

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 14-4501  
FEDERAL TRANSPORTATION REVENUE )  
PROPOSAL INTRODUCED BY ) Introduced by Councilor Dirksen, Chair of the  
TRANSPORTATION FOR AMERICA ) Joint Policy Advisory Committee on  
Transportation

WHEREAS, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was adopted by Congress in 2012 for the period encompassing federal fiscal years 2013 and 2014; and

WHEREAS, MAP-21 is scheduled to expire at the end of federal fiscal year 2014 (September 30, 2014); and

WHEREAS, MAP-21 has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved and the Metro Council adopted Resolution No. 13-4489 establishing a regional position on federal transportation policy; and

WHEREAS, the most important issue called for by Resolution No. 13-4489 is for a significant increase in federal transportation user fees to support reauthorization of MAP-21 both to eliminate the need for a subsidy of the Highway Trust Fund from the General Fund and to increase the level of federal transportation investment; and

WHEREAS, it is in the interest of Metro and JPACT to work with leaders of other regions responsible for addressing transportation needs; and

WHEREAS, the advocacy organization Transportation for America is comprised of interest groups, business, local governments and transit agencies that share a common interest in transportation investment; and

WHEREAS, Transportation for America has called on the US Congress to increase federal transportation user fees by \$30 billion per year to both eliminate the need for a subsidy of the Highway Trust Fund by the General Fund and increase the level of federal transportation investment; and

WHEREAS, the Joint Policy Advisory Committee on Transportation recommended adoption of the resolution at its April 10, 2014 meeting; now therefore

BE IT RESOLVED that the Metro Council:

1. Endorses the proposal from Transportation for America to increase federal transportation user fees by \$30 billion per year to displace the dependence of the Highway and Transit Trust Funds on the General Fund and support growth in federal transportation investment. The full Transportation for America proposal is described in Attachment 1 to the Staff Report.
2. Recognizes that other funding options may be considered that merit endorsement as well.

ADOPTED by the Metro Council this 5th day of June 2014.



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Tom Hughes, Council President

Approved as to Form:



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Alison R. Kean, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 14- 4501, FOR THE PURPOSE OF ENDORSING THE FEDERAL TRANSPORTATION REVENUE PROPOSAL INTRODUCED BY TRANSPORTATION FOR AMERICA

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Date: January xx, 2014

Prepared by: Andy Cotugno, xt. 1763

## BACKGROUND

Metro and the Joint Policy Advisory Committee on Transportation (JPACT) have consistently engaged in advocacy with the US Congress on matters of federal transportation policy. In December 2013, JPACT approved and the Metro Council adopted Resolution No. 13-4489 calling for an increase in federal transportation user fees and establishing a position on the use of those fee increases. The most significant priority called for in Resolution No. 13-4489 is to increase transportation user fees to both eliminate the need for a general fund subsidy and provide the resources for an increased federal investment in transportation.

Transportation for America (T4America) is an advocacy organization of interest groups, businesses, and governments and has proposed a \$30 billion per year increase in federal transportation user fees (Attachment 1). They have suggested any of the following as options to raise the \$30 billion per year:

1. A 17-cent addition to the existing 18.3 cent federal gas tax; or
2. Replacing the existing 18.3 cent federal gas tax with an 11% federal sales tax on gasoline; or
3. Imposition of a \$4 fee on each barrel of oil; or
4. Addition of a 5.5% federal sales tax on gasoline; or
5. Indexing the gas tax to construction costs and raising one of the options above but at a lower rate.

Another example, consistent with option 5 in the above list, could be implemented through HR 3636 – The “Update, Promote, and Develop America’s Transportation Essentials Act of 2013” (The UPDATE Act) and HR 3638 – The “Road Usage Fee Pilot Program Act of 2013.” Through HR 3636, the federal gas tax would be increased by 8-cents in 2014, by 4-cents in 2015 and by 3-cents in 2016. Further, it would be indexed for cost-of-living increases. Finally, the federal fuel tax would be terminated in 2024 to be replaced by a more stable funding source. Through HR 3638, the Secretary of the Treasury would be directed to manage a pilot program, providing grants to state and localities to test and evaluate a fee on vehicle miles driven to enable it to become the replacement to the fuel tax in 2024.

