indicating project and nearest major arterial intersection.
- g. Complete the ODOT Local Agency Federal Aid Project Agreement (Attachment A). Consult with your ODOT Local Agency Program Coordinator (Mark Foster at 503-731-8288, Lelisa Rozendal at 503-731-8595 or Tom Weatherford at 503-731-8238) if you have questions regarding elements of the form.
- h. Describe any significant aspects of the project that transcend technical evaluation (Attachment B).
- i. See the special instructions with the criteria and measures description for each modal category. Make sure the project description addresses all special instructions and any other necessary attachment is completed. **Attachment C is included. However, the other special attachments are not applicable.**
- j. Review the public involvement checklist (Attachment G) and answer items 1 through 10 for all candidate projects that are not a part of the RTP financially constrained system or answer item 10 for all candidate projects that are a part of the RTP financially constrained system.

Measure of Level of Community Focus

(for projects serving mixed use areas and inner/outer neighborhoods)

Up to 20 points will be awarded for how well a project leverages or complements development of other center activities. Consideration will be given to the maturity of a mixed-use area, the level of community commitment to achieve a dynamic, mixed use, community center and the impact the proposed project will have on implementing a mixed-use area. (20 points; use additional sheets as necessary)

1. Progress in developing and quality of the mixed-use center¹ (10 points)

What level of planning and planning implementation are completed in the priority land-use area?

- Concept or vision plan only
- Comprehensive plan adopted
- New zoning in compliance with comprehensive or concept plan adopted
- New development code regulations in compliance with comprehensive or concept plan adopted
- Plan is in compliance with 2040 target densities.

What financial tools are available for mixed-use plan implementation?

- Market based implementation plan adopted²
- Tax increment financing available or programmed/budgeted; amount \$ _____ (if known)
- Local improvement district funding available or programmed/budgeted; amount \$ _____ (if known)
- Tax abatement program available or programmed/budgeted; amount \$ _____ (if known)
- General fund monies programmed or budgeted; amount \$ _____ (if known)
- Other; please specify. **Transportation System Development Charge, \$450,000**

Have/are other civic investments being made (i.e., public buildings, plazas/promenades, etc.)?

- Yes___ Please list: Hwy-212/Armstrong Circle intersection

Have/are other private investments being made?

- Yes___ Please list: **industrial development adjacent to 172nd**

Describe or list a sample of key associations and individuals that are committed to the development of your priority mixed-use area as a center/focus of the community.

City of Happy Valley, Rock Creek CPO, Damascus CPO,

Describe other community or cultural activities (farmer's market, street fairs, volunteer efforts) that are a part of your mixed-use area. **This area is in the process of being plan with this Rock Creek area being the first area to develop a concept likely be industrial**

2. Local objectives (10 points)

Describe how this project would help implement or complement key local development, economic and other policy objectives. Describe job retention and growth issues, new development or other community investments that would be leveraged or served, policy support for investment in the area and any other local initiative to support the viability of the area. (Limit responses to 500 words or less)

¹ Based on Metro's report "Ten Principles for Achieving 2040 Centers."

² A market-based implementation plan is a development strategy based on a market analysis of the location of the center, the market area or geography it serves, service competition from other areas for the target market, land values, density levels, access, price, quality and demand.

12,000 acres was added the Urban Growth Boundary within the Damascus area east of 152nd. Two studies have show that Clackamas County needs between 1732 to 2500 acres of addition industrial land. To meet this need, within the

Damascus area, it is expected that at least 1650 acres of this new urban area would be industrial that will help to address the County's Job/housing imbalance. To be able to develop this industrial land, the Damascus area will need considerable public and private investment in infrastructure to support urbanization.

To start the process of developing this industrial land, the County has started the Rock Creek Concept plan that will look at 300 acres west of 172nd, north of Highway-212 and east of Rock Creek. This area is planned to be the first area in the Damascus area to be urbanized and developed as an industrial site. It is a site that all of the services (water, sewer, electricity, natural gas and telecommunication) are on site except for transportation. This site is in process of being designated as "shovel ready" and as an "Opportunity Site" under the Governors Industrials Site Certification program. It is expected that this site would provide for at least 3500 new industrial jobs.

172nd Avenue can be regarded as the north/ south backbone and the key transportation facility for this Rock Creek industrial site to be developed. The RTP shows that 172nd is in the financially constrained system needed to be 5 lanes to handle the expected traffic. The 172nd project can be constructed in phases with first phase being the section from Highway-212 to Sunnyside Road.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3381A, FOR THE PURPOSE OF APPROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Date: November 20, 2003

Prepared by: Ted Leybold

BACKGROUND

The 2004-07 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region for the federal fiscal years 2004 through 2007 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP; "regional flexible funds" whose projects are selected in the Transportation Priorities process by JPACT and the Metro Council, projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process, and transit projects proposed by the region's transit agencies. Federal regulations designate JPACT and the Metro Council as the bodies responsible for allocating the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs recently selected by JPACT and the Metro Council to receive regional flexible funds for the years 2006 and 2007 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Furthermore, previous programming of these funds for the years 2004 and 2005 have been updated to reflect changes in construction schedules and project costs.

