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UPDATED AGENDA – ADJUSTED TIMES

BCC Planning Session
Transportation Systems Plan Update – Emerging Priorities
Wednesday April 3, 2013

- 9:00 – 9:15: Vision and Goals for the Transportation System
- How these were used to develop project priorities
- 9:15 – 9:30: 20 Year Funding Forecast for Capital Projects
- What it includes and what it doesn't include
 - Funding GAP
- 9:30 - 10:00 Emerging Priorities
- Overview of emerging project priorities by project type
- 10:00 – 11:00 Other Key Issues and Next Steps
- Funding Safety Projects
 - Additional work needed on Performance Standards
 - Schedule for remainder of project



CLACKAMAS COUNTY *Update* TRANSPORTATION SYSTEM PLAN



VISION

*Building on the foundation of our existing assets,
we envision a well-maintained and designed transportation system that
provides
safety, flexibility, mobility, accessibility and connectivity for
people, goods and services;
is tailored to our diverse geographies; and
supports future needs and land use plans.*



GOAL 1: SUSTAINABLE

Provide a transportation system that optimizes benefits to the environment, the economy and the community.

OBJECTIVES

1.1: **Reduce energy consumption** associated with transportation:

- 1.1.1 Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails and roadways.
- 1.1.2 Invest in and encourage public transit and connections to transit stops.
- 1.1.3 Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 1.1.4 Encourage the use of alternative-fuel vehicles and more fuel-efficient vehicles.

1.2: **Improve air quality** by reducing transportation-related emissions.

1.3: **Minimize impacts** of the transportation system on streams and water quality.

1.4: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.

1.5: **Stabilize existing sources of transportation revenue** and identify stable, diverse, long-term sources of funding.

1.6: **Support motorized and non-motorized transportation projects** that use public resources cost-effectively.

1.7: **Fix and maintain** the current roadways before adding new roads.



GOAL 2: LOCAL BUSINESSES AND JOBS

Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the county.

OBJECTIVES

- 2.1: Prioritize transportation improvements that help people get to work and help businesses thrive.
- 2.2: Promote efficient movement of people, materials and goods.
- 2.3: Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails, and roadways.
- 2.4: Invest in and encourage public transit and connections to transit stops.
- 2.5: Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 2.6: Improve freight movement.

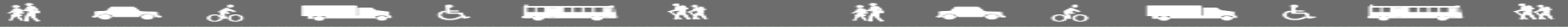


GOAL 3: LIVABLE AND LOCAL

Tailor transportation solutions to suit the diversity of local communities.

OBJECTIVES

- 3.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 3.2: **Improve** Safe Routes to School planning.
- 3.3: **Invest in and encourage** public transit and connections to transit stops.
- 3.4: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 3.5: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 3.6: **Prioritize** transportation improvement projects that help people get to work and help businesses thrive.
- 3.7: **Plan and design roadways** so people can drive, walk, bike or take transit comfortably and include design elements that make the community a better place to be.
- 3.8: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.
- 3.9: **Maintain and enhance connections** to parks, recreational areas and public lands.
- 3.10: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 3.11: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.



GOAL 4: SAFETY AND HEALTH

Promote a transportation system that maintains or improves our safety, health, and security.

OBJECTIVES

- 4.1: **Reduce the number and severity** of vehicle-vehicle, vehicle-bicycle, vehicle-pedestrian and bicycle-pedestrian crashes. Increase safety culture by integrating engineering, education, enforcement, emergency services and evaluation activities.
- 4.2: **Provide a system that supports** fire fighters, ambulances, law enforcement and other emergency response services.
- 4.3: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 4.4: **Invest in and encourage** public transit and connections to transit stops.
- 4.5: **Improve air quality** by reducing transportation-related air emissions including reducing greenhouse gas emissions to target levels.
- 4.6: **Reduce exposure** to transportation-related air emissions.
- 4.7: **Encourage the use of** alternative-fuel vehicles and more fuel efficient vehicles.
- 4.8: **Maintain and enhance** connections to parks, recreational areas and public lands.
- 4.9: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 4.10: **Facilitate access** to daily needs and services.

ABOUT the TRANSPORTATION SYSTEM PLAN VISION, GOALS and OBJECTIVES

The Clackamas County Transportation System Plan Update Project began in 2011 and is expected to be completed before the end of 2013. The intent of the project is to develop policies and identify priority transportation system projects to meet community needs over the next 20 years, and to comply with the State of Oregon Transportation Planning Rule (OAR 660, Division 12) and the Regional Transportation Plan.

The Vision, Goals and Objectives in this document originated from a draft framework created by Clackamas County staff and Commissioners, developed through the hard work and dedication of the TSP Public Advisory Committee, with input from the TSP Technical Advisory Committee and the public. This final version of the Vision, Goals and Objectives was approved by the Public Advisory Committee on February 7, 2012 and affirmed by the Public Advisory Committee on March 6, 2012, to recommend to the Board of County Commissioners.

Once adopted by the Board of County Commissioners, these Vision, Goals and Objectives will guide the work of the TSP Update Project.



GOAL 5: EQUITY

Provide an equitable transportation system.

OBJECTIVES

- 5.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 5.2: **Invest in and encourage** public transit and connections to transit stops.
- 5.3: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 5.4: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 5.5: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.
- 5.6: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 5.7: **Prioritize transportation improvement projects** that help people get to work and help businesses thrive.
- 5.8: **Provide opportunities** for low-income and minority workers and business owners to obtain jobs and contracts created by transportation investments.



GOAL 6: FISCALLY RESPONSIBLE

Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

OBJECTIVES

- 6.1: **Fix and maintain** the current roadways before adding new roads.
- 6.2: **Support transportation projects** that use public resources cost-effectively and efficiently.
- 6.3: **Stabilize existing sources** of transportation revenue and identify stable, diverse, long-term sources of funding.
- 6.4: **Identify and protect** right-of-way for future transportation facilities and services.
- 6.5: **Prioritize projects**, programs, policies that balance safety, reducing traffic congestion and providing travel options.

DRAFT FUNDING FORECAST

Date: October 22, 2012 **Project #:** 11732

To: Public Advisory Committee

From: Project Management Team

Project: Clackamas County Transportation System Plan Update

Subject: Draft Funding Forecast

This memorandum outlines the anticipated funding that will be available for transportation projects in unincorporated Clackamas County between now and 2035. The projections take existing funding sources, historic trends and estimated revenue forecasts into consideration. The focus is on funding sources for unincorporated Clackamas County. However, it should be noted that some of the geographically specific revenue sources are expended in areas that include both unincorporated and incorporated areas.

Since 2001, more than \$321 million has been spent on transportation projects located primarily in unincorporated Clackamas County, as outlined in Attachment A: 2000-2011 Transportation Capital Projects (Completed | In Process) & Funding Sources. This total expenditure includes capital projects that are completed, currently underway or have funds programmed for completion and larger road paving projects. This total does not include general transportation system maintenance activities, such as vegetation control, traffic operations, road shoulder work, roadway treatments, and surface water management; however, the table does outline developer contributions to the capital projects.

Seven basic sources have been used to fund transportation programs and projects in unincorporated Clackamas County:

- Federal revenue
- County Road Fund (which receives funds from the Oregon State Highway Trust Fund)
- Special state revenue programs
- Local governments and other agencies
- Other Revenue Sources - County conditioned, Developer financed improvements
- Transportation System Development Charges (TSDC)
- Urban Renewal (Tax Increment Financing [TIF])

A more complete description of the seven basic funding sources follows on pages 3-12. Some funding sources are restricted to particular areas or types of projects. The estimated levels of funding available through 2035 for transportation system project and programs is lower, on an annual basis, than the funding that was available during the last 12 years because past revenue streams from special state programs, such as OTIA, may not be as readily available in the future.

The estimated total funds available, through 2035, for transportation projects and programs in Clackamas County is approximately \$444 million (See Table 1).

2035 Transportation Funding Forecast Summary

Table 1 summarizes anticipated near- and longer-term transportation funding through year 2035.

Table 1– Near- and Longer-Term Forecast Transportation Funding Estimates

Transportation System Operations & Maintenance Funding Estimates	2035 Forecasts			
	0-5 Years	5-15 Years	16-23 Years	Total 23-Year Forecast
County Road Fund (Oregon State Highway Trust Fund)	\$ 112,645,000	\$ 225,290,000	\$ 202,761,000	\$ 540,696,000
Program Engineering (Contracts, Fees, etc.)	\$ 3,675,000	\$ 7,350,000	\$ 6,615,000	\$ 17,640,000
Program Maintenance (Contracts, Grants, etc.)	\$ 5,860,000	\$ 11,720,000	\$ 10,548,000	\$ 28,128,000
Roadway Operations & Maintenance Programs	\$ (122,180,000)	\$ (244,360,000)	\$ (219,924,000)	\$ (586,464,000)
Program Revenue Less Estimated Operating Expenses* (County Road Fund Remaining for Programs Projects)	\$0.00	\$0.00	\$0.00	\$0.00

* The majority of the County Road Fund will be needed to preserve the existing transportation network over the next 25-years.

