

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 14, 2009
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

7:30 AM	1.	CALL TO ORDER & DECLARATION OF A QUORUM	Carlotta Collette, Chair
7:32 AM	2.	INTRODUCTIONS	Carlotta Collette, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	Carlotta Collette, Chair
7:40 AM	4.	COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Legislative Update	Randy Tucker
7:50 AM	5.	CONSENT AGENDA <ul style="list-style-type: none">* • Consideration of the JPACT Minutes for April 9, 2009	Carlotta Collette, Chair
	6.	<u>INFORMATION / DISCUSSION ITEMS</u>	
7:55 AM	6.1	* Overview of Local Aspirations and Implications for Transportation Investment Priorities – <u>INFORMATION</u>	Christina Deffebach
8:10 AM	6.2	** Regional Transportation Plan (RTP) Investment Strategy Development – <u>INFORMATION</u> (Action scheduled for June 11 th) <ul style="list-style-type: none">• Overview of Mobility Corridors Needs Assessment and Preliminary Findings• Overview of Next Steps for Developing Strategy	Kim Ellis Deena Platman
8:35 AM	6.3	* Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria – <u>INFORMATION</u> (Action scheduled for June 11 th)	Tony Mendoza
	7.	<u>ACTION ITEMS</u>	
8:50 AM	7.1	* American Recovery and Reinvestment Act (ARRA) Back-up Strategy – <u>APPROVAL REQUESTED</u>	Ted Leybold
8:55 AM	7.2	* Resolution No. 09-4053, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Eliminate American Recovery and Reinvestment Act (ARRA) Funding for Three Projects and Add ARRA Funding for Two Projects in Washington County – <u>APPROVAL REQUESTED</u>	Ted Leybold
9 AM	8.	ADJOURN	Carlotta Collette, Chair

Upcoming Meetings:

1. JPACT retreat scheduled for Friday, May 22, 2009 from 8 a.m. to 3 p.m. at the Oregon Zoo, Skyline Room.
2. Regular JPACT meeting scheduled for Thursday, June 11, 2009 from 7:30 to 9 a.m. at the Metro Council Chambers.

- * Material available electronically.
** Material to be e-mailed at a later date.
Material provided at meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2009 JPACT Work Program

5/7/09

<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Mobility Corridors • ARRA Back-up • ARRA – MTIP Amendment • Legislative Report • Overview of Local Aspirations and Implications for Transportation Investment Priorities <p><u>May 22nd – JPACT Retreat</u> Location: Oregon Zoo, Skyline Room Time: 8 a.m. to 3 p.m.</p> <ul style="list-style-type: none"> • Greatest Places Initiative Status • RTP Investment Strategies • RTP Financing Choices • ACT Study/JPACT Membership 	<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on RTP Investment Strategy and Funding Mechanisms • 2010 TriMet Transit Investment Plan – Review/Comment • I-5/99W Corridor – Preferred Alternative • HCT Plan – Adoption <p><u>Tentative:</u> Meet with Transport Committee of the British Parliament</p>
<p><u>July 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • OTREC • Climate Change • MTIP Policy and Process Retrospective Report <p><u>July 22nd – Proposed JPACT/MPAC Meeting</u></p> <ul style="list-style-type: none"> • Land Use Direction • Transportation Direction 	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Preliminary draft RTP Elements – Discussion 	<p><u>October 8, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion
<p><u>November 12, 2009 – Regular Meeting</u></p>	<p><u>December 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt 2035 draft RTP, Pending Air Quality Conformity – Action

Parking Lot:

- When to Consider LPA/RTP Actions for Sunrise and I-5/99W
- ODOT Tolling Policy
- Involvement with Global Warming Commission
- Status Reports on Regional Programs: TOD and ITS
- JPACT Bylaw Amendment on Membership



Joint Policy Advisory Committee on Transportation

MINUTES

April 9, 2009

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Carlotta Collette , Chair
Sam Adams
Rex Burkholder
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

Metro Council
City of Portland
Metro Council
Department of Environmental Quality
Cities of Washington County
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation
Washington Department of Transportation

MEMBERS EXCUSED

Shane Bemis
Donna Jordan
Royce Pollard
Steve Stuart
Ted Wheeler
Bill Wyatt

AFFILIATION

City of Gresham
City of Lake Oswego, Representing Cities of Clackamas Co.
City of Vancouver
Clark County
Multnomah County
Port of Portland

ALTERNATES PRESENT

Shirley Craddick
Susie Lahense
Dean Lookingbill
Alice Norris

AFFILIATION

City of Gresham
Port of Portland
Representing City of Vancouver
Representing Cities of Clackamas County

STAFF: Robin McArthur, Andy Cotugno, Kelsey Newell, Kim Ellis, Randy Tucker, Ted Leybold, Andy Shaw, Denna Platman, Josh Naramore, Tom Kloster, Ina Zucker, Kathryn Sofich and Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:31 a.m.

2. TRANSITION IN COMMITTEE CHAIR

Chair Rex Burkholder announced the transition of the chair position to Councilor Carlotta Collette. He expressed honor for having served the position of chair for the past four years and acknowledged the committee's success at handling big issues.

3. INTRODUCTIONS

Chair Collette introduced Gresham City Councilor Shirley Craddick as the alternate for Cities of Multnomah County.

4. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

5. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Mr. Randy Tucker of Metro, Ms. Olivia Clark of TriMet, and Mr. Dennis Mulvihill of Washington County updated the committee on the current legislative session. In the current legislative session substantial transportation revenue decisions are being overshadowed by the state budget deficit. The main focus of this session is addressing the economic recession. Three budget packages are being considered and the final package will likely be closely associated with job creation. A transportation package is being worked on and will likely portray a commitment to multi-modal transit and addressing environmental issues.

The committee discussed utility fees, legislative time frame and a non-referable transportation package.

Chair Collette encouraged committee members to test the High Capacity Transit Build-a-System online tool on the Metro web site. The public comment questionnaire portion of the tool is scheduled to go offline on Sunday, April 26th.

Mr. Andy Cotugno of Metro briefed the committee on the process for requesting earmarks in the federal budget. Metro staff will work with jurisdictions and provide assistance for submitting the information necessary for requests.

Mr. Cotugno also announced that Metro will be hosting a contingent from the British Parliament in June. Information concerning JPACT's involvement in the visit will be made available as it is known.

6. CONSENT AGENDA

- **Consideration of JPACT meeting minutes for March 5, 2009**
- **Approve Letter of Support for Metro's Participation in the Strategic Highway Research Program's (SHRP2) Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network.**

MOTION: Mayor Sam Adams moved, Mr. Fred Hansen seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

7. ACTION & INFORMATION/ DISCUSSION ITEMS

7.1 Resolution No. 09-4037, For the Purpose of Adopting the FY 2010 Unified Planning Work Program

Ms. Robin McArthur of Metro briefed the committee on Resolution No. 09-4037, which would adopt the FY 2010 Unified Planning Work Program (UPWP). The UPWP is a description of all projects in the region that will use federal planning dollars during FY 2010. TPAC has endorsed the FY 2010 UPWP.

MOTION: Commissioner Roy Rogers moved, and Mayor Alice Norris seconded, to approve Resolution No. 09-4037.

ACTION TAKEN: With all in favor the motion passed.

7.2 Report on Federal Quadrennial Review

Ms. McArthur briefed the committee on the report on the federal quadrennial review. Every four years the federal Department of Transportation conducts an audit of planning dollars used in the region and documents the findings in the final report of the *Transportation Planning Certification Review for the Portland-Vancouver Metropolitan Area*.

7.3 Resolution No. 09-4038, For the Purpose of Certifying the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

Ms. McArthur briefed the committee on Resolution No 09-4038, which would certify that the Portland metropolitan area is in compliance with federal transportation planning requirements. This is an annual self-audit to demonstrate the region's compliance with federal planning requirements. TPAC has endorsed the resolution.

MOTION: Commissioner Lynn Peterson moved, Councilor Kathryn Harrington seconded, to approve Resolution No. 09-4038.

ACTION TAKEN: With all in favor the motion passed.

7.4 American Recovery and Reinvestment Act

7.4.1 Resolution No. 09-4043, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add New Projects to Receive Funding From the America Recovery and Reinvestment Act Allocated by the Oregon Transportation Commission

Mr. Ted Leybold of Metro briefed the committee on Resolution No. 09-4043, which would amend the remaining American Reinvestment and Recovery Act (ARRA) project funds into the Metropolitan Transportation Improvement Project (MTIP). The projects being amended into the MTIP are receiving ARRA funds through the Oregon Transportation Commission and must abide by the agreed upon obligation deadlines.

The committee discussed

- Where ODOT funds will be redistributed if projects do not meet obligation deadlines;
- Specifics concerning ODOT obligation deadlines vs. local project funds deadlines.

MOTION: Mayor Adams moved, and Ms. Susie Lahsene seconded, to approve Resolution No. 09-4043.

ACTION TAKEN: With all in favor, the motion passed.

7.4.2 ODOT Update

Mr. Jason Tell of ODOT updated the committee on the obligation process for ODOT funds. A quicker and more efficient process for obligating funds is being used and all projects are currently moving forward.

Committee discussion included the following points:

- The 120-day deadline for obligating *all* ARRA funds (local and ODOT) to be eligible for receiving ODOT funds and certain jurisdictions inability to meet the deadline
- Limitations of the project proposal process because of the obligation time frame
- The unnecessary ODOT obligation time frame for local ARRA funds effect on the ability to deliver projects
- Communication difficulty because of fast-paced process
- Focus on creating jobs with ARRA funds
- Spending money quickly as a method for receiving more funds at the end of the two year general deadline
- Resources ODOT is providing to help jurisdictions meet deadlines
- Importance of reporting and project delivery
- Portion of funds going to non-highway transportation modes

7.5 Regional Transportation Plan (RTP): Review Community Building Needs and Introduction to Mobility Atlas

Ms. Kim Ellis of Metro briefed the committee on the community building needs portion of the Regional Transportation Plan (RTP). The investment strategy framework for the RTP has two integrated tracks - mobility corridors and community building - which together are focused on addressing mobility, economic, environmental and community needs through investments in the regional transportation system.

The mobility track represents those investments that support multi-modal mobility in the region's major travel corridors – including interstate and cross-regional travel. This track defines mobility more broadly than previous RTPs – looking at the mix of land use, management, transit, road, highway, bike and pedestrian investments needed to move people and goods safely and efficiently. The mobility atlas was developed as a tool to look at multi-modal needs and solutions across jurisdictions. It also provides a framework for comparing how different corridors are performing and prioritizing investments and strategies within each corridor.

The community building track represents those investments that support placemaking and aspirations for vibrant downtowns and strong industrial and employment centers. This track will look at local aspirations and needs in a holistic way to define innovative solutions that support local and regional aspirations for growth. The following topics relating to building the RTP investment strategy were discussed:

- Low cost and high output for community development project
- Integration of Local Aspirations in community building investment strategy
 - Prioritizing transportation in areas where growth is designated to occur
- Integration of various RTP-related elements in community building investment strategy
 - Freight and Goods Movement Plan
 - Transportation System Management Operations (TSMO) strategies
 - High Capacity Transit plan
 - Blue Ribbon Committee for Trails and Active Transportation Corridors
- System Development next steps

Committee discussion included the following points:

- Consideration of equity and environmental justice in the process
- Sharing findings and ideas with the private sector
- Transportation's role in realizing local aspirations
- Transportation Planning Rule (TPR) and mobility standards as potential constraints
- Integrating rail freight movement into the plan
- Forming sub-committees to address unresolved issues and emerging policy areas such as electric vehicles and high-speed rail after the RTP update is complete

At the next meeting, staff will brief JPACT on the preliminary findings from the mobility corridor needs assessment and next steps for developing the RTP Investment Strategy. The JPACT retreat on May 22 will focus on the use of case studies to further illustrate the integration

of local aspirations, TSMO, Freight and HCT elements and how to fund RTP investment priorities.

8. ADJOURN

With no further business, Chair Collette adjourned the meeting at 8:56 a.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 9, 2009

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

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOC #
--	Letter	4/2/09	To: Honorable David Limpinski From: US House of Representatives Committee on Transportation and Infrastructure	040909j-01
7.3	Chart	N/A	Updated Pg. 2 of Metro Response Certification	040909j-02
7.5	Memo	4/6/09	To: JPACT and Interested Parties From: Kim Ellis, RTP Project Manager Re: 2035 Regional Transportation Plan (RTP) Update – System Development Next Steps	040909j-03
7.5	Power Point	4/9/09	2035 RTP Power point presentation	040909j-04
7.5	Power Point	4/9/09	UPDATED 2035 RTP Power point presentation	040909j-05
7.5	Publication	Spring 2009	2035 RTP: <i>Investing in a Transportation System for the 21st Century</i>	040909j-06
7.5	Report	April 2009	Draft 1.0- Atlas of Mobility Corridors	040909j-07
--	Flyer	N/A	Save the Date: Building University- Community Partnerships for a Sustainable Regional Economy: May 1, 2009 at PSU	040909j-08

Local Aspirations



Metro | *Making the greatest place*

Making a vision a reality is not a simple task. Often when people are asked to describe what they want their community to be like in the future they use descriptions of how it should look and function. They describe the businesses that would anchor the community, the elements of established neighborhoods that would remain a constant presence, the number of people coming and going on main street, and the nature of employment districts.

Metro's Local Aspirations process seeks to help each community establish its own voice as the region prepares for regional growth management decisions in 2009 and 2010. Within the next year, major decisions will be made about investments that can have a profound impact on achieving these local aspirations. These decisions will revolve around investments in transportation systems and projects that support the development of great communities. These decisions involve the identification of priorities for new high capacity transit investments. These decisions will also address how best to accommodate the next 20 to 50 years of population and employment growth in this region. Over the long term, the aspirations of local communities to accommodate that growth will inform the deployment of Metro's technical and financial assistance to support communities in implementation of the 2040 Growth Concept, the region's blueprint for managing growth.

To inform these decisions and use regional investments wisely, Metro is committed to understanding the aspirations of each unique community and is engaged in an ongoing dialogue with local partners to document these aspirations. Staff has requested planning directors in each of the communities to describe their communities' aspirations and values for growth, the investments that are needed to support those aspirations, and any proposed policy changes that may be necessary to achieve their aspirations.

Stated Aspirations for Growth – Where and how much does a community wish to grow? What key locations are targeted for new growth, what locations should preserve existing character? Are there any significant redevelopment opportunities?

Stated Values – What are the overall values that guide growth in the community? Is it a modern high rise or historic town center? Is it active 24 hours a day or 12?

Investments Needed – What investments will communities require to help them meet their stated aspirations? What transportation investments will be needed? Are there infrastructure needs that cannot be met with existing funding tools? Are policy changes needed? Are other financial incentives needed to enable desired development?

Policies Proposed – What tools are communities currently considering (or willing to consider) to achieve these aspirations? What kind of public process would be helpful? Would such things as a financing strategy, parking management program or zoning code changes be helpful?



A Definition of a Successful Region



Only by framing our future choices and stated aspirations together can the region consider how to target investments to create a successful region. The following definition of a successful region has been approved by the Metro Policy Advisory Committee and adopted by the Metro Council:

1. **People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.**
2. **Current and future residents benefit from the region's sustained economic competitiveness and prosperity.**
3. **People have safe and reliable transportation choices that enhance their quality of life.**
4. **The region is a leader in minimizing contributions to global warming.**
5. **Current and future generations enjoy clean air, clean water and healthy ecosystems.**
6. **The benefits and burdens of growth and change are distributed equitably.**

Local Aspiration Milestones

Framing —October 2008- February 2009 – Local aspirations defined at the community level

Assessing – March – Sept 2009 – Local aspirations considered in developing investment priorities.

Committing – Sept 2009 – Dec 2010 – Confirming investment priorities and targeting technical assistance and financial resources to support implementation.



To: JPACT

Date: May 14, 2009

From: Tony Mendoza, Transit Project Analysis Manager

Subject: High Capacity Transit System Plan Proposed Tiered Ranking and Draft System Expansion Policy

Introduction

The Regional High Capacity Transit System Plan identifies corridors where new high capacity transit lines (HCT) could be developed over the next 30 years and prioritizes corridors based on evaluation criteria adopted by the region through this process. Much of the technical work for this study has been completed and the study is now in the final phase of evaluation and corridor prioritization. This memo summarizes the study process, provides key results (Figure 2 shows preliminary corridor priorities) and describes proposed policy changes.

Specifically, at the May 14th meeting, JPACT is being asked to review and comment on:

- Proposed tiers for project prioritization
- Proposed System Expansion Policy that establishes a process for advancement of projects over time, and which provides a process to select top tier projects to advance into the federal project development process
- The first draft of Resolution 09-4052, for adoption of Regional High Capacity Transit System Plan into the Regional Transportation Plan. This resolution is scheduled to be adopted by JPACT in June and Metro Council in July.

Role of High Capacity Transit

Metro's *Making the Greatest Place* process will position the region as a national leader in addressing the 21st Century challenges of energy independence and carbon neutrality – all the while maintaining its high quality of life and vibrant economy. The region's 2040 Growth Concept stresses the development of a world class high capacity transit system, but recognizes HCT is not a meaningful goal in and of itself; rather, it is one key element of an integrated strategy to accommodate the region's increasing population while reducing the negative impacts of that population on land, air and water quality. The other critical element is land use

policy. More than any single factor, regional land use policy has positioned the Portland region as a model for transit-supportive development. However, density throughout much of the region is still relatively low and auto dependent, and per capita transit use is still lower than many major urban areas in the United States. While the region intends to be aggressive in continuing to develop its high capacity transit system, resources are limited and it is essential that HCT future investments be used to leverage achievement of land use and economic development goals. Continued economic growth in the region will rely on investment in a transit system that can move an increasing share of the population fast and efficiently between key markets. Achievement of other environmental, placemaking, and equity goals will also rely heavily on a well formed high-capacity transit system.

Regional HCT Plan Outcomes

The Regional High Capacity Transit System Plan, scheduled for adoption in July 2009, will identify regional HCT priorities for the next Regional Transportation Plan (RTP) cycle. In addition to identifying near-term priorities, the HCT System Plan will provide a framework for the region to identify new HCT priorities as current priorities are implemented. While HCT priorities will be updated every four years as part of the RTP, Metro will not complete a system-wide study with this degree of detail and evaluation each RTP update. The proposed process for advancement provides a clear set of guidelines and actions that will guide the selection of new regional HCT priorities and, more importantly, provide a specific process for advancement that corridor communities can follow (in collaboration with Metro, TriMet and other jurisdictions) to advance their project.

The Regional HCT System Plan is not intended as a review of the regional transit structure, its management, or a complete service analysis of the existing HCT system. Rather it is designed to set near- and long-term priorities for HCT system expansion. The plan uses technical evaluation of possible investments to set priorities, but more importantly seeks to align HCT project advancement in a way that supports and enhances the goals of the RTP and Region 2040 Plan. In short, HCT system capital investments must be recognized as an element of a much broader corridor strategy that includes supportive land use and Transit Oriented Development (TOD), comprehensive parking programs, well developed access systems for pedestrians and cyclists, park-and-rides and feeder bus networks. The Regional HCT System Plan will create a new policy framework where these elements lead or parallel major capital investment in HCT.

Regional HCT System Plan Process to Date

The Regional HCT System Plan process is entering the final phase of corridor evaluation (see figure 4). To date significant work has been done by Metro's technical team as well as the HCT Subcommittee and other Metro policy committees. Steps completed in the process to date include:

- Early plan public outreach to identify key issues and corridors for evaluation.

- Stakeholder interviews to identify major issues and objectives of regional partners, stakeholders and local jurisdictions, and to develop an initial universe of corridors to evaluate.
- Formation of and meetings with a “Think Tank” group, a group of regional leaders in a number of related fields formed to provide high-level concept development to guide the Regional High Capacity Transit System Plan.
- Development of a long-list of 55 potential regional High Capacity Transit corridors and projects for evaluation.
- Development of a set of screening criteria to evaluate the long-list of corridors identified in the outreach process.
- Application of screening criteria to the long-list of corridors identified in the public outreach process, narrowing corridors for further evaluation to 15.
- Adoption of 15 corridors that passed the initial screen (see figure 5).
- Development and adoption of Evaluation Criteria that are being used in this second phase of the analysis to guide the prioritization of corridors.
- Evaluation and prioritization of adopted Regional HCT system corridors (preliminary results can be viewed in Figure 2).

Corridor Evaluation Process

A Multiple Account Evaluation (MAE) approach was used to select and prioritize the ‘best’ HCT corridors for investment. The MAE approach is intended to provide a robust, coherent and transparent framework for the detailed evaluation of many potential investments, fitting for a long-range regional plan. Specifically, the process is designed to:

- Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

The MAE used 25 adopted evaluation criteria, which were developed through an extensive process involving public input and extensive input for the HCT Subcommittee and other Metro standing committees. The 15 adopted Regional HCT corridors were evaluated using these criteria and prioritized in tier as described below.

From the outset of the process, it was proposed that no explicit weighting is given to the criteria. This would undermine the basic principle behind the MAE process - that decision makers are allowed to consider the implications of the evaluation and make informed decisions

with the outcomes. This allows every individual to apply their own emphasis as to what criteria are most important and to advocate for projects from a basis of sound and consistent information.

The HCT Subcommittee, which has met twice to review the evaluation outcomes, concluded that all adopted evaluation criteria should be used in the prioritization process and that no explicit weighting should be given to any criteria. The evaluation process has revealed that ridership, though not weighted, is an important indicator of how a corridor scores since ridership modeling is based on many of the other socioeconomic and performance criteria used in the evaluation. Public outreach efforts and a survey of Metro's standing committees revealed that ridership (or ridership potential) was seen as the most important single factor in determining where new HCT investments should be made.

The draft prioritization results presented in Figure 2 use all but 25 of the adopted evaluation criteria to rank corridors. The three criteria that do not distinguish corridors at this level of analysis are safety, 4(f) impacts and of roads right of way, because of each of these impacts could vary greatly based on final design.

Prioritizing Corridors through System Expansion Policy

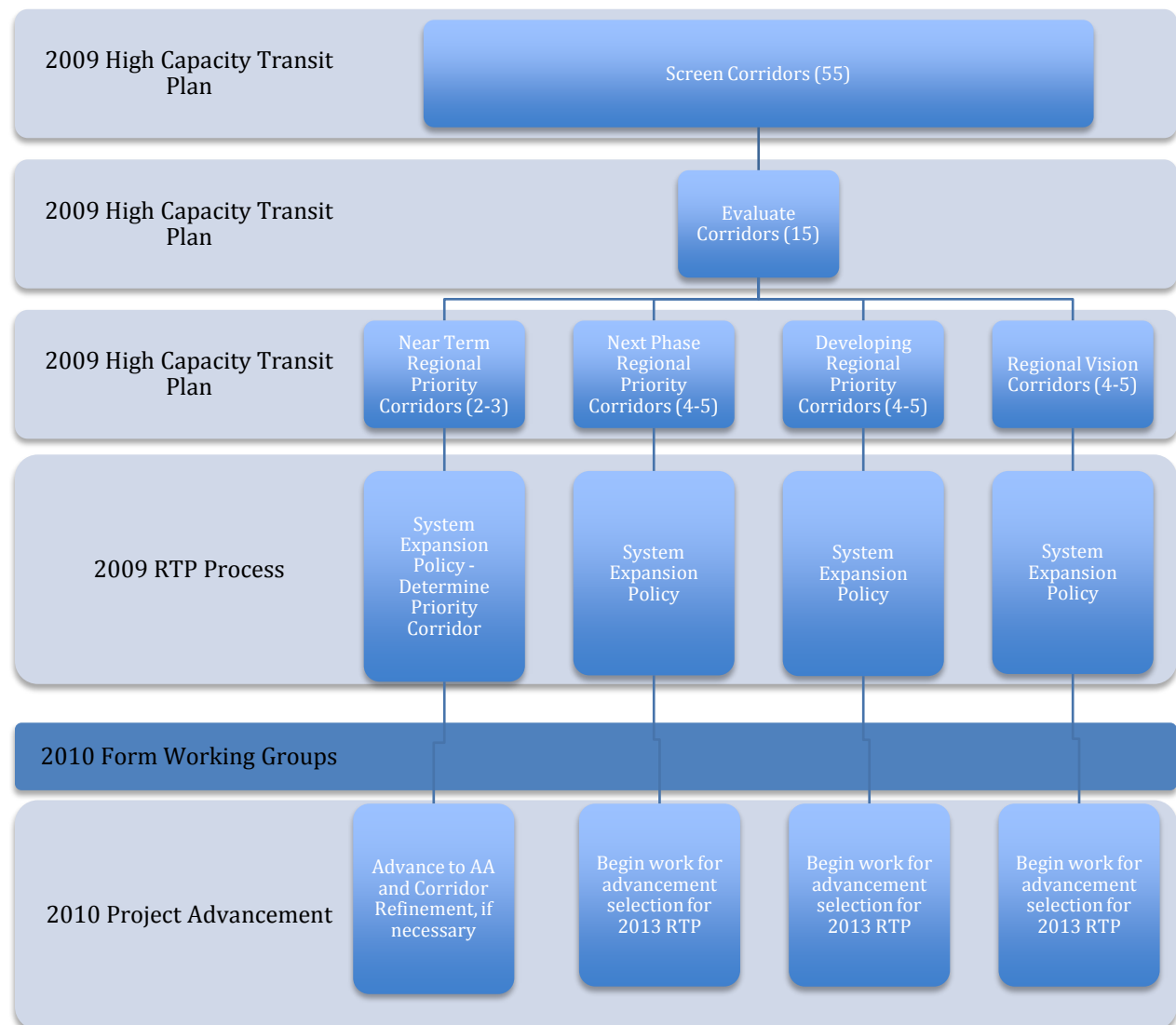
A key goal of this Regional HCT System Plan is to identify the highest priorities for regional HCT investments in the near term. Equally important, is the development of a framework that clearly delineates criteria for expansion of the HCT system over time. This new System Expansion Policy will help the region direct funding to major transit investment that best meet RTP goals and make the most cost effective use of limited public resources to build great communities.

An effective System Expansion Policy will make clear to jurisdictions in a proposed corridor what actions need to be taken to create an urban environment and community that merits rail expansion or a new HCT line. The Policy will also encourage jurisdictions along the alignment to work jointly to meet minimum land use and transportation targets for performance of an HCT line. The System Expansion Policy, as proposed, is designed to create assurance that future regional investments in transit infrastructure support the region's efforts to build great communities, achieve the 2040 Vision and more specifically to meet the Regional Transportation Plan goals and policies.

Potential HCT corridor projects are organized into groupings, or tiers based on the HCT evaluation criteria. The System Expansion Policy will be used to:

- 1) Identify which near term regional priority corridor(s) should move into the federal project development process toward implementation; and
- 2) Clearly delineate a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions in concert with the regular RTP update cycle.

Figure 1: Summary of Regional HCT Plan Corridor Screening, Evaluation and Prioritization
 (This chart summarizes the process to move from a long-list of potential HCT corridors to a set of regional priorities that will integrate with the RTP update.)



Description of Tiers and Advancement Process

Regional HCT System corridors have been grouped into one of four tiers. This initial assignment of corridors tiers is preliminary and is expected to be adjusted by input from the HCT Subcommittee and other Metro policy committees. Also, the actions suggested for each tier are preliminary and are presented as a draft concept; they will require further review and revision before being adopted. Metro actions for supporting corridor communities in each tier will be further detailed in the HCT Corridor Advancement and System Expansion Policy element of the Regional HCT System Plan.

The four tiers are described in Figure 2, along with near-term action steps for corridor communities for receiving Metro assistance in station area land use and access planning. Communities in a corridor will be required to form a staff-level and an elected official Corridor Working Group under an Intergovernmental Agreement (IGA) or Memorandum of Understanding (MOU) in order to be considered for advancement to a higher tier. A Corridor Working Group will include representatives from the jurisdictions along the corridor, TriMet, and Metro (ODOT and/or other jurisdictions may be required depending on the corridor).

Figure 3 provides a conceptual proposal of the local actions including formation of a Corridor Working Group and development of a Corridor Problem Statement. Specific targets (i.e., planned land use density) would be developed for each System Expansion Criterion. These targets would not be absolute thresholds for advancement, but rather clear measures against which to update regional priorities during each RTP update.

The project advancement process could be supported by Metro in a variety of ways, including staff resources, grant funding and/or grant writing assistance, with resources more heavily weighted toward higher tier corridors.

HCT Modes

To ensure that all corridors were evaluated evenly in the HCT study, it was assumed that all HCT corridors would be constructed as light rail. This was also done to limit the extent of the evaluation and modeling work, which would have grown exponentially if every possible mode were considered for every corridor. However, the corridor evaluation report includes a detailed summary of each corridor that considers other modal investments as they apply to the specific conditions in the corridor.

Ultimately, modes for HCT system corridors will be selected by corridor working groups and through a required corridor study process. If a lower capital cost project, such as BRT, or smaller, incremental improvements to the bus operations of a corridor, these should be examined by corridor working groups as the function of transit within each corridor.

The Final Regional HCT System Plan will include a more comprehensive review of modal options for HCT investment.

Figure 2: Preliminary Ranking By Tiers

Tier	HCT Corridor Number	RTP Mobility Corridor Reference	Corridor Description (Mode As Evaluated)	Actions		
				Actions for Next 4-Years	Urban Growth Report (UGR)	Urban and Rural Reserves
Near Term Regional Priority	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	Portland to Gresham via Powell Corridor (LRT)	• See Local Jurisdiction and Metro Actions for <i>Regional Priority</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood	Portland to Sherwood via Barbur/Hwy 99 Corridor (LRT)			
	34*	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains	Beaverton to Wilsonville (LRT)			
Next Phase Regional Priority Corridors	8	8 – Clackamas – Oregon City	CTC to Oregon City via I-205 Corridor (LRT)	• See Local Jurisdiction and Metro Actions for <i>Next Phase</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove	Sunset Transit Center to Hillsboro via Hwy 26 Corridor/ Evergreen (LRT)			
	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City	Clackamas Town Center to Washington Square via I-205/217 Corridors(LRT)			
	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas	Clackamas Town Center to Washington Square via RR ROW (LRT)			
	32	24 – Beaverton – Forest Grove	Beaverton to Hillsboro via TV Highway (LRT)			
	55**	9 – Gateway – Clark County	Gateway to Salmon Creek via I-205 Corridor			
Developing Regional Priority Corridors	9	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas	Park Ave to Oregon City via McLoughlin Corridor(LRT extension)	• See Local Jurisdiction and Metro Actions Listed for <i>Developing Corridors</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	12	24 – Beaverton – Forest Grove	Hillsboro to Forest Grove (LRT extension)			
	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale	Gresham to Troutdale Extension (LRT Extension)			
	17D	22 – Beaverton – North Plains	Tanasborne (LRT extension)			
Regional Vision Corridors	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	Troutdale to Damascus (LRT)	• See Local Jurisdiction and Metro Actions for <i>Vision Corridors Listed</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus	Clackamas Town Center to Damascus (LRT)			
	38S	20 – Tigard – Sherwood/Newberg	Sherwood to Tualatin (LRT)			
	43	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County	Downtown Portland to Yellow Line via St. Johns (LRT)			
	54	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore	Troutdale to St. Johns via US 30 Corridor (LRT)			

*The WES Corridor upgrade will be placed in the Next Phase category – upgrades will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

**This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan. It will be examined as a Next Phase corridor in coordination with RTC.

