



# Metro | Agenda

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

### RTP Finance Work Group - Meeting # 5

Date: October 13, 2016  
 Time: 1:30 – 3:30 p.m.  
 Place: Metro Regional Center, Room 501  
 600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



### Agenda items

<b>1:30</b>	<b>Welcome &amp; introductions</b>	Ted Leybold
<b>1:35</b>	<b>Partner Updates</b> <i>Who have you talked to about this work? What have you heard?</i>	Everyone
<b>1:45</b>	<b>Local Revenue Templates Development Update</b> <ul style="list-style-type: none"> <li>Progress!</li> <li>Follow-on steps and additional editing</li> </ul>	Ken Lobeck
<b>2:00</b>	<b>Committed, Awarded, Obligated, &amp; Implementation Logic and Definitions</b> <ul style="list-style-type: none"> <li>How these terms apply to the RTP and MTIP</li> </ul>	Ken Lobeck
<b>2:15</b>	<b>Operations and Maintenance Progress Update</b>	Ken Lobeck
<b>2:30</b>	<b>Draft Constrained Revenue Forecast Tables</b> <ul style="list-style-type: none"> <li>Where we are with the forecast</li> <li>Draft Federal, State, and Local Revenue Tables (work in progress)</li> </ul>	Ken Lobeck Ted Leybold
<b>3:10</b>	<b>Feedback from Regional Leadership Forum #2</b>	Kim Ellis
<b>3:20</b>	<b>Summary and Next Steps</b>	Ted Leybold
<b>3:30</b>	<b>Adjourn</b>	

### Meeting packet:

Planned Handouts	Upcoming Meetings
o Agenda & Slides	November: Thursday, Nov. 10, 1:30-3:30 pm, Room 401
o Draft Revenue Forecast Tables	January: Thursday, Jan 12, 2017, 9-11:00 am, Room 401
o Regional Leadership Forum #2 Graphic	

RTP Finance Work Group leader:  
 Ken Lobeck, Funding Programs Lead, Metro  
 Tel: 503-797-1785, Email: [ken.lobeck@oregonmetro.gov](mailto:ken.lobeck@oregonmetro.gov)

### Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information:

[www.oregonmetro.gov/metro-regional-center](http://www.oregonmetro.gov/metro-regional-center)

Getting there with adequate resources



2018 Regional Transportation Plan update

2018 REGIONAL TRANSPORTATION PLAN UPDATE

# Finance Plan & Revenue Forecasts

RTP Finance Work Group Meeting #5  
October, 13, 2016

Ken Lobeck, RTP Finance Plan Manager  
503-797-1785 | ken.lobeck@oregonmetro.gov

## Agenda


- Welcome, intros, and administrative items
- Partner updates
- Local revenue templates development update
- Terminology definitions
- O&M Update
- Preliminary draft Revenue tables – progress so far...
- Regional Leadership Forum #2 feedback
- Summary and next steps
  - Next meeting November 10, 2016
- Adjourn

## Partner Updates

- Discussion areas related to transportation funding or other areas?
- Policy updates to share?
- Issues or concerns about transportation emerging in your agency?

## Local Revenue Forecast Progress

2018 Regional Transportation Plan  
Local Revenue Summaries  
Washington County - Page 1



Year	Beaverton	Cornelius	Durham	Forest Grove	Hillsboro	King City	Yearly Totals
2018	\$ 9,110,000	\$ 932,000	\$ 93,909	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2019	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2020	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2021	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2022	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2023	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2024	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2025	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2026	\$ 9,110,000	\$ 932,000	\$ 93,909	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2027	\$ 9,110,000	\$ 932,000	\$ 93,906	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2018 to 2027 Total	\$ 91,100,000	\$ 9,320,000	\$ 939,050	\$ 26,561,250	\$ 214,799,080	\$ 2,245,070	\$ 344,964,450
2028	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2029	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2030	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2031	\$ 9,110,000	\$ 932,000	\$ 93,909	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2032	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2033	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2034	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2035	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2036	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2037	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2038	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2039	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2040	\$ 9,110,000	\$ 932,000	\$ 93,908	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2018 to 2040 Total	\$ 118,430,000	\$ 12,116,000	\$ 1,220,785	\$ 34,529,625	\$ 279,238,004	\$ 2,918,591	\$ 488,453,785
2018 to 2040	\$ 209,530,000	\$ 21,436,000	\$ 2,150,815	\$ 61,090,875	\$ 494,037,884	\$ 5,163,441	\$ 793,418,235

The Goal  
Develop County summaries with enough detail to determine local revenues by RTP division years

Individual agency revenue templates developed to produce the county summaries

Sources

- TSPs
- CAFRs
- Annual Budgets
- Approved CIPs

Handout

## Local Revenue Forecast Progress

- All 3 counties now almost complete
- Local revenue forecast at 80% accuracy level
- Provides you county summary “first look” revenue picture for each county and by individual agency
- Consider the templates draft and soft
- Further review, editing, and updates to continue
- However, the revenue picture is emerging...