Attachment 2-A to this Staff Report provides information describing the current and expected General Fund subsidy to the Transit and Highway Trust Funds based upon continuing the practice established in MAP-21 to incorporate a modest inflation factor (1.8-2%) and subsidize the Trust Fund deficit with the General Fund. In addition, Attachment 2-B shows the consequence of eliminating this subsidy and drastically reducing the program **and** the impact of increasing transportation user fees by \$30 billion per year with the resulting increased investment in transportation. As shown in Attachment 2-A, the General Fund subsidy for the decade leading up to the current fiscal year (FFY 2014) has been over \$53 billion and it is expected this will balloon to over \$140 billion for the next decade. This is in addition to General Fund commitments of \$45 billion for transportation projects funded through the American Recovery and Reinvestment Act of 2009 (aka the Stimulus Bill), \$3.6 billion for the past five years of funding for the TIGER Program (Transportation Investment Generating Economic Recovery) and \$17.6 billion for the past decade of New Starts/Small Starts funding.

Overall, there has been an increasing dependence on this funding subsidy from the General Fund, placing continued reliance at great risk. If the practice were to **not** continue and the general fund subsidy were eliminated, on average it

would result in a 28% reduction of the program (Attachment 2-A). This would translate into an average annual reduction of funding from the Highway Trust Fund to Oregon of over \$130 million per year. A reduction of that magnitude is equivalent to nearly double the annual amount ODOT allocated for their entire statewide “Enhance” program as part of their recent 2015-2018 STIP update process. Conversely, increasing transportation user fees by \$30 billion per year in addition to displacing the need for a General Fund subsidy would allow the Highway Trust Fund program to grow by an average 26% per year. This would produce an increase to Oregon of funding from the Highway Trust Fund of an average \$145 million per year.

Furthermore, a portion of the FHWA funding to Oregon is sub-allocated to Metro/JPACT and is the source for the recent Flexible Funding allocation. Elimination of the General Fund subsidy would pass through a portion of the Oregon reduction resulting in a nearly \$10 million per year decrease in Flex Funds (from about \$40 million per year to about \$30 million per year). The Transportation for America proposed increase would produce an approximate \$12 million per year increase in Flex Funds. This potential reduction (of \$10 million per year) or increase (of \$12 million per year) is roughly equivalent in size to the 3-year Regional Economic Opportunity Fund which allocated \$34 million to projects region-wide in the FY 2016-18 Regional Flex Fund Allocation.

Finally, the impact on programs funded through the federal Transit Trust Fund is even more significant. While the New Starts/Small Start program has always been funded with General Funds (which is expected to continue), bus and bus-related and rail rehab programs have been funded through the Transit Trust Fund using the federal gas tax and other federal user fees. However, like the Highway Trust Fund, the General Fund has subsidized the Transit Trust Fund. Projected revenues to transit districts could be reduced an average of 43% per year, translating to an average reduction of \$24 million per year to TriMet and similar impacts to SMART and C-TRAN.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the broader federal budget debate.
2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.
3. **Anticipated Effects:** This action provides for the Portland region collaborating with other region’s with a similar federal policy objective.
4. **Budget Impacts:** A portion of Metro’s transportation planning budget is funded through the federal transportation program.

## RECOMMENDED ACTION

Recommend adoption of Resolution No. 14-4501

# SAVING THE NATION'S TRANSPORTATION FUND



## An investment plan for the 21<sup>st</sup> century

We must act—now—to fix the transportation trust fund, so that we can **maintain** our existing infrastructure, **reward** local innovation and **prepare** for the future.

