

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE DRAFT) RESOLUTION NO. 09-4099
2035 REGIONAL TRANSPORTATION PLAN, WITH)
THE FOLLOWING ELEMENTS, FOR FINAL REVIEW)
AND ANALYSIS FOR AIR QUALITY)
CONFORMANCE: THE TRANSPORTATION SYSTEMS)
MANAGEMENT AND OPERATIONS ACTION PLAN;)
THE REGIONAL FREIGHT PLAN; THE HIGH) Introduced by Chief Operating Office
CAPACITY TRANSIT SYSTEM PLAN; AND THE) Michael Jordan with the Concurrence
REGIONAL TRANSPORTATION FUNCTIONAL PLAN) of Council President David Bragdon

WHEREAS, federal and state law require Metro to adopt a transportation plan for the region and to revise it at least every four years to keep it up to date; and

WHEREAS, the 2035 Regional Transportation Plan (“RTP”) is a central tool for implementing the 2040 Growth Concept and is a component of the Regional Framework Plan; and

WHEREAS, Phase 1 of the RTP focused on development of the federally-recognized metropolitan plan for the Portland metropolitan region that serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the Metro Council adopted the federal component of the 2035 RTP by Resolution No. 07-3831B (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan Update, Pending Air Quality Conformity Analysis) on December 13, 2007, deferring adoption of the state component (required by state law) in order to address outstanding issues identified during development of the federal component; and

WHEREAS, the Metro Council also deferred some technical analysis and policy development from its adoption of the federal component of the RTP; and

WHEREAS, the U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008; and

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, Phase 2 of the RTP focused on development of the state component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the state Transportation Planning Rule (“TPR”), and must be consistent with those laws; and

WHEREAS, the 2035 RTP must be consistent with other statewide planning goals and the state transportation system plan as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, OAR 660-012-0016 directs coordination of the federally-required regional transportation plan in metropolitan areas with regional transportation system plans such that the state

component of the 2035 RTP must be adopted within one year of the federal component or within a timeline and work program approved by the Land Conservation and Development Commission (“LCDC”); and

WHEREAS, on May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009, pending final review and analysis for air quality conformance; and

WHEREAS, central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region’s desired outcomes and state goals for reductions in vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, preliminary results from the analysis of recommended projects and programs show the draft RTP does not meet state targets for reductions in greenhouse gas emissions, showing increases from 2005; and

WHEREAS, national studies have suggested that transportation investments alone will not achieve significant reductions in transportation-related greenhouse gas emissions, and that land use strategies and pricing techniques are critical components of any comprehensive strategy to reduce greenhouse gas emissions; and

WHEREAS, House Bill 2001, the comprehensive transportation package passed by the 2009 Oregon Legislature, requires Metro to develop two or more alternative land use and transportation scenarios designed to reduce greenhouse gas emissions from light-duty vehicles by January, 2012, and select one scenario for regional and local implementation that meets the state targets; and

WHEREAS, the required scenario planning includes further development of tools and policies in Oregon that were anticipated in the draft RTP, and significant work program and scoping activities are continuing to be developed to respond to HB 2001 requirements; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (“JPACT”) and the Metro Policy Advisory Committee (“MPAC”) have recognized more work is needed to develop land use, transportation and pricing policies to address climate change and state targets to reduce greenhouse gas emissions; and

WHEREAS, preliminary results from the analysis of recommended projects and programs show the draft RTP is not expected to meet alternative mobility standards adopted in Policy 1F, Highway Mobility Standards, of the Oregon Highway Plan; and

WHEREAS, JPACT and MPAC have recognized more work is needed to be consistent with Policy 1F; and

WHEREAS, a 30-day public comment period was held on the state and federal components of the 2035 RTP from September 15 to October 15, 2009; and

WHEREAS, the Metro Council, JPACT, MPAC, the Metro Technical Advisory Committee (“MTAC”), the Transportation Policy Alternatives Committee (“TPAC”), the Regional Travel Options (“RTO”) subcommittee of TPAC, the Intelligent Transportation Systems (“ITS”) Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, the Federal Highway Administration and the Federal Transit Administration, and other elected officials, representatives of

business, environmental and transportation organizations from the Portland-Vancouver metropolitan area assisted in the development of the state component of the RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended acceptance of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now, therefore,

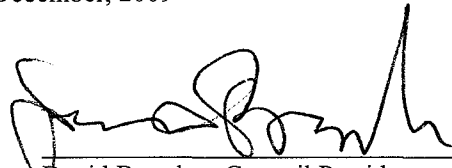
BE IT RESOLVED that the Metro Council:

1. Accepts the Draft 2035 Regional Transportation Plan (“RTP”) (Exhibit A and Appendices to this resolution), with the following elements, for analysis of air quality conformance under federal law and for final review and public hearings:
 - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
 - The Regional Freight Plan (Exhibit C to this resolution)
 - The High Capacity Transit System Plan (Exhibit D to this resolution)
 - The Regional Transportation Functional Plan (Exhibit E to this resolution).
2. Accepts the RTP project lists solely for the purpose of obtaining public comment and determining conformance of the Federal Priorities project list with the Clean Air Act.
3. Accepts the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.
4. Directs staff to consolidate the Draft 2035 RTP and the Summary of Public Comments received during the September 15 to October 15, 2009, comment period (Exhibits F and G to this resolution) into a single document by March 31, 2010, for final public review.
5. Directs staff to work with ODOT, TriMet and local governments to prepare amendments to Exhibit E to this resolution and the Urban Growth Management Functional Plan by March 31, 2010, to direct how local plans will implement the new RTP.
6. Directs staff to work with ODOT, TriMet and local governments in winter, 2010, to incorporate the new RTP policies and performance targets in the next policy update to the Metropolitan Transportation Improvement Program (“MTIP”).
7. Commits the Council to policy discussions on tolling, parking management and other pricing strategies in 2010 to inform the land use and transportation scenarios work to be developed in 2011.
8. Directs staff to develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December, 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency’s final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system.
9. Directs staff to work with ODOT, TriMet and local governments to develop and evaluate, by January 1, 2012, two or more alternative land use and transportation scenarios designed to reduce greenhouse gas emissions, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets

the state targets. The Metro Council, JPACT and MPAC will consider recommendations from this effort prior to the next RTP update in June, 2012. Recommendations may include amendments to RTP policies, performance targets, investment priorities and functional plan requirements in order to accelerate implementation. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.

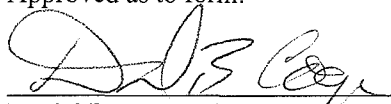
10. Directs staff to prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update.
11. Directs staff to work with the ODOT, TriMet and local governments to document the region's inability to meet current mobility standards as defined in Policy 1F of the Oregon Highway Plan and proposed actions to maintain state highway mobility "as much as feasible and to avoid further degradation" by March 31, 2010. This work may result in new alternative mobility standards and regional and local policies and actions needed to meet them.
12. Declares that Resolution No. 09-4099 does not adopt the state component of the 2035 RTP, or any of its elements, and is not a land use decision. The resolution accepts the state and federal components of the 2035 RTP for final review and analysis, to be adopted by ordinance following public hearings in 2010 and submitted to LCDC in the manner of periodic review.

ADOPTED by the Metro Council this 17th day of December, 2009

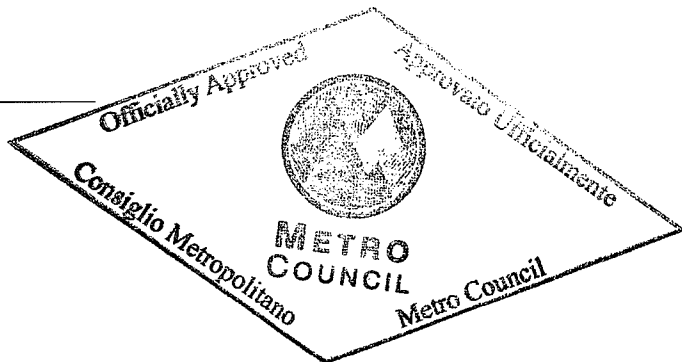


David Bragdon, Council President

Approved as to form:



Daniel B. Cooper, Metro Attorney



CLICK HERE FOR REPORT

September 15, 2009
Public review draft



2035

REGIONAL TRANSPORTATION PLAN

Public review draft

September 15, 2009



Metro | *People places. Open spaces.*

DRAFT 2035 REGIONAL TRANSPORTATION PLAN

Appendices

APPENDIX 1 – DRAFT 2035 RTP INVESTMENT STRATEGY

APPENDIX 2 – AREA OF SPECIAL CONCERN DESIGNATIONS

APPENDIX 3 – SUNRISE PROJECT PREFERRED ALTERNATIVE

APPENDIX 4 – I-5/99W CONNECTOR STUDY RECOMMENDATIONS

Additional appendices will be included in the final draft.

Appendices to Exhibit A to Resolution No. 09-4099

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Regional Center	2008-2017	X
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	Employment area	2008-2017	X
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.	\$38,790,000	Industrial area	2018-2025	X
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	Regional Center	2008-2017	X
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	Employment area	2008-2017	X
10005	Clackamas Co.	Clackamas Co.	West Monterey Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$6,200,000	Regional Center	2018-2025	X
10006	Clackamas Co.	Clackamas Co.	Monterey Improvements	82nd Ave.	90th Ave.	Widen to three lanes from 82nd to I-205, add main street amenities.		Regional Center	2008-2017	
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	Regional Center	2018-2025	X
10008	Clackamas Co.	Clackamas Co.	79th Ave. Extension	Johnson Creek Blvd.	King Rd.	Build N-S collector west of 82nd Ave.	\$12,780,000	Employment area	2008-2017	X
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	Employment area	2008-2017	X
10011	Clackamas Co.	Clackamas Co.	122nd/Hubbard/135th Improvement	Sunnyside Rd.	Hwy. 212	Add bike lanes and sidewalk - complete gap.	\$1,100,000	Outer neighborhood	2018-2025	
10013	Clackamas Co.	Clackamas Co.	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	New two-lane extension.	\$2,520,000	Employment area	2008-2017	X
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.	\$9,000,000	Regional Center	2026-2035	X
10015	Clackamas Co.	Clackamas Co.	Causey Ave. Extension	Bob Schumacher Rd.	W.Otty Rd.	Construct new two lane extension.		Regional Center	2008-2017	
10016	Clackamas Co.	Clackamas Co.	Fuller Rd. Extension	Otty Rd.	King Rd.	Construct new two lane extension.	\$7,500,000	Employment area	2026-2035	
10017	Clackamas Co.	Clackamas Co.	Clackamas Regional Center Bike/Pedestrian Corridors	Clackamas Regional Center area		Provide bike and pedestrian connections in the Regional Center.	\$5,775,000	Regional Center	2018-2025	X
10018	Clackamas Co.	Clackamas Co.	82nd Ave. Blvd. Design Improvements	Monterey Ave.	Sunnybrook Blvd.	Complete boulevard design improvements.	\$5,400,000	Regional Center	2008-2017	X
10019	Clackamas Co.	Clackamas Co.	West Sunnybrook Rd. Extension	82nd Ave.	Harmony Rd.	Construct three-lane extension.	\$6,970,000	Regional Center	2008-2017	X
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	Regional Center	2008-2017	X
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	Industrial area	2008-2017	X
10022	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Evelyn	Lawnfield Rd.	Widen to five lanes to accommodate truck movement, upgrade and improve intersection flow and operation	\$34,000,000	Industrial area	2008-2018	X
10023	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Hwy 212	Gladstone PH2	Widen to five lanes.	\$17,627,801	Industrial area	2026-2035	
10024	Clackamas Co.	ODOT	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Complete multi-modal improvements. Add better connections from adjacent neighborhoods to transit	\$5,000,000	2040 Corridor	2008-2017	X
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	Industrial area	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Industrial area	2008-2017	X
10029	Clackamas Co.	Clackamas Co.	Stafford Rd Improvements	I-205	Rosemont Rd.	Widen to three lanes including bike lanes and sidewalks.	\$45,300,000	Outer neighborhood	2018-2025	X
10030	Clackamas Co.	Clackamas Co.	Stafford Rd. Improvements	I-205	Boeckman Rd.	Reconstruct, widen and add turn lanes.	\$26,759,562	Outer neighborhood	2018-2025	
10031	Clackamas Co.	Clackamas Co.	Carmen Dr. Improvements	I-5	Quarry	Reconstruct and widen to three lanes to include bike lanes.	\$8,979,923	Inner neighborhood, Town Center	2026-2035	
10033	Clackamas Co.	Clackamas Co.	172nd Ave. Improvements	Foster Rd./190th	Sunnyside Road	Widen to five lanes including new bridge. Construct connection to 190th.	\$37,480,000	Industrial area	2008-2017	X
10035	Damascus	Damascus	Foster Rd. Improvements	Hwy 212	172nd Ave.	Widen to three lanes	\$24,000,000	2040 Corridor	2026-2035	
10036	Happy Valley	Clackamas Co.	145th Ave.	Clatsop St.	Monner Rd.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	\$7,700,000	Outer neighborhood	2018-2025	
10037	Happy Valley	Clackamas Co.	162nd Ave.	Hagen Rd.	Palermo Ave.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	\$2,600,000	Outer neighborhood	2018-2025	
10038	Clackamas Co.	Clackamas Co.	242nd	Multnomah County line	Hwy. 212	Reconstruct 242nd and widen to three lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification.	\$35,000,000	Town Center	2018-2025	X
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	Outer neighborhood	2018-2025	X
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	Employment area, Industrial area	2008-2017	X
10042	Clackamas Co.	Clackamas Co.	Lawnfield realignment	Lawnfield Rd.	Sunnybrook Blvd.	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	\$25,650,000	Industrial area	2008-2017	X
10043	Clackamas Co.	Clackamas Co.	Borland Rd.	SW 65th Ave.	Stafford Rd.	Widen to 4 lanes with left-turn lanes.	\$25,141,861	Employment area, Outer neighborhood	2018-2025	
10045	Happy Valley	Clackamas Co.	Clatsop St.	132nd Ave.	162nd Ave.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	\$7,800,000	Outer neighborhood	2018-2025	
10047	Clackamas Co.	Clackamas Co.	Holcomb Blvd.	Abernethy Rd.	Bradley Rd.	Reconstruct & widen (urban).	\$20,790,000	Outer neighborhood	2008-2017	X
10048	Clackamas Co.	Clackamas Co.	Holly Lane	Redland Rd.	Maple Lane	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement.	\$20,740,000	Outer neighborhood	2018-2025	X
10050	Clackamas Co.	Clackamas Co.	Johnson Rd., Clackamas Rd., McKinley Rd.	Lake Rd.	Hwy 212	Reconstruct & widen (urban).	\$8,000,000	Inner neighborhood	2026-2035	
10052	Clackamas Co.	Clackamas Co.	Tolbert Road	SE 82nd Dr.	Industrial Way	Extend Mather Rd. across railroad to SE 82nd Dr.	\$17,250,000	Industrial area	2008-2017	X
10054	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Oatfield /Park Intersection		Signal, left turn lanes.	\$1,358,150	Outer neighborhood	2008-2017	
10055	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Oatfield / Hill Intersection		Left turn lanes, signal if warranted.	\$1,653,700	Outer neighborhood	2008-2017	
10056	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Oatfield/McNary Intersection		Add turn lanes.	\$1,043,510	Outer neighborhood	2008-2017	
10057	Clackamas Co.	Clackamas Co.	Redland Rd.	Abernethy Rd.	UGB	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacements (2).	\$15,060,000	Town Center	2008-2017	X
10058	Clackamas Co.	Clackamas Co.	River Rd.	River Rd./Courtney intersection		Add turn lanes to four legs of the intersection.	\$1,560,550	Outer neighborhood	2008-2017	
10059	Clackamas Co.	Clackamas Co.	Roots Rd./McKinley Rd.	Webster Rd.	Hwy 212	Bring to urban standards.	\$10,426,862	Outer neighborhood	2026-2035	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10060	Happy Valley	Clackamas Co.	SE 132nd Ave.	King Rd.	Clatsop Rd.	Widen to 3 lanes.	\$3,047,500	Outer neighborhood	2026-2035	
10061	Clackamas Co.	Clackamas Co.	SE 142nd Ave.	Sunnyside Rd.	Hwy 212	Widen to 3 lanes.	\$10,374,007	Inner neighborhood	2026-2035	
10063	Clackamas Co.	Clackamas Co.	Thiessen Rd.	Thiessen/Hill Intersection		Widen, add left turn lane on Thiessen Rd.	\$1,248,210	Outer neighborhood	2018-2025	
10064	Clackamas Co.	Clackamas Co.	Webster Rd.	Webster/Jennings and Roots intersection		Construct traffic signals, turn lanes.	\$3,722,090	Outer neighborhood	2008-2017	
10065	Clackamas Co.	Clackamas Co.	Webster Rd.	Webster/Strawberry Ln. intersection		Traffic signal.	\$1,102,850	Outer neighborhood	2018-2025	
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	Employment area		X
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	2040 Corridor	2008-2017	X
10069	Gresham	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Build trail linking Gresham and the Clackamas River.	\$1,900,000	2040 Corridor	2008-2017	X
10070	North Clackamas PRD		Mt. Scott Creek Trail	Mt. Talbert	Springwater corridor	Build trail to Mt. Talbert regional park.	\$5,100,000	2040 Corridor	2008-2017	X
10071	North Clackamas PRD		Scouter's Mt. Trail	Springwater/Powell Butte	Springwater corridor	Build trail to/on Scouter's Mt.	\$9,070,000	2040 Corridor	2008-2017	X
10072	Damascus		Sunnyside Rd. Frequent Bus	Clackamas TC	Damascus TC	Construct improvements that enhance Frequent bus service.	\$1,000,000	Town Center	2008-2017	X
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	Industrial area	2008-2017	X
10074	Damascus		New Connection	177th to 190th	Arterial #3	new arterial from the Rock Creek Blvd interchange. This portion within Damascus.	\$19,800,000	Industrial area	2018-2025	X
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	Town Center	2018-2025	X
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	Industrial area	2018-2025	X
10081	Happy Valley	Happy Valley	122nd/129th Improvements	Sunnyside Rd.	King Rd.	Widen to three lanes, smooth curves.	\$13,360,000	Town Center	2008-2017	X
10082	Happy Valley	Happy Valley	Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Widen to three lanes.	\$20,820,000	Town Center	2026-2035	X
10084	Happy Valley	Happy Valley	King Rd.	King Rd./145th Ave. intersection		Traffic signal, realign, turn lanes.	\$1,150,000	Town Center	2026-2035	
10085	Lake Oswego		Lake Oswego to Milwaukie Trail	Willamette Shoreline	Trolley Trail	Build trail linking Lake Oswego to Milwaukie.		2040 Corridor	2009-2017	X
10086	Lake Oswego		Turf to Surf Rail with Trail	downtown Lake Oswego	Tualatin River Trail	Build trail linking Tualatin and Lake Oswego.	\$6,800,000	2040 Corridor	2009-2017	
10087	Lake Oswego		Lake Oswego to Portland Trail	Downtown Lake Oswego Hwy 43	Portland	Build trail connecting Lake Oswego and Portland.	\$70,000,000	2040 Corridor, Town Center	2009-2017	X
10088	Lake Oswego		Lower Boones Ferry Rd.	Madronea Street	Kruse Way	Widen to include bike lanes, sidewalks, and turn lanes.	\$20,720,000	Town Center	2009-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Town Center	2009-2017	X
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Shared use path with some on-street portions.	\$3,000,000	Employment area	2008-2017	X
10094	Milwaukie	Milwaukie	Lake Rd. Improvements (Phase 2)	21st Ave.	Hwy. 224	Construct sidewalks, planter strips, medians, and bus stops. Add signal at Oatfield Road.	\$8,000,000	2040 Corridor	2018-2025	X
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.	\$11,897,000	Town Center	2008-2017	X
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	Town Center	2018-2025	X
10097	Milwaukie	Milwaukie	Stanley N/S bike/ped route	Johnson Creek Blvd.	Railroad Ave.	Construct sidewalks and bike lanes. Key connection between Johnson Creek Boulevard, Harrison Street, and Harmony Road (Arterials).	\$3,249,585	Inner neighborhood	2026-2035	
10098	Milwaukie	Milwaukie	OR 99-E Blvd.	Kellogg Creek Bridge	River Rd.	Construct sidewalks and bike lanes, median strips, planter strips, and pedestrian scale lighting. Reconfigure or construct new signal for entrance to Riverfront Park.	\$3,900,000	Town Center	2008-2017	X
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	Town Center	2008-2017	X
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	Station community	2008-2017	X
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	Town Center	2008-2017	X
10102	Milwaukie	Milwaukie	Linwood Ave. Pedestrian Improvements	Johnson Creek Blvd.	Harmony Rd.	Construct sidewalks and bike lanes. Key connection between Johnson Creek Boulevard, Harrison Street, and Harmony Road (Arterials).	\$2,853,659	Inner neighborhood	2026-2035	
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.	\$3,750,000	Town Center	2008-2017	X
10106	Milwaukie	Milwaukie	224 Thruway/Local Access Preservation	224 & Harrison	224 & 37th	Convert some intersections to R in/R out; add turn pockets; improve ped crossing comfort through median islands and other measures as possible. Design option alternatives phase to consider interactions of 99-E/224 connections, and function of 99-E/17th/Harrison intersection.	\$10,000,000	Town Center	2026-2035	X
10107	Milwaukie	Milwaukie	Harrison/UPRR grade separation	Hwy. 224	32nd Ave.	Grade separate UP mainline from principal E-W arterial.	\$25,000,000	Town Center	2026-2035	
10109	Milwaukie	Milwaukie	Kellogg Creek Pedestrian Bridge/ Trail	99-E	Miramonte Lodge	Construct low-impact trail-type sidewalk & ped bridge.	\$3,057,000	Town Center	2008-2017	X
10112	Milwaukie	Milwaukie	Ochoco Sidewalks	19th Ave.	17th Ave.	Construct sidewalks, reconstruct bridge over Johnson Creek.	\$1,500,000	Industrial area	2026-2035	X
10113	Milwaukie	Milwaukie	River Rd. Sidewalks	99-E	City Limit	Construct sidewalks.	\$2,400,000	Town Center	2026-2035	X
10114	Clackamas Co.	ODOT	Sunrise Parkway	Rock Creek Junction	US 26	Preliminary engineering and EIS.	\$6,000,000	Industrial area	2008-2017	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 3	Railroad Tunnel	10th St.	Complete boulevard design improvements and viaduct improvements.	\$14,300,000	Regional Center	2018-2025	X
10119	Oregon City	ODOT	Hwy. 213 - Phase 2	Redland Rd.	Beavercreek Rd.	Add through lane in both directions.	\$25,000,000	Employment area	2018-2025	
10120	Oregon City	Oregon City	Washington St. Improvements	Abernethy Rd.	Hwy. 213	Complete LID boulevard design improvements.	\$5,000,000	Regional Center	2008-2017	X
10121	Oregon City	Oregon City	Molalla Ave. Frequent Bus	Oregon City Transit Center	Clackamas Community College	Improve sidewalks, lighting, crossings, bus shelters and benches.	\$1,000,000	Regional Center	2026-2035	
10122	Oregon City	Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center		Implements a transportation management association program with employers.		Regional Center	2018-2025	
10123	Oregon City	Oregon City	Willamette River Shared-Use Path	10th St.	Blue Heron	Construct shared use path.	\$2,000,000	Regional Center	2008-2017	
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.	\$2,200,000	Regional Center	2018-2025	X
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	Regional Center	2008-2017	
10126	Oregon City	Oregon City	Swan Extension	Livesay	UGB	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area.	\$41,000,000	Regional Center	2018-2025	
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	Town Center	2008-2017	X
10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Provide bike lanes, streetlights and sidewalks on a narrow roadway. This will provide a direct connection between three town center areas (including old-town Oregon City). Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes.	\$7,800,000	Town Center	2008-2017	X
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	Town Center	2018-2025	X
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Extend 3 lanes with sidewalks and bike lanes.	\$10,365,000	Employment area	2008-2017	X
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	Employment area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
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	Outer neighborhood	2008-2017	X
10134	Wilsonville	Washington Co.	65th/Elligsen/Stafford Intersection Improvements	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Improve turn radii, sight distance and grade differential by combining intersections	\$3,000,000	Other	2008-2017	X
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	Town Center	2008-2017	X
10136	Clackamas Co.	Clackamas Co.	Kellogg Creek (Oatfield Rd.) Bridge Replacement	Kellogg Creek	n/a	Construct two lane bridge with sidewalks and bike lanes.	\$4,702,881	Inner neighborhood	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Town Center	2008-2017	X
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	Town Center	2018-2025	X
10140	Oregon City	ODOT	Hwy. 213 - Phase 1	Clackamas Community College	Conway Dr.	Add one SB and NB through lane, bike lanes, and sidewalks.	\$5,000,000	Other	2018-2025	
10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Redland Road O'Xing	I-205	Construct jug handle at Hwy 213/Washington Street with roundabout at Clackamas Drive; Hwy 213/Redland Road lane improvements. Improve access to regional center and enhance freeway operations and safety.	\$33,000,000	Regional Center	2008-2017	X
10144	Oregon City	ODOT	SB 99E/I-205 Interchange Access	Dunes Dr.	I-205 SB Ramp Terminus	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach.	\$3,000,000	Regional Center	2008-2017	
10145	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 1	10th St.	I-205	Complete boulevard design improvements.	\$6,000,000	Regional Center	2008-2017	
10146	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 2	Dunes Dr.	Clackamas River Bridge	Complete boulevard and gateway improvements.	\$4,000,000	Regional Center	2008-2017	X
10147	Oregon City	Oregon City	Newell Creek Canyon Trail (East)	Hwy 213 and Redland Rd.	Beavercreek Rd.	Project development and right-of-way acquisition for regional trail to follow the Oregon City-Molalla interurban railroad bench on the east side of Newell Creek Canyon.	\$3,000,000	Outer neighborhood	2018-2025	X
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 Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City	\$3,000,000	Inner neighborhood, Outer neighborhood	2008-2017	X
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	Employment area	2008-2017	X
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	Regional Center	2008-2017	X
10151	Oregon City	Oregon City	Trolley Trail Bridge	Portland Ave.	Oregon City Clackamas R. Trail	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River.	\$5,000,000	Regional Center	2018-2025	
10152	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - Auxiliary Lanes	N. of Interchange	S. of Interchange	Provide auxiliary lanes for enhanced safety and capacity.	\$12,500,000	Town Center	2008-2017	
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	Employment area	2008-2017	X
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/pad safety.	\$11,000,000	Town Center	2008-2017	X
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	Town Center	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10156	Wilsonville	Wilsonville	Boeckman Rd. at Boeckman Creek	Canyon Creek Rd. N	Stafford Rd.	Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, remove culvert and install bridge.	\$5,800,000	Inner neighborhood	2008-2017	
10157	Clackamas Co.	Clackamas Co.	Carver (Springwater Rd.) Bridge	Hattan Rd.	Hwy 224	widen Carver bridge to 5 lanes, realign to Hattan Road.	\$23,600,000	Other	2008-2017	
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	Main street	2008-2017	X
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	Portland Central City	2008-2017	X
10162	Portland	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	Portland Central City	2008-2017	X
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	Portland Central City	2008-2017	X
10164	Portland		South Portal, Phase I & II	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Improve SW Bancroft, SW Moody and SW Bond Streets.	\$51,000,000	Portland Central City	2008-2017	X
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	Portland Central City	2008-2017	X
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/ Skyline Rd.		Intersection improvements.	\$1,850,716	Portland Central City	2026-2035	X
10167	Portland		Central Eastside Bridgehead	SE Grand bridgehead		Improve pedestrian and bicycle access to bridge approaches.	\$4,100,000	Portland Central City	2008-2017	X
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.	\$17,852,000	Portland Central City	2008-2017	X
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	Portland Central City	2008-2017	X
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	Portland Central City	2018-2025	X
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	Employment area, Industrial area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
10176	Portland		PSL - Eastside Extension	NW Lovejoy/10th	SE Water	Construct streetcar from NW Lovejoy/10th to SE Water	\$147,000,000	Portland Central City	2008-2017	X
10177	Portland		PSL - OMSI to Riverplace or South Waterfront (close loop)	SE Water	SW Moody	Construct streetcar from SE Water to SW Moody after alternatives analysis has been completed.	\$19,000,000	Portland Central City	2018-2025	X

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Employment area, Industrial area	2008-2017	X
10179	Portland		Burnside/Sandy/12th, E: Intersection Improvements	Intersection E Burnside/Sandy/12th		Redesign intersection to improve safety for all modes of travel. Relocate north-south crosswalk on east side of NE/SE 12th to eliminate safety hazards.	\$6,481,860	Town Center, Main street, Station community	2018-2025	
10180	Portland		Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II	NE 47th	NE 101st	Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	\$6,481,860	Town Center, Main street, Station community	2018-2025	
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	Inner neighborhood	2026-2035	X
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	Town Center, Main street, Station community	2008-2017	X
10183	Portland		Lents Pedestrian District, SE			Pedestrian facility improvements to key links accessing the Foster-Woodstock couplet.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10184	Portland		Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	SE Powell	SE 90th	Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit.	\$5,401,550	Town Center, Main street, Station community	2026-2035	
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	Town Center, Main street, Station community	2008-2017	X
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	Town Center, Main street, Station community	2008-2017	X
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	Town Center, Main street, Station community	2008-2017	X
10188	Multnomah Co./Portland		Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	SW Humphrey	County Line	Add bicycle and pedestrian facilities; intersection improvements at Patton.	\$3,226,900	Outer neighborhood	2026-2035	
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	Town Center, Main street, Station community	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10190	Portland		23rd Ave., NW (Lovejoy - Burnside): Rd. Reconstruction	NW Lovejoy	W Burnside	Rebuild street.	\$3,350,000	Town Center, Main street, Station community	2008-2017	X
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	2040 Corridor	2008-2017	X
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	2040 Corridor	2008-2017	X
10193	Portland		Division St., SE (Grand - 60th): Multi-modal Improvements, Phase I	SE Grand	SE 60th	Construct improvements that enhance access to transit, improve safety and enhance streetscape such as traffic signals, alt lane and on-street parking configuration, stormwater mgmt, lighting, bus shelters, benches, and crossings. Add bike lanes (52nd - 60th).	\$3,908,758	2040 Corridor	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	Town Center, Main street, Station community	2008-2017	X
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	Inner neighborhood	2018-2025	X
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	Town Center, Main street, Station community	2018-2025	X
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	2040 Corridor	2018-2025	X
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	Outer neighborhood	2026-2035	X
10200	Portland		Killingsworth Pedestrian District, NE			Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	\$1,403,000	Town Center, Main street, Station community	2018-2025	