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## Local Revenue Forecast Progress

### Still to Do

- Templates require refinement, revisions and updates:
  - Need to finish Clackamas County
  - Determine SDC approach for Clackamas County
  - Need Hillsboro corrected revenue estimates
  - Need to remove possible SDC overlap in several Washington County templates
  - Need Portland O&M revenues
  - Need to separate out Portland and Portland of Portland
  - Need to develop and refine Transit templates
  - Update & correct revenue discrepancies in other templates and review again Multnomah County templates

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## Local Revenue Forecast Progress

### Still to Do - Templates Reformatting

- Boundary maps to be replaced
- Add RTP Division Years table
- Add O&M Revenues versus/needs & costs table



Fund	RTP Fund Divisions Totals		Total
	2018-2027	2028-2040	
State Fuel Tax/Vehicle Registration Fees	\$6,374,300	\$8,268,590	\$14,642,890
Bikeway Funds	\$100,000	\$130,000	\$230,000
System Development Charges (SDC)	\$100,000	\$130,000	\$230,000
<b>Totals:</b>	<b>\$6,574,300</b>	<b>\$8,548,590</b>	<b>\$15,122,890</b>

City of Gladstone O&M Annual Combined Revenues versus Needs/Costs					
Annual O&M Revenues	Annual O&M Cost/ Needs	O&M Revenues versus Costs	Percent of Costs	Annual O&M Shortfall/ Surplus	Impact
\$647,430	\$844,496	(\$197,066)	76.7%	23.3%	Utilizing transportation contingency funds to cover the shortfall difference

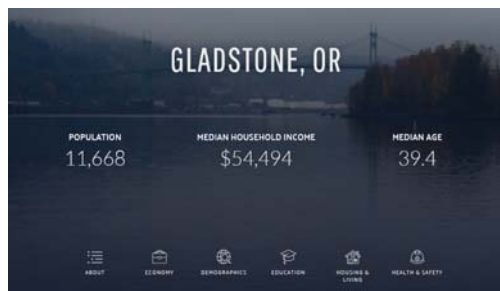
Notes:

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## Local Revenue Forecast Progress

### Data USA at <https://datausa.io>

- Developed by Deloitte, Datawheel, & MIT
- Portal that collects various demographic data from other public sites
- Provides graphical representations and summarizes multiple data sets into visual representations



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## Local Revenue Forecast Progress

Data USA at <https://datausa.io>

- Includes economic summaries:
  - Median house income
  - Wage data
  - Poverty data
- Occupations
- Industries
- Demographics
- Education
- Housing and Living
- Transportation
- Health and Safety
- Crime



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## Committed, Awarded, Obligated Implementation Logic and Definitions

- Initial concept worksheet developed
- View key terminology from RTP, MTIP, and STP viewpoints
- Only the starting point – more development needed
- Examples:
  - “Committed funding” from RTP and MTIP viewpoints
  - “Grant award” from FHWA and FTA perspectives
- Ongoing effort

Handout

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## Operations and Maintenance (O&M) Update

Operations and Maintenance Summary					
Agency	O&M Local Revenues	O & M Annual Costs	Difference	% of O&M Need	Notes
Beaverton	\$ -	\$ -	\$ -	#DIV/0!	
Clackamas Cty	\$ 33,920,000	\$ 50,920,000	\$ (17,000,000)	66.6%	Delay maintenance used
Cornelius	\$ 932,000	\$ 1,415,840	\$ (483,840)	65.8%	Deferred maintenance used
Durham	\$ -	\$ -	\$ -	#DIV/0!	
Fairview	\$ -	\$ -	\$ -	#DIV/0!	
Forest Grove	\$ -	\$ -	\$ -	#DIV/0!	
Gladstone	\$ 647,430	\$ 844,496	\$ (197,066)	76.7%	KL - estimate - needs confirmation
Gresham	\$ 10,000,000	\$ 17,300,000	\$ (7,300,000)	57.8%	Deferred maintenance used
Happy Valley	\$ 1,108,300	\$ 1,484,728	\$ (376,428)	74.6%	Deferred maintenance used
Hillsboro	\$ -	\$ -	\$ -	#DIV/0!	
Johnson City	\$ -	\$ -	\$ -	#DIV/0!	
King City	\$ -	\$ -	\$ -	#DIV/0!	
Lake Oswego	\$ -	\$ -	\$ -	#DIV/0!	
Maywood Park	\$ -	\$ -	\$ -	#DIV/0!	
Milwaukie	\$ -	\$ -	\$ -	#DIV/0!	
Multnomah Cty	\$ 3,000,000	\$ 8,122,448	\$ (5,122,448)	36.9%	
ODOT-Reg 1	\$ -	\$ -	\$ -	#DIV/0!	On system O&M costs
Oregon City	\$ 4,110,000	\$ 3,890,500	\$ 219,500	105.6%	Annual O&M Needs being met
Portland	\$ -	\$ -	\$ -	#DIV/0!	
Rivergrove	\$ -	\$ -	\$ -	#DIV/0!	
Sherwood	\$ -	\$ -	\$ -	#DIV/0!	
SMART	\$ -	\$ -	\$ -	#DIV/0!	
Tigard	\$ -	\$ -	\$ -	#DIV/0!	
TriMet	\$ -	\$ -	\$ -	#DIV/0!	
Troutdale	\$ 1,024,000	\$ 1,385,000	\$ (361,000)	73.9%	Myguess - Troutdale to review
Tualatin	\$ -	\$ -	\$ -	#DIV/0!	
Washington Cty	\$ 27,000,000	\$ 27,000,000	\$ -	100.0%	Resolve Needs/Cost definition
West Linn	\$ -	\$ -	\$ -	#DIV/0!	
Wilsonville	\$ -	\$ -	\$ -	#DIV/0!	
Wood Village	\$ -	\$ -	\$ -	#DIV/0!	
<b>Total:</b>	<b>\$ 81,741,730</b>	<b>\$ 112,363,012</b>	<b>\$ (30,621,282)</b>	<b>72.7%</b>	

