



METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: September 28, 2007

TIME: 9:30 A.M.

PLACE: Metro Regional Center, 370 A/B

- | | | | |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Andy Cotugno |
| 9:30 AM | 2. | Citizen Communications to TPAC on Non-Agenda Items | Andy Cotugno |
| | 3. | <u>CONSENT AGENDA</u> | |
| 9:40 AM | * | Approval of TPAC Minutes for August 31, 2007 | Andy Cotugno |
| | * | Air Quality Consultation for Transit Bus Diesel Emission Project | Ted Leybold |
| 9:45 AM | 4. | Future Agenda Items <ul style="list-style-type: none"> • Willamette River Bridges (Next 6 Months) • High Capacity Transit System • CRC Project Status Report • Bicycle Transportation Study | Andy Cotugno |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:45 AM | 5.1 | * Resolution No. 07-3864, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to add \$145,109 to the Cleveland Avenue (Gresham) Project, <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 10:00 AM | 6. | <u>INFORMATION/ DISCUSSION ITEMS</u> | |
| | 6.1 | * Steering Committee Recommendation for Alternatives to Advance into a DEIS in the Lake Oswego to Portland Corridor – <u>INFORMATION</u> | Ross Roberts |
| 10:20 AM | 6.2 | * 2035 RTP (Federal Component) – <u>INFORMATION/DISCUSSION</u> | Kim Ellis |
| 11:40 AM | 6.3 | * Primary Transit Network – <u>INFORMATION/DISCUSSION</u> | Patrick Sweeney |
| 12:00 PM | 7. | ADJOURN | Andy Cotugno |

* Material available electronically.

Please call 503-797-1916 for a paper copy

** Material to be emailed at a later date.

Material provided at meeting.

All materials will be available at the meeting.

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METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

August 31, 2007
Metro Regional Center

MEMBERS PRESENT

Frank Angelo
Scott Bricker
Sorin Garber
Elissa Gertler
Nancy Kraushaar
Mike McKillip
Dave Nordberg
Satvinder Sandhu
Sreya Sarkar
Karen Schilling
Phil Selinger
Paul Smith

AFFILIATION

Citizen
Citizen
Citizen
Clackamas County
City of Oregon City/Cities of Clackamas County
City of Tualatin/Cities of Washington County
DEQ
FHWA
Citizen
Multnomah County
TriMet
City of Portland

MEMBERS ABSENT

Jack Burkman
Bret Curtis
Greg DiLoreto
John Hoefs
Susie Lahsene
Dean Lookingbill
Ron Papsdorf
John Reinhold
Rian Windsheimer

AFFILIATION

WASDOT
Washington County
Citizen
C-TRAN
Port of Portland
SW Washington RTC
City of Gresham
Citizen
ODOT

ALTERNATES PRESENT

Andy Back
Lynda David
Ed Pickering
Elaine Smith

AFFILIATION

Washington County
SW Washington RTC
C-Tran
ODOT

GUESTS PRESENT

John Charles

AFFILIATION

Cascade Policy Institute

Danielle Cowan	City of Wilsonville
Kate Dreyfus	City of Gresham
Evan Dust	HDR
Michael Eaton	Multnomah County
Mike Lynch	Multnomah County
Lawrence O'Dell	Washington County
Lidwien Rahman	ODOT
Derek Robbins	City of Forest Grove

STAFF

Richard Brandman, Kim Ellis, Tom Kloster, Jon Makler, John Mermin, Caleb Winter, Pam Peck, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Richard Brandman declared a quorum and called the meeting to order at 9:32 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

TPAC citizen member Sreya Sarkar appeared before the committee to present a pilot study initiative to explore the transportation needs of the low-income population in Portland tri-county area. The PowerPoint presentation (included as part of the meeting record) included information on:

- Car-ownership as an empowering "tool" and as a "transformative" asset
- Low-income workers and low-skilled job demographics
- Wheels to Wealth Proposal
- Host organizations with car-ownership programs
- Benefits
- Pollution and energy concerns
- Pioneering the new idea

Mr. Phil Selinger of TriMet submitted a memorandum (included as part of the meeting record) addressing TriMet's comments on Ms. Sarkar and Cascade Policy's *Wheels to Wealth* presentation. The memorandum commended Cascade Policy for exploring ways to expand job access to lower-income citizens, but detailed aspects of the proposal that are currently in place thanks to TriMet's Title VI.

Mr. Dave Nordberg did not believe that DEQ would support this proposal without hard evidence. He presented specific concern with air quality and the proposal's contraction to the current land-use goals.

Additional committee discussion included the existing vanpool and car-sharing programs, automobile expenses and TriMet's JARC committee and RTO connections. The committee recommended that the *Wheels to Wealth* proposal be presented to the JARC committee.

3. APPROVAL OF MEETING MINUTES

ACTION TAKEN: Mr. Paul Smith moved, Mr. Sorin Garber seconded, to approve the July 27, 2007 TPAC meeting minutes. The motion passed.

4. FUTURE AGENDA ITEMS

The committee decided that the Willamette River Bridges presentation should be scheduled in the next six months and that Metro's "Regional Rail" system should actually be titled "High Capacity Transit" system. Future agenda items recommended included presentations by Jennifer Dill on her Bicycle Transportation Study and a CRC project status report.

5. INFORMATION / DISCUSSION ITEMS

5.1 RTP Update

RTP Round 1 System Analysis – Preliminary Results

Ms. Kim Ellis and Mr. Anthony Butzek, both of Metro, appeared before the committee and provided a briefing (handout included in the meeting record) on the cost estimate submittals and the issues pertaining to accuracy and differences in methodology used for the estimates.

Mr. Butzek reported that many jurisdictions felt that the methodology of the Metro and Washington County generated cost estimates that were too high and as such reduced the markup percentages for their projects. In order to regain consistency across jurisdictions' project budgets, staff proposed the following:

- 1) Revise the markups to the new values listed on handout or to other preferred values, or
- 2) Leave the estimates as-is, recognizing the variations between different jurisdictions.

The committee greatly discussed option 1 and 2 and whether or not they felt provided consistency among the projects' budgets. Members recognized the time spent by jurisdictions to formulate estimates, differences in funding capability and requirements for MTIP and STIP. Staff asked that estimate submittals be completed and turned in to Mr. Butzek no later than September 10th.

MOTION: Mr. Garber moved, Ms. Sarkar seconded, to create a subcommittee to address the consistency issue and have the authority to make a recommendation.

Discussion: Ms. Kate Dreyfus of the City of Gresham opposed the motion, stating that Metro should be the "committee" that decipheres if the estimates presented are realistic or not. Mr. Paul Smith opposed the motion, stating that the Metro methodology is guidance and that he feels confident with the City of Portland estimates and methodology. Mr. Andy Back of Washington County did not feel that a unified methodology could be created and that any outstanding issues would be addressed. He noted that lots of time and energy has been put forth on developing the estimates.

ACTION TAKEN: With two members in favor and 14 opposed, the motion failed.

Public Comment Period

Ms. Ellis briefly addressed the 30-day 2035 RTP public comment period. (Handouts included in the meeting record.) The comment period is scheduled from October 15th to November 15th. A draft packet of all materials will be available at the September 28th TPAC meeting. All public comments will be compiled into a summary and recommendation of changes will be provided to staff and elected officials prior to the final JPACT consideration and Metro Council action on the federal component scheduled for December 13th. This will initiate the air quality conformity process. Once the federal component is completed, staff will begin work on the state component of the RTP update. This work will occur in 2008.

5.2 Sellwood Bridge Project Update

Mr. Michael Eaton of Multnomah County appeared before the committee to provide an update on the Sellwood Bridge project. His PowerPoint presentation (included in the meeting record) included information on:

- Adopted project milestones and schedule
- Decision structure format
- Community Task Force view points
- Policy Advisory Group
- Project purpose, need, criteria and alternatives
- Key findings on the alignment and cross sections
- Next Steps

Project next steps include a Citizen Task Force alternatives recommendation and a Project Advisory Group alternative adoption anticipated for September 17th and October 1st respectively. Mr. Eaton encouraged members to take the on-line bridge survey at sellwoodbridge.org.

Committee discussion and clarifications included estimated project costs, number and transition of traffic lanes across the bridge, pedestrian access on the west side and the project decision process.

6. ADJOURN

As there was no further business, Mr. Brandman adjourned the meeting at 11:45 a.m.

Respectfully submitted,
Kelsey Newell, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 31, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.	Presentation	8/31/07	Wheels to Wealth PowerPoint Presentation	083107t-01
2.	Memorandum	8/31/07	To: TPAC From: Phil Selinger RE: TriMet Comments on "Wheels to Wealth"	083107t-02
5.1	Memorandum	8/31/07	To: TPAC From: Anthony Butzek RE: Cost Estimate Submittal Status	083107t-03
5.1	Memorandum	8/31/07	To: TPAC From: Kim Ellis RE: 2035 RTP System Analysis – Round 1 Preliminary Results	083107t-04
5.1	Memorandum	8/31/07	To: TPAC From: Kim Ellis RE: 2035 RTP Investment Pool – V. 3	083107t-05
5.2	Presentation	8/31/07	Sellwood Bridge Presentation	083107t-06

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: September 19, 2007

TO: TPAC

FROM: Mark Turpel, Ted Leybold

SUBJECT: 2006-09 MTIP Amendment to add the Transit Bus Emission Reduction project.

* * * * *

Project: Transit Bus Emission Reduction

ODOT Key #: 15594

RTP Project #: N/A

Requested Action: Concurrence that the Transit Bus Emission Reduction project is an exempt project for the purposes of air quality analysis.

Background: The proposed project would entail voluntary installation of continuously regenerating traps (CRT) and closed crankcase ventilation filters (CCV) on some of the TriMet fixed route bus fleet. These devices would be installed on about 150 of the 1994 and newer buses (or about 25% of the entire fleet of 606). This is in addition to approximately 100 similar buses undergoing conversion as a result of a settlement with Cummins Diesel. In conjunction with ultra low sulfur diesel (ULSD), the CRT and CCV diesel engine devices would clean emissions from TriMet buses, 1994 and newer, to levels equal to the limits of the 2007 EPA regulations for new engines. While the 2007 EPA regulations do not mandate retrofitting existing engines for lower emission levels, the technology exists today to meet those particulate (PM) levels in a cost effective and practical manner.

The proposed project will reduce particulates (PM), hydrocarbon (HC), and carbon monoxide (CO) on existing buses 1994 and newer as follows: PM would be reduced by 85+%, HC by 60%, and CO by 60%. It would have no effect on

NOx emissions. In addition, it appears that many toxic air contaminants will also be dramatically reduced. TriMet buses with pre-1994 engines have already been equipped with CCV's and will not be included in this program. They will be replaced with new buses purchased after 2009 that will include both devices.

Findings: It is Metro staff position that this project qualifies as exempt from air quality conformity determination calculations under the category of "Rehabilitation of transit vehicles" under the Mass Transit heading in Table 2 of CFR 93.134. Additionally, the proposed project will clearly result in improved air quality in the Metro region and is a policy emphasis area for the CMAQ program. Accordingly, exempt status should be self-evident in findings of compliance with the State Implementation Plan for Air Quality.

Therefore, Metro staff proposes the amended project status is in conformity with the Carbon Monoxide and Ozone State Implementation Plans for air quality for the Portland area.

Consultation Process: State and Federal agency consultation comments are due to Metro staff by 5:00 PM, September 26th. Additional consultation may occur depending on initial agency comments. To date, comments have been received from the Federal Environmental Protection Agency and Oregon Department of Environmental Quality staff concurring with the Metro staff findings.

Any updates to state or federal agency comments will be provided to TPAC at September 28th meeting. TPAC is requested to concur with the Metro staff finding of conformance with the State Implementation Plan for air quality.

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD \$145,109 TO THE CLEVELAND AVENUE (GRESHAM) PROJECT)	RESOLUTION NO. 07-3864
)	
)	Introduced by Councilor Rex Burkholder
)	
)	
)	
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007 and

WHEREAS, the City of Gresham applied for funding to retrofit SE Cleveland Avenue between Stark Street and Powell Boulevard; and

WHEREAS, the City of Gresham was awarded \$1 million of regional flexible funds to retrofit Cleveland Avenue between Burnside Street and Powell Boulevard; and

WHEREAS, the City of Gresham completed the Division Boulevard project under budget, returning \$145,109 of unspent regional flexible fund authority to the regional fund balance; and

WHEREAS, the City has requested the unspent funding authority be re-allocated to the Cleveland Avenue project; and

WHEREAS, these funds will allow the city to complete additional design elements within the original scope of the application; therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to add \$145,109 to the SE Cleveland Avenue: Stark Street to Powell Boulevard project.

ADOPTED by the Metro Council this 18th day of October 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



CITY OF GRESHAM

Department of Environmental Services
 1333 N.W. Eastman Parkway
 Gresham, OR 97030-3813
 (503) 618-2525
 TTY (Hearing/Speech Impaired) - (503) 661-3942
 FAX (503) 661-5927
www.ci.gresham.or.us

August 30, 2007

Ted Leybold
 MTIP Project Manager
 Metro Planning Dept
 600 NE Grand Ave
 Portland, OR.
 97232

RE: Division St. Blvd Remaining Balance

Dear Ted,

In 2005, The City of Gresham's Transportation Division completed the Division Street Boulevard Project (NW Wallowa Ave – NE Kelly Ave). The goal of this project was to provide efficient use of existing right-of-way to serve vehicular, transit, bicycle and pedestrian modes of travel while unifying the Gresham Regional Center. The project was conducted as part of the Congestion Mitigation and Air Quality (CMAQ) program under Title 23, United States Code and the Oregon Action Plan.

As of January 5, 2007, the Division Street Boulevard Project (Key # 11425) had a remaining balance of \$145,109.12 in unspent federal funds. The cost savings were a result of good fiscal management practices that accomplished The Division Street Project with significant cost savings. The City of Gresham recognizes that unspent funds are not guaranteed to remain within our jurisdiction. However, we would like to petition to have those unspent funds transferred to the Cleveland Avenue project which also serves the Gresham Regional Center, provides for efficient use of existing right-of-way and serves vehicular, transit, bicycle and pedestrian modes of travel.

Originally, Cleveland Avenue project was from Powell Blvd to Stark Street. Because of limited regional federal funding, the City was not awarded the full amount of its request. The project was then divided into two phases: Phase one received funding and is located within the Gresham Regional Center from Powell Blvd to Burnside Blvd; Phase II is located on the outskirts of the Gresham Regional Center from Burnside Blvd to Stark Street and did not receive funding.

David S. Rouse
 Director

Transportation & Development
 Services Division

John Dorst
 Deputy Director

Office of Community Relations

Tam Driscoll
 Manager

Parks & Recreation
 Division

Robb Courtney
 Manager

Watershed Management
 Division

Steve Fancher
 Manager

Wastewater Services Division

Guy Graham
 Manager

Water Division

Brian Stahl
 Manager

Recycling & Solid Waste
 Program

Matt Korot
 Manager

The City pursued the Cleveland project based on the success of the Division Street Boulevard Project. The Cleveland Avenue Reconstruction project has long been identified as a priority. It is included in the Regional Transportation Plan, the Gresham Transportation System Plan, Capital Improvement Plan and Downtown Plan District.

If the unspent funds were transferred from the Division Street Boulevard Project to Cleveland Phase I, the additional monies would provide for the correction of deficient ADA access at Burnside and Cleveland as well as improve the overall project which would enhance ADA improvements from Powell Blvd to Burnside Blvd, provide green street improvements for storm water management which mimic the natural environment, and further enhance vehicular, transit, bicycle and pedestrian travel within the Gresham Regional Center. The same sound management practices that accomplished the Division Street Project with cost savings would also be employed with Cleveland Phase I.

The City of Gresham would like to thank you for your time and consideration in evaluating this important decision to allow us to transfer the remaining balance of funds from the Division Street Boulevard Project to improve the Cleveland Ave Phase I Project. Please contact me if you have further questions at 503.618.2806.