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Regional Center	2008-2017	X
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan	SE Stark	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	\$4,500,000	Regional Center	2008-2017	X
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	2040 Corridor	2018-2025	X
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	Regional Center	2008-2017	X
10205	Portland		Gateway Regional Center, Local and Collector Streets			High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	\$4,209,000	Regional Center	2018-2025	
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	Industrial area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
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	Employment area, Industrial area	2008-2017	X
10213	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	Employment area, Industrial area	2008-2017	X
10214	Port of Portland		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	Freight Intermodal Facility	2008-2017	X
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	2040 Corridor	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	\$4,450,000	Other	2008-2017	X
10217	Portland		Lombard at Columbia Slough, N: Overcrossing	N Lombard/Columbia Slough Overcrossing		Add sidewalk and bike lanes to strengthened bridge.	\$9,767,000	Industrial Area	2008-2017	X
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.	\$17,000,000	Industrial area, Town Center	2008-2017	X
10219	Portland/ODOT		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	2040 Corridor	2018-2025	X
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, street lighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	\$4,120,727	Inner neighborhood	2018-2025	X
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	Outer neighborhood	2026-2035	X
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	2040 Corridor	2026-2035	X
10223	Portland		122nd, SE (at Morrison): Pedestrian Overcrossing			Provide an at-grade improved pedestrian crossing on SE 122nd Ave..	\$1,993,000	2040 Corridor	2026-2035	X
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	Outer neighborhood	2026-2035	X
10225	Portland		SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	SE Harold	SE Ramona	Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Ramona Street/ Springwater Corridor Trail	\$2,358,000	2040 Corridor	2026-2035	X
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	2040 Corridor	2026-2035	X
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	Outer neighborhood	2026-2035	X
10228	ODOT/Portland/Port		82nd Ave./Columbia, NE: Intersection Improvements	Intersection of NE 82nd/Columbia Blvd		Widen and reconfigure intersection.	\$3,408,000	2040 Corridor	2008-2017	X
10229	Portland		Columbia Blvd./Portland Rd., N: Intersection Improvements	Intersection of Columbia Blvd/Portland Rd.		Redesign intersection.	\$1,214,000	Industrial Area	2008-2017	X
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	2040 Corridor	2026-2035	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10231	Region		Union Station, NW: Facility Renovation	N/A	N/A	Renovate Union Station to meet seismic and functional requirements.	\$24,000,000	Freight and Passenger Intermodal Facility		X
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	Portland Central City	2008-2017	X
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	Freight and Passenger Intermodal Facility	2008-2017	X
10235	Portland/ODOT		South Portland Improvements, SW	SW Naito Parkway	SW Barbur	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge.	\$39,695,079	Portland Central City	2018-2025	
10236	Portland		Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II	Caruthers	Division Pl	Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	\$405,116	Employment area, Industrial area	2026-2035	
10237	Portland		Southern Triangle Circulation Improvements, SE	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)	Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	\$4,051,163	Employment area, Industrial area	2026-2035	
10239	Portland		11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements	Railroad Crossing	12th	Reconstruct intersection to upgrade traffic signalization and establish bike and ped routes.	\$561,200	Portland Central City	2018-2025	
10240	Portland		Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction	SE Belmont Ramp at Morrison bridge		Reconstruct ramp to provide better access to the Central Eastside.	\$2,104,500	Portland Central City	2018-2025	
10241	Portland		Clay/MLK Jr, SE: Intersection Improvements	Intersection of SE Clay/MLK		Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK.	\$1,296,372	Portland Central City	2026-2035	
10242	Portland		N. Interstate Ave. Ramp	N Interstate/Larrabee Bridge		Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure.	\$20,592,147	Portland Central City	2026-2035	
10243	Portland		12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit	NE 12th/Lloyd Blvd Bridge		Seismic retrofit.	\$583,367	Portland Central City	2026-2035	
10244	Portland		Kittridge, NW (Bridge at Yeon): Seismic Retrofit	NW Kittridge/Yeon Bridge		Seismic retrofit.	\$1,403,000	Portland Central City	2026-2035	
10245	Portland		Steel Bridge, NE (East Ramps): Seismic Retrofit	Steel Bridge		Seismic retrofit.	\$1,403,000	Portland Central City	2026-2035	
10246	Portland		7th/8th Ave., SE: New Street Connection	SE 7th	SE 8th	Construct new street connection from SE 7th to 8th Ave. at Division Street.	\$810,233	Employment area, Industrial area	2008-2017	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10247	Portland		Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	SW Sheridan	SW Sheridan/I-5	Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St.	\$210,450	Portland Central City	2008-2017	
10248	Portland/ODOT		South Waterfront District, SW: Bicycle and Pedestrian Improvements			Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan.	\$3,250,050	Portland Central City	2008-2017	
10249	Portland		South Waterfront Transit Improvements, SW			Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements.	\$2,806,000	Portland Central City	2018-2025	
10250	Portland		Burnside, W (NW 15th to NW 23rd): Blvd. Improvements	NW 15th	NW 23rd	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays.	\$14,030,000	Portland Central City	2008-2017	
10251	Portland		Bancroft St., SW (River Parkway - Macadam): Street Improvements	River Parkway	Macadam	Widen SW Bancroft in conformance with district street standards.	\$1,403,000	Portland Central City	2008-2017	
10253	Portland		Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	River Parkway	SW Moody	Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	\$5,261,250	Portland Central City	2008-2017	
10254	Portland		River Parkway, SW: New Street	SW (new St.)		New north-south local access street in the emerging North Macadam District. This street will have an enhance pedestrian environment and will be built to accommodate future streetcar. It will be constructed in four phases beginning FY00/01.	\$4,910,500	Portland Central City	2008-2017	
10255	Portland/ODOT		Macadam/Curry, SW: Intersection Improvements	Intersection Macadam/Curry	SW Macadam/Curry	Design and construct improvements to the Macadam/Curry intersection.	\$1,403,000	Portland Central City	2008-2017	
10256	Portland		Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III	NE 15th	NE 28th	Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th).	\$9,058,399	Portland Central City	2008-2017	
10257	Portland		Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements			Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	\$4,861,395	Portland Central City	2018-2025	
10258	Portland		DivisionSt/9th, SE (7th - Center): Bikeway	SE 7th	SE Center	Retrofit bike lanes to existing street.	\$27,548	Portland Central City	2026-2035	
10259	ODOT/Portland		Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements	Ross Island Bridge	SE 50th	Retrofit existing street with multimodal and safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities.	\$7,997,100	Town Center, Main street, Station community	2008-2017	
10260	Portland		Clay/2nd, SW: Pedestrian/Vehicle Signal	Intersection Clay/2nd		New signal installation.	\$162,047	Portland Central City	2026-2035	
10261	Portland/TriMet		Central City Streetcar Phase 3b, SW (Riverplace to Gibbs)	Riverplace	Gibbs	Extend streetcar from Riverplace to Gibbs, into the emerging South Waterfront District.	\$28,060,000	Portland Central City	2008-2017	
10262	Portland		14/16th Connections, NW	W Burnside	Yeon	Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	\$280,600	Employment area, Industrial area	2026-2035	
10263	Portland		Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements	Broadway Bridge	North of Terminal One	Construct streetscape improvements include pedestrian amenities.	\$4,559,750	Portland Central City	2008-2017	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10264	Portland		Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements			Implement Central City TSM improvements to arterials.	\$3,240,930	Portland Central City	2026-2035	
10265	Portland		18th/Jefferson St., SW: ITS	Intersection of 18th/Jefferson		Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	\$112,240	Portland Central City	2026-2035	
10266	Portland		14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS	SW Clay	NW Glisan	Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	\$505,080	Portland Central City	2026-2035	
10267	Portland		Going, N (Interstate - Basin): Bikeway	N Interstate	N Basin	Design & implement bike lanes.	\$126,270	Employment area, Industrial area	2026-2035	
10268	Portland		Hollywood Pedestrian District, NE: Multi-modal Improvements			Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	\$10,776,092	Town Center, Main street, Station community	2018-2025	
10270	Portland		Ellis St, SE (92nd - Foster): Bikeway	SE 92nd	SE Foster	Retrofit bike lanes to existing street.	\$648,186	Town Center, Main street, Station community	2026-2035	
10271	Portland		92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements	SE Powell	City Limits	Construct sidewalks, crossing improvements and bike lanes.	\$4,910,500	Town Center, Main street, Station community	2008-2017	
10272	Portland		Capitol Hwy, SW (Vermont - Florida): Intersection Improvements	SW Vermont	SW Florida	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$1,898,314	Town Center, Main street, Station community	2018-2025	X
10273	Portland		Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	SW Terwilliger	SW Sunset	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$1,403,000	Town Center, Main street, Station community	2018-2025	X
10274	Portland		Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements	Intersection B-H Hwy/Bertha/Capitol Hwy	B-H Hwy/Bertha/Capitol Hwy	Redesign intersection to improve safety.	\$1,403,000	Town Center, Main street, Station community	2008-2017	
10275	Portland		Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements	SW 45th	SW Oleson	Multi-modal street improvements including bicycle and pedestrian facilities.	\$7,909,800	Town Center, Main street, Station community	2018-2025	
10276	Portland		30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements	SW Vermont	B-H Hwy	Retrofit bike lanes to existing street, construct sidewalks, and improve pedestrian crossing at Beaverton-Hillsdale Hwy/30th.	\$1,839,333	Town Center	2018-2025	
10277	Portland		Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements	B-H Hwy	Barbur Blvd	Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	\$2,104,500	Town Center, Main street, Station community	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10278	Portland		Hillsdale Pedestrian District, SW			Pedestrian improvements on town center streets including Capitol, Beaverton-Hillsdale Hwy, Bertha, and neighborhood streets. Provide a Bike Central facility.	\$4,861,395	Town Center, Main street, Station community	2018-2025	
10279	Portland		Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements	SW Capitol Hwy	SW 65th	Retrofit existing street to include better sidewalks and crossings, bike lanes and other improvements to enhance access to transit. Install median refuge to improve pedestrian crossing at SW 62nd.	\$3,565,023	Town Center, Main street, Station community	2026-2035	
10280	Portland		Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements	SW Dosch	SW Capitol Hwy	Construct bike lanes, sidewalks and crossing improvements.	\$1,683,600	Town Center	2026-2035	
10281	Portland		Beaverton-Hillsdale Hwy, SW: ITS	SW Terwilliger	Shattuck	CCTV at Terwilliger, Berth, Shattuck; changeable signs.	\$315,675	Town Center, Main street, Station community	2008-2017	
10282	Portland/ODOT		Barbur/Capitol/Huber/Taylor's Ferry, SW: Intersection Improvements	Intersection of Barbur/Capitol/Huber/Taylor's Ferry		Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylor's Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10283	Portland/ODOT		Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	SW 3rd	SW Terwilliger	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	\$6,594,100	Town Center, Main street, Station community	2018-2025	
10284	Portland		Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Capitol Hwy	City Limits	Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalk for access to transit (40th - 60th).	\$4,209,000	Town Center, Main street, Station community	2018-2025	
10285	Portland/ODOT		Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	SW Terwilliger	City Limits	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits).	\$24,833,100	Town Center, Main street, Station Community	2008-2017	
10286	Portland/ODOT		Pedestrian Overpass near Markham School, SW			Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$4,861,395	Town Center	2026-2035	
10287	Portland		West Portland Town Center, SW: Pedestrian Improvements			Improve sidewalks, lighting, crossings, bus shelters & benches on Barbur, Capitol Hwy & neighborhood streets.	\$7,015,000	Town Center, Main street, Station community	2026-2035	
10288	Portland		Parkrose Connectivity Improvements, NE			Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109th - 102nd) serving truck access functions, pedestrian, and bike connections.	\$1,403,000	Town Center, Main street, Station community	2026-2035	
10289	Portland		Division St., SE (60th - I-205): Multimodal Improvements, Phase II	SE 60th	I-205	Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. Add bike lanes (60th - 73rd).	\$2,806,000	2040 Corridor	2026-2035	
10290	Portland		Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II	I-205	SE 174th	Improve sidewalks, lighting, crossings, bus shelters & benches. Add bike lanes (148th - 162nd).	\$5,710,912	2040 Corridor	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10291	Portland/ODOT		82nd Ave., SE (Schiller - City Limits), SE: Street Improvements	SE Schiller	City Limits	Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.	\$7,015,000	2040 Corridor	2018-2025	
10292	Portland		Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements	SE 25th	SE 43rd	Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	\$3,240,930	Town Center, Main street, Station community	2008-2017	
10293	Portland		Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements	NE 42nd	NE 52nd	Construct streetscape and transportation improvements (42nd to 52nd).	\$405,116	Town Center, Main street, Station community	2018-2025	
10294	Portland		Killingsworth, N (Denver to Greeley): Pedestrian Improvements	N Denver	N Greeley	Plan and develop streetscape and transportation improvements.	\$1,851,960	2040 Corridor	2026-2035	
10295	Portland		Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements	SE Yukon	SE Tacoma	Plan and develop streetscape and pedestrian/bike improvements.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10296	Portland		Killingsworth Bridge, N (at I-5): Bridge Improvements	N Killingsworth/I-5 Bridge		Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	\$3,788,100	Town Center, Main street, Station community	2026-2035	
10297	Portland		Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway	SE 7th	Tacoma Overcrossing	Implement bike boulevard improvements.	\$350,750	Town Center, Main street, Station community	2026-2035	
10298	Portland		Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS	Sellwood Bridge	SE 45th	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.	\$231,495	Inner neighborhood	2018-2025	
10299	Portland		Lombard, N (I-5 - Denver): Street Improvements	I-5	N Denver	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and road access to Fred Meyer development.	\$1,703,242	Town Center, Main street, Station community	2008-2017	
10300	Portland		Prescott Station Area Street Improvements, N			Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT.	\$4,770,200	Town Center, Main street, Station community	2018-2025	
10301	Portland		Sandy Blvd., NE (82nd - Burnside): ITS	NE 82nd	E Burnside	CCTV at various locations; variable signs, changeable signs; monitoring stations.	\$519,110	Town Center, Main street, Station community	2026-2035	
10302	Portland		MLK Jr, N (Columbia Blvd. - CEID): ITS	Columbia Blvd	CEID	CCTV at various locations & traffic monitoring stations at Clay and Burnside.	\$989,115	Portland Central City	2018-2025	
10303	Portland		Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements	West Portland Town Center	SW 49th	Complete curb extensions and medians recommended in the Capitol Hwy Plan.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10304	Portland		Klickitat/Siskiyou, NE (7th - Rocky Butte Rd.): Bikeway	NE 7th	Rocky Butte Rd.	Design & implement bike boulevard on Klickitat (7th-67th) and Siskiyou (67th-Rocky Butte) including traffic calming and intersection improvements.	\$105,330	Inner neighborhood	2018-2025	
10305	Portland		Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I	SE 52nd	I-205	Retrofit bike lanes to existing street.	\$42,090	2040 Corridor	2026-2035	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10306	Portland		Holgate Blvd., SE (39th - 52nd): Street Improvements	SE 39th	SE 52nd	Reconstruct SE Holgate pavement structure, stormwater drainage facilities, corner curb ramps to ADA standards, improve pedestrian crossings, and add bike lanes.	\$1,118,191	2040 Corridor	2008-2017	
10307	Portland		Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II	McLoughlin	SE 39th	Retrofit bike lanes to existing street.	\$27,548	2040 Corridor	2018-2025	
10308	Portland		Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway	SW Terwilliger	City Limits	Retrofit bike lanes to existing street.	\$7,015,000	2040 Corridor	2026-2035	
10309	Portland/ODOT		Macadam, SW (Bancroft - County line): Multi-modal Improvements	SW Bancroft	County Line	Complete bikeway connection in the N. Macadam corridor and improve pedestrian crossings (Bancroft, Boundary, Hamilton, Nebraska, and Nevada), and address circulation at west approach to Sellwood Bridge.	\$3,549,590	Portland Central City	2018-2025	
10310	Portland		Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements	NE 47th	I-205	Construct bike lanes, sidewalks, and crossing improvements for pedestrian and bike safety and to improve access to transit.	\$1,403,000	Regional Center	2018-2025	
10311	Portland		Skidmore, N/NE, (Interstate - Cully): Bikeway	N Interstate	NE Cully	Design & implement bike boulevard including traffic calming techniques and intersection improvements.	\$105,330	Town Center, Main street, Station community	2018-2025	
10312	Portland		Banfield LRT Stations, NE/SE: Pedestrian Improvements			Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	\$3,156,750	Town Center, Main street, Station community	2018-2025	
10313	Portland		Ventura Park Pedestrian District, NE/SE			Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10314	Portland		99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III	NE Glisan	SE Market	Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market).	\$4,910,500	Regional Center	2018-2025	
10315	Portland		39th Ave., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements	NE Sandy Blvd	SE Woodstock	Reconstruct street (Burnside-Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations.	\$3,086,600	2040 Corridor	2008-2017	
10316	Portland/ODOT		Halsey, NE (Bridge at I-84): Seismic Retrofit	NE Halsey/I-84		Seismic retrofit bridge.	\$129,637	Town Center, Main street, Station community	2026-2035	
10317	Portland		Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements	I-205	NE 114th	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	\$17,014,883	Regional Center	2026-2035	
10318	Portland		Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements	I-205	NE 106th	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	\$3,240,930	Regional Center	2026-2035	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10319	Portland		Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements	SE 92nd	SE 111th	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting.	\$6,157,767	Regional Center	2026-2035	
10320	Portland		Halsey, NE (39th - I-205): Bikeway	NE 39th	I-205	Retrofit bike lanes to existing street.	\$161,345	Regional Center	2008-2017	
10321	Portland		Stark, SE (111th - City Limits): Bikeway	SE 111th	City Limits	Retrofit bike lanes to existing street (excluding 92nd - 111th).	\$243,070	Regional Center	2018-2025	
10322	Portland		Stark, SE (75th - I-205): Bikeway	SE 75th	I-205	Retrofit bike lanes to existing street.	\$243,070	2040 Corridor	2008-2017	
10323	Portland		111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements	SE Market	Mt. Scott Blvd	Retrofit bike lanes to existing street (Market - Mt. Scott Blvd.) and construct sidewalks (Holgate - Mt. Scott Blvd.).	\$2,070,127	2040 Corridor	2026-2035	
10324	Portland		Glisan St., NE (106th - 122nd): Bikeway	NE 106th	NE 122nd	Retrofit bike lanes to existing street.	\$81,023	Regional Center	2018-2025	
10325	Portland		Glisan St., NE (47th - I-205): Bikeway	NE 47th	I-205	Retrofit bike lanes to existing street.	\$81,023	2040 Corridor	2008-2017	
10326	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase II			High priority local street and pedestrian improvements in regional center.	\$8,418,000	Regional Center	2018-2025	
10327	Portland		Gateway District Plan, NE/SE: Traffic Management			Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	\$1,944,558	Regional Center	2008-2017	
10328	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase III			High priority local street and pedestrian improvements in regional center.	\$8,418,000	Regional Center	2026-2035	
10329	Portland		Marine Dr./122nd, NE: Intersection Improvements	NE Marine Dr/122nd		Signalize and widen dike to install left turn lane on Marine Drive.	\$2,361,249	Employment area, Industrial area	2008-2017	
10330	Portland		148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements	NE Marine Dr	NE Glisan	Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan).	\$2,568,893	Employment area, Industrial area	2018-2025	
10331	Portland		Columbia Blvd, N (Bridge at Taft): Seismic Retrofit			Seismic retrofit of bridge.	\$583,367	Inner neighborhood	2026-2035	
10332	Portland/ODOT		Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS	MLK Jr. Blvd	Philadelphia	Communications infrastructure including closed circuit TV camera, variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	\$673,440	Employment area, Industrial area	2018-2025	
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	Industrial Area	2008-2017	X
10335	Portland/ODOT		42nd Bridge, NE (at Lombard): Bridge Replacement	NE 42nd at Lombard		Replace 42nd bridge over Lombard to remove weight restriction.	\$4,209,000	Employment area, Industrial area	2026-2035	
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$1,460,000	Employment area, Industrial area	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10337	Portland		33rd/Marine Dr., NE: Intersection Improvements	33rd/Marine Dr.		Signalize intersection for freight movement.	\$350,750	Employment area, Industrial area	2018-2025	
10338	Portland/Port		Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway	Alderwood Trail	Columbia Blvd	Provide bike lanes. Project includes some shoulder widening.	\$561,200	Employment area, Industrial area	2018-2025	
10339	Portland		Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway	MLK Jr. Blvd	N Lombard	Retrofit bike lanes to existing street.	\$153,944	Employment area, Industrial area	2018-2025	
10340	Portland		Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements	NE 47th	NE Alderwood	Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - AirTrans Way). Signalize Cornfoot/AirTrans intersection and reconfigure traffic flow. Stripe bike lanes (AirTrans - Alderwood).	\$2,806,000	Employment area, Industrial area	2008-2017	
10341	Portland		Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II	N Swift	N Argyle Way	Construct sidewalk and crossing improvements.	\$4,213,209	Industrial Area	2026-2035	
10342	Portland		Columbia Blvd, N/NE(I-205 - Burgard): ITS	I-205	N Burgard	Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for six signals.	\$589,260	Industrial Area	2008-2017	
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	Industrial area	2008-2017	X
10344	Portland		Force/Broadacre/Victory, N: Bikeway	N Marine Dr.	N Whitaker	Signed bikeway connection to I-5 river crossing.	\$28,060	Industrial area	2026-2035	
10346	Portland		Marine Dr, N/NE (Portland Rd. to 185th): ITS	N Portland Rd.	NE 185th	CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th.	\$238,510	Industrial Area	2018-2025	
10347	Portland/Gresham		Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements	SE 162nd	SE Giese Rd.	Multimodal improvements based on PV Implementation Plan.	\$2,525,400	Town Center	2026-2035	
10348	Portland		Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements	SE102nd	SE Foster Pl	Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit.	\$1,403,000	Town Center, Main street, Station community	2018-2025	
10349	Portland		174th & Jenne Rd., SE (Foster - Powell): Multi-modal Improvements	SE Powell	SE Foster Rd.	Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link.	\$7,155,300	Outer neighborhood	2018-2025	
10350	Clackamas Co./Portland		Clatsop, SE (162nd - City Limits): Street Extension	SE 162nd	City Limits	Extend street east into PV based on PV Implementation Plan.	\$5,429,610	Outer neighborhood	2026-2035	
10351	Portland		Wildwood Bridge at West Burnside	Wildwood Trail north of W Burnside	Wildwood Trail south of W Burnside	Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing.	\$2,126,948	Portland Central City	2008-2017	
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	Town Center	2008-2017	X
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	Portland Central City	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10356	Portland		Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension]	Cathedral Park	Pier Park	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.		Town Center	2018-2025	
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	Employment area	2008-2017	X
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	Employment area	2008-2017	X
10362	Port of Portland		82nd Ave./Airport Way Grade Separation			Construct grade-separated overcrossing.	\$92,000,000	Employment area	2008-2017	X
10363	Port of Portland		SW Quad Access	NE 33rd Ave.	SW Quad	Provide street access from 33rd Ave. into SW Quad.	\$5,917,500	Employment area	2008-2017	X
10364	Port of Portland		PDX Light Rail Station/Track Realignment			Realign light rail track into terminal building.	\$16,330,700	Passenger Intermodal Facility	2008-2017	X
10366	Port of Portland		Airtrans Way and Cornfoot Road Intersection Improvements			Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	\$650,000	Freight Intermodal Facility	2018-2025	X
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	Freight and Passenger Intermodal Facility	2008-2017	X
10368	Port of Portland		PIC Ped/Bike Network			Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	\$1,163,835	Freight and Passenger Intermodal Facility	2008-2017	X
10370	Port of Portland		PDX ITS			Intelligent Transportation Systems in the PDX area.	\$3,000,000	Freight and Passenger Intermodal Facility	2008-2017	X
10371	Port of Portland		Airport Way Braided Ramps			Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	\$59,000,000	Employment area	2018-2025	X
10373	Port of Portland		Rivergate ITS			Intelligent Transportation System in Rivergate.	\$480,000	Freight Intermodal Facility	2008-2017	X
10374	Port of Portland		Terminal 4 Second Access			Regrade hillslope to provide two-lane truck access.	\$7,000,000	Freight Intermodal Facility	2008-2017	X
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.	\$8,200,000	Industrial area	2008-2017	X
10376	Portland/Port		Columbia Blvd. Widening	60th Ave.	82nd Ave.	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	\$14,859,000	Employment area, Industrial area	2008-2017	X
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.		Other	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Freight Intermodal Facility	2008-2017	X
10379	Port of Portland		Marine Dr. Improvement Phase 2			Construct rail overcrossing on Marine Dr.	\$13,644,200	Freight Intermodal Facility	2018-2025	X
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.		Freight and Passenger Intermodal Facility	2008-2017	X
10382	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	257th Ave.	Troutdale Rd.	Reconstruct Stark St. to minor 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.	\$3,150,000	Outer neighborhood	2008-2017	X
10383	Multnomah Co./Gresham	To be determined	I-84 to US26 Connection(s)	I-84	US 26	Implement recommendations of I-84/US 26 Corridor Refinement Plan conducted in accordance with the Cities 2007 MOU.	\$35,000,000	Other	2008-2017	
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Reconstruct Scholls Ferry Rd. to provide for bicycle and pedestrian travel; includes SW Patton intersection improvements.	\$5,800,000	Outer neighborhood	2008-2017	X
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St. with Improvements	238th Ave.	Historic Columbia River Hwy	Widen Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan	\$1,080,900	Town Center	2008-2017	X
10386	Multnomah Co./Gresham	Multnomah Co./Gresham	Glisan St. Multi-modal Improvements	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes in each direction, and on-street parking. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview.	\$11,500,000	Employment area	2008-2017	X
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	Town Center	2008-2017	X
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	Inner neighborhood	2008-2017	X
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	Industrial area	2018-2025	X
10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Stark St.	Division Dr.	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Rd/Division Dr. intersection including new fish culverts.	\$8,297,000	Outer neighborhood	2026-2035	X
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Reconstruct Historic Columbia River Hwy and NE 244th Ave to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge on HCRH is not included in this project.	\$6,151,000	Industrial Area, Town Center	2026-2035	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Industrial area	2018-2025	X
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing at Historic Columbia River Hwy	Half mile east of 244th Ave.		Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	\$7,000,000	Employment area	2026-2035	X
10396	Multnomah Co.	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Mile Post 2.8	Mile Post 3.5	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements.	\$45,000,000	Other	2018-2025	X
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	Town Center	2008-2017	X
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	207th Ave.	238th Ave.	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	\$7,438,000	Industrial area	2008-2017	X
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	Industrial area	2018-2025	X
10402	Multnomah Co.	Multnomah Co.	Construct new road north of I-84, Exit 16	Sandy Blvd	Marine Dr.	Conduct design options alternatives (DOA) study for new connection between Sandy Blvd and Marine Dr. Construct new connector linking industrial sites with I-84	\$13,000,000	Industrial area	2008-2017	X
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	2040 Corridor	2008-2017	X
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	Other	2008-2017	X
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Install pedestrian improvements--crossings, lighting, sidewalks.	\$1,940,000	Various	2018-2025	X
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	Outer neighborhood	2018-2025	X
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	Other	2026-2035	X
10408	Multnomah Co.	Multnomah Co.	40 Mile Loop Trail	Gresham/Fairview Trail	Graham Rd	Complete gaps in 40-Mile Loop Trail within CCRD, and construct trailhead.	\$3,500,000	Other	2008-2017	X
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	Other	2018-2025	X
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$22,700,000	Portland Central City	2008-2017	X
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 1			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. Phase 1.	\$25,000,000	Portland Central City	2008-2017	X
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 1			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 1)	\$25,700,000	Portland Central City	2008-2017	X
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	\$13,300,000	Portland Central City	2008-2017	X
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Replacement	S.E. Tacoma St.	Hwy. 43	Final Engineering and ROW acquisition phase of bridge replacement.	\$58,000,000	Main street	2008-2017	X
10416	Gresham	Gresham	Hogan Corridor Improvements	Stark	Burnside	Interim capacity improvements and access controls.	\$19,140,461	2040 Corridor	2008-2017	
10417	Gresham	Gresham	Hogan Corridor Improvements	Palmquist	Springwater Trail	Complete study and construct new principal arterial connection.	\$7,507,673	2040 Corridor	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Regional Center	2008-2017	X
10420	Gresham	Gresham	Palmquist Rd. Improvements	242nd Ave.	US 26	Improves to five lane collector standards, intersection improvements.	\$7,784,844	Employment area	2018-2025	X
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Complete boulevard improvements.	\$7,873,990	Town Center	2008-2017	X
10422	Gresham	Gresham	Division St. Improvements	257th Ave.	268th Ave.	Improve to community street standards, including bikelanes.	\$3,945,711	Employment area	2018-2025	
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstructs street from Burnside to Powell.	\$1,100,000	Regional Center	2008-2017	X
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	Regional Center	2018-2025	X
10425	Gresham	Gresham	Bull Run Rd.. Reconstruction	242nd Ave.	257th Ave.	Brings to standards, adds pedestrian, bicycle facilities.	\$4,466,312	Employment area	2018-2025	X
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	Southern 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	Outer neighborhood	2018-2025	X
10429	Gresham	Gresham	Powell Valley Imps.	Burnside	282nd. Ave.	Improve Powell Valley w. ped and bike facilities.	\$14,645,408	Regional Center	2018-2025	X
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Upgrades to arterial 4 lane standards.	\$9,000,000	Industrial area	2018-2025	X
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	Employment area	2008-2017	X
10432	Gresham	Gresham	Division St. Improvements	Birdsdale	Wallula	Complete boulevard design improvements.	\$12,162,471	Regional Center	2018-2025	
10433	Gresham	Gresham	Division St. Improvements	Kelly	Burnside	Complete boulevard design improvements.	\$10,331,749	Regional Center	2008-2017	
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	Regional Center	2008-2017	X
10436	Gresham	Gresham	Max Trail	Cleveland	Ruby Junction	Construct new shared use path.	\$1,897,279	Regional Center	2008-2017	X
10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Springwater trail connect. incl. Trailhead @ Marine Dr.	\$4,608,799	Town Center	2018-2025	X
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide ped, bike and equestrian access to regional trail.	\$271,562	Town Center	2018-2025	X
10439	Gresham	Gresham	Main City Park Trailhead	Main City Park		Improves parking lot, facilities (MTIP project).	\$570,299	Regional Center	2008-2017	X
10440	Gresham	Gresham	Division St. Multimodal Improvements	Wallula	west city limits	Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.	\$4,939,693	2040 Corridor	2008-2017	X
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$584,820	Regional Center	2008-2017	X
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		Optimize signals, provide message boards.	\$6,227,280	Regional Center	2008-2017	X
10443	Gresham	Gresham	Sandy Blvd. Widening	181st Ave.	202nd	Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave.	\$10,000,000	Industrial area	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10444	Gresham	Gresham	181st Ave. Widening	Halsey St.	EB on-ramp to I-84	Widens street to three lanes southbound.	\$1,797,270	2040 Corridor	2008-2017	X
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st/Glisan		Improve Intersection.	\$1,041,867	2040 Corridor	2018-2025	X
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Improve Intersection.	\$831,210	2040 Corridor	2018-2025	X
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	\$7,915,303	Outer neighborhood	2018-2025	X
10448	Gresham	Gresham	201st: Glisan to Halsey	Glisan	Halsey	Improve to collector standards.	\$6,100,075	Industrial area	2008-2017	
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Improve to collector standards, signalize 201st/Sandy Blvd.	\$8,335,400	Industrial area	2008-2017	X
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	Industrial area	2008-2017	X
10451	Gresham	Gresham	202nd: Burnside to Powell	Burnside	Powell	Upgrade to collector standards.	\$10,174,125	Employment area	2008-2017	
10452	Gresham	Gresham	202nd Projects: Stark to Glisan	Stark	Glisan	Improve to collector standards.	\$8,028,609	Town Center	2008-2017	
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Complete boulevard design improvements.	\$11,440,061	Town Center	2008-2017	X
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	Town Center	2018-2025	X
10457	Gresham	Gresham	223rd Ave. Improvements	Glisan	Stark	Improve sidewalks, lighting, crossings, bus shelters, benches.	\$102,229	Industrial area	2008-2017	
10458	Gresham		Halsey St. Improvements	190th	201st	Widen to 4 lanes w. sidewalks and bikelanes.	\$4,430,961	Town Center	2008-2017	X
10459	Gresham	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Improve sidewalks, lighting, crossings, bus shelters, benches.	\$1,192,669	Regional Center	2018-2025	X
10460	Gresham	Gresham	SE 174th N/S Improvements	Giese	174th/Jenne	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	\$27,498,638	Town Center	2008-2017	X
10461	Gresham	Gresham	Towle Ave. Improvements	Butler	Eastman Parkway	Construct sidewalks, bike lanes and intersection improvements.	\$3,302,775	Outer neighborhood	2008-2017	
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	Outer neighborhood	2008-2017	X
10463	Gresham	Portland/Gresham	Foster Rd. Extension (north)	Jenne	172nd	New north extension of Foster.	\$15,417,627	Town Center	2008-2017	X
10464	Gresham	N/A	Giese Rd. Extension	182nd	172nd	New ext. of Giese Rd. to Foster Road.	\$17,987,232	Town Center	2018-2025	X
10465	Gresham	N/A	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$11,520,364	Town Center	2018-2025	X
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	Town Center	2018-2025	X
10468	Gresham	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Upgrade street to urban standards w. sidewalks, bikelanes.	\$5,430,469	Town Center	2018-2025	X
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Construct bridge crossing.	\$2,642,220	2040 Corridor	2018-2025	X
10470	Gresham	N/A	Giese Rd. Extension Bridge	Giese Rd.		Construct bridge crossing.	\$2,642,220	Town Center	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10471	Gresham	N/A	Butler Rd. Extension and Bridge	Binford	Rodlun	Construct new Butler road extension and bridge crossing.	\$12,268,899	Town Center	2008-2017	X
10472	Gresham	Gresham	Eastman at Division			Add 2nd NB and SB LT lanes.	\$912,928	Regional Center	2008-2017	X
10473	Gresham	Gresham	Eastman at Stark			Add EB and NB RT lanes and 2nd NB and SB LT lanes.	\$1,196,756	Regional Center	2008-2017	X
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	Industrial area	2008-2017	X
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	Industrial area	2008-2017	X
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	Industrial area	2008-2017	X
10477	Gresham	Gresham	Springwater Road Section 4	242nd Ave.	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$13,148,679	Industrial area	2008-2017	X
10478	Gresham	Gresham	252nd Ave.	Palmquist Rd.	10	Construction of new street for implementation of Springwater Plan.	\$26,162,462	Industrial area	2008-2017	X
10479	Gresham	Gresham	252nd Ave.	10	Rugg Rd.	Construction of new street for implementation of Springwater Plan.	\$9,808,690	Industrial area	2008-2017	X
10480	Gresham	Gresham	Springwater Road Section 7	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$8,008,421	Industrial area	2008-2017	X
10481	Gresham	Gresham	Springwater Road Section 8	242nd Ave.	9	Construction of new street for implementation of Springwater Plan.	\$5,519,551	Industrial area	2008-2017	X
10482	Gresham	Gresham	Springwater Road Section 9	7	252nd Ave.	Construction of new street for implementation of Springwater Plan.	\$8,008,421	Industrial area	2008-2017	X
10483	Gresham	Gresham	Springwater Road Section 10	252nd Ave.	Telford Rd.	Construction of new street for implementation of Springwater Plan.	\$12,202,421	Industrial area	2008-2017	X
10484	Gresham	Gresham	Springwater Road Section 11	Telford Rd.	Orient Dr.	Construction of new street for implementation of Springwater Plan.	\$21,031,280	Industrial area	2008-2017	X
10485	Gresham	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Improvement of existing roadway to arterial 4 lane standards.	\$47,291,190	Industrial area	2008-2017	X
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	Industrial area	2008-2017	X
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	Industrial area	2008-2017	X
10490	Gresham	Gresham	201st RR Bridge at I-84	201st/I-84	"	Construct new RR bridge to accommodate alternative modes.	\$2,359,125	Industrial area	2008-2017	X
10492	Gresham	Gresham	162nd RR bridge@I-84	162nd/I-84	N/A	Reconstruct RR bridge to accommodate alternative modes.	\$2,621,250	Employment area	2008-2017	
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Add southbound aux lane & widen RR overcrossing.	\$827,659	Industrial area	2018-2025	X
10494	Gresham	Gresham	162nd at Stark St.			Exclusive southbound and eastbound right turns at Stark.	\$888,209	Employment area	2008-2017	X
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	Industrial area	2008-2017	X
10496	Gresham	Gresham	181st at I-84	181st/I-84		Freight mobility improvements subject to refinement study.	\$250,000	2040 Corridor	2018-2025	X
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	2040 Corridor	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	2040 Corridor	2008-2017	X
10499	Gresham	Gresham	192nd Ave. Wilkes to Halsey	192/Wilkes	192/Halsey	Improve to collector street standards.	\$3,833,031	Industrial area	2008-2017	X
10501	Gresham	Gresham	Barnes Rd.: Powell Valley to southern City Limits	Powell Valley	Orient Dr.	Widen road and add improvements.	\$7,135,229	Industrial area	2018-2025	X
10502	Gresham	Gresham	Bike signs	various locations		Add directional signs to bike network.	\$1,400,000	Other	2008-2017	X
10503	Gresham	Gresham	Burnside at Powell			At Powell: eliminate EB and WB left turn lanes.	\$683,517	2040 Corridor	2008-2017	X
10504	Gresham	Gresham	Ped to Max: Hood St.	Powell	Division	Improve ped access/multi-modal on Hood St.	\$986,467	Regional Center	2008-2017	X
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Support construction of street infrastructure improvements.	\$4,765,219	Regional Center	2008-2017	X
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			Transit/bus service improvements, 2 locations.	\$185,258	Industrial area	2008-2017	X
10507	Gresham	Gresham	Glisan, 181st to 202	181st	202nd	Retrofit bikelanes.	\$52,425	Employment area	2008-2017	X
10509	Gresham	Gresham	Safe walking routes, missing links	various locations		Construct missing links and safe routes to school.	\$4,089,150	Other	2008-2017	X
10510	Gresham	Gresham	Hillyard, Palmblad to Anderson	Palmblad	Anderson	Widen roadway and construct curb and gutter, sidewalks, bike lanes, streetlights, storm drainage and intersection improvements.	\$9,628,553	Outer neighborhood	2018-2025	
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	2040 Corridor	2018-2025	X
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	Regional Center	2018-2025	X
10514	Gresham	Gresham	Powell: Burnside to Kane	Burnside	Kane	Construct to arterial standards, 4 travel lanes, center turn lane, bike lanes and pedestrian facilities.	\$5,294,917	2040 Corridor	2018-2025	
10515	Gresham	Gresham	Riverside Dr. ext. to Sandy Blvd	190th	Sandy	Extend collector from 190th to Sandy to improve industrial access.	\$10,975,110	Industrial area	2008-2017	
10516	Gresham	Gresham	San Rafael, 181st to 201st	181st	201st	Complete collector and remove frontage road.	\$9,990,952	Industrial area	2008-2017	X
10517	Gresham	Gresham	Welch Rd., Anderson to 282nd	Anderson Rd.	282nd	Widen roadway and construct improvements.	\$9,507,235	Industrial area	2008-2017	
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	Industrial area	2018-2025	X
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Pedestrian enhancements.	\$75,492	Regional Center	2008-2017	X
10520	Gresham	Gresham	184th Ave., Wilkes to San Rafael	Wilkes	San Rafael	Construct new collector street.	\$7,353,375	Industrial area	2018-2025	
10521	Gresham	Gresham	Signalize intersections			Signalize intersections.	\$768,590	Other	2018-2025	X
10522	Gresham	Gresham	Burnside, Hogan to Powell	Hogan	Powell	Safety improvements and reconstruction.	\$8,807,400	Regional Center	2018-2025	
10523	Gresham	Gresham	Chase Rd., Orient Dr. to 282nd	Orient	282nd	Widen road and construct improvements.	\$2,494,006	Industrial area	2018-2025	
10524	Gresham	Gresham	Cleveland Ave., Glisan to Stark	Glisan	Stark	Construct new collector street.	\$15,277,585	Employment area	2018-2025	
10525	Gresham	Gresham	Clyde, Glisan to Stark	Glisan	Stark	Construct new collector street.	\$16,277,585	Employment area	2018-2025	
10526	Gresham	Gresham	Heiney St./14th, PI View Dr. to 18th Court	PI View/Binford	18th Court	Widen road and construct improvements.	\$3,583,249	Outer neighborhood	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10527	Gresham	Gresham	Hogan, Powell Blvd to Palmquist	Powell	Palmquist	Improve to arterial standards.	\$8,444,619	Industrial area	2018-2025	X
10529	Gresham	Gresham	Salquist Rd. / Barnes Rd. to 282nd Ave.	Barnes Rd.	282nd Ave.	Widen road and construct improvements.	\$5,528,671	Industrial area	2018-2025	
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	Outer neighborhood	2018-2025	X
10532	Gresham	Gresham	Williams Rd., Powell Valley to Div.	Powell Valley Rd.	Division St.	Widen road and construct improvements.	\$7,202,147	Industrial area	2018-2025	
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	Town Center	2008-2017	X
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	Town Center	2008-2017	X
10535	Gresham	Gresham	Clatsop: New extension	162nd	172nd	Extend Clatsop into Pleasant Valley, and construct bridge.	\$20,163,595	Town Center	2008-2017	X
10536	Portland	Portland	Clatsop: Improvements	162nd	Portland Boundary	Improve Clatsop to minor arterial standards, and signalize Clatsop at 162nd.	\$4,202,582	Town Center	2008-2017	
10537	Gresham	Gresham	Richey	182nd	190th	Improve to collector standards, and signalize 190th/Richey.	\$7,925,735	Town Center	2008-2017	X
10538	Gresham	Gresham	Sager	162nd	Foster	Improve to collector standards, and signalize Sager @172nd.	\$15,794,720	Town Center	2008-2017	X
10539	Gresham	Gresham	Foster South: new road	County Line	Sager	Build new road section to collector standards.	\$7,120,992	Town Center	2008-2017	X
10540	Gresham	Gresham	162nd	Foster	southern boundary of Pleasant Valley	Improve 162nd to collector standards, add signal at Foster @ 162nd.	\$21,236,546	Town Center	2008-2017	X
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Improve 182nd to collector standards.	\$11,797,690	Town Center	2008-2017	X
10542	Portland	Portland	Foster Rd. Improvements	162nd	Jenne Rd.	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	\$3,014,698	Town Center	2008-2017	
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	Town Center	2008-2017	X
10544	Gresham	Gresham	Butler Rd. Bike and Ped Improvements	Towle	Regner	Construct bikelanes and sidewalks.	\$5,705,413	Outer neighborhood	2018-2025	X
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	Town Center	2018-2025	X
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	Outer neighborhood	2018-2025	X
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	Town Center	2018-2025	X
10548	Washington Co.	Washington Co.	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Add turn lanes, bike lanes and sidewalks	\$16,232,000	Inner neighborhood	2018-2025	X
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	Town Center	2008-2017	X
10550	Washington Co.	Washington Co.	185th to Springville Improvement	West Union Rd.	Springville Rd.	Widen 185th Ave from two to five lanes with bike lanes and sidewalks.	\$11,893,000	Outer neighborhood	2018-2025	X
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	Outer neighborhood	2008-2017	X
10552	Washington Co.	Washington Co.	Cornell/Cornelius Pass Interchange	N/A	N/A	Grade separate Cornell at Cornelius Pass	\$21,200,000	Industrial area	2026-2035	
10553	Washington Co.	Washington Co.	209th Improvements	T.V. Hwy.	Farmington Rd.	Widen and realign to three lanes with bike lanes and sidewalks.	\$29,700,000	Outer neighborhood	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10554	Washington Co.	Washington Co.	Bethany Blvd. Improvements	Kaiser Rd.	West Union Rd.	Widen to 5 lanes with bikelanes and sidewalks.	\$22,046,000	Town Center	2018-2025	X
10555	Hillsboro	Washington Co.	Baseline Rd. Improvements	185th Ave.	Brookwood Ave.	Widen roadway to 5 lanes with bike lanes and sidewalks.	\$22,000,000	2040 Corridor	2026-2035	X
10556	Washington Co.	Washington Co.	Tualatin-Sherwood/Boones Ferry Intersection	N/A	N/A	Grade separate Tualatin-Sherwood/Boones Ferry intersection	\$25,000,000	Town Center	2026-2035	
10557	Washington Co.	Washington Co.	Murray/TV Hwy. Intersection	Farmington Rd.	TV Hwy.	Grade separate the intersections of TV Hwy. and Farmington with Murray Blvd.	\$25,000,000	2040 Corridor	2026-2035	
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	Outer neighborhood	2018-2025	X
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	Town Center	2018-2025	X
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	2040 Corridor	2008-2017	X
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	Station community	2018-2025	X
10562	Washington Co.	Washington Co.	Johnson St. Extension	West of 170th Ave.	170th Ave.	Construct two-lane extension to 170th Ave. with bike lanes and sidewalks.	\$6,158,000	Town Center	2026-2035	X
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	Outer neighborhood	2018-2025	X
10564	Washington Co.	Washington Co.	Kaiser to Springville Improvements	Springville Rd.	Bethany Blvd.	Widen from two to five lanes with bike lanes and sidewalks.	\$9,674,000	Town Center	2018-2025	X
10565	Washington Co.	Washington Co.	Springville Rd. Improvements	185th Ave.	Joss St.	Widen from 3 to five lanes with bike lanes and sidewalks.	\$10,876,000	2040 Corridor	2008-2017	X
10566	Washington Co.	Washington Co.	Springville to Kaiser Rd. Improvements	Joss St.	Kaiser Rd.	Widen from two to three lanes with bike lanes and sidewalks.	\$6,659,000	2040 Corridor	2018-2025	X
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	Inner neighborhood	2026-2035	X
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	Industrial area	2018-2025	X
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	Amberglen	185th	Widen from two to five lanes with bike lanes and sidewalks.		Town Center	2018-2025	X
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	Outer neighborhood	2026-2035	X
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	Station community	2018-2025	X
10573	Washington Co.	Washington Co.	Barnes Rd. to Multnomah Co. Line Improvements	Leahy Rd.	Multnomah. Co. Line	Widen from two to three lanes with bike lanes and sidewalks.	\$17,326,000	Outer neighborhood	2026-2035	
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	Outer neighborhood	2026-2035	X
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	Town Center	2008-2017	X
10577	Washington Co.	Washington Co.	Scholls Ferry Improvements	Allen Blvd.	Beaverton-Hillsdale Hwy.	Widen roadway from two to three lanes with bike lanes and sidewalks	\$22,587,000	Town Center	2026-2035	
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	Station community	2018-2025	X
10579	Washington Co.	Washington Co.	Barnes to 119th Improvements	Hwy. 217	119th (future)	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	\$4,000,000	Station community	2008-2017	X
10580	Washington Co.	Washington Co.	Butner Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Widen to 3 lanes with bike lanes and sidewalks.	\$18,515,000	Outer neighborhood	2026-2035	
10582	Washington Co.	Washington Co.	185th Ave. Improvements	T.V. Hwy.	Farmington Rd.	Widen to five lanes with bike lanes and sidewalks	\$26,435,000	Town Center	2026-2035	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10584	Washington Co.	Washington Co.	Alexander St. Improvements	170th Ave.	209th Ave.	Widen to three lanes with bike lanes and sidewalks.	\$26,233,000	Outer neighborhood	2026-2035	
10585	Washington Co.	Washington Co.	Johnson St. Improvements	185th Ave.	Cornelius Pass Rd.	Widen to three lanes with bike lanes and sidewalks.	\$24,333,000	Town Center	2026-2035	
10586	Washington Co.	Washington Co.	198th Ave. Improvements	T.V. Hwy.	Baseline Rd.	Widen to three lanes with bike lanes and sidewalks.	\$24,194,000	Outer neighborhood	2026-2035	
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Aloclek	T.V. Hwy.	Widen to five lanes with bike lanes and sidewalks	\$31,800,000	Outer neighborhood	2008-2017	X
10588	Washington Co.	Washington Co.	Grahams Ferry Rd Improvements	Helenius St.	Washington/Clackamas County line	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	\$28,000,000	Industrial area	2008-2017	X
10589	Washington Co.	Washington Co.	95th Ave. Extension	Barnes Rd.	Leahy Rd.	Extend two lane road with bike lanes and sidewalks.	\$11,546,000	Station community	2018-2025	X
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	Outer neighborhood	2018-2025	X
10591	Washington Co.	Washington Co.	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Widen to three lanes with bike lanes and sidewalks.	\$26,016,000	Regional Center	2018-2025	
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	Station community	2008-2017	X
10593	Washington Co.	Washington Co.	Kinnaman Rd. Improvements	Farmington Rd.	209th Ave.	Widen to three lanes with bike lanes and sidewalks.	\$24,793,000	Outer neighborhood	2026-2035	X
10595	Washington Co.		Hall Blvd. Improvements	Scholls Ferry Rd.	Durham Rd.	Widen to five lanes with bike lanes and sidewalks.	\$85,401,000	Regional Center	2018-2025	
10596	Washington Co.		Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Widen to seven lanes with bike lanes and sidewalks.	\$19,749,000	2040 Corridor	2018-2025	X
10597	Washington Co.		Evergreen Rd. Improvements	253rd Ave.	Sewell Ave.	Widen to 5 lanes with bike lanes and sidewalks.	\$11,242,000	Employment area	2008-2017	X
10598	Washington Co.		I-5/99W Southern Arterial ROW	Hwy. 99W	I-5	Purchase ROW	\$90,000,000	Industrial area	2018-2017	X
10599	Washington Co.	ODOT	Hwy. 217/72nd Ave. Interchange Improvements	N/A	N/A I-5	Complete interchange reconstruction with additional ramps and overcrossings.	\$19,537,000	Industrial area	2018-2025	
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.	\$17,000,000	Industrial area	2008-2017	X
10601	Washington Co.	ODOT	Hwy. 26/Bethany Interchange Improvements	Cornell Rd.	Bronson Rd.	Rebuild overpass to accommodate additional northbound thru-lane.	\$8,720,000	Employment area	2018-2025	X
10602	Washington Co.	Washington Co.	Scholls Ferry ATMS	Hall Blvd.	Murray Blvd.	Install integrated surveillance and management equipment.	\$1,109,000	2040 Corridor	2008-2017	X
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Install integrated surveillance and management equipment.	\$1,594,000	Industrial area	2008-2017	X
10604	Washington Co.	Washington Co.	185th Ave. ATMS	Baseline Rd.	Hwy. 26	Install integrated surveillance and management equipment.	\$1,095,000	2040 Corridor	2008-2017	X
10605	Washington Co.	Washington Co.	Cornell Rd. ATMS	Cornelius Pass Rd.	Wash. Co. TOC	Install integrated surveillance and management equipment.	\$2,043,000	2040 Corridor	2008-2017	X
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete 7400 feet of sidewalk improvements.	\$8,954,000	Regional Center	2008-2017	X
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete 9100 feet of sidewalk improvements.	\$6,006,000	Station community	2008-2017	X
10608	Washington Co.	Washington Co.	Aloha TC Pedestrian Improvements	Aloha Town Center		Complete 23,500 feet of sidewalk improvements.	\$10,105,000	Town Center	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10609	Washington Co.	Washington Co.	Science Park Dr. Bike	Murray Blvd.	Cornell Rd.	Complete 3600 feet of bike lanes in town center.	\$2,124,000	2040 Corridor	2008-2017	
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete 950 feet of bike lanes in town center.	\$823,000	Regional Center	2008-2017	X
10611	Washington Co.	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Completes 1650 feet of bike lanes in regional center.	\$3,417,000	Station community	2008-2017	X
10612	Washington Co.	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Completes 3400 feet of bike lanes in regional center.	\$3,610,000	Town Center	2008-2017	X
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Completes 1750 feet of bike lanes in town center.	\$1,036,000	Town Center	2008-2017	X
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	2040 Corridor	2008-2017	X
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Completes 7500 feet of bike lanes to transit corridor.	\$5,490,000	2040 Corridor	2008-2017	X
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	Regional Center	2008-2017	X
10617	Beaverton	Washington Co.	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	Regional Center	2008-2017	X
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	Regional Center	2008-2017	X
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	Regional Center	2008-2017	X
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	Regional Center	2018-2025	X
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	Regional Center	2018-2025	X
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	Station community	2018-2025	X
10623	Beaverton	Beaverton	Hall Blvd. multimodal street extension to Jenkins Rd.	Hall Blvd.	Jenkins Rd.	Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks.	\$14,400,000	Regional Center	2026-2035	
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	Regional Center	2018-2025	X
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	Regional Center	2008-2017	X
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	Regional Center	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Extend existing street to Millikan with bikeways and sidewalks.	\$3,900,000	Station community	2018-2025	X
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.	\$5,800,000	Regional Center	2008-2017	X
10629	Beaverton	Beaverton	Hocken Ave. multimodal improvements	Tualatin Valley Hwy	Farmington Rd.	Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks.	\$1,600,000	Regional Center	2018-2025	X
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	2040 Corridor	2008-2017	X
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.	\$6,700,000	Station community	2008-2017	X
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	2040 Corridor	2026-2035	X
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	Industrial area	2018-2025	X
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	2040 Corridor	2018-2025	X
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	Outer neighborhood	2008-2017	X
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	Station community	2018-2025	X
10637	Beaverton	Beaverton	Millikan Way safety, bicycle and pedestrian improvements and 4/5 lanes from Murray to 141st	Tualatin Valley Hwy	141st Ave.	Add bikelanes in gaps, vehicle and turn lanes as needed, and signals as warranted.	\$17,100,000	Station community	2018-2025	
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	Town Center	2008-2017	X
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	Outer neighborhood	2018-2025	X
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	Regional Center	2018-2025	X
10641	Washington Co.		102nd/103rd 2 lane multimodal connection	Western Ave.	Walker Rd.	Connect streets and construct bike lanes and sidewalks. Realign intersection at BH Hwy and Western.	\$16,500,000	2040 Corridor	2026-2035	
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	Regional Center	2018-2025	X
10643	Beaverton	ODOT	Hall Blvd. sidewalk gaps at Hwy 217	217 SB ramp	740' w/o ramp	Construct sidewalks.	\$400,000	Regional Center	2008-2017	X
10644	Beaverton	Washington Co.	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd	Construct sidewalks.	\$1,400,000	Regional Center	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Regional Center	2008-2017	X
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Construct sidewalks.	\$2,200,000	Industrial area	2026-2035	X
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Construct sidewalks.	\$200,000	Industrial area	2018-2025	X
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	Outer neighborhood	2018-2025	X
10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Construct sidewalks and bike lanes.	\$2,000,000	Inner neighborhood	2018-2025	X
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Construct sidewalks.	\$1,100,000	Inner neighborhood	2018-2025	X
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Construct sidewalks.	\$2,700,000	Inner neighborhood	2008-2017	X
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Construct sidewalks.	\$1,800,000	Inner neighborhood	2008-2017	X
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	Regional Center	2018-2025	X
10664	Beaverton	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Cedar Hills Blvd.	Construct bike lanes.	\$4,500,000	Regional Center	2018-2025	X
10665	Beaverton	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Construct bike lanes.	\$3,600,000	Regional Center	2018-2025	X
10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Construct bike lanes.	\$3,700,000	Regional Center	2018-2025	X
10667	Beaverton	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Construct bike lanes in gaps.	\$5,400,000	Inner neighborhood	2018-2025	X
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Construct bike lanes.	\$12,600,000	Regional Center	2018-2025	X
10669	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	12th St.	s/o Allen Blvd.	Construct bike lanes and turn lanes.	\$5,200,000	Regional Center	2018-2025	X
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Construct bike lanes.	\$6,100,000	Inner neighborhood	2018-2025	X
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Construct bike lanes.	\$4,300,000	Industrial Area	2018-2025	X
10672	Beaverton	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Construct bike lanes.	\$5,600,000	Industrial Area	2018-2025	X
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	Industrial area	2018-2025	X
10675	Sherwood		Adams Ave Signal & Interconnect on T-S Rd.	T-S Rd.	at Adams	Install traffic signal at Adams Ave. and interconnect the signals along T-S road between Cipole and Borchers.	\$1,875,000	Town Center	2008-2017	
10676	Sherwood	Sherwood	Adams Ave Phase 1	Oregon/Ash	T-S Rd.	Construct 3 lane road, landscaping and multi-use path.	\$8,012,000	Employment area	2008-2017	X
10677	Sherwood	Sherwood	Adams Ave Phase 2	T-S Rd.	99W	Construct 3 lane road, landscaping and multi-use path to connect Town Center to 99W & National Wildlife Refuge.	\$8,580,000	Employment area, Industrial area	2008-2017	X
10678	Sherwood	Sherwood	Century Dr.	Adams Ave	T-S Rd.	Construct 3 lane road and sidewalks.	\$5,170,000	Industrial area	2008-2017	
10680	Sherwood	Sherwood, WaCo, ODOT	Elwert Rd & 99W Intersection Improvements	99W	Kruger Rd	Intersection safety improvements.	\$2,700,000	Employment area	2018-2025	X
10681	Sherwood		Elwert Rd	99W	Edy Rd	Upgrade road to arterial standards.	\$11,430,000	Employment area	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Reconstruct road to collector standards.	\$20,510,000	Outer neighborhood	2018-2025	X
10683	Sherwood	Sherwood	Galbreath Dr	T-S Rd/Gerda Lane	Cipole Rd	Construction of 2 lane road.	\$4,180,000	Industrial area	2018-2025	
10684	Sherwood	Sherwood	Cedar Brook Way	99W	99W	Construction of 2 lane road.	\$2,640,000	Employment area	2008-2017	
10686	Sherwood	Sherwood	Smith Ave	Meinecke	Woodhaven Dr	Construction of 2 lane road.	\$2,090,000	Outer neighborhood	2018-2025	
10688	Sherwood	Sherwood	Villa Rd.	Park St	Stellar Dr	Construction of 2 lane road.	\$5,010,700	Outer neighborhood	2026-2035	
10689	Sherwood	Sherwood	Cannery Arterials			Phase 2 of Downtown Streetscapes Master Plan.	\$6,667,000	Main street	2008-2017	
10691	Sherwood		Edy Rd/Sherwood Blvd	Borcher Dr	3rd St.	Reconstruct road to arterial standards; add sidewalks.	\$7,740,000	2040 Corridor	2018-2025	X
10692	Sherwood		Edy Rd	Borcher Dr	City limits	Reconstruct road to collector standards w/ sidewalks and bike lanes.	\$8,760,000	2040 Corridor	2018-2025	X
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Upgrade street to arterial standards.	\$6,340,000	Outer neighborhood	2026-2035	X
10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Add bike lanes.	\$1,340,000	Outer neighborhood	2018-2025	X
10695	Sherwood	Sherwood	Meinecke	99W	1st	Add bike lanes.	\$1,150,000	Employment area, Main street	2018-2025	X
10696	Sherwood	Sherwood	Town Center Pedestrian Improvements			Pedestrian upgrades in town center: 12th St., Century, 99W cross streets, Main St, Washington, Langer, Baler, Borchers.	\$1,590,600	Town Center	2018-2025	
10698	Sherwood	Sherwood	Sunset Blvd.	Aldergrove	Eucalyptus	Reconstruct road to 3 lane arterial standards; address vertical crest sight distance issue near Pine St.	\$8,316,000	Inner neighborhood	2026-2035	
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Construct road to 3 lane collector standards.	\$6,712,000	2040 Corridor	2018-2025	X
10700	Sherwood	Sherwood	Arrow Street (Herman Road)	Adams Ave	Gerda Ln/Herman Road Extension	Construct road to collector standards.	\$8,190,000	Industrial area	2018-2025	X
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	West fork of Tonquin Trail	Wildlife Refuge	Construct regional trail along the Cedar Creek corridor to connect existing trail at Stella Olson Park & Old Town to Wildlife Refuge Trail on Roy Rogers Rd. Possible over or undercrossing at 99W.	\$2,465,000	Various	2008-2017	X
10702	Sherwood	Sherwood	Town Center 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	Town Center	2018-2025	X
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	Inner neighborhood	2018-2025	X
10706	Sherwood	ODOT	99W Pedestrian Improvements	UGB South	UGB North	Pedestrian upgrades.	\$1,090,000	2040 Corridor	2018-2025	
10707	Sherwood	ODOT	99W - Sherwood TC Bicycle/Ped Bridges	Sunset Blvd	Edy Rd	Ped/bike bridges over 99W at Sunset, Meinecke, Edy.	\$13,300,000	2040 Corridor	2026-2035	
10708	Washington Co.	Washington Co.	Roy Rogers Rd.	99W	Borchers Dr	Construct road to 5 lane collector standard.	\$1,900,000	Town Center	2018-2025	X
10709	Tualatin	Tualatin	Sagert	Martinazzi	N/A	Signalize intersection and change grades to provide better sight distance.	\$1,700,000	Town Center	2008-2017	X
10710	Tualatin	Tualatin	Cipole	Herman	N/A	Signalize intersection & realign railroad crossing.	\$5,600,000	Industrial area	2018-2025	
10711	Tualatin	Tualatin	Teton	Tualatin Rd	N/A	Signalize intersection.	\$307,000	Inner neighborhood	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10712	Tualatin	Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Reconstruction/widen from Martinazzi to Lower Boones Ferry Road.	\$12,300,000	Town Center	2018-2025	
10713	Tualatin	Tualatin	Leveton	130th	Cipole Rd	Extension.	\$9,070,000	Industrial Area	2018-2025	
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	Industrial Area	2008-2017	X
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Reconstruct and widen to 3 lanes from Teton to Tualatin.	\$2,500,000	Industrial Area	2008-2017	X
10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Reconstruct/widen from 112th to 124th to fill system.	\$9,400,000	Industrial Area	2008-2017	X
10717	Tualatin	Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road.	\$13,000,000	Industrial Area	2018-2025	
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Reconstruction from Cipole to 124th.	\$4,100,000	Industrial Area	2008-2017	X
10719	Tualatin	Tualatin	Leveton Ind. Area	108th	118th	Widen Leveton Drive to 5 lanes, signalize the 108th/Leveton intersection, signalize 108th/Tualatin intersection.	\$10,400,000	Industrial Area	2018-2025	
10720	Tualatin	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 5 lanes from Tualatin-Sherwood to Ibach.	\$16,500,000	Inner neighborhood	2026-2035	X
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Widen to 3 lanes from 65th to Lake Oswego.	\$3,520,000	Industrial Area	2026-2035	X
10722	Tualatin	Tualatin	65th	Nyberg	Childs Rd	Extension across the Tualatin River from Nyberg to Childs Road.	\$15,000,000	Outer neighborhood	2026-2035	X
10723	Tualatin	Tualatin	ORE 99W	Cipole	River	Widen to 6 lanes from Cipole to the Tualatin River.	\$14,400,000	2040 Corridor	2026-2035	
10725	Tualatin	Tualatin	65th	Sagert	Nyberg	Widen to 5 lanes from Sagert to Nyberg.	\$19,000,000	Employment Area	2026-2035	X
10726	Tualatin	Tualatin	Sagert	Martinazzi	65th	Widen to 5 lanes from Martinazzi to 65th, signalize 65th/Sagert intersection & sidewalks on overpass.	\$40,000,000	Employment area, Inner neighborhood	2026-2035	
10727	Tualatin	Tualatin	90th	Tualatin	Tualatin-Sherwood	Widen to 5 lanes from 90th to Tualatin-Sherwood.	\$36,250,000	Town Center	2026-2035	
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	Inner neighborhood	2008-2017	X
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi.	\$6,900,000	Town Center	2026-2035	X
10730	Tualatin	Tualatin	E-W connection	108th	112th	Construct new street.	\$18,200,000	Industrial Area	2008-2017	X
10731	Tualatin	Tualatin	Tualatin Rd/Lower Boones Ferry Rd	Herman Rd/ Tualatin Rd intersection	Exit 290 at I-5	Complete project development and begin construction of the connection of Tualatin Road from Herman Rd intersection to I-5 at Lower Boones Ferry Road (Exit 290). Consider alternative alignments including the existing route and bridge across the Tualatin River and potential new routes and bridges across the Tualatin River. Consider additional freeway crossing capacity in the vicinity of the I-5/Lower Boones Ferry Road interchange.	\$44,900,000	Employment area, Industrial area	2018-2025	
10732	Tualatin	Tualatin	Boones Ferry	Norwood	Day	Widen to 5 lanes from Norwood to Day Rd.	\$40,050,000	Industrial area, Outer neighborhood	2018-2025	
10734	Tualatin	ODOT	I205 SB - I5 SB	I205	I5	Merge lane to I-5 south.		2040 Corridor	2008-2017	
10735	Tualatin	Tualatin	Herman	108th	Teton	Widen to 5 lanes from 108th to Teton.	\$1,250,000	Industrial Area	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	Tonquin	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	\$82,500,000	Industrial Area	2008-2017	X
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Pedestrian improvements & bike lanes.	\$10,600,000	Other	2008-2017	X
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Add bikelanes to Teton from Avery to Tualatin Rd.	\$3,800,000	Industrial Area	2026-2035	X
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Add bikelanes on Nyberg from I-5 to 65th.	\$7,000,000	Employment Area	2026-2035	X
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	Employment Area	2026-2035	X
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Add bikelanes from Avery to Tualatin-Sherwood Rd.	\$2,400,000	Industrial Area	2026-2035	X
10742	Tualatin	Tualatin	108th Ave.			Pedestrian bridge over Tualatin River and connecting paths.	\$2,000,000	Inner neighborhood	2026-2035	X
10743	Tualatin	Tualatin	99W	City Limits	City Limits	Install sidewalks from Cipole to Tualatin River.	\$10,400,000	2040 Corridor	2026-2035	
10744	Tualatin	Tualatin	Tualatin River Pathway				\$8,600,000	Other	2018-2025	X
10745	Tualatin	Tualatin	Pedestrian Trail	65th	Martinazzi	Pedestrian trail from 65th to Martinazzi.	\$1,600,000	Employment area, Industrial area	2018-2025	X
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.	\$3,000,000	Regional Center	2018-2025	X
10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	\$4,000,000	Regional Center	2008-2017	X
10749	Tigard		Washington Square Regional Center Pedestrian Improvements	Various	Various	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	\$3,900,000	Regional Center	2018-2025	X
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Widen to 5 lanes.	\$15,017,000	Town Center	2018-2025	
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	Employment area, Station community	2018-2025	X
10752	Tigard	Tigard	Bonita Road Improvements	Hall Blvd.	Bangy Road	Widen to 4 lanes.	\$36,000,000	Employment Area	2008-2017	
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Widen to 5 lanes.	\$21,093,000	Employment Area	2008-2017	X
10754	Tigard	Tigard	Walnut Street Extension	99W	Ash Ave.	Extend street east of 99W to connect to Downtown Tigard (PE Phase only)	\$3,770,000	Town Center	2008-2017	X
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Widen to 5 lanes with bikeways and sidewalks.	\$25,000,000	Employment area	2008-2017	X
10756	Tigard	Tigard	72nd Ave. Improvements	Hunziker Road	Bonita Road	Widen to 5 lanes with bikeways and sidewalks	\$28,166,850	Employment Area	2008-2017	
10757	Tigard	Tigard	72nd Ave. Improvements	Bonita Road	Durham Road	Widen to 5 lanes with bikeways and sidewalks	\$15,425,000	Employment Area	2008-2017	
10758	Tigard	Tigard	Dartmouth Street Extension	Durham Road	Hunziker Road	3 lane extension; new Highway 217 overcrossing.	\$58,690,500	Employment Area	2018-2025	
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Widen to 4 lanes with turn lanes and sidewalks.	\$4,412,000	Employment area	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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	Town Center	2018-2025	X
10762	Tigard		Nimbus Ave. Extension	Nimbus Ave.	Greenburg Road	2 lane extension with sidewalks and bike lanes.	\$30,000,000	Regional Center	2018-2025	X
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	Complete shared-use path construction.	\$1,821,000	Regional Center	2008-2017	X
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Widen to 5 lanes with bikeways and sidewalks.	\$20,000,000	Town Center	2018-2025	X
10765	Tigard	Washington Co.	Hall Blvd. Extension	Durham Road	Tualatin	Extend Hall Boulevard across Tualatin River.	\$87,220,000	Town Center	2018-2025	
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	Regional Center, Town Center	2008-2017	X
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	Employment area	2008-2017	X
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.	\$7,000,000	Regional Center	2008-2017	X
10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	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.	\$50,000,000	2040 Corridor, Town Center	2008-2017	X
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	Regional Center	2008-2017	X
10772	Forest Grove	Forest Grove	David Hill	HWY 47	Brook St.	Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47.	\$5,000,000	Outer neighborhood	2008-2017	
10773	Forest Grove		Thatcher/Gales Creek	Thatcher	Gales Creek	Re-align Thatcher Road at its intersection with Gales Creek Road.	\$3,600,000	Employment area	2008-2017	X
10774	Forest Grove	Forest Grove	23rd/24th	Hawthorne	Quince	Construct collector level roadway between Hawthorne Ave. and Quince Street.	\$10,000,000	Industrial area	2008-2017	X
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	Inner neighborhood	2008-2017	X
10777	Forest Grove	Forest Grove	Forest Grove-Cornelius Industrial Connector	Yew	Holladay	Construct east-west industrial collector from Yew Street to connect to Holladay in Cornelius.	\$3,000,000	Industrial area	2008-2017	
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	Industrial area	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
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. Includes intersection improvements at Yew/Adair/19th.	\$16,500,000	2040 Corridor	2008-2017	X
10780	Forest Grove	Forest Grove	Hwy 47 Intersection Improvements	Purdin	B St.	Various intersection improvements including signalization, turning lanes, widening, and access improvements (Purdin/Verborrt, David Hill, Porter, Oak, Martin/24th, Quince/Pacific, 19th, Fern Hill/Oak, B Street).	\$8,300,000	Employment area	2008-2017	
10781	Forest Grove	Forest Grove	West UGB Trail	Ritchey	David Hill	Multi-use trail.	\$3,100,000	Outer neighborhood	2008-2017	X
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	Inner neighborhood	2008-2017	X
10783	Forest Grove	Forest Grove	A Bicycle / Pedestrian	Pacific	HWY 47	Multi-use trail.	\$1,000,000	Inner neighborhood	2008-2017	
10784	Forest Grove	Forest Grove	David Hill Bicycle Pedestrian	Thatcher	Forest Gale Dr.	Multi-use trail.	\$4,900,000	Inner neighborhood	2008-2017	X
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	Main street	2008-2017	X
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	Main street	2008-2017	X
10787	Cornelius		10th Ave/Cornelius-Schefflin Rd	TV Hwy	Verboort Circle	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	\$9,000,000	Main street	2008-2017	X
10788	Cornelius	Cornelius	10th Ave	Holladay St.	Golf Course Rd	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair	\$2,600,000	Main street	2008-2017	X
10795	Cornelius	Cornelius	Holladay St Extension	4th	Yew	Construct new collector.	\$2,500,000	Main street	2018-2025	X
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Construct new collector.	\$1,300,000	Main street	2008-2017	X
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Construct new collector.	\$1,300,000	Main street	2018-2025	X
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Construct new collector.	\$2,500,000	Main street	2018-2025	X
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Construct new collector.	\$4,500,000	Main street	2018-2025	X
10800	Cornelius	Cornelius	Dogwood St. Extension	E. City Limits	345th Ave.	Construct new collector.	\$1,500,000	Main street	2008-2017	X
10801	Cornelius	Cornelius	29th Ave.	TV Hwy	345th Ave.	Construct new collector.	\$4,200,000	Main street	2008-2017	X
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Signalize intersection.	\$600,000	Main street	2008-2017	X
10803	Cornelius	Cornelius	TV Hwy	4th Ave	29th Ave	Interconnect OR 8 signal system in Cornelius.	\$450,000	Main street	2008-2017	X
10804	Cornelius	Cornelius	Collector Bike Lanes			Sign & stripe about 50 blocks of collectors.	\$350,000	Main street	2008-2017	X
10805	Cornelius	ODOT	TV Hwy Ped Infill			Build out sidewalk gaps on TV Hwy. in Cornelius.	\$1,020,000	Main street	2008-2017	X
10806	Forest Grove	Forest Grove	Council Creek Regional Trail	Banks	Hillsboro	PE: multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, the City of Forest Grove, the City of Banks, connecting to the Banks-Vernonia State Trail, with an additional short trail extension south connecting to the Tualatin River.	\$5,000,000	2040 Corridor	2008-2017	X
10807	Cornelius	Cornelius	HCT Park & Ride	26th Ave	N/A	Build station area and park & ride facilities.	\$850,000	Main street	2018-2025	X
10808	Cornelius	Cornelius	HCT Park & Ride	10th Ave	N/A	Build station area and park & ride facilities.	\$850,000	Main street	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10809	THPRD	THPRD	Bronson Creek Trail (Regional)	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	Inner neighborhood	2018-2025	X
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	Employment area, Outer neighborhood	2008-2017	X
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	Employment area, Industrial area, Outer neighborhood, Regional Center	2018-2025	X
10812	THPRD	THPRD	Fanno Creek Trail (Regional)	Greenwood Inn	Scholls Ferry Rd.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$1,700,000	Industrial area, Outer neighborhood	2008-2010	X
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.	\$4,150,000	Inner neighborhood, Town Center	2009-2014	X
10815	Hillsboro	Hillsboro	Cornell Rd Signal Coordination	185th	Cornelius Pass	Interconnect Traffic Signals (Extends County ATMS).	\$1,000,000	Town Center	2008-2017	X
10817	Hillsboro	Hillsboro	Alodek	Amberwood	Cornelius Pass	Extend 3 lane road with bike lanes/sidewalks.	\$2,000,000	Employment area	2018-2025	X
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Bridge and 3 lanes with bike lanes and sidewalks.	\$16,500,000	2040 Corridor	2018-2025	X
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Dogwood	Widen to 3 lanes with bike lanes and sidewalks.	\$6,800,000	2040 Corridor	2008-2017	X
10820	Hillsboro	Hillsboro	Brookwood (247th)	Alexander	South UGB	Widen to two lanes with onstreet parking and sidewalks Alexander to Davis; widen to 3 lanes with bike lanes and sidewalks Davis to South UGB	\$1,700,000	Outer neighborhood	2008-2017	X
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Build 3 lane with bike lanes and sidewalks.	\$7,890,000	Industrial area	2008-2017	X
10822	Hillsboro	Hillsboro	253rd	Evergreen	Huffman Extn	Build 3 lane with bike lanes and sidewalks.	\$6,162,000	Industrial area	2008-2017	X
10823	Hillsboro	Hillsboro	Amberwood	206th	Cornelius Pass	Complete gap and Improve to 3 lane with bike lanes and sidewalks. Modify signal phasing at Corn Pass	\$1,500,000	Town Center	2018-2025	X
10824	Hillsboro	Hillsboro	Cornell Rd	Arrington	Main Street	Improve to 5 lane with bike lanes and sidewalks.	\$9,248,000	Regional Center	2018-2025	X
10825	Hillsboro	Hillsboro	Amberglen Parkway	Wilkins	Stucki Extn	Extend 3 lane road with bike lanes/sidewalks.	\$1,800,000	Future Regional Center	2008-2017	
10826	Hillsboro	Hillsboro	Jackson School Road	Evergreen	Grant	Widen to 3 lane with bike lanes/sidewalks.	\$7,000,000	Outer neighborhood	2018-2025	X
10827	Hillsboro	Hillsboro	Quatama Road	LRT	Cornelius Pass	Widen to 3 lane with bike lanes/sidewalks.	\$1,800,000	Station community	2008-2017	X
10828	Hillsboro	Hillsboro	Edgeway	Holly St.	Walker Rd	Extend as 2/3 lane with bike/sidewalks.	\$4,000,000	Station community	2018-2025	
10829	Hillsboro	Hillsboro	Wilkins Extension	206th	185th	Extend as 2/3 lane with bike/sidewalks.	\$16,000,000	Town Center	2026-2035	
10830	Hillsboro	Hillsboro	Johnson	Cornelius Pass	Century Blvd	Widen to 3 lanes with bike/sidewalks.	\$8,000,000	2040 Corridor	2026-2035	X
10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Extend 2/3 lane with US 26 Overpass, connect existing segments.	\$12,920,000	Industrial area	2018-2025	X
10832	Hillsboro	Hillsboro	Quatama Road	Cornelius Pass	227th/69th Ave	Widen and extend 2/3 lane with bike/sidewalks.	\$1,800,000	Outer neighborhood	2018-2025	X
10833	Hillsboro	Hillsboro	Grant Street Extension	28th	Brookwood	Extend 3 lane road with bike lanes/sidewalks.	\$11,300,000	Station community	2018-2025	X
10834	Hillsboro	Hillsboro	28th Ave.	Main	25th	Widen to 3 lanes with bike/sidewalks.	\$3,750,000	Main street	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10835	Hillsboro	Hillsboro	185th Ave.	Cornell Rd	Walker Rd	Widen to 7 lanes.	\$10,000,000	Town Center	2018-2025	X
10836	Hillsboro	Hillsboro	Evergreen Rd	Glencoe Rd	25th	Widen to 5 lanes with bike lanes and sidewalks.	\$5,440,000	2040 Corridor	2026-2035	X
10837	Hillsboro	Hillsboro	Campus Court Extension	W. end Campus Ct	Ray Circle	Extend 3 lane road with bike lanes/sidewalks.	\$1,500,000	Town Center	2026-2035	X
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Extend 3 lane road with bike lanes/sidewalks.	\$2,700,000	Outer neighborhood	2008-2017	X
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Extend 3 lane road with bike lanes/sidewalks.	\$4,000,000	Outer neighborhood	2008-2017	X
10840	Hillsboro	Hillsboro	Regional Center Improvements	N/A	N/A	Miscellaneous Improvements to maintain capacity.	\$2,000,000	Regional Center	2018-2025	X
10841	Hillsboro	Hillsboro	Other Traffic Signals	N/A	N/A	Future Traffic Signals (Town Centers, 2040 Corridors).	\$5,000,000	2040 Corridor, Town Center	2008-2017	X
10842	Hillsboro	Hillsboro	Other Collector Reconstruction	N/A	N/A	Miscellaneous locations.	\$4,000,000	Other	2018-2025	X
10843	Hillsboro	Hillsboro	Intersection Improvements	N/A	N/A	Miscellaneous locations.	\$10,000,000	Other	2018-2025	X
10846	Hillsboro	ODOT	TV Hwy.	196th Ave.	Brookwood	Expand capacity including access management, bike/sidewalks and intersection improvements	\$42,000,000	2040 Corridor	2026-2035	X
10847	Hillsboro	Hillsboro	Regional Center Ped Improvements	N/A	N/A	Infill and enhance missing pedestrian sidewalks, improve lighting	\$4,550,000	Regional Center	2018-2025	X
10848	Hillsboro	Hillsboro	Tanasbourne/Amberglen Ped Improvements	N/A	N/A	Infill missing pedestrian sidewalks.	\$5,000,000	Future Regional Center	2018-2025	X
10849	Hillsboro	Hillsboro	Regional Center- Bike Improvement	N/A	N/A	Infill missing bike lane connections.	\$2,000,000	Regional Center	2018-2025	X
10850	Hillsboro	Hillsboro	Beaverton Ck Trail, Bronson Ck Trail,	Baseline Rd, 185th	Rock Creek Trail	Construct bike/ped trail.	\$1,000,000	2040 Corridor	2018-2025	X
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd)	Construct bike/ped trail.	\$5,520,000	2040 Corridor	2018-2025	X
10852	Wilsonville	ODOT	95th/Boones Ferry/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp of I-5/Stafford Interchange	Construct dual left-turn and right-turn lanes; improve signal synchronization, access management & sight-distance	\$2,500,000	Industrial Area	2008-2017	X
10853	Wilsonville	Wilsonville	Kinsman Rd. Extension	Ridder Rd.	Day St.	Construct three lane road extension with sidewalks & bike lanes	\$6,500,000	Industrial Area	2008-2017	X
10854	Metro	To be determined	Tonquin Trail	Tualatin-Sherwood Rd.	Clackamas Co. Line	Construct multi-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Targeted as Metro Strategic Investment priority.	\$3,000,000	Various	2008-2017	X
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Construct roundabout and related improvements to Foster.	\$656,452	Employment area	2018-2025	X
10857	Portland	Portland	Jenne/Foster	Intersection Jenne/Foster		Add second EB left turn lane. Requires widening of Jenne North.	\$540,780	Employment area	2018-2025	
10858	Portland	Portland	174th/Powell	Intersection of 174th/Powell		Improve intersection to 5 lane section.	\$1,860,824	Employment area	2018-2025	
10859	Gresham	Gresham	Pleasant View Dr., Powell Loop to Binford Parkway	Powell Loop	Binford Parkway	Widen roadway and construct curb and gutter, sidewalks, bike lanes and storm drainage.	\$8,965,420	Employment area	2008-2017	
10860	Gresham	Gresham	Collector 72 (Knapp)	172nd	182nd	Build new road to green street collector standards.	\$10,703,002	Town Center	2008-2017	X
10861	Gresham	Gresham	Collector 72 (Knapp)	182nd	190th	Build new road to green street collector standards.	\$10,368,393	Town Center	2008-2017	X
10862	Gresham	Gresham	Community Street 72	190th	Binford Parkway	Build new road to green street community standards.	\$9,991,393	Employment area	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10863	ODOT	ODOT	Troutdale Interchange (Exit 17) Improvements	Troutdale interchange (Exit 17)	N/A	Improve eastbound off-ramp, widen South Frontage Road, improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW Marine Dr.)	\$32,200,000	Town Center	2018-2025	X
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	Callister Road	267th Ave.	New interchange on US 26 to serve industrial area.	\$29,500,000	Industrial area	2018-2025	X
10865	ODOT	ODOT	I-205/Airport Way interchange	I-205 and Airport Way		Implement recommendations consistent with I-205/Airport Way Study.	\$10,500,000	Employment area, Industrial area	2008-2017	X
10867	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Planning and PE	I-84	Greeley St.	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$30,000,000	Portland Central City	2008-2017	X
10869	ODOT	ODOT	Sunrise Project: Construct improvements in the Sunrise Corridor consistent with the supplemental EIS	I-205	122nd Ave.	Construct improvements consistent with the supplemental EIS.	\$150,000,000	2040 Corridor	2008-2017	X
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 Elligsen Road.	I-205	Elligsen 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 Elligsen Road.	\$9,700,000	2040 Corridor	2008-2017	X
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Widen highway to 6 lanes.	\$36,119,034	Employment area	2008-2017	X
10874	ODOT	ODOT	I-5 Delta Park Phase 2	Victory	Lombard	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment.	\$46,000,000	2040 Corridor	2008-2017	X
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	Regional Center	2008-2017	X
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.	\$13,000,000	Regional Center	2008-2017	X
10884	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-way	I-84	Greeley St.	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$20,000,000	Portland Central City	2018-2025	X
10890	ODOT	ODOT	Sunrise Project: Acquire right-of-way: I-205 to SE 172nd Ave	I-205	172nd Ave.	Acquire right-of-way: I-205 to SE 172nd Ave.	\$145,000,000	2040 Corridor	2008-2017	X
10893	ODOT	ODOT	Improve I-5/Columbia River bridge	Victory Blvd.	Washington state line	Replace I-5/Columbia River bridges and improve interchanges on I-5.	\$2,982,000,000	Portland Central City	2008-2017	X
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	2040 Corridor	2008-2017	X
10899	TriMet		Washington County Commuter Rail spare DMUs	N/A	N/A	1 powered and 2 trailer DMUs for spares and service reliability.	\$14,000,000	Other	2008-2017	X
10900	TriMet		Washington County Commuter Rail Frequency improvements	N/A	N/A	Beaverton to Wilsonville frequency and span of service improvements. Will require capital improvements including DMUs.	\$250,000,000	Other	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.).	\$1,148,000,000	2040 Corridor	2008-2017	X