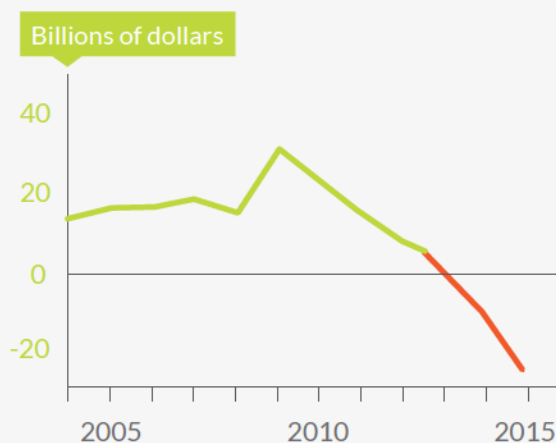
### Trust Fund headed for insolvency

Our nation's ability to build and maintain our transportation network is nearing a crisis. Without action from Congress in 2014, our Highway Trust Fund will be in a deep deficit that could require **halting the federal program for fiscal year 2015**.

— Highway Trust Fund balance

\*2012-2020 numbers are based on CBO projections from August 27th, 2012

\*\*DOT requires a minimum \$6 billion cushion, hence the HTF hits the red before crossing zero. [fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm](http://fhwa.dot.gov/policyinformation/statistics/2010/fe210.cfm)

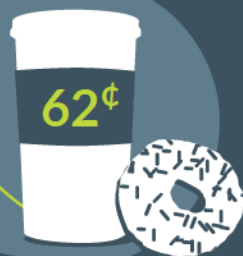


## PAYING FOR PROGRESS

### What we need

**\$30  
BILLION**

Annual investment needed to make the transportation fund solvent and effective



**62¢**  
Daily cost per commuter.  
About as much as a cup of coffee and a doughnut per week.

### How to raise it

The simplest way: Add 17 cents per gallon to the federal gas tax. Other possibilities (choose one):

- Replace the existing per-gallon tax with a sales tax of 11%; or
- Introduce a fee of \$4 on each barrel of oil; or
- Add a sales tax of 5.5% to fuel purchases; or
- Index the gas tax to construction costs and raise one of the above taxes/fees a lesser amount.

### Can we count on your support?

- ✓ Stabilize funding for the MAP-21 program Congress adopted in 2012 and protect all modes of transportation from draconian budget cuts;
- ✓ Raise additional revenue for locally-driven projects that spur economic growth and innovation.

# OUR ECONOMY & COMMUNITIES DEPEND ON TRANSPORTATION INVESTMENT

Across the country, our cities, towns and suburbs—the local centers of commerce that form the backbone of America’s economy—are in a serious bind: They know they must have top-notch networks of roads and transit to compete on a global scale and preserve their quality of life. They know they need to get workers of all wage levels to their jobs. They also know they need to eliminate crippling bottlenecks in freight delivery. These local communities are stretching themselves to raise their own funds and to innovate, but without a strong federal partner the twin demands of maintaining their

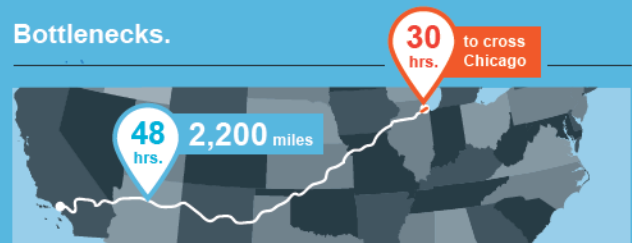
existing infrastructure and preparing for the future are beyond their means. Even as the transportation trust fund faces insolvency, existing federal programs too often put a damper on innovation rather than stoking it.

**This cannot stand.** The federal government must become a strong partner in a 21<sup>st</sup> century investment plan for transportation that invests in strong local economies and rewards smart, homegrown, locally-driven transportation innovations.

**Just as our national economy depends on strong local economies, our national transportation program should invest in and reward smart, home grown, locally driven transportation solutions.**

## THE COSTS OF INACTION

### Bottlenecks.



*Freight takes almost as long to get across Chicago on the rails as it does to get there from Los Angeles.*

### Hazardous conditions.



**1 in 9** bridges in the U.S. is structurally deficient, requiring significant repairs, maintenance or replacement.

### Unmet demand.



*Even as transit ridership is surging and people are returning to work, ambitious local plans to invest in transportation to grow their local economies would stall if the federal support disappears.*

## A 21<sup>st</sup> century transportation plan

Investors know you must put money in today to get returns in the future. Raising an additional \$30 billion per year would allow us to invest to accomplish critical goals at only a small cost per commuter:

**Reverse the decline** of the transportation trust fund. Fully fund the existing highway and transit programs that preserve our aging infrastructure, without taking money from other important programs or adding to the deficit;

**Spur the innovation our economy needs** to meet population growth and rising demand by funding competitive grants to local communities that come up with smart solutions.