Transportation System Program & Project Funding Estimate	2035 Forecasts			
	0-5 Years	5-15 Years	16-23 Years	Total 23-Year Forecast
Countywide Revenue				
Federal Revenue	\$ 26,749,115	\$ 53,498,230	\$ 53,498,230	\$ 133,745,575
Special State Revenue Programs	\$ 25,778,073	\$ 51,556,145	\$ 46,400,531	\$ 123,734,748
Local Government and Other Agencies	\$ 1,705,380	\$ 3,410,760	\$ 3,410,760	\$ 8,526,900
Other Revenue Developer Constructed Improvements	\$ 3,561,845	\$ 7,123,690	\$ 7,123,690	\$ 17,809,225
Total Countywide Revenue, Estimated	\$ 57,794,413	\$ 115,588,825	\$ 110,433,211	\$ 283,816,448
Special District Revenue				
Countywide Area - System Development Charge	\$ 8,431,639	\$ 35,188,463	\$ 57,690,174	\$ 101,310,276
Happy Valley Joint Area - System Development Charge	\$ 314,416	\$ 8,039,774	\$ 15,795,434	\$ 24,149,624
Clackamas Regional Center - Urban Renewal	\$ 17,000,000	\$ 3,000,000	\$ -	\$ 20,000,000
N Clackamas Revitalization Area - Urban Renewal	\$ 2,000,000	\$ 10,000,000	\$ 3,000,000	\$ 15,000,000
Total Special District Revenue, Estimated	\$ 27,746,055	\$ 56,228,237	\$ 76,485,608	\$ 160,459,900
Estimated Total Transportation Project & Program Revenue Available* <i>All Sources</i>	\$ 85,540,467	\$ 171,817,062	\$ 186,918,819	\$ 444,276,348
*Gross Revenue minus Operations & Maintenance				

Attachment A contains detailed information about planned transportation projects completed or in-process with committed funding from 2000 to 2011 and provides the specific funding sources and amounts for each project.

Federal Revenue

There are several forms of federal revenue that have emerged and then diminished over the years. The key programs are described below.

The **Federal Surface Transportation Program (STP)** annually invests more than half a billion dollars in Oregon highway and transit projects. In Clackamas County, Federal STP revenue accounted for 16.7% of the funding for Clackamas County transportation projects since 2001. Examples of this type of federal funding include: grants received through the Metropolitan Transportation Improvement Program (MTIP), Transportation Enhancement Program (TE) the Highway Bridge Program (HBP), and the Hazard Elimination Program (HEP).

Since 2001, the **Secure Rural Schools Act** has provided money to rural communities in national forest areas to compensate for revenue lost because of restrictions on timber harvesting. This has been an important factor in funding transportation improvements. Clackamas County includes these funds in the County Road Fund, and uses them for both capital and maintenance activities. This program was set to terminate in 2012, but Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP 21), a National Transportation Bill, that included a one-time extension. When this act sunsets in FY2015, the program will revert back to the payments from the National Forest Service – based on 25% of the gross receipts generated from the National Forest in Clackamas County, substantially minimizing any future revenues.

Federal gas tax revenue is distributed to local agencies through the State, through Oregon State Highway Fund revenues. Clackamas County includes this revenue in the County Road Fund, and the funds are used for both capital and maintenance. The Federal gas tax of 18.4¢ per gallon of gasoline (24.4¢ per gallon of diesel) has not increased since 1993.

Federal funding has been a significant source for rural and urban transportation projects in the County. Federal funding accounted for 23.1% of the monies spent on transportation projects in the urban portion of Clackamas County since 2001. These funds helped complete projects like the Sunrise Corridor Environmental Impact Statement, sidewalks and bike lanes along Fuller Road, and weather stations that provide information for the Intelligent Transportation System programs. In the rural area 14.8% of the funding for transportation projects came from federal sources. Many bridge and culvert projects were funded through the Federal Highway Bridge Program or Hazard Elimination Program.

Estimated Federal revenue for programs and projects over the next 23 years: \$133.7 million.

COUNTY ROAD FUND (OREGON STATE HIGHWAY TRUST FUND)

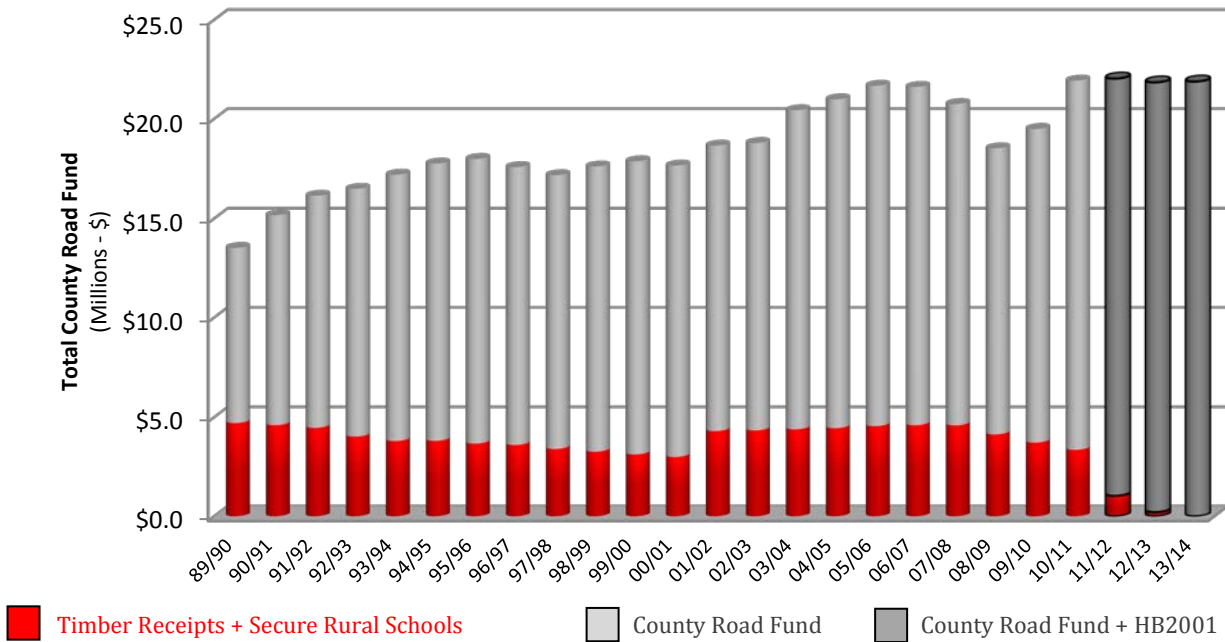
The County Road Fund is made up of funds received through the Oregon State Highway Trust Fund from state and federal gas taxes, weight-mile tax, vehicle registration fees (VRF) and vehicle titling fees. The Oregon Constitution and Oregon Revised Statutes (ORS) require that the Oregon State Highway Trust Fund revenue be used "... for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets..." (including the mandatory minimum 1% annual expenditure on bicycle and pedestrian facilities).

The County Road Fund also includes money received from the Secure Rural Schools program. Since 2001, approximately 17.6% of funding for transportation projects in the rural area and 3.4% of funding for transportation projects in the urban areas came from the Road Fund. Road Fund money is often used as the local contribution (match) for projects funded by federal, state and other local funding programs.

The 2009 State Legislature adopted House Bill 2001, which increased state gas and weight-mile taxes for the first time since 1993. The Road Fund has stabilized due to these increases, but the cost of maintaining and building roadways is also increasing. This means that the purchasing power of the Road Fund will not provide the same level of maintenance or fund as many capital projects in the future. The effectiveness of the Road Fund is further reduced when combined with an increase in fuel efficiency and rising construction costs, without a reduction in the vehicles on the roadway through changing travel behavior (e.g., less driving and increasing use of other travel modes).

Figure 1 illustrates the fluctuations in Road Fund revenues and demonstrates how the projected increase in revenue from House Bill 2001 fills the gap created from the elimination of the Secure Rural Schools program. The majority of the County Road Fund will be needed to preserve the existing transportation network over the next 25-years.

Figure 1 – County Road Fund (Oregon State Highway Trust Fund) Historic Funding and Near-Term Forecast
Note: The increases from HB2001 partially replace the loss of federal timber receipts



No County Road Funds are estimated to be available for transportation programs and projects over next 23 years (these funds will be used exclusively for maintenance activities).