Adoption of this resolution will also serve as approval to transfer \$549,000 for preliminary engineering of the Harmony Road widening project to a preliminary engineering of widening 172nd Avenue to five lanes between Sunnyside Road and Highway 212. Documentation of this transfer request is provided in Exhibit B to this resolution.

The programming of state highway funds is proposed through the state wide State Transportation Improvement Program process. Projects and programs within the Metro region are summarized within the MTIP. Projects the increase vehicle capacity is included in the total cost report: Table 4.1. Other state projects: bridge rehabilitation, pavement preservation, safety, and operations are summarized in Tables 4.2.1 through 4.2.4. JPACT and Metro Council commented on the metropolitan portion of the STIP during the public comment period of that process on January 16, 2003. That comment letter is included in the MTIP as Appendix 10.

The programming of federal transit funds to the metropolitan region is summarized in Table 2.2-1. In addition to the regional flexible funds programmed to transit activities through the Transportation Priorities process, there are several types of federal funds summarized, including rail new starts, a program for low income access to jobs, allocations for bus purchases and allocations for maintenance of the bus and rail systems.

Adoption of this resolution would fulfill JPACT and the Metro Council's role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2004 through 2007.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21st Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2004-07 program policies as defined by Metro Resolution No. 02-3206. This MTIP must be consistent with the Regional Transportation Plan, which would be accomplished through action on draft Metro Ordinance No. 03-1024 adopting the 2004 Regional Transportation Plan. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which would be accomplished through action on draft Metro Resolution No. 03-3382.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in Exhibit A eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. This includes \$730,000 of federal Surface Transportation Program funds to be used for planning activities at Metro in the current fiscal year.

RECOMMENDED ACTION

Approve the resolution as recommended.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APROVING THE 2004-) RESOLUTION NO. 03-3381
07 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM FOR THE) Introduced by Councilor Rod Park; JPACT
PORTLAND METROPOLITAN AREA.) Chair

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

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have recently proposed programming of the “regional flexible funds” portion of the federal allocation of transportation funds to this region through the Transportation Priorities 2004-07 process, and

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

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

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

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

WHEREAS, the companion Metro Resolution No. 03-3382 demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

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

BE IT RESOLVED that the Metro Council adopt the 2004-07 Metropolitan Transportation Improvement Program for the Portland metropolitan area as shown in Exhibit A.

ADOPTED by the Metro Council this 18th day of December, 2003

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3381, FOR THE PURPOSE OF APPROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Date: November 20, 2003

Prepared by: Ted Leybold

BACKGROUND

The 2004-07 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region for the federal fiscal years 2004 through 2007 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP; "regional flexible funds" whose projects are selected in the Transportation Priorities process by JPACT and the Metro Council, projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process, and transit projects proposed by the region's transit agencies. Federal regulations designate JPACT and the Metro Council as the bodies responsible for allocating the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs recently selected by JPACT and the Metro Council to receive regional flexible funds for the years 2006 and 2007 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Furthermore, previous programming of these funds for the years 2004 and 2005 have been updated to reflect changes in construction schedules and project costs.

The programming of state highway funds is proposed through the state wide State Transportation Improvement Program process. Projects and programs within the Metro region are summarized within the MTIP. Projects that increase vehicle capacity are included in the total cost report: Table 4.1. Other state projects: bridge rehabilitation, pavement preservation, safety, and operations are summarized in Tables 4.2.1 through 4.2.4. JPACT and Metro Council commented on the metropolitan portion of the STIP during the public comment period of that process on January 16, 2003. That comment letter is included in the MTIP as Appendix 10.

The programming of federal transit funds to the metropolitan region is summarized in Table 2.2-1. In addition to the regional flexible funds programmed to transit activities through the Transportation Priorities process, there are several types of federal funds summarized, including rail new starts, a program for low income access to jobs, allocations for bus purchases and allocations for maintenance of the bus and rail systems.

Adoption of this resolution would fulfill JPACT and the Metro Council's role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2004 through 2007.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21st Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2004-07 program policies as defined by Metro Resolution No. 02-3206. This MTIP must be consistent with the Regional Transportation Plan, which would be accomplished through action on draft Metro Ordinance No. 03-1024 adopting the 2004 Regional Transportation Plan. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which would be accomplished through action on draft Metro Resolution No. 03-3382.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in Exhibit A eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. This includes \$730,000 of federal Surface Transportation Program funds to be used for planning activities at Metro in the current fiscal year.

RECOMMENDED ACTION

Approve the resolution as recommended.