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Figure 3: Tiers and Corridor HCT Advancement Actions/Support (Draft Concept)

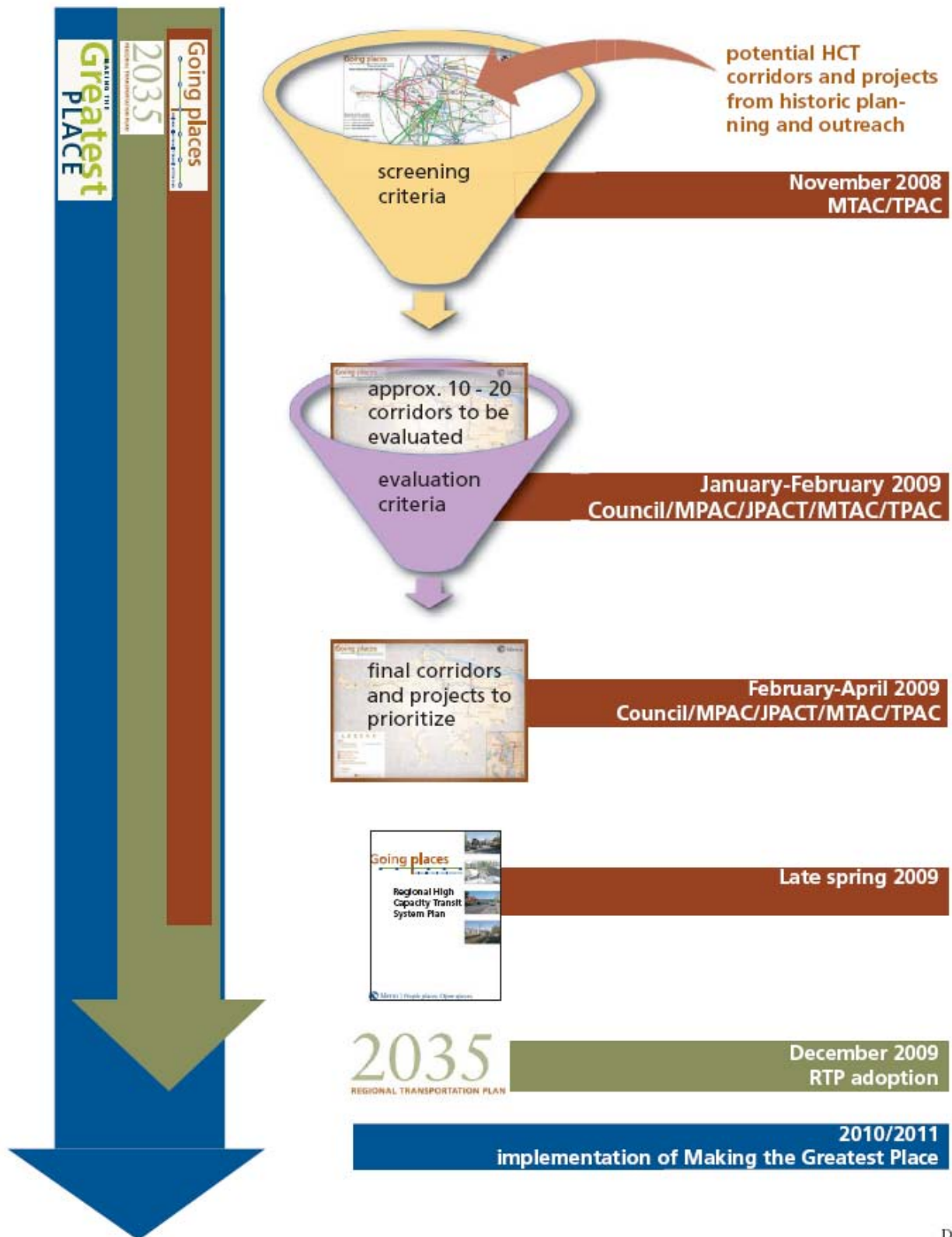
Tier	Summary	Decision Timeline (RTP Update)	Local Actions (Applied to Each Corridor)	Regional (Metro) Supported Actions	System Expansion Criteria (Targets to be Developed through RTP Final Adoption)
Near Term Regional Priority Corridors	Corridors most viable for implementation in next four years.	December 2010	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Mode and Function of HCT Assessment • Definition of Corridor Extent • Corridor Ridership Development Plan • Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Ridership analysis • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness • Regional Network Connectivity • Financial Capacity – Capital and Operating Finance Plan
Next Phase Regional Priority Corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Mode and Function Assessment of HCT Assessment • Definition of Corridor Extent • Corridor Ridership Development Plan 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness
Developing Regional Priority Corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness
Regional Vision Corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan 	Land Use/TOD Plans for Centers and Stations	<ul style="list-style-type: none"> • Ridership

Next Steps

The following is a list of next steps (as of May 6, 2009) on the HCT System Plan. Items in *italics* are tentative.

- May 12, 2009: **Metro Council work session**
- May 14, 2009: **JPACT** – Discuss recommended technical and public priorities and draft plan
- May 14, 2009: **HCT MTAC/TPAC Subcommittee** – Recommend HCT plan (action)
- May 22: HCT plan resolution drafted for submission to committees
- May 27, 2009: **MPAC** – Discuss recommended technical and public priorities and draft plan
- May 29, 2009: **TPAC** – Recommend HCT plan to JPACT (action)
- June 3, 2009: **MTAC** – Recommend HCT plan to MPAC (action)
- *Early June: **Think Tank** (potential)*
- June 10, 2009: **MPAC** – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 11, 2009: **JPACT** – Recommend HCT plan to Council for incorporation into the RTP (action)
- June 23, 2009: **Metro Council work session**
- July 2, 2009: **Metro Council** – Adoption of High Capacity Transit System Plan for incorporation into the RTP

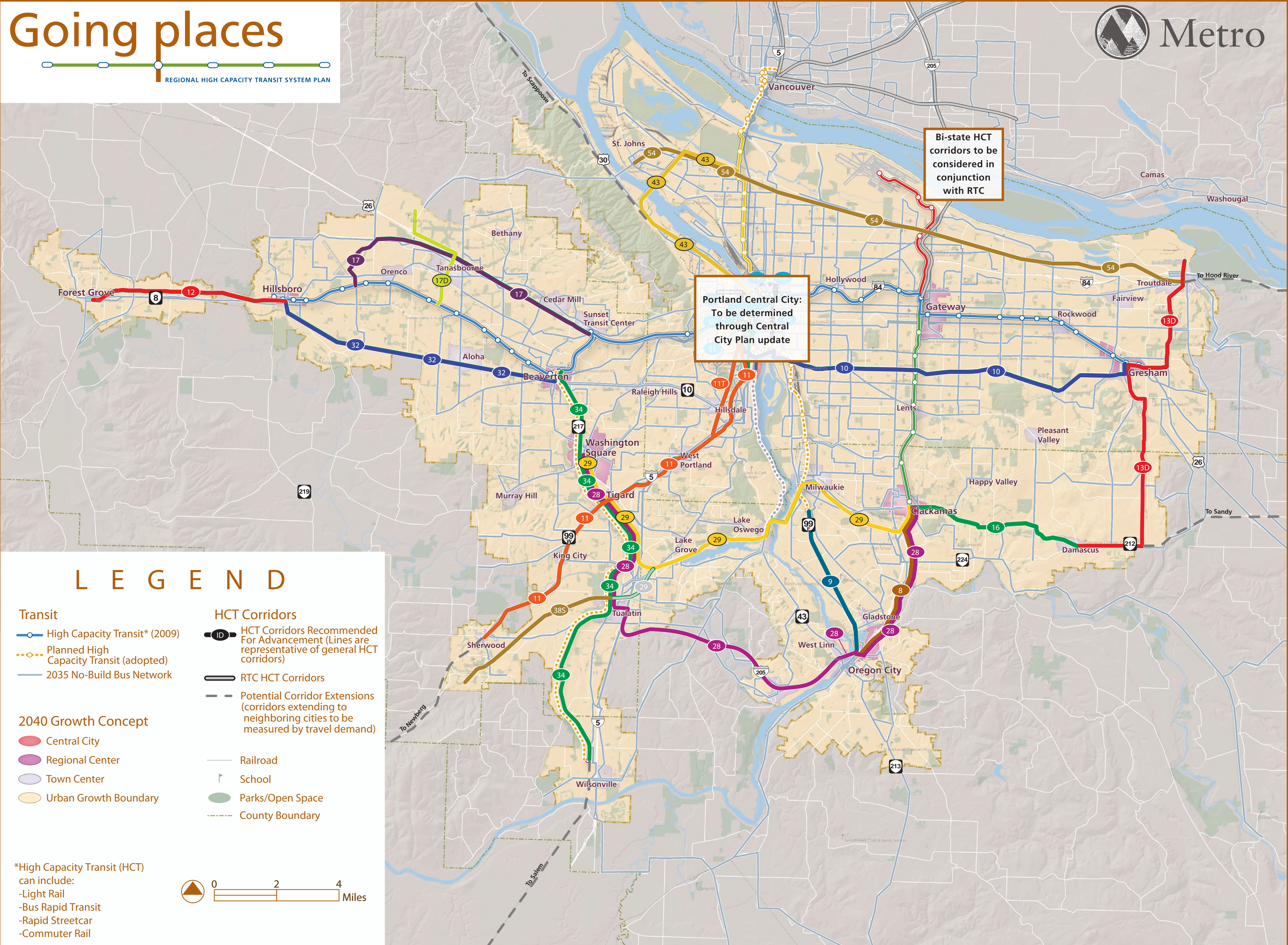
Figure 4: Regional High Capacity Transit System Plan Process



Dec. 3, 2008

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN



Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

- Transit**

 - High Capacity Transit* (2009)
 - Planned High Capacity Transit (adopted)
 - 2035 No-Build Bus Network
- HCT Corridors**

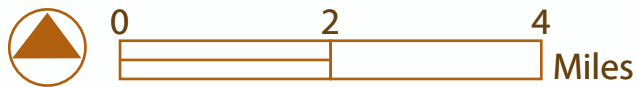
 - HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors)
 - RTC HCT Corridors
 - Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)
- 2040 Growth Concept**

 - Central City
 - Regional Center
 - Town Center
 - Urban Growth Boundary
- Other Features**

 - Railroad
 - School
 - Parks/Open Space
 - County Boundary

*High Capacity Transit (HCT) can include:

- Light Rail
- Bus Rapid Transit
- Rapid Streetcar
- Commuter Rail



DRAFT TO JPACT 5-14-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 09-4052
REGIONAL HIGH CAPACITY TRANSIT)	
SYSTEM TIERS AND PRIORITIES, POLICY)	Introduced by Councilor Carlotta Collette
AMENDMENTS TO THE REGIONAL)	
TRANSPORATION PLAN, AND THE SYSTEM)	
EXPANSION POLICY FRAMEWORK)	

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the Mt. Hood Freeway project after public outcry over its expected cost and the destruction of developed neighborhoods that would be needed for its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Portland metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions were screened to the fifteen most promising corridors based on criteria involving ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting fifteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

WHEREAS, the resulting fifteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridor; and

DRAFT TO JPACT 5-14-09

WHEREAS, the regional high capacity transit system plan tiers and priorities will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the fifteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the System Expansion Policy provides a process for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets which will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Metro Council adopts the regional high capacity transit tiers and priorities (Exhibit A), policy amendments to the Regional Transportation Plan (Exhibit B), and System Expansion Policy framework (Exhibit C).

ADOPTED by the Metro Council this _____ day of _____ 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

CLICK HERE FOR REPORT

METRO

High Capacity Transit System Detailed Evaluation 3rd DRAFT

Nelson\Nygaard Consulting Associates
621 SW Morrison, Suite 950
Portland, OR 97205

April 2009

Nelson | Nygaard
consulting associates



Date: May 6, 2009
To: JPACT
From: Ted Leybold, MTIP Manager
Subject: American Recovery & Reinvestment Act project back-up and fail safe strategy

Introduction

Approximately \$38 million of American Recovery & Reinvestment Act funding was distributed to local projects through Metro as the region's Metropolitan Planning Organization. These projects must obligate the funds – secure approval of an Inter-governmental agreement by the Federal Highway (FHWA) or Federal Transit Administrations (FTA) as eligible to receive funding – by March 2, 2010. Otherwise, the funds will be taken back by the FHWA and redistributed to other states. Not obligating all funds will also make this region ineligible for funds redistributed from other states or potential new funding.

In order to ensure all ARRA funds distributed through Metro are obligated, Metro staff has requested the four sub-regional Transportation Coordinating Committees develop a back-up and a fail-safe strategy in the event it is discovered a project will not be able to obligate its funds. Metro staff is seeking approval of these strategies by JPACT and the Metro Council in advance so that it can act rapidly to implement these solutions in the event it is discovered that existing approved projects will not be able to obligate their ARRA funds.

Strategies defined

The back-up strategy is for discovery prior to July 1, 2009 and may include moving ARRA funding authority to a project that is not currently programmed to receive federal funding in the current federal fiscal year. The fail-safe strategy is for discovery beyond July 1 and allows Metro to re-allocate ARRA funds to a project that can rapidly absorb ARRA funding by adding scope to an existing federal aid project that is already prepared to obligate its funding.

Each sub-regions strategy for back-up and fail-safe projects is summarized in Attachment A.

A range of strategies has been identified. If a substitution is needed, Metro and ODOT staff will work with the local jurisdictions to select a project that best matches the transportation sector of the cancelled project and meets the funding amount needed to be obligated.

Next Steps

Agencies will continue implementation of selected projects. Should the local agency, Metro and ODOT staff agree that an above deadline will not be met by the local project, those agencies will consult with one another to mutually agree upon a course of action to reprogram ARRA funds consistent with the attached back-up or fail-safe strategy.

If any project fails to submit a complete Plans, Specifications & Estimates document and all supporting documentation by December 31, 2009 that ensures federal approval for obligation of the project will be secured, Metro staff will reprogram funds to a viable fail-safe project. This fail-safe project may be outside the sub-region if the sub-region fail-safe project is no longer considered to be viable by Metro and ODOT staff. This will ensure the region obligates all ARRA funds and remains eligible for potential future allocations of ARRA funds.

Back-Up and Fail-Safe ARRA Project List

City of Portland Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved ARRA Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up or Fail-safe eligible:									
Portland	So Auditorium Lighting Phase II	SW Naito to SW 4th	SW Clay to SW Arthur	Fund remaning balance of project after funding was reduced. Project scoped and environmental done for full project.	\$3,900,000	\$2,258,842	\$1,641,148		Existing ARRA project. Approved funding is based on City's new request as of 4/22/09. City has reallocated primary ARRA funding from this project to SW Portland sidewalk infill project. This backup request would close the resulting gap.
Portland	122nd Avenue ITS	Airport Way	Powell Blvd	Install ITS infrastructure on 122nd Avenue	\$1,000,000	NEW	\$1,000,000		Enviro needed for trenching, digging. City is working on enviro.
Multnomah County	Broadway Bridge repainting	bridge		Repainting the Broadway Bridge, (funds to be flexed to FTA like other Streetcar projects.	\$1,000,000	NEW	\$1,000,000		May need enviro.

Clackamas County Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved ARRA Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up eligible only:									
Oregon City	Downtown Sidewalk Replacement Segments	15th Street	9th Street	Main Street and 10th Street Sidewalk and ADA Improvements - North Phase (CAN BE PHASED)	\$1,200,000	NEW	\$1,200,000		May require construction easements. City is working on.
Oregon City	Downtown Sidewalk Replacement Segments	9th Street	5th Street	Main Street Sidewalk and ADA Improvements - South Phase	\$500,000	NEW	\$500,000		May require construction easements. City is working on.
Wilsonville	Town Center Sidewalks	Clackamas College	Town Center	450 lineal feet of sidewalk widening	\$100,000	NEW	\$100,000		Requires some ROW, enviro. City needs to begin work.
Wilsonville	French Prairie Drive Pedestrian Improvement	Charbonneau	Miley Road	0.84 miles shared-use path from Charbonneau to Miley Road	\$475,000	NEW	\$475,000		No ROW needed. May need enviro.
Wilsonville	Elligsen Road Re-striping	I-5	Parkway Ave.	Restriping of 1/4-mile of 5-lane Arterial: Safety	\$90,000	NEW	\$90,000		Expected to be PCE.

Back-up or Fail-safe eligible:

Clackamas County	King Road/Fuller Road Preservation	King:Wichita Fuller:King	King:SE 70th Fuller:Harmony	Apply 1" leveler with 2" overlay, full width of roadway.	\$972,000	\$380,211	\$591,789		This would close gap for existing ARRA project.
City of Lake Oswego	Lake Oswego Preservation Projects (Royce and McNary)	Roy:Bryant McNary:Kerr	Roy:Westvw McNary: Kerr	The project will dig out, grind and replace 2" of the entire asphalt surface	\$844,000	\$800,000	\$44,000		This would close gap for existing ARRA project.
Milwaukie	Linwood Ave Preservation: Monroe - Railroad (Milwaukie)	Monroe St.	Railroad Ave.	Linwood Ave Preservation: Monroe - Railroad (Milwaukie)	\$580,000	\$208,000	\$372,000		This would close gap for existing ARRA project.
Oregon City	Molalla Avenue @ Warner Milne & Beavercreek (Oregon City)	Beavercreek Road	Molalla Ave	Realign traffic intersection, update signal timing, add sidewalks	\$1,600,000	\$900,000	\$700,000		This would close gap for existing ARRA project.
Oregon City	Leland Road/Meyers Road	Warner Milne Rd	Autumn Lane	1.5-inch mill and 3-inch overlay	\$400,000	NEW	\$400,000		Expected to be PCE.
West Linn	Salamo Rd Preservation: Rosemont - Barrington (West Linn)	Rosemont	Barrington	Grind 2" and overlay	\$1,004,000	\$900,000	\$104,000		This would close gap for existing ARRA project.
Wilsonville	Barber Street: Boberg to Boones Ferry	Boberg Rd	Boones Ferry Road	Widen and Improve Barber Road from its intersection with Boones Ferry Road to Boberg Rd., with a minor collector cross section that will improve transportation in the commercial districts and the proposed	\$1,000,000	\$900,000	\$100,000		This would close gap for existing ARRA project. Only failsafe if City has made adequate progress on environmental work.

East Multnomah County Sub-Region

Jurisdiction	Project Name (Not Prioritized)	From	To	Brief Description	Project Cost Estimate	Approved ARRA Funding	Backup/ Fail-safe Request	Local Funding	Metro Comments
Back-up eligible only:									
City of Gresham	Traffic Signal Modernization	city-wide		Upgrade signals to add flashing yellow arrow protected-permitted left-turn phasing and install countdown heads, new controller cabinets and green and red LED displays. This project is scalable	\$600,00	NEW	\$600,000		New mast arms require digging, enviro. City will need to begin work.
Port/ Multnomah County	Sundial Road @ Graham Rd.	intersection		Construct a traffic signal and westbound turn lane, to support the development of the Troutdale Reynolds Industrial Park.	\$630,000	NEW	\$630,000		Can only be considered if ROW and enviro work are nearing completion. Need to confirm AQ conformity.

Back-up or Fail-safe eligible:

Multnomah County	County Sidewalk Project - Halsey Street (south side)	238th Ave.	244th Ave.	Add-back funds to the approved, scaled-back project. These funds would construction additional segments of the Halsey St. project element. This project is scalable.	\$500,000	NEW	\$500,000		PE is being done with other MultCo sidewalk projects.
Multnomah County	County Arterials Pavement Preservation - various locations			Grind and inlay asphalt surfacing: 238th Dr., 282nd Ave, Halsey St., Sandy Blvd. and Stark St. This project is scalable.	\$751,296	NEW	\$751,296		Expected to be PCE.
City of Gresham	Burnside St. Pavement Preservation	Stark St.	Civic Dr.	Grind and inlay asphalt surfacing. This project is scalable.	\$1,400,000	NEW	\$1,400,000		Expected to be PCE.

Washington County Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved ARRA Funding	Backup/ Fail-safe Request	Local Funding	Metro Comments
Back-up eligible only:									
Beaverton	Birchwood Sidewalk	87th Ave	Laurelwood Ave	Construct sidewalk and ADA ramps	\$170,000	NEW	\$170,000		City working on PE, enviro.

Back-up or Fail-safe eligible:

Beaverton	Hall Blvd Overlay	Allen Blvd	Hart Rd	Overlay 3,540 feet of five-lane arterial (current PCI 63)	\$827,000	NEW	\$777,000	\$50,000	City is working on PE. This is the local funding share.
Tualatin Hills Park and Recreation District	Greenway/Fanno Creek Trail Pedestrian Bike Path Overlay	Denney Rd.	Scholls Ferry Rd.	Pre-level and lay 2" asphalt overlay on approximately 9,000 feet of deteriorating pathway	\$313,000	NEW	\$313,000		Expected to be PCE.
Replacement - Wash Co	Urban Overlays (Existing ARRA Project)	Various Locations		Overlay 9.66 miles of urban arterial and collector roads and install high performance traffic markings	\$2,300,000	\$2,000,000	\$300,000		This is the addition of River Rd to Washington County's approved overlay group.
Replacement - Wash Co	Emergency Vehicle Pre-emption System Upgrade	Various Locations		Install phase selectors at 86 intersections to allow signal pre-emption by authorized emergency service providers only	\$320,000	NEW	\$320,000		Expected to be PCE.
Replacement - Wash Co	Countdown Pedestrian Signals (Project includes all of additional \$7,699 in excess regional ARRA funding)	Various Locations		Upgrade pedestrian displays at approximately 150 intersections to display time remaining for pedestrian to safely cross intersection	\$742,696	NEW	\$742,696		Expected to be PCE.
Washington County Sub-Region	Video Detection Upgrades	Various Locations		Replace loop detection systems at 30 existing signals with video detection systems	\$1,000,000	NEW	\$1,000,000		Expected to be PCE.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR THREE PROJECTS AND ADD ARRA FUNDING FOR TWO PROJECTS IN WASHINGTON COUNTY)	RESOLUTION NO. 09-4053
)	
)	Introduced by Councilor Carlotta Colette
)	
)	
)	
)	
)	

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 federal government recently passed the American Recovery and Reinvestment Act (ARRA); and

WHEREAS, on March 5, 2009 JPACT and the Metro Council selected projects to receive ARRA funding; and

WHEREAS, Washington County requested that the MTIP be amended to remove three projects and add two projects to their list of projects to receive ARRA funds;

WHEREAS, all projects in the Metro Area to receive these funds must be included in the MTIP; and

WHEREAS, these funds must be put to use in a short time frame in order to meet federal deadlines and stimulate the economy; and

WHEREAS, the projects listed in Exhibit A, are exempt from the requirement that an air quality conformity determination be made; and

WHEREAS, the cost of projects proposed for amending into the transportation improvement program for use of these funds is equal to the forecasted funds available, therefore maintaining financial constraint of the program; and

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to reflect changes to the projects listed in Exhibit A, attached.

ADOPTED by the Metro Council this ____ day of May 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Projects requiring MTIP amendments for ARRA funding

Exhibit A to Resolution No. 09-4053

Jurisdiction	Project Name	Alternate Name	From	To	Brief Description	Project Cost Estimate	JPACT Approved	Existing Construction (Con) Amount	Proposed Preliminary Engineering (PE) Amount	Proposed Construction (Con) Amount	Requested Action
Projects to be eliminated from receiving ARRA funds											
Washington County	Scholls Ferry Rd ITS: Murray - Hall					\$881,000	\$881,000	\$881,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	Walker Road Pedestrian Bridge					\$200,000	\$200,000	\$200,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	143rd Ave. Pedestrian Path		Windermere Apts	W. Union Rd.	Construct 2400' of new asphalt path to improve pedestrian access to two schools.	\$300,000	\$300,000	\$300,000	\$0	\$0	Eliminate MPO ARRA funding for project.
New projects to receive ARRA funds											
Washington County	Emergency Vehicle Signal Pre-emption			-		\$320,000	\$0	\$0	\$10,000	\$310,000	Add new project for ARRA funds.
Washington County	Pedestrian Countdown signals					\$742,696	\$0	\$0	\$0	\$742,696	Add new project for ARRA funds.
Informational - Existing projects to receive additional ARRA funds											
Washington County	Group A	Washington County Preservation Projects				\$1,000,000	\$2,000,000	\$2,000,000	\$130,000	\$2,170,000	Add \$300,000 of funds for additional scope of River Rd and Program PE
	Group E					\$1,000,000					
	River Road					\$300,000					
Washington County	Flashing Yellow Arrows	Washington County Signal Upgrades				\$500,000	\$625,000	\$625,000	\$40,000	\$610,000	Add \$25,000 to project and reduce local match.
	Interior Illuminated Sign Replace.					\$150,000					

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4053, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR THREE PROJECTS AND ADD ARRA FUNDING FOR TWO PROJECTS IN WASHINGTON COUNTY

Date: May 21, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

In an effort to stimulate the national economy, the federal government has passed the American Recovery and Reinvestment Act (ARRA). Funding for transportation projects is a significant part of the act and will be distributed through federal transportation agencies. \$38,022,870 has been made available for distribution through Metro as the region's Metropolitan Planning Organization.

In March 2009, JPACT and the Metro Council selected projects to receive these funds through Resolution 09-4022. Since that time, Washington County has learned more about its projects proposed to receive funds and is requesting some changes to its initial list of projects. Washington County has requested an MTIP amendment to remove three projects from the list of ARRA funded projects. These are the Scholls Ferry Rd. ITS: Murray to Hall, the Walker Road Pedestrian Bridge, and the 143rd Ave. Pedestrian Path projects.

The proposed Scholls Ferry Road ITS project has since been largely funded by ODOT administered ARRA funds through the region-wide program of ITS improvements. This funding decision by the Oregon Transportation Commission happened after JPACT and the Council made its initial decision for funding of local projects.

The Walker Road Pedestrian Bridge and the 143rd Avenue Pedestrian Path had significant right-of-way and environmental issues that would preclude these projects from being able to complete the steps necessary prior to obligating funds prior to the federal deadline specified in ARRA.

Therefore, Washington County is requesting that the Emergency Vehicle Signal Pre-emption and Pedestrian Countdown Signals projects be added to the list of ARRA funded projects with the funding capacity created by removing the aforementioned projects. These projects were selected due to their need, ability to obligate funding within the required timeframe, and similarity in ITS signal and pedestrian transportation sectors to the projects being eliminated.

The ARRA project changes being requested by Washington County are shown in Exhibit A to Resolution No. 09-4053.

Projects selected for funding must first be amended into the MTIP to be eligible to obligate funding.

All of the projects nominated for inclusion in the MTIP were analyzed for conformity with air quality regulations and were found to be in compliance with State Implementation Plan for Air Quality transportation emission budgets for the Metro Area. These findings were shared with federal and state air quality regulatory agencies and TPAC.

ANALYSIS/INFORMATION

- 1. Known Opposition** There was public comment in support of projects other than those selected for funding but no specific opposition documented of any project proposed for funding.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area). Changes the Washington County projects already approved for ARRA funding through Resolution 09-4022.
- 3. Anticipated Effects** Adoption of this resolution will change the projects in Washington County that receive ARRA funds.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 09-4053.

Materials following this page were distributed at the meeting.

CLICK HERE FOR REPORT



THE ROUTE TO REFORM

BLUEPRINT FOR A 21ST CENTURY
FEDERAL TRANSPORTATION
PROGRAM

On May 7, 2009, the Oregon Transportation Commission (OTC) approved a list of projects aimed at addressing freight mobility, congestion, safety concerns, and promoting economic development. This list has been forwarded to the Oregon Legislature which is currently considering a transportation funding package, and may choose to select or “earmark” specific projects to fund from the list.

A process of earmarking projects at the state level may have the effect of requiring changes to the Regional Transportation Plan (RTP), depending on the projects selected. The total cost of projects included in the OTC list exceeds the cost of projects identified in the RTP by \$2.8 billion, either because those projects are not contained in the RTP, or because only a phase of the project is in the RTP.

In adopting RTP updates, the region identifies both the projects we intend to pursue and the revenue sources we believe to be reasonably available to fund those projects. Federal law requires that projects be added to this “fiscally constrained” project list prior to being funded. The fiscally constrained revenues in the current RTP already assume steady increases in state transportation funding (both a 1¢ per year gas tax increase and a periodic \$15/year vehicle registration fee increase).

If the state chooses to earmark specific projects that are not fully accounted for in the RTP, the Plan will need to be amended to either eliminate other projects or to increase the amount of revenues assumed to be available in order to maintain a “fiscally constrained” plan. The attached list (prepared by Metro staff, and reviewed by ODOT staff) reflects an analysis of which projects from the OTC-approved list are wholly, partially, or not at all contained in the current RTP.

In addition, projects, or project phases, added to the RTP will require a new air quality conformity analysis to ensure that the mix of projects do not violate the requirements of the Clean Air Act.

DRAFT – 5/4/09 ODOT Project List for Portland Metro Region – DRAFT
(Project costs shown in millions)

May 14, 2009

Project Name	RTP Financially Constrained ¹ List? (Y/N)	RTP Project Number	5/4 ODOT list Estimated Cost	RTP Financially Constrained Estimated Cost	Total difference between Financially Constrained RTP costs and 5/4 ODOT list costs
US 26: 185 th to Cornell	Yes	#11124	\$29.0	\$21.23	\$7.77
US 26: Springwater at grade intersection	Yes	#11125	\$3.0	\$6.7 for PE only	0
OR 213: I-205 –Redland Road overcrossing (Oregon city)	No	#11073	\$43.0	\$72.0	0
Sellwood Bridge	Yes	#10414	\$100.0	\$25.0	\$75.0
US 26: SE 122 nd to SE 136 th	No	Already programmed in 2008-11 STIP	\$5.4	n/a	0
US 30 Bypass: NE 122nd – NE 141st	No	Already programmed in 2008-11 STIP	\$3.9	n/a	0
I-205/I-84: I-84 east to I- 205 north aux. lane	Yes	#10876	\$15.0	\$6.45	\$8.55
I-205: eastbound airport way to I-205 north	Yes	#10865	\$48.0	\$27.2	\$20.8
I-5: Delta Park – Phase 2	Yes	#10874	\$96.0	\$46.0	\$50.0
I-5/I-84 Rose Quarter planning	Yes	#10867	\$30.0	\$30.0	0
I-84@257th (Troutdale) Ph. 2	Yes	#10871	\$8.3	\$8.2	\$0.1
I-84@ 257 th (Troutdale) Phase 3	Yes	#10863	\$38.0	\$20.4	\$17.6
Columbia River Crossing	Yes	#10866	\$3,100 to \$4,200	\$3,100 to \$4,200	0
I-5 to 99W Connector	See below	See below	\$2,100	See below	See below
	Yes	#10870		\$100.5 for PE/ROW	\$1,999.5

¹ The Portland metro region approved the RTP financially constrained list of projects in 2007, based on specific revenue and project cost assumptions. Projects on RTP Financially Constrained list have been determined to meet federal and state air quality requirements and are eligible to receive state and federal funds. Projects not included in the RTP Financially Constrained list are not currently eligible to receive federal and state funding.