SPECIAL STATE REVENUE PROGRAMS

Special state revenue programs have been a significant funding source for county projects, including bridges, pedestrian ways and bikeways and significant improvements to Sunnyside Road.

These programs, which provide funds for specific projects for limited periods of time, include the Oregon Transportation Investment Act (OTIA) and the Oregon Jobs and Transportation Act (JTA) from ODOT’s State Highway Fund allocation. The American Recovery and Reinvestment Act (ARRA) provided stimulus funding and the ConnectOR program invested in air, rail, marine, and transit infrastructure.

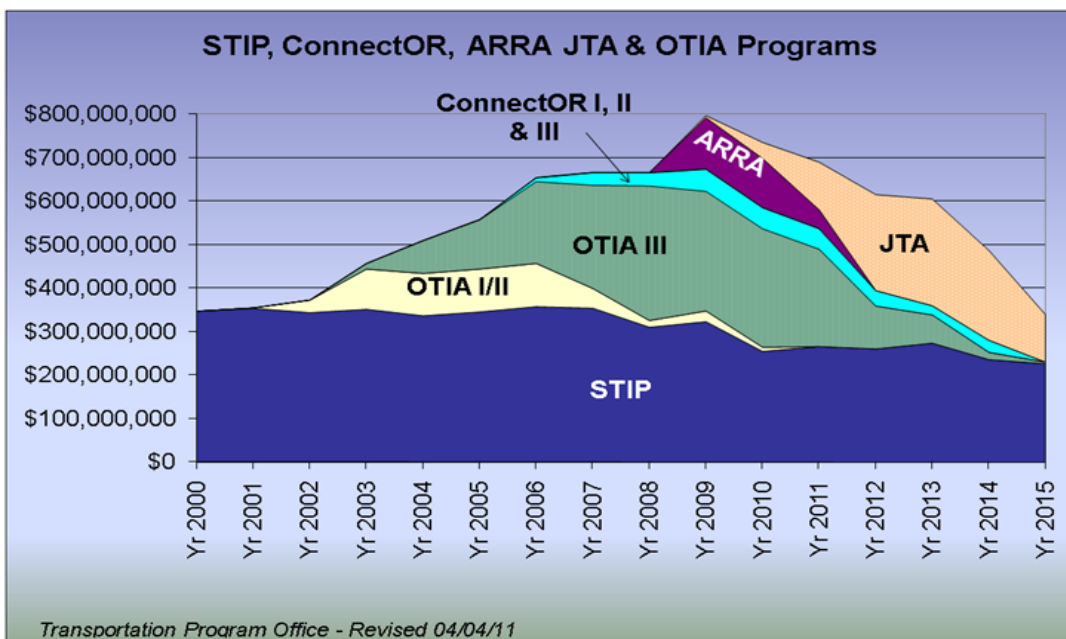
The first **OTIA** legislation focused on improving state, county and city roads and bridges. OTIA II focused on replacing and repairing bridges, and modernizing and preserving local roadways. OTIA III was dedicated to modernization programs. Many bridge projects in Clackamas County benefitted from this program, such as the Mulino Road Bridge, the Stafford Road Bridge, and the Feyrer Park Road Bridge. While there are no active OTIA programs at this time, there is one remaining project

under construction in Clackamas County with OTIA revenue programmed- the Clackamas River Bridge at Carver.

The 2009 State Legislature adopted the **Oregon Jobs and Transportation Act** (House Bill 2001 [JTA]). JTA implements revenue in steps and focuses on three primary elements:

- (1) Accountability, innovation and environmental stewardship;
- (2) Highway, road and street funding, and
- (3) Multi-modal funding.

Much of the revenue from the JTA is dedicated to specific projects and programs. The first phase of improvements in the Sunrise Corridor, currently under design, will be funded by JTA. The funding amounts shown below are statewide transportation funds and only a portion is spent in Clackamas County. Overall state revenues are decreasing because each of the current special state revenue programs are phasing out over the next several years. This means that future state special revenue programs may be minimal because ODOT’s State Highway Fund allocation is committed to debt service for OTIA and JTA bonds, and for highway maintenance. As a result, there is limited state funding for new capital projects through the Statewide Transportation Improvement Program (STIP) which is funded through the Oregon State Highway Trust Fund.



Estimated Special State program and project revenue over the next 23 years: \$123.7 million

LOCAL GOVERNMENTS AND OTHER AGENCIES

Typically, local governments and other agencies (e.g., sanitary districts, incorporated cities) will share in the costs of specific projects or studies that provide transportation benefits to both the County and the other agency (e.g., Holcomb Blvd., Trolley Trail, storm culvert replacement). These revenue sources vary significantly over time because they are based on specific projects and geographic areas. Revenue forecasts are based on the average annual historical funds used for capital transportation projects from 2001 to present (see Attachment A for details).

Estimated program and project revenue over the next 25 years: \$8.5 million

OTHER REVENUE SOURCES - DEVELOPER COUNTY CONDITIONED / DEVELOPER FINANCED IMPROVEMENTS

The final source of transportation funding is related specifically to development projects and associated off-site transportation improvements. This revenue source is tied to two County ordinances:

- Zoning and Development Ordinance (ZDO), which requires frontage improvements; and
- Concurrency Ordinance, which requires private developers to construct transportation capacity and/or safety improvements for the surrounding transportation facilities to function at or above the identified performance standard.
- Developers build more than \$700,000 in transportation improvements each year in Clackamas County;

It is estimated that developers will contribute \$17.8 million in improvements to the transportation system over the next 25-years.

TRANSPORTATION SYSTEM DEVELOPMENT CHARGES (TSDC)

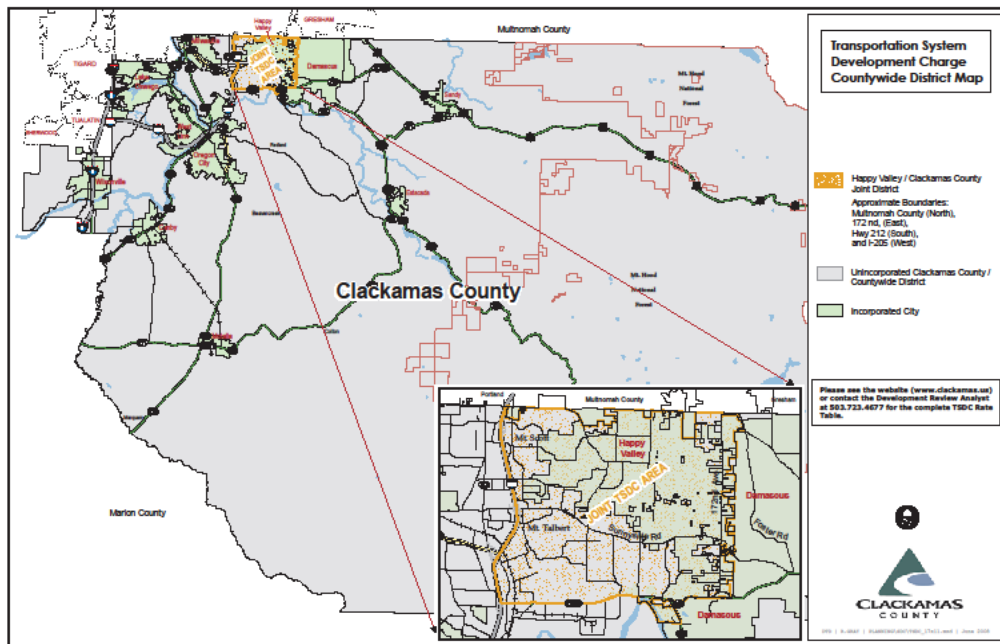
TSDCs are one-time assessments on new development based on the number of vehicle trips the developments are forecast to generate. This equitably spreads the cost of increased capacity road projects to new development because new and expanding existing developments rely on improvements to the road network provided through the County's capital improvement program. These funds are dedicated to projects that increase capacity, may not be used for maintenance, and are restricted to projects on an adopted list within a geographic area.

TSDC money is used to fund capacity improvements, which can include operational efficiencies (e.g., signalization) that increase the number of vehicles accommodated by the system or added lane miles. Currently, TSDC revenue may not be used for multi-modal improvements.

The County has two TSDC districts, one with the City of Happy Valley (Joint Area TSDC) and the other for unincorporated areas of the county (Countywide TSDC). Because the majority of the revenue in both districts is dedicated to debt service in the near-term, the available revenue for future projects is limited. This debt service is in the form of Oregon Transportation Infrastructure Bank (OTIB) loans, which enabled the construction of SE Sunnyside Road (from SE 92nd east to SE 172nd) and SE 172nd Avenue (from Highway 212 north to Sunnyside Road).