Sincerely


Ron Papsdorf
Transportation Planner Manager

Lake Oswego to Portland Transit and Trail Alternatives Analysis

Steering Committee Recommendation

Alternatives to be Advanced into a
Draft Environmental Impact Statement

Work Program Considerations

Adopted September 10, 2007



METRO

Steering Committee Recommendation

*Alternatives to Advance into a Draft Environmental Impact Statement
Adopted September 10, 2007*

I. OVERVIEW

This document presents the recommendations of the Steering Committee to the Metro Council for alternatives to be advanced into a *Draft Environmental Impact Statement* for the Lake Oswego to Portland corridor. The transit alternatives and their accompanying trail components have been fully evaluated against the project's purpose and need and goals and objectives, and this evaluation is documented in the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* dated July 12, 2007. The Steering Committee recommendations also consider recommendations from the Lake Oswego to Portland Project Advisory Committee (LOPAC) dated July 31, 2007, the findings of the Project Management Group dated September 3, 2007, public input received during the two public open houses held on June 27 and 28, 2007 and the public hearing held on July 16, 2007 as well as all other comments received as described in the *Public Comment Summary* dated September 10, 2007.

This recommendation discusses transit mode, terminus of the transit project and specific alignments. In addition, a strategy is presented for further development of a trail connection in the corridor. The **mode** section presents findings and recommendations regarding the No-Build, Bus Rapid Transit (BRT) and Streetcar alternatives. The **terminus** section presents findings and recommendations about the three terminus options including the Trolley, Safeway and Albertsons termini sites. The **alignment** section describes findings and recommendations for the three potential streetcar alignments within the John's Landing area; the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment.

II. FINDINGS AND RECOMMENDATIONS

Context

The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and previous planning studies have concluded that a high capacity transit improvement is needed to provide additional capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right of way connecting Lake Oswego to Portland for the purpose of preserving the rail right of way for future rail transit service. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity transit option for this corridor, which was the genesis of this alternatives analysis.

Existing and future traffic conditions in this corridor are projected to worsen as population and employment projections for Portland, Lake Oswego and areas south of Lake Oswego in Clackamas County continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor are unreliable due to congestion on Highway 43.

Project Sequencing

A transit project in the Lake Oswego to Portland Corridor is one of several regional projects that would seek funding through FTA's New Starts and Small Starts funding programs. The financial analysis prepared during this alternatives analysis evaluated the sequencing of funding for this project based on current regional commitments. The Milwaukie to Portland Light Rail Project is the region's top priority for FTA New Starts funding following projects currently funded and under construction. The Columbia Crossing Project would also include a New Starts transit component and is proceeding concurrently with the Milwaukie to Portland LRT Project. The Portland Streetcar Loop project is the region's priority project for FTA Small Starts funding.

The Lake Oswego to Portland Corridor Project would be the region's next priority for FTA funding, with construction funding capacity becoming available starting in 2012 and continuing through 2017. In order to fit into the regional sequence of projects, the Steering Committee recognizes that the Portland to Lake Oswego Corridor Draft Environmental Impact Statement would need to be initiated in Fall 2008 as the Milwaukie to Portland Light Rail Project Final Environmental Impact Statement nears completion. In the Work Program Considerations section of these Steering Committee findings and recommendations, a number of steps are outlined which would need to be taken prior to the initiation of the DEIS, including preparation of a more detailed schedule that identifies key New Starts milestones and deliverables for the project.

Willamette Shoreline Right of Way

The Willamette shoreline rail right of way was purchased from the Southern Pacific Railroad in 1988 for \$2 million dollars by a consortium of local governments including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TriMet. Knowing that the Highway 43 corridor is very constrained; the purchase was made with the intent of preserving the corridor for future transit use.

The value of the right-of way has increased dramatically over 20 years. TriMet estimates currently value the right-of-way at \$75 million in 2007 dollars. This value is critical to a transit project that would use the right-of-way because the value of the right of way can be counted as local match for federal funds. A request for New Starts project funding from the Federal Transit Administration would typically be for 60 percent of a project's capital cost leaving 40 percent to be supplied locally. If \$75 million in right of way value were applied as part of local match, the remaining share of local funds required would be significantly reduced.

For the reasons stated above, whether an alternative uses the Willamette Shore Line right-of-way is a significant factor in project funding. For the Streetcar alternative, the \$75 million value of the Willamette Shore Line right of way could leverage as much as \$112.5 million in federal funds. Because it would not be using the right of way, the BRT alternative would not be able to leverage value of the right of way as part of its funding plan.

A. Transit Mode: Streetcar

Streetcar is the transit mode that best meets the project's purpose and need and the goals and objectives for the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

The Steering Committee recommends that the **Streetcar mode** advance for further study in a Draft Environmental Impact Statement (DEIS) because:

- Streetcar would have the highest ridership of all the transit alternatives.
- Streetcar travel times would be up to 18 minutes faster between key corridor destinations and would be more reliable than the other transit alternatives. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in exclusive right of way on the Willamette Shore Line.
- Streetcar would have the lowest operating and maintenance costs of any alternative, including the No-Build. This is due to the marginal cost of extending a line that already operates in the corridor, the carrying capacity of the Streetcar vehicles compared to buses and the travel time advantage over BRT and No-Build. The Streetcar also replaces some corridor bus service, which results in a cost savings.
- The Streetcar alternative could leverage up to 3.3 million square feet of total new transit supportive development within three blocks of the proposed alignments.
- Streetcar is compatible with the existing transit system and would operate as an extension of the existing streetcar line that operates between NW 23rd Avenue and the South Waterfront.
- The \$75 million of value in the Willamette Shoreline right of way could leverage as much as \$112.5 million in federal funds if the project proceeds as a Federal Transit Administration (FTA) New Starts project.

The Steering Committee recommends that the **Bus Rapid Transit (BRT) mode** not advance for further study in a DEIS because:

- It may not be a practical option to achieve the travel time and ridership as modeled in this alternatives analysis. The queue bypass lanes used to bypass congestion at key intersections in the BRT alternative would have to be extended to between 500 and 1,000 feet instead of the 200 feet in the current designs and cost estimates.
- The BRT alternative would include property impacts at the key intersections where transit improvements are constructed. There would be additional property impacts associated with the additional queue jump length required to bypass congestion. This also would include removal of trees within the sidewalk area.
- Initial BRT capital costs were the lowest of all the transit alternatives, however, these do not include the additional costs of the longer queue jump lanes, which would be required.
- The BRT alternative would have the highest operating cost due to the greater number of vehicles required to meet demand, and the fact that the BRT line would require added service, unlike the Streetcar alternative which would replace existing bus service.
- For the entire length of the corridor, BRT travel times are subject to the same delays and congestion as the general traffic in areas where queue jump lanes are not provided, resulting in decreased reliability.
- The BRT alternative would not leverage transit supportive economic development beyond what would be expected with the No-Build alternative.
- The BRT alternative would not leverage the \$75 million value of Willamette Shore Line right of way, which could match federal transit funding of up to \$112.5 million.

The Steering Committee recommends that an **enhanced bus** alternative be studied as a more practical option for this constrained corridor. Such an option would avoid the property impacts of the BRT while providing improved service, bus pullouts where possible and better shelters and lighting at stations. Enhanced bus would act as the base case for comparison

to Streetcar alternatives in the DEIS. It would operate in mixed traffic, though this has implications for travel time, reliability and long-term efficiency of the line.

B. Alignments: Willamette Shore Line and SW Macadam Avenue

During the alternatives analysis process three alignments were evaluated in the John's Landing area: the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment. The Steering Committee recommends that two alignment options be studied further in the John's Landing area north of the Sellwood Bridge: the Willamette Shore Line right of way alignment and the SW Macadam Avenue alignment.

In addition, combinations of the two alignments should be evaluated to maximize the potential benefits and minimize impacts in the John's Landing area. The Steering Committee recognizes that alignments, which would avoid or minimize impacts through John's Landing, may need to be developed that are not part of either the Macadam Avenue or Willamette Shoreline alignments. These could include all or portions of the John's Landing Masterplan alignment or other rights of way.

The Steering Committee recommends that the **Willamette Shore Line right of way alignment** advance for further study for the following reasons:

- Streetcar on the Willamette Shore Line right of way would yield higher reliability and faster travel times than the other alignments due to the 100% exclusive right of way.
- The Willamette Shore Line right of way is in public ownership and could potentially be used as local match towards the capital cost of the project. Current estimates value the entire right of way at \$75 million. For the portion north of SW Nevada Street, the value of the right of way is estimated at approximately \$35 million, which could leverage an additional \$58 million in federal funds.
- The Willamette Shore Line Right-of-Way alignment has received public support from Lake Oswego residents because it has faster travel time, better reliability and less impact to Highway 43 traffic operations and safety than an alignment that would use Macadam Avenue in John's Landing.

The Steering Committee recommends that the **SW Macadam Avenue alignment** advance for further study for the following reasons:

- The SW Macadam Avenue alignment would leverage the most potential transit supportive development, approximately 2.2 million square feet of total new development in John's Landing.
- The SW Macadam Avenue alignment would avoid some of the potential property impacts associated with use of the Willamette Shore Line right of way.
- The SW Macadam Avenue alignment has emerged with the most public support from residents and businesses in John's Landing.

Note: The Steering Committee recognizes ODOT's expressed concerns regarding the SW Macadam Avenue alignment option and will ensure that questions related to potential streetcar operations in mixed traffic on SW Macadam Avenue are addressed.

South of the John's Landing area and north of the Trolley Terminus site in Lake Oswego, the Willamette Shore Line right of way was the only alignment to advance to the completion of the alternatives analysis. As part of its design option narrowing decision, The Steering Committee eliminated Highway 43 south of John's Landing from consideration as a

Streetcar alignment for safety and operational reasons, making the Willamette Shore Line alignment the only option in this segment of the corridor. The *Evaluation Summary Report* contains a description of the alternative and design option narrowing decisions that were made during the alternatives analysis.

C. Termini: Albertsons and Safeway

The Steering Committee recommends that the Albertsons and Safeway termini should advance into the DEIS. The Trolley terminus should not be advanced into the DEIS. These termini options are preferred because they would serve more population and employment, have higher ridership, disperse park and ride spaces, and have greater potential for transit-supportive development while demonstrating similar traffic impacts.

The Steering Committee recommends that the **Albertsons terminus** advance for further study for the following reasons:

- The Albertsons terminus would allow for the possible future extension of Streetcar south to West Linn or Oregon City.
- The Albertsons terminus has strong public support from the residents south of Lake Oswego and citizens within Lake Oswego. In 2006, Lake Oswego's Downtown Transit Alternatives Analysis Committee (DTAAC) recommended the Albertsons terminus site, partly because it would intercept traffic from the south before it reaches the center of downtown.
- The Albertsons terminus could generate substantial transit supportive development in Lake Oswego (0.9 million square feet).

The Steering Committee recommends that the **Safeway terminus** advance for further study for the following reasons:

- The Safeway terminus would allow for the possible future extension of Streetcar to the west.
- The Safeway terminus could provide park and ride access west of downtown Lake Oswego, intercepting traffic before it reaches the center of downtown.
- The Safeway site could leverage the most potential transit supportive development (1.1 million square feet in Lake Oswego), as compared to the Albertsons or Trolley terminus options.
- The Safeway site would allow the Streetcar to act as a circulator for trips within downtown Lake Oswego between the Foothills district and the west end of downtown.

The Steering Committee acknowledges that an at-grade crossing of streetcar with Highway 43 under the Safeway terminus option would require additional study and coordination with ODOT and the City of Lake Oswego to ensure that a safe and efficient crossing is feasible.

Additionally, the Steering Committee acknowledges that it may be necessary to construct a project that would utilize the **Trolley Terminus** as a **temporary interim terminus** while joint development construction plans are finalized at either the Albertsons or Safeway terminus sites.

D. Minimum Operable Segment (MOS)

If a full-length project cannot be built for financial or other reasons, the FTA allows for Minimum Operable Segments (MOS) to be considered as interim termini for a project. In this corridor, preliminary analysis was done for a MOS for Streetcar that would terminate in the vicinity of Nevada Street in John's Landing on either the Willamette Shore Line right-of-way or the Macadam Avenue alignments. The Steering Committee recommends that this alternative advance for further study for the following reasons:

- Significant public support was expressed for this option from participants in the process all through the corridor.
- A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder.

III. TRAIL CONSIDERATIONS

Context

As part of the Willamette River Greenway vision, a trail was proposed to run along the Willamette Shore Line right of way from Willamette Park in Portland to downtown Lake Oswego between Highway 43 and the Willamette River. As part of this Alternatives Analysis, the feasibility of a continuous trail between Portland and Lake Oswego was evaluated. Each transit alternative carried with it a complementary trail component. The BRT alternative would have used the Willamette Shore Line right of way for exclusive trail use. The Streetcar alternative, which the Steering Committee recommends further study, would require shared use of the Willamette Shoreline between Streetcar and a trail. The discussion below focuses on the trail components that would accompany the Streetcar alignments.

A. Trail Component

The bike and pedestrian trail component of this study has received tremendous community support. A trail in the corridor would provide a critical link in the regional transportation system, connecting other regional and local trails. A continuous, safe and level trail component is a desired outcome in this corridor.

However, as currently designed, the trail component may not be practical to build for its entire length because of the high capital costs associated with shifting the Streetcar alignment to accommodate the trail in a tightly constrained right of way and very difficult topography. Because some portions of the trail are more easily implemented than others, and because funding for the entire trail may not be available at one time, the trail may need to be developed in phases.

B. Trail Component Refinement Next Steps

The Steering Committee recommends that a trail component advance for further study. However, additional refinement is needed to determine how to advance the trail and the

transit alternatives, either together or separately. The following identifies additional considerations for the trail and next steps:

- Further consideration is required to determine trail project sponsors and potential funding sources. Metro may or may not be the appropriate agency to lead the effort to advance a trail in the corridor.
- Additional design work is needed to identify ways to design and construct a trail in this corridor with lower capital costs and impacts while still accommodating the transit project. The trail design should change and adapt to constraints in the corridor. The width of the trail does not need to be the same for the entire alignment and flexibility will be required with regard to various jurisdictions design standards and requirements.
- Trail phasing should be considered so that the most cost-effective segments could move forward. The additional design work required for the more difficult and expensive portions will take more time and effort.
- Additional study is needed to evaluate the potential for the Portland and Western railroad bridge and an eastside connection to the Sellwood Bridge to provide a useful pedestrian and bike trail connection between Lake Oswego and Portland
- Further study is needed regarding the outstanding legal questions in order to facilitate decisions about the Willamette Shore Line right of way and its use for a trail.

IV. WORK PROGRAM CONSIDERATIONS

Several actions are needed prior to advancing the project into the *Draft Environmental Impact Statement* phase of project development. Because a DEIS for the Lake Oswego to Portland Corridor is not included in Metro's current fiscal year budget, it is recognized that there will be a gap before the DEIS can commence.

1. **The following actions are recommended by the Steering Committee to advance the project into the *Draft Environmental Impact Statement*:**
 - a. **Metro should work with the FTA to Publish a *Notice of Intent to Prepare a Draft Environmental Impact Statement* in the Federal Register**, and initiate the DEIS Scoping Process. The FTA has recommended that this action be taken immediately. This action would ensure that all of the work completed during the alternatives analysis would be documented under the National Environmental Policy Act (NEPA). Public comment received prior to the Metro Council action on advancing the project into the DEIS phase would also be included as part of the NEPA record. The Scoping phase of a DEIS includes meetings with the public as well as local, state and federal agencies and affected tribal jurisdictions. The dates of the public, agency and tribal meetings would be published along with the notice of intent. The Scoping meetings present proposed alternatives and solicit input on potential additional alternatives that could be included in a DEIS.
 - b. **Metro should prepare a work scope, budget and schedule for the DEIS.** In order to secure funding for a DEIS, a cost estimate is required. The estimate is based on a scope of work and schedule that meet all appropriate FTA and NEPA requirements. This DEIS will need to meet new requirements for public and agency participation covered under Section 6002 of the SAFETEA-LU Act.