DRAFT – 5/4/09 ODOT Project List for Portland Metro Region – DRAFT
 (Project costs shown in millions)

May 14, 2009

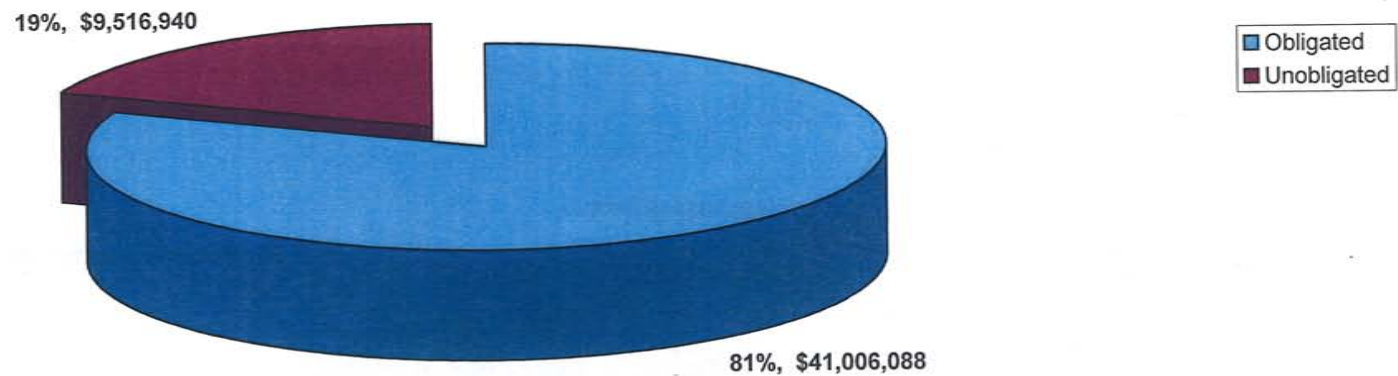
Project Name	RTP Financially Constrained ¹ List? (Y/N)	RTP Project Number	5/4 ODOT list Estimated Cost	RTP Financially Constrained Estimated Cost	Total difference between Financially Constrained RTP costs and 5/4 ODOT list costs
				only	
	No	#10878		\$263.0	
	No	#10879		\$148.0	
	No	#10880		\$113.0	
	No	#10881		\$56.5	
	No	#10882		\$56.5	
	No	#10598		\$50.0	
OR 217: Braided ramps BH to Allen Blvd	Yes	#10875	\$250- \$300.0	\$79.6	\$170.4-\$220.4
OR 212: Sunrise Corridor Unit 1: 82 nd to 102 nd Unit 2: 82 nd @ OR 212	Yes	#10869	\$30.0 unit 1 \$70.0 unit 2	\$116.0 goes to 122 nd Avenue	0
OR 212: Sunrise Corridor Unit 3: to Rock creek junction	No	#10892	\$205.0	\$74.0 for ROW from 122 nd to 172nd	\$551.9
	No	#10885		\$247.9 from 122 nd to 172nd	
	Yes	#10890		\$129.0 for ROW to 172nd	
	No	#10891		\$25.0 for PE from 122 nd to Rock creek	
	No	#10892		\$74.0 ROW from 122 nd Avenue to Rock Creek	
	Yes	#10894		\$25.0 for PE to 172nd	
	No	#10115		\$100.0 for ROW from I-205 to Rock	

DRAFT – 5/4/09 ODOT Project List for Portland Metro Region – DRAFT
 (Project costs shown in millions)

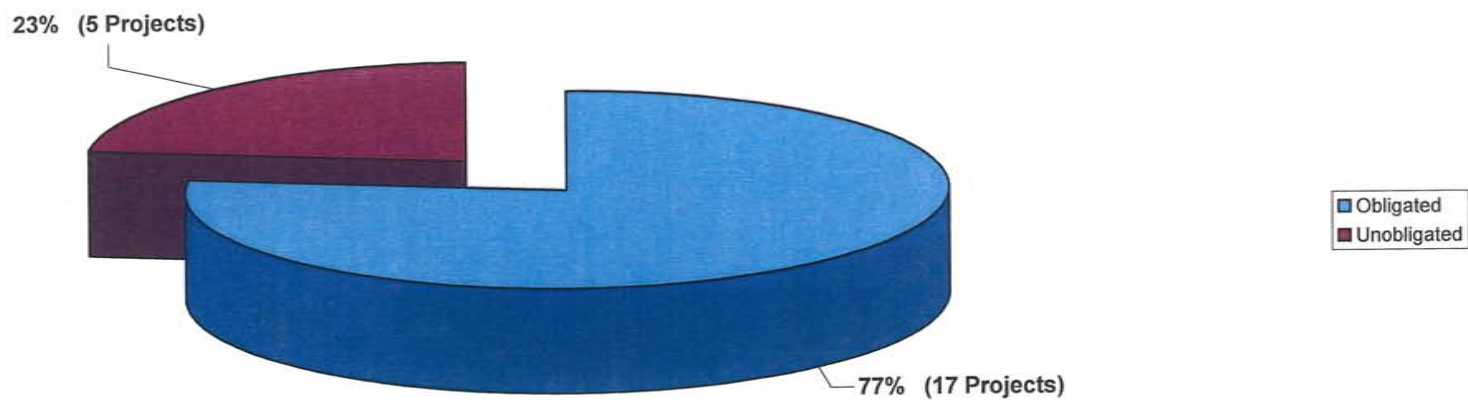
May 14, 2009

Project Name	RTP Financially Constrained ¹ List? (Y/N)	RTP Project Number	5/4 ODOT list Estimated Cost	RTP Financially Constrained Estimated Cost	Total difference between Financially Constrained RTP costs and 5/4 ODOT list costs
				creek	
	No	#10114		\$6.0 for PE from Rock Creek to US 26	
	No	#10117		\$25.0 for PE and FEIS	
OR 212: Sunrise Parkway	No	#10114	\$100.0	\$6.0 for EIS & PE	\$100.0
I-84/US 26 Connector	See below	See below	\$100.0	See below	\$100.0
	No	#11061		\$1.3 for planning	
	No	#10435		\$1.4 for planning	
	No	#11057		\$20.7 for ROW	
	No	#10383		\$35.0	
	No	#10416		\$19.1	
South I-205 Corridor Project (Oregon/Wa. Border to I-5)	No	#11059	\$100.0 plus	\$5.0 for planning only	\$95.0
I-5 south corridor planning	No	#11062	\$0 listed	\$3.0 for planning only	0
US 26 Shute Road interchange (Phase 1 and Phase 2)	Yes	#10600	\$45.0 ph 1 \$28.0 ph 2	\$29.3 ph 1	\$43.7
TOTAL Cost of Financially Constrained RTP Projects on 5/4 ODOT Project List with Identified Revenues				\$4,870.58	
TOTAL Cost of 5/4 ODOT Project List				\$7,697.60	
TOTAL Difference Between Financially Constrained RTP Projects and 5/4 ODOT Project List				-\$2,827.02	

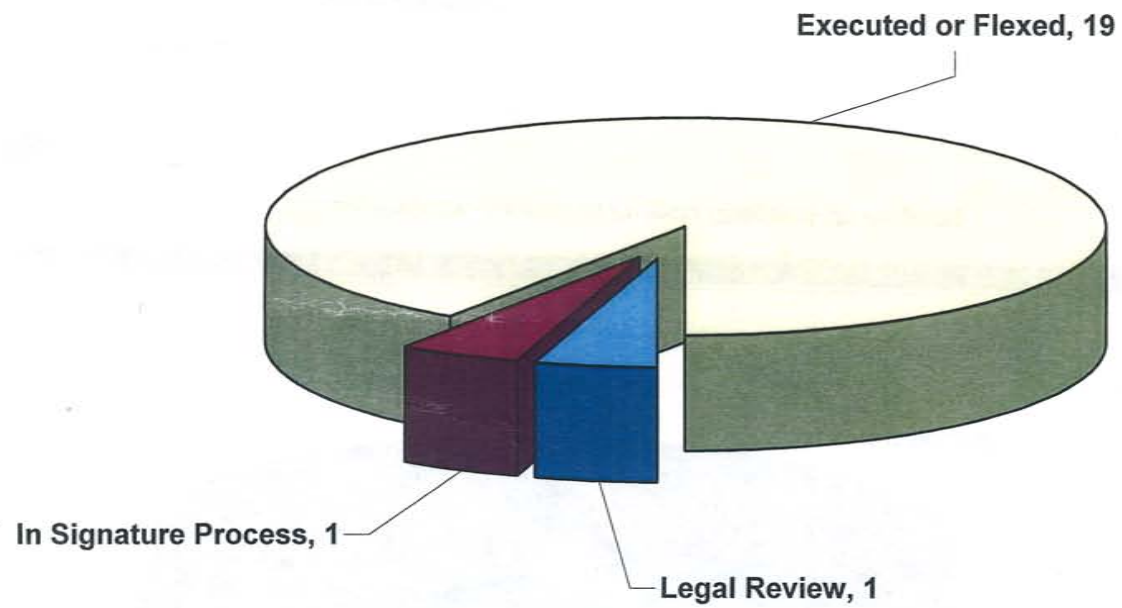
120 Day Projects - Dollars Obligated (\$50,382,172 Programmed)



120 Day Projects - Number of Projects Obligated (21 Projects)



IGA's for 120 Day Projects (21 Projects)



As of May 12, 2009

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT) Retreat
Date: Friday, May 22, 2009
Time: 8:00 a.m. to 2 p.m.
Place: Oregon Zoo, Skyline Room

Action Requested:

- Agree on recommended approach for refining investment priorities
- Agree on base revenue assumptions
- Agree on funding threshold for “state” RTP investment strategy

7:45 AM **REGISTRATION/SIGN-IN**

8:00 AM **WELCOME/INTRODUCTIONS**

Update on Making the Greatest Place initiative, overview of today's agenda and actions and how today's decisions will inform future discussions and action.

Carlotta Collette, Chair
Mike Jordan,
Facilitator

8:15 AM **APPROACH FOR BUILDING RTP INVESTMENT STRATEGY**

Presentation on recommended approach to refine investment priorities, integrating federal, state and regional policies with local aspirations and RTP-related efforts.

Kim Ellis

8:30 AM **JPACT ACTION ON APPROACH**

- Confirm recommended approach to guide staff development of draft RTP investment strategy.

Mike Jordan,
Facilitator

9:30 AM **BREAK**

9:45 AM **TRANSPORTATION FINANCE CHALLENGES AND IMPLICATIONS FOR REFINING FINANCE ASSUMPTIONS**

Presentation on funding challenges, current RTP assumptions, what's new or on the horizon and potential funding options to consider moving forward.

Andy Cotugno

9:55 AM **JPACT ACTION ON BASE REVENUE ASSUMPTIONS**

- Confirm base revenue RTP revenue assumptions.

Mike Jordan,
Facilitator

10:20 AM **OVERVIEW OF ROAD-RELATED FUNDING OPTIONS**

Presentation on revenue raising potential of different road-related capital and OMP funding scenarios.

Andy Cotugno

10:40 AM	<u>IPACT ACTION ON ROAD-RELATED OM&P FUNDING OPTIONS</u> <ul style="list-style-type: none"> • Table discussions on willingness and appetite to consider options presented moving forward. • Report back to larger group and direction on options. 	Mike Jordan, Facilitator
11:10 AM	<u>IPACT ACTION ON ROAD-RELATED CAPITAL FUNDING OPTIONS</u> <ul style="list-style-type: none"> • Table discussions on willingness and appetite to consider options presented moving forward. • Report back to larger group and direction on options. 	Mike Jordan, Facilitator
11:45 AM	BREAK	
12:00 PM	WORKING LUNCH	Andy Cotugno
	OVERVIEW OF TRANSIT FUNDING OPTIONS <i>Presentation on revenue raising potential of different transit capital and OMP funding scenarios.</i>	
12:15 PM	<u>IPACT ACTION ON TRANSIT FUNDING OPTIONS</u> <ul style="list-style-type: none"> • Table discussions on willingness and appetite to consider options presented moving forward. • Report back to larger group and direction on options. 	Mike Jordan, Facilitator
1:00 PM	<u>IPACT ACTION ON FUNDING THRESHOLD FOR STATE RTP</u> <ul style="list-style-type: none"> • Confirm funding threshold to guide size of draft RTP investment strategy to be developed by staff. 	Mike Jordan, Facilitator
1:45 PM	<u>RECAP OF JPACT ACTIONS AND SHARE REMAINING THOUGHTS</u> <ul style="list-style-type: none"> • Confirm today's actions and direction to staff on: <ul style="list-style-type: none"> • Approach for refining investment priorities • Base revenue assumptions • Funding threshold for state RTP investment strategy 	Mike Jordan, Facilitator
2:00 PM	THANK YOU & ADJOURN	Carlotta Collette, Chair

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

Local Aspirations

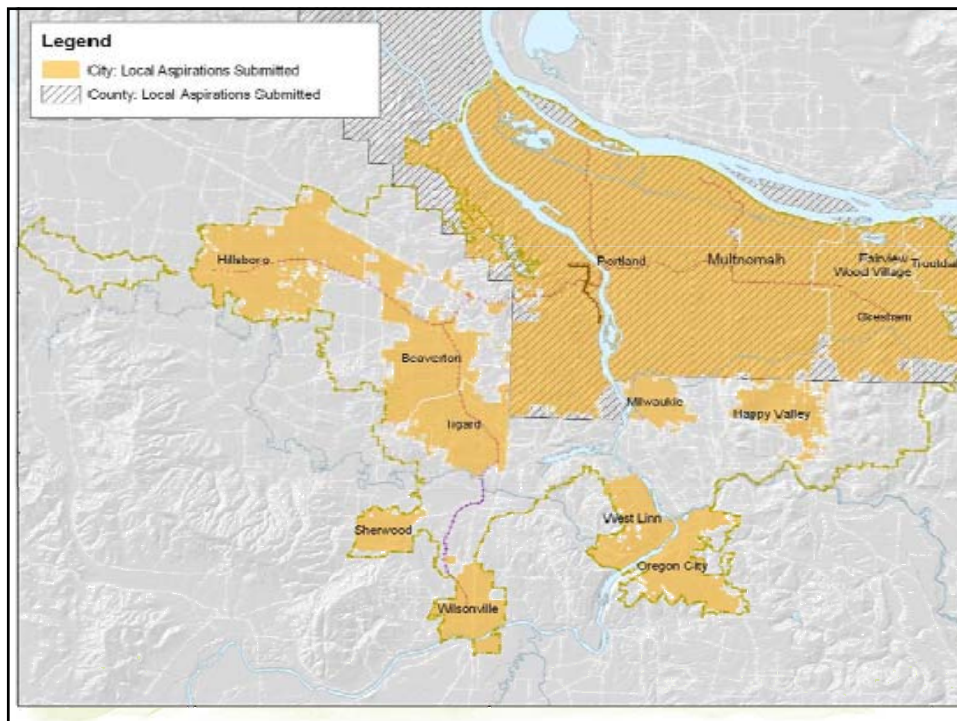
What type of place do you want to be?

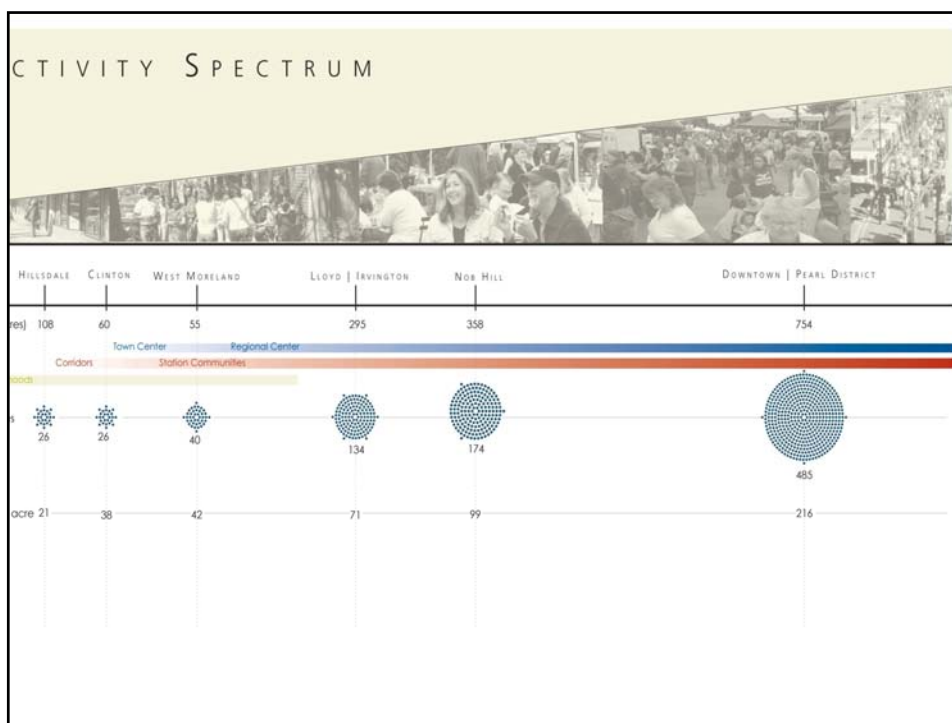


JPACT

May 14, 2009

 Metro | *People places. Open spaces.*





Aspirations support 2040 vision



- Jobs/housing balance
- Multimodal transportation opportunities
- Civic community
- Housing diversity
- Energy savings
- Natural resources values
- Parks, open space and trails

Growth potential within adopted plans

Gateway Aspirations

Vibrant urban center

Employment, retail, housing, and civic uses

Parks and Public Space



Growth potential with new planning efforts

TANASBOURNE | AMBERGLEN

A Vibrant, Transit-Supported, Regional-Scale Center

18- hour

FOCUS | An intense mix of housing, shopping, employment and



The Aspiration...

Approximately 24,000 people live in this district and 14,000 work here.



TANASBOURNE | AMBERGLEN is an ideal urban location for more intensive mixed-use development close to major employment, the dynamic Tanasbourne Town Center, and major transportation facilities including the Westside Light Rail line and Highway 26.

Area Vision

- Park and pond area redesigned to provide open space focal point and park amenity.
- High-density residential towers and neighborhood-serving commercial uses.
- Buildings oriented for solar exposure and views of the Tualatin Valley.
- Sidewalk cafes and a variety of passive and active park areas within a centralized location.
- Density tapers off towards adjacent medium density townhouse developments.

Multi-modal Transit Service

- Light rail extends through Tanasbourne/Amerglen from Quilisma Station, past the Streets at Tanasbourne on NW 154th Terrace, and links to the Kaiser Permanente Westside Medical Center and corporate centers at NW Evergreen Parkway.
- Pedestrian qualities enhanced by urban park along potential light rail alignment.

Retail/Shopping/Dining

- Shopping and dining district established at Streets at Tanasbourne extended across NW Cornish Road to augment office uses with additional major retail, restaurants, a boutique hotel and civic square.

Environmental/Recreational Amenities & Access

- Bronson Creek, Rock Creek and Beaverton Creek enhanced to provide passive recreation and wildlife viewing.
- Extensive trail system skirts the edges of wetlands and streams. The connected system of parks, trails and natural areas provides access for people interested in nature and maintaining a healthy lifestyle.



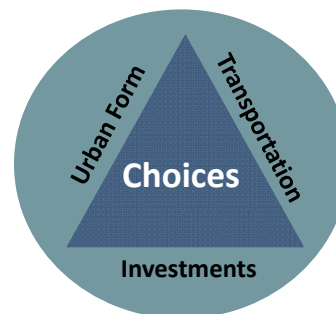
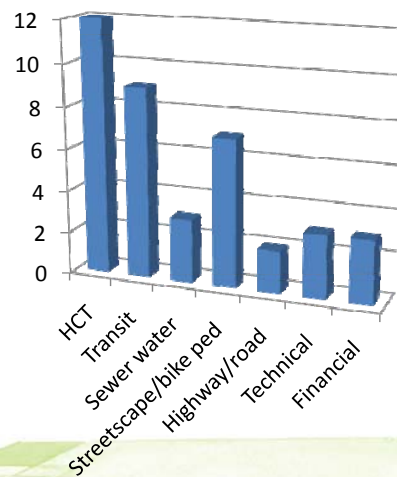
Employment area aspirations

Columbia Cascade River District



Troutdale Reynolds Industrial Park

Investments are needed to realize aspirations



Lake Oswego Town Center HCT / local aspiration workshop example



Lake Oswego Town Center HCT / local aspiration workshop example



A mix of regional and local actions are needed to support aspirations

Regional actions



Local actions



Regional actions



8 hours

12 hours

18 hours

24 hours



Local actions



Example: Amber Glen Regional and local actions



Regional



Local



Local Aspirations – a starting point for local and regional actions

Next steps – Take advantage of opportunities

- Target your local resources to leverage regional investments
- Align your RTP investment priorities with your aspirations

www.oregonmetro.gov



Regional planning and development

State of the Centers

Investing in our communities

January 2009



Metro | *People places. Open spaces.*



Date: May 11, 2009

To: JPACT and interested parties

From: Kim Ellis, RTP Project Manager
Deena Platman, Regional Mobility Program Manager

Re: 2035 Regional Transportation Plan (RTP) Update – Mobility Corridor Workshops Summary

Purpose

This memo provides a summary of the Regional Mobility Corridor background work conducted to date as part of the 2035 Regional Transportation Plan (RTP) update. This work included development of the Mobility Corridor Atlas, a series of local agency coordination interviews, and seven mobility corridor workshops held in March and April. Additionally, this memo will describe next steps for the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) with regard to this work program. The coming months will focus on updating the RTP priorities and strategies to best support the 2040 Growth Concept and other goals of the RTP.

Background

The 2035 Regional Transportation Plan (RTP) update is embracing new ways to think holistically and strategically about how best to efficiently and effectively move people and goods around and through the Portland metropolitan region. The federal component of the 2035 RTP update introduced the regional mobility corridor concept as a new approach for evaluating and defining transportation needs and solutions in the region's major travel corridors.

Over the last year, Metro staff has been working with our regional partners to further develop and begin implementing the concept. The regional partners agreed on the need to better understand an individual mobility corridor's components and performance, and to compare performance across multiple mobility corridors in order to identify the most cost-effective strategies and prioritize transportation system investments. Together, we identified 24¹ mobility corridors that include a combination of highway, arterial streets, high capacity transit routes, frequent bus routes, freight/passenger rail and regional trails that move people and goods in and through the Portland region.

The products of this work are as follows:

- Mobility Corridor Atlas
- Agency Coordination Interviews Summary
- Mobility Corridor Workshops Summary

¹ Initially, regional partners identified 23 mobility corridors. Subsequent discussions, however, have led to the addition of 1 mobility corridor for a total of 24. According to the Oregon Highway Plan (OHP), all mobility corridors include statewide highways. In discussions, staff discovered that the Tualatin Valley Highway from Highway 217 to Hillsboro Regional Center was the only statewide highway not designated a mobility corridor, so it was added.

Mobility Corridor Atlas

Once the 24 mobility corridors were identified during the first phase of the RTP update, there was a need to better understand the unique land use and transportation characteristics of each corridor. The mobility atlas was conceived as a way to visually present current land use and multi-modal transportation data for each of the region's major travel corridors. It is designed to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. This will be helpful to cities and counties when updating their transportation system plans after the RTP update. Additionally, freight movers, community development interests and members of the interested public will benefit from a better understanding of the region's transportation system.

For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information will be used to help identify the most cost-effective strategies and investment priorities for each corridor and serve as a framework for monitoring how well different strategies are working in each corridor over time. The atlas also provides for the comparison of data between corridors and the ability to merge multiple corridors for analysis of broader travel areas.

The mobility atlas presents a series of maps for each corridor showing its geographic location, transportation facilities, adjacent land use patterns and operational attributes. The maps are accompanied by short explanatory narratives, data tables and "quick facts." The atlas will receive periodic updates as new information emerges or inaccuracies surface.

Agency Coordination Interviews Summary

During January 2009, Metro and ODOT staff conducted agency coordination interviews (ACIs) with city, county and regional agency staff to examine in greater detail the issues within each of the identified regional mobility corridors. In particular, the ACIs provided local jurisdiction staff with the background and context of the mobility corridors as it evolved as part of the federal RTP and prepared local jurisdiction staff for the mobility corridor workshops to be held in March and April. Draft versions of the mobility corridor atlas were presented for discussion. The concept of functional statements for all of the facilities within each corridor: freeways, arterials, high capacity transit (HCT) and bus lines, regional trails, and freight rail, was introduced. Finally, the method for identifying regional transportation needs based on gaps and deficiencies, as defined by 2035 RTP policies, for each mobility corridor was discussed. Attachment A lists the interview dates and participants. The following summarizes the major issues that emerged from the ACIs:

- *Issue #1 - The TPR and 2040 Implementation*
 - How can the mobility corridors work help regional partners better serve 2040 implementation and address compliance with the Transportation Planning Rule (TPR)?
 - How will the function statements be used and relate to the mobility standards in Action 1F1 and Table 7 of the Oregon Highway Plan?

Compliance with the Transportation Planning Rule (TPR) was one of the key concerns raised during the ACIs both in the context of mobility corridors, as well as general transportation planning. Issues surrounding the TPR will be discussed by the RTP Work Group later this summer. The functional statements are not meant to replace the mobility standards in Action 1F1 nor Table 7, but rather to provide a supplement for proposed plan amendments. Another goal of the mobility corridor work is to address the 17 corridor refinement plans currently listed in the RTP. This will be achieved by resolving at

the system level the requirements for corridor refinement plans of function, mode and general location, consistent with the TPR (ORS 660-012-0025).

- *Issue #2 - How will the many Metro efforts going on tie together?*

There was significant confusion as to how the many different Metro efforts will tie together as part of the RTP. Specific projects like the High Capacity Transit system plan, the Local Aspirations work, the Transportation System Management and Operations plan, and the Regional Freight Plan. As part of the needs assessment work for each corridor, Metro staff integrated as much information as available from each of the above planning efforts and will continue to fold them into the RTP as they are completed. The Urban and Rural reserves process was also identified as a planning effort currently underway that will not only affect the mobility corridor work, but the RTP. As the reserves process progresses throughout the rest of 2009 any relevant information will be incorporated into the RTP. For now, the mobility corridor needs assessment work has left a placeholder awaiting the outcome of the reserves decision-making process.

- *Issue #3 – Mobility versus Accessibility*

The notion of mobility and accessibility has been an ongoing issue for years. During the ACIs some of the interviewees raised concerns about a lack of emphasis on mobility in the RTP and the mobility corridors work. At the same time, there were other interviewees that expressed concerns of an excessive focus on mobility at the expense of the importance of accessibility for the success of communities. There was general agreement that a balance is needed, but what that balance is has not yet reached consensus. Mobility needs and accessibility needs are somewhat different, but related. The RTP has been divided into two different investment tracks: mobility corridors and community building, largely to help better highlight the need to strike a balance between and address the different needs of both accessibility and mobility in achieving the goals of 2040.

- *Issue #4 - How will the mobility corridors work relate to funding?*

Questions were raised as to how funding decisions relate to the mobility corridor concept or a given facilities' status within a mobility corridor. The mobility corridors construct was meant to facilitate a more holistic discussion of the movement of people and goods across the region. By identifying the needs within each mobility corridor based on the RTP policies, a list of potential multimodal investments starts to emerge. These potential investments will serve as the starting point for facilitating conversations with JPACT throughout May and June 2009 related to funding of the state component of the RTP.

Mobility Corridor Workshops Summary

Metro and ODOT hosted seven Mobility Corridor Workshops in March and April, which assessed each of the regional mobility corridors to identify: (1) needs (gaps and deficiencies, including immediacy), (2) function, (3) general location, and (4) where possible, a pool of multi-modal projects and integrated corridor management programs/strategies to address mobility corridor transportation needs. Attachment 1 summarizes the workshop details and attendees.

The main objectives of the workshops were to gather information to help define the mode, function, and general location of facilities within each mobility corridor consistent with the TPR and discuss the transportation needs based on RTP policies to guide the RTP system development phase. The following section summarizes the themes and topics that emerged from the workshops:

- *Refinement plans* – There is a need for regional partners to better understand refinement plans and conditions that require these plans to be created. In some cases, however, it is clear from the

discussion that a refinement plan is still needed. Examples of these cases include the I-405/Central City Loop, the I-84 to US-26 corridor, and I-5 south from the Central City to Wilsonville.

- *Facilities with different functions between jurisdictions* – In several workshops, staff raised questions about facilities that function in different ways depending on which segment of the facility is being discussed. Examples include NW Cornelius Pass Rd., NW Cornell Rd., SE Division St./Powell Blvd., SE Sandy Blvd, and Highway 219/Roy Rogers Rd. In the case of Highway 219/Roy Rogers Rd., this facility provides an urban-to-urban connection through rural areas. Possible next steps in resolving these issues are targeted discussions and mediation.
- *Functional statements* – Many regional partners raised questions and expressed concern about how the functional statements will be used and their implications for local jurisdictions. The following questions arose:
 - What problems are the functional statements trying to address?
 - How will the functional statements address project funding, facility design, traffic operations issues, development decisions that do not need a plan amendment, and decisions that do require a plan amendment?
 - How should the functional statements address 2040 land uses? Should they focus only on primary land uses or incorporate secondary land uses as well?
 - What are the differences between functional statements for ODOT facilities and the statements for other facilities?
 - Are functional statements necessary for county facilities?

Some staff members were concerned about the level of detail in these statements and whether they adequately characterized each facility. In many of the workshops, more time was spent on the functional statements than the needs assessment.

- *Transportation Planning Rule (TPR)* – This item is related to the functional statements. Many local partners had questions about exactly what the TPR means for them on a local level and what is needed in order to comply with the rule.
- *Prioritizing the next corridor* – Workshop attendees asked how the corridors will be prioritized to determine which corridor will be studied next for refinement?
- *Meaning outside the TPR* – In many workshops, regional partners wondered how the findings from these workshops would be used outside of regulatory requirements.
- *District and regional highway system* – Several discussions led to the conclusion that many district and regional highways have numerous transportation needs. What are the next steps in addressing these needs, recognizing ODOT's investment priorities have focused on project development and smaller scale investments on the interstate and statewide system?
- *Marine, rail and air freight needs* – How should freight needs outside of freight transported via trucks be addressed? Marine and other types of freight were discussed. How should the region address the issue of intermodal versus multimodal freight?
- *Concept of super corridors* – Although the regional transportation system was divided into mobility corridors for the purpose of this exercise, it is important to remember that these corridors also function as segments of "super corridors," which might serve a different function from these smaller mobility corridors. For example, Corridor 8 connects Oregon City to Gateway and serves

a mobility function between those two areas. However, this corridor is also part of the I-205 “super corridor” that serves long-distance travel between Washington and Oregon.

- *Mobility versus accessibility* – This concept is being addressed in the functional statements. Mobility and accessibility operate as a spectrum. For example, a facility with fewer access points serves more of a mobility function whereas a facility in a town center serves more of a community-building and access function and falls closer to the accessibility end of the spectrum.
- *Collectors of regional significance* – Collectors of regional significance were identified for each corridor during the needs discussion. As part of this RTP update, Metro and partners have discussed the idea of removing this functional class designation and changing these facilities to major or minor arterials or removing them from the regional system altogether. More discussions will follow.

Next Steps

Now that Metro has collected information about regional transportation functions and needs using the mobility corridors construct and identified major issues and topics of interest, this information will be used to set the stage for 2035 RTP system development work ahead. Following is a schedule of activities leading up to the release of a proposed plan in September.