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10902	TriMet		MAX light rail: Yellow Line: CRC / I-5 North extension	N/A	N/A	CRC - Expo to Vancouver, north on Main to Lincoln.	\$755,600,000	2040 Corridor	2008-2017	X
10905	TriMet		MAX light rail: Blue Line east : station upgrades	N/A	N/A	Refurbish older MAX station platforms along Banfield / Burnside.	\$15,000,000	Other	2008-2017	
10907	TriMet		High Capacity Transit: Barbur / 99W Corridor	N/A	N/A	Portland to Tigard/King City HCT Line. Assumes expansion of existing bases or 3rd LRT operating base as part of project.	\$1,656,250,000	2040 Corridor	2008-2017	
10909	TriMet		Powell / Division On-Street BRT	N/A	N/A	On-Street BRT on Powell/Division from Portland CBD to Gresham TC.	\$20,000,000	2040 Corridor	2008-2035	
10912	TriMet		Streetcar Extension: Portland to Lake Oswego via Willamette Shore	N/A	N/A	Portland to Lake Oswego extension of Portland Streetcar.	\$221,700,000	2040 Corridor	2008-2017	X
10916	TriMet		Bus Improvements: SE McLoughlin to Oregon City and CCC	N/A	N/A	Bus improvements along McLoughlin Blvd in Milwaukie, Galdstone, Oregon City, and CCC to improve access in corridor and connect to PMLR	\$6,000,000	2040 Corridor	2008-2017	X
10920	TriMet		MAX LRT: Rose Quarter junction track and intersection improvements	N/A	N/A	Improve operations, possible grade separation, bike accommodation.	\$25,000,000	Other	2008-2017	
10921	TriMet		MAX LRT on Steel Bridge: Capacity and operations improvements	N/A	N/A	Possible additional tracks, bridge rehabilitation, seismic upgrade.	\$60,000,000	Other	2008-2017	X
10922	TriMet		MAX LRT: Gateway junction restructuring	N/A	N/A	Track reconfiguration to provide direct N/S operations and eliminate single track section.	\$70,000,000	Other	2018-2025	
10923	TriMet		MAX LRT: Downtown Portland speed and capacity improvements	N/A	N/A	Train speed and station spacing study, signal upgrades.	\$5,000,000	Other	2008-2035	
10926	TriMet		Transit dispatch center upgrade	N/A	N/A	To accommodate increasing operating complexities. Part of the work is incorporated in Portland to Milwaukie Light Rail Project	\$4,000,000	Other	2008-2017	X
10927	TriMet		MAX LRT: Operational upgrades	N/A	N/A	Sidings, powered turnouts, block and signal control infill.	\$19,000,000	Other	2008-2035	X
10928	TriMet		New MAX LRT vehicles	N/A	N/A	fleet expansion to meet growing demand	\$49,000,000	Other	2008-2017	X
10979	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 after an alternatives analysis study is completed.	\$118,500,000	Portland Central City	2008-2017	X
10980	Portland		Streetcar Master Plan	N/A	N/A	Planning program for future Portland streetcar lines.		Other	2008-2017	
10981	TriMet		Regional Bus: North Macadam / Line 35 realignment	N/A	N/A	Shift of Line 35 through this fast-growing area until Lake Oswego Streetcar is complete	\$100,000	Other	2008-2017	X
10984	TriMet		Reconfiguration of Millikan Way Park & Ride	N/A	N/A	Reconfigure lot in response to lease expiration.	\$2,000,000	Station community	2008-2017	X
10985	TriMet		Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	Redesign to expand park & ride lot and integrate station with pending site development.	\$6,000,000	Station community	2008-2017	
10986	TriMet		Fuller Rd Park & Ride reconfiguration	N/A	N/A	Reconfigure / structure Fuller P&R for TOD opportunity.	\$10,000,000	Station community	2018-2025	
10987	TriMet		Gresham City Hall Park & Ride reconfiguration	N/A	N/A	Reconfigure / structure City Hall P&R for TOD opportunity.	\$3,000,000	Station community	2008-2017	
10988	TriMet		Incremental increases in park & ride lots and capacities	N/A	N/A	50-space +/- lots (or additions to existing lots) in communities. 20 lots region-wide.	\$20,000,000	Station community	2008-2017	
10989	TriMet		181st park & ride lot	N/A	N/A	Redevelop site in conjunction with TOD opportunity.	\$4,000,000	Station community	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
10990	TriMet		Park & Ride management strategy implementation	N/A	N/A	Convert major park & ride lots for shared use and/or pay lots.	\$1,000,000	Other	2008-2035	X
10991	TriMet		Gateway Phase 2 TOD development	N/A	N/A	Coordinate with development and garage expansion.	\$3,724,000	Station community	2008-2017	
10992	TriMet		Gateway Phase 3 TOD development	N/A	N/A	Reconfigure bus TC function alongside P&R structure per master plan.	\$3,500,000	Station community	2008-2017	
10993	TriMet		Milwaukie bus layover facility	N/A	N/A	Modification to Milwaukie Park & Ride.	\$627,000	Other	2008-2017	X
10995	TriMet		Rose Quarter Bike Improvements	N/A	N/A	Modify Rose Quarter to accommodate through bike traffic.	\$250,000	Portland Central City	2008-2017	X
10996	TriMet		Rose Quarter Transit Center reconstruction	N/A	N/A	Reconstruct TC to better suit circulation and redevelopment needs.	\$8,000,000	Portland Central City	2008-2017	
10997	TriMet		Willow Creek Transit Center	N/A	N/A	Reconstruct TC portion of MAX/bus facility for TOD opportunity (PCC).	\$6,000,000	Station community	2008-2017	X
10998	TriMet		Bus replacements	N/A	N/A	Approximately 40 buses annually to keep fleet to fleet age standards	\$368,160,000	Other	2008-2035	X
10999	TriMet		Bus purchases for congestion and expansion	N/A	N/A	fleet expansion to meet growing demand	\$46,020,000	Other	2008-2035	X
11016	TriMet		LIFT vehicle replacement and expansion of fleet	N/A	N/A	Replace and expand fleet. Starting at approximately 40 LIFT vehicles annually in early years and expanding.	\$106,250,000	Other	2008-2035	X
11032	TriMet		Ruby Junction light rail operating base expansion	N/A	N/A	LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Ave. Capital cost is included in Milwaukie and CRC projects.		Other	2008-2017	X
11035	TriMet		Powell bus operating base expansion	N/A	N/A	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	\$11,637,609	Other	2008-2017	X
11036	TriMet		Merlo fuel / service house replacement	N/A	N/A	Over due replacement, creates new entrance.	\$6,411,300	Other	2008-2017	X
11037	TriMet		Merlo bus operating base expansion	N/A	N/A	Pave graveled property for bus parking expansion.	\$1,000,901	Other	2018-2025	
11038	TriMet		Center Street bus operating base expansion	N/A	N/A	Includes upgrades to bus facilities and responses to some changes needed to accommodate Portland to Milwaukie Light Rail	\$10,000,000	Other	2008-2017	X
11039	TriMet		Center Street bus operating base expansion	N/A	N/A	Phase 2 to include administrative offices.	\$11,997,000	Other	2008-2017	
11041	TriMet		4th bus base	N/A	N/A	Land acquisition and construction of a 4th bus base.	\$77,000,000	Other	2026-2035	
11042	TriMet		Bus priority treatment	N/A	N/A	Traffic signal priority treatments, jump lanes, etc. regionwide. Including adding bus priority when other signal improvements are made.	\$5,029,837	Other	2008-2035	X
11043	TriMet		Pedestrian access improvements	N/A	N/A	Sidewalks, crosswalks and ADA improvements to transit access.	\$5,000,000	Other	2008-2035	X
11045	Washington Co.		Baseline @ 185th Improvement	185th Ave.	Baseline	Grade separate intersection.	\$24,700,000	Employment area	2018-2025	
11056	Tualatin	Tualatin	108th Ave.	Leveton Dr	Herman Rd	Widen 108th Ave from one travel lane in each direction to two travel lanes in each direction with a continuous left turn lane.	\$5,600,000	Industrial Area	2018-2025	
11071	ODOT	ODOT	I-5/Wilsonville Road Interchange	Hubbard cut-off	Wilsonville Road	Reconstruct all interchange ramps and improve Wilsonville Road at interchange. Add NB auxiliary lane from Hubbard cut-off to Wilsonville Rd.	\$21,200,000	2040 Corridor, Town Center	2008-2017	X
11074	Gresham	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	Outer neighborhood	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11075	Gresham	Gresham	East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail")	East Buttes Loop Trail approx. 0.7 mile south of the	South of Kelley Creek approx. 2.2 miles then back to the	Construct 8' wide "soft surface" trail	\$1,450,527	Outer neighborhood	2008-2017	
11081	Lake Oswego		Boones Ferry Rd bike lanes	Country Club	North City Limits	Add bike lanes	\$5,710,000	2040 Corridor	2009-2017	X
11082	Lake Oswego		Carman Dr. sidewalks & bike lanes	Meadows Rd	I-5	Add bike lanes and pedestrian pathway		Town Center	2009-2017	
11083	Lake Oswego		Iron Mountain / Upper Drive	10th St.	Bryant Rd.	Add bike lanes	\$3,900,000	Outer neighborhood	2009-2017	
11084	Lake Oswego		Pilkington Rd bike lanes/sidewalk	Boones Ferry Rd	Childs Rd	Widen and improve to provide bike//ped facility	\$1,510,000	Outer neighborhood	2009-2017	
11085	Lake Oswego		Kerr Parkway bike lanes	Stephenson	Boones Ferry Rd	Add bike lanes and reconstruct roadway	\$3,000,000	Outer neighborhood	2009-2017	
11087	Lake Oswego		Bryant Rd bike lanes/pathway	Childs Rd	Boones Ferry Rd	Add bike lanes	\$4,295,000	Outer neighborhood	2009-2017	
11088	Oregon City	Clackamas Co.	Holly Lane	Redland Rd.	Holcomb Rd.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area.	\$21,000,000	Other	2018-2025	X
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	Outer neighborhood	2008-2017	X
11090	Washington Co.	Washington Co.	10th Ave/Cornell Bike	Baseline Rd.	25th Ave.	Completes 2100 feet of bike lanes in transit corridor	\$4,740,000	2040 Corridor	2008-2017	X
11091	Portland/Port	Portland/Port	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Expand the on-ramp to three lanes, including for truck/HOV	\$750,000	Employment Area	2008-2017	X
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		2040 Corridor	2008-2017	X
11094	Cornelius		Baseline Boulevard Improvement	10th	19th	Build sidewalks & other pedestrian amenities	\$3,600,000	Main street	2008-2017	X
11095	Cornelius		11th-17th Avenue	Baseline	Adair	Ped improvement of Main Street Dist local streets	\$3,400,000	2040 Corridor	2008-2017	X
11096	Gresham	Gresham	Cleveland St. Reconstruction.	Burnside	Stark	Reconstructs street from Stark to Burnside.	\$13,838,103	Regional Center	2008-2017	
11097	Gresham	Gresham	Orient Dr. Imps.	South City Limits	East to 282nd Ave.	Upgrades to arterial 4 lane standards.	\$9,000,000	Industrial area	2018-2025	
11098	Gresham	Gresham	Rockwood TC 181st LRT station and Ped Enhancements			Improve sidewalks, lighting, crossings, bus shelters, benches at 181st LRT station, on Stark St. and other intersecting streets.	\$8,919,615	Town Center	2018-2025	
11099	Gresham	Gresham	Barnes Rd.: Orient to south city limits	Orient	South City limit	Widen road and add improvements.	\$7,135,229	Outer neighborhood	2018-2025	X
11100	Gresham	Gresham	East Buttes Loop Trail: From Rodlun Road to 190th	Rodlun	190th	Construct new shared use trail (12' wide pervious asphalt)	\$2,800,000	Outer neighborhood	2008-2017	X
11101	Gresham	Gresham	East Buttes Loop Trail: 190th west to Springwater Trail	190th	Springwater Trail	Construct new shared use trail (12' wide pervious asphalt)	\$5,515,000	Outer neighborhood	2008-2017	
11102	Portland		Burnside/Couch Streetcar Extension to Hollywood via Sandy Blvd	E 14th	Hollywood District	Extend streetcar from E 14th Avenue to the Hollywood District after an alternatives analysis study is completed.	\$70,000,000	Town Center	2008-2017	X
11107	SMART		Extension of transit service from Wilsonville to downtown Portland			Additional Service hours for new services and related bus stop and ROW improvements	\$1,152,000	Other	2008-2017	X