Metro staff will convene the PMG to discuss and review the scope of work, schedule and budget, including agency roles and responsibilities during the DEIS phase.

- c. **Metro should work with project partners, through the Project Management Group, to identify and secure funding for the DEIS.** Along with the scope, schedule and budget, Metro will work with project partners to identify potential sources of funding for the DEIS, as well as the next phases of project development, Preliminary Engineering and the Final Environmental Impact Statement. Potential sources of funding include FTA Section 5339 or other funds through the MTIP process, and local jurisdiction, TriMet, or ODOT contributions.
2. **In order to advance the goal of implementing a bicycle and pedestrian trail that connects Portland and Lake Oswego, the Steering Committee recommends that the following steps should be taken:**
 - a. **Metro, with assistance from project partners through the TAC and PMG, should develop a process to undertake the *Trail Refinement Next Steps* listed above.** The result of this process would be to resolve key issues and determine the relationship of the trail and the transit project during the DEIS phase. Of particular importance are:
 - i. Involvement of the public and advocacy groups in improving the trail concept
 - ii. Definition of the lead agency for advancement of a trail
 - iii. Development of an approach to reduce capital costs
 - iv. Analysis of possible phasing of trail segments
 - v. Identification of potential trail capital funding sources
3. **Prior to initiation of the DEIS, Metro, with the assistance of the PMG, should develop actions or conditions for each participating agency that would help to ensure that the project can meet FTA thresholds with regard to ridership and financing and achieve the important development objectives for the Corridor.** These could include:
 - a. Development of local funding mechanisms
 - b. Demonstrated progress toward development objectives
 - c. Resolution of technical issues, e.g. ODOT concerns regarding the SW Macadam Avenue alignment
 - d. Threshold criteria for selecting a full-length option over an MOS or vice versa
4. **The following Steering Committee concerns need to be addressed by Metro and its project partners as the project moves forward into a DEIS:**
 - a. The alternative should be constructed in such a manner as to allow coordination with transportation alternatives across the Sellwood Bridge or its replacement.
 - b. Maximize the alternative to establish a safe and attractive transit, pedestrian and bicycle route from Lake Oswego to Portland. Minimize negative impacts to residents and property values.

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DATE: September 20, 2007

TO: TPAC and MTAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP Update – Policy Issues and Choices for the Federal and State Components

Purpose

The purpose of this memo is to frame key policy issues and choices that will continue to be discussed over the next several months to meet federal and state requirements for the 2035 Regional Transportation Plan (RTP). The issues and choices were raised at the joint TPAC/MTAC/Freight TAC workshop held on September 17.

Action Requested

- Identify what issues and choices should be brought forward for discussion by JPACT and MPAC on October 10. Issues not brought forward on October 10 will be addressed during future JPACT and MPAC meetings.

Background

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region. As the federally designated Metropolitan Planning Organization, Metro is responsible for updating the plan every four years in coordination with the implementing agencies and jurisdictions that own and operate the transportation system in the region. This update will extend the planning horizon to the year 2035.

The primary mission of the Regional Transportation Plan is to implement the Region 2040 vision for land use, transportation, the economy and the environment. As required under federal and state law, the RTP also serves as a long-range plan that will guide the public and private expenditure of federal, state, regional and local revenue sources. The RTP serves this function by considering current and long-range transportation needs at a regional level and identifying policies, implementation strategies, programs and projects to meet those needs. The plans of local jurisdictions responsible for the transportation system in this region must be consistent with the RTP policies, implementation strategies, programs and projects. Furthermore, projects and programs must be included in the RTP financially constrained system to be eligible for most federal and state funding programs.

Projects were submitted in one of two complementary investment strategy tracks that serve as the organizational structure for grouping investments, irrespective of project need, mode or type.

- **Track 1: State and Regional Mobility Corridor Investment Strategy** focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement. These corridors are the backbone of the regional transportation system because of their statewide significance and the magnitude of costs associated with providing for people and goods movement in these corridors. The state and regional mobility corridors primarily comprise the major throughway and High Capacity Transit (HCT) systems that are owned and operated by the Oregon Department of Transportation (ODOT) and TriMet. The investments submitted under this track comprise two-thirds (67 percent) of the total project costs and include HCT, highway and parallel arterial and bus service expansions, adequately maintaining the Willamette River Bridges and implementation of system and demand management strategies. Transportation needs in these corridors significantly exceed revenues anticipated to be available during the RTP plan period.
- **Track 2: Community-Building Investment Strategy** focuses on community-building investments that leverage 2040 Growth Concept through regional street and transit system improvements that provide for community access and mobility. These investments represent the remaining one-third of the investment pool. The mix of investments submitted focus on providing multi-modal access to downtowns, other 2040 centers, main streets, and industrial/employment areas by addressing known safety deficiencies, expanding transit service, completing bike and pedestrian system gaps, building new road and trail connections and retrofitting existing streets to add new capacity and/or to be multi-modal. Community-building transportation needs also exceed revenues anticipated to be available during the RTP plan period; however many of the needs are much smaller in scale than the mobility corridor investments and can be funded through locally-generated revenues.

At total number of 1,061 projects and programs were submitted through the solicitation process, with an estimated cost of \$ 21.4 billion (in 2007 dollars). Nearly two-thirds of the projects (57 percent) are from the current 2004 RTP. Close to half of the projects (46 percent) are estimated to cost between \$1-\$5 million, 19 percent fall in the \$5-\$10 million range, 15 percent fall within the \$10-\$25 million range and 8 percent of the project are estimated to cost more than \$25 million.

For purposes of the federal component of the RTP update, staff is working with local agencies, the Oregon Department of Transportation, SMART and TriMet to identify revenues that can “reasonably be expected to be available” during the planning period and identify a proposed set of regional investment priorities that match the amount of expected revenue. This set of investments is also called the financially constrained system and represents the most critical regional and local priorities.

The system the region can afford with "expected revenue" is not expected to be sufficient to achieve the region's vision for the future. The state component of the RTP update will, as a result, focus on identifying those investments that we truly need to achieve the 2040 Growth Concept and RTP goals and developing a funding strategy that supports implementation of the RTP over time.

Outstanding Policy Issues and Investment Choices for the 2035 RTP Federal and State Components

The October 10 joint JPACT/MPAC meeting will set the stage for a comprehensive deliberation over the next several months on how to approach prioritizing and funding investments in the 2035 RTP and, therefore, how much expansion to the transportation system the region can afford to include in the plan. The RTP solicitation process produced a pool of community-building investments consistent with the RTP policy framework, generating little discussion at the joint TPAC/MTAC/Freight TAC workshop held on September 17. The policy issues and choices raised at the workshop focused primarily on the regional mobility corridors.

This section describes the policy choices recommended for further discussion as the 2035 RTP moves forward. The policy choices are organized in two part: (1) those issues that need to be addressed prior to completing the federal component of the RTP in December 2007 and (2) those issues that need to be addressed as part of the additional analysis that will be conducted during the state component of the RTP update in 2008.

Regional Mobility Corridor Issues and Choices to be Addressed During Federal Component

Staff recommends the following three issues be the focus of discussion as the federal component of the 2035 RTP:

1. Transit Mobility – The transit component of the RTP requires a balancing of capital investments in service expansion through new and improved high capacity transit, bus and streetcar routes with the cost of on-going operations taking into account the need to add buses and LRT vehicles to the existing service to compensate for congestion and increased ridership demand. The draft Financially Constrained RTP includes:

- a. Continued expansion of LIFT service for the elderly and disabled at 4.6 percent per year.
- b. Construction of Milwaukie LRT, Lake Oswego Streetcar, Eastside Streetcar and McLoughlin boulevard Bus Rapid Transit south of Milwaukie to Oregon City.
- c. Increased bus service after 2014 with a priority on the addition of high quality frequent bus routes rather than greater coverage at lower levels of service.
- d. Replacement of bus and light rail vehicles based upon their life cycle.
- e. Miscellaneous capital expenses for park-and-ride capacity, sidewalk connections, bus priority treatment and rehabilitation of the Steel Bridge.

- Is this the right focus for transit investment in the regional mobility corridors?
 - The Draft FC RTP list does not include the Columbia River Crossing transit component, awaiting a conclusion from the project on a finance plan. Should there be a funding set-aside within the Financially Constrained RTP in anticipation of this project?

2. Highway Mobility – The Draft Financially Constrained RTP includes a very limited resource for ODOT to include Modernization projects. The funding sources assumed to be available for these Modernization projects includes about 40 percent from the existing state highway trust fund dedicated to modernization by state legislation, about 40 percent from anticipated federal earmarks and about 20 percent from anticipated future state funding increases for Modernization. All of these revenue sources are anticipated across the 29-year planning period of the RTP. As a result, ODOT has had to be very targeted in how they allocate this limited resource. To carry this out, ODOT limited their priorities to the major mobility corridors (freeways and highways), including support for project development and right-of-way acquisition for the Projects of Statewide Significance (e.g., Columbia River Crossing, Sunrise Corridor and I-5/99W Connector and the I-5/I-84 Interchange). As a result of ODOT's limited resources, the Draft Financially Constrained RTP includes significant local funding contributions to projects of importance to cities and counties on both the freeway and arterial parts of the ODOT system.

- Is this the right focus for highway investment in the regional mobility corridors?
- What should be the region's approach to funding ODOT state and district highway needs? These are very important to local governments and lower priority to ODOT. Lacking state funding, should more local/regional sources go toward addressing the needs of the state system?
- If increased funding for operations, maintenance, and preservation (OMP) is not forthcoming, should some of the modernization funds shift to address OMP needs?
- What is the right balance between project development of projects of statewide significance vs. construction on smaller projects?
- Is there a need for greater specificity on the timing/priority of the ODOT Modernization projects?

3. Willamette River Bridges – The Draft Financially Constrained RTP includes an expectation that federal bridge funds will be available for the Willamette River Bridges. The Draft RTP project list dedicates these funds to continued rehabilitation of the Broadway, Hawthorne, Morrison and Burnside bridges and only includes project development funds for the Sellwood Bridge. This reflects the regional economic importance of keeping these key downtown Portland bridges fully functional.

- Does this reflect the right prioritization for Willamette River Bridges?
- Should other funding sources within the Financially Constrained RTP be dedicated to these bridges?

Regional Mobility Corridor Issues and Choices to be Addressed During State Component

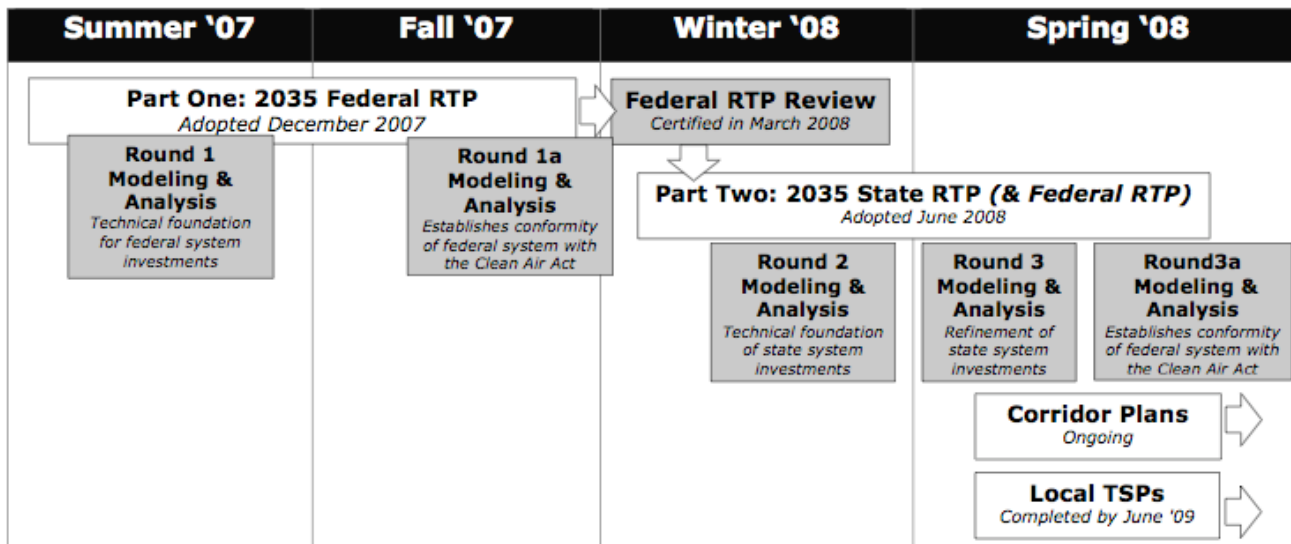
With approval of the federal component of the 2035 RTP in December 2007, additional research and analysis will begin to complete the state component of the plan to respond to provisions of the Oregon Transportation Planning Rule (TPR). Two additional rounds of analysis will be conducted in 2008 for the state component of the RTP to further identify and evaluate transportation needs not adequately addressed in the first round of modeling. Staff recommends the regional mobility corridors and further development of the performance evaluation framework be the focus of policy discussion and additional technical analysis during the state component of the RTP update in 2008. JPACT and MPAC will be asked to provide additional direction on what should be included in this work.

4. Congestion Management and Performance Evaluation– The initial modeling for the “200%” list of projects shows that there would still be significant congestion. When the pool of investments is narrowed to the “100%” level for the Financially Constrained RTP, there will be even more congestion and reductions in system reliability.

- Should there be a more aggressive approach to determining methods to reduce congestion through demand management, system management and incident management?
- Should there be a more aggressive approach to developing transportation alternatives that allow the public to avoid congestion?
- Should there be more aggressive land use approaches to locating land uses that place a lower demand on the regional highway system?
- Is there sufficient attention to targeting highway and transit expansion in the places with the greatest economic importance? How should this be determined?
- What measures and benchmarks are most important to evaluate?

The RTP modeling and technical analysis schedule is shown in **Figure 1**.

Figure 1. 2035 RTP Update Modeling and Analysis Schedule



The final 2035 RTP will include a set of recommended investments, actions, performance measures and benchmarks to examine and monitor the results of plan implementation over time. Performance-based management and monitoring of the RTP will continue to be used beyond the update to track progress of RTP implementation over time through periodic updates to the plan and through Metro's biennial performance indicators reporting process. The measures serve as the dynamic link between RTP goals and plan implementation by providing a more formal process of evaluation and monitoring to ensure the RTP satisfies the regional goals for transportation, land use, the economy and the environment.

Through evaluation and monitoring, the region can be sure that investments in the transportation system are achieving desired outcomes and getting the best return on public investments. Development of a performance management process also satisfies mandated benchmarks specified by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the Congestion Management Process (CMP).

Frequently Asked Questions City of Portland Primary Transit Network (PTN)

City of Portland Primary Transit Network (PTN): *Corridor and Connection Identification Project*

What is the project purpose?

The goal of this project is for the Portland Office of Transportation (PDOT) and its partner agencies to define where future transit system and land use infrastructure investments should be made within the City Limits of Portland. Specific outcomes of the project include:

- Identification of high demand transit corridors and connections in the City of Portland;
- Tools and analyses for prioritizing transit investments including: ridership demand, potential for land development, potential for capital financing, and compatibility with roadway and right-of-way characteristics;
- Identification of “emerging corridors” where streetcar or more intensive transit investment could be critical in influencing land use development and/or local financing options may be available;
- A comprehensive (not exclusive) list of potential corridors where future streetcar or other intermediate- or high-capacity transit investments should be considered. This list will be narrowed and prioritized through evaluation in the City of Portland Streetcar System Plan and other local and regional efforts.

What is the concept of the PTN?