Note  
Additional O&M Revenues vs. Need/Costs worksheets are still required to better define the O&M issue

Edits or corrections can also be submitted

Handout

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## Federal Revenue Forecast Progress

- Long Range Funding Assumption (LRFA) tables driving the federal fund methodologies and apportionments
- Metro big three (CMAQ, STBG, and TA) completed
- Federal Transit funds not yet developed from the tables
- Progress with the State methodologies (HSIP, HBRR, etc.) progressing slowly
- More to do on all federal funding areas

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## Federal Revenue Forecast Progress So Far...

Fund Type	Existing Conditions No Growth Scenario (ECNG)			Conservative Growth Scenario (CG)			LRFA (State) Moderate Growth Scenario LRFA			Notes
	2018-2027	2028-240	Total	2018-2027	2028-2040	Total	2018-2027	2028-2040	Total	
CMAQ	\$ 141,943,620	\$ 184,526,706	\$ 326,470,326	\$ 148,483,508	\$ 216,491,557	\$ 364,975,065	\$ 164,320,000	\$ 274,720,000	\$ 439,040,000	
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PL	\$ 18,312,000	\$ 23,805,600	\$ 42,117,600	\$ 19,158,404	\$ 27,933,288	\$ 47,091,692	\$ 20,274,000	\$ 33,615,600	\$ 53,889,600	
STBG-Metro	\$ 221,341,380	\$ 287,743,794	\$ 509,085,174	\$ 290,043,757	\$ 447,757,635	\$ 737,801,392	\$ 308,500,000	\$ 518,100,000	\$ 826,600,000	
STBG-Cl Cty	\$ 10,236,900	\$ 13,307,970	\$ 23,544,870	\$ 10,956,269	\$ 16,913,838	\$ 27,870,107	\$ 11,312,160	\$ 18,913,189	\$ 30,225,349	Non MPO area
STBG-Mu Cty	\$ 2,566,970	\$ 3,337,061	\$ 5,904,031	\$ 2,747,357	\$ 4,241,256	\$ 6,988,613	\$ 2,836,598	\$ 4,742,604	\$ 7,579,202	Non MPO area
STBG-Wa Cty	\$ 5,277,520	\$ 8,890,776	\$ 12,138,296	\$ 5,648,385	\$ 8,719,741	\$ 14,368,124	\$ 5,831,853	\$ 9,750,277	\$ 15,582,130	Non MPO area
TA Metro	\$ 14,600,000	\$ 18,980,000	\$ 33,580,000	\$ 15,274,830	\$ 22,270,970	\$ 37,545,800	\$ 16,060,000	\$ 26,791,000	\$ 42,851,000	
<b>Totals:</b>	<b>\$ 414,278,990</b>	<b>\$ 558,561,907</b>	<b>\$ 952,840,297</b>	<b>\$ 492,312,508</b>	<b>\$ 744,328,285</b>	<b>\$ 1,236,640,793</b>	<b>\$ 529,134,611</b>	<b>\$ 886,632,670</b>	<b>\$ 1,415,767,281</b>	

Reference handout

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## State & Transit Revenue Forecasts

- No draft numbers developed yet for the State forecast
- Needed additional guidance from the LRFA concerning the State funding tables
- Most of the remaining Transit questions may be resolved (some interpretation issues with the tables)
- Can move forward with draft revenues
- Plan on both State and Transit drafts ready for the November 10<sup>th</sup> RTP Finance Work Group meeting