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11108	SMART		New Service to West Wilsonville Developments			Additional Service hours for new services and related bus stop and ROW improvements	\$1,550,000	Town Center	2008-2017	X
11109	SMART		Bus Replacements			Purchase buses to replace those that are no longer safe or reliable.	\$14,000,000	Other	2008-2035	X
11110	SMART		Wilsonville Park & Ride Expansion			Design & construct an additional 250 spaces of parking at the Wilsonville Stations	\$4,500,000	Station community	2008-2017	X
11111	SMART		SMART Administrative Building			Design and construct SMART offices near the Wilsonville commuter rail station	\$4,000,000	Other	2008-2017	X
11112	SMART		Wilsonville SMART Fleet Services Facility			Design and construct a transit fleet services facility near the Wilsonville commuter rail station	\$8,000,000	Other	2008-2017	X
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	\$1,190,000	Employment area, Industrial area	2018-2035	X
11116	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd	Reconstruct road with drainage, bike lanes, sidewalks, and curbs.	\$15,396,476	Inner neighborhood	2008-2017	
11117	Portland		St. Helens Rd. (US 30), (in vicinity of NW Balboa) Connectivity Improvements	NW Balboa		Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.	\$23,113,022	Industrial Area	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	2040 Corridor	2008-2017	X
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	2040 Corridor	2008-2017	X
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Widen I-5 to 3 lanes and realign ramps.	\$50,000,000	2040 Corridor	2008-2017	X
11122	ODOT	ODOT	OR 217: Sunset Hwy to TV Hwy	US 26	OR 8	Widen OR 217 and structures.	\$37,676,000	2040 Corridor	2008-2017	X
11123	ODOT	ODOT	I-5 North Macadam	I-5/Macadam interchange	N/A	Construct improvements in North Macadam/South Waterfront area to enhance safety and access.	\$15,000,000	Portland Central City	2008-2017	X
11124	ODOT	ODOT	US 26W Cornell to 185th	Cornell Rd	185th Ave.	Widen US 26 to 6 lanes from Cornell Rd. to 185th Ave.	\$20,000,000	2040 Corridor	2008-2017	X
11125	ODOT	ODOT	US 26E Springwater at grade intersection	N/A	N/A	Construct at-grade intersection connecting Springwater area to US 26.	\$2,000,000	Industrial area	2008-2017	X
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	Town Center	2008-2017	X
11127	Portland	Portland	School Access Safety Improvements: various locations	N/A	N/A	Pedestrian safety enhancements at 11 elementary schools.	\$499,600	Inner neighborhood, Outer neighborhood	2008-2017	X
11128	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 2			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2)	\$19,300,000	Portland Central City	2008-2017	
11129	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 2			Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2)	\$16,600,000	Portland Central City	2008-2017	
11130	Troutdale/Port	Troutdale	Graham Road Reconstruction Phase 2	I-84 North Frontage Road	Sundial Road	Reconstruct and widen Graham Road	\$8,500,000	Industrial area	2008-2017	
11131	Portland		Vermont St., SW, (30th - 45th): Bicycle and Pedestrian Improvements	SW 30th	SW 45th	Multi-modal street improvements including bicycle and pedestrian facilities.	\$1,350,000	Town Center, Main street, Station community	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11132	Clackamas Co.	Clackamas Co.	Clackamas Industrial area multi-modal improvements	area wide improvements		Complete bike and pedestrian connections within the Clackamas Industrial area.	\$5,000,000	Industrial area	2008-2018	X
11133	Portland		NEW St. Johns Truck Strategy Implementation Phase II			Addresses pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands.	\$1,000,000	Inner neighborhood		X
11134	THPRD		Westside Trail (Regional)	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	\$2,675,000	Outer neighborhood	2011-2013	X
11135	Happy Valley	Happy Valley	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange)	177th Ave.	Construct a new 5 lane roadway with sidewalks, bike lanes and traffic signals	\$34,347,149	Employment area, Industrial area	2008-2017	X
11136	Hillsboro	Hillsboro	TV Hwy/209th Intersection	N/A	N/A	Add eastbound right turn lane, widen crossing for second northbound to westbound left turn lane, add second southbound lane, protected N-S turn phasing	\$3,800,000	2040 Corridor	2008-2017	X
11137	Hillsboro	Hillsboro	TV Hwy/Century Blvd Intersection	N/A	N/A	Add second southbound lane. Add northbound left turn lane, widen rail crossing, add offroad bike lanes on Century from TV Hwy to Alexander	\$1,800,000	2040 Corridor	2008-2017	X
11138	Hillsboro	Hillsboro	206th Ave	LRT	Von Neumann Rd.	Widen roadway to add sidewalks and bike lanes	\$1,200,000	Future Regional Center	2008-2017	X
11139	Hillsboro	Hillsboro	Baseline at Brookwood Intersection Improvements	lhly Way	500' south of Baseline Rd	Widen for second northbound and southbound thru the intersection	\$1,000,000	2040 Corridor	2008-2017	X
11140	Hillsboro	Hillsboro	Brookwood Parkway	lhly Way	Cornell Rd.	Widen to five lanes with offstreet sidewalk and bikeway	\$9,000,000	Industrial area	2018-2025	X
11141	Hillsboro	Hillsboro	Brodgen Ave	28th Ave	Brookwood Ave.	Widen to provide sidewalks and Bikeway network signage access to LRT and parks. New traffic signal at Brookwood.	\$3,000,000	Station Area	2018-2025	X
11142	Hillsboro	Hillsboro	37th Ave	Main St	Brogden Ave	Widen to provide sidewalks and Bikeway Network signage access to LRT and Fairgrounds	\$1,000,000	Station Area	2008-2017	X
11143	Hillsboro	Hillsboro	Holly Street Extension	Edgeway	185th	Construct 3 lane roadway with sidewalks and signal at 185th	\$1,000,000	Station Area	2008-2017	X
11144	Hillsboro	Hillsboro	Edgeway (Salix)	Heritage	Holly Street	Construct 3 lane roadway with bike lanes and sidewalks	\$1,000,000	Station Area	2008-2017	X
11145	Hillsboro	Hillsboro	Airport Rd	48th Ave	Brookwood Pkwy	Widen to 2/3 lanes with bike lanes and sidewalks	\$1,500,000	Industrial area	2018-2025	X
11146	Hillsboro	Hillsboro	Shute Rd (renamed Brookwood Pkwy)	Evergreen Rd.	Meek Rd (realigned)	Construct off street combined bike/ped paths	\$1,000,000	Industrial area	2008-2017	X
11147	Hillsboro	Hillsboro	Schaaf Rd	Pinefarm Pl	Century	Construct 3 lane roadway with bike lanes and sidewalks.	\$2,500,000	Industrial area	2018-2025	X
11148	Hillsboro	Hillsboro	Westmark Dr.	Croeni Rd.	West Union Rd.	Construct 3 lane roadway with bike lanes and sidewalks.	\$1,700,000	Industrial area	2018-2025	X
11149	Hillsboro	Hillsboro	Helvetia Rd.	Schaaf Rd	West Union Rd.	Construct 3 lane roadway with bike lanes and sidewalks	\$4,000,000	Industrial area	2018-2025	X
11150	Hillsboro	Hillsboro	Jacobson Rd.	Century Blvd	Helvetia Rd	Complete 3 lane roadway with bike lanes and sidewalks	\$2,500,000	Industrial area	2008-2017	X
11151	Hillsboro	Hillsboro	Bentley St.	32nd Ave.	Brookwood Ave.	Construct sidewalks and bike lanes.	\$3,000,000	Outer neighborhood	2018-2025	X
11152	Hillsboro	Hillsboro	Cedar St.	32nd Ave.	Brookwood Ave.	Construct sidewalks	\$1,000,000	Outer neighborhood	2018-2025	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11153	Hillsboro	Hillsboro	Golden Rd.	Brookwood Ave.	Imlay Ave.	Widen to provide bike lanes and sidewalks	\$2,000,000	Outer neighborhood	2018-2025	X
11154	Hillsboro	Hillsboro	Francis St.	Imlay Ave.	Cornelius Pass Rd.	Widen to provide bike lanes and sidewalks	\$1,000,000	Outer neighborhood	2008-2017	X
11155	Hillsboro	Hillsboro	Drake St.	Imlay Ave.	67th Ave.	Widen to provide 2/3 lanes with bike lanes and sidewalks	\$1,800,000	2040 Corridor	2018-2025	X
11156	Hillsboro	Hillsboro	Drake St.	Brookwood Ave.	Imlay Ave.	Widen to provide 2/3 lanes with bike lanes and sidewalks	\$1,500,000	2040 Corridor	2018-2025	X
11157	Hillsboro	Hillsboro	Imlay Ave.	TV Hwy	Lois St.	Widen to provide bike lanes and sidewalks	\$2,000,000	Outer neighborhood	2018-2025	X
11158	Hillsboro	Hillsboro	206th Ave.	Baseline	Rock Rd.	Widen to provide bike lanes and sidewalks	\$3,000,000	Outer neighborhood	2018-2025	X
11159	Hillsboro	Hillsboro	Alexander St.	Brookwood (247th)	56th Ct.	Widen to provide bike lanes and sidewalks	\$1,000,000	2040 Corridor	2008-2017	X
11160	Hillsboro	Hillsboro	Witch Hazel Rd.	River Road	Brookwood (247th)	Widen to provide sidewalks	\$1,000,000	2040 Corridor	2018-2025	X
11161	Hillsboro	Hillsboro	Rood Bridge Rd	River Road	South UGB	Widen to provide bike lanes and sidewalks	\$2,500,000	Outer neighborhood	2026-2035	X
11162	Hillsboro	Hillsboro	24th Ave	Maple	Main Street	Widen to provide bike lanes and sidewalks, bridge over Dawson Creek	\$4,000,000	Outer neighborhood	2026-2035	X
11163	Hillsboro	Hillsboro	Sunrise Lane	Jackson School	25th	Widen to provide sidewalks	\$1,700,000	Inner neighborhood	2018-2025	X
11164	Hillsboro	Hillsboro	17th Ave	Cornell Rd	Sunrise Ln	Widen to provide sidewalks	\$1,000,000	Inner neighborhood	2018-2025	X
11165	Hillsboro	Hillsboro	15th Ave.	Sunrise Ln	Evergreen Rd	Widen to provide bike lanes and sidewalks	\$1,500,000	Outer neighborhood	2018-2025	X
11166	Hillsboro	Hillsboro	25th Ave.	Intel Jones Farm (north end)	Evergreen	Widen to provide bike lanes and sidewalks	\$1,500,000	Outer neighborhood	2018-2025	X
11167	Hillsboro	Hillsboro	Garibaldi	Ebberts	Connell	Widen to provide sidewalks. Bike network Wayfinding signage	\$500,000	Outer neighborhood	2008-2017	X
11168	Hillsboro	Hillsboro	Connell	Garibaldi	Darnielle	Widen to provide sidewalks. Bike boulevard Wayfinding signage	\$500,000	Outer neighborhood	2008-2017	X
11169	Hillsboro	Hillsboro	Cornell/25th Ave Intersection Improvements	N/A	N/A	Widen 25th Ave for double southbound to eastbound left turn lanes, second northbound lane within 500 feet of intersection	\$2,800,000	2040 Corridor	2008-2017	X
11170	Hillsboro	Hillsboro	Cornell/Brookwood Prkwy Intersection Improvements	N/A	N/A	Widen Cornell Rd to provide double left turn lanes eastbound and westbound	\$3,300,000	2040 Corridor	2008-2017	X
11171	Lake Oswego		Tryon Creek Bridge - Willamette River Shoreline regional trail	Mouth of Tryon Creek	Mouth of Tryon Creek	Construct new bridge over the mouth of Tryon Creek	\$1,700,000	Outer Neighborhood	2009-2017	X
11172	Lake Oswego		Hwy 43 Bike Connection	Terwilliger Blvd	McVey Ave	Add bike facility for safety improvement	\$2,500,000	2040 Corridor, Town Center	2009-2017	X
11173	Lake Oswego		McNary/ Royce Stimulus	Kerr to Kerr and Bryant Rd to Westview	see note in the previous box	Overlay Roads	\$800,000	Outer neighborhood	2009-2010	X
11174	Milwaukie	Milwaukie	29th/40th/42nd Bike Boulevard Intersection Improvements	Monroe	Springwater Trail	Construct street improvement from Springwater Trail to 28th; signage & striping improvements at minor intersections; major intersection improvements, such as bulbouts/medians at Harvey/32nd, Olsen/42nd, Harrison/40th; traffic calming along full corridor.	\$2,742,000	Town Center	2008-2017	X
11175	Milwaukie	Milwaukie	Downtown Parking Structure	n/a	n/a	Provide public contribution to private and/or wholly-owned public structured parking in downtown.	\$4,000,000	Town Center	2026-2035	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11176	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction	I-84	Greeley St.	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	\$85,704,966	Portland Central City	2008-2017	X
11177	ODOT	ODOT	I-5 northbound auxiliary lane from Elligsen Road interchange to I-205 interchange	Elligsen Rd	I-205	Construct northbound auxiliary lane on I-5 between Elligsen Road interchange and I-205 interchange.	\$11,000,000	2040 Corridor	2008-2017	X
11178	ODOT	ODOT	US Highway 26 at Shute Road interchange improvements	US 26 and Shute Road	N/A	Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road.	\$45,000,000	Industrial area	2008-2017	X
11179	ODOT	ODOT	I-5 to 99W replacement projects	N/A	N/A	Construct improvements consistent with recommendations from I-5/99W connector process.	\$10,000,000	2040 Corridor	2008-2017	X
11180	ODOT	ODOT	I-205/Hwy. 213 Interchange	Washington St.	I-205	Improve and widen OR 213, including reconstruction of intersection of OR 213 and Washington Street.	\$22,000,000	Regional Center	2008-2017	X
11181	ODOT	ODOT	OR 43 Sellwood Bridge Interchange	OR 43 at Sellwood Bridge	N/A	Improve connection at the west end (OR 43) of the Sellwood Bridge, including the interchange influence area.	\$30,000,000	Main street	2008-2017	X
11182	Oregon City	Oregon City	Molalla Ave. Roundabout	Taylor	Division	Reconfigure intersection for safety and LOS into roundabout	\$3,000,000	2040 Corridor	2008-2017	X
11183	Oregon City	Oregon City	Leland Road Sidewalk and Bike Infill (active transportation project)	Warner Milne	Meyers Road	Construct sidewalks and bike lanes or multi-use path for safety and to connect pedestrian generators.	\$5,000,000	Outer neighborhood	2008-2017	X
11184	Oregon City	Oregon City	Main Street Extension Ped and Bike Imp.	15th Street	Dunes Drive	Construct separated multi-use path or sidewalks and bike lanes on both sides	\$5,000,000	Regional Center	2008-2017	X
11185	Oregon City	Oregon City	Downtown Pedestrian Improvements	5th Street	15th Street	Sidewalk, ramp, and streetscape improvements	\$2,500,000	Regional Center	2008-2017	X
11186	Oregon City	Oregon City	McLoughlin Blvd. Ped and Bike Improvements	S. 2nd Street	UGB	Provide pedestrian and bike access through Canemah	\$10,000,000	Regional Center	2018-2025	X
11187	Oregon City	Oregon City	Abernethy Road Sidewalk Infill	Redland Rd.	Washington Street	Sidewalk infill improvements	\$3,500,000	Regional Center	2018-2025	X
11188	Oregon City	Oregon City	Warner Milne Road/Molalla Intersection Imp.	Beavercreek Rd.	Molalla Ave.	Realign intersection per TSP, pavement preservation, integrate with utility upgrades	\$1,400,000	2040 Corridor	2008-2017	X
11189	Oregon City	Oregon City	McLoughlin Promenade Historic Restoration	Singer Hill	Tumwater	Rehabilitate rails, sidewalk portions, basalt columns, Grand Staircase, tunnel walls	\$1,100,000	Town Center	2008-2017	X
11190	Port of Portland	Multnomah Co.	Sundial Road Improvements	Sundial Road	North of Marine Drive	Widen north of Swigert Way and construct signal and turn lanes at Graham Road.	\$3,200,000	Industrial area	2008-2017	X
11191	Portland		Citywide Bicycle Boulevards	N/A	N/A	Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation	\$31,250,000	Other		X
11192	Portland		Streetcar Planning/ Alternatives Analysis	N/A	N/A	This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	\$6,250,000	Other		X
11193	Portland		Citywide Sidewalk Infill Program	N/A	N/A		\$12,500,000	Other		X
11194	Portland	Portland	South Auditorium Lighting Phase 2			Green infrastructure lighting replacement. Replace foundation, poles, and lighting fixtures to a maintainable status as green infrastructure. Install conduit and power wire to a standard depth. Project will produce significant energy savings, increase lamp life by at least 400% and produce less up light.	\$1,641,000	Other	2010	X
11195	Portland	Portland	SE Water Realignment			Realign temporary Water Avenue to permanent alignment to facilitate freight traffic, streetcar, bicycle, pedestrian and light rail improvements in the Central Eastside Industrial District	\$9,000,000	Industrial Area	2010-2012	X