The PTN concept was developed in 1997 in support of the Regional Transportation Plan Update and the Region 2040 land use plan, to identify corridors where Tri-Met should concentrate its best service. The PTN is based on a Transit Orientation Index (TOI), which was developed using detailed regression analysis to evaluate how different land use and demographic variables affect transit demand. The PTN was separated into a “High Speed Network,” which include LRT lines and Regional Rapid Bus, and “Other Primary Transit Network Services,” which included Frequent Bus and Primary bus services. Streetcars were not part of the regional transportation system at the time. The PTN identified key transit corridors and connections, not specific alignments.

What methods have been used to identify potential corridors & connections?

Identification of transit corridors and connections for consideration in the pending Streetcar System Plan must rely on more than a simple demand analysis (as represented by the TOI). A multifaceted approach will be used, including:

- The Transit Orientation Index (TOI) has been updated to illustrate where the highest levels of 2030 transit demand in the City of Portland are anticipated;
- The existing and currently planned regional rail network will be reviewed to ensure there is no duplication of capital-intensive corridor service;
- A layered analysis of transit ridership/loading, transit-supportive zoning, transit supportive planned land development, density of commercial/retail uses, street design, etc. has been conducted and presented using a series of GIS based maps;
- A half-day work session was held with the Bureau of Planning to identify potential areas where land use opportunities may present opportunities for future streetcar or intermediate/high-capacity transit investment that are not apparent from technical analysis;

- TSP street classifications and roadway design specifications will be reviewed to identify opportunities or conflicts for future streetcar and other transit delivery modes (ie, BRT, Rapid Bus, etc.); and
- A technical team has been working with PDOT to review, critique and finalize the Draft PTN concept and to ensure other important non-PTN corridors are included in the final list of potential corridors.

Who are the Project Participants?

The Portland Office of Transportation (PDOT) is the lead agency and has contracted with URS and Nelson\Nygaard Consulting Associates to support the city staff. PDOT has formed a Development Oriented Transit Team (DOTT) including PDOT, TriMet, Bureau of Planning, PDC, Metro and ODOT. The team has met several times during the project to guide the study and review interim work products to make sure the project is aligned with agency/bureau objectives and plans. This team is responsible for final decisions on the PTN project.

Opportunities for public review and comment on the PTN will be included as part of the Portland Streetcar System Planning effort.

What is the Project Schedule?

The project started in mid June and is scheduled to be complete by November 2007.

Tasks	June 2007	July 2007	August 2007	Sept. 2007	Oct. 2007	Nov. 2007
Kick-Off Meeting	—					
Task 1: Planning Context	—					
Task 2: Updating the TOI	—	★				
Task 3: identify Emerging Corridors		★				
Task 4: Develop Draft PTN		—	★			
Task 5: Evaluate TSP Classifications			—	—		
Task 6: TC Review, refine draft PTN				★	★	
Task 7: Public Involvement mtgs. (1)					—	
Task 8: Updated PTN (2)						→



DOTT Meeting



PTN Briefing/Presentation at TPAC

1. Streetcar System Plan public involvement meetings featuring the results of the PTN study are scheduled for 10/29 Parkrose High School, 4:30 - 7:00 PM; 11/13 Lincoln High School, 4:30 - 7:00PM; 11/15 Grant High School, 4:30 - 7:00PM.
2. Updated PTN to be completed in June 2008.
3. Questions? Contact Patrick Sweeney at 503-823-5611 or patrick.sweeney@pdxtrans.org

Figure 4. DRAFT 2030 Primary Transit Network

DRAFT: 9-20-07

LEGEND

Primary Transit Network (PTN)

- MAX Light Rail
Existing and Under Construction
- Planned High Capacity Transit
- Streetcar

Definite PTN

- Definite PTN
- Recommended PTN
- Candidate PTN
- Demoted PTN

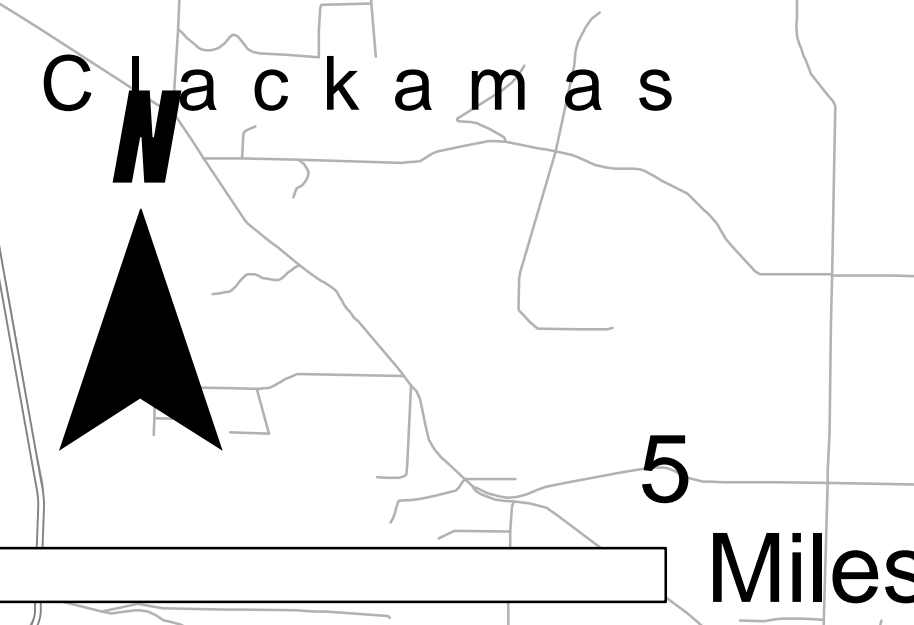
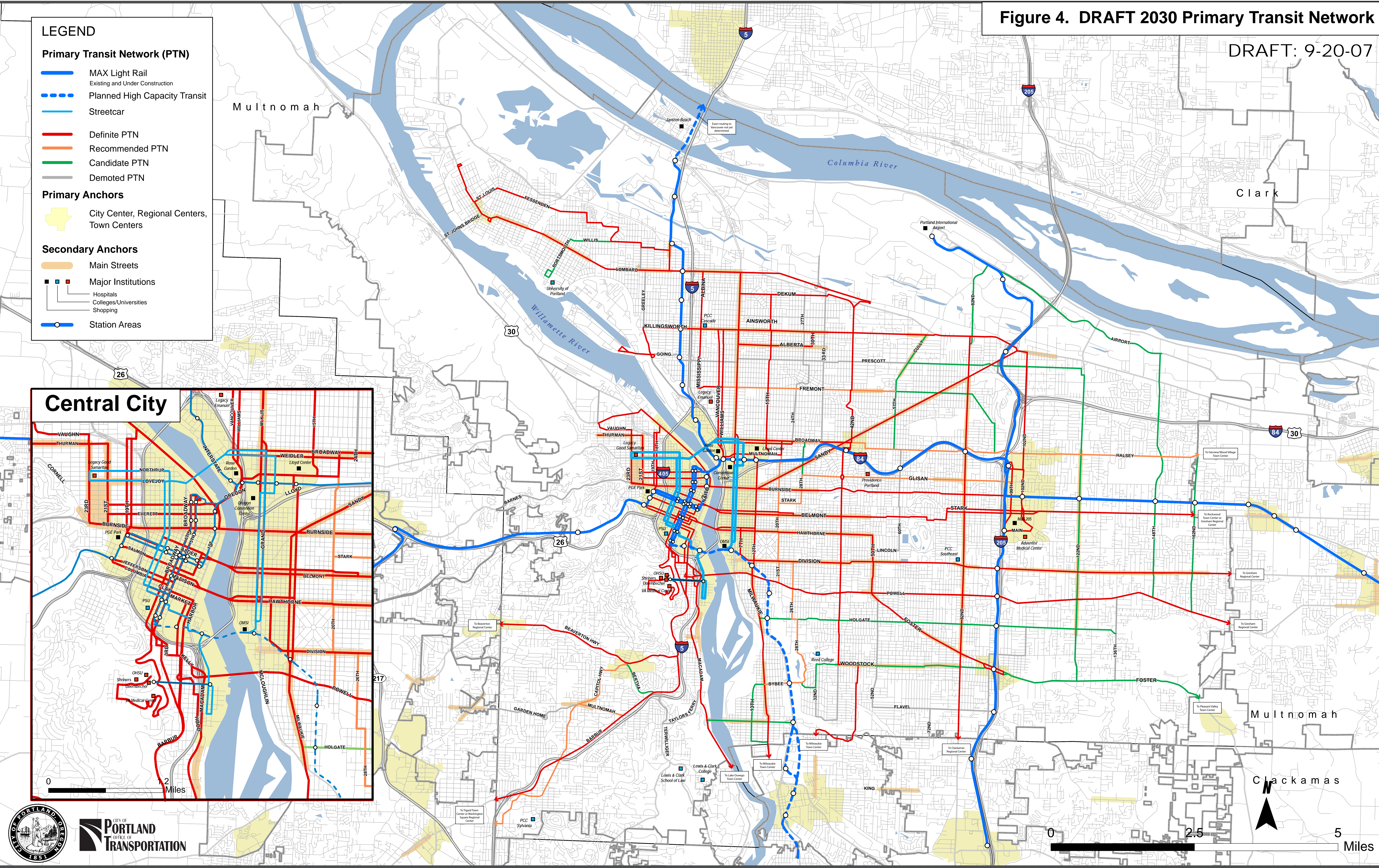
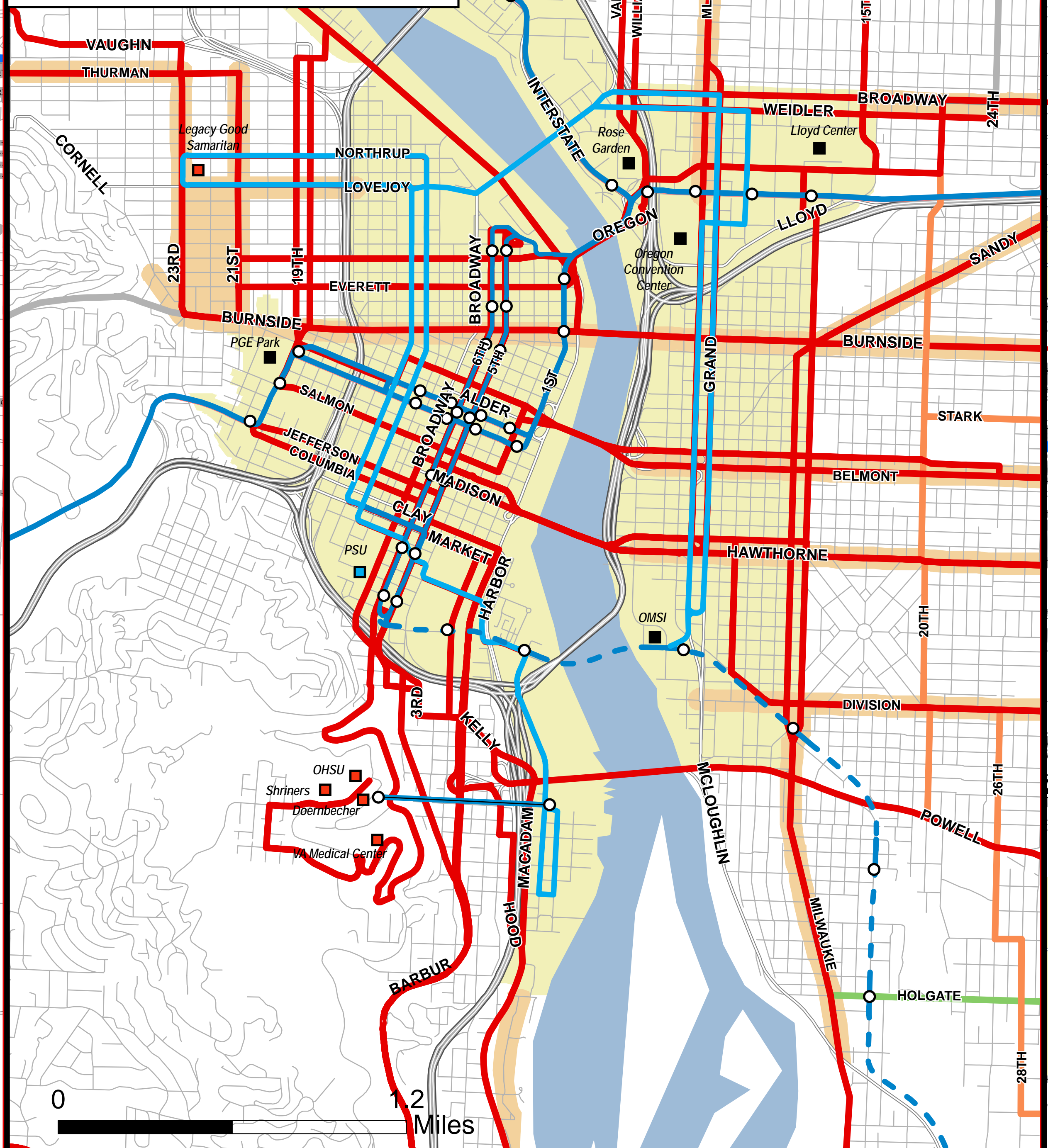
Primary Anchors

- City Center, Regional Centers, Town Centers

Secondary Anchors

- Main Streets
- Major Institutions
 - Hospitals
 - Colleges/Universities
 - Shopping
- Station Areas

Central City



Date: September 10, 2007

To: TPAC

From: Sreya Sarkar, John Charles

Subject: *Response to TriMet comments on Cascade's pilot project proposal*

We appreciated the time allocated by TPAC recently to consider our proposal. We would like to respond to the specific points made by Phil Selinger in his August 31, 2007 memo.

Comment: *Taking resources from public transit to provide cars for low-income populations would be counterproductive. The proposal would cut options available for many to provide cars for a few.*

Response: Cascade's proposal would not "take" resources away from TriMet; it would free up millions of dollars annually to be re-directed to higher-valued transit services that would benefit many more people than are being served now with low-performing bus routes. This would make both TriMet and its customers better off.

Our pilot project would not "cut options" for many. By definition, the low-performing routes we're talking about don't serve "many," they serve few, which is the *problem*. Canceling those routes and spending most of the savings on improved service elsewhere would be much more cost-effective. To the extent that a small portion of those savings might capitalize a revolving loan fund for car ownership, it might actually increase TriMet's customer base by helping low-income individuals who currently live beyond walking distance to a TriMet transit stop gain access to the TriMet system.

Comment: *It is expensive to own and operate an automobile.*

Response: Auto ownership has both costs and benefits. Mr. Selinger neglects to mention the substantial benefits side of the equation. The research literature

clearly shows that auto ownership dramatically increases the employment possibilities for low-income and minority households, leading to higher wages and longer periods of employment. We envision this pilot project as empowering those people who would benefit from car ownership, but who currently need a low-interest or no-interest loan to bridge the gap financially.

Moreover, the experience from the 160 non-profit car-ownership loan programs around the country is that the loan recipients wind up being more financially secure after receiving the loan than they were before. Thus, our suggestion is not based on speculation; it's based on a demonstrated track record of success elsewhere. The way to find out how well this strategy might work in Portland is to actually conduct a small pilot project and learn from it, as we are suggesting.

Comment: *We should promote car-pooling or car sharing as described in RTO documents.*

Response: We agree that car-pooling can lower the cost of car ownership, but many transit-dependent riders first need to actually own a car before they can car-pool. Moreover, for those seeking better employment, they need private, on-demand transportation that can provide door-to-door service. That's what allows them to interview for jobs all over the region. *After* that phase is reached, they may consider ways to car-pool, and in fact surveys show that minority communities, especially Hispanics, have an above-average propensity to car-pool when it's feasible.