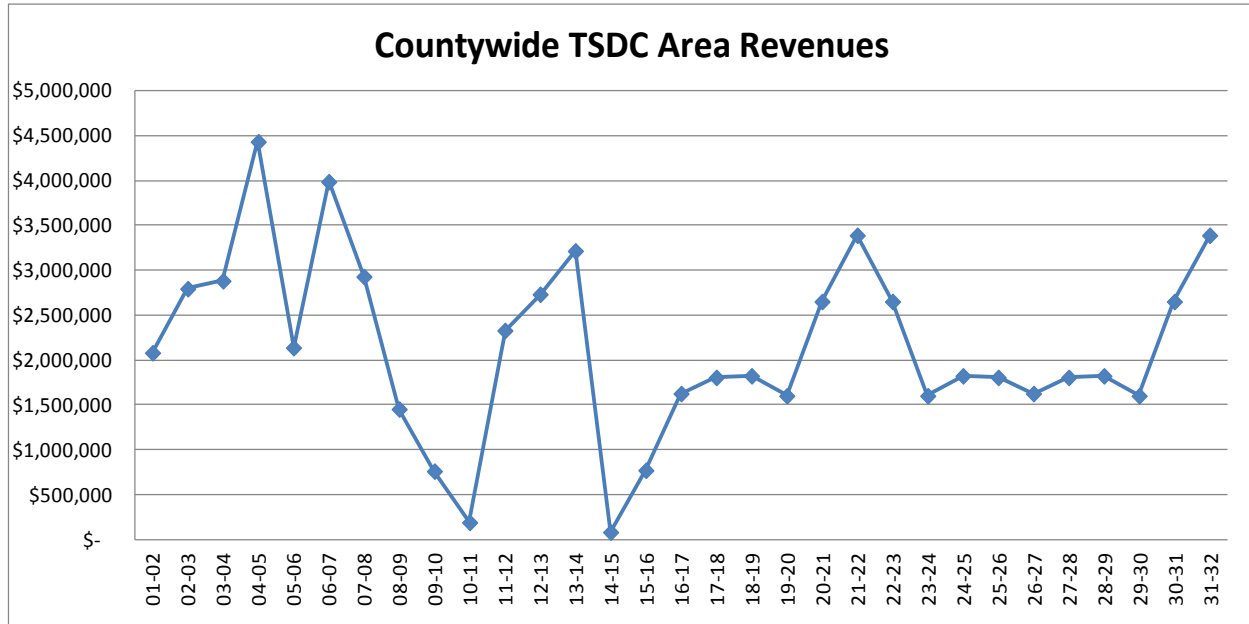
The primary challenge currently facing this funding source is the dramatically slowed rate of development recently. TSDC revenues generally reflect the rate of development and the additional demand placed on the transportation system by new facilities; however, TSDCs are currently estimated to cover an average of only 30% of total capacity-related improvements on the County road network. This can be attributed to the fact that not all added demand comes from new development and the fact that TSDC revenue focuses on funding projects that provide the largest benefit for the revenue, so not every capacity-increasing project makes the eligibility list. Exhibit 1A shows a TSDC Area map showing where the revenues can be spent.

Exhibit 1A – Transportation SDC Area Map (Countywide and Joint Area Locations)



Exhibits 1B and 1C summarize the historical collections and revenue forecasts for TSDC funds, set the baseline for the debt service, and demonstrate revenue that may be available in each fund area.

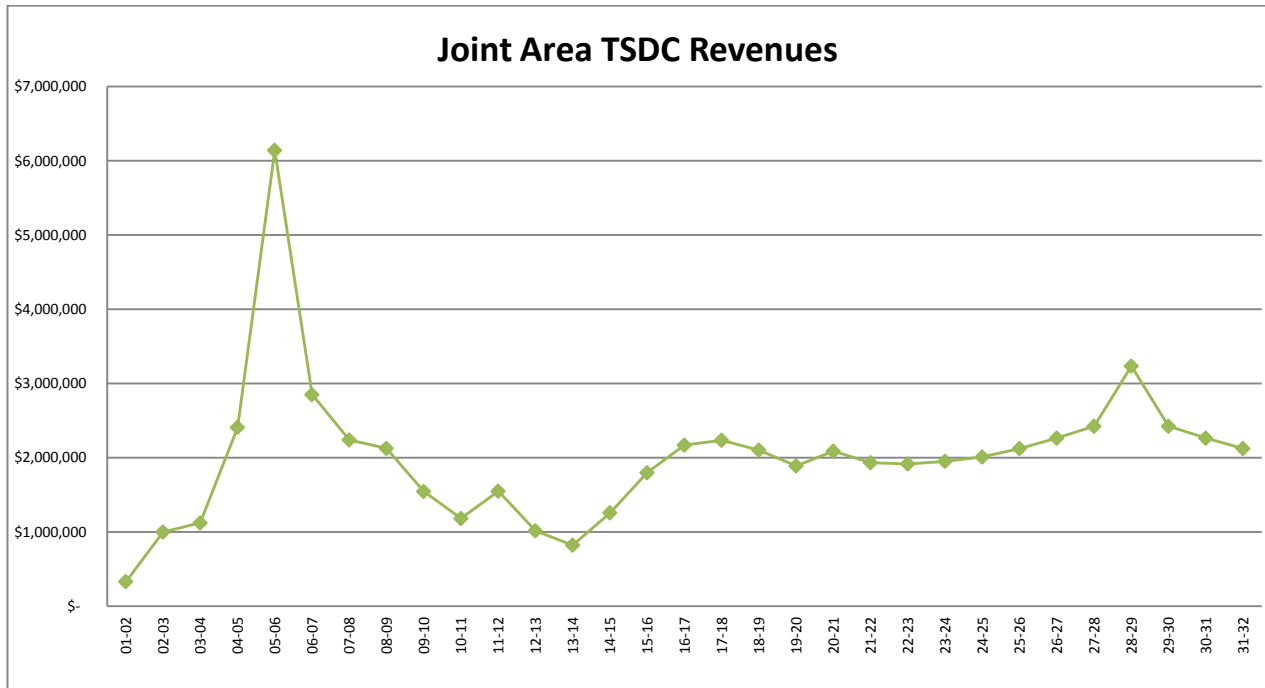
Exhibit 1B – Countywide Transportation SDC Forecast through Fiscal Year 2031-2032



Attachment A shows that the average amount of Countywide Area TSDC revenue used to fund projects within the County from 2000 to 2011 was \$7.2 million, which is significantly higher than the annual collections reflected on Exhibit 1B during this same period. This is because the County was able to identify matching sources for existing TSDC reserves for a variety of Federal, State and local revenue sources (e.g., urban renewal) to support new development. These estimates reflect the amount of revenue needed for debt service as well as the forecast decreasing rate of development.

Estimated \$101.3 million in Countywide SDC funding available for additional road capacity over the next 23 years in the SDC area.

Exhibit 1C– Joint Area Transportation SDC Forecast through Fiscal Year 2031-2032



Estimated \$24.1 million in Joint County / Happy Valley Area SDC funding available for additional road capacity over the next 23 years within the SDC area.

The TSDC methodology will need to be updated to reflect the revised TSP policies, strategies and projects. The County may want to explore policies and strategies that will:

- Encourage and facilitate balanced development;
- Help fund transportation projects and generate jobs, and
- Increase the revenue available for transportation improvements.

TSDC Funds are only available for capacity increasing projects in the individual collection areas.

URBAN RENEWAL (TAX INCREMENT FINANCING [TIF])

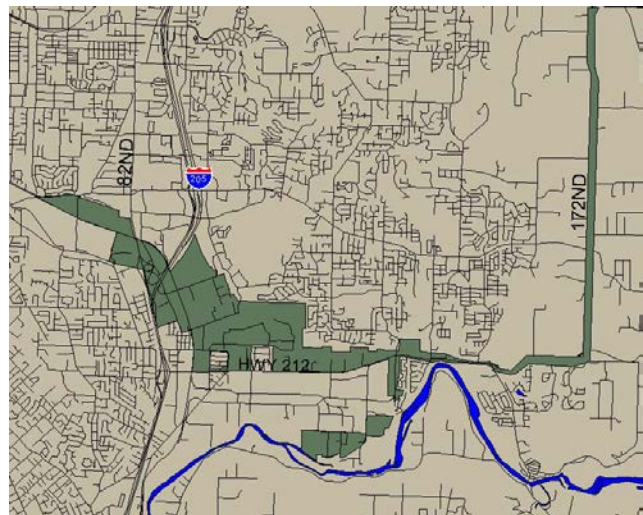
Urban renewal raises money for public improvements through Tax Increment Financing (TIF) in blighted areas. Local investments focus on creating jobs, helping businesses, improving communities and increasing the tax base to result in long-term financial stability for local service providers and property owners. Funding from urban renewal districts is customized to meet the needs of the urban renewal area.