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11196	Portland		East Portland Advisory Bicycle Lane Network	NE and SE Portland	NE and SE Portland	Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific "from-to" information.	\$12,000,000	Inner neighborhood	2010-2015	X
11197	Portland		Swan Island Active Transportation Access and Mobility Improvements	Various roadways on Swan Island	Various roadways on Swan Island	Improve access and mobility on Swan Island by constructing recommended bikeway network. This includes separated bikeways on: N Basin Ave (N Going to Greenway Trail), N Channel and N Lagoon (N Dolphin to N Going), N Anchor St (N Basin to N Channel); Shared Roadway Bikeway on: N Ballast and N Commerce (N Channel to N Lagoon); and pathway connections from Willamette to Basin and Lagoon to Channel.	\$9,000,000	Industrial Area	2010-2015	X
11198	Portland		Portland-Milwaukie Light Rail Active Transportation Enhancements Project	Various roadways following the PMLR alignment	Various roadways following the PMLR alignment	This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.	\$34,000,000	2040 Corridor	2010-2015	X
11199	Portland		N Ivanhoe (St. Johns)	N Richmond	N St. Louis		\$2,100,000	Town Center	2008-2017	X
11200	Portland		Bicycle Boulevards (signage and striping)	citywide		Striping and Signage - Wayfinding	\$1,000,000	Other	2008-2017	X
11201	Portland		SW Columbia & SW Jefferson Bus Pads: Naito - 14th	SW Naito	SW 14th	Concrete Bus Pads on SW Columbia and SW Jefferson	\$325,000	Portland Central City		X
11202	Portland		SW 3rd & SW 4th Reconstruction (Portland)	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln	Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.	\$325,000	Portland Central City		X
11203	Portland		SW Yamhill & SW Morrison brick intersections	intersection	-	Replacement of brick intersections on SW Yamhill & SW Morrison	\$1,000,000	Portland Central City		X
11204	Portland		Sullivan's Gulch Trail Master Plan	Eastbank Esplanade	122nd	Study to provide off-street trail next to I-5 that crosses under bridges over freeway.	\$224,000	2040 Corridor		X
11205	Portland		SW and E Portland Sidewalk Infill			Infill several missing sidewalk segments on SW Barbur Blvd, 82nd Ave and NE Glisan east of 122nd Ave. Target locations where curbs currently exist and include ADA corner curb ramps.	\$2,000,000	2040 Corridor		X
11206	Portland		Active Corridor Management Projects on I-84/Powell/Glisan/Sandy			This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor. The project provides real-time traveler information along I-84 and parallel facilities so travelers can make informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.		2040 Corridor		X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11207	Port of Portland		T6 Modernization	Terminal 6		Provide improvements to container terminal. Seismic retrofits and crane modernization to the container terminal. Add crane rail to allow service to two post-panamax ships at once.		Freight Intermodal Facility	2008-2017	X
11208	Port of Portland		T4 Modernization	Terminal 4		Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation, grain elevator demolition, wharf removal		Freight Intermodal Facility	2008-2017	X
11209	Port of Portland		Airport Way East Terminal Access Link Roadway	PDX Terminal Area		Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	\$19,092,300	Employment area	2008-2017	X
11210	THPRD	THPRD	Separated Grade Crossing of Tualatin Valley Highway by the Westside Trail			Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	\$4,000,000	2040 Corridor, Employment area	2008-2017	X
11211	THPRD	THPRD	Bridge crossing of Hwy. 26 by the Westside Trail			Would avoid out-of-direction bike/ped trips on a major regional trail	\$4,000,000	Employment area	2008-2017	X
11212	THPRD	THPRD	Bridge crossing of Farmington Rd. by the Westside Trail			Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	\$3,000,000	2040 Corridor, Inner neighborhood	2008-2017	X
11213	THPRD	THPRD	Bridge crossing of Scholls Ferry Road by the Westside Trail			Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	\$3,000,000	Outer neighborhood, Town Center	2008-2017	X
11214	THPRD	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @ Merlo Rd.	To design and construct a multi-use regional trail segment 10'-12' wide paved.	\$1,500,000	Station Community	2008-2017	X
11215	THPRD	THPRD	Waterhouse Trail Segments #1, 5, West Spur	Merlo Road	Springville Rd.	To design and construct multi-use community trail segments 8'-10' wide paved.	\$3,700,000	Station community, Outer neighborhood	2008-2017	X
11216	THPRD	THPRD	Rock Creek Trail Segments #5, Allenbach	185th	Westside Trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	\$1,400,000	2040 Corridor, Outer neighborhood	2008-2017	X
11217	Tigard	Tigard	McDonald Street Improvements	Hall	99W	Construct turn lanes & intersection improvements; add bike lanes & sidewalks in gaps	\$8,000,000	Outer neighborhood	2018-2025	X
11220	Tigard	Tigard	Hall Blvd. Improvements	Locust	Durham	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	\$13,000,000	Inner neighborhood, Town Center	2008-2017	X
11221	Tigard	Tigard	Regional Bikeway Improvements	Multiple locations	Various	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes	\$4,000,000	Other	2008-2017	X
11222	Tigard	TriMet	High Capacity Transit Planning	Downtown Portland	Sherwood	Identify potential alignments, station locations etc.	\$5,000,000	2040 Corridor	2008-2017	X
11223	Tigard	Tigard	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$5,000,000	Town Center	2008-2017	X
11224	Tigard	Tigard	Greenburg/Tiedeman/N. Dakota Reconfiguration	Tiedeman Ave.	N. Dakota St.	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	\$10,000,000	Regional Center	2008-2017	X
11225	Tigard	Tigard	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Acquire ROW, construct streets and streetscape improvements in downtown Tigard	\$4,000,000	Town Center	2008-2017	X
11226	Tigard	Tigard	Pedestrian Improvements	Multiple locations		Fill gaps in sidewalk & pedestrian network	\$5,000,000	Various	2008-2017	X
11227	Tigard	Tigard	Neighborhood Trails & Regional Trail Connections	Multiple locations		Construct high priority neighborhood trails to regional trails, sidewalks & transit	\$5,000,000	Various	2008-2017	X