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## Local Revenue Forecast Progress 3 County Totals – So Far

Local Revenue Summary (Financially Constrained over the 23 year Horizon – So Far)		
County	Total Local Revenues	Notes
Clackamas	\$444,013,827	Not complete yet Development still in progress
Multnomah	\$1,143,996,609	Review and editing still needed
Washington	\$4,585,983,011	Reviews and editing still needed Possible SDC double counting present
<b>Totals:</b>	<b>\$6,173,993,447</b>	

\*\* DRAFT \*\*

These are soft working numbers and will change

## Regional Leadership Forum #2 Feedback

Regional Leadership Forum 2 | Building the Future We Want | Oregon Convention Center, Portland OR | Sept. 23, 2016  
The Metro Council convened MPAC, JPACT and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at [oregonmetro.gov/tp](http://oregonmetro.gov/tp).

## Summary Updates, & Next Steps

### Goals for November 10<sup>th</sup> Meeting

- Complete Clackamas County revenue templates
- Review, edit update Washington and Multnomah County local revenue templates
- More O&M revenues/costs inputs needed
- Need additional revenue updates from:
  - Portland: O&M revenue sources
  - Hillsboro: Update revenue sources and amounts
  - Clackamas County: Need revenue amounts and SDC logic (keep at County level or assign to local templates?)

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## Summary Updates, & Next Steps

### Goals for November 10<sup>th</sup> Meeting

- Develop draft Transit local revenue templates for TriMet and SMART
- Coordinate with ODOT to develop the draft State forecast numbers based on the LRFA tables
- Finish Federal revenue forecasts (FHWA highway revenues)
- Develop draft federal transit forecasts based on LRFA table and historical allocations
- Continue developing the terminology paper

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# Questions?



Stay connected at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)



**1. Overview:**

- a. The federal transportation project planning and delivery process consists of overlapping federal, state, and local agency responsibilities, plus process components that include overlapping terminologies which can be used differently.
- b. The transportation subprogram area determines how the terminology is defined for that specific area. Unfortunately, it can lead to misinterpretations and confusion among those involved with the federal process.
- c. The following provides an overview of several common terms and how they are used within the federal transportation project planning and delivery process.

**2. Core Program Definitions:**

Program	Defined	Key References
<p><b>Regional Transportation Plan (RTP)</b></p> <p><b>Metropolitan Transportation Plan (MTP)</b></p> <p>Long Range Transportation Plan</p>	<p>A long range transportation plan normally developed by the MPO addressing <b>at least a twenty year planning horizon</b>.</p> <ul style="list-style-type: none"> <li>- Includes both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system.</li> <li>- Facilitates the efficient movement of people and goods.</li> <li>- The transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period.</li> <li>- <b>An approved MTP/RTP is required for the region to receive federal transportation funds.</b></li> </ul>	<p>23 CFR 450.322</p> <p>With additional references throughout 23 CFR 450.300-336</p>
<p><b>Metropolitan Transportation Improvement Program (MTIP)</b></p> <p><b>Federal Transportation Improvement Program (FTIP)</b></p>	<p>The MTIP/FTIP is the first 4-year implementation portion to the RTP/MTP.</p> <ul style="list-style-type: none"> <li>- It can't be developed unless the RTP is approved.</li> <li>- It normally will cover a 4-year period of projects that will be implemented from the RTP. It must be financially constrained (proof of real funding is available)</li> <li>- The projects must be consistent with the RTP/MTP</li> <li>- It represents the MPO <b>region's transportation financial checkbook</b> of federally funded and regionally significant transportation projects that will be implemented and delivered during the first 4-year period of the current RTP.</li> <li>- MTIPs are divided into three basic project categories: Local highways, State highway, and Transit projects</li> </ul>	<p>23 CFR 450.324(a)-(o)</p> <p>Also 23 CFR 450.326</p> <p><i>Note: With the passage of the FAST Act, some referenced provisions may be superseded now or under revision.</i></p>
<p><b>Statewide Transportation Improvement Program (STIP)</b></p>	<p>The STIP also is a <b>4-year implementation program of projects</b> with an emphasis on the State Highway system.</p> <ul style="list-style-type: none"> <li>- At its core the STIP is the formal means of documenting the investment decisions that result from the statewide and regional transportation planning and programming processes in the State.</li> <li>- This formal documentation is needed not only to facilitate efficient and comprehensive Federal oversight of how States, MPOs, and local governments plan to use Federal and non-Federal transportation funds, but also to ensure that these decisions are transparent to interested parties and the public.</li> <li>- Like the MTIP, the STIP is a financially constrained document.</li> <li>- Unlike the MTIP, the STIP does not address conformity.</li> <li>- When thinking of the MTIP and STIP relationship, here is a short summary between the two:                             <ul style="list-style-type: none"> <li>• RTP/MTIP: Regional planning through fund obligation to project implementation.</li> <li>• STIP: Project implementation through project delivery.</li> </ul> </li> </ul>	<p>23 CFR 450.216</p> <p><i>Note: With the passage of the FAST Act, some referenced provisions may be superseded now or under revision.</i></p>