### Fixing what we need to fix.

- Repair 46,508 bridges
- Replace 16,000 aging buses and 5,000 rail cars
- Meet our ongoing commitments.



### Improving communities & expanding opportunity.

- Based on the average cost of construction, the investment fund would support 70 new transit projects, providing new access to jobs and potential workers in dozens of cities, towns and suburbs.



### Spurring local innovation.

The federal government plays a key role in promoting innovation, by providing capital for locally driven path-breaking initiatives, whose success can be shared nationwide.

- Fund competitive grants, such as a freight grant program and the popular TIGER grant program, for groundbreaking projects with significant economic pay-off.



### Increasing accountability and local control.

By providing more funding and control to the local level, Americans will more easily see the impact and be better able to hold officials accountable.

## SPURRING LOCAL INNOVATION: FEDERAL DOLLARS AT WORK



### Regional investments, national benefits

The rail improvements in Chicago's CREATE project will provide \$3.6 billion annually in national economic benefits.



### High rate of return in Utah

For every \$1.00 spent on the state's unified transportation plan, an estimated \$1.94 is returned to the state in value.



### Access to jobs in Minnesota

Building the planned transit network will allow Twin Cities employers to recruit from an additional 500,000 potential workers.



Learn more and voice your support at  
[www.T4America.org](http://www.T4America.org)

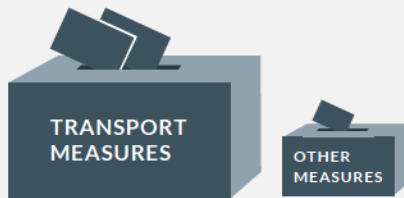
## Local accountability: the best way to ensure a return on investment

While this level of investment is a modest request from taxpayers, they have a right to expect a guaranteed return on it. Opinion polls and ballot results show what American voters want—a system that is:

- *In good repair;*
- *Rewards locally driven innovation;*
- *Keeps the nation in the economic forefront; and*
- *Connects all Americans to economic opportunity.*

They want to know the money will flow to their communities for improvements in their daily life—making travel easier, more affordable and safer. And they trust the levels of government closest to them because they can hold them accountable.

American workers and businesses will willingly pay a little more to achieve these goals, if the expected results—and accountability for them—are clearly articulated.



Transportation ballot measures pass at **twice** the rate of all other ballot measures.

Raleigh, NC: 70% approve  
Mesa, AZ: 56% approve  
Kansas City, MO: 64% approve  
Salt Lake City, UT: 64% approve  
Seattle, WA: 58% approve  
St. Louis, MO: 63% approve  
Alameda & Contra Costa County, CA: 72% approve



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## PLEASE JOIN US!

We are business, civic and elected leaders from across the country, united to ensure our nation invests to keep our cities, towns and suburbs strong and economically competitive. Because our future prosperity depends on it.

Americans are eager to return to world leadership in the quality of our transportation networks. And we want to leave our children with a legacy of lower deficits and an infrastructure suited to our future economy and quality of life. This investment plan is a significant down-payment toward fulfilling those desires.



[t4america.org](http://t4america.org) [@t4america](https://twitter.com/t4america)