Comment: *There is a great need to increase affordable housing where transit is accessible.*

Response: While this is true, it is irrelevant to our specific proposal. We have to deal with low-income transit riders where they live now, not where we might wish them to live. To the extent that low-income people are currently forced to live in affordable housing out on the urban fringe, in neighborhoods that are not particularly transit-accessible, increased car ownership might help them become transit customers by solving the so-called "last mile" problem (getting the individual from their front door to the bus stop or park-and-ride a mile away), which will never be solved through conventional fixed-route service.

Comment: *Existing low-income transit riders do not need a car for basic transportation needs. Attention should be directed at populations who cannot use transit at all because of work or residence in rural areas where there are no transit options.*

Response: None of us are in a position to know what the actual transport needs are for existing riders. All we know is that there are a few riders on these low-

performing routes, so apparently the service is meeting some of their needs. What we don't know is how much better-off they might be if they owned a car. With 24/7 access to the ubiquitous road network, they might change jobs, move to a different neighborhood, or both. This is something we could learn from a pilot project.

We agree that attention should be given to those living in rural or semi-rural areas and our proposal could be structured to do that. For example, if TriMet took \$200,000 of savings from canceling the #84 Boring bus and used it to capitalize a revolving loan program for low-income individuals, there could be hundreds of people in the Boring/Damascus area who could potentially benefit, none of whom currently rides TriMet because they can't even get to a bus stop. This is a way that our proposal could actually increase TriMet ridership, in much the same way that the Bikes on Bus project – which TriMet did not initially embrace many years ago – enabled some people to become transit customers by riding their bike to a bus stop and then taking the bike with them.

Comment: *Cascade is proposing to give people cars, not loans.*

Response: This is incorrect. Cascade has never suggested free cars, and given our operating philosophy, we would be one of the least likely organizations to ever make such a proposal. We think the revolving loan fund approach used by Metropolitan Family Service is a very feasible model. This means that any TriMet dollars put into such a fund through the cancellation of low-performing routes would be maximized over time, and it would not be necessary to re-capitalize the fund every time another low-performing route was cancelled.

Comment: *We should not provide cars to people that they can use at park & ride facilities because park & rides are expensive and must be highly subsidized. Encouraging non-auto access to transit is a better use of public resources. The park & ride spaces would be better used to provide affordable housing options.*

Response: We agree that park & rides are expensive. But TriMet's light rail strategy is completely dependent on them, so there is nothing we can do through this small pilot project that would change that. We also agree that encouraging non-auto access to transit is a nice idea; but if people currently have no way of getting to a bus or rail stop and a car loan gives them that option, both TriMet and the rider will be better off.

As to the suggestion that park & ride spaces be converted to housing, one only needs to look at the vast sea of parking TriMet is currently building for the I-205 LRT line to realize that TriMet management clearly values parking much more than it does housing – and for very good reasons. High-density affordable

housing near rail stations is extremely expensive, and usually cannot be built without large public subsidies (*see e.g., Center Commons at NE Glisan & 60th or Stadium Station Apartments*). Surface parking lots are relatively cheap, and enable thousands of TriMet riders to gain access to the system by first using their own private vehicles.

Comment: *There may be strategic reasons for maintaining low performing bus routes.*

Response: We agree. Even for-profit entities sometimes maintain money-losing products for strategic reasons. But we do not see “emerging markets” for TriMet’s worst-performing lines as they currently exist; we believe they are just poorly patronized lines with unjustifiable expenses.

Moreover, TriMet does not have the luxury of carrying a few money-losing routes by making it up elsewhere, because TriMet loses money on virtually every customer. This is not a sustainable business model, and Cascade’s suggested pilot project would free up important resources to be re-allocated to routes where stronger consumer demand exists.

Comment: *Federal funding may not permit expenditure of transit resources for the purchase of private vehicles.*

Response: There is no need to involve federal dollars since most of TriMet’s general fund revenues come from the payroll tax. If it is determined that new legal authority would be needed in order for TriMet to capitalize a revolving loan fund (which would be administered on contract through a non-profit service provider), then such authority could be sought.

Comment: *There are many valid arguments in the CPI proposal, but these needs should not be addressed at the expense of much-needed transit service.*

Response: We repeat: this pilot project does not promote car ownership at the expense of transit; it makes both TriMet and many low-income riders (along with potential riders) better off.

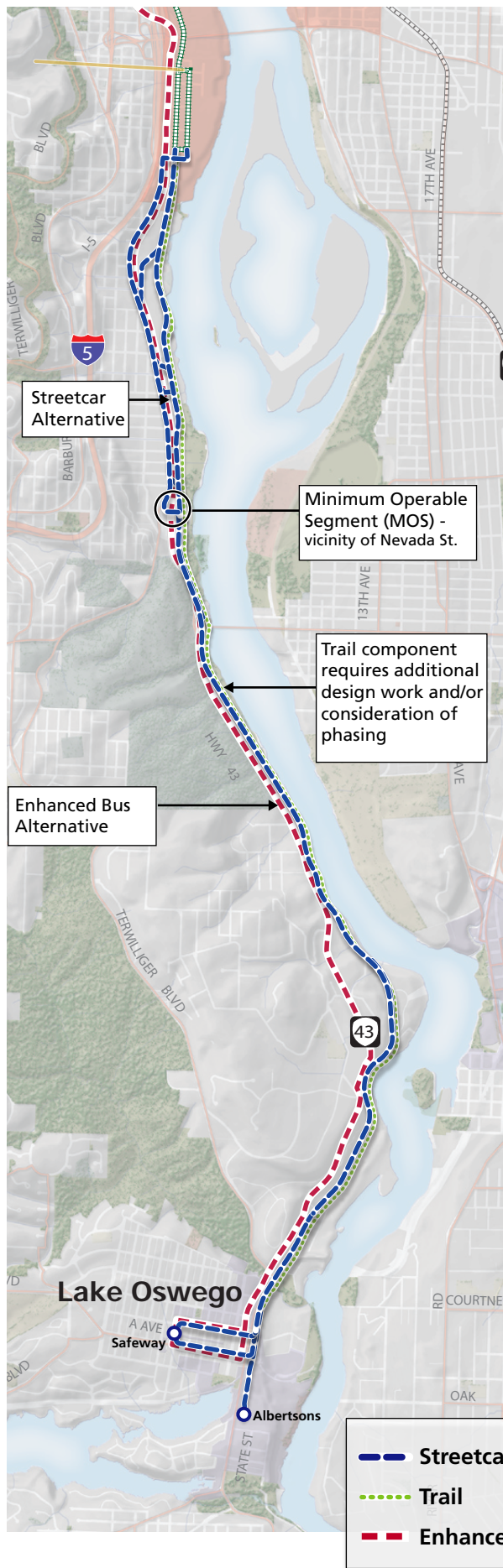
Other observations:

- It is important to understand that the *Wheels to Wealth* proposal is discussing a specific population (the low-income workers) who have complicated transportation needs. They should not be lumped together with the elderly and the physically challenged, who are much more dependent on transit.

- Car pooling can be very much a part of this program. Low-income individuals who have just acquired a car through the car-ownership program can apply a business model to run private car pools. Direct arrangements between the car owners and the employers can establish a very successful carpool arrangement for low-income workers in places where TriMet does not offer frequent services.
- The JARC Advisory Committee (JAC) is not an appropriate committee for carrying out the investigation suggested in *Wheels to Wealth* proposal. First, the composition of the committee itself is skewed because the organizations and agencies participating and taking decisions in the committee self-allocate the JARC fund. There is no established rule for participation in this committee. They don't even have a public website that would carry information about the activities of the committee. There is therefore a need to form a separate committee (which might have some JARC representation) that would properly represent the service providers and the low-income population as well as policy analysts and policy makers.
- Our preliminary research shows that minorities who don't own cars don't necessarily use transit. There is a mismatch between the services that can be practically provided by transit agencies and the needs of the low-income and minority population. There has also hardly been a proper "transportation needs" survey among the low-income populations in the Tri-county area.

Wheels to Wealth is a modest pilot project which would provide us an opportunity to learn more about the transportation needs of low-income and minority households, and how those needs can best be met.

Materials following this page were distributed at the meeting.



Mode:

- ◆ Streetcar
- ◆ Enhanced Bus

Alignment:

- ◆ Willamette Shore Line
 - ◆ Macadam Avenue
- Combinations of above plus all or part of John's Landing Master Plan alignment may be studied to maximize benefits and minimize impacts in John's Landing

Terminus:

- ◆ Safeway
- ◆ Albertsons

Minimum Operable Segment:

- ◆ John's Landing - vicinity of Nevada Street

Trail:

- ◆ Advance for further study
- Further refinement required to determine whether to advance transit and trail together or separately

Taylor's Ferry

Sellwood Bridge

Highway 26

Highway 43

McVey Ave

State St

A Ave

Lake Oswego

Eastside Streetcar

Milwaukie LRT

Lake Oswego

RC

Total Annual Funding

[illegible]

Funding Example – New Starts

Table 5

Streetcar Option 3A: Willamette Shore ROW/Albertson's Terminus without Trail as New Start Project

	Costs (YOE) millions			Revenues (YOE) millions		
	Total Prior to ROW Contribution and Int. Finance	Total w/ ROW	Total w/ ROW + Interim Finance	Federal Share	Local Funding Gap	Value of ROW Contribution
Option 3A with ROW	\$185.7	\$274.9	\$280.6	\$168.4	\$23.1	\$89.2
Option 3A without ROW	\$185.7	N/A	\$191.5	\$114.9	\$76.6	N/A

Dollars are Inflated to Year of Expenditure

M E M O R A N D U M

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TEL 503 797 1700 FAX 503 797 1794



DATE: September 28, 2007
TO: TPAC and MTAC members and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Federal Component of 2035 RTP – Recommended Focus of Agency Review

Background

This memorandum describes the 30-day public comment period that will be held for the federal component of the 2035 Regional Transportation Plan (RTP) and recommends the following three areas be the focus of more detailed review by local, regional and state agencies review during the comment period:

1. **Review updated goals, objectives and potential actions in Chapter 3** to identify gaps and specific recommended language changes.
2. **Review functional classification system maps in Chapter 3** and develop a list of map amendments recommended in local transportation plans adopted since December 2003, and endorsed by Metro. The functional map changes should include the following information: street name, to/from location and recommended RTP change in functional classification.
3. **Review the outstanding issues in Chapter 7** to identify gaps and specific recommended language changes.

The focus of this review is on Federal compliance elements, not Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the RTP update in 2008. Electronic submittals of recommended changes are requested to help staff compile and respond to recommended changes more efficiently.

Public Comment Period – Federal Component

Metro is required to complete an update to the federal component of the RTP by December 2007 in order to maintain continued compliance with the federal Clean Air Act and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The federal component of the update focused on:

1. updating regional policies that guides planning and investments in the regional transportation system to respond to key trends and issues facing the region
2. incorporating projects that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004

Chapter 5 State of Transportation Funding in the Region

This chapter documents current funding sources and historic funding trends that serve as the basis for development and implementation of the financially constrained system of investments. The chapter shows a dramatic shortfall in the region's ability to fund needed investments. A transportation finance strategy will be developed during the state component of the RTP update.

Chapter 6 Regional Investment Priorities

This chapter provides identifies the proposed financially constrained system – the most critical regional and local priorities for investment in the regional transportation system, given limited funding as described in Chapter 5. Refinements to investment priorities may be identified during the state component of the RTP update.

Chapter 7 Implementation

This chapter describes the processes through which this plan will be implemented and details outstanding issues that remain unresolved at the time the plan is adopted. Statewide goal and local comprehensive plan compliance to address state planning requirements will be developed during the state component of the RTP update.

Next Steps

Upcoming discussions that are scheduled to occur to finalize the federal component of the 2035 RTP, include:

- | | |
|--------------------|----------------------------------------------------------------------------------------------------------|
| October 15 | Public comment period begins – discussion draft document released |
| October 26 | TPAC discussion of draft plan and identification of issues for further discussion by JPACT |
| November 7 | MTAC discussion of draft plan and identification of issues for further discussion by MPAC |
| November 8 | JPACT discussion of draft plan and issues identified by TPAC |
| November 14 | MPAC discussion of draft plan and issues identified by MTAC |
| November 15 | Public comment period ends |
| November 19 | TPAC/MTAC workshop to discuss public comments received and develop recommendations on outstanding issues |
| November 21 | MTAC recommendation to MPAC |
| November 28 | MPAC recommendation to JPACT and the Metro Council |
| November 29 | TPAC recommendation to JPACT |
| December 13 | JPACT and Metro Council consider final action on 2035 RTP (federal component) |

Please contact me if you have any questions at ellisk@metro.dst.or.us or 503-797-1617.

3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends
4. identifying additional issues to be addressed during the state component of the RTP update

The 2035 RTP public comment period is scheduled to begin on October 15 and end on November 15, 2007 at the close of the final Metro Council public hearing. The public comment period will focus on a discussion draft “2035 RTP -Federal Component” that will serve as the public review document. The discussion draft plan will be available for review on Metro's website at www.metro-region.org/rtp (Click on 2035 RTP Update), and as printed a document. Comments may be submitted via mail, fax, e-mail or through testimony provided at the Metro Council public hearings.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. Additional opportunities for public comment on both the state and federal components of the 2035 RTP will be provided in Fall 2008.

Discussion Draft 2035 RTP Organization

This section describes how the discussion draft document will be organized:

Chapter 1 Background and Regulatory Context

This chapter describes Metro’s role in transportation planning, the regulatory context development of the RTP must address and the role of the different RTP systems in meeting state and federal requirements.

Chapter 2 State of the Region and Effects on Transportation

This chapter summarizes key trends and issues affecting travel in the region and expected growth in population, the economy and travel for the year 2035. More detailed background reports of these trends and issues can be found on Metro’s website at www.metro-region.org/rtp.

Chapter 3 Regional Transportation Policy: A Blueprint for the Future

This chapter presents the overall policy framework of goals and objectives for the regional transportation system to best support the Region 2040 vision. The goals will form the basis for monitoring plan implementation over time. Performance measures will be developed during the state component of the RTP update.

Chapter 4 Growth and the Round 1 System of Investments

This chapter describes the projects and programs submitted by local, state and regional agencies responsible for providing transportation infrastructure and services. This system is called the “2035 RTP Investment Pool,” and responds to the policies identified in Chapter 3 and expected impacts of future growth on our regional transportation system. The chapter also evaluates the performance of the subset of investments assumed in the 2035 RTP Round 1 System Analysis. Additional rounds of analysis will be conducted during the state component of the RTP update.



METRO

DATE: September 28, 2007

TO: TPAC and MTAC Members and Interested Parties

FROM: Deena Platman, Principal Transportation Planner

SUBJECT: Framework for Evaluating Performance of Regional Mobility Corridors

Background

How to address increasing demand on our multimodal transportation system is a critical issue for the region. The 2035 RTP Update is embracing new ways to think holistically and strategically about how to efficiently and effectively move people and freight around and through the Portland metropolitan region today and into the future. A key approach is the focus on *Regional Mobility Corridors* – transportation corridors centered on the region’s interstate and state highways that include parallel arterial roadways, high capacity and regional transit routes, and multi-purpose paths intended to move people and freight between different parts of the region and connect us with the rest of the state.

Regional Mobility Corridors are the workhorse of the region, intended to transport higher volumes of trips over longer distances. The first round of technical analysis demonstrated that system-level measures are no longer sufficient to determine whether investments lead to efficient and reliable corridors in the region or meet other RTP goals. The first round of modeling showed positive trends for several key system indicators. However, despite significant investments assumed in the region’s transit and roadway systems, we still forecast an increase in congestion. We need to better understand an individual mobility corridor’s elements and performance in order to identify the most cost-effective strategies and target investments.

Regional Mobility Corridor Evaluation

Metro is kicking-off a process to evaluate the performance of the mobility corridors that will provide us with a framework for analysis as we move into the development of the state component of the 2035 RTP Update. The goal is to create a “report card” that easily communicates how well each mobility corridor is meeting regional goals and objectives defined in the policy framework.