**3. Transportation Funding Terminology (Financially Constrained)**

Term	RTP	MTIP	STIP
<p><b>Committed</b>  (as in committed funding)</p>	<p><b>Proposed funding</b> assigned to projects, regional improvement corridors, strategies, etc., identified in the RTP that:</p> <ul style="list-style-type: none"> <li>- Meets the definition of "Reasonable Availability of Funds"</li> <li>- Demonstrates the region's intent to fund large projects and strategies consistent with the RTP goals and objectives.</li> <li>- Helps the region move from nebulous funding ideas to more direct picture of funding strategies.</li> <li>- Flexible that the committed funding can be changed as required when actual funding becomes available later</li> <li>- Example: HCT funding methodology</li> </ul>	<p><b>Dedicated actual funding</b> devoted or reserved to a specific project or a</p> <ul style="list-style-type: none"> <li>- No longer theoretical.</li> <li>- Formal reservation of funds to the project of funding strategy</li> <li>- Usually requires documented proof (i.e. proof of funding concept)</li> <li>- Example: Reserving a portion of the STP apportionment for future ITS projects.</li> <li>- Example: Ensuring that local matching funds will be available to a federal transportation award.</li> </ul>	
<p><b>Award</b>  (as in funding award)</p>	<p>Generally not used in the RTP unless a specific funding award is known and in an RTP funding year</p> <ul style="list-style-type: none"> <li>- Example: A grant award from the Tiger 2016 program to be obligated in 2019 can be added to the financially constrained RTP as part of the revenue forecast</li> </ul>	<p>Applies to a specific federal grant funding program designation or state funding allocation to a specific project</p> <ul style="list-style-type: none"> <li>- Is legally reserved and committed to the project.</li> <li>- Usually stipulates use conditions (e.g. match requirements) or obligation and expenditure shelf-life timing expectations</li> </ul>	
<p><b>Programming</b>  (as in programming funds in the MTIP)</p>	<p>Not used in the RTP</p>	<p>The direct commitment of specific federal, state, or local funds to project phase and year.</p> <ul style="list-style-type: none"> <li>- Demonstrates who is responsible for expending the awarded funding.</li> <li>- Shows how the project and the project's phase is funded.</li> <li>- Should sufficiently line up with the phase scope of work.</li> </ul>	
<p><b>Obligating or Obligation</b>  (as in obligating federal funds)</p>	<p>Not used in the RTP</p>	<p>The FHWA process that allows the lead agency to legally begin expending and seeking reimbursements for the awarded funding by phase in support of the scope of work.</p> <p>Note: Transit projects use a</p>	

Federal Transportation Project Planning  
and Delivery Key Terminology

**\*\* Draft \*\***  
Subject to Additional  
Refinement and Revisions

		different process via a “grant award approval” through FTA’s TRAMS system to “obligate” their FTA awarded funding.	
<p><b>Expenditure</b></p> <p>(as in expending funds for a project)</p>	Not used in the RTP	<p>Generally not used in the MTIP. The MTIP does not include expenditure fields as part of the programming process.</p> <ul style="list-style-type: none"> <li>- However, MTIP monitoring responsibilities now require tracking CMAQ, STBG, and TA federal funds to ensure the awarded federal funds are being expended in a timely fashion.</li> <li>- Projects that delay initial federal fund expenditure and reimbursements after the obligation date (usually at the 1-year mark) can have their awarded federal fund de-obligated per FHWA guidance</li> </ul>	
<p><b>Reimbursement</b></p> <p>(as in seeking federal reimbursement for the expended funds for a project)</p>	Not used in the RTP	<p>Generally, not used in the MTIP</p> <ul style="list-style-type: none"> <li>- However, evolving monitoring responsibilities for CMAQ, STBG, and TA now also require the tracking of the timeliness of the lead agency reimbursement requests against their expenditures</li> <li>- Example: In some cases, the lead agency may need to expend their own local funds to cover project costs. Did the lead agency seek its federal reimbursement in a prompt and timely fashion? Or, did they delay the reimbursement request? This can delay the “close-out” of projects and really irritate federal transportation accounting managers.</li> </ul>	