General Fund Subsidy to the Highway and Transit Trust Funds

	General Fund Subsidy to the Transit and Highway Trust Funds	Transit and Highway Trust Fund Spending <sup>1</sup>	General Fund Share
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2005	\$0.0	\$39.9	0.0%
2006	\$0.0	\$35.9	0.0%
2007	\$0.0	\$39.2	0.0%
2008	\$8.0	\$43.0	18.6%
2009	\$7.0	\$44.9	15.6%
2010	\$19.5	\$39.4	49.5%
2011	\$0.0	\$44.5	0.0%
2012	\$0.0	\$49.3	0.0%
MAP 2013	\$6.2	\$49.4	12.6%
2014	\$12.6	\$50.2	25.1%
2015	\$14.0	\$51.1	27.4%
2016	\$14.0	\$52.3	26.8%
2017	\$13.7	\$53.4	25.7%
2018	\$14.3	\$54.7	26.1%
2019	\$15.0	\$55.9	26.8%
2020	\$16.0	\$57.3	27.9%
2021	\$17.0	\$58.6	29.0%
2022	\$17.6	\$60.0	29.3%
2023	\$18.7	\$61.5	30.4%

2015 to 2023 Average	\$15.6	\$56.1	27.7%
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General Fund Subsidy to the Highway Trust Fund

	General Fund Subsidy to the Highway Trust Fund	Highway Trust Fund Spending <sup>1</sup>	General Fund Share
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2005	\$0.0	\$33.1	0.0%
2006	\$0.0	\$33.9	0.0%
2007	\$0.0	\$35.0	0.0%
2008	\$8.0	\$37.0	21.6%
2009	\$7.0	\$37.6	18.6%
2010	\$14.7	\$32.0	45.9%
2011	\$0.0	\$37.3	0.0%
2012	\$0.0	\$41.1	0.0%
MAP 2013	\$6.2	\$40.9	15.2%
2014	\$10.4	\$41.6	25.0%
2015	\$10.7	\$42.3	25.3%
2016	\$10.6	\$43.3	24.5%
2017	\$10.2	\$44.2	23.1%
2018	\$10.5	\$45.3	23.2%
2019	\$10.8	\$46.3	23.3%
2020	\$11.5	\$47.5	24.2%
2021	\$12.3	\$48.6	25.3%
2022	\$12.7	\$49.7	25.6%
2023	\$13.6	\$51.0	26.7%

2015 to 2023 Average	\$11.4	\$46.5	24.6%
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General Fund Subsidy to the Transit Trust Fund

	General Fund Subsidy to the Transit Trust Fund	Transit Trust Fund Spending <sup>1</sup>	General Fund Share
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2005	\$0.0	\$6.8	0.0%
2006	\$0.0	\$2.0	0.0%
2007	\$0.0	\$4.2	0.0%
2008	\$0.0	\$6.0	0.0%
2009	\$0.0	\$7.3	0.0%
2010	\$4.8	\$7.4	64.9%
2011	\$0.0	\$7.2	0.0%
2012	\$0.0	\$8.2	0.0%
MAP 2013	\$0.0	\$8.5	0.0%
2014	\$2.2	\$8.6	25.6%
2015	\$3.3	\$8.8	37.5%
2016	\$3.4	\$9.0	37.8%
2017	\$3.5	\$9.2	38.0%
2018	\$3.8	\$9.4	40.4%
2019	\$4.2	\$9.6	43.8%
2020	\$4.5	\$9.8	45.9%
2021	\$4.7	\$10.0	47.0%
2022	\$4.9	\$10.3	47.6%
2023	\$5.1	\$10.5	48.6%

2015 to 2023 Average	\$4.2	\$9.6	43.0%
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<sup>1</sup>2005 - 2012: Actual Outlays