With assistance from TPAC and MTAC members, we will:

- Confirm the mobility corridors including their length and width, mobility function;
- Define the corridor performance measures that will be used to evaluate whether individual corridors are continuing to perform their intended function;
- Establish a “grading system” for easily describing the state of individual corridors;
- Prepare a corridor-by-corridor evaluation based on these definitions and performance measures.

We anticipate a four-month schedule to complete this work, with the goal of presenting the recommended framework to TPAC, MTAC, MPAC, JPACT, and the Metro Council at their respective January and February 2008 meetings. We will form a working group of TPAC and MTAC members to guide this effort. The first meeting will be scheduled on the afternoon of Monday, October 15, 2007. Details to come with regard to meeting location and time.

If you have any questions, please feel free to contact me at (503) 797-1754 or by e-mail at platmand@metro.dst.or.us.

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DATE: September 29, 2007

TO: TPAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP Update – Draft Local/Regional Investment Priorities

Purpose

The purpose of this memo is to summarize the preliminary local/regional investment priorities identified by ODOT, TriMet and local agencies.

Action Requested

- Discuss draft local/regional investment priorities and identify issues for JPACT and MPAC discussion.

Background

ODOT, TriMet and local agencies were requested to use Attachment 1, “Principles for Shaping the 2035 Financially Constrained System” as a guide to developing a list of local/regional investment priorities. Agencies were requested to draw investment priorities from the draft pool of investments submitted during the RTP solicitation process in June. Table 1 summarizes agency cost targets and the total cost of the preliminary local/regional investment submitted. The projects and costs are listed in Attachment 2.

TABLE 1 - Summary of Cost Targets and Preliminary Federal Investment Priorities

	Agency Cost Target	Preliminary Federal Investment Priorities Total	Difference
<i>City of Portland/Port¹</i>	\$1,195.3 million	\$1,415.1 million	(\$219.8 million)
<i>Washington County and cities</i>	\$2,051.9 million	\$2,049.2 million	\$2.6 million
<i>Clackamas County and cities</i>	\$1,172 million	\$1,172 million	\$0
<i>Multnomah County and cities (excluding Portland)²</i>	\$1,039.3 million	\$1,036.2 million	\$3.1 million
<i>Willamette Bridges</i>	\$144.7 million	\$144.7 million	\$0
<i>TriMet and regional programs³</i>	\$2,298.6 million	\$2,291.5 million	\$7.1 million
<i>ODOT⁴</i>	\$826.6 million	\$733.7 million	----
TOTAL	\$8,728.4 million	\$8,842.4 million	(\$207 million)

¹ Steve Siegel is currently working with both the City of Portland and Port of Portland to refine the revenue forecasts. The agency cost target total is subject to change.

² Steve Siegel is currently working with both the City of Gresham to refine the revenue forecasts. The agency cost target total is subject to change.

³ Regional transit and programs cost target includes revenue for SMART.

⁴ ODOT cost target includes previously approved 2008-2011 State Transportation Improvement Program commitments tied to specific modernization projects.



Principles for Shaping the 2035 Financially Constrained System

1. Promote 2040 Growth Concept

- Reinforce growth in 2040 priority areas (central city, regional centers, industrial areas & intermodal facilities)
- Achieve geographic balance

2. Support RTP Policy Framework (*dated March 1, 2007*)

- Improve reliability of state and regional mobility corridors
- Address multi-modal system gaps
- Address multi-modal system deficiencies
- Expand transportation choices
- Improve safety and security
- Benefit human health
- Benefit the natural environment

3. Preserve AQ Conformity Status

- Encourage exempt projects
- Meet Transportation Control Measures (TCMs) as established in maintenance plan

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

City of Portland and Port of Portland

	RTP No.	Project Name	Total Cost
Air Quality Exempt	10158	I-5 Northbound off ramp at SW Macadam	\$40,000,000
	10159	Springwater [Trail Connection] - Sellwood Gap	\$3,032,411
	10161	5th/6th, NW/SW (Irving - Jefferson): Portland Transit Mall Reconstruction for Light Rail	\$0
	10162	Willamette Greenway Trail - South Waterfront	\$2,650,000
	10163	I-5 at Gibbs, SW: Pedestrian/Bike Overcrossing	\$12,259,000
	10165	Moody/Bond Ave, SW (Sheridan to Gibbs): Street Improvements	\$18,834,515
	10166	NW Burnside at Skyline Road	\$1,850,716
	10169	Burnside/Couch, East [Blvd/Streetscape]	\$23,908,393
	10171	Burnside/Couch, West [Blvd/Streetscape]	\$75,895,353
	10173	Macadam, SW (Bancroft - Sellwood Br): ITS	\$401,794
	10174	Going, N (Interstate - Greeley): ITS	\$950,024
	10175	Yeon/St. Helens (US30), NW: ITS	\$885,499
	10176	PSL-Eastside Extension	\$147,000,000
	10177	PSL-OMSI to Riverplace or South Waterfront (close the loop)	\$19,000,000
	10178	Going St Bridge, N - Seismic Retrofit	\$4,000,000
	10181	Fifties Bikeway, NE/SE (Tillamook to Woodstock)	\$1,595,049
	10182	St. Johns Pedestrian District, N	\$5,000,000
	10185	Foster-Woodstock, SE (87th - 94th): Street Improvements, Phase I	\$13,812,000
	10186	Foster-Woodstock, SE (94th - 101th): Street Improvements, Phase II	\$11,510,000
	10187	Foster Rd, SE (82nd - 87th): Lents Town Center Street Improvements	\$4,625,000
	10189	Capitol Hwy, SW	\$9,613,958
	10190	23rd Ave, NW (Lovejoy - Burnside): Road Reconstruction	\$3,350,000
	10191	Garden Home Rd, SW (Capitol Hwy - Multnomah): Multi-modal Improvements	\$12,905,000
	10192	Division Streetscape and Reconstruction	\$5,848,135
	10194	Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	\$4,900,000
	10196	Cully Boulevard Green Street	\$5,255,633
	10197	Russell Street Improvements, N	\$3,300,000
	10198	122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	\$515,703
	10199	SE 136th Avenue (Division to Powell) Bikeway	\$6,090,590
	10201	102nd Ave, NE (Weidler - Glisan): Gateway Plan District Multi-modal Improvements, Phase I	\$3,234,000
	10202	102nd Ave, NE/SE (Glisan - Stark): Project Phase II	\$2,137,561
	10203	Glisan St, NE (122nd - City Limits): Multi-modal Improvements	\$3,100,241
	10204	Gateway Regional Center, Local and Collector Streets	\$32,648,540
	10206	Marine Dr, NE (6th - 33rd & Gantenbein -Vancouver Way): Bikeway (Marine Drive, 6th to 185th)	\$2,130,835
	10208	MLK O-Xing/Turn Lanes (Columbia-Lombard)	\$2,228,909
	10213	Airport Way, NE (I-205 to NE 158th Avenue): ITS	\$278,251
	10215	Foster Rd, SE (136th - Jenne): Multi-modal Improvements	\$16,963,856
	10216	SmartTrips Portland, a city-wide individualized marketing strategy	\$4,450,000
	10217	Lombard at Columbia Slough, N: Overcrossing	\$9,767,000
	10218	Burgard-Lombard, N: Street Improvements	\$24,884,000
	10220	Seventies Greenstreet and Bikeway, NE	\$4,120,727
	10221	Skyline, NW (Hwy 26 - City Limits) Shoulder improvement	\$8,088,812
	10222	Flavel Dr, SE	\$7,294,088
	10223	122nd, SE (at Morrison): Pedestrian Overcrossing	\$1,993,000

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

City of Portland and Port of Portland

Air Quality Exempt	RTP No.	Project Name	Total Cost
	10224	Barbara Welch Rd, SE:Multimodal Improvements	\$20,191,557
	10225	Powellhurst/Gilbert Pedestrian Improvements, SE	\$1,473,288
	10226	Hamilton St, SW	\$12,420,360
	10227	Stephenson, SW (Boones Ferry - 35th): Multi-modal Improvements	\$3,813,000
	10230	Twenties Bikeway, NE/SE (Lombard - Clinton)	\$1,837,573
	10232	Flanders, NW (Steel Bridge to Westover): Bicycle Facility	\$2,392,337
	10234	Columbia Slough Trail	\$8,460,000
	10353	Delta Park Trail	\$275,000
	10354	Fanno Creek Greenway (Red Electric) Trail	\$17,653,000
	10355	North Portland Willamette Greenway Study	\$200,000
	10357	Channel Deepening	\$150,573,000
	10358	Airport Way Terminal Entrance Roadway Relocation	\$12,818,000
	10360	Airport Way Return and Exit Roadways	\$6,400,900
	10363	SW Quad Access	\$5,917,500
	10364	Light Rail Station/Track Realignment	\$16,330,700
	10367	CS/PIC Access Improvements	\$1,217,000
	10368	PIC Ped/Bike Network	\$1,163,835
	10369	Leadbetter St. Extension/Overcrossing	\$11,203,600
	10370	PDX ITS	\$3,000,000
	10373	Rivergate ITS	\$480,000
	10375	Cathedral Park Quiet Zone	\$5,198,900
	10377	PSU ITS Expansion, incl. freight data repository	\$0
	10378	Honda Overcrossing	\$3,649,084
	10379	Marine Dr. Improvement Phase 2	\$13,644,200
	10380	PDX Transportation Demand Management (TDM)	\$0
	10979	Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	\$118,500,000
	11092	Ramsey Rail Yard I and II	\$13,900,000
	11102	Burnside/Couch Streetcar Extension to Hollywood via Sandy Blvd	\$70,000,000
	10185-6	Foster-Woodstock Streetscape (87th to 101st)	\$2,151,724
	Total		\$1,067,173,149

Air Quality Non-Exempt	RTP No.	Project Name	Total Cost
	10160	Lloyd District Access Improvements	\$998,243
	10164	South Portal, Phase I & II	\$57,330,684
	10209	92nd Drive, NE (Columbia Slough to Alderwood Rd.)	\$2,406,547
	10210	47th, NE (Columbia - Cornfoot):Roadway & Intersection Improvements	\$5,541,678
	10212	Airport Way/122nd, NE: Intersection Improvement	\$1,100,000
	10214	Lombard, N(Rivergate - Columbia Slough): Multimodal improvements	\$34,517,517
	10219	Argyle on the Hill, N Columbia to N Denver Ave	\$11,773,032
	10228	82nd Ave/Columbia, NE: Intersection Improvements	\$3,408,000
	10229	Columbia Bl/Portland Rd, N: Intersection Improvments	\$1,214,000
	10334	11th/13th, NE (at Columbia Blvd): Roadway Connector	\$1,000,000
Air Quality Non-Exempt	10336	Intersection Improvements	\$1,460,000
	10343	West Hayden Crossing, N	\$49,800,000
	10361	Widen Airport Way West of 82nd	\$8,588,400
	10362	82nd Ave/Airport Way Grade Separation	\$92,000,000
	10366	Alderwood Rd and Cornfoot Intersection Improvements	\$2,206,000
	10371	Airport Way Braided Ramps	\$59,000,000
	10376	Columbia Blvd. Widening	\$14,859,000

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Washington County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Exempt	10092	Tonquin Trail	\$2,000,000
	10602	Scholls Ferry ATMS	\$1,109,000
	10603	Tualatin-Sherwood Rd. ATMS	\$1,594,000
	10604	185th Ave. ATMS	\$1,095,000
	10605	Cornell Rd. ATMS	\$2,043,000
	10606	Washington Square Regional Center Pedestrian Improvements	\$8,954,000
	10607	Sunset TC Station Community Pedestrian Improvements	\$6,006,000
	10608	Aloha TC Pedestrian Improvements	\$10,105,000
	10610	Saltzman Rd. Bike	\$823,000
	10611	Locust Ave. Bike	\$3,417,000
	10612	Greenburg Rd. Bike	\$3,610,000
	10613	Cornell Rd. Bike	\$1,036,000
	10614	Butner Rd. Bike	\$3,524,000
	10615	Bronson Rd. Bike	\$5,490,000
	10632	Allen Blvd. safety, bicycle and pedestrian improvements	\$41,600,000
	10633	Allen Blvd. safety, bicycle and pedestrian improvements	\$6,300,000
	10634	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	\$19,000,000
	10636	Millikan Way safety, bike and pedestrian improvements	\$2,600,000
	10639	Weir Rd. safety, bicycle and pedestrian improvements	\$4,100,000
	10642	TSM Signals Program	\$10,000,000
	10643	Hall Blvd. sidewalk gaps at Hwy 217	\$400,000
	10644	110th Ave. sidewalk gaps	\$1,400,000
	10645	117th Ave. sidewalk gaps	\$400,000
	10646	Hall Blvd. / Watson Ave. pedestrian improvements	\$2,400,000
	10648	Denney Rd. sidewalks	\$2,200,000
	10649	Allen Blvd sidewalks	\$200,000
	10650	Western Ave. sidewalks	\$600,000
	10651	Allen Blvd. sidewalks	\$3,100,000
	10652	141st Ave. sidewalks	\$300,000
	10654	Nora Rd. and Beard Rd. sidewalks	\$2,000,000
	10656	Jamieson Rd. sidewalks	\$400,000
	10659	Laurelwood Ave. sidewalks	\$700,000
	10661	155th Ave. sidewalks	\$2,700,000
	10662	155th Ave. sidewalks	\$1,800,000
	10663	Hall Blvd. bike lanes & turn lanes to Cedar Hills	\$5,200,000
	10664	Watson Ave. bike lanes	\$4,500,000
	10665	6th Ave. bikelanes	\$3,600,000
	10666	Greenway Dr. bike lanes	\$3,700,000
	10667	155th Ave. bike lanes	\$5,400,000
	10668	Farmington Rd Bike lane retrofit	\$12,600,000
	10669	Hall Blvd. bike lanes & turn lanes to s/of Allen	\$5,200,000
	10670	Denney Rd. bike lanes	\$6,100,000
	10671	Allen Blvd. bike lanes	\$4,300,000
	10672	Western Ave. bike lanes	\$5,000,000
	10680	Elwert Rd & 99W Intersection Improvements	\$2,700,000
	10681	Elwert Rd	\$11,430,000
	10682	Brookman Rd	\$20,510,000
	10691	Edy Rd/Sherwood Blvd	\$7,740,000
	10692	Edy Rd	\$8,760,000
	10693	Ladd Hill Rd.	\$6,340,000

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2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

City of Portland and Port of Portland

	RTP No.	Project Name	Total Cost
4	11091	Columbia Blvd/I-205 Interchange: SB On-Ramp Improvement	\$750,000
	Total		\$347,953,101

2035 Financially Constrained Sub-Area Total	\$1,415,126,250
2035 Financially Constrained Sub-Area Target*	\$1,195,300,000
	(\$219,826,250)

*As of 9/28/2007 Steve Siegel is still working with the City of Portland and Port of Portland to refine the revenue forecasts. This total is subject to change.