April-May 2009	Setting the stage for refining RTP investment priorities
May 1	TPAC discussion on Congestion Management Process (CMP), findings from mobility corridor workshops
May 14	JPACT discussion on Congestion Management Process (CMP), findings from mobility corridor workshops and implications for RTP investment priorities
May 18	Metro provides ODOT, TriMet, Port, special districts, cities and counties with current RTP investment list and other background materials
May 22	JPACT retreat to discuss approach for refining RTP investment priorities and funding options to consider
May 29, 2009	TPAC recommendation to JPACT on direction on approach for refining investment priorities
June 11, 2009	JPACT direction on approach for refining investment priorities and funding strategy
June 15–July 10, 2009	Regional partners work together to refine RTP investment priorities; Metro convenes multi-jurisdictional workshop with agency staff
June 26, 2009	TPAC briefing on RTP investment strategy development
July 9, 2009	JPACT briefing on RTP investment strategy development
July 22, 2009 (tentative)	Joint MPAC and JPACT meeting to share land use and transportation direction
September 2009	Release of proposed RTP policy refinements, investment priorities, and funding strategy for 30-day public comment period

Attachment 1 – List of Interview and Workshop Participants

Interviews and Participants		
Date	Jurisdiction	Interviewee(s)
January 5, 2009	TriMet	Jessica Tump and Alan Lehto
January 6, 2009	Gresham	Katherine Kelly and Ron Papsdorf
January 8, 2009	Washington County	Andy Back, Clark Berry, Blair Crumpacker, Steve L. Kelley, and Greg Leon
January 12, 2009	Multnomah County	Jane McFarland and Karen Schilling
January 20, 2009	Lake Oswego	Massoud Siberian and Denny Egner
January 20, 2009	Oregon City	Nancy Kraushaar, Tony Konkol, Dan Drentlaw, and Laura Butler
January 23, 2009	Hillsboro	Don Odermott and Mark Sullivan
January 23, 2009	Milwaukie	Katie Mangle, Kenny Asher, and Alex Campbell
January 26, 2009	Portland	Courtney Duke, John Gillam, Patrick Sweeney, Bob Clay, and Steve Dotterer
January 27, 2009	Tualatin	Mike McKillip and Doug Rux
January 28, 2009	Clackamas County	Ron Weinman
January 29, 2009	Beaverton	Margaret Middleton and Jabra Kasho
February 6, 2009	Tigard	Mike McCarthy and Sean Farrelly
February 20, 2009	Port of Portland	Scott King and Phil Healy

Workshops and Participants				
#	Workshop Name	Corridors Discussed	Jurisdictions Represented	Attendee(s)
1	Hwy 99E, Hwy 224, and Hwy 212 March 31 st	10: Central City to Milwaukie 11: Milwaukie to Clackamas 12: I-205 to Hwy 224 13: Hwy 224 to US-26	Metro, ODOT, TriMet, Clackamas County, Portland Bureau of Transportation (PBOT), Portland Bureau of Planning and Sustainability (Portland BPS), City of Damascus, City of Milwaukie, City of Oregon City	Deena Platman, Josh Naramore, John Mermin, Tim Collins, Tom Kloster, Fred Eberle, Andy Johnson, Lidwien Rahman, Ron Weinman, Joe Recker, Courtney Duke, John Gillam, Tom Armstrong, Erika Palmer, Katie Mangle, Gary Parkin, Nancy Kraushaar, Tony Konkol
2	East Multnomah County April 1 st	6: Gateway to Troutdale, 15: Wood Village/Troutdale/Fairview to Damascus/Boring	Metro, ODOT, City of Gresham, Multnomah County, Port of Portland, PBOT, Portland BPS, City of Troutdale	Deena Platman, Josh Naramore, John Mermin, Kate Dreyfus, Ken Born, Dianne Perry, Phil Healy, Courtney Duke, Jane McFarland, Lidwien Rahman, April Bertelsen, Barry Manning, Charlie Warren, Elizabeth McCallum
3	I-205 South and Hwy 213 April 2 nd	7: Tualatin to Oregon City 8: Oregon City to Gateway 14: Oregon City to Carus	Metro, ODOT, PBOT, TriMet, City of Lake Oswego, Clackamas County, City of Oregon City, Portland BPS	Deena Platman, Josh Naramore, John Mermin, Caroline Leary, John Gray, Joe Recker, Andrew Johnson, Fred Eberle, Siddard Sin, Ron Weinman, R. Scott Pemble, Nancy Kraushaar, Lidwien Rahman, Tony Konkol, Barry Manning
4	North Washington County April 7 th	21: Central City to Hwy 217 22: Hwy 217 to North Plains 23: Forest Grove to US 26	Metro, ODOT, TriMet, City of Forest Grove, Washington County, Westside Transportation Alliance (WTA), City of Hillsboro, City of Beaverton, PBOT	Deena Platman, Josh Naramore, Caroline Leary, Jessica Tump, Andy Johnson, Fred Eberle, Jon Holan, Dan Riordan, Andy Back, Clark Berry, Karen Frost, Mark Sullivan, Don Odermott, Lidwien Rahman, Tom Kloster, Kim Ellis, Jabra Khasho, Margaret Middleton, John Leedot (citizen), Courtney Duke

Workshops and Participants				
#	Workshop Name	Corridors Discussed	Jurisdictions Represented	Attendee(s)
5	South Washington County April 8 th	3: Hwy 217 to Salem/Willamette Valley 19: I-5 to US-26, 20: I-5 (Tualatin) to Sherwood and Tigard to Newberg	Metro, ODOT, TriMet, City of Tualatin, City of Sherwood, City of Wilsonville, City of Beaverton, Washington County, SMART Transit, City of Lake Oswego, City of Hillsboro, City of Tigard	Deena Platman, Josh Naramore, Caroline Leary, Kaaren Hofmann, Jessica Tump, Fred Eberle, Bob Galati, Michael Bowers, Sandi Young, Margaret Middleton, Steve Sparks, Steve Kelley, Blair Crumpacker, Andy Back, Patty Fink, Massoud Saberian, Mark Sullivan, Mike McCarthy
6	Columbia Corridor April 14 th	1: Central City to Clark County 9: Gateway to Clark County 16: Rivergate to I-5 17: I-5 to I-205 18: Central City to St. Helens	Metro, ODOT, TriMet, Port of Portland, Portland BPS, PBOT, Southwest Washington Regional Transportation Council (RTC)	Deena Platman, Josh Naramore, Caroline Leary, Lainie Smith, Andrew Johnson, Jessica Tump, Fred Eberle, Phil Healy, Steve Kountz, Scott King, Bob Hillier, Courtney Duke, Mark Harrington, Lynda David, Lidwien Rahman, Seth Brumley
7	Central City April 15 th	2: Central City to Hwy 217 4: Central City Loop, 5: Central City to Gateway	Metro, ODOT, TriMet, PBOT, City of Tigard, City of Wilsonville, Portland BPS	Deena Platman, Josh Naramore, Caroline Leary, Jessica Tump, Fred Eberle, Mauricio LeClerc, Courtney Duke, Patrick Sweeney, Mike McCarthy, Michael Bowers, Tom Kloster, Lidwien Rahman, Steve Iwata, Tom Armstrong, John Gillam



Regional Transportation Plan **Bringing It All Together to** **Refine Priorities**

*Linking transportation to land use, the
economy and the environment*

Kim Ellis, RTP Project Manager

Joint Policy Advisory Committee on Transportation | May 14, 2009



Today's purpose

- **Preview of May 22 JPACT retreat topics and actions**
- **Show proposed approach to refine investment priorities, linking Federal & State policies to RTP building blocks**
- **Describe next steps for building draft RTP investment strategy**

Decisions for May 22 retreat

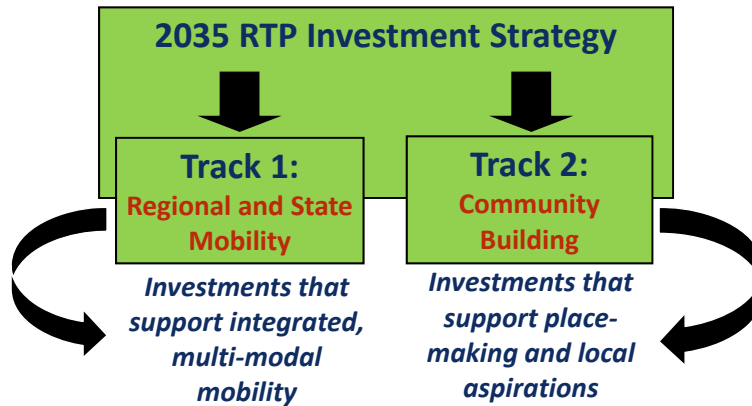


- Direction on approach for building draft RTP investment strategy
- Direction on base revenue assumptions for funding RTP
- Direction on funding threshold for state RTP

3

PROPOSED APPROACH FOR REFINING PRIORITIES

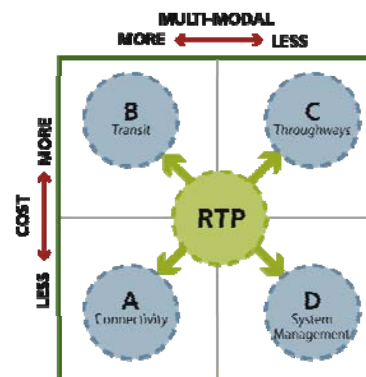
Investment Strategy Framework



5

Federal policy direction – four step process

- ① Maintain and optimize existing system
- ② Manage demand on the existing system
- ③ Increase multi-modal travel options
- ④ Add new capacity



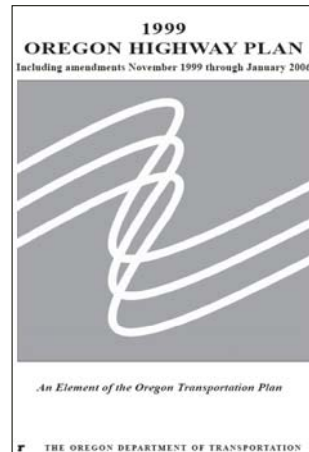
Different solutions are emphasized at each step

Source: SAFETEA-LU Congestion Management Process framework

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Oregon Highway Plan policies

- ① Protect the existing system
- ② Improve efficiency and capacity of existing highway facilities
- ③ Add capacity to existing system
- ④ Add new facilities to the system



Source: 1999 Oregon Highway Plan, Policy 1G: Major improvements, Action 1G.1

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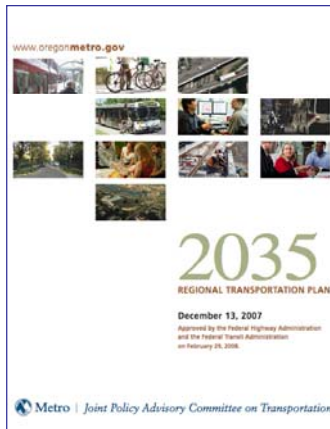
Oregon greenhouse gas goals

- Stop growth in emissions by 2010
- 10% reduction below 1990 levels by 2020
- 75% reduction below 1990 levels by 2050



This equals a 42% reduction by 2035 for the Metro region (from 1990 levels)

RTP Goals and Outcomes



- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

Building Blocks To Refine Priorities



- Policy framework and system concepts
- Needs and potential solutions
 - Current local and regional plans
 - Transportation and land use scenarios
 - Atlas of mobility corridors
 - State of Centers and local aspirations
 - Freight and Goods Movement Plan
 - Transportation System Management and Operations Plan
 - High Capacity Transit Plan
 - Blue Ribbon Committee for Trails
 - Active transportation corridors concept
- Potential funding options




BRINGING IT ALL TOGETHER

A CASE STUDY OF TIGARD



Common problems across region

- PM and mid-day congestion and delay on throughways and arterials limit travel time reliability
 - Throughways, topography and rivers act as barriers
 - Lack of arterial and local street connectivity
 - Desire for more frequent transit service and broader coverage
 - Gaps in bike, pedestrian and trails networks
 - At-grade rail crossings hinder mobility
- 

Emerging discussion topics

- Transportation Planning Rule and mobility standards
- Role of land use and management strategies in addressing needs
- Balance between mobility and access
- Unmet needs on district and regional highways
- Refinement plan identification and priorities
- Functional class discrepancies between jurisdictions
- Urban travel on rural routes

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Aspirations support 2040 vision

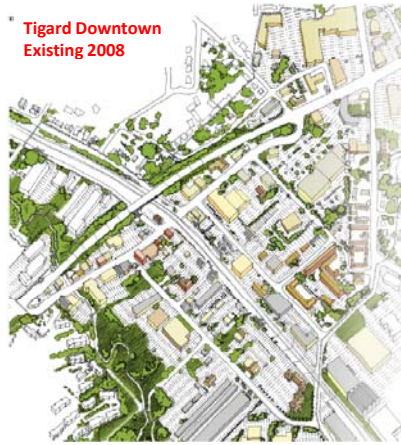


- Jobs/housing balance
- Transportation options
- Civic community
- Housing diversity
- Energy savings
- Natural resources values
- Parks, open space and trails

LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Downtown Tigard

Tigard Downtown
Existing 2008



Tigard Downtown
2028 Vision

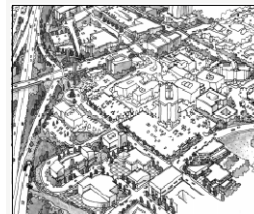
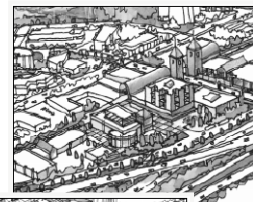
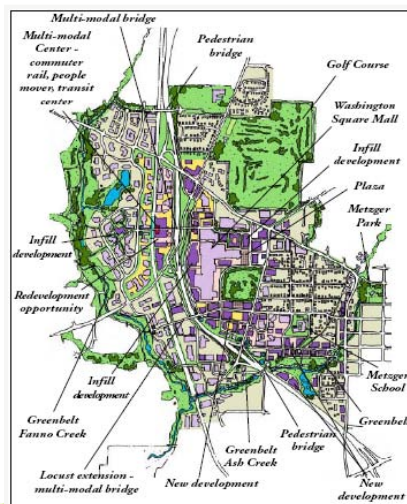


City of Tigard Local Aspirations

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LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Washington Square Regional Center

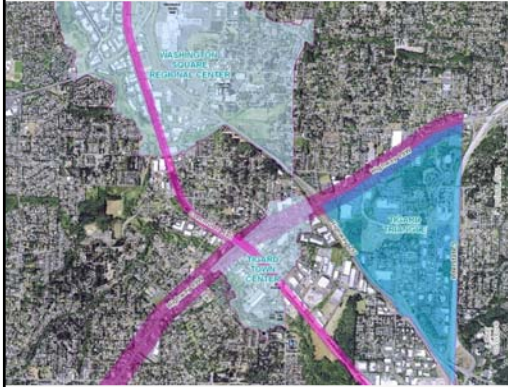


City of Tigard Local Aspirations

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LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Identified Constraints



- Funding
- Market
- Parking
- Connectivity
- Access to I-5 & OR 217
- Traffic congestion
- Mobility standards
- Potential growth in neighboring communities

City of Tigard Local Aspirations

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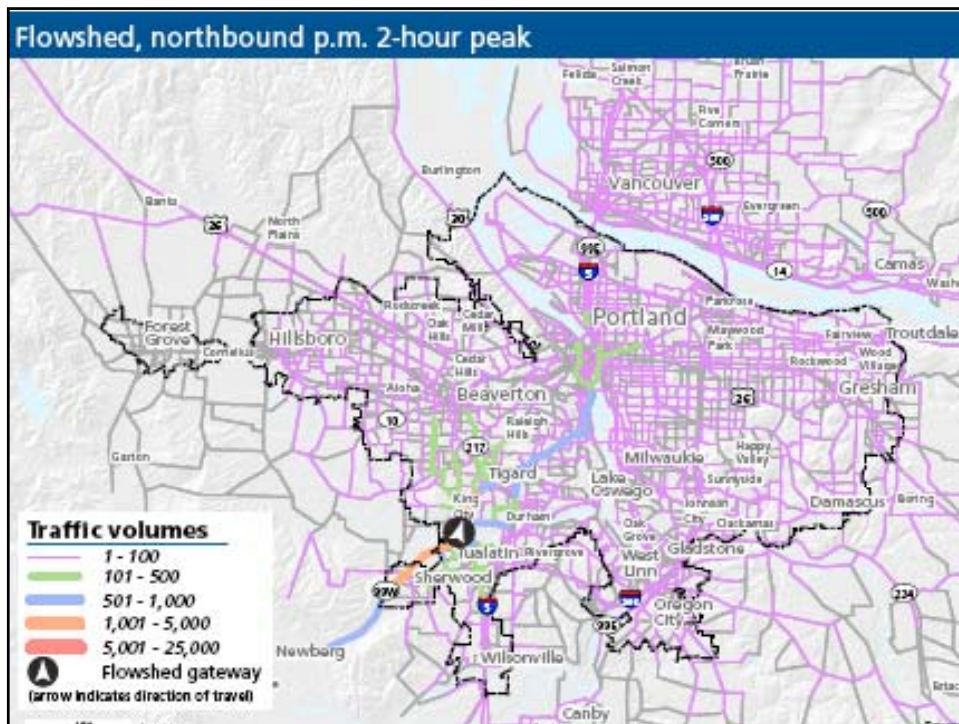
LINKING ASPIRATIONS TO PRIORITIES: A CASE STUDY OF TIGARD

Highway 99W – opportunity and constraint



Tigard Transit Center

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Linking aspirations to priorities

LOCAL ASPIRATIONS

- More transit, including HCT connection and frequent service between WES and Washington Square
- Transit priority at intersections
- More street, sidewalk, bike and trail connections
- Structured parking
- Demand management in Tigard Triangle

CURRENT RTP PRIORITIES

- OR 217/72nd Ave. interchange upgrade
- OR 217 overcrossings
- New streets, trails and sidewalks in downtown and Washington Square center
- Westside, Fanno Creek and Red Electric trail gaps
- Widen key arterials to four lanes with boulevard design in downtown and Washington Square
- Frequent bus service on 99W

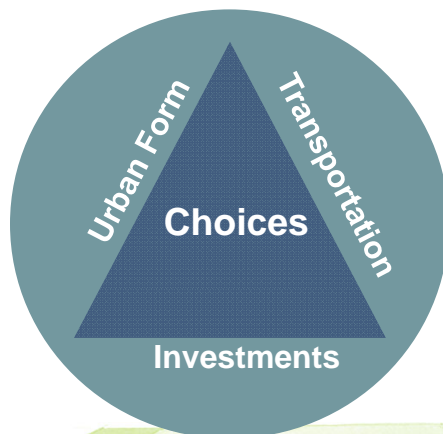
Linking aspirations to priorities

WHAT'S MISSING

- **Emerging TSMO strategies for Tigard area**
 - Arterial traveler information and adaptive signal systems for 99W, Hall Boulevard and 72nd Avenue
 - Expanded freeway detection to provide travel information and support incident management efforts
 - Individualized marketing on local travel options
 - Expanded partnerships with Westside Transportation Alliance
 - Rideshare and other employer services

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Aspirations – a starting point for local and regional actions



- **Target local resources to leverage regional investments**
- **Align your RTP investment priorities with your aspirations**

Next steps to refine priorities



- **May 22** – JPACT provides direction to staff on approach and funding
- **June 11** – JPACT provides final direction to staff on investment priorities
- **June** – Metro convenes multi-jurisdictional workshop to draft *investment strategy* for region (*tentative*)
- **July 9** – JPACT briefing on June workshop results (*tentative*)

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JPACT's role



- Provide direction on approach and funding strategies
- Work with your land use and transportation staff to refine RTP priorities
- Talk with Metro Councilors
- Talk with your MPAC representatives (and cities you represent)

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Appendix 1.1

2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
10000	Clackamas Co.	Clackamas Co.	Linwood/Harmony Rd./ Lake Rd. Overcrossing/ Intersection	Linwood/ Harmony/ Lake Rd.		Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR.	\$20,000,000	\$29,604,886	2008-2017	Regional center
10001	Clackamas Co.	ODOT	Johnson Creek Blvd. Interchange Improvements	JCB/I-205 interchange		Add loop ramp and NB on-ramp; realign SB off-ramp.	\$9,800,000	\$14,506,394	2008-2017	Employment area
10002	Clackamas Co.	Clackamas Co.	Johnson Creek Blvd. Improvements	45th Ave.	82nd Ave.	Widen from three to five lanes and widen bridge over Johnson Creek.	\$40,790,000	\$82,633,056	2018-2025	Industrial area
10003	Clackamas Co.	Clackamas Co.	Harmony Rd. Improvements	Hwy 224	SE 84th Ave.	Widen to five lanes, add bike lanes and sidewalks.	\$23,400,000	\$34,637,716	2008-2017	Regional center
10004	Clackamas Co.	Clackamas Co.	Otty Rd. Improvements	82nd Ave.	92nd Ave.	Widen, add turn lanes, sidewalks, on-street parking, central median and landscaping.	\$7,340,000	\$10,864,993	2008-2017	Employment area
10005	Clackamas Co.	Clackamas Co.	West Monterey Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$6,200,000	\$12,560,062	2018-2025	Regional center
10007	Clackamas Co.	Clackamas Co.	Causey Ave. Overcrossing	over I-205	Bob Schumacher Rd.	Extend new three-lane crossing over I-205.	\$14,800,000	\$29,982,084	2018-2025	Regional center
10008	Clackamas Co.	Clackamas Co.	79th Ave. Extension	Johnson Creek Blvd.	King Rd.	Build N-S collector west of 82nd Ave..	\$12,780,000	\$18,917,522	2008-2017	Employment area
10009	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Widen street and add turn lanes, sidewalks, on-street parking, central median and landscaping.	\$4,000,000	\$5,920,977	2008-2017	Employment area
10012	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Harmony Rd.	Monroe St.	Widen to three lanes to include disconnecting auto access to King Road.	\$5,300,000	\$15,893,128	2026-2035	Employment area
10013	Clackamas Co.	Clackamas Co.	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$2,520,000	\$3,730,216	2008-2017	Employment area
10014	Clackamas Co.	Clackamas Co.	82nd Ave. Multi-Modal Improvements	Clatsop Ave.	Monterey Ave.	Widen to add sidewalks, lighting, central median, planting strips and landscaping.	\$13,600,000	\$40,782,365	2026-2035	Regional center
10018	Clackamas Co.	Clackamas Co.	82nd Ave. Blvd. Design Improvements	Monterey Ave.	Sunnybrook Blvd.	Complete boulevard design improvements.	\$5,400,000	\$7,993,319	2008-2017	Regional center
10019	Clackamas Co.	Clackamas Co.	West Sunnybrook Rd. Extension	82nd Ave.	Harmony Rd.	Construct three-lane extension.	\$6,970,000	\$10,317,303	2008-2017	Regional center
10020	Clackamas Co.	Clackamas Co.	Clackamas County ITS Plan	Countywide		Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan.	\$6,500,000	\$9,621,588	2008-2017	Regional center
10021	Clackamas Co.	Clackamas Co.	102nd Ave./Industrial Way Improvements	Hwy 212	Lawnfield Rd.	Extend Industrial Way from Mather Road to Lawnfield Road.	\$8,570,000	\$12,685,694	2008-2017	Industrial area
10022	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Hwy 212	Lawnfield Rd.	Widen to five lanes to accommodate truck movement.	\$12,350,000	\$37,033,986	2026-2035	Industrial area
10025	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 2	Hwy 213	Clackamas Community College	Widen to 5 lanes with sidewalks and bike lanes.	\$5,800,000	\$8,585,417	2008-2017	Industrial area
10026	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 3	Clackamas Community College	Urban Growth Boundary	Widen to 4 lanes with sidewalks and bike lanes.	\$12,920,000	\$19,124,756	2008-2017	Industrial area
10029	Clackamas Co.	Clackamas Co.	Stafford Rd Improvements	I-205	Rosemont Rd.	Widen to three lanes including bike lanes and sidewalks.	\$46,300,000	\$93,795,305	2018-2025	Other
10033	Clackamas Co.	Clackamas Co.	172nd Ave. Improvements	Foster Rd./190th	Hwy. 212	Widen to five lanes including new bridge. Construct connection to 190th.	\$38,480,000	\$56,959,800	2008-2017	Industrial area

**Approved by Metro Resolution No. 07-3831B on 12/13/07.
Amended by Metro Resolution No. 08-3934 on 4/24/08.**

Appendix 1.1

2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
10038	Clackamas Co.	Clackamas Co.	242nd	Multnomah County line	Hwy. 212	Reconstruct 242nd and widen to three/five lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification.	\$53,340,000	\$108,057,053	2018-2025	Town center
10040	Happy Valley	Clackamas Co.	162nd Ave. Extension North	Hagen Rd.	Clatsop St.	Construct a new 3 lane roadway with traffic signals.	\$27,970,000	\$56,662,088	2018-2025	Neighborhood
10041	Happy Valley	Clackamas Co.	162nd Ave. Extension South	157th Ave.	Hwy. 212	Construct a new 3 lane roadway with traffic signals, bridge over Rock Creek.	\$22,610,000	\$45,803,711	2018-2025	Employment area
10042	Clackamas Co.	Clackamas Co.	97th realignment	Lawnfield Rd.	Sunnybrook Blvd.	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	\$20,650,000	\$30,567,044	2008-2017	Industrial area
10047	Clackamas Co.	Clackamas Co.	Holcomb Blvd.	Abernethy Rd.	Bradley Rd.	Reconstruct & widen (urban).	\$22,790,000	\$33,734,767	2008-2017	Neighborhood
10048	Clackamas Co.	Clackamas Co.	Holly Lane	Redland Rd.	Maple Lane	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement.	\$20,740,000	\$42,015,435	2018-2025	Other
10052	Clackamas Co.	Clackamas Co.	Mather Rd.	SE 82nd Dr.	Industrial Way	Extend Mather Rd. across railroad to SE 82nd Dr.	\$17,250,000	\$25,534,214	2008-2017	Neighborhood
10057	Clackamas Co.	Clackamas Co.	Redland Rd.	Abernethy Rd.	UGB	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacements (2).	\$17,060,000	\$25,252,968	2008-2017	Town center
10066	Clackamas Co.	Clackamas Co.	92nd/Johnson Creek Blvd. intersection	92nd/JCB intersection		Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	\$1,000,000	\$1,480,244	2008-2017	Employment area
10067	North Clackamas PRD	Clackamas Co.	Phillips Creek Trail	I-205 Trail	N Clackamas Greenway	Build trail through Clackamas Town Center for access to light rail.	\$2,270,000	\$3,360,155	2008-2017	2040 corridor
10069	Gresham	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Build trail linking Gresham and the Clackamas River.	\$1,900,000	\$2,812,464	2008-2017	2040 corridor
10070	North Clackamas PRD		Mt. Scott Creek Trail	Mt. Talbert	Springwater corridor	Build trail to Mt. Talbert regional park.	\$5,100,000	\$7,549,246	2008-2017	2040 corridor
10071	North Clackamas PRD		Scouter's Mt. Trail	Springwater/Powell Butte	Springwater corridor	Build trail to/on Scouter's Mt.	\$9,070,000	\$13,425,816	2008-2017	2040 corridor
10072	Damascus		Sunnyside Rd. Frequent Bus	Clackamas TC	Damascus TC	Construct improvements that enhance Frequent bus service.	\$1,000,000	\$1,480,244	2008-2017	Town center
10073	Damascus	ODOT	Hwy.-212 intersections	SE 162nd	Anderson Rd.	Existing Highway 212 remains two lanes with turn pockets from 162nd Ave. to Anderson Road south of limited access parkway. Design elements to be included are sidewalks, bike lanes, and a landscaped buffer.	\$5,970,000	\$8,837,058	2008-2017	Industrial area
10074	Damascus		New Connection	Parkway Interchange Near 190th Ave.	Arterial #3	Rock Creek junction interchange to 172nd Ave through Rock Creek industrial area.	\$19,800,000	\$40,111,167	2018-2025	Industrial area
10075	Damascus	Damascus	Royer Rd. Connection	Royer Rd. North Segment End	Royer Rd. South Segment	Construct a roadway connection between the northern and southern sections of Royer Road.	\$5,980,000	\$17,932,246	2026-2035	Neighborhood
10076	Damascus	Damascus	SE Sunnyside Rd East Extension	SE 172nd Ave.	SE 242nd Ave.	Extend Sunnyside Road east from 172nd Ave to 242nd Ave. Evaluate alignment options between Bohna Park Road and Tillstrom Road for the connection from Foster Road to 242nd Ave.	\$101,500,000	\$205,620,376	2018-2025	Town center

Appendix 1.1

2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
10077	Damascus	Damascus	222nd Ave.	Hwy. 212	Tillstrom Rd.	Widen 222nd Ave. from Highway 212 to Tillstrom Road to four lanes with turn pockets at intersections. All major arterials are to be designed with sidewalks, bike lanes, and a landscaped buffer between sidewalk and curb or on-street parking in town center.	\$30,370,000	\$91,070,620	2026-2035	Neighborhood
10078	Damascus	ODOT	Hwy. 224	Sunrise End	Carver Bridge	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification.	\$12,150,000	\$24,613,671	2018-2025	Industrial area
10079	Damascus	Damascus	Widen Tillstrom Rd.	Foster Rd.	242nd Ave.	Widen Tillstrom Rd to 4 lanes with turn pockets at intersections. Damascus/Boring Concept Plan identifies Tillstrom Rd as a transit street.	\$18,480,000	\$55,416,037	2026-2035	Town center
10081	Happy Valley		122nd/129th Improvements	Sunnyside Rd.	King Rd.	Widen to three lanes, smooth curves.	\$13,360,000	\$19,776,064	2008-2017	Town center
10082	Happy Valley		Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Widen to three lanes.	\$20,820,000	\$62,433,003	2026-2035	Town center
10083	Happy Valley		Clatsop St. Extension West	132nd Ave.	Mt. Scott Blvd	Construct a new 3 lane roadway with traffic signals.	\$17,190,000	\$34,823,786	2018-2025	Neighborhood
10088	Lake Oswego		Lower Boones Ferry Rd.	Madrona Street	Kruse Way	Widen to include bike lanes and turn lanes.	\$20,720,000	\$41,974,918	2018-2025	Town center
10089	Lake Oswego		Lake Oswego Transit center	Lake Oswego downtown	Near street car	Move existing transit center closer to the street car for better connectivity.	\$7,790,000	\$15,781,111	2018-2025	Town center
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Shared use path with some on-street portions.	\$2,000,000	\$2,960,489	2008-2017	Other
10095	Milwaukie	Milwaukie	Railroad Ave. Bike/Ped Improvement	37th Ave.	Linwood Ave.	Construct sidewalks and bike lanes. Key E-W connection parallel route for Highway 224 mobility corridor.	\$21,500,000	\$31,825,252	2008-2017	Town center
10096	Milwaukie	Milwaukie	37th Ave. Bike/Ped Improvement	Hwy. 224	Harrison St.	Construct sidewalks and bike lanes. Key connection between Highway 224 and Harrison Street (Arterial).	\$2,800,000	\$5,672,286	2018-2025	Town center
10099	Milwaukie	Milwaukie	Monroe Bike Boulevard	21st Ave.	Linwood Ave.	Minor widening to allow shared lanes, improve signage, striping. Bicycle Boulevard treatment.	2,400,000	\$3,552,586	2008-2017	Town center
10100	Milwaukie	Milwaukie	Downtown Station Area Streetscaping (21st & Main)	TBD	TBD	Reconstruct streetscape, including street trees, rain gardens, ADA ramps, street furniture, parking meters, and pedestrian-scale lighting.	\$6,700,000	\$9,917,637	2008-2017	Station community
10101	Milwaukie	Milwaukie	Kellogg Creek Dam Removal/Bridge Replacement/Milwaukie TC River Access Improvements	Washington	Adams	Remove dam and bridge; replace bridge with full bike and pedestrian facilities and a multi-use path undercrossing.	\$12,400,000	\$18,355,029	2008-2017	Town center
10103	Milwaukie	Milwaukie	King Rd. Blvd. Project	42nd Ave.	Linwood Ave.	Construct boulevard, including new sidewalks, bus stop shelters, planter strips, medians, pedestrian scale lighting.	\$14,300,000	\$28,969,176	2018-2025	Town center

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2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
10104	Milwaukie	Milwaukie	17th Ave. Trolley Trail Connector	17th Ave. & McLoughlin	17th Ave. & Ochoco	Construct sidewalks; improve bus stops; and correct gaps in bike lanes on 17th Ave. to provide connection between Trolley Trail and Springwater Corridor. Alternative alignment: multi-use path along Johnson Creek from Lava Drive to Ochoco.	\$3,200,000	\$4,736,782	2008-2017	Town center
10109	Milwaukie	Milwaukie	Kellogg Creek Trail	99-E	Miramonte Lodge	Construct low-impact trail-type sidewalk.	\$3,100,000	\$4,588,757	2008-2017	Town center
10110	Milwaukie	Milwaukie	Milwaukie TC reconstruction (including layover improvements)	Downtown TC	Milwaukie Park & Ride	Construct new bus shelters/stops at Transit Center, consolidating multiple bus stops. Build bus layover facility at Milwaukie Park and Ride.	\$4,900,000	\$7,253,197	2008-2017	Intermodal facility
10113	Milwaukie		River Rd. Sidewalks	99-E	City Limit	Construct sidewalks.	\$2,400,000	\$7,196,888	2026-2035	Town center
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 3	Railroad Tunnel	10th St.	Complete boulevard design improvements and viaduct improvements.	\$14,300,000	\$28,969,176	2018-2025	Regional center
10124	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 3	Holmes	Warner Milne	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	\$700,000	\$1,418,072	2018-2025	Regional center
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 4	Beavercreek	Hwy. 213	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	\$8,000,000	\$11,841,954	2008-2017	Regional center
10126	Oregon City	Oregon City	Swan Extension	Swan	UGB	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area.	\$41,000,000	\$83,058,477	2018-2025	Regional center
10127	West Linn	ODOT	Hwy. 43 Improvements	Holly St.	Arbor Dr.	Although the project is now in the conceptual design stage (to be completed by June 30, 2007), the project should consist of roadway improvements such as widening, installation of medians, turn lanes, street trees, signal interconnections, bike lanes.	\$21,400,000	\$31,677,228	2008-2017	Town center
10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Widen street to provide bike lanes and sidewalks on a narrow roadway. This will provide a direct connection between two town center areas. Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes. The addition of streetlights to this roadway will.	\$2,500,000	\$3,700,611	2008-2017	Station community
10129	West Linn		Willamette River Greenway Trail	Willamette Park	Lake Oswego - Willamette River trail	Paved trail running parallel to the Willamette River from Willamette Park at the mouth of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region.	\$2,000,000	\$4,051,633	2018-2025	Town center
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Extend 3 lanes with sidewalks and bike lanes.	\$5,750,000	\$8,511,405	2008-2017	Employment area
10131	Wilsonville	Wilsonville	Tooze Rd. Improvements	110th Ave.	Grahams Ferry Rd.	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	\$3,800,000	\$5,624,928	2008-2017	Neighborhood
10132	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	\$13,600,000	\$20,131,322	2008-2017	Intermodal facility