Expenditures are restricted to making improvements within the geographic limits of the district and focus on funding infrastructure consistent with the adopted urban renewal plan. Urban renewal frequently provides matching funds for money from federal, state, regional and local sources.

There are four Clackamas County urban renewal districts; only two are forecasted to invest further revenue in transportation projects over the next 20-years. Levies in two of the districts have already terminated and a third levy is scheduled to terminate in 2013. Once a levy is terminated, no more money is collected in the district and any remaining funds are used for planned projects within the district. Maps and a brief description of the four districts are shown below.

Clackamas Industrial Area:

- Levy terminated in 2006
- Predominantly industrial (e.g., manufacturing, warehousing and distribution)
- Approximately \$25 million in property dedications will be transferred to ODOT in next 20-years for the Sunrise System JTA
- ***No funds remaining***

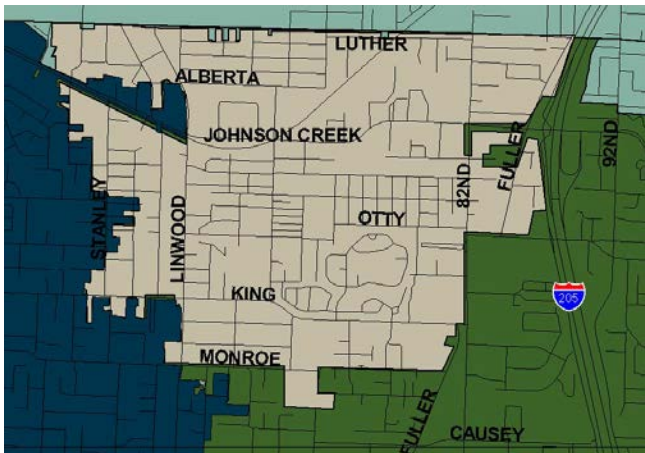
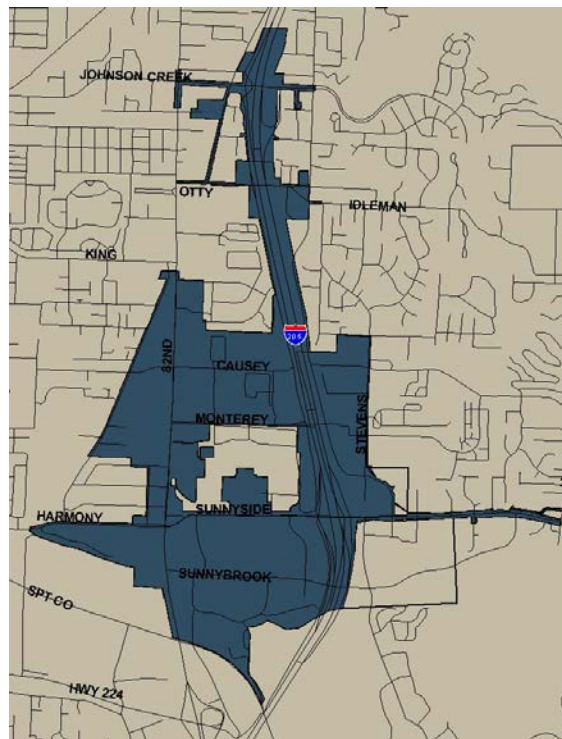


Government Camp Village Revitalization Area:

- Levy terminated in 2009
- Generally recreation and residential with some commercial uses
- ***No funds remaining***

Clackamas Town Center Area:

- Levy scheduled to terminate in June 2013
- Predominantly commercial with office and multifamily residential
- *Estimated \$20 million remaining will be spent on transportation, community and development improvements over the next 20 years*



North Clackamas Revitalization Area:

- Formed in 2006 with 15 to 20 years of funds collection remaining
- Primarily affordable residential neighborhoods bounded by industrial and commercial uses
- *An estimated \$15 million will be directed to transportation improvements over the next 20-years*

As noted, and depicted on the maps above, urban renewal funds must be used within the respective district. Each district has a plan that outlines projects, programs, funding sources, timelines and district boundaries. County Ballot Measure 3-386, approved by voters in November 2011, requires countywide voter approval to create an urban renewal district or make a "substantial change" to a current urban renewal district.

Estimated Urban Renewal program and project revenue over the next 23 years: \$35 million
These Funds are only available for projects in the individual Urban Renewal Areas.

ATTACHMENTS

Attachment A: 2000-2011 Transportation Capital Projects (Completed | In-Process) & Funding Sources