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Washington County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Exempt	10694	Murdock	\$1,340,000
	10695	Meinecke	\$1,150,000
	10701	Regional Trail System	\$2,465,000
	10703	Pedestrian Links to Schools & Town Center	\$6,983,000
	10718	Herman	\$4,100,000
	10728	Boones Ferry	\$78,000
	10737	Central Design District Pedestrian Improvements	\$10,600,000
	10738	Teton	\$3,800,000
	10739	Nyberg	\$7,000,000
	10740	65th Ave.	\$8,000,000
	10741	95th Ave.	\$2,400,000
	10742	108th Ave.	\$2,000,000
	10744	Tualatin River Pathway	\$8,600,000
	10745	Pedestrian Trail	\$1,600,000
	10749	Washington Square Regional Center Pedestrian Improvements	\$5,720,000
	10760	Tigard Town Center Pedestrian Improvements	\$4,882,000
	10763	Washington Square Regional Center Greenbelt Shared Use Path	\$1,821,000
	10766	Regional Trail Gap Closure	\$6,890,000
	10771	Hillsboro-Forest Grove HCT Feasibility Study ³	\$1,500,000
	10781	West UGB Trail	\$3,100,000
	10782	Thatcher / Willamina / B St Pedestrian and Bicycle Improvements	\$5,600,000
	10784	David Hill/Hartford Bicycle Pedestrian	\$4,900,000
	10786	19th Avenue: Council Creek Bldg/Walgreens (19th/20th Ave Junction)	\$1,000,000
	10802	29th Ave: TV Hwy Signalization	\$600,000
	10803	TV Hwy	\$450,000
	10804	Collector Bike Lanes	\$350,000
	10805	TV Hwy Ped Infill	\$1,020,000
	10806	Council Creek Trail System	\$2,040,000
	10809	Bronson Creek Community Trail	\$3,500,000
	10810	Westside Trail (Regional)	\$4,000,000
	10811	Beaverton Creek Trail (Regional)	\$7,000,000
	10813	Westside Trail (Regional)	\$4,000,000
	10815	Cornell Rd Signal Coordination	\$1,000,000
	10816	TV Hwy. Signal Coordination	\$2,350,000
	10842	Other Collector Reconstruction	\$35,000,000
	10847	Regional Center Ped Improvements	\$4,550,000
	10848	Industrial/Town Center Ped Improv	\$1,300,000
	10849	Regional Center- Bike Improvement	\$2,110,000
	10850	Beav Ck Trail, Bronson Ck Trail,	\$1,000,000
	10851	Rock Ck Trail - Multi Use	\$5,520,000
Air Quality Exempt	11089	92nd Ave. Ped.	\$3,922,000
	11090	10th Ave/Cornell Bike	\$7,911,000
	11093	Flashing Yellow Arrow Signal Upgrades ⁴	\$1,326,000
	11094	Baseline Blvd. Improvements	\$3,600,000
	11095	11th-17th Ave.	\$3,400,000
	10807 & 10808	HCT Station Local Improvements (26th Ave and 10th Ave)	\$1,700,000
Total			\$459,264,000

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Washington County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Non-Exempt	RTP No.	Project Name	Total Cost
	10545	OR 10: Oleson Rd. Improvement	\$30,888,000
	10546	170th Ave. Improvements	\$28,093,000
	10547	173rd/174th Overcrossing Improvement	\$58,641,000
	10549	Cornell @ 143rd Improvements	\$12,400,000
	10551	185th to West Union Improvement	\$6,794,000
	10554	Bethany Blvd. Improvements	\$22,046,000
	10558	Cornell Rd. Improvements	\$9,941,000
	10559	Cornell to Murray Improvements	\$40,620,000
	10560	Farmington Rd. Improvements	\$17,676,000
	10561	Jenkins Rd. Improvements	\$15,530,000
	10563	Kaiser/143rd Ave. Improvements	\$38,357,000
	10567	Taylor's Ferry Extension	\$4,390,000
	10568	Tualatin-Sherwood Rd. Improvements	\$49,150,000
	10569	Walker Rd. Improvements	\$14,776,000
	10570	Walker to Hwy. 217 Improvements	\$89,612,000
	10571	West Union Rd. Improvements	\$34,870,000
	10572	Barnes Rd. Improvements	\$8,933,000
	10574	Farmington to 198th Improvements	\$17,326,000
	10576	Saltzman Rd. Improvements	\$12,550,000
	10578	Merlo/158th Improvements	\$24,735,000
	10579	Barnes to 119th Improvements	\$30,316,000
	10581	Brookwood Rd. Improvements	\$11,970,000
	10583	185th to Bany Rd. Improvements	\$7,706,000
	10587	Cornelius Pass Rd. Improvements	\$59,872,000
	10590	Tonquin Rd. Improvements	\$28,406,000
	10592	205th Ave. Improvements	\$18,061,000
	10596	Scholls Ferry Rd. Improvements	\$19,749,000
	10597	Evergreen Rd. Improvements	\$11,242,000
	10600	Hwy. 26/Shute Interchange Improvements	\$29,272,000
	10601	Hwy. 26/Bethany Interchange Improvements	\$8,720,000
	10616	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	\$3,500,000
	10617	Farmington Rd.: Murray Blvd. to Hocken Ave. Safety, turn lanes, bicycle, and pedestrian improvements	\$8,700,000
	10618	Dawson/Westgate multimodal extension to Hocken Ave.	\$8,900,000
	10619	Crescent St. multimodal extension to Cedar Hills Blvd.	\$3,500,000
	10620	Millikan Way multimodal extension to 114th Ave.	\$13,800,000
	10621	New street connection from Broadway to 115th Ave.	\$4,500,000
	10622	Electric to Whitney to Carousel to 144th multimodal street connections	\$7,200,000
	10624	120th Ave.: new 2 lane multimodal street	\$8,900,000
	10625	Rose Biggi Ave.: 2 lane multimodal street extension	\$3,000,000
	10626	114th Ave./115th Ave. 2 lane multimodal street	\$10,000,000
	10627	Tualaway 2 lane multimodal street extension	\$3,900,000
	10628	Center Street multimodal improvements	\$5,400,000
	10630	Hall Blvd. multimodal extension to Hocken Ave.	\$5,500,000
	10631	141st/142nd/144th multimodal street extension connections	\$6,400,000
	10635	125th Ave. multimodal extension Brockman to Hall Blvd.	\$13,900,000
	10638	Davies Rd. multimodal street extension	\$4,900,000

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

Washington County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Non-Exempt	10640	Nimbus Ave. 2 lane multimodal street extension	\$15,400,000
	10653	Sexton Mountain Drive multimodal street extension: 155th to Sexton Mtn. across the powerline	\$2,500,000
	10674	Oregon-Tonquin Intersection & Street Improvements	\$1,945,000
	10677	Adams Ave Phase 2	\$8,580,000
	10699	Oregon Street	\$6,712,000
	10702	2040 Corridor Signal & Intersection Improvements	\$2,812,000
	10709	Sagert	\$1,700,000
	10714	105th Ave/Avery Street	\$5,000,000
	10715	Herman	\$2,500,000
	10716	Myslony	\$9,400,000
	10720	Boones Ferry	\$16,500,000
	10721	McEwan	\$3,520,000
	10722	65th	\$15,000,000
	10725	65th	\$19,000,000
	10729	Loop Rd	\$6,900,000
	10730	E-W connection	\$18,200,000
	10735	Herman	\$1,250,000
	10736	124th Ave	\$82,500,000
	10746	Washington Square Connectivity Improvements	\$6,912,000
	10747	Hwy. 217 Overcrossing - Cascade Plaza	\$5,166,000
	10748	Greenburg Road Improvements, South	\$14,330,000
	10750	Greenburg Road Improvements	\$15,017,000
	10751	Hwy. 217 Overcrossing	\$9,635,000
	10753	Durham Road Improvements	\$21,093,000
	10754	Walnut Street Extension	\$3,770,000
	10755	72nd Ave. Improvements	\$50,964,000
	10759	Dartmouth Street Improvements	\$4,412,000
	10762	Nimbus Ave. Extension	\$4,680,000
	10764	Durham Road Improvements	\$30,515,000
	10767	72nd Ave. Intersection Improvements	\$2,000,000
	10768	Upper Boones Ferry Intersection Improvements	\$9,630,000
	10769	Greenburg Intersection Improvements	\$9,512,000
	10770	Hwy. 99W Intersection Improvements	\$19,669,000
	10773	Thatcher/Gales Creek	\$3,600,000
	10774	23rd/24th	\$15,000,000
	10775	E/Pacific/19th Intersection	\$4,800,000
	10776	HWY 8/HWY 47 Intersection	\$3,300,000
	10778	Heather Industrial Connector	\$5,800,000
t	10779	Hwy 8/Pacific/19th	\$12,100,000
	10785	14th Ave: S. Dogwood/N. Holladay	\$2,800,000
	10788	10th Ave: N. Barlow/RR X-ing	\$700,000
	10795	Holladay St Extension	\$2,500,000
	10796	Holladay St Extension	\$1,300,000
	10797	Holladay St Extension	\$1,300,000
	10798	Davis St. Extension	\$2,500,000
	10799	Davis St. Extension	\$4,500,000
	10800	Dogwood St. Extension	\$1,500,000
	10801	29th Ave.:TV Hwy/345th Ave	\$4,200,000
	10814	Evergreen Rd	\$4,000,000
	10818	231st Ave./Century Blvd	\$26,248,000

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Washington County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Non-Exemp	10819	231st Ave./Century Blvd	\$6,800,000
	10820	Brookwood (247th)	\$2,094,000
	10821	Huffman	\$9,282,000
	10822	253rd	\$6,162,000
	10823	Amberwood	\$2,312,000
	10824	Cornell Rd	\$9,248,000
	10827	Quatama Road (LRT to Cornelius Pass Road)	\$1,800,000
	10828	Edgeway (Salix)	\$6,664,000
	10831	Century Blvd	\$12,920,000
	10833	Grant Street Extension	\$12,240,000
	10834	28th Ave.	\$4,352,000
	10835	185th Ave.	\$4,896,000
	10836	Evergreen Rd	\$5,440,000
	10838	Davis Road	\$4,474,000
	10839	Century Blvd (234th)	\$11,636,000
	10840	Regional Center Improvements	\$10,470,000
	10841	Other Traffic Signals	\$5,700,000
	10843	Intersection Improvements	\$25,000,000
	10846	TV Hwy.	\$42,000,000
	10852	95th Ave/Boones Ferry Rd/Commerce Circle Intersection Improvements	\$2,500,000
	10853	Kinsman Rd Extension from Ridder Rd to Day St	\$6,500,000
Total			\$1,590,004,000

2035 Financially Constrained Sub-Area Total

\$2,049,268,000

2035 Financially Constrained Sub-Area Target

\$2,051,900,000

\$2,632,000

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

East Multnomah County and Cities

	RTP No.	Project Name	Total Cost
Air Quality Exempt	10069	East Buttes Power Line Trail: Northern section within current city of Gresham limits	\$1,900,000
	10396	Reconstruct Cornelius Pass Road	\$37,000,000
	10400	Construct New Bicycle/Pedestrian Facility on Morrison Bridge	\$2,100,000
	10403	257th Ave Pedestrian Improvements	\$1,600,000
	10404	Beaver Creek Culvert Replacement	\$6,000,000
	10405	City of Fairview Pedestrian Improvements	\$1,940,000
	10407	Fish Passage Culvert Replacement (Arata and Fairview Creeks)	\$1,511,000
	10408	40 mile loop trail (Marine Dr--Historic Columbia River Hwy)	\$3,500,000
	10409	Beaver Creek Trail (Mt. Hood CC--Historic Columbia River Hwy)	\$1,400,000
	10419	Civic Neighb. LRT station plaza	\$5,600,000
	10421	Burnside Road Blvd Improvements	\$7,873,990
	10423	Cleveland St. Reconstr.	\$1,100,000
	10436	Max Trail	\$1,897,279
	10437	Gresham/Fairview Trail	\$4,608,799
	10438	Springwater Trail Connections	\$271,562
	10439	Main City Park Trailhead	\$570,299
	10441	Gresham RC Ped and Ped to Max	\$584,820
	10442	Phase 3 Signal Optimization	\$6,227,280
	10453	Stark St. Improvements	\$6,774,280
	10454	181st Ave. Improvements	\$11,440,061
	10455	Rockwood TC Ped and Ped to Max 181st, 188th, Stark & int. streets and LRT: 188th LR Stations and Ped to MAX only	\$8,919,615
	10459	Burnside SC Pedestrian Imps.	\$1,192,669
	10462	Butler Road Improvements	\$13,166,455
	10490	201st RR Bridge at I-84	\$2,359,125
	10502	Bike signs	\$1,400,000
	10504	Ped to Max: Hood St.	\$986,467
	10506	Transit: Columbia Corridor TMA	\$185,258
	10507	Glisan, 162nd to 202	\$104,850
	10508	Glisan, Eastman (223rd) to Hogan	\$62,910
	10509	Safe walking routes, missing links	\$4,089,150
	10519	Pedestrian enhancements	\$75,492
	11074	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	\$8,300,000
	11074	East Buttes Loop Trail: Rodlun Road to 190th	\$2,800,000
Total			\$147,541,361

	RTP No.	Project Name	Total Cost
Air Quality Non-	10382	Improve Stark St Major Arterial Standards (257th Ave--Troutdale Rd)	\$3,150,000
	10384	Reconstruct Scholls Ferry Road (Washington County line--US-26)	\$3,500,000
	10385	Reconstruct Halsey St (238th Ave--Historic Columbia River Hwy)	\$3,600,000
	10386	Glisan Street Improvements	\$9,852,749
	10387	Reconstruct Arata Road (223rd Ave--238th Ave)	\$2,300,000
	10387	Wood Village Blvd Extension (Arata Rd--Halsey St)	\$1,573,000
	10388	Reconstruct 223rd Ave (Halsey St--Sandy Blvd)	\$1,400,000
	10389	Reconstruct 223rd Ave (Sandy Blvd--Marine Dr)	\$2,267,000
	10390	Reconstruct Troutdale Road (Strebin Rd--Cherry Park Road)	\$6,297,000
	10391	Reconstruct Historic Columbia River Hwy (244th Ave--Halsey St)	\$6,151,000
	10392	Cascade/Columbia River District (various projects)	\$9,200,000
	10393	Replace RR Over-Crossing on 223rd Ave (at I-84)	\$7,000,000

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

East Multnomah County and Cities

Air Quality Non-Exempt

RTP No.	Project Name	Total Cost
10394	Replace RR Over-Crossing on 223rd Ave (2000' north of I-84)	\$7,000,000
10395	Replace RR Over-Crossing on Historic Columbia River Hwy	\$7,000,000
10397	Reconstruct 242nd Ave (Glisan St--Stark St)	\$1,925,000
10399	Reconstruct Sandy Blvd (207th Ave--238th Ave)	\$7,438,000
10401	Reconstruct Marine Dr (Interlachen--I-84)	\$14,000,000
10402	Construct new road north from Exit 16 (I-84) to Marine Dr	\$14,500,000
10406	Reconstruct Stark St (Troutdale Rd--Hampton Rd)	\$1,810,000
10420	Palmquist Rd Improvements	\$7,784,844
10424	Wallula St. Reconstr, + intersections	\$8,347,988
10425	Bull Run Rd. Reconstruction	\$4,466,312
10427	Regner Road Reconstruction	\$29,265,570
10428	257th (Kane) Corridor Improvements	\$8,623,103
10430	Orient Drive Imps.	\$9,000,000
10431	Highland/190th Road Widening	\$19,646,521
10434	Burnside St. Improvements	\$32,545,601
10443	Sandy Boulevard Widening	\$26,040,578
10444	181st Ave. Widening	\$1,797,270
10445	181st Ave. Intersection Improvement	\$1,041,867
10446	181st Ave. Intersection Improvement	\$831,210
10447	162nd Ave Imps. Plus TIF project	\$7,915,303
10449	201st: Halsey to Sandy	\$8,335,400
10450	2 Birdsedale Projects	\$1,375,500
10458	Halsey St. Improvements	\$4,430,961
10463	Foster Road Extension (north)	\$15,417,627
10464	Giese Rd. Extension	\$17,987,232
10465	172nd Ave. Improvements	\$11,520,364
10466	172nd Ave. Improvements	\$7,112,978
10468	Giese Rd. Improvements	\$5,430,469
10469	Foster Road Bridge	\$2,642,220
10470	Giese Road Extension Bridge	\$2,642,220
10471	Butler Road Extension and Bridge	\$12,268,899
10472	Eastman at Division	\$912,928
10473	Eastman at Stark	\$1,196,756
10474	Rugg Road Ext.	\$30,672,208
10475	Rugg Road Ext.	\$39,329,973
10476	Rugg Road.	\$12,770,187
10477	4	\$13,148,679
10478	252nd Ave.	\$26,162,462
10479	252nd Ave.	\$9,808,690
10480	7	\$8,008,421
10481	8	\$5,519,551
10482	9	\$8,008,421
10483	10	\$12,202,421
10484	11	\$21,031,280
10485	Hogan	\$47,291,190
10486	Telford Road	\$29,419,888
10488	282nd Avenue	\$7,146,436
10493	181st Ave. Sandy to I-84	\$827,659
10494	162nd at Stark St.	\$888,209
10495	181st Ave at Halsey	\$1,025,038
10496	181st at I-84	\$250,000