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10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian Bridge	Boones Ferry Rd.	Butteville Rd..	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	\$15,000,000	\$22,203,664	2008-2017	Other
10134	Wilsonville	Wilsonville	SW 65th, Elligsen Rd. and Stafford Rd. Intersection Improvements	Intersection of SW 65th, Elligsen Rd. and Stafford Rd.	Intersection of SW 65th, Elligsen Rd. and Stafford Rd.	Currently there are two intersections with a dangerous grade difference and within 100 ft of one another. Combining them into one or the construction of a round-about will help with safety and navigability concerns.	\$1,000,000	\$1,480,244	2008-2017	Other
10135	West Linn	West Linn	19th St. Improvements	Blankenship Rd.	Willamette Falls Dr.	Improvements to include curb, gutter, pavement widening and sidewalks.	\$1,200,000	\$1,776,293	2008-2017	Town center
10137	Damascus	Damascus	Multi-Use Local/Regional Trail and PRT Study	Damascus	N/A	Study for a multi-use path for bikes, pedestrians, horses that provides local access and connects with Happy Valley and Gresham. Study will also evaluate potential for personal rapid transit.	\$2,000,000	\$2,960,489	2008-2017	Town center
10138	Damascus	Damascus	Hwy 212 widening to 5 lane boulevard	Sunrise Unit 1 Terminus	East City Limits	Widen Highway 212 to a 5 lane boulevard section through Damascus.	\$58,500,000	\$118,510,266	2018-2025	Town center
10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Rd.	I-205	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and safety.	\$22,000,000	\$32,565,374	2008-2017	Regional center
10146	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 2	Dunes Dr.	Clackamas River Bridge	Complete boulevard and gateway improvements.	\$4,000,000	\$5,920,977	2008-2017	Regional center
10147	Oregon City	Oregon City	Newell Creek Canyon Trail (East)	Hwy 213 and Redland Rd.	Beavercreek Rd.	Regional trail would follow the Oregon City-Molalla interurban railroad bench on the east side of Newell Creek Canyon.	\$3,000,000	\$6,077,450	2018-2025	Neighborhood
10148	Oregon City	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 213	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Powerline right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City	\$3,000,000	\$4,440,733	2008-2017	Neighborhood
10149	Oregon City	Oregon City	Beaver Lake Trail	Clackamas Community College	Oregon City UGB	Regional trail would travel from Clackamas Community College through the Oregon City High School campus to the airstrip area. The trail would skirt the golf course area and continue to Beaver Lake.	\$500,000	\$740,122	2008-2017	Employment area
10150	Oregon City	Oregon City	Barlow Rd. Trail	Abernethy Rd.	Oregon City limits	Regional trail would follow the perceptive alignment of the historic Barlow Road from Abernethy Green to the Oregon City UGB. The trail would primarily utilize existing and proposed roadways.	\$1,000,000	\$1,480,244	2008-2017	Regional center
10153	Wilsonville	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	Kinsman Rd.	Villebois Village	Extend 3 lanes with sidewalks and bike lanes.	\$8,900,000	\$13,174,174	2008-2017	Employment area

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10154	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - Setback Abutments & Widen Wilsonville Rd.	Town Center Loop W	Boones Ferry Rd.	Provide additional left-turn lanes, setback abutments, improves signal synchronization, fixes sight distance problems, and provides for enhanced bike/ped safety.	\$11,000,000	\$16,282,687	2008-2017	Town center
10155	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - On/Off Ramps	N. of Interchange	S. of Interchange	Widen and lengthen on/off ramps.	\$12,000,000	\$17,762,931	2008-2017	Town center
10158	ODOT		I-5 Northbound Off Ramp at SW Macadam	I-5	I-405	Construct new off-ramp at NB I-5 to NB Macadam Ave and provide safety and modernization improvements to I-5 S.	\$40,000,000	\$59,209,771	2008-2017	Portland Central City
10159	Portland		Springwater [Trail Connection] - Sellwood Gap	SE Umatilla	SE 19th Ave.	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	\$3,032,411	\$4,488,709	2008-2017	Main street
10160	Portland	ODOT	Lloyd District Access Improvements	I-5		Add traffic signals and improve intersections at NE 2nd and Broadway and NE 2nd and Weidler Streets.	\$998,243	\$1,477,643	2008-2017	
10161	Portland		5th/6th, NW/SW (Irving - Jefferson): Portland Transit Mall Restoration and reconstruction for Light Rail Transit	Irving	Jefferson	Extend mall and reconfigure to accommodate light rail tracks and stations. Repairs to Transit Mall including sidewalk brick work, reconstruction, curbs, gutters, and other pedestrian improvements.		\$0	2018-2025	Portland Central City
10162	Portland		Willamette Greenway Trail - South Waterfront	Marquam Bridge (overhead)	SW Lowell	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	\$2,650,000	\$3,922,647	2008-2017	Town center
10163	Portland	ODOT	I-5 at Gibbs, SW: Pedestrian/Bike Overcrossing		I-5/SW Gibbs Bridge	Construct a bike and pedestrian bridge of I-5 at SW Gibbs to connect the Corbett-Terwilliger-Lair Hill neighborhood to North Macadam.	\$12,259,000	\$18,146,315	2008-2017	
10164	Portland		South Portal, Phase I & II	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Improve SW Bancroft, SW Moody and SW Bond Streets.	\$57,330,684	\$84,863,417	2008-2017	Portland Central City
10165	Portland		Moody/Bond Ave, SW (Sheridan to Gibbs)	River Parkway	SW Bancroft	Five lane street improvement from SW Sheridan to SW Gibbs Street.	\$18,834,515	\$27,879,683	2008-2017	Portland Central City
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/Skyline Rd.		Intersection improvements.	\$1,850,716	\$5,549,748	2026-2035	Portland Central City
10169	Portland		Burnside/Couch, East [Blvd/Streetscape]	E 12th	Burnside Bridge	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	\$23,908,393	\$35,390,262	2008-2017	Portland Central City
10171	Portland		Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	\$75,895,353	\$112,343,663	2008-2017	Portland Central City

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10173	Portland/ODOT		Macadam, SW (Bancroft - Sellwood Br): ITS	SW Bancroft	Sellwood Bridge	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$401,794	\$813,961	2018-2025	Portland Central City
10174	Portland		Going, N (Interstate - Greeley): ITS	Interstate	Greeley	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$950,024	\$1,406,268	2008-2017	Industrial/Employment area
10175	Portland/ ODOT		Yeon/St. Helens, NW (US 30): ITS	NW Yeon/St. Helens		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$885,499	\$1,310,755	2008-2017	Industrial/Employment area
10176	Portland		PSL - Eastside Extension	NW Lovejoy/10th	NE 7th/ Oregon.	Construct streetcar from NW Lovejoy/10th to NE 7th / Oregon.	\$147,000,000	\$297,795,028	2018-2025	Portland Central City
10177	Portland		PSL - OMSI to Riverplace or South Waterfront (close loop)	NE Oregon	SE Water	Construct streetcar from NE Oregon to SE Water.	\$19,000,000	\$38,490,514	2018-2025	Portland Central City
10178	Portland		Going St Bridge, N: Seismic Retrofit	Going St Overpass	n/a	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of a structural collapse in a major earthquake.	\$4,000,000	\$5,920,977	2008-2017	Industrial/Employment area
10181	Portland		Fifties Bikeway, NE/SE (Tillamook to Woodstock)	SE Woodstock	NE Tillamook	Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd.	\$1,595,049	\$4,783,079	2026-2035	
10182	Portland/ODOT		St. Johns Pedestrian District, N			Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan.	\$5,000,000	\$7,401,221	2008-2017	Town Center, Main Street or Station Community
10185	Portland		Foster & Woodstock, SE (87th - 94th): Street Improvements, Phase I	SE 87th	SE 94th	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	\$13,812,000	\$20,445,134	2008-2017	Town Center, Main Street or Station Community
10186	Portland		Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	SE 94th	SE 101st	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$11,510,000	\$17,037,612	2008-2017	Town Center, Main Street or Station Community

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10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, and on-street parking as appropriate.	\$4,625,000	\$6,846,130	2008-2017	Town Center, Main Street or Station Community
10189	Portland		Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan.	\$9,613,958	\$14,231,006	2008-2017	Town Center, Main Street or Station Community
10190	Portland		23rd Ave., NW (Lovejoy - Burnside): Rd. Reconstruction	NW Lovejoy	W Burnside	Rebuild street.	\$3,350,000	\$4,958,818	2008-2017	Town Center, Main Street or Station Community
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd	Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	\$1,931,033	\$2,858,401	2008-2017	
10192	Portland		Division Streetscape and Reconstruction	SE 6th Ave. SE 39th Ave.	SE 39th Ave.	The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	\$5,848,135	\$8,656,668	2008-2017	
10194	Portland		Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	N Interstate	MLK Jr Blvd	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	\$4,900,000	\$7,253,197	2008-2017	Town Center, Main Street or Station Community
10196	Portland		Cully Blvd. Green St.	NE Prescott St.	NE Killingsworth	The project will plan, design and rebuild NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement.	\$5,255,633	\$10,646,948	2018-2025	
10197	Portland		Russell St. Improvements, N	N Williams	N Interstate	Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station. Improve the N Williams at N Stanton intersection.	\$3,300,000	\$6,685,195	2018-2025	Town Center, Main Street or Station Community
10198	Portland		122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	Airport Way	SE Powell Blvd	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$515,703	\$1,044,720	2018-2025	
10199	Portland		SE 136th Ave. (Division to Powell) Bikeway	SE Division	SE Foster	From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	\$6,090,590	\$18,263,872	2026-2035	

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10201	Portland		102nd Ave., NE (Weidler - Glisan): Gateway Plan District Multi-modal Improvements, Phase I	NE Weidler	NE Glisan	Implement Gateway Regional Center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes, and multi-modal safety improvements.	\$3,234,000	\$4,787,110	2008-2017	Regional center
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan	SE Market	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	\$2,137,561	\$3,164,112	2008-2017	Regional center
10203	Portland		Glisan St, NE (122nd - City Limits): Multi-modal Improvements	NE 122nd	City Limits	Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	\$3,100,241	\$6,280,519	2018-2025	
10204	Portland		Gateway Regional Center, Local and Collector Streets	NE Weidler/97th	NE Glisan/102nd	High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	\$32,648,540	\$48,327,815	2008-2017	Regional center
10206	Portland		Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	I-5	NE 185th Ave.	Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th)	\$2,130,835	\$3,154,156	2008-2017	Industrial area
10208	Portland		MLK O-Xing/Turn Lanes (Columbia-Lombard)	Intersections of MLK and NE Columbia Blvd/Lombard		Intersection and signalization improvements with right turn lane.	\$2,228,909	\$3,299,330	2008-2017	Industrial/Employment area
10209	Portland		92nd Dr. (Columbia Slough to Alderwood)	Columbia Slough	NE Alderwood	Improve NE 92nd Drive from Columbia Slough to Alderwood Rd.	\$2,406,547	\$3,562,277	2008-2017	
10210	Portland		47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	NE 47th	NE Columbia Blvd	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	\$5,541,678	\$8,203,037	2008-2017	Industrial/Employment area
10212	Portland		Airport Way/122nd, NE: Intersection Improvement	NE Airport Way/122nd		Add northbound left turn lane, modify traffic signal, and reconstruct island.	\$1,100,000	\$1,628,269	2008-2017	Industrial/Employment area
10213	Port/ Portland		Airport Way, NE (I-205 to NE 158th Ave.): ITS	I-205	NE 158th	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$278,251	\$411,879	2008-2017	Industrial/Employment area
10214	Portland/ ODOT		Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Rivergate	T-6	Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	\$34,517,517	\$51,094,357	2008-2017	Industrial/Employment area
10215	Portland		Foster Rd., SE (136th - Jenne): Multi-modal Improvements	SE 136th	SE Jenne Rd.	Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	\$16,963,856	\$25,110,651	2008-2017	

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10216	Portland		Smart Trips Portland, a city-wide individualized marketing strategy			Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Key components feature biking and walking maps and organized activities which get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	\$4,450,000	\$6,587,087	2008-2017	other
10217	Region		Lombard at Columbia Slough, N: Overcrossing	N Lombard/Columbia Slough Overcrossing		Add sidewalk and bike lanes to strengthened bridge.	\$9,767,000	\$14,457,546	2008-2017	
10218	Portland		Burgard-Lombard, N: Street Improvements	Intersection of N Burgard/Columbia	UPRR Bridge on N. Lombard	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	\$24,884,000	\$36,834,399	2008-2017	
10219	ODOT/ Portland		Argyle on the Hill, N Columbia to N Denver Ave.	Columbia Blvd	N Denver	New N Argyle street connection, west of I-5.	\$11,773,032	\$23,850,003	2018-2025	
10220	Portland		Seventies Greenstreet and Bikeway, NE	NE Killingsworth Ave.	Clatsop St.	Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, streetlighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	\$4,120,727	\$8,347,837	2018-2025	
10221	Portland		Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements	Hwy 26	City Limits	Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes.	\$8,088,812	\$24,255,947	2026-2035	
10222	Portland		Flavel Dr, SE	SE 45th	Clatsop	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	\$7,294,088	\$21,872,806	2026-2035	
10223	Portland		122nd, SE (at Morrison): Pedestrian Overcrossing			Provide an at-grade improved pedestrian crossing on SE 122nd Ave.	\$1,993,000	\$5,976,416	2026-2035	
10224	Portland		Barbara Welch Rd., SE: Multimodal Improvements	SE Foster	City Limits	Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk.	\$20,191,557	\$60,548,489	2026-2035	
10225	Portland		Powellhurst/Gilbert Pedestrian Improvements to SE 122nd Ave.	SE Harold	SE Raymond	Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Raymond Street.	\$1,473,288	\$4,417,954	2026-2035	

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10226	Portland		Hamilton St., SW	SW Dosch Rd.	SW Scholls Ferry Rd.	Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	\$12,420,360	\$37,244,975	2026-2035	
10227	Portland		Stephenson, SW (Boones Ferry - 35th): Multi-modal Improvements	SW Boones Ferry	SW 35th	Install bikeway, pedestrian facilities, and improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	\$3,813,000	\$11,434,056	2026-2035	
10228	ODOT/ Portland/ Port		82nd Ave./Columbia, NE: Intersection Improvements	Intersection of NE 82nd/Columbia Blvd		Widen and reconfigure intersection.	\$3,408,000	\$5,044,673	2008-2017	
10229	Portland		Columbia Blvd./Portland Rd., N: Intersection Improvements	Intersection of Columbia Blvd/Portland Rd.		Redesign intersection.	\$1,214,000	\$1,797,017	2008-2017	
10230	Portland		Twenties Bikeway, NE/SE (Lombard - Clinton)	NE Lombard	SE Clinton	Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes.	\$1,837,573	\$5,510,336	2026-2035	
10232	Portland		Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Steel Bridge	NW Westover	Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett.	\$2,392,337	\$3,541,243	2008-2017	
10234	Portland		Columbia Slough Trail system	Confluence of Columbia Slough and North Slough	NE 158th Ave.	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	\$8,460,000	\$12,522,867	2008-2017	Intermodal facility
10334	Portland		11th/13th, NE (at Columbia Blvd.): Crossing Elimination	NE Columbia Blvd	NE Lombard	If feasible, eliminate the at-grade crossing and improve alternate roadway access.	\$1,000,000	\$1,480,244	2008-2017	
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		Reconstruct intersection to provide left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$1,460,000	\$2,161,157	2008-2017	Industrial/Employment area
10343	Portland/ Port		West Hayden Crossing, N	N Marine Dr.	Hayden Island	New four-lane bridge between Marine Drive to Hayden Island.	\$99,258,000	\$146,926,087	2008-2017	Industrial/Employment area
10354	Portland		Fanno Creek Greenway (Red Electric) Trail	SW Dover near Multnomah County line	Willamette Park	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.	\$17,653,000	\$26,130,752	2008-2017	Town center
10355	Portland		North Portland Willamette Greenway Study	N Burlington Ave.	Steel Bridge	Study mostly off-street trail near the river for both bicycle and pedestrian commuting and recreational use.	\$200,000	\$296,049	2008-2017	Portland Central City
10357	Port of Portland		Channel Deepening	mouth of Columbia River	Portland/Vancouver harbor	Deepening the Columbia River channel to 43 feet between mouth of Columbia River and Portland/Vancouver Harbor.	\$150,573,000	\$222,884,823	2008-2017	Other

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10358	Port of Portland		Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area		Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	\$12,818,000	\$18,973,771	2008-2017	Industrial area
10360	Port of Portland		Airport Way Return and Exit Roadways	PDX Terminal Area		Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	\$6,400,900	\$9,474,896	2008-2017	Industrial area
10361	Port of Portland		Widen Airport Way West of 82nd	82nd Ave.	PDX Terminal	Widen Airport Way from terminal to 82nd Ave.	\$8,588,400	\$12,712,930	2008-2017	Industrial area
10362	Port of Portland		82nd Ave./Airport Way Grade Separation			Construct grade-separated overcrossing.	\$92,000,000	\$136,182,474	2008-2017	Industrial area
10363	Port of Portland		SW Quad Access	NE 33rd Ave.	SW Quad	Provide street access from 33rd Ave. into SW Quad.	\$5,917,500	\$8,759,346	2008-2017	Industrial area
10364	Port of Portland		PDX Light Rail Station/Track Realignment			Realign light rail track into terminal building.	\$16,330,700	\$24,173,425	2008-2017	Industrial area
10366	Port of Portland		Alderwood Rd. and Cornfoot Intersection Improvements			Add signals and/or improve turn lanes at Alderwood Rd/82nd Ave, Alderwood Rd/Cornfoot Rd, AirTrans Way/Cornfoot Rd.	\$2,206,000	\$3,265,419	2008-2017	Industrial area
10367	Port of Portland		CS/PIC Access Improvements			Intersection improvements (installation of stop signs, signalization and/or channelization) at Sandy Blvd/105th Ave, Airport Way/Holman St, Alderwood Rd/Holman St, Alderwood Rd/Cascades Pkwy.	\$1,217,000	\$1,801,457	2008-2017	Industrial area
10368	Port of Portland		PIC Ped/Bike Network			Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	\$1,163,835	\$1,722,760	2008-2017	Industrial area
10369	Port of Portland		Leadbetter St. Extension/Overcrossing			Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/T-6 intersection) and construct road bridge over rail line.	\$11,203,600	\$16,584,065	2008-2017	Industrial area
10370	Port of Portland		PDX ITS			Intelligent Transportation Systems in the PDX area.	\$3,000,000	\$4,440,733	2008-2017	Industrial area
10371	Port of Portland		Airport Way Braided Ramps			Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	\$59,000,000	\$119,523,174	2018-2025	Industrial area
10373	Port of Portland		Rivergate ITS			Intelligent Transportation System in Rivergate.	\$480,000	\$710,517	2008-2017	Industrial area
10375	Port of Portland		Cathedral Park Quiet Zone			Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	\$5,198,900	\$7,695,642	2008-2017	Industrial area
10376	Port of Portland		Columbia Blvd. Widening	60th Ave.	82nd Ave.	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	\$14,859,000	\$21,994,950	2008-2017	Industrial area
10377	Port of Portland		PSU ITS Expansion, incl. freight data repository			Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region. Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project.	\$0	\$0	2008-2017	Industrial area
10378	Port of Portland		T-6 Internal Overcrossing	Marine Dr.	Terminal 6	Construct an elevated roadway between Marine Dr. and Terminal 6.	\$3,649,084	\$5,401,536	2008-2017	Industrial area
10379	Port of Portland		Marine Dr. Improvement Phase 2			Construct rail overcrossing on Marine Dr.	\$13,644,200	\$27,640,646	2018-2025	Industrial area

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10380	Port of Portland		PDX Transportation Demand Management (TDM)			Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	\$0	\$0	2008-2017	Other
10382	Multnomah Co.	Multnomah Co.	Improve Stark St. to arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection improvements.	257th Ave.	Troutdale Rd.	Upgrades road from rural 2 lane facility to urban standards with sidewalks and bicycle lanes.	\$3,150,000	\$4,662,769	2008-2017	Neighborhood
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Widen roadway to add 4th lane for turns and uphill bicycle lanes and sidewalks.	\$3,500,000	\$10,495,462	2026-2035	Neighborhood
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St.	238th Ave.	Historic Columbia River Hwy	Widen Halsey St to 3 lane arterial with center turn lane/median, sidewalk and bicycle lanes.	\$3,600,000	\$5,328,879	2008-2017	Town center
10386	Gresham & Multnomah County	Gresham & Multnomah County	Reconstruct Glisan St.	202nd Ave.	207th Ave.	Construct Glisan Street to arterial standards including bike lanes, sidewalks, two travel lanes in each direction, center turn lane/median and drainage improvements. South side of Glisan St is City of Gresham.	\$9,842,749	\$14,569,673	2008-2017	Employment area
10387	Multnomah Co.	Multnomah Co.	Reconstruct Arata Rd.	223rd Ave.	238th Ave.	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	\$2,300,000	\$3,404,562	2008-2017	Town center
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Sandy Blvd	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Requires reconstruction of RR bridge under another project.	\$1,400,000	\$2,072,342	2008-2017	Neighborhood
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Sandy Blvd	Marine Dr.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Possible culvert replacement for fish passage could add \$120,000 to cost. Requires replacement of RR bridge not included in this proposal.	\$2,267,000	\$4,592,526	2018-2025	Industrial area
10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Strebin Rd.	Cherry Park Rd.	Reconstruct to major collector standards with 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Requires new fish culvert at Beaver Creek.	\$6,297,000	\$18,882,835	2026-2035	Neighborhood
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Reconstruct to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge is not included in this project.	\$6,151,000	\$18,445,024	2026-2035	Other
10392	Multnomah Co.		Columbia/Cascade River District Projects	Various streets		Implement findings of traffic management plan.	\$9,200,000	\$13,618,247	2008-2017	Industrial area

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10393	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	At I-84		Reconstruct railroad bridge on 223rd Ave, at I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$10,361,710	2008-2017	Industrial area
10394	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	2000' north of I-84		Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$14,180,716	2018-2025	Industrial area
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing.	Half mile east of 244th Ave.		Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	\$20,990,923	2026-2035	Employment area
10396	Multnomah Co.	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Hwy. 30	Mile Post 3	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements.	\$37,000,000	\$110,952,023	2026-2035	Other
10397	Gresham		Reconstruct 242nd Ave.	Stark St.	Glisan St.	Construct 242nd Ave to principal arterial standards with 4 travel lanes, center turn lane/median, sidewalks and bicycle lanes, and install traffic signal at 23rd St. Project is southern segment of 242nd Ave Connector. (West half of road is in Gresham).	\$1,925,000	\$2,849,470	2008-2017	Other
10398	Multnomah Co.	Multnomah Co.	Wood Village Blvd Extension	Arata Rd.	Halsey St.	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	\$1,573,000	\$2,328,424	2008-2017	Town center
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	207th Ave.	238th Ave.	Reconstruct Sandy Blvd to arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	\$7,438,000	\$15,068,023	2018-2025	Industrial area
10400	Multnomah Co.	Multnomah Co.	Construct new bicycle/pedestrian facility on Morrison Bridge	East Bridge head	West bridge head	Existing sidewalk on bridge is narrow, not accessible to persons with disability and presents major obstacles to bicycle and pedestrian use. Project would provide a multi-use bicycle and pedestrian facility providing improved access for non-motorized travelers.	\$2,100,000	\$3,108,513	2008-2017	Portland Central City
10401	Multnomah Co.	Multnomah Co.	Reconstruct Marine Dr.	Interlachen	I-84	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	\$14,000,000	\$28,361,431	2018-2025	Industrial area
10402	Multnomah Co.	Multnomah Co.	Construct new road north of I-84, Exit 16	Sandy Blvd	Marine Dr.	Construct new connector between Sandy Blvd. and Marine Dr, linking industrial sites with I-84	\$14,500,000	\$29,374,339	2018-2025	Industrial area
10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Stark St.	Cherry Park Rd. north	Improve sidewalks, crossings, lighting and bus stops.	\$1,600,000	\$2,368,391	2008-2017	2040 corridor
10404	Multnomah Co.	Multnomah Co.	Beaver Creek Culvert Replacement	Troutdale Rd.	Cochran Rd.	Replace culverts with fish friendly structures allowing for passage to federally endangered species	\$6,000,000	\$8,881,466	2008-2017	Other
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Install pedestrian improvements--crossings, lighting, sidewalks.	\$1,940,000	\$3,930,084	2018-2025	Neighborhood
10406	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	Troutdale Rd.	Hampton Rd.	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	\$1,810,000	\$3,666,728	2018-2025	Neighborhood
10407	Multnomah Co.	Multnomah Co.	Fish passage culvert replacement	Fairview and Arata Creeks		Replace 5 culverts with fish friendly structures allowing for passage to federally endangered species.	\$1,511,000	\$4,531,041	2026-2035	Other
10408	Multnomah Co.	Multnomah Co.	40 mile loop trail	Marine Dr.	Historic Columbia River Hwy	Constructs new multi-use trail adjacent to Columbia and Sandy Rivers.	\$3,500,000	\$7,090,358	2018-2025	Other

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10409	Multnomah Co.	Multnomah Co.	Beaver Creek Trail	Mt. Hood Comm. Coll.	Historic Columbia River Hwy	Constructs new trail adjacent to Beaver Creek.	\$1,400,000	\$2,836,143	2018-2025	Other
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$22,700,000	\$33,601,545	2008-2017	Portland Central City
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 and 2 seismic.	\$41,600,000	\$61,578,162	2008-2017	Portland Central City
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$42,000,000	\$62,170,260	2008-2017	Portland Central City
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$13,300,000	\$19,687,249	2008-2017	Portland Central City
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Rehabilitation/Replacement			Implement results of alternatives analysis.	\$25,100,000	\$37,154,132	2008-2017	Main street
10419	Gresham	Gresham	Civic Neighborhood. LRT station plaza	Max line west of City Hall	728' to the northwest	Constructs new light rail station to max blue line.	\$5,600,000	\$8,289,368	2008-2017	Regional center
10420	Gresham	Gresham	Palmquist Rd. Improvements	242nd Ave.	US 26	Improves to five lane collector standards, intersection improvements.	\$7,784,844	\$15,770,666	2018-2025	Employment area
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Complete boulevard improvements.	\$7,873,990	\$11,655,429	2008-2017	Town center
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstructs street from Burnside to Powell.	\$1,100,000	\$1,628,269	2008-2017	Regional center
10424	Gresham	Gresham	Wallula St. Reconstruction, + intersections	Division	Stark	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark.	\$8,347,988	\$16,911,492	2018-2025	Regional center
10425	Gresham	Gresham	Bull Run Rd.. Reconstruction	242nd Ave.	257th Ave.	Brings to standards, adds pedestrian, bicycle facilities.	\$4,466,312	\$9,047,929	2018-2025	Employment area
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	City Limits	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signaling intersection.	\$29,265,570	\$59,286,675	2018-2025	Neighborhood
10428	Gresham	Gresham	257th Corridor Improvements	Division	Powell Valley Rd.	Brings to standards, adds pedestrian, bicycle facilities.	\$8,623,103	\$12,764,299	2008-2017	Regional center
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Upgrades to arterial 4 lane standards.	\$9,000,000	\$18,232,349	2018-2025	Industrial area
10431	Gresham	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE 190th and Butler	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave..	\$19,646,521	\$29,081,650	2008-2017	Employment area
10434	Gresham	Gresham	Burnside St. Improvements	NE Wallula St.	Hogan	Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	\$32,545,601	\$48,175,440	2008-2017	Regional center
10436	Gresham	Gresham	Max Trail	Cleveland	Ruby Junction	Construct new shared use path.	\$1,897,279	\$2,808,436	2008-2017	Regional center

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10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Springwater trail connect. incl. Trailhead @ Marine Dr.	\$4,608,799	\$9,336,581	2018-2025	Town center
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide ped, bike and equestrian access to regional trail.	\$271,562	\$550,135	2018-2025	Town center
10439	Gresham	Gresham	Main City Park Trailhead	Main City Park		Improves parking lot, facilities (MTIP project).	\$570,299	\$844,182	2008-2017	Regional center
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$584,820	\$865,676	2008-2017	Regional center
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		Optimize signals, provide message boards.	\$6,227,280	\$9,217,896	2008-2017	Regional center
10443	Gresham	Gresham	Sandy Blvd. Widening	165th	202nd	Widens street to 5 lanes w. sidewalks, bikelanes.	\$26,040,578	\$52,753,433	2018-2025	Industrial area
10444	Gresham	Gresham	181st Ave. Widening	Halsey St.	EB on-ramp to I-84	Widens street to three lanes southbound.	\$1,797,270	\$2,660,399	2008-2017	2040 corridor
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st./Glisan	"	Improve Intersection.	\$1,041,867	\$2,110,631	2018-2025	2040 corridor
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Improve Intersection.	\$831,210	\$1,683,879	2018-2025	2040 corridor
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	\$7,915,303	\$16,034,952	2018-2025	Other
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Improve to collector standards, signalize 201st/Sandy Blvd.	\$8,335,400	\$12,338,428	2008-2017	Industrial area
10450	Gresham	Gresham	2 Birdsdales Projects, at Division,	at Division	at Stark	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	\$1,375,500	\$2,036,076	2008-2017	Industrial area
10453	Gresham	Gresham	Stark St. Improvements	190th	197th	Complete boulevard design improvements.	\$6,774,280	\$13,723,448	2018-2025	Town center
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Complete boulevard design improvements.	\$11,440,061	\$16,934,085	2008-2017	Town center
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max			Improve sidewalks, lighting, crossings, bus shelters, benches.	\$8,919,615	\$18,069,503	2018-2025	Town center
10458	Gresham		Halsey St. Improvements	190th	201st	Widen to 4 lanes w. sidewalks and bikelanes.	\$4,430,961	\$6,558,905	2008-2017	Town center
10459	Gresham	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$1,192,669	\$2,416,129	2018-2025	Regional center
10462	Gresham	Gresham	Butler Rd. Improvements	190th	Towle Rd.	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	\$13,166,455	\$19,489,570	2008-2017	Neighborhood
10463	Gresham	Gresham, Portland	Foster Rd. Extension (north)	Jenne	172nd	New north extension of Foster.	\$15,417,627	\$22,821,854	2008-2017	Town center
10464	Gresham	N/A	Giese Rd. Extension	182nd	172nd	New ext. of Giese Rd. to Foster Road.	\$17,987,232	\$36,438,832	2018-2025	Town center
10465	Gresham	N/A	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$11,520,364	\$23,338,144	2018-2025	Town center