2000 to 2011 - TSP Projects Completed or In Process (Jan 18, 2012 version)													* when project years is highlighted in yellow, it is a project currently underway and the cost is an estimated cost.	
Urban / Rural	2000 TSP MAP #	PROJECT	SECTION	DESCRIPTION	Completed	Cost	FEDERAL REVENUE	STATE REVENUE	OTHER REVENUE SOURCES	LOCAL GOVT & OTHER AGENCIES	ROAD FUND	SYSTEM DEVELOPMENT CHARGES	TAX INCREMENT FINANCING	
Bike / Pedestrian Projects														
Rural	N/A	13th Avenue (Canby)	Teakwood to Molalla Forest Road	Bike lanes	2007	\$ 318,575	\$ -	\$ -	\$ -	\$ -	\$ 318,575	\$ -	\$ -	
Rural	N/A	Leroy Avenue	Leroy Avenue	Sidewalk construction	2007	\$ 670,115	\$ 445,112	\$ -	\$ -	\$ -	\$ 225,002	\$ -	\$ -	
Urban	96	Roots Road/McKinley Road	I-205 to Webster Road	Reconstruct and widen	2003	\$ 543,836	\$ -	\$ 50,000	\$ -	\$ 100,000	\$ 393,836	\$ -	\$ -	
Urban	26	Fuller Road	King Road to Harmony Road	Add bike lanes and sidewalks	2006	\$ 850,823	\$ 611,326	\$ -	\$ -	\$ 3,050	\$ 236,447	\$ -	\$ -	
Urban	N/A	92nd Avenue	Johnson Creek Blvd to County Line	Bike lanes	2007	\$ 586,693	\$ -	\$ -	\$ -	\$ 103,814	\$ 482,879	\$ -	\$ -	
Urban	N/A	Mather Road	Cranberry Lp to Lawnfield	Complete sidewalk on north side	2005	\$ 63,719	\$ -	\$ -	\$ -	\$ 20,500	\$ 43,219	\$ -	\$ -	
Urban	N/A	Johnson Creek Boulevard	JCB/Bell Avenue Intersection	Bike crossing signal	2012	\$ 84,062	\$ -	\$ -	\$ -	\$ -	\$ 84,062	\$ -	\$ -	
Urban	71, 71	SE 122nd Avenue; SE 132nd Avenue	Sunnyside Road to Hubbard Road	Reconstruct and widen, add turn lanes ;Upgrade to standards, add sidewalks	2013	\$ 837,000	\$ -	\$ 819,000	\$ -	\$ -	\$ 18,000	\$ -	\$ -	
Urban	143	Holcomb Blvd.	Abernethy Road to Bradley Road	Reconstruct and widen	2010	\$ 780,976	\$ -	\$ -	\$ -	\$ 346,453	\$ 307,630	\$ 126,893	\$ -	
Urban	N/A	Holcomb Blvd.	Redland Rd to Front Ave	Construct 6' pedestrian and bike paths	2008	\$ 111,493	\$ -	\$ -	\$ -	\$ -	\$ 111,493	\$ -	\$ -	
Bike / Pedestrian Project Subtotal					1.5%	\$ 4,847,292	\$ 1,056,439	\$ 869,000	\$ -	\$ 573,817	\$ 2,221,143	\$ 126,893	\$ -	
Bridge / Culvert Replacement Projects														
Rural	N/A	Lolo Pass Road	Bridge (Zigzag River)		2007	\$ 2,836,196	\$ 2,253,907	\$ 473	\$ -	\$ -	\$ 581,817	\$ -	\$ -	
Rural	281	Graves Road (6562)	Bridge	Reconstruct and widen to 32 feet	2005	\$ 927,374	\$ -	\$ 897,374	\$ -	\$ 30,000	\$ -	\$ -	\$ -	
Rural	N/A	Dickey Prairie Road (6554)	Bridge (N Fork Molalla River)	Bridge replacement	2012	\$ 2,900,310	\$ -	\$ 2,895,134	\$ -	\$ -	\$ 5,176	\$ -	\$ -	
Rural	N/A	Eagle Creek Road	Bridge (Eagle Creek)	Emergency bridge repair	2003	\$ 215,870	\$ -	\$ -	\$ -	\$ -	\$ 215,870	\$ -	\$ -	
Rural	N/A	Lolo Pass Road	Bridge (Bear Creek)	Replace 2 failing culverts with single span bridge	2004	\$ 1,295,610	\$ 892,500	\$ -	\$ -	\$ -	\$ 403,110	\$ -	\$ -	
Rural	N/A	Beavercreek Road	Culvert (Buckner Creek)	Replace 2 failing culverts with bridge	2006	\$ 713,121	\$ -	\$ -	\$ -	\$ -	\$ 713,121	\$ -	\$ -	
Rural	N/A	Advance Road	Culvert (Newland Creek)	Replace culvert	2011	\$ 228,335	\$ -	\$ -	\$ -	\$ -	\$ 228,335	\$ -	\$ -	
Rural	225	Arrah Wanna (6572)	Bridge	Reconstruct and widen to 32 feet	2012	\$ 2,449,251	\$ 2,084,930	\$ -	\$ -	\$ -	\$ 364,322	\$ -	\$ -	
Rural	304	Dhooghe Road (6541)	Bridge	Reconstruct and widen to 32 feet	2007	\$ 1,034,575	\$ -	\$ 1,034,575	\$ -	\$ -	\$ -	\$ -	\$ -	
Rural	N/A	Mulino Road (6511)	Bridge (Milk Creek)	Reconstruct and widen	2007	\$ 1,958,153	\$ -	\$ 1,958,153	\$ -	\$ -	\$ -	\$ -	\$ -	
Rural	N/A	Feyrer Park Road (605)	Bridge (Molalla River)	Reconstruct and widen	2008	\$ 3,250,625	\$ -	\$ 3,250,625	\$ -	\$ -	\$ -	\$ -	\$ -	
Rural	221	Ten Eyck Bridge (6570)	Bridge	Reconstruct and widen to 32 feet	2010	\$ 4,357,056	\$ -	\$ 4,357,056	\$ -	\$ -	\$ -	\$ -	\$ -	
Rural	119	Stafford Road (2567)	Bridge	Reconstruct and widen to 50 feet	2012	\$ 10,095,510	\$ -	\$ 7,179,138	\$ 3,717	\$ -	\$ 41,749	\$ 2,870,906	\$ -	
Rural	N/A	Borland Road (6507)	Bridge (Tualatin River)	Bridge replacement	2012	\$ 6,245,594	\$ -	\$ 6,245,594	\$ -	\$ -	\$ -	\$ -	\$ -	
Rural	N/A	Cramer Road	Culvert (Creamery Creek)	Replace culvert	2007	\$ 79,712	\$ -	\$ -	\$ -	\$ -	\$ 79,712	\$ -	\$ -	
Rural	N/A	Thomas Road	Bridge (Rock Creek Trib)	Bridge replacement	2007	\$ 5,122	\$ -	\$ -	\$ -	\$ -	\$ 5,122	\$ -	\$ -	
Rural	N/A	Welches Road	Culvert (Wee Burn Creek)	Replace culvert	2005	\$ 235,283	\$ 85,000	\$ -	\$ -	\$ -	\$ 150,283	\$ -	\$ -	
Rural	226	Elk Park Road (6574)	Bridge	Reconstruct and widen to 32 feet	2015	\$ 2,863,819	\$ 2,337,070	\$ -	\$ -	\$ -	\$ 526,749	\$ -	\$ -	
Rural	N/A	Marmot Road	Culvert (West Creek)	Replace culvert	2007	\$ 254,585	\$ 83,545	\$ -	\$ -	\$ -	\$ 171,040	\$ -	\$ -	
Rural	N/A	Mattoon Road	Bridge (Spring Creek)	Replace culvert with 30' bridge	2011	\$ 660,368	\$ -	\$ -	\$ 250	\$ 158,221	\$ 501,896	\$ -	\$ -	
Rural	N/A	Schneider Road	Culvert (MP 1.69)	Replace culvert	2009	\$ 247,752	\$ -	\$ 209,636	\$ -	\$ -	\$ 38,116	\$ -	\$ -	
Rural	N/A	Elisha Road	Culvert (Dove Creek MP 2.74)	Design and acquire right of way for the replacement of culvert.	2012	\$ 304,024	\$ -	\$ -	\$ -	\$ -	\$ 304,024	\$ -	\$ -	
Rural	N/A	Kleinsmith Road	Culvert (Bear Creek)	Replace culvert	2011	\$ 355,710	\$ 94,000	\$ 145,330	\$ -	\$ -	\$ 116,380	\$ -	\$ -	
Rural	N/A	Bull Run Road	Bridge (Bull Run River)	Bridge rehabilitation	2008	\$ 386,285	\$ -	\$ 175,864	\$ -	\$ -	\$ 210,421	\$ -	\$ -	
Rural	N/A	Porter Road	Culvert (Delph Creek)	Replace culvert	2012	\$ 465,643	\$ 142,156	\$ 61,860	\$ -	\$ -	\$ 261,627	\$ -	\$ -	
Rural	N/A	Ten Eyck Road	Bridge (Cedar Creek MP 2.58)	Replace bridge	2012	\$ 1,572,617	\$ 1,416,473	\$ 150,510	\$ -	\$ -	\$ 5,634	\$ -	\$ -	
Rural	N/A	Zimmerman Road	Culvert (Gut Creek)	Replace culvert	2011	\$ 252,894	\$ -	\$ 250,499	\$ -	\$ -	\$ 2,395	\$ -	\$ -	
Rural	290	Whiskey Hill Road (1559)	Bridge	Reconstruct and widen to 32 feet	2014	\$ 1,000,000	\$ 897,301	\$ -	\$ -	\$ -	\$ 102,700	\$ -	\$ -	