2013 - 2023: Expected spending Authority assuming 1.8-2% inflation

**Historical and Proposed Federal Transit and Highway Trust  
Fund Spending Levels (\$ billions)**

	General Fund Subsidy to the Transit and Highway Trust Funds	Transit and Highway Trust Fund Spending without General Fund Subsidy	Percent Reduced Spending Level without General Fund Subsidy	Status Quo Transit and Highway Trust Fund Spending <sup>1</sup> with General Fund Subsidy	Proposed Increase in Transportation User Fees to the Trust Fund	Elimination of General Fund Subsidy to the Trust Fund	Net Increase in Trust Fund Supported Programs	Increased Trust Fund Spending Level with Increased User Fees	Percent Increased Spending Level above Status Quo with inflation	
2005	\$0.0	n.a.		\$39.9						
2006	\$0.0	n.a.		\$35.9						
2007	\$0.0	n.a.		\$39.2						
2008	\$8.0	n.a.		\$43.0						
2009	\$7.0	n.a.		\$44.9						
2010	\$19.5	n.a.		\$39.4						
2011	\$0.0	n.a.		\$44.5						
2012	\$0.0	n.a.		\$49.3						
MAP 21	2013	\$6.2	n.a.	\$49.4						
	2014	\$12.6	n.a.	\$50.2						
	2015	\$14.0	\$37.1	-27.4%	\$51.1	\$30.0	\$14.0	\$16.0	\$67.1	31.3%
	2016	\$14.0	\$38.3	-26.8%	\$52.3	\$30.0	\$14.0	\$16.0	\$68.3	30.6%
	2017	\$13.7	\$39.7	-25.7%	\$53.4	\$30.0	\$13.7	\$16.3	\$69.7	30.5%
	2018	\$14.3	\$40.4	-26.1%	\$54.7	\$30.0	\$14.3	\$15.7	\$70.4	28.7%
	2019	\$15.0	\$40.9	-26.8%	\$55.9	\$30.0	\$15.0	\$15.0	\$70.9	26.8%
	2020	\$16.0	\$41.3	-27.9%	\$57.3	\$30.0	\$16.0	\$14.0	\$71.3	24.4%
	2021	\$17.0	\$41.6	-29.0%	\$58.6	\$30.0	\$17.0	\$13.0	\$71.6	22.2%
	2022	\$17.6	\$42.4	-29.3%	\$60.0	\$30.0	\$17.6	\$12.4	\$72.4	20.7%
	2023	\$18.7	\$42.8	-30.4%	\$61.5	\$30.0	\$18.7	\$11.3	\$72.8	18.4%
		<b>2015-2023 Average Reduction</b>		<b>-27.7%</b>				<b>2015-2023 Average Increase</b>	<b>26.0%</b>	

<sup>1</sup>2005 - 2012: Actual Outlays  
Expected spending Authority assuming 1.8-2% inflation

2013 - 2023:

ODOT 2016 - 2018 Enhance Project Allocation  
Metro Region

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E9	OR47:OR8 Intersection Improvements	\$2,341,382
E11	US 26: Cornelius Pass Road to NW 185th Avenue*	\$1,794,600
E13	King City Sidewalk Infill	\$913,839
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St	\$4,000,000
E21	Connected Cully	\$2,994,624
E22	Downtown I-405 Pedestrian Safety and Operational Improvements	\$2,009,952
E32	St. Johns Truck Strategy Phase II	\$3,002,357
E48	Kinsman Road: Boeckman Rd - Barber Street	\$2,230,000
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park	\$1,580,511
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	\$6,549,187
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	\$5,473,530
	Historic Columbia River Highway State Trail: Summit Creek to Lindsey Creek	\$5,000,000
E70	I-5 NB: Lower Boones Ferry Exit-ramp	\$1,129,168
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	\$3,953,303
E81	Columbia_Alderwood_Cully**	\$4,959,856
E84	Barbur-99W Corridor Safety & Access to Transit	\$3,234,767
E86	Highway 8 Corridor Safety & Access to Transit	\$1,448,242
E87	Powell-Division Corridor Safety & Access to Transit	\$2,512,440
E94	OR217: Allen-Denney Southbound Split Diamond	\$5,330,744
	I-205 SB Auxiliary Lane: I-84 to Stark/Washington	\$700,000
	US 26: NW 185th to Cornelius Pass Road	\$8,000,000
	I-5 Rose Quarter Development	\$1,500,000
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	Total	\$70,658,502