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10466	Gresham	N/A	172nd Ave. Improvements	Butler Rd.	Cheldelin Rd.	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	\$7,112,978	\$14,409,588	2018-2025	Town center
10468	Gresham	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$5,430,469	\$11,001,134	2018-2025	Town center
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Construct bridge crossing.	\$2,642,220	\$5,352,653	2018-2025	2040 corridor
10470	Gresham	N/A	Giese Rd. Extension Bridge	Giese Rd.		Construct bridge crossing.	\$2,642,220	\$5,352,653	2018-2025	Town center
10471	Gresham	N/A	Butler Rd. Extension and Bridge	Binford	Rodlun	Construct new Butler road extension and bridge crossing.	\$12,268,899	\$18,160,968	2008-2017	Town center
10472	Gresham	Gresham	Eastman at Division			Add 2nd NB and SB LT lanes.	\$912,928	\$1,351,356	2008-2017	Regional center
10473	Gresham	Gresham	Eastman at Stark			Add EB and NB RT lanes and 2nd NB and SB LT lanes.	\$1,196,756	\$1,771,491	2008-2017	Regional center
10474	Gresham	N/A	Rugg Rd. Ext.	Orient Dr.	US 26	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$30,672,208	\$45,402,361	2008-2017	Industrial area
10475	Gresham	N/A	Rugg Rd. Ext.	US 26	252nd Ave.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$39,329,973	\$58,217,968	2008-2017	Industrial area
10476	Gresham	N/A	Rugg Rd.	252nd Ave.	242nd. Ave.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	\$12,770,187	\$18,902,996	2008-2017	Industrial area
10477	Gresham	Gresham	Springwater Road Section 4	242nd Ave.	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$13,148,679	\$19,463,257	2008-2017	Industrial area
10478	Gresham	Gresham	252nd Ave.	Palmquist Rd.	10	Construction of new street for implementation of Springwater Plan.	\$26,162,462	\$38,726,835	2008-2017	Industrial area
10479	Gresham	Gresham	252nd Ave.	10	Rugg Rd.	Construction of new street for implementation of Springwater Plan.	\$9,808,690	\$14,519,257	2008-2017	Industrial area
10480	Gresham	Gresham	Springwater Road Section 7	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$8,008,421	\$11,854,419	2008-2017	Industrial area
10481	Gresham	Gresham	Springwater Road Section 8	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$5,519,551	\$8,170,284	2008-2017	Industrial area
10482	Gresham	Gresham	Springwater Road Section 9	7	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$8,008,421	\$11,854,419	2008-2017	Industrial area
10483	Gresham	Gresham	Springwater Road Section 10	252nd Ave.	Telford Rd.	Construction of new street for implementation of Springwater Plan.	\$12,202,421	\$18,062,564	2008-2017	Industrial area
10484	Gresham	Gresham	Springwater Road Section 11	Telford Rd.	Orient Dr.	Construction of new street for implementation of Springwater Plan.	\$21,031,280	\$31,131,432	2008-2017	Industrial area
10485	Gresham	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Improvement of existing roadway to arterial 4 lane standards.	\$47,291,190	\$70,002,514	2008-2017	Industrial area
10486	Gresham	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	\$29,419,888	\$43,548,621	2008-2017	Industrial area
10488	Gresham	Gresham	282nd Ave.	Springwater Boundary	20	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	\$7,146,436	\$10,578,471	2008-2017	Industrial area
10490	Gresham	Gresham	201st RR Bridge at I-84	201st/I-84	"	Construct new RR bridge to accommodate alternative modes.	\$2,359,125	\$3,492,081	2008-2017	Industrial area
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Add southbound aux lane & widen RR overcrossing.	\$827,659	\$1,676,685	2018-2025	Industrial area

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10494	Gresham	Gresham	162nd at Stark St.			Exclusive southbound and eastbound right turns at Stark.	\$888,209	\$1,314,766	2008-2017	Employment area
10495	Gresham	Gresham	181st Ave. at Halsey	181st/Halsey		add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	\$1,025,038	\$1,517,307	2008-2017	Industrial area
10496	Gresham	Gresham	181st at I-84	181st/I-84		Freight mobility improvements subject to refinement study.	\$250,000	\$506,454	2018-2025	2040 corridor
10497	Gresham	Gresham	181st at Sandy, at Stark			At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	\$1,884,390	\$2,789,358	2008-2017	2040 corridor
10498	Gresham	Gresham	181st (182nd) at Division/Powell Intersections	181st at Division, Powell		At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes.	\$1,682,670	\$2,490,763	2008-2017	2040 corridor
10499	Gresham	Gresham	192nd Ave. Wilkes to Halsey	192/Wilkes	192/Halsey	Improve to collector street standards.	\$3,833,031	\$5,673,822	2008-2017	Industrial area
10501	Gresham	Gresham	Barnes Rd.: Powell Valley to City Limits: only Orient to So. City Limits	Powell Valley	Orient Dr.	Widen road and add improvements.	\$7,135,229	\$14,454,665	2018-2025	Neighborhood
10502	Gresham	Gresham	Bike signs	various locations		Add directional signs to bike network.	\$1,400,000	\$2,072,342	2008-2017	Other
10503	Gresham	Gresham	Burnside at Powell			At Powell: eliminate EB and WB left turn lanes.	\$683,517	\$1,011,772	2008-2017	2040 corridor
10504	Gresham	Gresham	Ped to Max: Hood St.	Powell	Division	Improve ped access/multi-modal on Hood St.	\$986,467	\$1,460,212	2008-2017	Regional center
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Support construction of street infrastructure improvements.	\$4,765,219	\$7,053,688	2008-2017	Regional center
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			Transit/bus service improvements, 2 locations.	\$185,258	\$274,227	2008-2017	Industrial area
10507	Gresham	Gresham	Glisan, 162nd to 202	162nd/I-84	202nd	Retrofit bikelanes.	\$104,850	\$155,204	2008-2017	Employment area
10508	Gresham	Gresham	Glisan, Eastman (223rd) to Hogan	223rd (Eastman)	Hogan	Construct bike lane.	\$62,910	\$93,122	2008-2017	2040 corridor
10509	Gresham	Gresham	Safe walking routes, missing links	various locations		Construct missing links and safe routes to school.	\$4,089,150	\$6,052,941	2008-2017	Other
10511	Gresham	Gresham	Hogan Rd. at Stark St.	Stark		Add right turn lanes on all approaches and second northbound and southbound left turns.	\$1,908,431	\$3,866,131	2018-2025	2040 corridor
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	Powell	Burnside	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	\$8,739,328	\$17,704,275	2018-2025	Regional center
10516	Gresham	Gresham	San Rafael, 181st to 201st	181st	201st	Complete collector and remove frontage road.	\$9,990,952	\$14,789,050	2008-2017	Industrial area
10518	Gresham	Gresham	Wilkes St., 181st to 192nd	181st	192nd	Improve Wilkes to collector standards and provide slip ramp connection from Eastbound I-84 on ramp.	\$6,781,698	\$13,738,476	2018-2025	Industrial area
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Pedestrian enhancements.	\$75,492	\$111,747	2008-2017	Regional center
10521	Gresham	Gresham	Signalize intersections			Signalize intersections.	\$768,590	\$1,557,022	2018-2025	Other
10527	Gresham	Gresham	Hogan, Powell Blvd to Palmquist	Powell	Palmquist	Improve to arterial standards.	\$8,444,619	\$17,107,249	2018-2025	Industrial area

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10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Binford Lake Parkway	Improve to collector standards. Add roundabout at Towle/Binford.	\$11,897,840	\$24,102,841	2018-2025	Neighborhood
10533	Gresham	Gresham	190th:30th to So. Boundary of Pleasant Valley	30th	Southern boundary of Pleasant Valley	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	\$28,644,245	\$42,400,480	2008-2017	Town center
10534	Gresham	Gresham	Cheldelin: 172nd to 190th	172nd	190th	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	\$19,795,513	\$29,302,195	2008-2017	Town center
10535	Gresham	Gresham	Clatsop: New extension	162nd	172nd	Extend Clatsop into Pleasant Valley, and construct bridge.	\$20,163,595	\$29,847,046	2008-2017	Town center
10536	Gresham	Gresham	Clatsop: Improvements	162nd	Portland Boundary	Improve Clatsop to minor arterial standards, and signalize Clatsop at 162nd.	\$4,202,582	\$6,220,848	2008-2017	Town center
10537	Gresham	Gresham	Richey	182nd	190th	Improve to collector standards, and signalize 190th/Richey.	\$7,925,735	\$11,732,024	2008-2017	Town center
10538	Gresham	Gresham	Sager	162nd	Foster	Improve to collector standards, and signalize Sager @ 172nd.	\$15,794,720	\$23,380,044	2008-2017	Town center
10539	Gresham	Gresham	Foster South: new road	County Line	Sager	Build new road section to collector standards.	\$7,120,992	\$10,540,808	2008-2017	Town center
10540	Gresham	Gresham	162nd	Foster	southern boundary of Pleasant Valley	Improve 162nd to collector standards, add signal at Foster @ 162nd.	\$21,236,546	\$31,435,276	2008-2017	Town center
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Improve 182nd to collector standards.	\$11,797,690	\$17,463,463	2008-2017	
10542	Gresham	Gresham	Foster Rd. Improvements	162nd	Jenne Rd.	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	\$3,014,698	\$4,462,489	2008-2017	Town center
10543	Gresham	Gresham	172nd: Cheldelin south to Pleasant Valley boundary	Cheldelin	So. Boundary of Pleasant Valley	Improve 172nd Ave. to major arterial standards.	\$8,651,396	\$12,806,179	2008-2017	Town center
10545	Washington Co.		OR 10: Oleson Rd. Improvement	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	\$30,888,000	\$62,573,421	2018-2025	Town center
10546	Washington Co.	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Widen roadway to 4 lanes with left turn lanes at major intersections and bike lanes and sidewalks.	\$28,093,000	\$56,911,263	2018-2025	Neighborhood
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Construct three-lane under crossing of Hwy. 26 with bike lanes and sidewalks.	\$58,641,000	\$118,795,906	2018-2025	Town center
10549	Washington Co.	Washington Co.	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	\$12,400,000	\$18,355,029	2008-2017	Town center
10551	Washington Co.	Washington Co.	185th to West Union Improvement	North of Westview H.S.	West Union Rd.	Add 1 thru-lane in each direction with continuous center turn lane, bikelanes and sidewalks.	\$6,794,000	\$10,056,780	2008-2017	Neighborhood
10554	Washington Co.	Washington Co.	Bethany Blvd. Improvements	Kaiser Rd.	West Union Rd.	Widen to 5 lanes with bikelanes and sidewalks.	\$22,046,000	\$44,661,151	2018-2025	Town center
10558	Washington Co.	Washington Co.	Cornell Rd. Improvements	113th Ave.	107th Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$9,941,000	\$20,138,642	2018-2025	Neighborhood
10559	Washington Co.	Washington Co.	Cornell to Murray Improvements	Murray Blvd.	Hwy. 26	Widen Cornell from three to five lanes with bike lanes and sidewalks.	\$40,620,000	\$82,288,667	2018-2025	Town center

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10560	Washington Co.	Washington Co.	Farmington Rd. Improvements	170th Ave.	185th Ave.	Widen roadway from 2/3 lanes to 5 lanes with bike lanes and sidewalks.	\$17,676,000	\$26,164,798	2008-2017	2040 corridor
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	Murray Blvd.	158th Ave.	Widen roadway from three to five lanes with bike lanes and sidewalks.	\$15,530,000	\$31,460,930	2018-2025	Station community
10563	Washington Co.	Washington Co.	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Widen from two to three lanes with bike lanes and sidewalks.	\$38,357,000	\$77,704,244	2018-2025	Neighborhood
10567	Washington Co.	Washington Co.	Taylor's Ferry Extension	Oleson Rd.	Washington Dr.	Construct new two lane extension with bike lanes and sidewalks	\$4,390,000	\$13,164,308	2026-2035	Neighborhood
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Hwy. 99W	Teton Ave.	Widen from three to five lanes with bike lanes and sidewalks.	\$49,150,000	\$99,568,882	2018-2025	Industrial area
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	185th Ave.	Stucki Ave.	Widen from two to five lanes with bike lanes and sidewalks.	\$14,776,000	\$29,933,465	2018-2025	Station community
10570	Washington Co.	Washington Co.	Walker to Hwy. 217 Improvements	185th Ave.	Hwy. 217	Widen from two to five lanes with bike lanes and sidewalks.	\$89,612,000	\$181,537,470	2018-2025	Station community
10571	Washington Co.	Washington Co.	West Union Rd. Improvements	185th Ave.	143rd Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$34,870,000	\$104,564,785	2026-2035	Neighborhood
10572	Washington Co.	Washington Co.	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Widen from two to five lanes with bike lanes and sidewalks.	\$8,933,000	\$18,096,619	2018-2025	Station community
10574	Washington Co.	Washington Co.	Farmington to 198th Improvements	185th Ave.	198th Ave.	Widen from two to three lanes with bike lanes and sidewalks.	\$17,326,000	\$51,955,534	2026-2035	Neighborhood
10576	Washington Co.	Washington Co.	Saltzman Rd. Improvements	Cornell Rd.	Burton Rd.	Widen from two to three lanes with bike lanes and sidewalks.	\$12,550,000	\$18,577,066	2008-2017	Town center
10578	Washington Co.	Washington Co.	Merlo/158th Improvements	170th Ave.	Walker Rd.	Widen roadway to five lanes with bike lanes and sidewalks	\$24,735,000	\$50,108,572	2018-2025	Station community
10579	Washington Co.	Washington Co.	Barnes to 119th Improvements	Hwy. 217	119th (future)	Widen to five lanes with bike lanes and sidewalks	\$30,316,000	\$44,875,086	2008-2017	Station community
10581	Washington Co.	Washington Co.	Brookwood Rd. Improvements	T.V. Hwy.	Baseline Rd.	Widen roadway to three lanes with bike lanes and sidewalks.	\$11,970,000	\$17,718,524	2008-2017	Neighborhood
10583	Washington Co.	Washington Co.	185th to Bany Rd. Improvements	Farmington Rd.	Bany Rd.	Widen to three lanes with bike lanes and sidewalks	\$7,706,000	\$23,108,008	2026-2035	Neighborhood
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Amberwood Dr.	T.V. Hwy.	Widen to five lanes with bike lanes and sidewalks	\$59,872,000	\$88,625,186	2008-2017	Neighborhood
10590	Washington Co.	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Realign and widen to three lanes with bike lanes and sidewalks.	\$28,406,000	\$57,545,344	2018-2025	Other
10592	Washington Co.	Washington Co.	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	\$18,061,000	\$26,734,692	2008-2017	Station community
10596	Washington Co.		Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Widen to seven lanes with bike lanes and sidewalks.	\$19,749,000	\$40,007,850	2018-2025	2040 corridor
10597	Washington Co.		Evergreen Rd. Improvements	253rd Ave.	Sewell Ave.	Widen to 5 lanes with bike lanes and sidewalks.	\$11,242,000	\$16,640,906	2008-2017	Employment area
10600	Washington Co.	ODOT	Hwy. 26/Shute Interchange Improvements	Hwy. 26/Shute Rd./Helvetia Rd.	N/A	Add westbound to southbound loop ramp, additional northbound through lane and relocate Jacobsen intersection.	\$29,272,000	\$43,329,711	2008-2017	Industrial area
10601	Washington Co.	ODOT	Hwy. 26/Bethany Interchange Improvements	Cornell Rd.	Bronson Rd.	Rebuild overpass to accommodate additional northbound thru-lane.	\$8,720,000	\$17,665,120	2018-2025	Employment area
10602	Washington Co.	Washington Co.	Scholls Ferry ATMS	Hall Blvd.	Murray Blvd.	Install integrated surveillance and management equipment.	\$1,109,000	\$1,641,591	2008-2017	2040 corridor
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Install integrated surveillance and management equipment.	\$1,594,000	\$2,359,509	2008-2017	Industrial area

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10604	Washington Co.	Washington Co.	185th Ave. ATMS	Baseline Rd.	Hwy. 26	Install integrated surveillance and management equipment.	\$1,095,000	\$1,620,867	2008-2017	2040 corridor
10605	Washington Co.	Washington Co.	Cornell Rd. ATMS	Cornelius Pass Rd.	Wash. Co. TOC	Install integrated surveillance and management equipment.	\$2,043,000	\$3,024,139	2008-2017	2040 corridor
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete 7400 feet of sidewalk improvements.	\$8,954,000	\$13,254,107	2008-2017	Regional center
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete 9100 feet of sidewalk improvements.	\$6,006,000	\$8,890,347	2008-2017	Station community
10608	Washington Co.	Washington Co.	Aloha TC Pedestrian Improvements	Aloha Town Center		Complete 23,500 feet of sidewalk improvements.	\$10,105,000	\$14,957,868	2008-2017	Town center
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete 950 feet of bike lanes in town center.	\$823,000	\$1,218,241	2008-2017	Regional center
10611	Washington Co.	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Completes 1650 feet of bike lanes in regional center.	\$3,417,000	\$5,057,995	2008-2017	Station community
10612	Washington Co.	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Completes 3400 feet of bike lanes in regional center.	\$3,610,000	\$5,343,682	2008-2017	Town center
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Completes 1750 feet of bike lanes in town center.	\$1,036,000	\$1,533,533	2008-2017	Town center
10614	Washington Co.	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Completes 7800 feet of bike lanes to transit corridor.	\$3,524,000	\$5,216,381	2008-2017	2040 corridor
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Completes 7500 feet of bike lanes to transit corridor.	\$5,490,000	\$8,126,541	2008-2017	2040 corridor
10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	Crescent St.	Hall Blvd.	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	\$3,500,000	\$5,180,855	2008-2017	Regional center
10617	Beaverton	Washington County	Farmington Rd.: Murray Blvd. to Hocken Ave. Safety, turn lanes, bicycle, and pedestrian improvements	Murray Blvd.	Hocken Ave.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps.	\$8,700,000	\$12,878,125	2008-2017	Regional center
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave.	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose Biggi	Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	\$8,900,000	\$13,174,174	2008-2017	Regional center
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Cedar Hills Blvd.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	\$3,500,000	\$5,180,855	2008-2017	Regional center
10620	Beaverton	Beaverton	Millikan Way multimodal extension from Watson Ave. to 114th Ave.	Watson Ave.	114th Ave.	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	\$13,800,000	\$27,956,268	2018-2025	Regional center

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10621	Beaverton	Beaverton	New street connection from Broadway to 115th Ave.	Broadway	115th Ave.	Construct new 2 lane street with bikeway and sidewalks.	\$4,500,000	\$9,116,174	2018-2025	Regional center
10622	Beaverton	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Electric	144th Ave.	Connect existing streets and improve to standard with bikeways and sidewalks.	\$7,200,000	\$14,585,879	2018-2025	Station community
10624	Beaverton	Beaverton	120th Ave.: new 2 lane multimodal street	Center St.	Canyon Rd.	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	\$8,900,000	\$18,029,767	2018-2025	Regional center
10625	Beaverton	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Tualatin Valley Hwy	Broadway	Construct 2 lane boulevard extension with bikeways and sidewalks.	\$3,000,000	\$4,440,733	2008-2017	Regional center
10626	Beaverton	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	LRT	Beaverton Hillsdale Hwy/Griffith Drive	Construct 2 lane street with bike and pedestrian improvements.	\$10,000,000	\$14,802,443	2008-2017	Regional center
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Extend existing street to Millikan with bikeways and sidewalks.	\$3,900,000	\$7,900,684	2018-2025	Station community
10628	Beaverton	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian improvements	Hall Blvd.	Cabot Street	Add sidewalks and bikelanes; add turn lanes where needed.	\$5,400,000	\$7,993,319	2008-2017	Regional center
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave.	Hocken Ave.	Cedar Hills Blvd.	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	\$5,500,000	\$8,141,344	2008-2017	2040 corridor
10631	Beaverton	Beaverton	141st/142nd/144th multimodal street extension connections	141st Ave.	144th Ave.	Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted.	\$6,400,000	\$9,473,563	2008-2017	Station community
10632	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Murray Blvd.	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	\$124,746,058	2026-2035	2040 corridor
10633	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Western Ave.	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$6,300,000	\$12,762,644	2018-2025	Industrial area
10634	Beaverton	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Farmington Rd.	Walker Rd.	Add turn lanes, bike lanes and sidewalks.	\$19,000,000	\$38,490,514	2018-2025	2040 corridor
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Brockman St.	Hall Blvd.	Construct new multimodal street with bike lanes and sidewalks.	\$13,900,000	\$20,575,396	2008-2017	Neighborhood
10636	Beaverton	Beaverton	Millikan Way safety, bike and pedestrian improvements	141st Ave.	Hocken Ave.	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	\$2,600,000	\$5,267,123	2018-2025	Station community
10638	Beaverton	Beaverton	Davies Rd. multimodal street extension	Scholls Ferry Rd.	Barrows Rd.	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	\$4,900,000	\$7,253,197	2008-2017	Town Center

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10639	Beaverton	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	155th Ave.	175th Ave.	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes.	\$4,100,000	\$8,305,848	2018-2025	Neighborhood
10640	Beaverton	Beaverton	Nimbus Ave. 2 lane multimodal street extension from Hall Blvd. to Denney Road	Hall Blvd.	Denney Rd.	Extend 2 lane street with turn lanes, bikelanes and sidewalks.	\$15,400,000	\$31,197,574	2018-2025	Regional center
10642	Beaverton	Beaverton	Adaptive Traffic Signal Systems	Adaptive Traffic Signal Systems	Allen Blvd., Cedar Hills Blvd., Hall Blvd., Farmington Road	New signals and signal upgrades.	\$10,000,000	\$20,258,165	2018-2025	
10643	Beaverton	ODOT	Hall Blvd. sidewalk gaps at Hwy 217	217 SB ramp	740' w/o ramp	Construct sidewalks.	\$400,000	\$592,098	2008-2017	Regional center
10644	Beaverton	Washington County	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd	Construct sidewalks.	\$1,400,000	\$2,836,143	2018-2025	Regional center
10645	Beaverton	Beaverton	117th Ave. sidewalk gaps	LRT	Center St.	Construct sidewalks.	\$400,000	\$592,098	2008-2017	Regional center
10646	Beaverton	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Cedar Hills Blvd..	Allen Blvd.	Add pedestrian improvements at intersections and amenities (lighting, plazas).	\$2,400,000	\$3,552,586	2008-2017	Regional center
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Construct sidewalks.	\$2,200,000	\$6,597,147	2026-2035	Industrial area
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Construct sidewalks.	\$200,000	\$405,163	2018-2025	Industrial area
10650	Beaverton	Beaverton	Western Ave. sidewalks	5th Street	800 ft s/o 5th Street	Construct sidewalks.	\$600,000	\$1,215,490	2018-2025	Industrial area
10651	Beaverton	Beaverton	Allen Blvd. sidewalks	King Blvd.	Western Ave.	Construct sidewalks.	\$3,100,000	\$6,280,031	2018-2025	Industrial area
10652	Beaverton	Beaverton	141st Ave. sidewalks	Farmington Rd	Allen Blvd	Construct sidewalks.	\$300,000	\$444,073	2008-2017	2040 corridor
10653	Beaverton	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline	155th Ave.	Sexton Mountain Drive	Extend 2 lane street with bikelanes and sidewalks	\$2,500,000	\$5,064,541	2018-2025	Neighborhood
10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Construct sidewalks and bike lanes.	\$2,000,000	\$4,051,633	2018-2025	
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypresses	Woodlands Dr.	Construct sidewalks.	\$400,000	\$810,327	2018-2025	
10659	Beaverton	Beaverton	Laurelwood Ave., Birchwood Road, 87th Ave. sidewalks	Scholls Ferry Road	Canyon Road	Construct sidewalks.	\$700,000	\$1,036,171	2008-2017	
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Construct sidewalks.	\$2,700,000	\$3,996,660	2008-2017	
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Construct sidewalks.	\$1,800,000	\$2,664,440	2008-2017	
10663	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes to Cedar Hills	Farmington Road	Cedar Hills Blvd.	Construct bike lanes and turn lanes.	\$5,200,000	\$10,534,246	2018-2025	
10664	Beaverton	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Cedar Hills Blvd.	Construct bike lanes.	\$4,500,000	\$9,116,174	2018-2025	
10665	Beaverton	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Construct bike lanes.	\$3,600,000	\$7,292,939	2018-2025	

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10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Construct bike lanes.	\$3,700,000	\$7,495,521	2018-2025	
10667	Beaverton	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Construct bike lanes in gaps.	\$5,400,000	\$10,939,409	2018-2025	
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Construct bike lanes.	\$12,600,000	\$25,525,288	2018-2025	
10669	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	12th St.	s/o Allen Blvd.	Construct bike lanes and turn lanes.	\$5,200,000	\$10,534,246	2018-2025	
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Construct bike lanes.	\$6,100,000	\$12,357,481	2018-2025	
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Construct bike lanes.	\$4,300,000	\$8,711,011	2018-2025	
10672	Beaverton	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Construct bike lanes.	\$5,000,000	\$10,129,083	2018-2025	
10674	Sherwood	Sherwood	Oregon-Tonquin Intersection & Street Improvements	Oregon St.	at Tonquin	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	\$1,945,000	\$3,940,213	2018-2025	Industrial area
10677	Sherwood	Sherwood	Adams Ave Phase 2	T-S Rd.	99W	Construct 3 lane road, landscaping and multi-use path.	\$8,580,000	\$17,381,506	2018-2025	Employment area
10680	Sherwood	Sherwood	Elwert Rd & 99W Intersection Improvements	99W	Kruger Rd	Intersection safety improvements.	\$2,700,000	\$5,469,705	2018-2025	Employment area
10681	Sherwood		Elwert Rd	99W	Edy Rd	Upgrade road to arterial standards.	\$11,430,000	\$23,155,083	2018-2025	Employment area
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Reconstruct road to collector standards.	\$20,510,000	\$41,549,497	2018-2025	Neighborhood
10691	Sherwood		Edy Rd/Sherwood Blvd	Borcher Dr	3rd St.	Reconstruct road to arterial standards; add sidewalks.	\$7,740,000	\$15,679,820	2018-2025	2040 corridor
10692	Sherwood		Edy Rd	Borcher Dr	City limits	Reconstruct road to collector standards w/ sidewalks and bike lanes.	\$8,760,000	\$12,966,940	2008-2017	Neighborhood
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Upgrade street to arterial standards.	\$6,340,000	\$19,011,779	2026-2035	Other
10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Add bike lanes.	\$1,340,000	\$1,983,527	2008-2017	Neighborhood
10695	Sherwood	Sherwood	Meinecke	99W	1st	Add bike lanes.	\$1,150,000	\$2,329,689	2018-2025	Main street
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Construct road to 3 lane collector standards.	\$6,712,000	\$20,127,297	2026-2035	Industrial area
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Middle fork of Tonquin Trail	Wildlife Refuge	Construct regional trail to connect SE City limits with trail system north of City limits.	\$2,465,000	\$4,993,638	2018-2025	Other
10702	Sherwood	Sherwood	2040 Corridor Signal & Intersection Improvements	Borcher Dr	Century	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; remove traffic signal at Langer; add traffic signal at Century.	\$2,812,000	\$8,432,354	2026-2035	2040 corridor
10703	Sherwood	Sherwood	Pedestrian Links to Schools & Town Center			Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	\$6,983,000	\$14,146,277	2018-2025	Neighborhood
10709	Tualatin	Tualatin	Sagert	Martinazzi	N/A	Signalize intersection and change grades to provide better sight distance.	\$1,700,000	\$2,516,415	2008-2017	Neighborhood
10714	Tualatin	Tualatin	105th Ave/Avery Street	Blake	105th	Realign curves, signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th.	\$5,000,000	\$7,401,221	2008-2017	Neighborhood
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Reconstruct and widen to 3 lanes from Teton to Tualatin.	\$2,500,000	\$3,700,611	2008-2017	Industrial area

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10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Reconstruct/widen from 112th to 124th to fill system.	\$9,400,000	\$13,914,296	2008-2017	Industrial area
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Reconstruction from Cipole to 124th.	\$4,100,000	\$6,069,002	2008-2017	Industrial area
10720	Tualatin	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 5 lanes from Tualatin-Sherwood to Ibach.	\$16,500,000	\$49,478,605	2026-2035	Main street
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Widen to 3 lanes from 65th to Lake Oswego.	\$3,520,000	\$10,555,436	2026-2035	Employment area
10722	Tualatin	Tualatin	65th	Nyberg	Childs Rd	Extension across the Tualatin River from Nyberg to Childs Road.	\$15,000,000	\$44,980,550	2026-2035	Main street
10725	Tualatin	Tualatin	65th	Sagert	Nyberg	Widen to 5 lanes from Sagert to Nyberg.	\$19,000,000	\$56,975,363	2026-2035	Main street
10728	Tualatin	Tualatin	Boones Ferry	N/A	N/A	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	\$78,000	\$115,459	2008-2017	Other
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi.	\$6,900,000	\$20,691,053	2026-2035	Main street
10730	Tualatin	Tualatin	E-W connection	108th	112th	Construct new street.	\$18,200,000	\$26,940,446	2008-2017	Industrial area
10735	Tualatin	Tualatin	Herman	108th	Teton	Widen to 5 lanes from 108th to Teton.	\$1,250,000	\$2,532,271	2018-2025	Main street
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	Tonquin	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$82,500,000	\$122,120,154	2008-2017	Main street
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Pedestrian improvements & bike lanes.	\$10,600,000	\$15,690,589	2008-2017	Town center
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Add bikelanes to Teton from Avery to Tualatin Rd.	\$3,800,000	\$11,395,073	2026-2035	Industrial area
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Add bikelanes on Nyberg from I-5 to 65th.	\$7,000,000	\$20,990,923	2026-2035	Main street
10740	Tualatin	Tualatin	65th Ave.	Borland	Childs Rd	Add bikelanes on 65th Ave from Sagert to Nyberg. Construct a pedestrian bridge over the River from Tualatin to Childs Rd.	\$8,000,000	\$23,989,627	2026-2035	Employment area
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Add bikelanes from Avery to Tualatin-Sherwood Rd.	\$2,400,000	\$7,196,888	2026-2035	Main street
10742	Tualatin	Tualatin	108th Ave.			Pedestrian bridge over Tualatin River and connecting paths.	\$2,000,000	\$5,997,407	2026-2035	Other
10744	Tualatin	Tualatin	Tualatin River Pathway				\$8,600,000	\$17,422,022	2018-2025	Other
10745	Tualatin	Tualatin	Pedestrian Trail	65th	Martinazzi	Pedestrian trail from 65th to Martinazzi.	\$1,600,000	\$3,241,306	2018-2025	Other
10746	Tigard		Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	\$6,912,000	\$14,002,444	2018-2025	Regional center
10747	Tigard		Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road.	\$5,166,000	\$10,465,368	2018-2025	Regional center
10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	\$14,330,000	\$21,211,901	2008-2017	Regional center
10749	Tigard		Washington Square Regional Center Pedestrian Improvements	Various	Various	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	\$5,720,000	\$11,587,670	2018-2025	Regional center
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Widen to 5 lanes.	\$15,017,000	\$30,421,687	2018-2025	Town center

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10751	Tigard	ODOT	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Realign Hunziker Road to meet Hampton Street at 72nd Ave. and removes existing 72nd/Hunziker Road intersection.	\$9,635,000	\$19,518,742	2018-2025	Employment area
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Widen to 5 lanes.	\$21,093,000	\$31,222,793	2008-2017	Employment area
10754	Tigard	Tigard	Walnut Street Extension	99W	Hunziker Road	Extend street east of 99W to connect to Hunziker Road. (PE Phase only)	\$3,770,000	\$5,580,521	2008-2017	Town center
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	\$50,964,000	\$75,439,170	2008-2017	Employment area
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Widen to 4 lanes with turn lanes and sidewalks.	\$4,412,000	\$6,530,838	2008-2017	Employment area
10760	Tigard	Tigard	Tigard Town Center Pedestrian Improvements	Tigard Town Center	Throughout TC area	Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$4,882,000	\$9,890,036	2018-2025	Town center
10762	Tigard		Nimbus Ave. Extension	Nimbus Ave.	Greenburg Road	2 lane extension with sidewalks and bike lanes.	\$4,680,000	\$9,480,821	2018-2025	Regional center
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	Complete shared-use path construction.	\$1,821,000	\$2,695,525	2008-2017	Regional center
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Widen to 5 lanes with bikeways and sidewalks.	\$30,515,000	\$61,817,791	2018-2025	2040 corridor
10766	Tigard		Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	\$6,890,000	\$10,198,883	2008-2017	2040 corridor
10767	Tigard		72nd Ave. Intersection Improvements	Hwy 99W	Upper Boones Ferry	Southbound right turn lane, northbound right turn overlap at Hwy 99W and 72nd; Southbound or Eastbound right turn lane at 72nd/Hampton/Hunziker.	\$2,000,000	\$2,960,489	2008-2017	Employment area
10768	Tigard	Tigard	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane at Carman/I-5 southbound.	\$9,630,000	\$14,254,752	2008-2017	Employment area
10769	Tigard	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	2nd Northbound turn lane, modify signal timing at Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment and extend cycle length at intersection of Greenburg/Tiedeman.	\$9,512,000	\$14,080,084	2008-2017	Regional center