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Urban / Rural	2000 TSP MAP #	PROJECT	SECTION	DESCRIPTION	Completed	Cost	FEDERAL REVENUE	STATE REVENUE	OTHER REVENUE SOURCES	LOCAL GOVT & OTHER AGENCIES	ROAD FUND	SYSTEM DEVELOPMENT CHARGES	TAX INCREMENT FINANCING
Rural		Wilhoit Road	Bridge (Rock Creek)	Bridge replacement	2011	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ -
Rural	293	Barlow Road	Bridge (Rock Creek)	Scour protection and streambank stabilization	2011	\$ 825,000	\$ -	\$ -	\$ -	\$ -	\$ 825,000	\$ -	\$ -
Rural	229	Multorpor Overpass	Loop Rd to Frontage Rd	Overpass replacement	2008	\$ 6,151,094	\$ 2,169,500	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 2,381,595
Rural	N/A	Anglesley Road	Bridge (Clear Creek)	Emergency bridge repair	2007	\$ 105,344	\$ -	\$ -	\$ -	\$ -	\$ 105,344	\$ -	\$ -
Urban	135	Springwater Road (1446)	Bridge	Reconstruct and widen bridge to (5) lanes (74 feet)	2013	\$ 13,927,077	\$ -	\$ 10,678,123	\$ 342,333	\$ 50,543	\$ -	\$ 2,856,077	\$ -
Urban	3	Johnson Creek Bridge (6135)	Bridge (6135)	Reconstruct and widen bridge to (5) lanes (74 ft)	2009	\$ 3,184,566	\$ -	\$ 3,158,805	\$ -	\$ 25,762	\$ -	\$ -	\$ -
Bridge / Culvert Replacement Project Subtotal					22.5%	\$ 72,184,474	\$ 12,456,381	\$ 42,648,748	\$ 346,300	\$ 264,526	\$ 6,759,942	\$ 7,326,983	\$ 2,381,595
Inersection Projects													
Rural	127	Stafford Road	Stafford/Mountain intersection	Install traffic signal and southbound left-turn lane	2011	\$ 1,564,689	\$ 1,221,164	\$ -	\$ -	\$ -	\$ 199,218	\$ 144,308	\$ -
Urban	86	Oatfield Road	Oatfield Road/Roethe Road intersection	Install signal and left-turn lanes, improve approach grade on Roethe Road	2004	\$ 1,020,286	\$ -	\$ -	\$ -	\$ -	\$ 480,286	\$ 540,000	\$ -
Intersection Project Subtotal					0.8%	\$ 2,584,975	\$ 1,221,164	\$ -	\$ -	\$ -	\$ 679,503	\$ 684,308	\$ -
ITS Projects													
Urban	N/A	CCTV Camera Project	Johnson Creek Blvd	Install CCTV Cameras	2006	\$ 64,219	\$ -	\$ -	\$ -	\$ -	\$ 64,219	\$ -	\$ -
Urban	N/A	ITS - Weather Stations	Johnson Creek Blvd, Idleman, Wally Rd	Install weather stations	2007	\$ 195,399	\$ -	\$ -	\$ -	\$ -	\$ 195,399	\$ -	\$ -
Urban	35	Harmony Road	Linwood Avenue to 82nd Avenue	ITS and pedestrian improvements	2013	\$ 1,685,408	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 32,666	\$ -	\$ 152,742
Urban	N/A	DSB Fiber Connection	DSB & TOC Design	Fiber connection to DSB	2009	\$ 502,637	\$ -	\$ -	\$ -	\$ 385,225	\$ 117,412	\$ -	\$ -
Urban	N/A	Intelligent Transportation System	ITS Implementation	CCTV, Fiber Optic connections, weather stations	2009	\$ 1,696,383	\$ 1,192,992	\$ -	\$ -	\$ -	\$ 503,391	\$ -	\$ -
ITS Project Subtotal					1.3%	\$ 4,144,045	\$ 2,692,992	\$ -	\$ -	\$ 385,225	\$ 913,086	\$ -	\$ 152,742
Light Rail Project Match													
Urban	N/A	South Corridor Transit ways	Gateway to Clackamas Town Center	Light Rail Local Match	2009	\$ 36,477,895	\$ -	\$ -	\$ -	\$ 299,286	\$ -	\$ -	\$ 36,178,610
Light Rail Project Match Subtotal					11.4%	\$ 36,477,895	\$ -	\$ -	\$ -	\$ 299,286	\$ -	\$ -	\$ 36,178,610
Other Projects													
Urban	N/A	Holly Lane	Bridge	Bridge painting	2011	\$ 319,945	\$ -	\$ -	\$ -	\$ -	\$ 319,945	\$ -	\$ -
Urban	N/A	King Road	King Rd/Bell Ave Intersection	Signal repair	2012	\$ 155,806	\$ -	\$ -	\$ -	\$ -	\$ 155,806	\$ -	\$ -
Urban	N/A	Springwater Road	Springwater Rd/Hwy 224 Intersection	Temporary signal	2012	\$ 396,468	\$ -	\$ 396,468	\$ -	\$ -	\$ -	\$ -	\$ -
Urban	N/A	Clackamette Cove	Clackamette Cove	Clackamette Cove Dredging	2009	\$ 63,295	\$ -	\$ -	\$ -	\$ 56,135	\$ 7,160	\$ -	\$ -
Rural	257	Wilsonville Road	Wilsonville/Ladd Hill Road intersection	Construct new railroad crossing	2011	\$ 101,366	\$ -	\$ -	\$ -	\$ -	\$ 74,366	\$ 27,000	\$ -
Rural	N/A	Bakers Ferry Road	Bridge (Clackamas River)	Bridge painting	2009	\$ 492,812	\$ -	\$ 492,812	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Firwood Road	Curve Improvement	Widen and add guardrail	2009	\$ 123,274	\$ -	\$ 123,274	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Cherryville Road	Cherryville Rd & Brightwood Loop	Guardrail replacement	2005	\$ 90,929	\$ -	\$ -	\$ -	\$ -	\$ 90,929	\$ -	\$ -
Rural	N/A	Petes Mountain Road	Willamette Falls Road to Schaeffer Road	Guardrail installation	2010	\$ 41,288	\$ -	\$ -	\$ -	\$ -	\$ 41,288	\$ -	\$ -
Other Project Subtotal					0.6%	\$ 1,785,182	\$ -	\$ 1,012,553	\$ -	\$ 56,135	\$ 689,494	\$ 27,000	\$ -
Project Design													
Rural	N/A	Henrici Road	500' W of Athens Drive	Stormwater redesign	2012	\$ 440,932	\$ 397,695	\$ -	\$ -	\$ -	\$ 43,237	\$ -	\$ -
Rural	267	Arndt Road	Knights Bridge to 99E	New (5) lane road	2006	\$ 124,173	\$ -	\$ 87,189	\$ -	\$ -	\$ -	\$ 36,984	\$ -
Urban	101	Industrial Way	Lawnfield Road to Mather Road	New (3) lane collector	2012	\$ 382,992	\$ -	\$ 370,000	\$ -	\$ -	\$ 12,992	\$ -	\$ -
Urban	N/A	Tolbert Road	Tolbert Rd/Industrial Way Intersection	Overpass and connection of Tolbert/82nd Drive	2014	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Urban	N/A	Lawnfield Rd	98th Ct to 97th Ave	Design roadway improvements	2012	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
Project Design Subtotal					1.2%	\$ 3,848,096	\$ 397,695	\$ 2,457,189	\$ -	\$ -	\$ 56,228	\$ 36,984	\$ 900,000
Project Planning													
Rural	N/A	Wright Road	Bridge (Woodcock Creek)	Flood study	2008	\$ 37,845	\$ -	\$ -	\$ -	\$ -	\$ 37,845	\$ -	\$ -
Urban	15	West Collector (79th)	Johnson Creek Blvd. to King Road	Construct new collector	2008	\$ 17,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,170
Urban	N/A	Sunrise Corridor EIS &	Sunrise Corridor in Clackamas	Environmental Impact Statement and	2011	\$ 7,624,604	\$ 5,852,778	\$ 909,000	\$ -	\$ -	\$ -	\$ -	\$ 862,825