Subject to Additional  
Updates and Revisions

**\*\* DRAFT \*\***

Operations and Maintenance Summary					
Agency	O&M Local Revenues	O & M Annual Costs	Difference	% of O&M Need	Notes
Beaverton	\$ -		\$ -		
Clackamas Cty	\$ 33,920,000	\$ 50,920,000	\$ (17,000,000)	66.6%	Delay maintenance used
Cornelius	\$ 932,000	\$ 1,415,840	\$ (483,840)	65.8%	Deferred maintenance used
Durham	\$ -		\$ -		
Fairview	\$ -		\$ -		
Forest Grove	\$ -		\$ -		
Gladstone	\$ 647,430	\$ 844,496	\$ (197,066)	76.7%	KL - Estimate - needs confirmation
Gresham	\$ 10,000,000	\$ 17,300,000	\$ (7,300,000)	57.8%	Deferred maintenance used
Happy Valley	\$ 1,108,300	\$ 1,484,728	\$ (376,428)	74.6%	Deferred maintenance used
Hillsboro	\$ -		\$ -		
Johnson City	\$ -		\$ -		
King City	\$ -		\$ -		
Lake Oswego	\$ -		\$ -		
Maywood Park	\$ -		\$ -		
Milwaukie	\$ -		\$ -		
Multnomah Cty	\$ 3,000,000	\$ 8,122,448	\$ (5,122,448)	36.9%	
ODOT-Reg 1	\$ -	\$ -	\$ -		On system O&M costs
Oregon City	\$ 4,110,000	\$ 3,890,500	\$ 219,500	105.6%	Annual O&M Needs being met
Portland	\$ -		\$ -		
Rivergrove	\$ -		\$ -		
Sherwood	\$ -		\$ -		
SMART	\$ -		\$ -		
Tigard	\$ -		\$ -		
TriMet	\$ -		\$ -		
Troutdale	\$ 1,024,000	\$ 1,385,000	\$ (361,000)	73.9%	My guess - Troutdale to review
Tualatin	\$ -		\$ -		
Washington Cty	\$ 27,000,000	\$ 27,000,000	\$ -	100.0%	Resolve Needs/Cost definiton
West Linn	\$ -		\$ -		
Wilsonville	\$ -		\$ -		
Wood Village	\$ -		\$ -		
<b>Total:</b>	<b>\$ 81,741,730</b>	<b>\$ 112,363,012</b>	<b>\$ (30,621,282)</b>	<b>72.7%</b>	

**\*\* DRAFT \*\***



Notes:

1. O&M Local Revenues: Out of the total local revenues identified for the agency from the revenue templates, the O&M Local Revenues equal the amount annually committed to O&M needs versus capital needs.

2. Operations and maintenance is defined as the revenues committed to non capacity increasing roadway improvements or capital improvements on an annual basis. Examples of O&M program areas are leisted in the below table.

3. O&M applications by local agencies are primarily to off-system local roads.

Roadway O&M Costs Possible Elements	Transit O&M Costs Possible Elements
<p>Any agency funding committed to the ongoing annual preservation of local agency roads and streets. Generally, these activities do not involve any sort of capacity enhancing roadway projects or new road construction projects. This may include but are not limited to funds committed and supporting:</p> <ul style="list-style-type: none"> <li>- Operation staffing costs in support of street maintenance or other appropriate O&amp;M areas.</li> <li>- Roadway maintenance needs</li> <li>- <i>Streetlight repair and maintenance*</i></li> <li>- Signal repair and maintenance</li> <li>- <i>Curb and gutter repair*</i></li> <li>- <i>Sidewalk repair or construction*</i></li> <li>- Bridge, retaining walls, and culvert repair and maintenance</li> <li>- Required non capacity safety improvements to the road network (e.g. medians, barriers, etc.)</li> <li>- Maintenance vehicle maintenance costs</li> <li>- <i>Storm damage repair and maintenance*</i></li> <li>- <i>Drainage damage and repairs*</i></li> <li>- Infrastructure or other utility maintenance repairs in support of road network</li> <li>- Staff training supporting O&amp;M areas</li> <li>- Transportation system software or hardware (ITS related, etc.) in support of the transportation system operational performance</li> <li>- Other areas that support Operations and Maintenance needs</li> </ul>	<p>A transit agency that is required to commit a portion of annual revenues to properly operate and maintain their vehicle fleet, transit network, stations, or stops in support of regular transit services. This may include, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>- Operational staffing costs directly supporting O&amp;M areas</li> <li>- Bus stop maintenance</li> <li>- Track maintenance</li> <li>- Bus maintenance</li> <li>- Rail car maintenance</li> <li>- Maintenance vehicles operational and repair costs</li> <li>- Staff training directly supporting O&amp;M areas</li> <li>- Required safety improvements to the transit system</li> <li>- Transit system software or hardware in support of the regular operation of the transit system</li> <li>- Storm damage repair or maintenance</li> <li>- Transit system infrastructure repairs or utility maintenance in support of the transit system</li> <li>- Other areas that support Operations and Maintenance needs of the existing transit system</li> </ul>