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10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	68th	Beef Bend Road	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road.	\$19,669,000	\$29,114,925	2008-2017	2040 corridor
10771	Forest Grove	TriMet	High Capacity Transit: Blue Line west : Hwy. 8 extension	Hillsboro	Forest Grove	The Cities of Forest Grove, Cornelius, Hillsboro, and Washington County have identified a need to extend the MAX system to Forest Grove. The proposed line would run from the end of the existing HCT system in Hillsboro to downtown Forest Grove.	\$1,500,000	\$2,220,366	2008-2017	Regional center
10773	Forest Grove		Thatcher/Gales Creek	Thatcher	Gales Creek	Re-align Thatcher Road at its intersection with Gales Creek Road.	\$3,600,000	\$5,328,879	2008-2017	Employment area
10774	Forest Grove	Forest Grove	23rd/24th	Hawthorne	Quince	Construct collector level roadway between Hawthorne Ave. and Quince Street.	\$15,000,000	\$22,203,664	2008-2017	Industrial area
10775	Forest Grove	Forest Grove	E/Pacific/19th Intersection	E	Pacific	Extend 19th west and connect up to E and Pacific with a round-about.	\$4,800,000	\$7,105,173	2008-2017	Neighborhood
10776	Forest Grove	Forest Grove	HWY 8/HWY 47 Intersection	HWY 8	HWY 47	Turn Lanes, modify traffic signal.	\$3,300,000	\$4,884,806	2008-2017	Employment area
10778	Forest Grove	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Extend westerly from existing terminus to connect to Hwy 47 and the City of Cornelius.	\$5,800,000	\$8,585,417	2008-2017	Industrial area
10779	Forest Grove	Forest Grove	Hwy 8/Pacific/19th	Cornelius City Limits	B	Retrofit the street with a boulevard design from Quince Street to B Street including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches.	\$12,100,000	\$17,910,956	2008-2017	2040 corridor
10781	Forest Grove	Forest Grove	West UGB Trail	Ritchey	David Hill	Multi-use trail.	\$3,100,000	\$4,588,757	2008-2017	Neighborhood
10782	Forest Grove	Forest Grove	Thatcher / Willamina / B St Pedestrian and Bicycle Improvements	Gales Creek- David Hill /Gales Creek - Sunset / 26th-Willamina	Gales Creek- David Hill /Gales Creek Sunset / 26th-Willamina	Bike lanes and sidewalks.	\$5,600,000	\$8,289,368	2008-2017	Neighborhood
10784	Forest Grove	Forest Grove	David Hill Bicycle Pedestrian	Thatcher	Forest Gale Dr.	Multi-use trail.	\$4,900,000	\$7,253,197	2008-2017	Neighborhood
10785	Cornelius	Cornelius	14th Ave	Dogwood	Holladay	Regulate OR8 traffic flow; widen local collector to improve Main Street/Industrial Area north/south connectivity.	\$2,800,000	\$4,144,684	2008-2017	Main street
10786	Cornelius		Susbauer Rd	TV Hwy	Zion Church Rd	Improve County Freight Connector route to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Dairy Creek Bridge to eliminate frequent road flooding.	\$1,000,000	\$1,480,244	2008-2017	Main street
10788	Cornelius	Cornelius	10th Ave	TV Hwy	Golf Course Rd	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	\$700,000	\$1,418,072	2018-2025	Main street
10795	Cornelius	Cornelius	Holladay St Extension	4th	Yew	Construct new collector.	\$2,500,000	\$5,064,541	2018-2025	Main street
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Construct new collector.	\$1,300,000	\$1,924,318	2008-2017	Main street
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Construct new collector.	\$1,300,000	\$2,633,561	2018-2025	Main street
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Construct new collector.	\$2,500,000	\$5,064,541	2018-2025	Main street
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Construct new collector.	\$4,500,000	\$9,116,174	2018-2025	Main street

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10800	Cornelius	Cornelius	Dogwood St. Extension	E. City Limits	345th Ave.	Construct new collector.	\$1,500,000	\$2,220,366	2008-2017	Main street
10801	Cornelius	Cornelius	29th Ave.	TV Hwy	345th Ave.	Construct new collector.	\$4,200,000	\$6,217,026	2008-2017	Main street
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Signalize intersection.	\$600,000	\$888,147	2008-2017	Main street
10803	Cornelius	Cornelius	TV Hwy	4th Ave	29th Ave	Interconnect OR 8 signal system in Cornelius.	\$450,000	\$666,110	2008-2017	Main street
10804	Cornelius	Cornelius	Collector Bike Lanes			Sign & stripe about 50 blocks of collectors.	\$350,000	\$518,085	2008-2017	Main street
10805	Cornelius	ODOT	TV Hwy Ped Infill			Build out sidewalk gaps on TV Hwy. in Cornelius.	\$1,020,000	\$1,509,849	2008-2017	Main street
10806	Cornelius		Council Creek Trail System	See Metro Trail Map	See Metro Trail Map	Build a bike/ped trail system along Council Creek in Cornelius.	\$2,040,000	\$3,019,698	2008-2017	Main street
10807	Cornelius	Cornelius	HCT Park & Ride	26th Ave	N/A	Build station area and park & ride facilities.	\$850,000	\$1,721,944	2018-2025	Main street
10808	Cornelius	Cornelius	HCT Park & Ride	10th Ave	N/A	Build station area and park & ride facilities.	\$850,000	\$1,721,944	2018-2025	Main street
10809	THPRD	THPRD	Bronson Creek Community Trail	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	\$3,500,000	\$7,090,358	2018-2025	Other
10810	THPRD	THPRD	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$4,000,000	\$5,920,977	2008-2017	Other
10811	THPRD	THPRD	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$7,000,000	\$14,180,716	2018-2025	Other
10813	THPRD	THPRD	Westside Trail (Regional)	Farmington Rd.	Scholls Ferry Rd.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$4,000,000	\$5,920,977	2008-2017	Other
10814	Hillsboro	Hillsboro	Evergreen Rd	25th Ave	Sewell Rd	Widen to 5 lanes with bike lanes and sidewalks.	\$4,000,000	\$5,920,977	2008-2017	Employment area
10815	Hillsboro	Hillsboro	Cornell Rd Signal Coordination	185th	Cornelius Pass	Interconnect Traffic Signals (Extends County ATMS).	\$1,000,000	\$1,480,244	2008-2017	Town center
10816	Hillsboro	Hillsboro	TV Hwy. Signal Coordination	209th	10th Ave.	Interconnect traffic signals.	\$2,350,000	\$3,478,574	2008-2017	2040 corridor
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Bridge and 3 lanes with bike lanes and sidewalks.	\$26,248,000	\$53,173,632	2018-2025	
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Dogwood	Widen to 3 lanes with bike lanes and sidewalks.	\$6,800,000	\$10,065,661	2008-2017	
10820	Hillsboro	Hillsboro	Brookwood (247th)	TV Hwy.	River Road	Widen to 3 lanes with bike/ped TV Hwy to Alexander, 2 lanes with onstreet parking and bike/ped Alexander to UGB.	\$2,094,000	\$3,099,632	2008-2017	
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Build 3 lane with bike lanes and sidewalks.	\$9,282,000	\$13,739,627	2008-2017	Industrial area
10822	Hillsboro	Hillsboro	253rd	Evergreen	North UGB	Build 3 lane with bike lanes and sidewalks.	\$6,162,000	\$9,121,265	2008-2017	Industrial area
10823	Hillsboro	Hillsboro	Amberwood	206th	Cornelius Pass	Improve to 3 lane with bike lanes and sidewalks.	\$2,312,000	\$4,683,688	2018-2025	Town center
10824	Hillsboro	Hillsboro	Cornell Rd	Arrington	Main Street	Improve to 5 lane with bike lanes and sidewalks.	\$9,248,000	\$18,734,751	2018-2025	Regional center
10827	Hillsboro	Hillsboro	Quatama Road	LRT	Cornelius Pass	Widen to 3 lane with bike lanes/sidewalks.	\$1,800,000	\$2,664,440	2008-2017	Station community
10828	Hillsboro	Hillsboro	Edgeway (Salix)	LRT	Walker Rd	Extend as 2/3 lane with bike/sidewalks.	\$6,664,000	\$13,500,041	2018-2025	Station community
10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Extend 2/3 lane with US 26 Overpass, connect existing segments.	\$12,920,000	\$26,173,549	2018-2025	Industrial area
10833	Hillsboro	Hillsboro	Grant Street Extension	28th	Brookwood	Extend 3 lane road with bike lanes/sidewalks.	\$12,240,000	\$24,795,994	2018-2025	Station community
10834	Hillsboro	Hillsboro	28th Ave.	Main	25th	Widen to 3 lanes with bike/sidewalks.	\$4,352,000	\$8,816,353	2018-2025	Main street

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10835	Hillsboro	Hillsboro	185th Ave.	Cornell Rd	Walker Rd	Widen to 7 lanes.	\$4,896,000	\$9,918,398	2018-2025	Town center
10836	Hillsboro	Hillsboro	Evergreen Rd	Glencoe Rd	25th	Widen to 5 lanes with bike lanes and sidewalks.	\$5,440,000	\$16,312,946	2026-2035	2040 corridor
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Extend 3 lane road with bike lanes/sidewalks.	\$4,474,000	\$6,622,613	2008-2017	
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Extend 3 lane road with bike lanes/sidewalks.	\$11,636,000	\$17,224,122	2008-2017	
10840	Hillsboro	Hillsboro	Regional Center Improvements	N/A	N/A	Miscellaneous Improvements to maintain capacity.	\$10,470,000	\$21,210,299	2018-2025	Regional center
10841	Hillsboro	Hillsboro	Other Traffic Signals	N/A	N/A	Future Traffic Signals (Town Centers, 2040 Corridors).	\$5,700,000	\$8,437,392	2008-2017	
10842	Hillsboro	Hillsboro	Other Collector Reconstruction	N/A	N/A	Miscellaneous locations.	\$35,000,000	\$70,903,578	2018-2025	
10843	Hillsboro	Hillsboro	Intersection Improvements	N/A	N/A	Miscellaneous locations.	\$25,000,000	\$50,645,413	2018-2025	
10846	Hillsboro	ODOT	TV Hwy.	185th	Brookwood	Expand to 7 lanes with bike/sidewalks.	\$42,000,000	\$125,945,539	2026-2035	2040 corridor
10847	Hillsboro	Hillsboro	Regional Center Ped Improvements	N/A	N/A	Infill missing pedestrian sidewalks.	\$4,550,000	\$9,217,465	2018-2025	Regional center
10848	Hillsboro	Hillsboro	Industrial/Town Center Ped Improvement	N/A	N/A	Infill missing pedestrian sidewalks.	\$1,300,000	\$2,633,561	2018-2025	2040 corridor
10849	Hillsboro	Hillsboro	Regional Center- Bike Improvement	N/A	N/A	Infill missing bike lane connections.	\$2,110,000	\$4,274,473	2018-2025	Regional center
10850	Hillsboro	Hillsboro	Beaver Ck Trail, Bronson Ck Trail,			Construct bike/ped trail.	\$1,000,000	\$2,025,817	2018-2025	2040 corridor
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd)	Construct bike/ped trail.	\$5,520,000	\$11,182,507	2018-2025	2040 corridor
10852	Wilsonville	ODOT	95th Ave/Boones Ferry Rd/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp I-5/Stafford Rd Interchange	Provide dual left-turn and right-turn lanes, improve signal synchronization, access management measures, fix sight-distance problems, and add extra lanes.	\$2,500,000	\$3,700,611	2008-2017	2040 corridor
10853	Wilsonville	Wilsonville	Kinsman Rd Extension from Ridder Rd to Day St	Ridder Rd	Day St	Extend 3 lanes with sidewalks and bike lanes.	\$6,500,000	\$9,621,588	2008-2017	Industrial area
10854	Wilsonville		Tonquin Trail	Tualatin/Sherwood	Washington/Clackamas County line	Shared use path with some on-street portions.	\$2,000,000	\$2,960,489	2008-2017	Other

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10855	Metro		Regional TOD Implementation Program	2040 Centers, Stations Areas and Corridors	2041 Centers, Stations Areas and Corridors	Metro, the government of the Portland metropolitan region responsible for growth management, is implementing a highly integrated land use and transportation plan calling for substantial amounts of the region's growth to occur in medium- to high-density mixed-use, walkable urban "centers" linked by high quality transit service. TOD Program funding helps cause the construction of "transit villages" and other catalyst projects by the private sector. These projects mix of moderate- to high-intensity land uses, are physically or functionally connection to the transit system (including MAX light rail, Portland streetcar, commuter rail and high frequency bus), and create a walkable communities through design features that reinforce pedestrian relationships and scale.	\$67,500,000	\$146,357,193	2008 - 2035	Other
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Construct roundabout and related improvements to Foster.	\$656,452	\$1,329,851	2018-2025	Employment area
10857	Gresham	Gresham	Jenne/Foster	Intersection Jenne/Foster		Add second EB left turn lane. Requires widening of Jenne North.	\$540,780	\$1,095,521	2018-2025	Employment area
10858	Gresham	Gresham	174th/Powell	Intersection of 174th/Powell		Improve intersection to 5 lane section.	\$1,860,824	\$3,769,688	2018-2025	Employment area
10860	Gresham	Gresham	Collector 72 (Knapp)	172nd	182nd	Build new road to green street collector standards.	\$10,703,002	\$15,843,058	2008-2017	Town center
10861	Gresham	Gresham	Collector 72 (Knapp)	182nd	190th	Build new road to green street collector standards.	\$10,368,393	\$15,347,754	2008-2017	Town center
10862	Gresham	Gresham	Community Street 72	190th	Binford Parkway	Build new road to green street community standards.	\$9,991,393	\$14,789,702	2008-2017	Employment area
10863	ODOT	ODOT	Convert Marine Dr. one-way southbound to two-way under I-84 and widen to five lanes.	Troutdale interchange (exit 17)		Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes.	\$20,400,000	\$41,326,657	2018-2025	Throughway
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	US 26 and Callister Road	US 26 and 267th Ave.	New interchange on US 26 to serve industrial area.	\$29,500,000	\$59,761,587	2018-2025	Throughway
10865	ODOT	ODOT	New I-205 NB on-ramp at I-205/Airport Way interchange based on I-205/Airport Way Study	I-205 and Airport Way		New I-205 NB on-ramp at I-205/Airport Way interchange based on I-205/Airport Way Study.	\$27,200,000	\$40,262,645	2008-2017	Throughway
10866	ODOT	ODOT	Improve I-5/Columbia River bridge (Oregon share)	Victory Blvd.	Washington state line	Improve I-5/Columbia River bridge (Oregon share).	\$50,000,000	\$74,012,214	2008-2017	Portland Central City

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10867	ODOT	ODOT	I-5: Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter	I-5 and I-84	I-5 and Greeley St.	Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter.	\$30,000,000	\$44,407,329	2008-2017	Portland Central City
10869	ODOT	ODOT	Sunrise Project: Construct new highway facility from I-205 to 122nd and interim connection to 122nd Ave as defined by supplemental EIS	I-205	172nd Ave.	Construct improvements as defined by supplemental EIS.	\$116,000,000	\$171,708,337	2008-2017	Throughway
10870	ODOT	ODOT	I-5/99W Connector Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acquire ROW	OR 99W	I-5	Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acquire ROW.	\$100,500,000	\$148,764,551	2008-2017	Throughway
10871	ODOT	ODOT	Marine Dr. extension (Backage road), from I-84 EB off-ramp to 257th Dr.	I-84 EB off ramp	257th Dr.	Marine Drive extension (Backage road), from I-84 EB off-ramp to 257th Drive.	\$8,200,000	\$12,138,003	2008-2017	Throughway
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	I-205	Stafford Road	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	\$9,700,000	\$14,358,370	2008-2017	Throughway
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Widen highway to 6 lanes.	\$36,119,034	\$53,464,994	2008-2017	Throughway
10874	ODOT	ODOT	I-5: Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize Denver/Schmeer Rd intersection	Victory	Lombard	Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize Denver/Schmeer Rd intersection.	\$46,000,000	\$68,091,237	2008-2017	Throughway
10875	ODOT	ODOT	OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions.	Beaverton-Hillsdale Hwy.	Allen Blvd.	Braid OR 217 ramps between Beaverton-Hillsdale Highway and Allen Boulevard in both directions.	\$79,600,000	\$117,827,445	2008-2017	Regional center

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10876	ODOT	ODOT	I-84: Extend Halsey exit lane to I-205 NB exit	Halsey exit	I-205 NB exit	I-84 Lane Extension: Halsey to I-205 NB ramp.	\$6,446,790	\$9,542,824	2008-2017	Regional center
10884	ODOT	ODOT	I-5/I-84 Interchange: Acquire R-O-W	I-5 and I-84	I-5 and Greeley St.	Acquire right-of-way.	\$30,000,000	\$60,774,495	2018-2025	Portland Central City
10890	ODOT	ODOT	Sunrise Project: Acquire right-of-way: I-205 to SE 172nd Ave	I-205	SE 172nd Ave	Acquire right-of-way: I-205 to SE 172nd Ave.	\$129,000,000	\$190,951,513	2008-2017	Throughway
10894	ODOT	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	I-205	SE 172nd Ave	Preliminary engineering and EIS from I-205 to 172nd.	\$25,000,000	\$37,006,107	2008-2017	Throughway
10899	TriMet		Washington County Commuter Rail spare DMUs	N/A	N/A	1 powered and 2 trailer DMUs for spares and service reliability.	\$9,000,000	\$13,322,199	2008-2017	
10901	TriMet		MAX light rail: South Corridor Ph 2: Portland to Milwaukie	N/A	N/A	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	\$816,500,000	\$1,208,619,459	2008-2017	
10912	TriMet		Streetcar Extension: Portland to Lake Oswego via Willamette Shore	N/A	N/A	Portland to Lake Oswego extension of Portland Streetcar.	\$250,000,000	\$370,061,071	2008-2017	
10916	TriMet		Bus Rapid Transit: SE McLoughlin to Oregon City and CCC	N/A	N/A	Milwaukie, Gladstone, Oregon City, CCC (possible predecessor to LRT).	\$8,500,000	\$12,582,076	2008-2017	
10921	TriMet		MAX LRT on Steel Bridge: Capacity and operations improvements	N/A	N/A	Possible additional tracks, bridge rehabilitation, seismic upgrade.	\$50,000,000	\$74,012,214	2008-2017	
10926	TriMet		Transit dispatch center upgrade	N/A	N/A	To accommodate increasing operating complexities.	\$7,600,000	\$11,249,857	2008-2017	
10927	TriMet		MAX LRT: Operational upgrades	N/A	N/A	Sidings, powered turnouts, block and signal control infill.	\$18,862,000	\$40,897,620	2008 -2035	
10928	TriMet		New MAX LRT vehicles	N/A	N/A	See below.	\$49,000,000	\$72,531,970	2008-2017	
10929	TriMet		Frequent Bus: Line 76 - Beaverton / Tualatin	N/A	N/A	390 additional service hours upgrade and related bus stop and ROW improvements.	\$3,075,000	\$4,551,751	2008-2017	
10930	TriMet		Frequent Bus: Line 31 - Milwaukie to Clackamas Regional Center	N/A	N/A	240 additional service hours upgrade and related bus stop and ROW improvements.	\$1,100,000	\$1,628,269	2008-2017	
10931	TriMet		Frequent Bus: Line 31 - Clackamas Regional Center to 152nd	N/A	N/A	125 additional service hours upgrade and related bus stop and ROW improvements.	\$1,100,000	\$2,228,398	2018-2025	
10933	TriMet		Frequent Bus: Line 9 - Powell Blvd. to I-205	N/A	N/A	80 additional service hours for span of service and related bus stop and ROW improvements.	\$1,600,000	\$2,368,391	2008-2017	
10934	TriMet		Frequent Bus: Line 4 - Division to Gresham TC	N/A	N/A	50 additional service hours for span of service and related bus stop and ROW improvements.	\$3,375,000	\$4,995,824	2008-2017	
10935	TriMet		Frequent Bus: Line 8 - Jackson Park	N/A	N/A	25 additional service hours for span of service and related bus stop and ROW improvements.	\$1,200,000	\$1,776,293	2008-2017	

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10936	TriMet		Frequent Bus: Line 15 - Belmont	N/A	N/A	75 additional service hours for span of service and related bus stop and ROW improvements.	\$2,600,000	\$3,848,635	2008-2017	
10937	TriMet		Frequent Bus: Line 54 - Beaverton Hillsdale Hwy. to Beaverton TC	N/A	N/A	225 additional service hours for FS extension and related bus stop and ROW improvements.	\$2,450,000	\$4,963,250	2018-2025	
10938	TriMet		Frequent Bus: Line 33 - McLoughlin to Clackamas Community College	N/A	N/A	260 additional service hours for FS extension and related bus stop and ROW improvements.	\$875,000	\$1,772,589	2018-2025	
10939	TriMet		Frequent Bus: Line 33 - McLoughlin to Oregon City	N/A	N/A	1601 additional service hours for span of service and related bus stop and ROW improvements.	\$1,675,000	\$3,393,243	2018-2025	
10940	TriMet		Frequent Bus: Line 35 - Macadam Ave. to Oregon City	N/A	N/A	605 additional service hours upgrade and related bus stop and ROW improvements.	\$3,600,000	\$7,292,939	2018-2025	
10941	TriMet		Frequent Bus: Line 12 - Barbur to Durham Road	N/A	N/A	60 additional service hours for span of service and related bus stop and ROW improvements.	\$3,500,000	\$7,090,358	2018-2025	
10942	TriMet		Frequent Bus: Line 12 - Sandy to Parkrose TC	N/A	N/A	40 additional service hours for span of service and related bus stop and ROW improvements.	\$4,175,000	\$8,457,784	2018-2025	
10943	TriMet		Frequent Bus: Line 12 - Barbur from Durham to Sherwood	N/A	N/A	140 additional service hours for FS extension and related bus stop and ROW improvements.	\$1,050,000	\$2,127,107	2018-2025	
10944	TriMet		Frequent Bus: Line 79 - Clackamas Town Center to Oregon City via Webster Road	N/A	N/A	305 additional service hours for upgrade of service and related bus stop and ROW improvements.	\$2,825,000	\$5,722,932	2018-2025	
10945	TriMet		Frequent Bus: Line 87 - 181st/182nd Ave., NE Sandy to SE Powell Blvds	N/A	N/A	380 additional service hours for upgrade of service and related bus stop and ROW improvements.	\$2,025,000	\$4,102,278	2018-2025	
10979	City of Portland		Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	NW 23rd	E 14th	Construct streetcar from NW 23rd Avenue to E 14th Avenue.	\$118,500,000	\$175,408,948	2008-2017	
10981	TriMet		Regional Bus: North Macadam / Line 35 realignment	N/A	N/A	Shift of Line 35 through this fast-growing area.	tbd	\$0	2008-2017	
10984	TriMet		Reconfiguration of Millikan Way Park & Ride	N/A	N/A	Reconfigure lot in response to lease expiration.	\$2,000,000	\$2,960,489	2008-2017	
10990	TriMet		Park & Ride management strategy implementation	N/A	N/A	Convert major park & ride lots for shared use and/or pay lots.	\$0	\$0	2008-2035	
10993	TriMet		Milwaukie bus layover facility	N/A	N/A	Modification to Milwaukie Park & Ride.	\$627,000	\$928,113	2008-2017	
10995	TriMet		Rose Quarter Bike Improvements	N/A	N/A	Modify Rose Quarter to accommodate through bike traffic.	\$250,000	\$370,061	2008-2017	
10997	TriMet		Willow Creek Transit Center	N/A	N/A	Reconstruct TC portion of MAX/bus facility for TOD opportunity (PCC).	tbd	\$0	2008-2017	
10998	TriMet		Bus replacements	N/A	N/A	40 buses.	\$355,200,000	\$770,164,072	2008-2035	

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10999	TriMet		Bus purchases for congestion	N/A	N/A	40 buses.	\$0	\$0	2008-2035	
11015	TriMet		Bus purchases for expansion	N/A	N/A	Allocate to individual routes, above.	\$0	\$0	2008-2035	
11016	TriMet		LIFT vehicle replacement	N/A	N/A	36 buses.	\$145,350,000	\$315,155,822	2008-2035	
11032	TriMet		Ruby Junction light rail operating base expansion	N/A	N/A	Stub yard expansion on west side of Eleven-Mile Ave. Cost is included as part of the Milwaukie light rail project cost estimate.	tbd	\$0	2008-2017	
11035	TriMet		Powell bus operating base expansion	N/A	N/A	Good deadhead site, land already available, shop annex and parking.	\$11,637,609	\$17,226,504	2008-2017	
11036	TriMet		Merlo fuel / service house replacement	N/A	N/A	Over due replacement, creates new entrance.	\$6,411,300	\$9,490,290	2008-2017	
11038	TriMet		Center Street bus operating base expansion	N/A	N/A	Phase 1 to include parking structure.	\$10,386,000	\$15,373,817	2008-2017	
11042	TriMet		Bus priority treatment	N/A	N/A	Traffic signal priority treatments, jump lanes, etc.	\$5,000,000	\$10,841,274	2008 -2035	
11043	TriMet		Pedestrian access improvements	N/A	N/A	Sidewalks, crosswalks and ADA improvements to transit access.	\$5,000,000	\$10,841,274	2008 -2035	
11044	Metro		Regional Trail Master Plans	N/A	N/A	Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses, for the following locations: Hillsboro to Council Creek & Gales Creek Trail, East Buttes Loop Trail Master Plan: Gresham and Happy Valley to Damascus; Springwater Corridor to Clackamas Bluffs and Greenway, Gateway to the Columbia Gorge Trail: Gresham/Fairview to Troutdale to Columbia Gorge Trail Connections, Portland South Waterfront to Lake Oswego to West Linn Trail, Columbia Slough Trail, Regional Trails Strategy and Master Plan for the Portland Metro Area (including relationship of regional trails to on-street bikeways and local trail system).	1,100,000	\$1,628,269	2008-2017	
11054	Metro		Regional Travel Options Program	Employment Areas, 2040 Centers, new corridor projects and congested corridors	Employment Areas, 2040 Centers, new corridor projects and congested corridors	RTO is the region's tool to manage congestion and reduce air pollution. RTO implements transportation demand management strategies such as employer outreach to encourage employers to subsidize and provide end-of-trip facilities to help employees choose options other than driving alone. RTO supports Transportation Management Associations and other public/private partnerships that reduce VMT. RTO also addresses non-commute trips through individualized marketing; helping residents try new travel options from some or all of their trips. As the region's population and economy grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure.	\$ 74,250,000	\$160,992,912	2008-2035	Employment area

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11071	ODOT	ODOT	I-5/Wilsonville Road Interchange: Phase 1	Hubbard cut-off	Wilsonville Road	Reconstruct NB and SB on ramps, and NB off ramp. Add NB auxiliary lane from Hubbard cut-off to Wilsonville Rd.	\$ 18,500,000	\$27,384,519	2008-2017	Intermodal facility
11074	Gresham		East Buttes Loop Trail: From Springwater Trail to Rodlun Road	Springwater Trail	Rodlun Road	Construct new shared use trail (12' wide pervious asphalt)	\$8,300,000	\$12,286,028	2008-2017	Outer neighborhood/Park
11081	Lake Oswego		Boones Ferry Rd bike lanes	Country Club	North City Limits	Bike lanes	\$ 5,710,000	\$8,452,195	2008-2017	2040 corridor
11082	Lake Oswego		Carman Dr. sidewalks & bike lanes	Meadows Rd	I-5	bike lanes	\$ 760,000	\$1,124,986	2008-2017	Neighborhood
11083	Lake Oswego		Iron Mountain	10th St.	Bryant Rd.	bike lanes	\$ 3,900,000	\$5,772,953	2008-2017	Neighborhood
11084	Lake Oswego		Pilkington Rd bike lanes/sidewalk	Boones Ferry Rd	Childs Rd	park & ride relocation	\$ 1,510,000	\$2,235,169	2008-2017	Neighborhood
11085	Lake Oswego		Kerr Parkway bike lanes	Stephenson	Boones Ferry Rd	bike lanes	\$ 1,560,000	\$2,309,181	2008-2017	Neighborhood
11087	Lake Oswego		Bryant Rd bike lanes/pathway	Childs Rd	Boones Ferry Rd		\$ 610,000	\$902,949	2008-2017	Neighborhood
11088	Oregon City	Clackamas Co.	Holly Lane	Redland Rd.	Holcomb Rd.		\$ 21,000,000	\$42,542,147	2018-2025	Other
11089	Washington Co.	Washington Co.	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Completes 3800 feet of sidewalk improvements to transit corridor	\$3,922,000	\$5,805,518	2008-2017	Neighborhood
11090	Washington Co.	Washington Co.	10th Ave/Cornell Bike	Baseline Rd.	25th Ave.	Completes 5400 feet of bike lanes in transit corridor	\$7,911,000	\$11,710,213	2008-2017	2040 corridor
11091	Portland/Port of Portland	Portland/Port of Portland	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Expand the on-ramp to three lanes, including for truck/HOV	\$ 750,000	\$1,110,183	2008-2017	
11092	Port of Portland		Ramsey Rail Yard	Bonneville Yard	BNSF Ford Facility	Construct up to six yard tracks and one lead track	\$ 13,900,000	\$20,575,396	2008-2017	
11093	Washington Co.	Washington Co.	Flashing Yellow Arrow Program (ITS)	Various locations in urban Washington Co.		Install flashing yellow arrow signal phase at more than 200 intersections	\$1,326,000	\$1,962,804	2008-2017	2040 corridor
11094	Cornelius		Baseline Boulevard Improvement	10th	19th	Build sidewalks & other pedestrian amenities	\$ 3,600,000	\$5,328,879	2008-2017	Main street
11095	Cornelius		11th-17th Avenue	Baseline	Adair	Ped improvement of Main Street Dist local streets	\$ 3,400,000	\$5,032,831	2008-2017	
11100	Gresham		East Buttes Loop Trail: From Rodlun Road to 190th	Rodlun	190th	Construct new shared use trail (12' wide pervious asphalt)	\$2,800,000	\$4,144,684	2008-2017	Outer neighborhood/Park
11102	City of Portland		Burnside/Couch Streetcar Extension to Hollywood via Sandy Blvd	E 14th	Hollywood District	Extend streetcar from E 14th Avenue to the Hollywood District.	\$70,000,000	\$103,617,100	2008-2017	
11103	Metro		Regional Planning				\$67,500,000	\$146,357,193	2008-2035	
11104	Metro		Regional ITS/TSMO				\$40,500,000	\$87,814,316	2008-2035	
11105	SMART		Current Fixed Route and Dial-a-Ride Services			Continuation of 5 fixed routes with scheduled service and dial-a-ride service for seniors and people with disabilities	\$ 228,700,000	\$338,531,868	2008-2017	Other