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11228	Tigard	P&W RR	Portland & Western Rail Trail	Tiedeman Ave.	Main Street	Construct trail along portion of abandoned rail line	\$1,000,000	Town Center	2008-2017	X
11229	Tigard	Tigard	Walnut Street Improvements	99W	116th Ave.	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	\$12,000,000	Outer neighborhood	2008-2017	X
11230	TriMet		Frequent Service Bus Capital Improvements - Phase 2			Bus stop and ROW improvements to support expansion of frequent service bus	\$15,000,000	Other	2008-2017	X
11231	Troutdale/Port	Troutdale	Swigert Way Extension	Existing terminus	Graham Road	Extend Swigert Way from its existing terminus to Graham Road	\$2,500,000	Industrial area	2008-2017	X
11232	Troutdale/Port	Troutdale	Graham Road Reconstruction Phase 1	I-84 North Frontage Road	Sundial Road	Reconstruct and widen Graham Road	\$5,000,000	Industrial area	2008-2017	X
11233	Washington Co.	Washington Co.	Walker Rd. Improvements	185th	158th Ave.	Widen from two to five lanes with bike lanes and sidewalks.		2040 Corridor	2018-2025	X
11234	Washington Co.	Washington Co.	Walker Rd. Improvements	158th	Murray Blvd.	Widen from two to five lanes with bike lanes and sidewalks.		Station community	2018-2025	X
11235	Washington Co.	Washington Co.	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Widen from two to five lanes with bike lanes and sidewalks.		2040 Corridor	2018-2025	X
11236	Washington Co.	Washington Co.	Cedar Hills Blvd. Improvements	Butner Rd	Celeste Ln	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB	\$4,000,000	Station community	2008-2017	X
11237	Washington Co.	Washington Co.	Barnes Rd Improvements	Lois Lane	St. Vincent east access	Add turn lane improvements, Hwy 217 offramp improvements	\$4,000,000	Station community	2008-2017	X
11238	Washington Co.	Washington Co.	Cedar Mill Local Street Connectivity	Cedar Mill Town Center		Connect local streets to reduce out of direction travel and use of arterial roads for local trips	\$10,000,000	Town Center	2008-2017	X
11239	Washington Co.	Washington Co.	Aloha Bike Blvd.	Westside Trail	Brookwood Ave.	Grade-separate bicycle and pedestrian crossings of major roads in the Aloha area	\$16,000,000	2040 Corridor	2008-2017	X
11240	Washington Co.	Washington Co.	Murray Blvd. Bikelane & sidewalk	Farmington Rd.	TV Hwy.	Construct a six-foot wide bikelane on west side of Murray & replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip	\$1,500,000	2040 Corridor	2008-2017	X
11241	Washington Co.	Washington Co.	Evergreen Rd. Bike Lanes	NW 215th Ave.	Cornelius Pass Rd.	Construct six-foot wide bike lanes east and westbound & correct vertical alignment	\$2,000,000	Employment area	2008-2017	X
11242	West Linn	ODOT	I-205 / 10th Street Improvements	Willamette Falls Drive	Blankenship Rd / Salamo Road	Construct a long-term interchange improvement (SPUI or Split Diamond)	\$20,000,000	Town Center	2018-2017	X
11243	Wilsonville	Washington Co.	Day Street	Grahams Ferry Rd.	Boones Ferry Rd.	Reconstruct road to accommodate increasing volumes of heavy trucks	\$3,200,000	Industrial Area	2008-2017	X
11245	Cornelius	Cornelius	Davis St.	10th Ave	19th Ave	Widen street and add sidewalks	\$750,000	Main street	2008-2017	
11246	Cornelius	Cornelius	Dogwood St.	12th Ave	20th Ave	Build out sidewalk gaps.	\$210,000	Main street	2008-2017	
11247	Cornelius	Cornelius	Heather St.	8th Ave	10th Ave	Build out sidewalk gaps.	\$75,000	Main street	2018-2025	
11248	Cornelius	Cornelius	4th Ave	3F Railroad	Barlow	Build out sidewalk gaps.	\$75,000	Main street	2008-2017	
11249	Cornelius	Cornelius	19th/20th Ave	N.City Limits	S. City Limits	Build out sidewalk gaps.	\$225,000	Main street	2008-2017	
11250	Cornelius	Cornelius	26th Ave	Holladay St	S. City Limits	Build out sidewalk gaps.	\$110,000	Main street	2008-2017	
11251	Cornelius	Cornelius	29th Ave	3F Railroad	Baseline	Improve to collector standards including sidewalks.	\$750,000	Main street	2008-2017	
11252	Gresham	Gresham	Halsey St.: Arterial Corridor Management (ACM)	162nd	181st Ave	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$4,900,000	2040 Corridor	2018-2025	

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11253	Gresham	Gresham	Stark St.: Arterial Corridor Management (ACM)	162nd	190th	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$3,600,000	2040 Corridor	2008-2017	
11254	Gresham	Gresham	Glisan St.: Arterial Corridor Management (ACM)	162nd	242nd. Ave.	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$4,500,000	2040 Corridor	2008-2017	
11255	Gresham	Gresham	Division St.: Arterial Corridor Management (ACM) - Signal equipment upgrade	160th	190th	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$700,000	2040 Corridor	2008-2017	
11256	Gresham	Gresham	Division St.: ACM - Auto-Adaptive Signal Timing and Transit Priority Treatment	Birdsdale	US 26	Includes the ACM with both adaptive signal timing and transit priority treatment.	\$1,400,000	2040 Corridor	2008-2017	
11257	Gresham	Gresham	SE Division: ACM - Traveler Information	182nd	Birdsdale	Provide real time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$250,000	2040 Corridor	2008-2017	
11258	Gresham	Gresham	Powell Blvd.: Arterial Corridor Management (ACM) - Signal equipment upgrade	Birdsdale	US 26	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings.	\$1,900,000	2040 Corridor	2008-2017	
11259	Gresham	Gresham	SE Powell Blvd.: ACM - Traveler Information	190th	Birdsdale	Provide real time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$200,000	2040 Corridor	2008-2017	

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11260	Gresham	Gresham	223rd Ave.: Arterial Corridor Management (ACM)	Glisan	Burnside	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$1,200,000	2040 Corridor	2008-2017	
11261	Gresham	Gresham	NE 181st/182nd Ave.: ACM with Transit Priority Treatment	Glisan	Powell	Includes the ACM project with transit signal priority added to traffic signals along a facility.	\$2,000,000	2040 Corridor	2008-2017	
11262	Gresham	Gresham	NE 181st Ave: ACM with Adaptive Signal Timing and Transit Priority Treatment	I-84	Glisan	Provide real time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$1,700,000	2040 Corridor	2008-2017	
11263	Gresham	Gresham	Burnside: Traveler Information Only	223rd Ave	Powell	Adaptive signal timing is in place along this segment, traveler information will be added.	\$950,000	2040 Corridor	2008-2017	
11264	Gresham	Gresham	US 26 Roadside Travel Time Information	Portland	Gresham	Provide real time traveler information on westbound US 26 for different routes (arterial and freeway) between Portland and Gresham.	\$100,000	2040 Corridor	2008-2017	
11265	Gresham	Gresham	Transportation Management Associations	Gresham Regional Center		Support public private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	\$675,000	2040 Corridor	2008-2017	
11266	Gresham	Gresham	Travel Options - Individualized Marketing	Gresham Civic Station neighborhood		Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	\$1,170,000	Regional Center	2008-2017	
11267	Gresham	Gresham	Transportation Management Associations	Gresham Regional Center		Support public/private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	\$675,000	Regional Center	2008-2017	
11268	Gresham	Gresham	Parking management	Gresham Regional Center		Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	\$900,000	Regional Center	2008-2017	
11269	Gresham	Gresham	Bike Sharing	Transit oriented developments, large employers, colleges, hotels and significant transit stops.		Provide funding to implement bikes for loan or rent.	\$550,000	Regional Center	2008-2017	
11270	Gresham	Gresham	Car share operations	Gresham Regional Center		Support 3 or more carsharing vehicles in developing centers.	\$1,800,000	Regional Center	2008-2017	
11271	Happy Valley	Happy Valley	Misty Drive	162nd Ave.	177th Ave.	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	\$27,849,847	Employment area	2018-2025	
11272	Hillsboro	Hillsboro	Kinnaman Rd. Extension	209th	Century Blvd. Extension	Construct 3 lane with bike lanes and sidewalks	\$7,900,000	Future Town Center	2008-2017	
11273	Hillsboro	Hillsboro	Alexander St. Extension	229th	209th at Blanton	Construct 3 lane with bike lanes and sidewalks	\$7,000,000	Future Town Center	2008-2017	
11274	Hillsboro	Hillsboro	Century Blvd Extension	Area 71 UGB	229th	Construct 3 lane with bike lanes and sidewalks	\$3,000,000	Future Town Center	2008-2017	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11275	Hillsboro	Hillsboro	Walker Rd. Extension	Stucki	Amberwood Dr.	Construct 3 lane with bike lanes and sidewalks	\$2,500,000	Future Regional Center	2008-2017	
11276	Hillsboro	Hillsboro	Stucki Ave. Extension	Walker Rd	206th/LRT	Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki	\$10,000,000	Future Regional Center	2008-2017	
11277	Hillsboro	Hillsboro	194th Ave. Extension	Cornell Rd	Amberglan Pkwy	Construct 2/3 lane with sidewalks and LRT in part or all of new segment	\$3,000,000	Future Regional Center	2008-2017	
11278	Hillsboro	TriMet	Red Line LRT Extension	Quatama LRT	Evergreen TC	Provide local match funding to leverage federal funds for LRT extension thru Amberglan	\$25,000,000	Future Regional Center	2018-2025	
11279	Hillsboro	Hillsboro	US-26 at 185th/Stucki Interchange Capacity Improvements	N/A	N/A	Improvements to interchange access to and from the south.	\$25,000,000	Future Regional Center	2018-2025	
11280	Hillsboro	Hillsboro	East-West Connector	229th/Century	Aloclek	Construct 2/3 lane roadway with sidewalks		Industrial area	2017-2025	
11282	Hillsboro	Hillsboro	Minter Bridge Rd	River Road	South UGB	Widen to provide sidewalks and bike lanes	\$2,000,000	Outer neighborhood	2018-2025	
11283	Hillsboro	Hillsboro	Brookwood (247th)	South UGB	River Road	Extend 3 lanes with sidewalks and bike lanes South UGB to River Rd with culvert crossing Gordon Creek	\$13,000,000	Outer neighborhood	2018-2025	
11284	Hillsboro	Hillsboro	Farmington Rd	185th	198th	Widen to 5 lanes with bike lanes and sidewalks.	\$24,000,000	Outer neighborhood	2018-2025	
11285	Hillsboro	Hillsboro	Farmington Rd	198th	209th	Widen to 3 lanes with bike lanes and sidewalks.	\$18,000,000	Outer neighborhood	2018-2025	
11286	Lake Oswego		Hwy 43 / Terwilliger Tryon Creek Bridge	G Ave	500-foot North of Terwilliger intersection	Replace existing box culvert with new bridge over Tryon Creek	\$12,000,000	2040 Corridor, Town Center	2009-2017	
11287	Multnomah Co.	Multnomah Co.	Halsey St Improvements	223rd Ave	238th Ave.	Improve Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan	\$6,000,000	Town Center	2008-2017	
11289	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Safety Improvements - ITS	US 30	Washington County	Implement ITS improvements recommended in FHWA Safety Audit; i.e., electronic messaging signs, photo radar/ticketing.	\$2,000,000	Other	2008-2017	
11290	Multnomah Co. & East Co. Cities		Transportation Management Associations	CCRD		Support public/private partnerships in CCRD that assist employees and/or residents increase use of travel options.	\$675,000	Industrial area	2008-2017	
11291	Multnomah Co. & East Co. Cities	To be determined	CCRD Employee Shuttle	CCRD		Initiate transit/shuttle to regional transit system.	\$100,000	Industrial area	2008-2017	
11292	Multnomah Co. & East Co. Cities	To be determined	Rideshare incentives - for East Multnomah County	I-84		Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters. \$50k annually	\$450,000	2040 Corridor	2008-2017	
11293	Multnomah Co. & East Co. Cities	To be determined	Locate efficient living			Support programs and strategies that promote and advance location efficient living strategies.	\$450,000	Industrial area, Town Center	2008-2017	
11294	Multnomah Co. & East Co. Cities	To be determined	Travel Options: Individualized Marketing	Fairview, Troutdale, Wood Village		Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	\$450,000	Regional Center, Town Center	2008-2017	
11295	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstruction (north)	US 30	Mile Post 2.8	Widen road segments to provide shoulder, new box culvert, possible passing lane segments.	\$22,000,000	Other	2018-2025	

Appendix 1 - Draft 2035 RTP Investment Strategy (September 15, 2009)

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11296	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstruction (south)	Skyline Rd	Washington County line (MP 4.9)	Widen road segments to provide shoulder, possible passing lane, improve intersection of CPR/Skyline	\$20,000,000	Other	2018-2025	
11297	Multnomah Co.	Multnomah Co.	NE 207th Ave.: Arterial Corridor Management (ACM)	Sandy	Glisan	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$850,000	2040 Corridor	2008-2017	
11298	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Safety Improvements - TSM	US 30	Washington County line (MP 4.9)	Implement system management improvements recommended in FHWA Safety Audit; i.e., targeted shoulder widening, new/additional guard rails.	\$6,000,000	Other	2008-2017	
11299	Multnomah Co./Gresham	Multnomah Co./Gresham	257th/Kane Dr.: Arterial Corridor Management (ACM) w/ Adaptive Signal Timing	I-84	Orient Dr.	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$2,800,000	2040 Corridor	2008-2017	
11300	Multnomah Co./Gresham	Multnomah Co./Gresham	238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing	Sandy	Palmquist	Includes the ACM project with signal systems that automatically adapt to current arterial that automatically adapt to current arterial roadway conditions.	\$3,600,000	2040 Corridor	2008-2017	
11301	ODOT	ODOT	Sunrise Project Phase 2 Construction	I-205	172nd Ave.	Construct improvements in the Sunrise corridor consistent with the supplemental EIS	\$110,000,000	2040 Corridor	2008-2017	
11302	ODOT	ODOT	I-5/OR 217 Interchange Phase 2	I-5/OR 217 Interchange	N/A	I-5/OR 217 Interchange Phase 2 - southbound OR 217 to SB I-5 ramp; southbound I-5 to Kruse Way loop ramp.	\$50,000,000	Employment area	2008-2017	
11303	ODOT	ODOT	OR 99W Transportation System Management and Operations	N/A	N/A	Implement new Transportation System Management and Operations projects on OR 99W.	\$24,700,000	2040 Corridor	2008-2017	
11304	ODOT	ODOT	I-5 South operational improvements	N/A	N/A	Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.	\$220,000,000	2040 Corridor	2008-2017	
11305	ODOT	ODOT	I-205 operational improvements	N/A	N/A	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.	\$170,000,000	2040 Corridor	2008-2017	
11306	Port of Portland		T6 Second Entrance from Marine Drive			Construct 2nd entrance and rail overcrossing to improve capacity and safety at Terminal 6.	\$12,000,000	Freight Intermodal Facility	2008-2017	
11307	Port of Portland		T6 Suttle Road entrance	Terminal 6		Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	\$3,000,000	Freight Intermodal Facility	2008-2017	

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11308	Port of Portland		11th/13th Grade separation	Columbia	Lombard	Construct roadway overcrossing at NE 11th/13th over Kenton line.	\$35,000,000	Freight Intermodal Facility	2008-2017	
11309	Port of Portland		Cully Blvd. Grade separation	Columbia	Lombard	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	\$35,000,000	Employment area	2008-2017	
11316	Portland		Lents Town Center Active Transportation Demonstration Project	Various roadways in SE Portland	Various roadways in SE Portland	Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	\$57,000,000	Town Center		
11317	Portland		Broadway Wielder Streetcar Corridor			Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	\$65,000,000	2040 Corridor		
11318	Portland		MLK (Broadway Killingworth) Streetcar Corridor			Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland. The new extension intended to provide streetcar service from South Waterfront District to Northeast Portland neighborhoods.	\$65,000,000	2040 Corridor		
11319	Portland		NW 18th/19th (Burnside to Saiver/Thurman Streetcar Corridor			Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from western Central City to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	\$35,000,000	Portland Central City		
11320	Portland		NE 60th & Glisan LRT Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area	LRT station area as the focu for Active Transportation. Improvements are defined by the Transportation Plan included in the Eastside MAX Station Area Communities Project	\$7,570,723	Station community	2010-2012	
11322	Portland		North Portland Greenway Active Transportation Project	Willamette Cove	to Columbia Slough in Smith & Bybee NA	The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area. The trail parallels the active UPRR railroad line, crosses Lampros Steel property and the BES water lab before entering Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St. into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough.	\$7,900,000	Industrial Area	2010-2015	

Appendices to Exhibit A to Resolution No. 09-4099

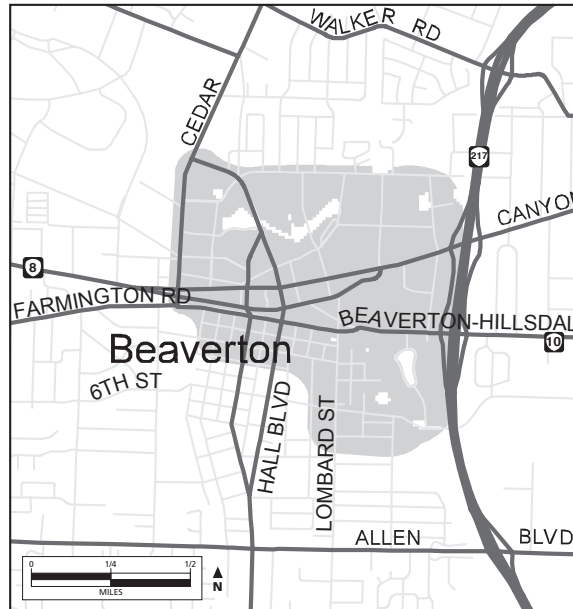
Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Description	Estimated Cost (\$2007)	2040 Land Use	Time Period	Federal Priority
11323	Portland		Sullivan's Gulch	Eastbank Esplanade	NE 21st	Sullivan's Gulch Trail is envisioned as a five mile commuter and recreational trail that will provide a vital east-west link in the Portland Metropolitan area's bike network. A critical section of this proposed trail corridor in Northeast Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Eastbank Esplanade and runs to NE 21st Street. The Sullivan's Gulch Trail is on the State RTP list. The project has been chosen to fit Metro's criteria and principles of an urban project that serves a large and significant city population "commute shed".	\$7,700,000	2040 Corridor	2010-2015	
11324	Portland		Barbur Bridges	City Limits	I-405	For seismic upgrades, reconstruction and bike and ped. facilities.	\$32,000,000	Portland Central City	2010-2015	
11325	Portland/Port		Alderwood/82nd Avenue				\$1,000,000	Employment area, Industrial area		
11326	Portland/Port		NE 82nd/Columbia NB Ramp	Intersection of Columbia Blvd. And 82nd Ave NB Ramp		Signalize intersection	\$250,000	Employment area, Industrial area		
11327	SMART		Commuter Service to Tualatin/Sherwood			Additional Service hours for new services and related bus stop and ROW improvements	\$600,000	Employment area, Industrial area	2017-2035	
11328	SMART		New Service to Clackamas TC			Additional Service hours for new services and related bus stop and ROW improvements	\$3,000,000	Employment area, Regional Center	2017-2035	
11329	TriMet		Capital Projects to support TOD	N/A	N/A	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	\$10,000,000	Other	2018-2035	
11330	TriMet		College Station TOD	N/A	N/A		\$1,000,000	Other	2008-2017	
11331	TriMet		Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Bus stop and ROW improvements to support expansion of frequent service bus	\$16,000,000	Other	2008-2017	
11332	TriMet		I-205 BRT	N/A	N/A	Non/Exclusive / In-lane BRT on I-205 between Clackamas and Tualatin	\$30,000,000	2040 Corridor	2008-2036	
11333	TriMet		Local and Regional Bus Improvements	N/A	N/A	Bus stop and ROW and other related transit improvements to support improvement of bus system including new and existing lines	\$14,000,000	Other	2018-2035	
11334	TriMet		LRT Ops and Maintenance of Rail System	N/A	N/A	additional capital ops/maintenance costs to support existing LRT system, including additional service, LRV and track replacement	\$98,500,000	Other	2008-2035	
11335	TriMet		Operations and Maintenance of Bus System	N/A	N/A	additional capital ops/maintenance costs to support existing bus system	\$227,000,000	Other	2008-2035	
11336	TriMet		Parkrose Park & Ride reconfiguration for TOD	N/A	N/A	Reconfigure / structure Parkrose P&R for TOD opportunity.	\$2,000,000	Other	2018-2025	
11337	TriMet		Pedestrian access improvements: Phase 2	N/A	N/A	Phase 2: Sidewalks, crosswalks and ADA improvements to transit access.	\$6,846,598	Other	2008-2035	
11338	TriMet		Rail Operations and Maintenance Base Improvements	N/A	N/A	Improvements and capacity expansions at Light Rail Operations and maintenance bases	\$26,000,000	Other	2025-2035	

Appendices to Exhibit A to Resolution No. 09-4099

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)	2040 Land Use	Time Period	Federal Priority
11339	Washington Co.		I-5/99W Southern Arterial Improvements	Hwy. 99W	124th Ave. Extension	Construct 2/3 lane arterial with bike lanes and sidewalks	\$130,000,000	Industrial area	2018-2025	
11340	Washington Co.		I-5/99W Southern Arterial Improvements	Hwy. 99W	I-5	Widen road to 5 lanes and extend to I-5	\$80,000,000	Industrial area	2026-2035	
11341	Hillsboro	Hillsboro	West Union Rd.	Helvetia Rd.	Cornelius Pass	Construct 3 lane roadway with bike lanes and sidewalks	\$25,000,000	Industrial area	2018-2025	
11342	Washington Co.	ODOT	I-5/99W Connector Southern Arterial/I-5 Interface	Hwy. 99W @ I-5		Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the N. Wilsonville interchange.	\$50,000,000	2040 Corridor	2026-2035	
11343	SMART		Pedestrian Improvements			Design & construct a variety of pedestrian improvements to enhance access to transit	\$7,000,000	Town Center	2010-2017	

Appendix 2

Beaverton Regional Center
Area of Special Concern Findings



Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton regional center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. These congestion problems persisted in the RTP analysis, despite an aggressive strategy to improve connectivity in the Beaverton regional center as identified in Beaverton's updated 2015 Transportation System Plan.

In particular, Beaverton-Hillsdale Highway from Highway 217 to Cedar Hills Boulevard, Canyon Road from Highway 217 to Cedar Hills Boulevard and Farmington Road from 170th Avenue to Cedar Hills Boulevard are expected to exceed the RTP level of service standard, and act as barriers to local travel in the district. Sections of Murray Boulevard are also expected to exceed the LOS standard from Allen Boulevard to Cornell Road. The Beaverton TSP should include a specific action plan and benchmarks for these facilities to ensure that traffic growth is managed in a way that is consistent with overall regional center goals.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation.

Beaverton Regional Center Area of Special Concern Action Plan

The Beaverton Regional Center was designated an Area of Special Concern because it experiences some future localized congestion due to its high density, transit oriented, mixed-use functions. The Regional Center includes two light rail stations, one of which is a transit transfer center. Local land use designations and zoning are addressed in Beaverton's Comprehensive Plan and Development Code. Transportation impacts of these designations are specifically addressed in Beaverton's 2020 Transportation System Plan and the Comprehensive Plan and Development Code.

Specifically, Beaverton's 2020 Transportation System Plan addresses the transportation impacts of the land use designations through planned implementation of the Bicycle, Pedestrian, Transit, and Motor Vehicle Master Plans, as well as demand and system management policies and actions.

The following Action Plan for Beaverton's Regional Center Area of Special Concern is identified in the 2020 TSP and implemented through the Comprehensive Plan Transportation Element, Development Code requirements, and Engineering Design Manual and Standards:

1. Adoption of non-single occupant vehicle modal targets. [Goal 6.2.4 Policy (a)]
2. Parking ratios consistent with Title 2 requirements. [Goal 6.2.4. Policy (b) and Development Code Section 60]
3. Comprehensive Plan Transportation Element. [Bicycle, Pedestrian, Transit, and Motor Vehicle Master Plans, and Functional Classification Map]
4. Land Use Element of the Comprehensive Plan that includes mixed-use at densities consistent with the Regional Functional Plan.
5. Comprehensive Plan Policies and Actions: These address all aspects of providing and maintaining a balanced multimodal transportation system that serves all users. These include street design and classifications, safety, connectivity, traffic calming, coordinated actions with the State, Washington County, Tri-Met, neighboring cities and counties, school districts, Tualatin Hills Parks and Recreation District, neighborhoods, freight users, and emergency providers.
6. Land use and transportation provisions that anticipate development impacts and require mitigation: Development Code Traffic Impact Analysis Requirements mandate mitigation that is reasonably related to and roughly proportional to identified impacts, multimodal street standards consistent with Metro Regional Street Designs, level of service standards consistent with regional and State standards, connectivity requirements, access management requirements, street plans that recommend additional connections with development, parking ratio provisions, transportation system management and demand management strategies and actions, zoning designations, and land use related requirements.

References:

2020 Transportation System Plan
Comprehensive Plan Chapter Six – Transportation Element
Comprehensive Plan Chapter Three – Land Use Element
Beaverton Development Code Section 60 Transportation Facilities
Beaverton Zoning Map
Beaverton Engineering Design manual and Standards

Portland Central City Area of Special Concern Findings



The Portland central city area east of the Willamette River and generally within the I-405 freeway ring has an extensive grid of well-connected arterial, collector and local streets. The Willamette River bridges are a key part of the transportation system, connecting the central city and adjacent neighborhoods to the region. The hilly topography has constrained much of the transportation system in the Northwest and Southwest portions of the central city. Despite these limitations, this area is expected to continue to be served by high-quality transit and be conducive to bicycle and pedestrian travel.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation.

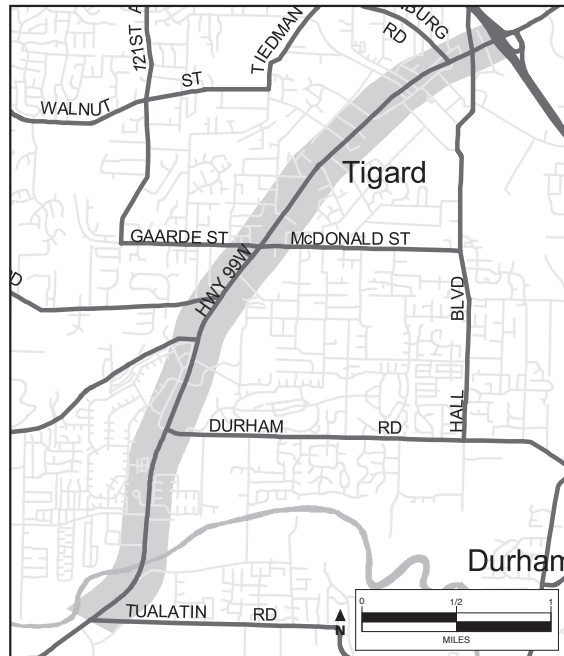
Gateway Regional Center Area of Special Concern Findings



Gateway regional center is defined as a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center such and which presents barriers to local circulation where congested through-streets isolate some parts of the regional center. The Preferred System analysis shows that from the perspective of employers looking at labor markets, the Gateway area is the most accessible place in the Metro region. At the same time, spillover traffic from the Banfield Freeway corridor exceeds the LOS policy established in Table 2.4 on a number of east/west corridors in the Gateway area, including Halsey, Glisan, Burnside, Stark and Division streets.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation.

Highway 99W Area of Special Concern Findings



The Highway 99W corridor between Highway 217 and Durham Road is designated as a mixed-used corridor in the 2040 Growth Concept, and connects the Tigard and King City town centers. This route also experiences heavy travel demand. The City of Tigard has already examined a wide range of improvements that would address the strong travel demand in this corridor.