*\*Could also be considered capital improvements depending upon the cost of the project*



**2018 Regional Transportation Plan  
Local Revenue Summaries  
Clackamas County - Page 1**



Year	Clackamas County	Gladstone	Happy Valley	Johnson City	Lake Oswego	Maywood Park	Yearly Totals
2018		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2019		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2020		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2021		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2022		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2023		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2024		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2025		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2026		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2027		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2018 to 2027 Total	\$ -	\$ 6,574,300	\$ 74,675,190	\$ -		\$ -	\$ <b>81,249,490</b>
2028		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2029		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2030		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2031		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2032		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2033		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2034		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2035		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2036		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2037		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2038		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2039		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2040		\$ 657,430	\$ 7,467,519				\$ 8,124,949
2028 to 2040 Total	\$ -	\$ 8,546,590	\$ 97,077,747	\$ -		\$ -	\$ <b>105,624,337</b>
	\$ -	\$ 15,120,890	\$ 171,752,937	\$ -		\$ -	\$ 186,873,827
<b>2018 to 2040 Totals</b>	\$ -	\$ <b>15,120,890</b>	\$ <b>171,752,937</b>	\$ -		\$ -	\$ <b>186,873,827</b>



**2018 Regional Transportation Plan  
Local Revenue Summaries  
Clackamas County - Page 2**



Year	Milwaukie	Oregon City	Rivergrove	West Linn	Wilsonville		Yearly Totals
2018		\$ 11,180,000					\$ 11,180,000
2019		\$ 11,180,000					\$ 11,180,000
2020		\$ 11,180,000					\$ 11,180,000
2021		\$ 11,180,000					\$ 11,180,000
2022		\$ 11,180,000					\$ 11,180,000
2023		\$ 11,180,000					\$ 11,180,000
2024		\$ 11,180,000					\$ 11,180,000
2025		\$ 11,180,000					\$ 11,180,000
2026		\$ 11,180,000					\$ 11,180,000
2027		\$ 11,180,000					\$ 11,180,000

2018 to 2027 Total	\$ -	\$ 111,800,000	\$ -	\$ -		\$ -	\$ 111,800,000
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2028		\$ 11,180,000					\$ 11,180,000
2029		\$ 11,180,000					\$ 11,180,000
2030		\$ 11,180,000					\$ 11,180,000
2031		\$ 11,180,000					\$ 11,180,000
2032		\$ 11,180,000					\$ 11,180,000
2033		\$ 11,180,000					\$ 11,180,000
2034		\$ 11,180,000					\$ 11,180,000
2035		\$ 11,180,000					\$ 11,180,000
2036		\$ 11,180,000					\$ 11,180,000
2037		\$ 11,180,000					\$ 11,180,000
2038		\$ 11,180,000					\$ 11,180,000
2039		\$ 11,180,000					\$ 11,180,000
2040		\$ 11,180,000					\$ 11,180,000

2028 to 2040 Total	\$ -	\$ 145,340,000	\$ -	\$ -		\$ -	\$ 145,340,000
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	\$ -	\$ 257,140,000	\$ -	\$ -		\$ -	\$ 257,140,000
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<b>2018 to 2040 Totals</b>	<b>\$ -</b>	<b>\$ 257,140,000</b>	<b>\$ -</b>	<b>\$ -</b>		<b>\$ -</b>	<b>\$ 257,140,000</b>
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**2018 Regional Transportation Plan  
Local Revenue Summaries  
Washington County - Page 1**



Year	Beaverton	Cornelius	Durham	Forest Grove	Hillsboro	King City	Yearly Totals
2018	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2019	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2020	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2021	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2022	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2023	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2024	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2025	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2026	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2027	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
<b>2018 to 2027 Total</b>	<b>\$ 91,100,000</b>	<b>\$ 9,320,000</b>	<b>\$ 939,050</b>	<b>\$ 26,561,250</b>	<b>\$ 214,799,080</b>	<b>\$ 2,245,070</b>	<b>\$ 344,964,450</b>

2028	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2029	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2030	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2031	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2032	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2033	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2034	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2035	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2036	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2037	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2038	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2039	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
2040	\$ 9,110,000	\$ 932,000	\$ 93,905	\$ 2,656,125	\$ 21,479,908	\$ 224,507	\$ 34,496,445
<b>2028 to 2040 Total</b>	<b>\$ 118,430,000</b>	<b>\$ 12,116,000</b>	<b>\$ 1,220,765</b>	<b>\$ 34,529,625</b>	<b>\$ 279,238,804</b>	<b>\$ 2,918,591</b>	<b>\$ 448,453,785</b>