Appendix 1.1

2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
11106	SMART		Extension of transit service to connect with regional commuter rail			Expansion of transit service to coordinate and connect with the commuter rail service.	\$ 33,750,000	\$49,958,245	2008-2017	Intermodal facility
11107	SMART		Extension of transit service from Wilsonville to downtown Portland			Provide an intercity transit connection between Wilsonville and Portland.	\$ 19,100,000	\$28,272,666	2008-2017	Other
11108	SMART		Extension of transit service within Wilsonville			Extend transit service to connect newly-developed residential areas with other areas of Wilsonville and with multi-modal connections.	\$ 24,550,000	\$36,339,997	2008-2017	Neighborhood
11109	SMART		Bus Replacements			Purchase buses to replace those that are no longer safe or reliable.	\$ 13,100,000	\$28,404,137	2008-2035	Other
11110	SMART		Wilsonville Commuter Rail Station Park & Ride Improvements			Provide paved parking spaces at the Wilsonville commuter rail station.	\$ 4,500,000	\$6,661,099	2008-2017	Intermodal facility
11111	SMART		Wilsonville SMART Offices			Design and construct SMART offices near the Wilsonville commuter rail station	\$ 2,000,000	\$2,960,489	2008-2017	Other
11112	SMART		Wilsonville SMART Fleet Services Facility			Design and construct a transit fleet services facility near the Wilsonville commuter rail station	\$ 8,000,000	\$11,841,954	2008-2017	Other
11113	SMART		Transportation Management Association (TMA)			Form a transportation management association (TMA) to provide transportation services and information on alternatives to local employers and employees	\$200,000	\$405,163	2018-2025	Industrial area and Employment Area
11114	Portland		Foster & Woodstock, SE (87th - 101st): Streetscape	SE 87th	SE 101st	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	\$2,151,724	\$3,185,077	2008-2017	Town Center, Main Street or Station Community
11115	TriMet		Merlo ATP Administration Building	N/A	N/A	Replaces lease space in CWS offices.	\$1,048,537	\$1,552,091	2008-2017	
11118	Washington Co.		185th Ave. to Kinnaman Improvements	TV Hwy.	Kinnaman Rd.	Widen to 3 lanes with bike lanes and sidewalks.	\$5,820,000	\$8,615,022	2008-2017	2040 Corridor
11119	Washington Co.		Murray Blvd. to Cornell Improvement	Hwy. 26	Cornell Rd.	Widen to 5 lanes with bike lanes and sidewalks.	\$4,770,000	\$7,060,765	2008-2017	Town Center, Main Street or Station Community
11120	Washington Co.		Bethany Blvd. to Bronson Improvements	West Union Rd.	Bronson Rd.	Widen to 5 lanes with bike lanes and sidewalks.	\$14,328,000	\$21,208,940	2008-2017	2040 Corridor
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Widen I-5 to 3 lanes and realign ramps.	\$73,079,000	\$108,174,772	2008-2017	Throughway
11122	ODOT	ODOT	OR 217: Sunset Hwy to TV Hwy	US 26	OR 8	Widen OR 217 and structures.	\$37,676,000	\$55,769,684	2008-2017	Throughway
11123	ODOT	ODOT	I-5 North Macadam	I-5 MP 298.93	I-5 MP 298.93	Construct flyover at I-5 NB off-ramp to North Macadam/South Waterfront area.	\$28,416,000	\$42,062,622	2008-2017	Throughway
11124	ODOT	ODOT	US 26W Cornell to 185th	Cornell Rd	185th Ave.	Widen US 26 to 6 lanes from Cornell Rd. to 185th Ave.	\$21,312,000	\$31,546,966	2008-2017	Throughway
11125	ODOT	ODOT	US 26E Springwater at grade intersection	N/A	N/A	Construct at-grade intersection connecting Springwater area to US 26.	\$6,700,000	\$9,917,637	2008-2017	Throughway

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2035 RTP Financially Constrained System Project List

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	Estimated Cost (YOE\$)	Time Period	2040 Land Use
11126	Milwaukie	Milwaukie	Milwaukie Town Center: Main/Harrison/21st	SE Scott and SE Main	SE Jackson and SE Main	Improvements include renovated block faces, two travel lanes, bike lanes, 15 foot sidewalks, planter strips, lighting, benches and ADA-compliant sidewalks.	\$501,505	\$742,350	2008-2017	Town Center
11127	City of Portland	City of Portland	School Access Safety Improvements: various locations	N/A	N/A	Pedestrian safety enhancements at 11 elementary schools.	\$499,600	\$499,600	2008-2017	Neighborhood
TOTAL COST							\$9,172,188,274	\$16,071,842,372		

DRAFT TO METRO COUNCIL WORKSESSION 5-12-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE)	RESOLUTION NO. 09-4052
REGIONAL HIGH CAPACITY TRANSIT)	
SYSTEM TIERS AND PRIORITIES, POLICY)	Introduced by Councilor Carlotta Collette
AMENDMENTS AND SYSTEM EXPANSION)	
POLICY FRAMEWORK FOR ADDITION TO		
THE 2035 REGIONAL TRANSPORTATION		
PLAN, STATE COMPONENT		

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the Mt. Hood Freeway project after public outcry over its expected cost and the destruction of developed neighborhoods that would be needed for its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Portland metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions was screened to the fifteen most promising corridors based on criteria including ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting fifteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

DRAFT TO METRO COUNCIL WORKSESSION 5-12-09

WHEREAS, the resulting fifteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridors; and

WHEREAS, the regional high capacity transit system plan tiers and priorities will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the fifteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the System Expansion Policy provides a process for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets that will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Council accepts the Regional High Capacity Transit System Tiers and Priorities (Exhibit A), System Expansion Policy Framework (Exhibit B), and Policy Amendments (Exhibit C) for addition to the 2035 Regional Transportation Plan, State Component.
2. Acceptance of the Regional High Capacity Transit System Tiers and Priorities, policy amendments and System Expansion Policy Framework is not a final land use decision. The Council will make a final land use decision on these matters when it adopts the 2035 Regional Transportation Plan, State Component by ordinance.

ADOPTED by the Metro Council this _____ day of _____ 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Tier	HCT Corridor Number	RTP Mobility Corridor Reference	Corridor Description (Mode As Evaluated)	Actions		
				Actions for Next 4-Years	Urban Growth Report (UGR)	Urban and Rural Reserves
Near Term Regional Priority	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	Portland to Gresham via Powell Corridor (LRT)	• See Local Jurisdiction and Metro Actions for <i>Regional Priority</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood	Portland to Sherwood via Barbur/Hwy 99 Corridor (LRT)			
	34*	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains	Beaverton to Wilsonville (LRT)			
Next Phase Regional Priority Corridors	8	8 – Clackamas – Oregon City	CTC to Oregon City via I-205 Corridor (LRT)	• See Local Jurisdiction and Metro Actions for <i>Next Phase</i> Corridors Listed in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove	Sunset Transit Center to Hillsboro via Hwy 26 Corridor/ Evergreen (LRT)			
	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City	Clackamas Town Center to Washington Square via I-205/217 Corridors(LRT)			
	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas	Clackamas Town Center to Washington Square via RR ROW (LRT)			
	32	24 – Beaverton – Forest Grove	Beaverton to Hillsboro via TV Highway (LRT)			
	55**	9 – Gateway – Clark County	Gateway to Salmon Creek via I-205 Corridor			
Developing Regional Priority Corridors	9	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas	Park Ave to Oregon City via McLoughlin Corridor(LRT extension)	• See Local Jurisdiction and Metro Actions Listed for <i>Developing Corridors</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	12	24 – Beaverton – Forest Grove	Hillsboro to Forest Grove (LRT extension)			
	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale	Gresham to Troutdale Extension (LRT Extension)			
	17D	22 – Beaverton – North Plains	Tanasborne (LRT extension)			
Regional Vision Corridors	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	Troutdale to Damascus (LRT)	• See Local Jurisdiction and Metro Actions for <i>Vision Corridors Listed</i> in Figure 3	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus	Clackamas Town Center to Damascus (LRT)			
	38S	20 – Tigard – Sherwood/Newberg	Sherwood to Tualatin (LRT)			
	43	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County	Downtown Portland to Yellow Line via St. Johns (LRT)			
	54	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore	Troutdale to St. Johns via US 30 Corridor (LRT)			

*The WES Corridor upgrade will be placed in the Next Phase category – upgrades will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

**This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan. It will be examined as a Next Phase corridor in coordination with RTC.

Regional High Capacity System Plan System Expansion Policy Framework Draft 5-11-09

BACKGROUND

Making the Greatest Place helps define how regional and local aspirations come together to create vibrant, healthy and sustainable communities. The challenges of climate change, rising energy costs, economic globalization, aging infrastructure and population growth require regional land use and transportation decisions to be supported by local decisions and actions. While regional land use policy has positioned the Portland metro region as a model for transit-supportive development, much of the region remains auto dependent due to the relatively low level of transit supportive land use region-wide. With limited resources, it is essential that future regional investments in high capacity transit (HCT) be used to leverage achievement of land use and economic development goals.

PROCESS FOR HIGH CAPACITY TRANSIT PROJECT ADVANCEMENT - PRIORITY TIERS AND SYSTEM EXPANSION POLICY FRAMEWORK

The Regional High Capacity Transit System Plan identifies near- and long-term regional HCT priorities. The System Expansion Policy component of the plan provides a framework to advance future regional HCT corridors by setting targets and defining regional and local actions that will guide the selection and advancement of those projects.

High capacity transit priority tiers

As described in Figure 1, regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers are based on an HCT corridor's readiness and regional capacity to study and implement HCT projects. Tiers would be updated with each RTP or by RTP amendment. These tiers would remain static and contain a similar number of projects over time. The four tiers are:

- **Near-term regional priority corridors:** Corridors most viable for implementation in next four years.
- **Next phase regional priority corridors:** Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- **Developing regional priority corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- **Regional vision corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

System Expansion Policy Framework

The System Expansion Policy Framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The System Expansion Policy Framework:

1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and
2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions.

Methods to reach targets will be shared by regional and local actions. Based on the tiered category, regional actions would be aligned with work in each corridor. Local actions would focus on meeting HCT targets. In Near Term Corridors, formal **Corridor Working Groups** would be established. Other corridors would coordinate work through existing processes, such through the TSPs.

Local Actions: Local jurisdictions in a corridor can take actions to be considered for a higher tier. Locals within a corridor would: (1) define the project purpose and extent, (2) implement actions that progress the project toward SEP targets and (3) report progress to Metro to be considered for project advancement. Metro will measure progress toward SEP targets within an entire corridor. Flexibility for land use allocation within each corridor between jurisdictions is expected in order to meet SEP targets while balancing local land use aspirations. For example, corridor jurisdictions would “trade density” to allow a corridor to meet ridership targets for the corridor, while maintaining lower density urban form in communities that are not interested in accommodating higher density station areas.

Local actions required to complete some or all of the following actions to advance their project, depending on the tier placement (Details described in attachment 1) are:

- Develop corridor problem statement – all tiers
- Mode and function of HCT assessment – all tiers
- Definition of corridor extent – all tiers
- Corridor assessment against tier’s corridor system expansion targets – all tiers
- Ridership development plan - Near Term tier only
- Station Access and Parking Plans – Near Term tier only

Regional support: Regional support will be necessary to advance any corridor. Regional actions may already be in place, such as work coordinated through the TSPs, however, specific regional actions to support HCT project advancement would vary based on the tier and could include (details described in Attachment 1):

- Land use planning assistance for centers and stations – all tiers
- Station access and parking plans – Near Term only
- Assistance with corridor assessment against SEP targets – Near Term only
- Transportation modeling – Near Term only
- Coordination with MTIP priorities – Near Term and Next Phase
- Station siting analysis – Near Term, Next Phase and Developing

System expansion targets: A small set of system expansion targets will be identified to measure project readiness and it’s contribution to regional goals. These targets will provide clear direction to local jurisdictions that desire to advance projects. The following is a description of proposed system expansion targets that would vary based on the tier (details described in Attachment 1):

- Transit supportive land use/station context – all tiers
- Integrated transportation system development – Near Term only
- Financial capacity – capital and operating finance plans – Near Term only
- Housing needs supportiveness – Near Term and Next Phase
- Regional transit network connectivity – Near Term, Next Phase, and Developing
- Partnership/political leadership – Near Term, Next Phase, and Developing

Figure 1: HCT priority tiers and proposed system expansion criteria/actions (draft concept)

Tier	Summary	Potential local actions (applied to each corridor)	Potential regional support (assistance with corridor assessment against SEP targets)*	Proposed system expansion targets	Proposed process/strategies
Near-term regional priority corridors	Corridors most viable for implementation in next four years.	<ul style="list-style-type: none"> • Develop corridor problem statement • Mode and function of HCT assessment • Definition of corridor extent • Corridor assessment against near-term corridor system expansion targets • Ridership development plan • Station Access and Parking Plans • Assess Financial Feasibility 	<ul style="list-style-type: none"> • Station siting analysis • Land use/TOD planning for centers and stations • Station access and parking plans • Coordination with MTIP priorities • Transportation modeling 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Integrated transportation system development • Financial capacity – capital and operating finance plans • Partnership/political leadership 	<ul style="list-style-type: none"> • Corridor Working Group • Existing working groups, such as TSP working groups
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	<ul style="list-style-type: none"> • Develop corridor problem statement • Mode and function of HCT assessment • Definition of corridor extent • Corridor assessment against next phase corridor system expansion targets 	<ul style="list-style-type: none"> • Station siting analysis • Land use planning assistance for centers and stations • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Housing needs supportiveness • Regional transit network connectivity • Financial capacity – capital and operating finance plans • Partnership/political leadership 	<ul style="list-style-type: none"> • Existing working groups, such as TSP working groups
Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.	<ul style="list-style-type: none"> • Develop corridor problem statement • Definition of corridor extent • Corridor assessment against developing corridor system expansion targets 	<ul style="list-style-type: none"> • Station siting analysis • Land use planning assistance for centers and stations 	<ul style="list-style-type: none"> • Transit supportive land use/station context • Regional transit network connectivity • Partnership/political leadership 	<ul style="list-style-type: none"> • Existing working groups, such as TSP working groups
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.	<ul style="list-style-type: none"> • Develop corridor problem statement • Definition of corridor extent • Corridor assessment against vision corridor system expansion targets 	<ul style="list-style-type: none"> • Land use planning assistance for centers and stations 	<ul style="list-style-type: none"> • Transit supportive land use/station context 	<ul style="list-style-type: none"> • Existing working groups, such as TSP working groups

*These are areas where Metro or other state and regional agencies might provide direct financial or staff support

Attachment 1 - System expansion policy terms and definitions

This section provides a description of terms and definitions used in this document to describe the proposed process for HCT project advancement. *This policy proposal is under development and as such all terms and definitions are working versions.*

Local Action Descriptions

Corridor problem statement: The corridor problem statement defines the purpose of the proposed HCT investment (i.e., congestion mitigation, economic development, etc.), assess the role of the project in addressing other regional transportation priorities and identify opportunities for integration with other transportation system improvements in the corridor. Goals should be established for each corridor.

Mode and function of HCT assessment: Definition of what HCT modes are most relevant for meeting the primary function of a corridor's problem statement. Selection of a lower cost mode could improve the near-term viability of the corridor.

Definition of corridor extent: As in an FTA Alternatives Analysis the definition of corridor extent could include a project extent that encompasses multiple alignment options; furthermore, the project extent could consider alternative alignments in separate corridors (e.g., Southeast McLoughlin Boulevard and I-205 to Oregon City).

Corridor assessment against system expansion targets: This assessment addresses progress toward all system expansion targets for the current priority tier. Near-term corridors would be required to conduct a ridership development plan, station access and parking plan, and a land use/TOD plan to support the assessment.

Corridor ridership development plan: Near-term corridors also would work with Metro to conduct a ridership development plan to assess potential future ridership based on current land use projections, identified station areas, and local zoning. This might involve demand modeling, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. Ridership development would contribute to the corridor assessment against system expansion criteria and could include assessment of: Transit Orientation Index score, residential density, employment density, potential cost effectiveness, and transit supportive land uses (zoning and station typology aspirations).

Station access and parking plan: Near-term corridors would work with Metro to conduct an access and parking management plan for each identified station area. The access component would ensure that station designs optimize opportunities for intermodal connections and TOD by planning for an urban block pattern. The parking management element would help local jurisdictions develop transit supportive parking policies that include development of potential parking districts. It would also establish maximum parking requirements, pay-for-parking, park-and-ride development and management, and other parking code changes such as unbundling parking for new development.

Assess Financial Feasibility: This action assesses the financial feasibility of the region to advance and HCT project based on the Financial Capacity Analysis targets described below. In order to meet SEP targets for local funding mechanisms, the plans would identify and propose incentives to finance existing and future infrastructure improvements. Potential tools should include SDC credits, tax abatement, improvement districts and tax increment financing (TIF).

Regional support for assistance with corridor assessment against SEP targets - Descriptions

Station siting analysis: Locations of stations is a critical feature to the success of the HCT system. Metro has advanced tools to work in tandem with locals to assess the trade-offs between potential station areas.

Land use and transit-oriented development plans for station areas: Detailed land use (and TOD plans for Next Phase corridors) would be conducted for these areas to ensure that station areas within a defined corridor extent will meet defined targets for ridership and transit supportive land use.

Station access and parking plans: Parking availability is one of the strongest determinants of transit ridership and has the potential to add significant value to leverage regional HCT investment. Metro has tools for the region to develop parking plans for all land use types.

Coordination with MTIP priorities: HCT priorities should align with regional priorities for transportation investments. MTIP prioritization allows for projects would support development or preparation of a corridor for HCT.

Transportation modeling: Metro will assist with the preparation and production of transportation modeling for Near Term Regional Priority corridors. Metro will assist corridors in other tiers, as well, however, the tier may not warrant a unique model run.

Proposed System Expansion Target Descriptions

Transit supportive land use/station context: Under this target, each station along a proposed alignment should be evaluated for ridership potential based on the jurisdictions' demonstrated willingness to promote transit supportive development. Specific targets could be set for residential, commercial and employment density in station areas. Additionally each station should undergo an evaluation to determine: (1) the capacity for station area development, (2) ability to create good station access for all modes and (3) any issues with station capacity or functionality.

Housing needs supportiveness: This criterion would measure the contribution of the project to improving overall housing and transportation affordability for population of concern.

Regional transit network connectivity: This measure would assess the role the project plays in filling key regional transit system gaps, connectivity with the existing and planned systems, and ability for existing system facilities to support the investment. It would also measure a projects impact on the regional HCT system's ability to increase system capacity to deal with malfunction, incident or construction/maintenance, and the ability for existing station and track infrastructure to support the investment.

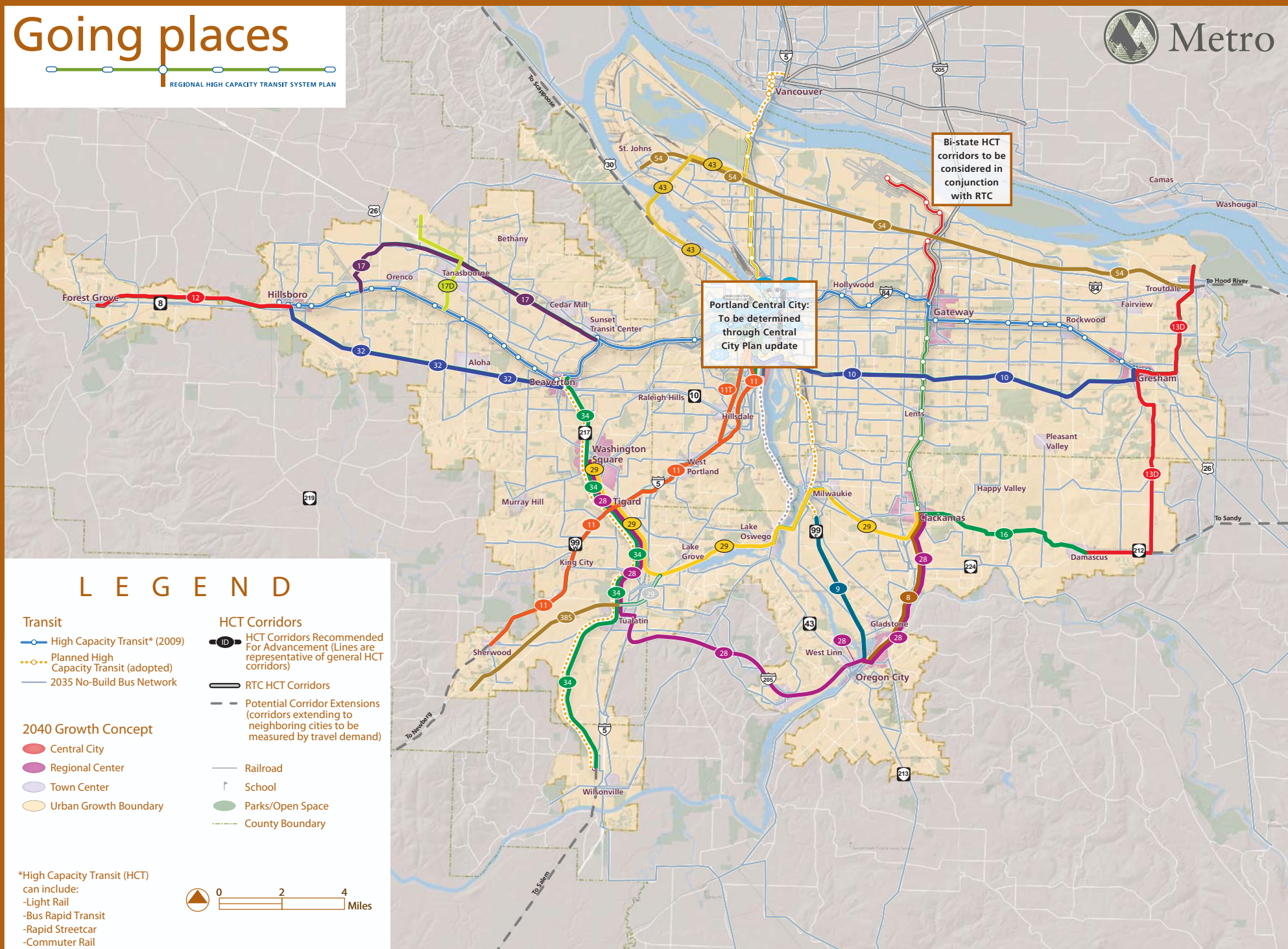
Integrated transportation system development: This target would provide a qualitative measure of the role project would play in addressing a broad range of regional transportation priorities, particularly as defined with the Mobility Corridor extent.

Partnership/political leadership: The measure of this target would be qualitative based on demonstrated political leadership, development of strategic partnerships and demonstrated advancement of local aspirations.

Financial capacity – capital and operating finance plans: To advance a proposed HCT investment to an AA/EIS there should be an assessment of capacity to fund capital and operations with no significant negative consequences on existing infrastructure or transit system operations. This evaluation could include:

- **Capital finance plan:** Financial capacity to fund capital construction should be evaluated. A qualitative rating could be developed based on whether a project is partially or fully funded; the availability of local capital funds and competition for funding that is needed for core system capacity enhancements or maintenance.
- **Operating finance plan:** A preliminary finance plan for operation of the investment should also be reviewed. Proposed measures might include estimated farebox recovery, cost effectiveness (total annualize operating and capital cost per passenger), and the stability, reliability and availability of proposed operating subsidy.

Going places



LEGEND

Transit

- High Capacity Transit* (2009)
- Planned High Capacity Transit (adopted)
- 2035 No-Build Bus Network

2040 Growth Concept

- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

HCT Corridors

- HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors)
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)
- Railroad
- School
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
 -Light Rail
 -Bus Rapid Transit
 -Rapid Streetcar
 -Commuter Rail





WASHINGTON COUNTY

OREGON

April 20, 2009

Jason Tell, Manager
ODOT Region 1
123 NW. Flanders St.
Portland, OR 97209-4012

Dear Mr. Tell:

The purpose of this letter is to inform you that Washington County will not be able to utilize the \$500,000 in ARRA funds for the recessed pavement markers project. These funds were part of a sub-allocation granted by OTC in March. The timing requirements for the use of these funds do not work well with the remainder of our ARRA projects. We expect to fully utilize the remainder of our ARRA funds.

Sincerely,

Mark Brown
Interim Assist. Director

c. Kathy Lehtola, Director
Greg Miller, County Engineer
Gary Stockhoff, Capital Project Mgmt. Manager

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR FOUR PROJECTS AND ADD ARRA FUNDING FOR TWO PROJECTS IN WASHINGTON COUNTY)	RESOLUTION NO. 09-4053
)	
)	Introduced by Councilor Carlotta Colette
)	
)	
)	
)	

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 or delete projects to the MTIP; and

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

WHEREAS, the federal government recently passed the American Recovery and Reinvestment Act (ARRA); and

WHEREAS, on March 5, 2009 JPACT and the Metro Council selected projects to receive ARRA funding; and

WHEREAS, Washington County requested that the MTIP be amended to remove three projects and add two projects to their list of projects to receive ARRA funds;

WHEREAS, all projects in the Metro Area to receive these funds must be included in the MTIP; and

WHEREAS, these funds must be put to use in a short time frame in order to meet federal deadlines and stimulate the economy; and

WHEREAS, the projects listed in Exhibit A, are exempt from the requirement that an air quality conformity determination be made; and

WHEREAS, the cost of projects proposed for amending into the transportation improvement program for use of these funds is equal to the forecasted funds available, therefore maintaining financial constraint of the program; and

WHEREAS, on March 19, 2009 the Oregon Transportation Commission selected additional local and state projects to receive ARRA funds; and

WHEREAS, on April 16, 2009 JPACT and the Metro Council added these additional projects to the MTIP through Resolution No. 09-4043; and

WHEREAS, Washington County received an award of \$500,000 in this additional allocation of ARRA funds; and

WHEREAS, Washington County has decided it cannot meet the conditions of the award and has requested to return the awarded funding authority; and

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to reflect changes to the projects listed in Exhibit A, attached.

ADOPTED by the Metro Council this ____ day of May 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Projects requiring MTIP amendments for ARRA funding

Exhibit A to Resolution No. 09-4053

Jurisdiction	Project Name	Alternate Name	From	To	Brief Description	Project Cost Estimate	JPACT Approved	Existing Construction (Con) Amount	Proposed Preliminary Engineering (PE) Amount	Proposed Construction (Con) Amount	Requested Action
Projects to be eliminated from receiving MPO ARRA funds											
Washington County	Scholls Ferry Rd ITS: Murray - Hall					\$881,000	\$881,000	\$881,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	Walker Road Pedestrian Bridge					\$200,000	\$200,000	\$200,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	143rd Ave. Pedestrian Path		Windermere Apts	W. Union Rd.	Construct 2400' of new asphalt path to improve pedestrian access to two schools.	\$300,000	\$300,000	\$300,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Projects to be eliminated from receiving ODOT ARRA funds											
Washington County	Arterial Pavement Markings					\$500,000	\$500,000	\$500,000	\$0	\$0	Eliminate ODOT ARRA funding for project.
New projects to receive MPO ARRA funds											
Washington County	Emergency Vehicle Signal Pre-emption			-		\$320,000	\$0	\$0	\$10,000	\$310,000	Add new project for ARRA funds.
Washington County	Pedestrian Countdown signals					\$742,696	\$0	\$0	\$0	\$742,696	Add new project for ARRA funds.
Informational - Existing projects to receive additional MPO ARRA funds											
Washington County	Group A	Washington County Preservation Projects				\$1,000,000	\$2,000,000	\$2,000,000	\$130,000	\$2,170,000	Add \$300,000 of funds for additional scope of River Rd and Program PE
	Group E					\$1,000,000					
	River Road					\$300,000					
Washington County	Flashing Yellow Arrows	Washington County Signal Upgrades				\$500,000	\$625,000	\$625,000	\$40,000	\$610,000	Add \$25,000 to project and reduce local match.
	Interior Illuminated Sign Replace.					\$150,000					

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4053, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR FOUR PROJECTS AND ADD ARRA FUNDING FOR TWO PROJECTS IN WASHINGTON COUNTY

Date: May 21, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

In an effort to stimulate the national economy, the federal government has passed the American Recovery and Reinvestment Act (ARRA). Funding for transportation projects is a significant part of the act and will be distributed through federal transportation agencies. \$38,022,870 has been made available for distribution through Metro as the region's Metropolitan Planning Organization.

In March 2009, JPACT and the Metro Council selected projects to receive these funds through Resolution 09-4022. Since that time, Washington County has learned more about its projects proposed to receive funds and is requesting some changes to its initial list of projects. Washington County has requested an MTIP amendment to remove three projects from the list of ARRA funded projects. These are the Scholls Ferry Rd. ITS: Murray to Hall, the Walker Road Pedestrian Bridge, the 143rd Ave. Pedestrian Path, and Arterial Pavement Markers projects.

The proposed Scholls Ferry Road ITS project has since been largely funded by ODOT administered ARRA funds through the region-wide program of ITS improvements. This funding decision by the Oregon Transportation Commission (OTC) happened after JPACT and the Council made its initial decision for funding of local projects.

The Walker Road Pedestrian Bridge and the 143rd Avenue Pedestrian Path had significant right-of-way and environmental issues that would preclude these projects from being able to complete the steps necessary prior to obligating funds prior to the federal deadline specified in ARRA.

Therefore, Washington County is requesting that the Emergency Vehicle Signal Pre-emption and Pedestrian Countdown Signals projects be added to the list of ARRA funded projects with the funding capacity created by removing the aforementioned projects. These projects were selected due to their need, ability to obligate funding within the required timeframe, and similarity in ITS signal and pedestrian transportation sectors to the projects being eliminated.

The ARRA project changes being requested by Washington County are shown in Exhibit A to Resolution No. 09-4053.

Projects selected for funding must first be amended into the MTIP to be eligible to obligate funding.

All of the projects nominated for inclusion in the MTIP were analyzed for conformity with air quality regulations and were found to be in compliance with State Implementation Plan for Air Quality transportation emission budgets for the Metro Area. These findings were shared with federal and state air quality regulatory agencies and TPAC.

Additionally, Washington County received a funding award for installation of pavement markers as part of the supplemental allocation by the Oregon Transportation Commission. Supplemental ARRA allocations by the OTC were amended into the MTIP by JPACT and the Metro Council by Resolution No. 09-4043. Washington County has since decided that it cannot meet the conditions of the funding award and has requested to withdraw its project from the MTIP.

ANALYSIS/INFORMATION

- 1. Known Opposition** There was public comment in support of projects other than those selected for funding but no specific opposition documented of any project proposed for funding.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area). Changes the Washington County projects already approved for ARRA funding through Resolution 09-4022.
- 3. Anticipated Effects** Adoption of this resolution will change the projects in Washington County that receive ARRA funds.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 09-4053.

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Edited by Jon Makler, AICP
makler@pdx.edu

OTREC is a National University Transportation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

UO Studies Sustainable Suburbs

Livable communities are places that achieve economic prosperity, environmental quality, and social equity – the “three Es” of sustainability. In terms of transportation, they are places where transportation modes other than driving are viable for activities such as walking or biking to school. The built environment of a livable community yields lower greenhouse gas emissions, reduced dependence on foreign oil, and improvements in public health (which are associated with lower health care costs).

At the University of Oregon, Prof. Nico Larco is investigating the fact that, since 1970, suburban multifamily housing has been the largest growing housing market in the United States, with one in four suburban units being part of a multifamily unit. Today, there are about 9 million units in the United States, with another 5 million projected in the next 20 years.

With 15 to 30 units per acre, suburban multifamily housing is often used to create a buffer between single family housing and nearby arterials and commercial areas. In the worst cases, this has been done in a way that limits connectivity and increases auto dependence. In the best cases, the adjacencies have enabled walking and biking and truly livable communities.



Multifamily Housing in Eugene, Oregon

The National American Housing Survey tells us that residents of suburban multifamily housing are more than three times as likely to walk or bike to work than their single family home counterparts (3.5% vs. 1.1%). They are also four times as likely to use transit (6.6% vs. 1.5%) and twice as likely to carpool (15.2% vs. 7.3%).

Prof. Larco's research has examined case studies in Oregon, Arizona, Massachusetts, and Florida. He has found that residents' behavior differs distinctly—in favor of livability—from the expectations of the planners, architects, and developers responsible for creating these communities. He has also found that certain attributes, such as connectivity, significantly increase a community's livability.