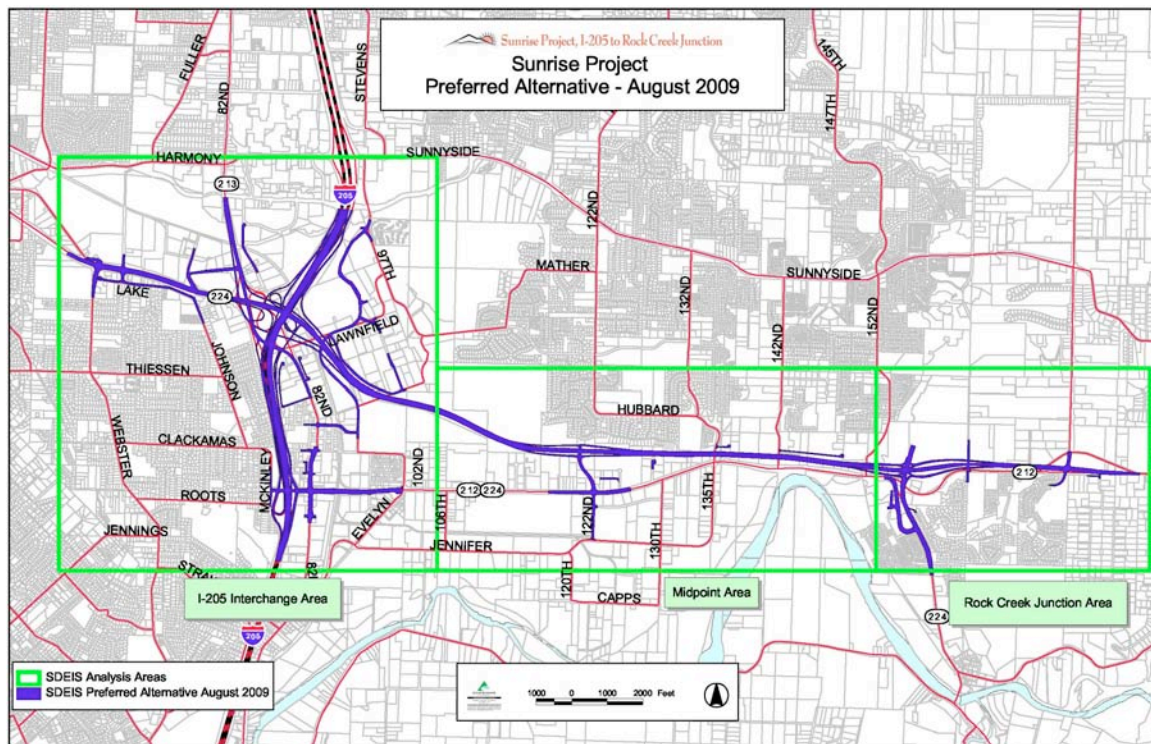
However, for much of Washington County, Highway 99W will still be a major connection, linking Sherwood and Tigard to the rest of the County and linking the rest of the County to the Highway 99W corridor outside of the region. A number of alternatives for relieving congestion have been tested as part of the RTP update, and by the City of Tigard in earlier planning efforts. These efforts led to the common conclusion that latent travel demand in the Highway 99W corridor is too great to be reasonably offset by capacity projects alone. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, no specific capacity projects are proposed south of Greenburg Road, due to latent demand and the impacts that a major road expansion would have on existing development. As a result, this section of Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing traffic in the corridor is needed.

As local TSPs are developed, this information will be expanded to provide more detailed findings to support the Area of Special Concern designation.

Sunrise Preferred Alternative

In July 2009, the project's Policy Review Committee (PRC) selected the Preferred Alternative for the Sunrise Project.

The Preferred Alternative is Alternative 2 as studied in the SDEIS with Design Options C-2 and D-3 and a portion of Design Option A-2 (Tolbert Overcrossing). Additionally, the Preferred Alternative includes several refinements to the individual portions of the SDEIS alternatives and a limited number of refinement alternatives that were not studied as part of the SDEIS alternatives. These refinement alternatives are based on stakeholder input and additional design refinement related to assessment of environmental resource avoidance and analysis of traffic performance.



The following more completely describes the Preferred Alternative from west to east:

In the **I-205 Interchange Area**, the Preferred Alternative consists of:

- Alternative 2 with the addition of the Tolbert Crossing from Design Option A-2
- The Sunrise Project western transition to the Milwaukie Expressway is widened within the existing right-of-way for OR 224 and extended farther to the west past Webster Road.
- The Lake Road intersection with Webster Road is closed and traffic re-routed eastward to the revised OR 224 / Pheasant Court intersection;

Appendices to Exhibit A to Resolution No. 09-4099

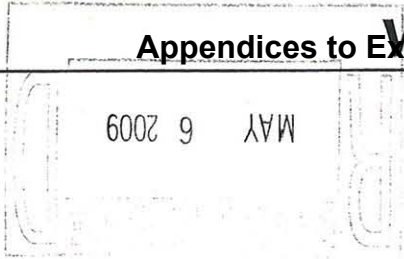
- Access from Johnson Road (south of OR 224) to OR 224 is re-routed westward along Lake Road to a new connection at the existing OR 224 / Pheasant Court intersection.
- The southern leg of the existing OR 224 / Johnson Road intersection is closed.
- The Deer Creek Lane / Johnson Road connection is relocated to the west at the existing intersection.
- The Lawnfield North extension alignment is shifted to avoid impacts to the KEX site historic resource (copper ground wire mat) and other cultural and natural resources in the area between the existing Lawnfield Road and 97th Avenue.
- The additional of the Tolbert Overcrossing (Design Option A-2) to Alternative 2.
- 3rd Westbound Lane on OR 212 / 224 from I-205 to 102nd Avenue with the dedicated right turn lane at 82nd Drive.
- 82nd Drive and its intersection with OR 212/224 are expanded to improve overall mobility by:
 - Restricting all left-turns at this intersection and adding a raised median both north and south of the existing intersection.
 - 82nd Drive is widened and a new signalized intersection at 82nd Drive and Clackamas Road is created to accommodate U turns including trucks.
 - 82nd Drive is widened and the existing signalized intersection at 82nd Drive and the northern Fred Meyer access point is reconfigured to accommodate U turns including trucks.

In the **Midpoint Area**, the Preferred Alternative consists of:

- Alternative 2, the narrow diamond interchange at 122nd Avenue with a connection to OR 212/224 at 122nd Avenue.
- Design Option C-2, the southern-most alignment between the mid-point and Rock Creek interchanges -.
- The multi-use path that was planned between I-205 and the Midpoint Area will be extended along OR 212/224 to the Rock Creek interchange based on stakeholder and agency input.

In the **Rock Creek Junction Area**, the Preferred Alternative consists of:

- Design Option D-3, a Single Point Urban Interchange (SPUI)
- The eastern leg of the Goosehollow Drive / OR 224 intersection would be closed.
- A right-out-only access end of Orchard View Lane to northbound OR 224 will be created from the as an access mitigation measure.
- A 162nd Avenue connection to OR 212 will be created at the NE corner of the Orchard Lake neighborhood as an access mitigation measure.
- Existing OR 212 will become a cul-de-sac just east of 162nd Avenue.
- The Sunrise Project eastern transition reconnects with OR 212 east of the 172nd Intersection with OR 212.
- The Sunrise Project southern transition reconnects with OR 224 at Eckert Lane



May 1, 2009

Carlotta Collette, JPACT Chair
Metro
600 NE. Grand Ave.
Portland, OR 97232-2736

COPY

Dear Councilor Collette:

As you may recall, the I-5/99W Connector Project Steering Committee met for the last time on February 25, 2009. At that meeting, the committee members voted on a package of improvements for the study area along with some important conditions regarding future improvements. While the final vote was not unanimous (6-2), there seems to be a general agreement that the package of arterial improvements, referred to as "Alternative 7", is preferred to a single freeway like facility through the study area. The attached materials summarize the Committee's decision.

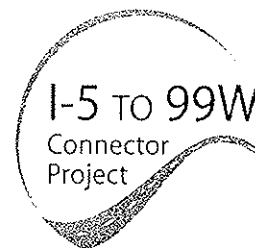
Since some of the projects proposed for the study area are different than what is in the current Regional Transportation Plan (RTP), we believe the next step in the process is to amend the RTP to reflect the work of the Committee. We understand that work is currently underway to amend the RTP later this year with final adoption scheduled for 2010. On behalf of the Project Steering Committee, I am requesting that the RTP be amended to incorporate the Committee's decision. We look forward to cooperatively working with Metro on the RTP update. If the Metro staff needs additional information, please have them contact Mark Brown at 503-846-3406.

Sincerely,

Tom Brian, Chairman
Washington County Board of Commissioners

Attachments

1. Recommendation memorandum
2. Alternative 7 Cost Estimate
3. Alternative 7 Map
4. Table summarizing environmental impacts
5. Feb. 25, 2009 PSC meeting summary
6. Recommended Conditions



MEMORANDUM

DATE: February 17, 2009
TO: Project Steering Committee (PSC)
FROM: Executive Management Team (EMT)
SUBJECT: I-5 to 99W Connector, Recommended Alternative for RTP Amendment

Alternative 7 Recommendation for RTP Amendment

The majority of the EMT recommends that on February 25, 2009 the PSC select Alternative 7, the Three Arterial Corridors Alternative, as the Portland metropolitan region's southwest quadrant transportation solution-concept for Metro's consideration and adoption into the Regional Transportation Plan (RTP). A conceptual representation of Alternative 7 is shown in Figure 1 and the project's elements are described in Table 1.

This recommendation is based on the following advantages of Alternative 7:

1. Alternative 7 would address the project's purpose by providing an enhanced transportation network of multi-modal improvements that can effectively serve regional and intrastate access to the area's highways while also enhancing local access and circulation in the southwest quadrant of the Metro region.
2. Alternative 7 draws from the best elements of the build alternatives studied in the Alternatives Analysis (AA) and incorporates additional actions to enhance mobility. In general, Alternative 7's performance would be most similar to Alternative 6 and generally better than Alternatives 3, 4, and 5 while having fewer adverse effects on the human and natural environment and lower overall cost than Alternatives 3, 4, 5, and 6.
3. A significant advantage of Alternative 7 over the connector Alternatives 4, 5, and 6, is it could be more easily implemented in phases over time. This would provide jurisdictions flexibility to strategically adapt to funding availability, and to protect livability and economic viability of communities as increased system capacity commensurate with development in this part of the Metro region is warranted. Smaller, more affordable individual projects may be advanced with independent utility under the integrated multi-modal framework of Alternative 7. Strategic measures to protect the affordability of right-of-way for future construction elements of Alternative 7 could also occur.

Conditions of Recommendation

As with any large-scale system of transportation improvements, a number of issues will need to be dealt with in the course of advancing a planning level transportation concept to construction projects and other implementation actions. While the corridor level alternative selected on February 25th is the final decision milestone for the PSC, additional work will continue in collaboration with stakeholder entities in advancing Alternative 7. The conditions listed below serve as a roadmap for this work.

Appendices to Exhibit A to Resolution No. 09-4099

I-5 to 99W Connector, Recommended Alternative for RTP Amendment

February 17, 2009

Page 2

For Alternative 7, the EMT recommends the following conditions accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** The alternatives development and analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial over I-5 and connecting to Elligsen Road on the east side of I-5.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning will have to be completed by local governments to conform to the Alternative 7 decision.** Local governments need to complete concept plans that incorporate Alternative 7 elements for lands that are: a) within the Metro UGB, and b) within the project area and are not incorporated, and c) in areas where concept planning has not yet commenced.
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

Appendices to Exhibit A to Resolution No. 09-4099

I-5 to 99W Connector, Recommended Alternative for RTP Amendment

February 17, 2009

Page 3

- 8. Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases consistent with NEPA process.

The Development of Alternative 7

The June 2008 I-5 to 99W Connector Project Alternatives Analysis (AA) evaluated a range of six alternatives including a No-Build. A series of public hearings were held following the AA document's release. Based on consideration of input from the public hearings and subsequent direction from the PSC, a seventh alternative was identified for study. This alternative (Alternative 7) is a combination of key features represented in the original five build alternatives.

The PSC direction to the project team was, in a broad sense, to look for a hybrid solution drawing from elements of the Build Alternatives considered in the AA but creating a transportation network rather than relying on a single expressway corridor to address the project purpose and need. The PSC was also concerned about the magnitude and cost of collector/distributor improvements along I-5 to support an expressway connection. The project team's response to this direction led to a strategy of creating three arterial-level corridors that would disperse regional travel between I-5 and OR 99W rather than concentrating it in one connector corridor. The distribution of traffic between these east-west arterial corridors was further enhanced by adding a new north-south arterial (124th Extension). By dispersing the east-west traffic to the three existing interchanges on I-5, the need for an extensive collector/distributor system on I-5 is no longer essential to the performance of this project.

Alternative 7 draws from the five build alternatives studied in the AA and incorporates many projects already identified in the RTP and local Transportation System Plans (TSPs). All of the Transportation Demand Management/Transportation System Management (TDM/TSM) measures contained in Alternative 2 are incorporated in Alternative 7. Many of the roadway improvements as well as the commuter rail extension between Tualatin and Sherwood in Alternative 3 and in adopted plans are also included. Although the expressway-type approaches of Alternatives 4, 5, and 6 were not included, the respective alignments of these facilities and some of their functional characteristics were adapted for use in Alternative 7.

Analysis of Alternative 7

At the direction of the PSC, Alternative 7 was analyzed to compare its transportation performance and effects on the natural and built environments with the other build alternatives studied in the AA. The results of these evaluations are summarized in the attached matrix (Table 2).

Alternatives 1 (No Build) and 2 (TDM/TSM) would not effectively address the project purpose. In general, Alternative 7 addresses the project's purpose as well or better than Alternatives 3, 4, 5, and 6 while having less adverse effects on the human and natural environment. The reduced environmental effects are generally attributed to Alternative 7's smaller area of potential impact (API) or spatial footprint. The main reasons for the reduced footprint are:

Appendices to Exhibit A to Resolution No. 09-4099

I-5 to 99W Connector, Recommended Alternative for RTP Amendment

February 17, 2009

Page 4

- Additional roadways and structures along I-5 would be minimized compared to Alternatives 4, 5, and 6 (the connector alternatives). Alternative 7 would include auxiliary lanes, built within the existing ODOT right-of-way (as modeled for Alternative 3). In contrast, the connector alternatives included an extensive collector-distributor system along I-5 as well as improvements to existing interchanges.
- The southern arterial modeled for Alternative 7 was developed under the assumption that there would be signalized, surface intersections rather than more spatially-intensive grade-separated interchanges.
- The connector alternatives were modeled under the assumption that they would be compatible with expressway design requirements. By changing to an arterial, narrower design widths may be possible.
- Alternative 7 would have a smaller total footprint than Alternative 3, which may seem counter-intuitive since it includes a southern arterial alignment. However, a majority of the 15 road extension and/or widening projects assumed for Alternative 3 are not included in Alternative 7 (e.g., Avery Street, Adams Street, Sagert Street, and OR 99W improvements) and the collective impact area of these elements would exceed that of the southern arterial.

Attachments (3)

Table 1. Alternative 7 Project Elements with Planning-Level Cost Estimates **Appendices to Exhibit A to Resolution No. 09-4099**

Road	Location and General Description of Action	Conceptual Costs in \$ millions (2008 dollars)
Northern Arterial Project Elements		
Tualatin Road/Lower Boones Ferry Road	Extend Tualatin Rd. as 5-lane arterial east across the Tualatin River from Herman Rd. to Lower Boones Ferry Rd. (LBFR). Widen LBFR to 5 lanes from extension to 72nd Ave.	\$95
SW Herman Road	Construct 3-lane extension of Herman Rd. between Tualatin Rd. and OR 99W	\$30
SW Bradbury Court	Construct new east-west connection across I-5 to 72nd Ave. on Bradbury Ct. alignment	\$20
Central Arterial Project Elements		
Tualatin-Sherwood and Roy Rogers Road	• Widen Tualatin-Sherwood Rd. (TSR) to 5 lanes from OR 99W to SW 124th Ave.	\$25
	• Widen Roy Rogers Rd. between Borchers Rd. and OR 99W to 5-lanes	\$5
Tualatin-Sherwood Road	Widen TSR to 5 lanes from SW 124 th Ave. to Teton Ave.	\$20
Southern Arterial		
Southern Arterial/Interstate 5 interface	Complete either a tight split diamond N. Wilsonville Interchange or a new I-5 over-crossing with 2-lane road connecting southern arterial to Elligsen Rd. east of I-5 and associated connection improvements	\$50
Boones Ferry Road	• Widen Boones Ferry Rd. to 5-lanes between new southern arterial and Day Rd.	\$5
Southern Arterial	• Purchase ROW for 5-lane arterial (OR 99W to I-5)	\$100
	• Construct a new 2-3 lane arterial (OR 99W to I-5)	\$120
	• Widen arterial to 5-lanes (OR 99W to I-5)	\$70
	• Improve Commerce Circle/95th Ave. and Boones Ferry Rd. intersection	\$5
Other Alternative 7 Elements		
TSM / TDM	Regional Trail System, Bike Lanes, Sidewalks & Bus Stops	\$30
Commuter Rail	Commuter rail extension to Sherwood	\$40
Interstate 5	Add auxiliary lanes to I-5 between I-205 and Elligsen Interchange (assumes Norwood over-crossing replacement)	\$30
SW 124 th Avenue	• Purchase ROW for 5-lane arterial (TSR to southern arterial)	\$5
	• Extend 124th Avenue as a 2-3 lane roadway between TSR and Tonquin Road	\$45
	• Widen and extend 124th Avenue as a 4-5 lane roadway between TSR and the southern arterial	\$20
Total Costs		\$715

Appendices to Exhibit A to Resolution No. 09-4099

At their meeting on February 25, 2009, the PSC agreed on the following conditions as amended from those presented to them in the Alternative 7 Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** Additional study is required to fully understand the impacts and trade offs between transportation solutions and land use, economic and environmental consequences of a new southern arterial. The impacts on rural lands are of particular importance and must be further evaluated before pursuing an exceptions process. The study area may need to be expanded to include connections to Stafford Road and additional areas along the OR 99W corridor that were not included in the alternatives analysis. The alternatives analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering and planning work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5, OR 99W, and other arterials in the expanded study area. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial connection crossing over I-5 and connecting to Stafford Road and/or Elligsen Road on the east side of I-5 for regional traffic benefits.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning for UGB expansion areas should be coordinated with the refinement of these transportation recommendations.**
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals that have not yet been studied or approved in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in

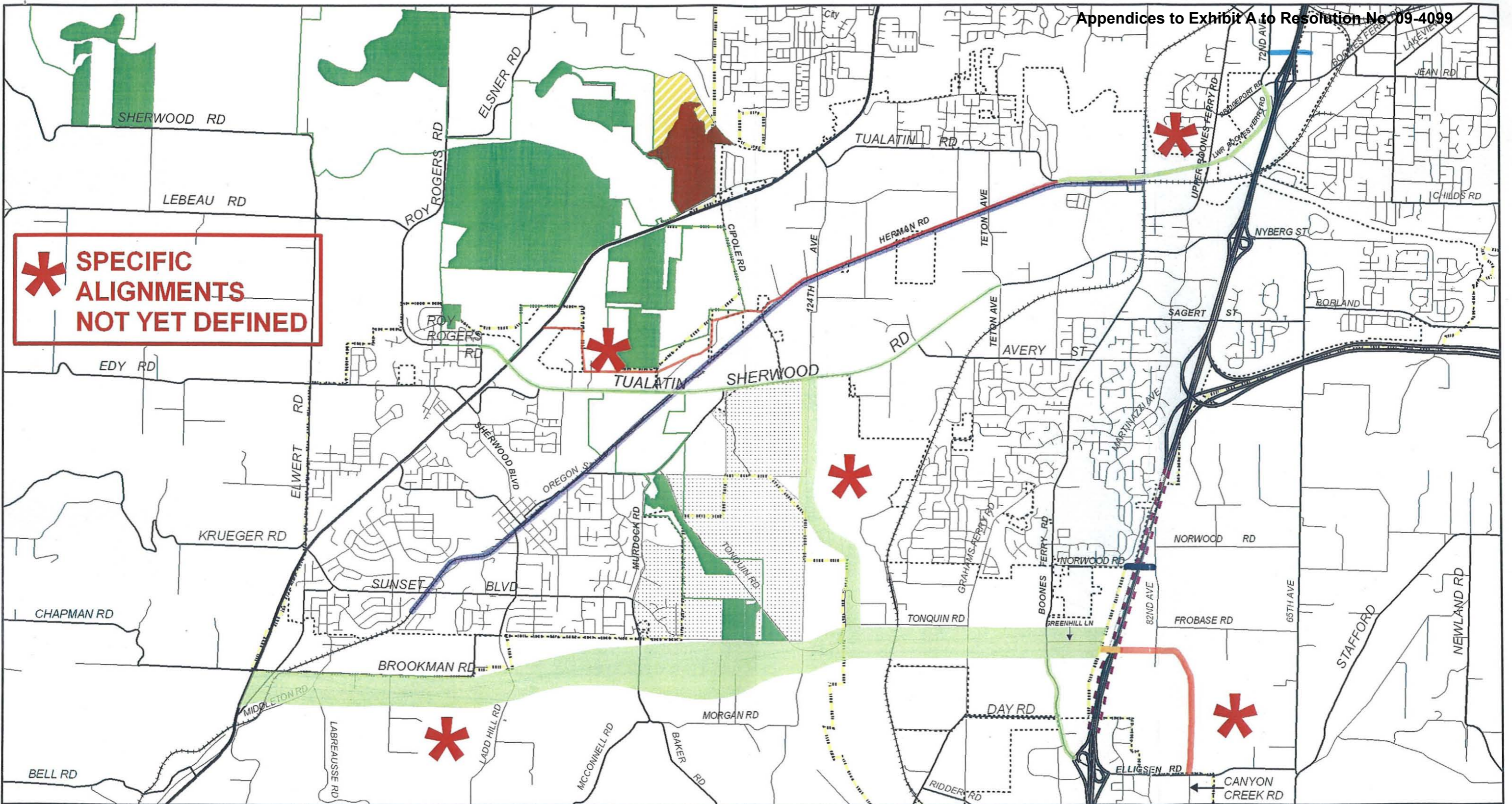
Appendices to Exhibit A to Resolution No. 09-4099

Page 2

a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases within the UGB consistent with NEPA process.

Following agreement on the above conditions, PSC representatives of Washington County, ODOT, Metro, and the cities of Tualatin and Sherwood voted in favor of recommending Alternative 7 with the conditions as amended above. PSC representatives of the City of Wilsonville and Clackamas County voted against this recommendation.



SPECIFIC ALIGNMENTS NOT YET DEFINED

Legend:

- Tonquin Scablands
- UGB

- Wildlife Refuge**
- Acquisition Boundary
 - Refuge (Owned by USFWS)
 - Metro Property
 - Metro Property (Managed by USFW)

- Alternative 7 Corridors**
- 2-3-Lane Arterial
 - 4-5-Lane Arterial
 - I-5 Auxiliary Lanes
 - Commuter Rail
 - New Bridge Over I-5
 - Replacement Bridge Over I-5
 - New Crossing of I-5



Alternative 7

Source Info:
GIS data from Metro - Portland, Oregon, 2005-08.

January 9, 2009

CLICK HERE FOR REPORT September 2009
Draft plan



REGIONAL TRANSPORTATION
SYSTEM MANAGEMENT AND OPERATIONS

2010 – 2020

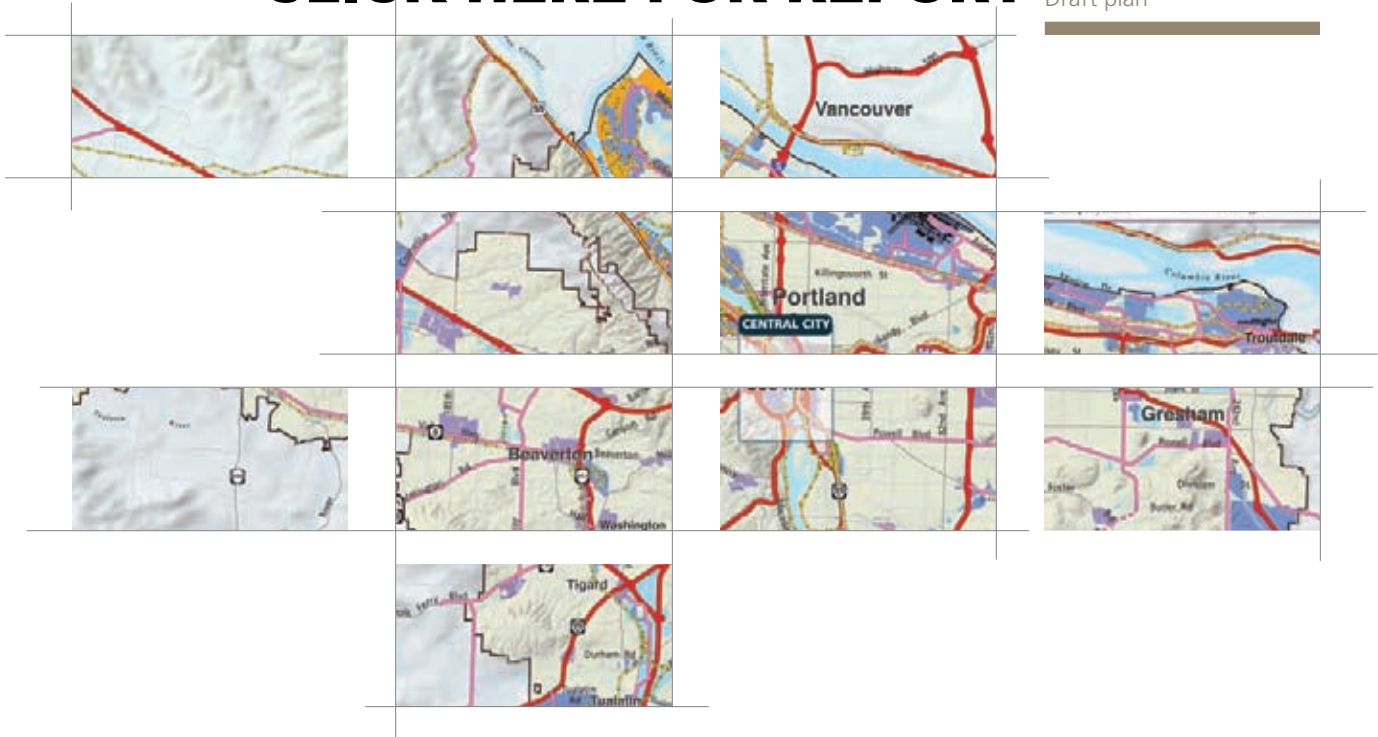
Draft plan

September 2009

CLICK HERE FOR REPORT

September 15, 2009

Draft plan



REGIONAL FREIGHT PLAN

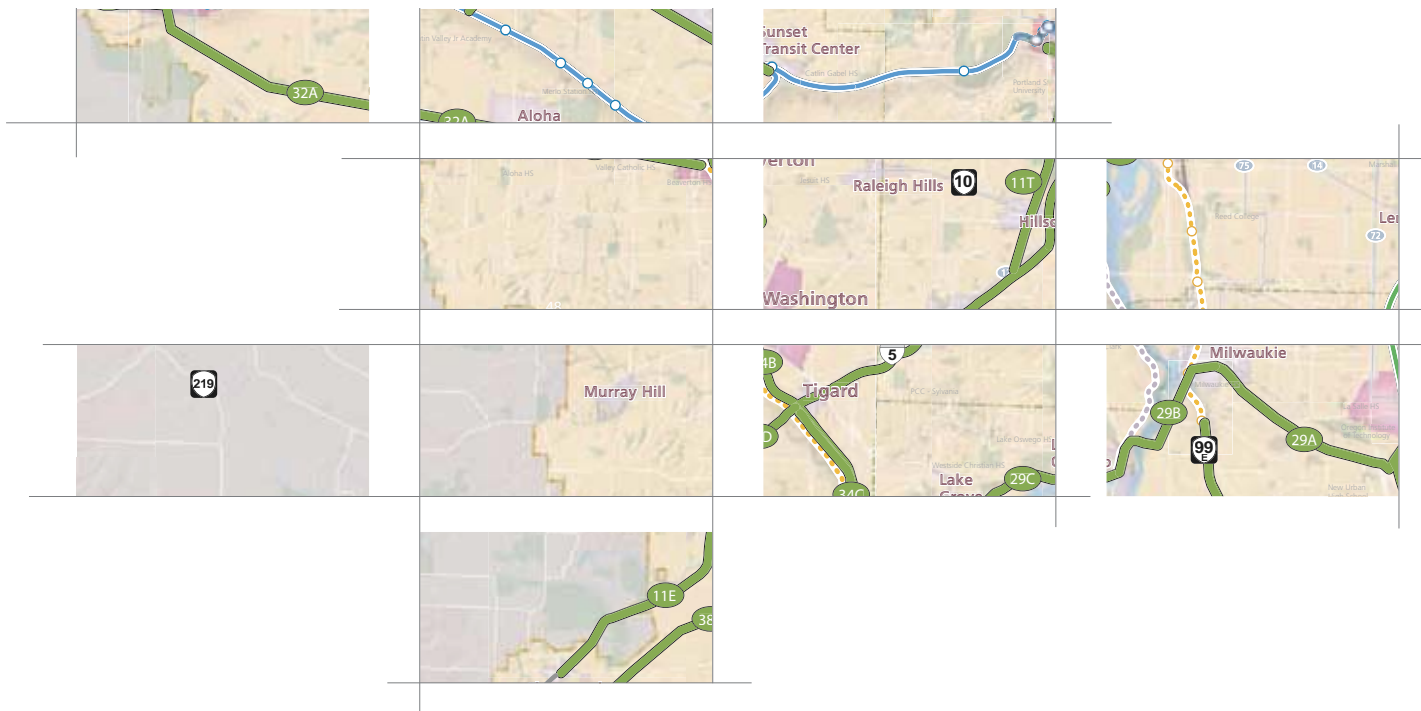
2035

Draft plan

September 15, 2009



CLICK HERE FOR REPORT



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

Summary report

September 15, 2009



CHAPTER 3.08

DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN

NOTE: This draft document codifies current regional transportation functional plan language. The draft document will serve as a starting point for identifying additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

SECTIONS	TITLE
3.08.010	Purpose of Regional Transportation Functional Plan
TITLE 1:	DEVELOPMENT OF TRANSPORTATION SYSTEM PLANS
3.08.110	Transportation Needs
3.08.120	Congestion Management
TITLE 2:	AMENDMENT OF TRANSPORTATION SYSTEM PLANS
3.08.210	Amendments of City and County Transportation System Plans
TITLE 3:	REGIONAL STREET DESIGN
3.08.310	Design Standards for Street Connectivity
TITLE 4:	TRANSPORTATION PROJECT DEVELOPMENT
3.08.410	Addressing Projects in Transportation System Plans
3.08.420	Transportation Project Analysis
TITLE 5:	REGIONAL PARKING MANAGEMENT
3.08.510	Intent
3.08.520	Performance Standards
TITLE 6:	COMPLIANCE PROCEDURES
3.08.610	Metro Review of Amendments to Transportation System Plans
3.08.620	Extension of Compliance Deadline
3.08.630	Exception from Compliance
TITLE 7:	DEFINITIONS
3.08.710	Definitions

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) that cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs) and other land use regulations. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a designated metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). City and county TSPs must be consistent with the RTP, including its population and employment forecast; its determination of regional transportation needs; its system maps for street design, motor vehicles, public transportation, bicycles, pedestrians and freight; motor vehicle performance measures; and regional non-SOV modal targets. If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: DEVELOPMENT OF TRANSPORTATION SYSTEM PLANS

3.08.110 Transportation Needs

- A. Each city and county shall determine its transportation needs, including needs for regional travel within the city or county, and consider modes, corridors and strategies to meet the needs.
- B. If a city or county provides for transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.