## 2016-18 RFFA project and program recommendations

Local projects						
Sub-region	Project	Lead agency	Focus area	Phase	RFF request	Total Project Cost
Washington County	Canyon Road Streetscape and Safety Project	Beaverton	AT/CS	CONS	\$3,535,000	\$3,939,579
	Fanno Creek Trail: Woodard Park to Bonita Road and 85 <sup>th</sup> Avenue to Tualatin River Bridge	Tigard	AT/CS	CONS	\$3,700,000	\$4,600,000
	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Avenue	THPRD	AT/CS	PD	\$800,000	\$4,733,812
	Tonquin Road/Grahams Ferry Road Intersection	Washington County	GE/FI	CONS	\$2,132,000	\$3,352,154
	Pedestrian Arterial Crossings	Washington County	AT/CS	PD	\$636,000	\$3,979,350
	US 26/Brookwood Interchange – Industrial Access Project	Hillsboro	REOF	CONS	\$8,267,000	\$35,000,000
City of Portland	N. Going to Swan Island Freight Improvements	Portland	GE/FI	CONS	\$500,000	\$557,227
	South Rivergate Freight Project	Portland	GE/FI	CONS	\$3,222,000	\$4,164,507
	OR 99W: SW 19th Avenue to 26th Avenue - Barbur Boulevard Demonstration Project	Portland	AT/CS	CONS	\$1,894,600	\$2,111,445
	Foster Road: SE Powell 90th Pedestrian/Bicycle/Safety Phase II	Portland	AT/CS	CONS	\$2,063,400	\$5,313,400 <sup>(1)</sup>
	Southwest in Motion (SWIM) Active Transportation Strategy	Portland	AT/CS	PLAN	\$272,000	\$303,132
	Portland Central City Multimodal Safety Project	Portland	AT/CS	PLAN/CONS	\$6,000,000	\$6,686,727
	East Portland Access to Employment and Education Multimodal Project	Portland	REOF	CONS	\$8,267,000	\$9,213,195
E. Multnomah County	Sandy Boulevard: NE 181st Avenue to East Gresham City Limits	Gresham	AT/CS	CONS	\$3,644,000	\$4,644,318
	NE 238 <sup>th</sup> Drive: Halsey Street to Glisan Street Freight and Multimodal Project	Multnomah County	REOF	PD	\$1,000,000	\$8,421,944 <sup>(2)</sup>
	Troutdale Industrial Access Project	Port of	REOF	CONS	\$8,000,000	\$14,797,827

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.

(2) NE 238<sup>th</sup> total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.

		Portland				
<b>Clackamas Coounty</b>	Jennings Avenue: OR 99E to Oatfield Road Sidewalk and Bikelane Project	Clackamas Co	AT/CS	CONS	\$1,901,092	\$3,806,673
	SE 129th Avenue Bikelane and Sidewalks Project	Happy Valley	AT/CS	CONS	\$2,485,016	\$3,105,644
	Clackamas County Regional ITS Project - Phase 2B	Clackamas Co	GE/FI	CONS	\$1,230,000	\$1,370,799
	Trolley Trail Historic Bridge Feasibility Study: Gladstone to Oregon City	Gladstone	AT/CS	PLAN	\$201,892	\$235,000
	Sunrise System: Industrial Area Freight Access and Multimodal Project	Clackamas Co	REOF	CONS	\$8,267,000	\$8,268,563
				<b>Sub-total:</b>	<b>\$68,018,000</b>	<b>\$128,605,296</b>
<b>Region-wide programs</b>						
Transit Oriented Development					\$9,190,000	N/A
High Capacity Transit					\$48,000,000	N/A
Transportation System Management & Operations					\$4,640,000	N/A
Regional Travel Options					\$7,010,000	N/A
Corridor & Systems Planning					\$1,540,000	N/A
Regional Planning					\$3,630,000	N/A
Regional Freight Analysis and Project Development <sup>(3)</sup>					\$500,000	N/A
				<b>Sub-total:</b>	<b>\$74,510,000</b>	<b>N/A</b>
				<b>Grand Total:</b>	<b>\$142,528,000</b>	

Notes: AT/CS - Active Transportation & Complete Streets, GE/FI - Green Economy & Freight Initiatives, REOF –Regional Economic Opportunity Fund; PD - Project Development, CONS – Construction, PLAN – Planning

(1) Foster Road total cost includes Phase I costs.

(2) NE 238<sup>th</sup> total cost includes ODOT Enhance project award for construction costs.

(3) Element of the Green Economy and Freight Initiatives that was inadvertently left off Exhibit A presented to TPAC on September 27, 2013.