2035 RTP DRAFT Local/Regional Investment Attachment 2

Priorities

East Multnomah County and Cities

Air Quality Non-Exempt	RTP No.	Project Name	Total Cost
	10497	181st at Sandy, at Stark	\$1,884,390
	10498	181st at Division, at Powell	\$1,682,670
	10499	192nd Ave. Wilkes to Halsey	\$3,833,031
	10500	257th (Kane) at Stark	\$614,387
	10501	Barnes Rd., Powell Valley to city limit: Only Orient to south city limits	\$7,135,229
	10503	Burnside at Powell	\$683,517
	10505	Civic Neighborhood TOD	\$4,765,219
	10511	Hogan Rd. at Stark St.	\$1,908,431
	10512	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	\$8,739,328
	10516	San Rafael, 181st to 201st	\$9,990,952
	10518	Wilkes St., 181st to 192nd	\$6,781,698
	10521	Signalize intersections	\$768,590
	10527	Hogan, Powell Blvd to Palmquist	\$8,444,619
	10530	Towle Ave. Butler Rd. to Binford Lk	\$11,897,840
	10533	190th:30th to So. Boundary of Pleasant Valley	\$28,644,245
	10534	Cheldelin: 172nd to 190th	\$19,795,513
	10535	Clatsop: New extension	\$20,163,595
	10536	Clatsop: Improvements	\$4,202,582
	10537	Richey	\$7,925,735
	10538	Sager	\$15,794,720
	10539	Foster South: new road	\$7,120,992
	10540	162nd	\$21,236,546
	10541	182nd	\$11,797,690
	10542	Foster: 162nd to Jenne	\$3,014,698
	10543	172nd: Cheldelin south to Pleasant Valley study boundary	\$8,651,396
	10856	Richey/Foster Connection	\$656,452
	10857	Jenne/Foster	\$540,780
	10858	174th/Powell	\$1,860,824
	10860	Collector 72 (Knapp)	\$10,703,002
	10861	Collector 72 (Knapp)	\$10,368,393
	10862	Community Street 72	\$9,991,393
	10864	US 26 Springwater Interchange	\$5,000,000
	Total		\$888,652,630
	2035 Financially Constrained Sub-Area Total		\$1,036,193,991
	2035 Financially Constrained Sub-Area Target*		\$1,039,300,000
			\$3,106,009

*As of 9/28/2007 Steve Siegel is still working with the City of Gresham to refine the revenue forecasts.
This total is subject to change.

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Willamette River Bridges

	RTP No.	Project Name	Total Cost
Air Quality Quality Exempt	10410	Broadway Bridge Rehab and Maintenance	\$22,700,000
	10411	Burnside Bridge Rehabilitation	\$41,600,000
	10412	Morrison Bridge Rehabilitation	\$42,000,000
	10413	Hawthorne Bridge Rehabilitation	\$13,300,000
	Total		\$119,600,000
	RTP No.	Project Name	Total Cost
Air Quality Non- Exempt			
	10414	Sellwood Bridge Rehabilitation/Maintenance	\$25,100,000

2035 Financially Constrained Sub-Area Total	\$144,700,000
2035 Financially Constrained Sub-Area Target	\$144,700,000
	\$0

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

Regional Transit and Programs

Transit Capital Projects

Air Quality Exempt	RTP No.	Project Name	Total Cost
	10901	MAX light rail: South Corridor Ph 2: Portland to Milwaukie	\$816,500,000
	10912	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	\$175,000,000
	10916	Bus Rapid Transit: SE McLoughlin to Oregon City and CCC	\$8,500,000
			\$1,000,000,000
	Other Transit Investments		
	RTP No.	Project Name	Total Cost
	10921	MAX System Bottleneck - Steel Bridge Rehabilitation	\$50,000,000
	Multiple #'s	Park and Ride Lots and Transit Centers	\$2,877,000
	Multiple #'s	Frequent Bus	\$36,225,000
	Multiple #'s	Bus and Light Rail Vehicle Replacements	\$404,200,000
	Multiple #'s	LIFT Replacement and Expansion at 4.6%	\$145,350,000
	11042	Bus Priority Treatment	\$5,000,000
	11043	Pedestrian Access Improvements	\$5,000,000
	Multiple #'s	Operational Needs	\$58,061,861
	11105	SMART: Current Fixed Route and Dial-a-Ride Services	\$228,700,000
	11106	SMART: Extension of transit service to connect with regional commuter rail	\$33,750,000
	11107	SMART: Extension of transit service from Wilsonville to downtown Portland	\$19,100,000
	11108	SMART: Extension of transit service within Wilsonville	\$24,550,000
	11109	SMART: Bus Replacements	\$13,100,000
	11110	SMART: Wilsonville Commuter Rail Station Park & Ride Improvements	\$4,500,000
	11111	SMART: Wilsonville SMART Offices	\$2,000,000
	11112	SMART: Wilsonville SMART Fleet Services Facility	\$8,000,000
	11113	SMART: Transportation Management Association (TMA)	\$200,000
			\$1,040,613,861
	Regional Programs		
	RTP No.	Project Name	Total Cost
	10855	TOD Program	\$67,500,000
	11044	Regional Trails Master Plans	\$1,100,000
	11054	Regional Travel Options Program	\$74,250,000
	11103	Regional Planning	\$67,500,000
	11104	Regional ITS/TSMO	\$40,500,000
			\$250,850,000

2035 Financially Constrained Sub-Area Total
2035 Financially Constrained Sub-Area Target

\$2,291,463,861
\$2,298,600,000
\$7,136,139

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

ODOT

	RTP No.	Project Name	Total Cost
Air Quality Exempt	10867	I-5 @ I-84 Interchange Reconstruction and Widening - PE/EA	\$50,000,000
	10866	I-5/Columbia River Crossing PE	\$50,000,000
	Total		\$100,000,000

	RTP No.	Project Name	Total Cost
Air Quality Non-Exempt	10865	I-205 NB/Airport Way Interchange	\$27,200,000
	10872	I-205/I-5 SB Interchange Improvement	\$9,700,000
	10874	I-5 North Improvements Phase 2 Victory to Lombard	\$46,000,000
	10863	I-84/Troutdale Interchange Improvement (Exit 17)	\$20,400,000
	10871	Marine Drive Extension at I-84 in Troutdale	\$8,200,000
	10876	I-84 EB Third Lane Extension: Halsey to NB I-205 Ramp	\$6,446,790
	10875	OR-217 Interchange Improvements: Beaverton-Hillsdale Hwy to Allen Braids	\$79,600,000
	10870	I-5/OR 99W Connector Planning, Env, PE, ROW	\$100,500,000
	10894	Sunrise Project Phase 1, I-205 to SE 122nd PE	\$15,000,000
	10890	Sunrise Project Phase 1, I-205 to SE 122nd ROW	\$55,000,000
	10869	Sunrise Project Phase 1, I-205 to SE 122nd Ave Construction	\$200,000,000
	10864	US-26E/Springwater Interchange Improvement	\$29,500,000
	10873	US-26W: Improvements 185th Ave to Cornelius Pass	\$36,119,034
Total			\$633,665,824

2035 Financially Constrained Sub-Area Total	\$733,665,824
2035 Financially Constrained Sub-Area Target*	\$826,600,000

*The financially constrained sub-area target for ODOT includes revenue committed to projects in the 2008-2011 STIP.

2035 RTP DRAFT Local/Regional Investment Attachment 2 Priorities

City of Portland Primary Transit Network (PTN)

Portland Office of Transportation

Transportation Policy Alternatives Committee

September 28, 2007



City of Portland Primary Transit Network

Nelson\Nygaard Consulting Associates | URS

Review of Portland PTN Project Goals

- Update '97 regional PTN with specific focus on Portland
- 2030 planning horizon
- Create policy-level framework to guide land use and transportation infrastructure investments
- Identify corridors to be evaluated in future modal studies (e.g., Streetcar System Plan)
- Develop mapping tools for future studies and outreach efforts

City of Portland Primary Transit Network

Nelson\Nygaard Consulting Associates | URS

What are Primary Transit Network Corridors?

- Corridor features:
 - Connect major destinations
 - Densest corridors with best potential for transit ridership
 - Service high volumes of transit passengers
 - Competitive with the automobile
 - Allow focused capital investment
 - Mode neutral for now



City of Portland Primary Transit Network

Nelson\Nygaard Consulting Associates | URS

What Makes the PTN Work?

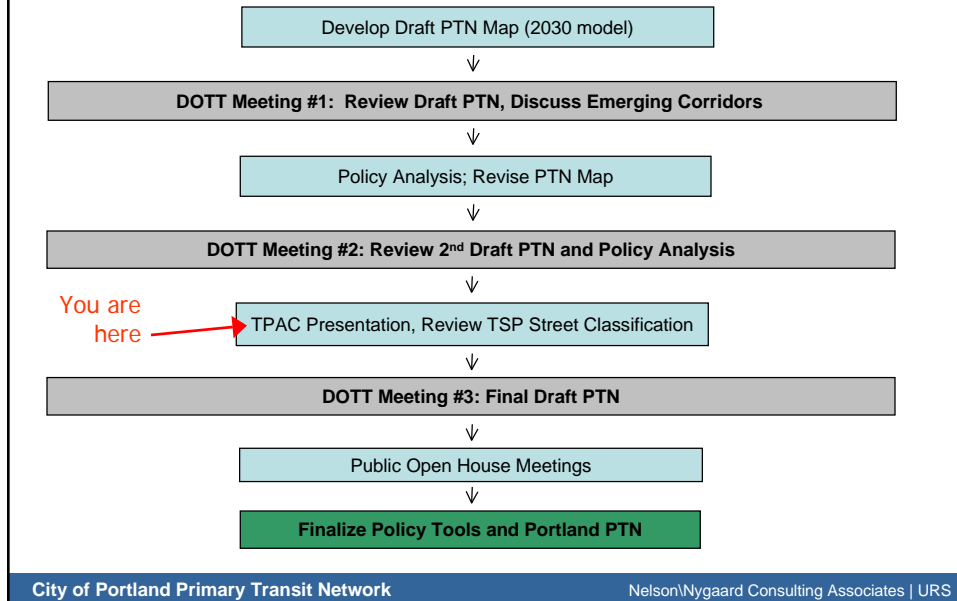
- Serves the largest share of the city's population and employment with the least line miles.
- Service Quality, Density and Connectivity work together to enhance PTN
- Focus on Ridership



City of Portland Primary Transit Network

Nelson\Nygaard Consulting Associates | URS

Process Summary



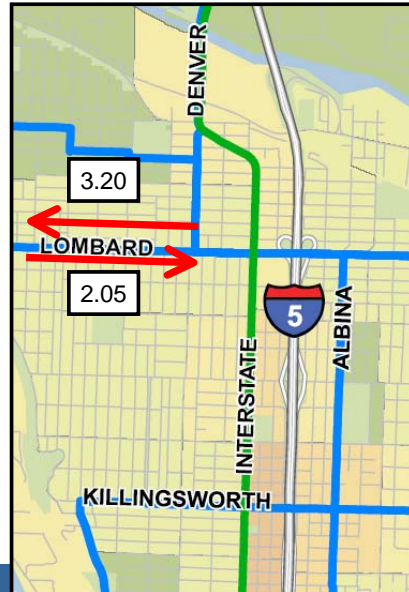
Policy Framework

Policy tools that evaluate potential corridors:

- Transit Orientation Index (TOI)
 - Measures employment, housing and retail density to predict transit demand
 - All potential corridors ranked by average “score”
- Land Use Anchor Identification
 - Primary: City Center, Regional Centers, Town Centers
 - Secondary: Main Streets, Major Institutions, Station Areas
- Some flexibility required
 - Not all corridors fit neatly into framework

Policy Framework - TOI Analysis

- Corridors scored based on 2030 TOI
 - Each side of the corridor measured separately
 - Average score calculated for entire corridor
 - Length of corridor can impact TOI score

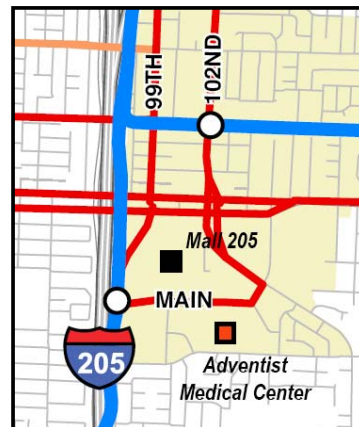


City of Portland Primary Transit Network

URS

Policy Framework – Land Use Anchors

- Why are anchors important?
 - Strengthen corridor ridership
 - Reinforce end-of-line service (*inefficient without strong anchor*)
 - Corridor connectivity
- What makes a good anchor?
 - Higher densities
 - Mixed uses
 - Major institutions
 - Connections to other transit routes
 - Pedestrian-oriented, 18-hour activity



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Policy Framework – Land Use Anchors

- 2040 Growth Concept Used As Basis for Anchor Requirements

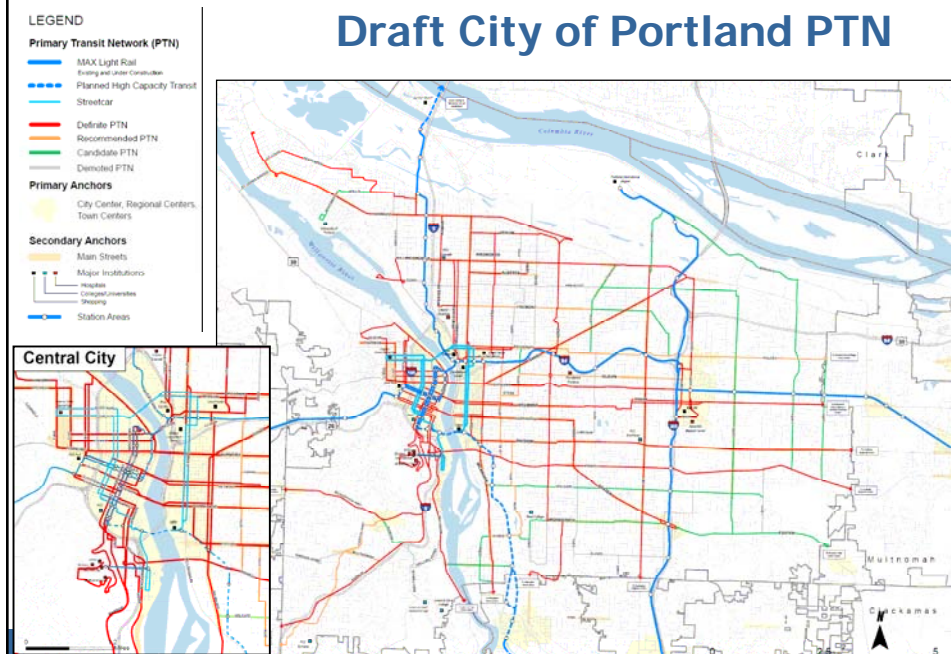
- **Primary:** City Center, Regional Centers (Gateway) and Town Centers (Lents, Hollywood, St. Johns, Hillsdale)
- **Secondary:** Main Streets, Station Areas and Major Institutions (Colleges/Universities, Hospitals, Shopping, Visitor/Tourist Destinations)



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Draft City of Portland PTN



Next Steps

- Evaluate comments from DOTT, update Draft PTN map
- Review PTN against TSP Street Classifications
- Develop final technical memorandum with updated Draft City of Portland PTN
- Public Open House Meetings
- Use as base for Streetcar System Plan and other future studies