<b>2018 to 2040</b>	<b>\$ 209,530,000</b>	<b>\$ 21,436,000</b>	<b>\$ 2,159,815</b>	<b>\$ 61,090,875</b>	<b>\$ 494,037,884</b>	<b>\$ 5,163,661</b>	<b>\$ 793,418,235</b>
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**2018 Regional Transportation Plan  
Local Revenue Summaries  
Washington County - Page 2**



Year	Sherwood	Tigard	Tualatin	Washington County			Yearly Totals
2018	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2019	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2020	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2021	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2022	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2023	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2024	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2025	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2026	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2027	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
<b>2018 to 2027 Total</b>	<b>\$ 25,480,000</b>	<b>\$ 58,500,000</b>	<b>\$ 7,400,000</b>	<b>\$ 1,632,513,080</b>			<b>\$ 1,723,893,080</b>
2028	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2029	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2030	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2031	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2032	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2033	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2034	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2035	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2036	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2037	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2038	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
2039	\$ 2,548,000	\$ 5,850,000	\$ 740,000	\$ 163,251,308			\$ 172,389,308
<b>2028 to 2040 Total</b>	<b>\$ 30,576,000</b>	<b>\$ 70,200,000</b>	<b>\$ 8,880,000</b>	<b>\$ 1,959,015,696</b>			<b>\$ 2,068,671,696</b>

<b>2018 to 2040 Totals</b>	<b>\$ 56,056,000</b>	<b>\$ 128,700,000</b>	<b>\$ 16,280,000</b>	<b>\$ 3,591,528,776</b>			<b>\$ 3,792,564,776</b>
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<b>Washington County 2018-2027 Subtotals:</b>							<b>\$ 2,068,857,530</b>
<b>Washington County 2028-2040 Subtotals:</b>							<b>\$ 2,517,125,481</b>

<b>Washington County Total Local Revenues:</b>							<b>\$ 4,585,983,011</b>
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**\*\* Subject to further Review,  
Refinement, and Revision**

**\* DRAFT \***

**2018 Regional Transportation Plan  
Local Revenue Summaries  
Multnomah County**



Year	Fairview	Gresham	Multnomah County	Portland	Port of Portland	Troutdale	Wood Village	Yearly Totals
2018	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2019	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2020	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2021	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2022	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2023	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2024	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2025	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2026	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2027	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
<b>2018 to 2027 Total</b>	<b>\$ 4,950,000</b>	<b>\$ 178,350,000</b>	<b>\$ 72,877,230</b>	<b>\$ 209,250,000</b>	<b>\$ 14,000,000</b>	<b>\$ 13,450,000</b>	<b>\$ 4,512,600</b>	<b>\$ 497,389,830</b>
2028	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2029	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2030	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2031	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2032	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2033	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2034	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2035	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2036	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2037	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2038	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2039	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
2040	\$ 495,000	\$ 17,835,000	\$ 7,287,723	\$ 20,925,000	\$ 1,400,000	\$ 1,345,000	\$ 451,260	\$ 49,738,983
<b>2028 to 2040 Total</b>	<b>\$ 6,435,000</b>	<b>\$ 231,855,000</b>	<b>\$ 94,740,399</b>	<b>\$ 272,025,000</b>	<b>\$ 18,200,000</b>	<b>\$ 17,485,000</b>	<b>\$ 5,866,380</b>	<b>\$ 646,606,779</b>
<b>2018 to 2040 Totals</b>	<b>\$ 11,385,000</b>	<b>\$ 410,205,000</b>	<b>\$ 167,617,629</b>	<b>\$ 481,275,000</b>	<b>\$ 32,200,000</b>	<b>\$ 30,935,000</b>	<b>\$ 10,378,980</b>	<b>\$ 1,143,996,609</b>



**\* DRAFT \***



# Building the future we want

REGIONAL LEADERSHIP FORUM 2

Metro  
September 23, 2016

WELCOME

INCLUSIVE

LET'S GET IN A

CYRENA

GRESHAM

TECH IS GOOD, BUT REMEMBER

HEART!

BIG AND BOLD

COLLECTIVE MENTALITY

IT'S ABOUT CONNECTIVITY...

AND MULTIPLE MODES

SAFE, RELIABLE, AFFORDABLE AND HEALTHY FOR ALL!

WE LIVE OUR LIVES IN A LARGER COMMUNITY

BEAVERTON

PLAN

CHANGE

KEEP THE GHOST OF THE FUTURE IN MIND...

REMAINING CONNECTED IS ESSENTIAL

Regional Leadership Forum 2 | Building the Future We Want | Oregon Convention Center, Portland OR | Sept. 23, 2016

The Metro Council convened MPAC, JPACT and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



Graphic recording of presentations and conversations heard at the Regional Leadership Forum 2, "Building the future we want," held on Sept. 23, 2016, at the Oregon Convention Center, Portland, OR. These illustrations were created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).





Graphic recording created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