2000 to 2011 - TSP Projects Completed or In Process (Jan 18, 2012 version)					* when project years is highlighted in yellow, it is a project currently underway and the cost is an estimated cost.								
Urban / Rural	2000 TSP MAP #	PROJECT	SECTION	DESCRIPTION	Completed	Cost	FEDERAL REVENUE	STATE REVENUE	OTHER REVENUE SOURCES	LOCAL GOVT & OTHER AGENCIES	ROAD FUND	SYSTEM DEVELOPMENT CHARGES	TAX INCREMENT FINANCING
Urban	65	SE 172nd Avenue	Sunnyside Road to Multnomah County Line	Four lane widening with left-turn lanes, ext. of 172nd Ave to Hwy 214	2012	\$ 1,808,645	\$ 1,563,186	\$ -	\$ 15,978	\$ -	\$ -	\$ 229,481	\$ -
Urban	35	Harmony Road	82nd Avenue - Highway 224	Widen to (5) lanes	2009	\$ 1,823,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,823,376	\$ -
Urban	28	Causey Avenue	Extend Causey over I-205 to Frontage Road	Construct (3) lane overpass to Frontage Road	2007	\$ 35,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,755	\$ -
Project Planning Subtotal					3.5%	\$ 11,347,395	\$ 7,415,964	\$ 909,000	\$ 15,978	\$ -	\$ 37,845	\$ 2,088,612	\$ 879,995
Reconstruction Projects													
Rural	298	Toliver Road	Between Highway 213 and Molalla Avenue	Install traffic signal, curb and sidewalk, widen and pave	2002	\$ 191,872	\$ 162,897	\$ -	\$ -	\$ -	\$ 28,975	\$ -	\$ -
Rural	N/A	242nd Avenue	at Borges Road	Widen and modify curve	2006	\$ 717,835	\$ -	\$ -	\$ -	\$ -	\$ 717,835	\$ -	\$ -
Rural	209	SE 282nd Avenue	282nd/Stone intersection	Add turn lanes	2008	\$ 242,445	\$ -	\$ -	\$ -	\$ -	\$ 242,445	\$ -	\$ -
Rural	N/A	McCabe/Music Camp Paving	Sandy area		2007	\$ 1,567,215	\$ 438,462	\$ -	\$ -	\$ -	\$ 1,128,753	\$ -	\$ -
Rural	N/A	Barlow Road	Barlow Road/Zimmerman Rd Intersection	Remove or decrease horizontal curves, widen lanes and shoulders to County standards	2013	\$ 1,358,842	\$ 1,217,628	\$ -	\$ -	\$ -	\$ 141,214	\$ -	\$ -
Rural	N/A	Stafford Road	Advance Rd to Rosemont Rd	Paving overlay	2011	\$ 1,180,094	\$ -	\$ -	\$ -	\$ -	\$ 1,180,094	\$ -	\$ -
Rural	N/A	Childs Road	Stafford Rd to Lake Oswego limits	Paving overlay	2011	\$ 527,004	\$ -	\$ -	\$ -	\$ -	\$ 527,004	\$ -	\$ -
Rural	265	Arndt Road	Barlow Road to Knights Bridge Road	Remove or decrease horizontal curves, widen lanes and shoulders to County standards	2003	\$ 681,388	\$ -	\$ 498,518	\$ -	\$ -	\$ -	\$ 182,870	\$ -
Rural	N/A	Clackamas River Drive	Clackamas River Drive	Slide repair	2006	\$ 504,090	\$ -	\$ -	\$ -	\$ -	\$ 504,090	\$ -	\$ -
Rural	N/A	Gronlund Road	Gronlund Road	Slide repair	2006	\$ 94,367	\$ -	\$ -	\$ -	\$ -	\$ 94,367	\$ -	\$ -
Urban	N/A	Addie Street	Hull Ave to Jennings Ave	Street & drainage improvements	2003	\$ 359,468	\$ 250,000	\$ -	\$ -	\$ -	\$ 109,468	\$ -	\$ -
Urban	N/A	Schroeder Avenue	Courtney Ave to end	Street & drainage improvements	2004	\$ 258,636	\$ 250,000	\$ -	\$ -	\$ -	\$ 8,636	\$ -	\$ -
Urban	N/A	Chestnut Street	Woodland Way to Linden Lane	Street & drainage improvements	2003	\$ 381,458	\$ 248,000	\$ -	\$ -	\$ -	\$ 133,458	\$ -	\$ -
Urban	N/A	Amherst Street	98th to 102nd (N of OR212)	Pave shoulder, add curbs, adjust storm drainage	2006	\$ 613,911	\$ 122,000	\$ -	\$ -	\$ 104,649	\$ 387,262	\$ -	\$ -
Urban	N/A	Park Avenue	River Road to Hwy 99E	Pave road and add drainage improvements	2006	\$ 1,220,549	\$ 340,000	\$ -	\$ -	\$ 184,265	\$ 696,284	\$ -	\$ -
Urban	N/A	Evelyn Street	Evelyn St/Jennifer St Intersection	Intersection realignment	2013	\$ 938,447	\$ -	\$ -	\$ -	\$ -	\$ 140,660	\$ 797,787	\$ -
Urban	N/A	Kellogg Drive	Kellogg Drive and Rusk Road	Intersection improvement - sight distance	2006	\$ 299,465	\$ -	\$ -	\$ -	\$ 17,012	\$ 282,453	\$ -	\$ -
Urban	N/A	Harmony Road/Lake Road Paving	SE Milwaukie	Overlay paving Harmony Rd/Lake Rd/Pheasant Ct/Frontage Rd/Rusk Rd	2006	\$ 559,445	\$ -	\$ -	\$ -	\$ -	\$ 559,445	\$ -	\$ -
Urban	N/A	Stevens Road	Hillcrest Road to Monterey Avenue	Overlay paving and 36" stormline replacement	2006	\$ 265,395	\$ -	\$ -	\$ -	\$ 108,255	\$ 157,139	\$ -	\$ -
Urban	N/A	Linwood Avenue	Linwood/King intersection	Replace unstable traffic pole/mast arm	2008	\$ 217,496	\$ -	\$ -	\$ -	\$ -	\$ 217,496	\$ -	\$ -
Urban	N/A	Monterey Avenue	Causey/William Otty to Stevens	Reconstruction and final paving	2009	\$ 338,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 338,048	\$ -
Urban	N/A	Sunnyside Road	82nd Avenue to I-205	Paving and video detection upgrade	2011	\$ 1,388,841	\$ 1,200,468	\$ -	\$ -	\$ -	\$ 188,372	\$ -	\$ -
Urban	N/A	King Road	82nd Avenue to Wichita	Paving	2011	\$ 665,831	\$ 571,967	\$ -	\$ -	\$ -	\$ 93,864	\$ -	\$ -
Urban	N/A	Beavercreek Road	Marjorie Road to Henrici Road	Paving overlay	2011	\$ 1,603,290	\$ -	\$ 693,913	\$ -	\$ -	\$ 909,377	\$ -	\$ -
Urban	N/A	82nd Drive	Hwy 212 to Lawnfield	Paving overlay	2011	\$ 448,919	\$ -	\$ -	\$ -	\$ -	\$ 448,919	\$ -	\$ -
Urban	N/A	King Road	Wichita Ave to Hollywood Ave	Paving overlay	2011	\$ 73,522	\$ -	\$ -	\$ -	\$ -	\$ 73,522	\$ -	\$ -
Urban	76	SE 152nd Avenue Phase 1	Right angle curves	Realign curves to collector standards	2004	\$ 640,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,712	\$ -
Urban	166	Eckert Lane	Extend Eckert Lane to Andregg Parkway	New two lane collector	2005	\$ 247,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,963	\$ -
Reconstruction Project Subtotal					5.5%	\$ 17,586,549	\$ 4,801,423	\$ 1,192,431	\$ -	\$ 414,181	\$ 8,971,134	\$ 2,207,380	\$ -
Road Capacity Projects													
Rural	114	Stafford Road	Stafford/Rosemont Road intersection	Install traffic signal, southbound turn lane and northbound turn lane	2005	\$ 1,486,842	\$ 450,270	\$ -	\$ -	\$ 246,790	\$ 459,691	\$ 330,091	\$ -
Rural	120	Stafford Road	Stafford/Borland intersection	Install traffic signal and left-turn lanes on all approaches	2010	\$ 5,002,322	\$ -	\$ -	\$ 1,543,571	\$ -	\$ -	\$ 3,458,751	\$ -
Urban	58	Sunnybrook extension east	97th Avenue to Sunnyside at 108th Avenue	New (5) lane arterial	2005	\$ 16,900,000	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,900,000

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Urban	59	Sunnyside Road Phase 1	Stevens to 122nd Avenue	Widen to (5) lanes, with bridge	2004	\$ 26,183,728	\$ 5,611,252	\$ -	\$ -	\$ -	\$ -	\$ 5,536,252	\$ 15,036,224
Urban	106	Jennifer/135th	130th-135th and Jennifer-Highway 212	Two lane extension and reconstruction of 135th	2004	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Urban	N/A	139th Avenue	S of Sunnyside Avenue	Park access	2007	\$ 515,279	\$ -	\$ -	\$ -	\$ -	\$ 515,279	\$ -	\$ -
Urban	31	Monterey Avenue	82nd Avenue to 92nd Avenue	Widen to (3) lanes with parking to main street standards	2009	\$ 4,557,860	\$ -	\$ -	\$ 294,981	\$ 27,070	\$ -	\$ -	\$ 4,235,810
Urban	36	Sunnybrook Rd extension (W)	82nd Avenue to Harmony Road	Extend as a minor arterial		\$ 10,557,643	\$ -	\$ -	\$ 193,415	\$ -	\$ -	\$ -	\$ 10,364,229
Urban	102, 105	SE 98th Avenue , 102nd industrial access improv.	Lawnfield Road to Mather Road	Widen to (3) lanes; Upgrade to collector standards	2012	\$ 8,782,075	\$ -	\$ 1,000,000	\$ 59,250	\$ -	\$ -	\$ -	\$ 7,722,825
Urban	74	Summers Lane Ext. Phase 3	132nd Avenue to 142nd Avenue	New (2) lane extension	2003	\$ 41,521	\$ -	\$ -	\$ -	\$ -	\$ 41,521	\$ -	\$ -
Urban	64	SE 147th Avenue	Sunnyside Road to Monner Road	Realign road to improve grade	2005	\$ 7,908,622	\$ 1,259,996	\$ -	\$ -	\$ -	\$ -	\$ 6,648,625	\$ -
Urban	60, 61	Sunnyside Road Phase 2 , 3	122nd Avenue to 132nd Avenue	Widen to (5) lanes	2006	\$ 23,266,050	\$ 1,877,354	\$ 9,727,993	\$ 303,017	\$ 144,982	\$ -	\$ 11,212,704	\$ -
Urban	62, 63	Sunnyside Road Phase 4	152nd Avenue to 172nd Avenue	Widen to (5) lanes, with bridge , Install traffic signal and left-turn lanes	2011	\$ 29,559,396	\$ 1,248,240	\$ 9,272,006	\$ 3,581,635	\$ 567,796	\$ -	\$ 14,889,719	\$ -
Urban	65	SE 172nd Avenue	Sunnyside Road to Highway 212	Four lane widening with left-turn lanes, ext. of 172nd Ave to Hwy 212	2016	\$ 28,480,014	\$ 9,063	\$ 3,089,684	\$ 785,543	\$ 430,961	\$ -	\$ 17,788,746	\$ 6,376,017
Road Capacity Project Subtotal					51.8%	\$ 166,241,352	\$ 23,456,175	\$ 23,089,682	\$ 6,761,412	\$ 1,417,599	\$ 1,016,491	\$ 59,864,888	\$ 50,635,104
OVERALL TOTAL						\$ 321,047,255	\$ 53,498,232	\$ 72,178,603	\$ 7,123,690	\$ 3,410,769	\$ 21,344,867	\$ 72,363,049	\$ 91,128,046