3.08.120 Congestion Management

- A. Each city and county shall incorporate the appropriate motor vehicle level-of-service Deficiency Thresholds and Operating Standards in Table 3.16 of the RTP for regional facilities into its TSP for management of congestion on those facilities. A city or county may adopt alternative standards that do not exceed the minimums on Table 3.16 upon a demonstration that the alternative standards:
 - 1. Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;
 - 2. Will not result in motor vehicle capacity improvements to the principal arterial system as defined in Figure 3.16 that are not recommended in, or are inconsistent with, the RTP; or

3. Will not increase SOV travel to a measurable degree that affects local consistency with the modal targets in Table 3.17.
- B. Each city and county shall conduct its congestion analysis using the following steps:
1. Analysis: a transportation need is identified if congestion exceeds the deficiency threshold in Table 3.16 of the RTP.
 2. Accessibility: if a transportation need is identified, the city or county shall evaluate the effect of the congestion on regional accessibility using the best available quantitative and qualitative methods. If the city or county determines that the congestion will have a negative effect on regional accessibility, then the city or county shall follow the procedures set forth in subsection C of this section.
 3. Consistency: If amendments to comprehensive plans or land use regulations would significantly affect the function or capacity of a road, the city or county shall take one of the actions set forth in Title 4, section 3.08.420A, to maintain consistency between planned land uses and existing or planned transportation facilities.
- C. If congestion occurs on the principal arterial system as defined in Figure 3.6 or on the regional freight system as defined in Figure 7.13, the city or county responsible for developing a TSP for the area of congestion shall identify any unmet transportation need associated with the congestion in its TSP and propose one of the following actions:
1. Identify a proposed project at the time of Metro review of its TSP, but incorporate the project into the RTP during the next RTP update; or
 2. Propose an amendment to the RTP for more immediate unmet needs and projects.
- D. Each city and county shall consider the following strategies for managing congestion:
1. Transportation demand management that refine or implement a regional strategy in the RTP;
 2. Transportation system management, including intelligent transportation systems that refine or implement a regional strategy in the RTP;
 3. Sub-area or local transit, bicycle and pedestrian system improvements;
 4. Amendments to comprehensive plans and land use regulations to help achieve the city's or county's overall modal target;
 5. Improvements to parallel arterials, collectors or local streets, consistent with the connectivity standards in Title 3, in order to provide alternative routes;

6. Traffic-calming techniques;
 7. Change to the motor vehicle functional classification;
 8. Capacity improvement only upon a demonstration that other strategies in this subsection cannot solve the congestion problem in a cost-effective manner.
- E. Upon its conclusion that the strategies in subsection B would not be adequate or cost-effective to manage congestion, a city or county shall, in coordination with Metro, consider the following strategies:
1. Amend the 2040 Growth Concept design type for an area;
 2. Take an exception to the relevant RTFP requirement under Title 6;
 3. Amend the relevant policy in the RTP; and
 4. Designate the area an Area of Special Concern under Table 3.16.

3.08.130 Non-SOV Modal Targets

- DRAFT**
- A. Each city and county shall establish, and include in its TSP, non-SOV modal targets for trips into, out of and within all 2040 Growth Concept land design types within its jurisdiction. The targets shall be no lower than the Regional Non-SOV Modal Targets in Table 3.17 of the RTP.
- B. Each city and county, in coordination with TriMet and other regional agencies, identify actions in its TSP that will result in progress toward achievement of its non-SOV modal targets. Selection of actions shall be based initially upon consideration of:
1. Maximum parking ratios developed pursuant to Title 5;
 2. Regional street design considerations in Title 3;
 3. Transportation demand management strategies adopted pursuant to subsection 3.08.120D; and
 4. The role of transit in the area.

TITLE 2: AMENDMENT OF TRANSPORTATION SYSTEM PLANS

3.08.210 Amendments of City and County Transportation System Plans

- A. When a city or county proposes to amend its TSP, it shall consider the strategies for managing congestion set forth in subsection 3.08.120D.

TITLE 3: REGIONAL STREET DESIGN

3.08.310 Design Standards for Street Connectivity

- A. To protect the integrity of the region’s transportation system, particularly to preserve the capacity of the region’s arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the mapping requirements and street design standards set forth in subsections B through E of this section.
- B. To improve local access, each city and county shall incorporate into its TSP a conceptual new streets map of all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end designs.
- C. If proposed residential or mixed-use development involves construction of a new street, the city or county shall require the applicant to provide a site plan that:
 - 1. Is consistent with the conceptual new streets map required by subsection B of this section;
 - 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways or pre-existing development, or in leases, easements or covenants that existed prior to May 1, 1995;
 - 3. If streets must cross water features identified pursuant to Title 3 of the Urban Growth Management Functional Plan (“UGMFP”), provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
 - 4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3 of this subsection;

5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in Centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.

B. City and county street design regulations shall allow:

1. Local streets of no more than 46 feet of total right-of-way, including:
 - a. Pavement widths of no more than 28 feet from curb-face to curb-face;
 - b. Sidewalk widths of at least five feet; and
 - c. Landscaped pedestrian buffer strips that include street trees.
2. Traffic calming devices, such as woonerfs and chicanes, to discourage traffic infiltration and excessive speeds on local streets.
3. Short and direct right-of-way routes to connect residences with commercial services, parks, schools and other neighborhood facilities.
4. Opportunities to extend streets in an incremental fashion.

TITLE 4: TRANSPORTATION PROJECT DEVELOPMENT

3.08.410 Addressing Projects in Transportation System Plans

- A. Each city or county developing or amending a TSP shall specify the general location of planned regional transportation facilities and improvements identified on the appropriate RTP map, subject to the project development requirements in this title. Except as otherwise provided in the TSP, the general location is as follows:

1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. The city or county shall adopt findings that explain how the chosen location complies with the city's or county's comprehensive plan, the RTP and applicable statewide planning goals. The general location of a planned regional transportation facility or improvement in a city or county TSP is consistent with the RTP if it is within the general location depicted in the appropriate RTP map.
- C. A city or county may refine or revise the general location of a planned facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive plan or statewide planning goal requirements. If, in developing or amending its TSP, a city or county determines that the general location of a planned facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:
1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or
 2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

3.08.420 Transportation Project Analysis

- A. If a city or county proposes a transportation project that is not included in the RTP, it shall consider the following in its Congestion Management System report as part of its project analysis:
1. Transportation system demand (such as access management, signal inter-ties and lane channelization) to address or preserve existing street capacity;
 2. Street design guidelines adopted pursuant to Title 3 of the RTFP, standards set forth on Figure 3.17 of the RTP, the implementing guidelines in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Editions, 2002), or other similar resources consistent with regional street design policies.

3. The environmental design guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or other similar resources consistent with federal regulations for stream protection.
- B. If the city or county decides not to build the project, it shall inform Metro so that Metro can amend the RTP to delete the project and address transportation need that gave rise to the project in an alternative way.
- C. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 5: REGIONAL PARKING MANAGEMENT

3.08.510 Intent

- A. The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally-mandated air quality plan adopted by the state relies on full achievement of the transportation objectives of the 2040 Growth Concept. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.
- B. A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in less efficient land use and lower floor to area ratios. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Substitution of non-auto modes for auto trips can reduce congestion and increase air quality.

3.08.520 Performance Standards

- A. Cities and counties shall amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum parking standards:
 1. Cities and counties shall require no more parking than the minimum as shown on Table 3.08-2, Regional Parking Ratios.
 2. Cities and counties shall establish parking maximums at ratios no greater than those listed in Table 3.08-2 and as illustrated in the Parking Maximum Map. The

designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20-minute peak hour transit service has become available to an area within a one quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios. Cities and counties may grant a variance from any maximum parking ratios.
- B. Free surface parking shall be subject to the regional parking maximums provided for Zones A and B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high-efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Reductions associated with redevelopment may be done in phases. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. Cities and counties should count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
- C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table but must demonstrate that the effect will be substantially the same as the application of the Regional Parking Ratios.
- D. Cities and counties shall provide data to Metro on an annual basis that demonstrates compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Collection of other building data should be coordinated with Metro.
- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.
- F. Cities and counties shall amend their comprehensive plans and implementing regulations to require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks, and street trees or planting strips. Major driveways in new residential and mixed use areas shall meet the connectivity standards

for full street connections as described in Section 6.4.5 of the 2000 Regional Transportation Plan.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall amend their TSPs to comply with the RTFP, or an amendment to it, within two years after its acknowledgement or after such later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the compliance date.
- B. Cities and counties that amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment.
- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.
- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed, upon the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.
- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:

1. Revise the proposed amendment as recommended in the COO's analysis;
 2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 3. Seek an exception to the requirement, pursuant to section 3.08.630; or
 4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.
- H. The city or county may postpone further consideration of the proposed amendment and seek review of the COO's analysis under subsection F of this section by JPACT within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.
- I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council, by a majority of a quorum, shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.
- J. A city or county that adopts an amendment to its TSP shall send a copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.
- B. The Metro Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that: (1) the city or county is making progress toward compliance with the RTFP; or (2) there is good cause for failure to meet the compliance deadline.
- C. The Metro Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must

relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.

- D. The Metro Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.
- B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:
1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
 2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
 3. The exception will not reduce the ability of another city or county to comply with the requirement; and
 4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.
- C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTFP to which the Council grants the exception.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

- A. "Accessibility" means the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
- D. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.
- E. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
- F. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.
- G. "Chicane" means is a permanent barrier used to prevent cars from driving across a pedestrian or bicycle accessway.
- H. "Connectivity" means the degree to which the local and regional street systems in a given area are interconnected.
- I. "COO" means Metro's Chief Operating Officer or the COO's designee.
- J. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
- K. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.
- L. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- M. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.

- N. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- O. "JPACT" means the Joint Policy Advisory Committee, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.
- P. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- Q. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).
- R. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- S. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.
- T. "Local trips" means trips that are five miles or shorter in length.
- U. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.
- V. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.
- W. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.
- X. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.
- Y. "Mobility" means the speed at which a given mode of travel operates in a specific location.

- Z. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.
- AA. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.
- BB. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.
- CC. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.
- DD. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.
- EE. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.
- FF. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.
- GG. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.
- HH. "Regional vehicle trips" are trips that are greater than five miles in length.
- II. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.
- JJ. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.
- KK. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.
- LL. "RTFP" means this Regional Transportation Functional Plan.
- MM. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- NN. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials." An increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose highway facility on a new location. Lane tapers are not

included as part of the general purpose lane. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

- OO. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways." Any increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.
- PP. "SOV" means a private passenger vehicle carrying one occupant (single-occupancy vehicle).
- QQ. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.
- RR. "Throughway" means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.
- SS. "TPR" means the administrative rule entitled Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.
- TT. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.
- UU. "TriMet" means the regional service district that provide public mass transit to the region.
- VV. "TSP" means a transportation system plan adopted by a city or county.
- WW. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).
- XX. "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

Exhibit F to Resolution No. 09-4099

2035 Regional Transportation Plan (RTP)

Summary of Comments Received and Recommendations - DISCUSSION ITEMS FOR CONSIDERATION

(comments received September 15 through October 15, 2009 and subsequent Metro Advisory Committee discussions)

The 2035 Regional Transportation Plan (RTP) Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for public review from September 15 – October 15, 2009. This document summarizes recommended changes received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the public comment period. This section includes recommended changes and policy issues identified for further discussion prior to action. The Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) recommended approval of the recommendations on November 4, November 18 and November 20, respectively. JPACT recommended approval of the recommendations on December 10, 2009.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
1	Performance targets	<p>Performance Targets "Memorable and Aggressive Performance Targets: It is absolutely essential that there are well-defined, easily memorable, performance targets that drive our entire transportation investment strategy. The JPACT endorsed targets are a good start. However more clarity is needed on how they relate to the "Recommended System Evaluation Measures" on pg. 4 and the "RTP System Monitoring Performance Measures" on pg 5. Some of the primary reasons for setting targets and measuring performance are to make sure decision-makers understand what we're moving toward, how we're measuring it, and where we stand in meeting the target.</p> <p>Tracking the Target Direction is Not Enough Rather than measuring the target direction, we should be measuring the actual progress we're making toward meeting our targets. Otherwise the process does not provide enough discipline to ensure movement toward overall goals.</p> <p>Resources for Performance Monitoring: An outcomes based investment approach requires time and financial resources to monitor and adjust strategies based on performance over time. Actual travel data needs to be collected, rather than relying on the regional model. Furthermore, resources need to be committed to analyze the data.</p>	TriMet	10/15/09	No change needed. See Discussion item on RTP performance targets.
2	Performance targets	<p>Add a performance target for freight reliability, such as reducing hours of delay on the freight network, which would help reduce the cost of congestion on the economy.</p>	MTAC	10/21/09, 10/23/09	Amend as requested. See Discussion item on RTP performance targets.
3	Performance targets	<p>MPAC discussed this the climate change performance target and recommended that "transportation-related" be added to the target to be clear this is focused on transportation-related greenhouse gas emissions.</p>	MPAC	10/23/09	Amend as requested. See Discussion item on RTP performance targets.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
4	Performance targets	MPAC discussed this target and recommended staff to consider whether the target should be to triple the share of trips made by each mode of travel instead of the number of trips made by each mode. MPAC also recommended that targets should be set for each mode rather than as an aggregate as proposed. Staff recommends the target be revised to call for tripling the share of trips made by walking, bicycling and transit.	MPAC	10/23/09	Amend as requested. See Discussion item on RTP performance targets.
5	Performance targets	MPAC discussed this target and recommended staff to consider whether the target should be more aggressive given the connection of reducing VMT per person to reductions in greenhouse gas emissions. Federal legislation has called for a 16 percent reduction in VMT per person given forecasted growth in population and economic activity, which will result in continued growth in overall VMT in the region.	MPAC	10/23/09	No change recommended. This should be considered as part of the climate change scenarios work that follows the RTP update. See Discussion item on RTP performance targets.
6	Performance targets	The affordability target should be revised to call for a reduction in the percent of households in the region spending more than 50 percent of income on housing and transportation combined.	MTAC, Metro Council, MPAC	10/21/09, 10/21/09, 10/23/09	Amend as requested. See Discussion item on RTP performance targets.
7	Performance targets	The access to daily needs target should be revised to include "trails" and "sidewalks" and to report the information at a regional-level as well as for traditionally disadvantaged populations. MPAC recognized the importance of tracking progress toward improving access and the number of transportation options available to low-income and minority populations, but also felt it was important to improve access and options for everyone.	MPAC	10/23/09	Amend as requested. An equity analysis will help ensure low-income and minority populations share in the benefits of transportation investments without bearing a disproportionate share of the burden. The analysis will also help the region meet federal Civil Rights and environmental justice policies through the long-range transportation planning process. See Discussion item on RTP performance targets.
8	Corridor refinement plans	Support for prioritizing completion of Barbur/99W/Sherwood/I-5 corridor refinement plan.	Wilsonville Chamber of comerce, Sysco, Xerox, Southwest Neighborhoods, Inc.	10/14/09, 10/15/09, 10/15/09, 10/15/09	See Discussion item on refinement plan priorities. On November 20, TPAC recommended deferring action on refinement plan priorities to January 2010.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
9	Corridor refinement plans	<p>Prioritize completion of I-84 to US 26 connector study. Interstate 84 to US 26 is a primary access route linking East Multnomah County and the Portland Metro region with Damascus and key commercial and recreational centers within Oregon such as Bend and Mt. Hood. Currently four roads provide options for north-south travel through and within East County: 181st, 202nd, 238th/242nd/Hogan Road, and 257th/Kane Road. Of these roads, not one is a defined route to service north-south travel. In addition, not one of them was designed to accommodate all of the projected 2035 traffic volumes as modeled in the RTP. A Corridor Refinement Plan (CRP) is necessary to determine what improvements can be made to most effectively manage and accommodate existing and projected traffic demands within and through this corridor for all modes, including but not limited to freight and transit.</p> <p>Historically, regional support for an I-84 to US 26 study has been strong and it was identified as a top priority for the region in the most recent RTP. Within East County there is consensus for the need for a CRP; the Mayors of the four East County cities (Fairview, Gresham, Troutdale and Wood Village) have adopted a Memorandum of Understanding that recognizes the critical importance of improving north-south travel.</p>	<p>City of Damascus, Kelley Creek Neighborhood Area and Coalition of Gresham Neighborhood Associations, Gresham Transportation Committee, East Multnomah County Transportation Committee, Multnomah County, City of Gresham,</p>	<p>9/15/09, 10/1/09, 10/1/09, 10/5/09, 10/15/09, 10/15/09</p>	<p>See Discussion item on refinement plan priorities. On November 20, TPAC recommended deferring action on refinement plan priorities to January 2010.</p>
10	Project	<p>Figure 2.10 on page 94 of Chapter 2 of the draft RTP, designates the section of Tualatin Rd. between Herman Rd. and OR 99W as a "Regional Street", which is illustrated on pg. 31 of Chapter 2 the draft plan as "4 lanes".</p>	Bethany Wurtz	9/30/09	See Discussion item on I-5/99W Study recommendations.
11	Project	<p>Do not support project #10731 - Tualatin Rd./Lower Boones Ferry Rd. (northern arterial). As proposed, it would increase the width of Herman Road and Tualatin Road; it will also cross over Tualatin Community Park and the Tualatin River. Many comments raised concerns that this connection would be a highway connection - and funnel significant volumes of traffic through existing neighborhoods.</p>	<p>Kathy Newcomb, Carol Cesnalis, Dian Leth, Robert L. and Frances M. Barnes, Dwight Raikoglo, Jeanne Raikoglo, Toni Anderson, Nicole Ingram, Laura White, Marilyn D. Perry, Pat Carroll, Charlie Goodson, Rod Mai, Saari Mai, Glenn Bailey, Linda Russell, David scoutx@gmail.com (no last name provided), Helen : Crimesucks@aol.com (no last name provided), Bethany Wurtz, Marianne Germond, Delores Hurtado</p>	<p>10/8/2009 - 10/15/2009</p>	See Discussion item on I-5/99W Study recommendations.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
12	Project	Do not support northern arterial due to Tualatin community parks impacts.	Lyn Glover, Ed Casey, Marlene Reischman, Beth Roach, Sarah Draper, Lori Sierhuis, Beverly Robinson, Mark and Stacey Taft, Candice Kelly, Chris Hein, Stacey Swanson, Carl Rumpf, Diane H. Barry, James Sullivan, Rowena and Randy Hill, Martha Bailey, Brad Parker, Shelby & Jon Peterson, Richard & Mary Neely, Phillipa Peach, Christine Nyberg Tunstall	10/2/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
13	Project	Do not support central arterial due to increased traffic impacts on downtown Tualatin/adjacent neighborhoods, and would divide city.	Lyn Glover, Ed Casey, Beth Roach, Sarah Draper, Lori Sierhuis, Beverly Robinson, Mark and Stacey Taft, Candice Kelly, Chris Hein, Carl Rumpf, Diane H. Barry, Phillipa Peach, Bethany Wurtz	10/2/09	See Discussion item on I-5/99W Study recommendations.
14	Project	Please remove projects 10598, 11339, 11340, and 11342 that relate to Southern Arterial as part of Alternative 7 of the I-5/99W study recommendation due to environmental, community and traffic impacts.	Michael Feves, Anne Voegtlin, Darren McCarthy, Jeffrey Kleinman, John Broome, Mayor Tim Knapp, City of Wilsonville, Cara Hollock, Joan Steinfeld, Barb Belknap, Shelby Crecraft, Citizens for Farmland Preservation	10/13/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
15	Project	Supportive of all three arterial proposals (Northern, Central and Southern) through Tualatin with the following condition that all would be designed as 4 lane with landscaped median strip (or 5 lane) and limited and/or controlled access to prohibit left turn movements.	Joe Lipscomb	10/5/09	See Discussion item on I-5/99W Study recommendations.
16	Project	Supportive of all three arterial proposals with approved conditions (Northern, Central and Southern)	Steve Gilmore, Wilsonville Chamber of Commerce, Sysco PAC/WEST, City of Sherwood, City of Sherwood Chamber of Commerce, Clarence and Pam Langer, Les Schwab Tire Center #259	10/15/09	See Discussion item on I-5/99W Study recommendations.
17	Project	Support for central arterial.	Marlene Reischman, Stacey Swanson, James Sullivan	10/2/09	See Discussion item on I-5/99W Study recommendations.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
18	Project	Support for southern arterial/124th Ave. extension.	Lyn Glover, Ed Casey, Sarah Draper, Beverly Robinson, Mark and Stacey Taft, Candice Kelly, Stacey Swanson, Diane H. Barry, James Sullivan, Phillipa Peach, Bethany Wurtz, Christine Nyberg Tunstall, Monique Beikman	10/2/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
19	Project	Not able to support adoption of the RTP if it includes the Southern Arterial in the project list without the conditions approved by the Project Steering Committee.	Clackamas County	10/8/09	See Discussion item on I-5/99W Study recommendations.
20	Project	Add a six-lane OR 217 project to the state RTP strategy for \$600 million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs and current local plans have assumed this project to be planned for the purposes of future land use decisions. The project is consistent with throughway concept in draft RTP.	Washington County Coordinating Committee	10/7/09	See Discussion item on OR 217 Study recommendations. No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
21	Project	<p>Sunset the Columbia River Crossing (CRC) Project by September 1, 2011</p> <p>Option 1 Add 5.4.2.7: Portland-Central City to Vancouver (Mobility Corridor #1) (chapter 5, following p. 15) To a description of the CRC project in the corridor (to be drafted), add the following: "If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."</p> <p>Option 2 Add the following language to section 5.7.1 (chapter 5, p. 20): "If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."</p> <p>Option 3: Add the following footnote to the list of projects in Appendix 1 on the page that lists the CRC project: "If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."</p>	Robert Liberty, Metro Councilor	11/2/09	TPAC recommended this item be moved to Exhibit G, consent items for consideration with the following recommendation, "No action in response to this comment." On Nov. 18, MPAC (with Councilor Liberty's support) recommended withdrawing this proposed amendment and deferring a more detailed discussion in January/February 2010 on finance and the CRC project relative to other investment priorities. On Dec. 10, 2009, JPACT recommended withdrawing this proposed amendment and deferring a more detailed discussion in January/February 2010 on finance and the CRC project relative to other investment priorities.
22	Projects	<p>Supports Sunnybrook extension project (#10019) . This road will help alleviate traffic problems at Sunnyside and Harmony roads. Currently OIT's only access point (Harmony Rd) is crowded and dangerous. The Sunnybrook extension would provide another access point. This project will be a major contributing factor in OIT's decision about its ability to expand class offerings in the east metro region and make future investments at the Harmony Campus location.</p>	City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College	10/1/09, 10/12/2009 and 10/13/09	See Discussion item on Sunnybrook Road extension and Comment #24 below. TPAC recommended this item be moved to Exhibit F for JPACT discussion.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
23	Projects	Several comments requesting that Metro remove the Sunnybrook extension project (#10019) from the RTP because of environmental and traffic impacts of the road; 3 creeks natural and rare native old growth White Oak trees (300-500 years old) are in the project area, which provide needed canopy and drainage control.	Steve Berliner, Friends of Kellogg & Mt. Scott Creeks Watershed; Pat Russell, North Clackamas Citizens Association; Catherine Blosser & Terrence Dolan, Susan Shawn, Urban Green, Friends of North Clackamas Parks, North Clackamas Urban Watersheds Council; Dolly Macken-Hambright, Linwood Neighborhood Association, The Grove Homeowner's Association; Richard Till; Dick Shook; Christopher Swain, David Aschenbrenner; Patricia Holloway, Southgate Planning Association; Lynne Gibbons; Greg Ciannella; Lewis Miller; Walker Leiser; Matt Krueger; Jan Esler-Rowe; Michele Eccleston; Daniel Platter; Donald Wiley; Jeremy Person; Alex Bigazzi; Sean Sweeney; Genevieve Layman; Debbie Reynolds; Kathleen Mcfarlane; Matt Krueger, Grey to Green Tree Canopy Program - City of Portland Environmental Services; Chris Runyard; City of Milwaukie	9/15 - 10/15/09	See Discussion item on Sunnybrook Road extension and Comment #24 below. TPAC recommended this item be moved to Exhibit F for JPACT discussion. This project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The improvements are designed to support the CRC, an area that the region has planned to be a hub for households, employment and economic growth within unincorporated Clackamas County. The project provides local and regional connectivity, improving circulation and reducing the need to widen existing roads. Providing access to the Harmony Community College Campus from the south reduces traffic congestion in surrounding neighborhoods. Connecting Sunnybrook to Fuller road would improve both east/west and north/south connectivity. The project would improve the bicycle and pedestrian connectivity in all directions. For example the connection to Sunnybrook Boulevard provides a high quality multimodal link from the Harmony campus to the ODOT's I-205 multiuse path, one of the most significant multimodal links to the I-205 Green Line, and areas to the east. Throughout the last decade Clackamas County has invested millions of dollars in transportation improvements to realize the densities outlined within the CRC plan. Though significant development has occurred, significant development opportunities are still to be realized. The project provides congestion relief and safety improvements necessary to support the existing and planned development. Existing safety/congestion issues exist at the intersections of 82nd Avenue with Sunnybrook Boulevard and Sunnyside Boulevard. These existing congestion issues are not only impacting current expansion opportunities at the Harmony Community Campus, but are also hampering development potential within the entire Clackamas Regional Center. Safety issues also exist at the Fuller Road/Harmony Road intersection, which ranks high on the County's pedestrian/vehicle incident list. Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff has listened to these concerns and took actions to reduce impacts. Some of these actions include realignment, reduced width, and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).
24	Project	Revise the description of the Sunnybrook Road extension, project # 10019, be modified to add the following conditions: <ul style="list-style-type: none"> • Design the street as a local access connector. • Apply a "practical design" approach. • Include green street elements in the final design of the project. • Minimize environmental impacts of the new street connection during future planning, engineering and construction phases. 	Carlotta Collette, Metro Councilor	11/5/09	See Discussion item on Sunnybrook Road extension. Amend as requested. MTAC did not take action on this recommendation as the amendment was provided after the 11/4/09 MTAC action on Exhibit G. On Nov. 18, MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. TPAC recommended this item be moved to Exhibit F for JPACT discussion. JPACT recommended the addition of the following condition, " <u>Pursue traffic mitigation on streets impacted in Milwaukie.</u> "

RTP CLIMATE ACTION PLAN - GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS

Background:

- The 2007 Legislature established statewide targets for greenhouse gas emissions (GHGs) – calling for stopping increases in GHG emissions by 2010; 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050.
- In December 2008, 65 percent of the participants at the joint MPAC and JPACT meeting voted the region should be very proactive in developing land use and transportation strategies that reduce vehicle miles traveled to meet the state targets. Furthermore, participants called for emphasizing transit, land use, congestion pricing, bike/pedestrian and intelligent transportation system (ITS) strategies to reach State GHG reduction targets.
- The 2009 Legislature required Metro to “develop two or more alternative land use and transportation scenarios” designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario.
- This component of HB 2001 is intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. Metro is the first metropolitan planning organization to do such planning.
- The draft RTP plan sets a new policy direction for meeting the statewide targets and implementation of the 2040 Growth Concept. Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region’s desired outcomes and state goals for reductions in vehicle miles traveled and corresponding GHG emissions. Preliminary results from the transportation model analysis show the draft RTP does not meet the state targets for GHG emissions – and in fact show increases from today.
- National studies have suggested that transportation investments alone will not achieve required reductions in transportation-related GHG emissions. The *Making the Greatest Place* effort highlights the need to invest more aggressively in our downtowns, main streets and employment areas consistent with the Region 2040 Growth Concept. National studies also suggest that pricing techniques are a critical component of any comprehensive strategy to reduce greenhouse gas emissions. JPACT did not endorse an application of that approach in the 2035 RTP update.
- Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.
- The required scenario planning includes further development of tools and policies in Oregon than were anticipated in the draft RTP. Significant work program and scoping activities are continuing to be developed to respond to HB 2001 requirements.
- A draft work program and action plan is shown in Attachment 1.

RTP Climate Action Plan: Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios

- A GHG inventory will be prepared to provide a baseline of emissions from which further forecasting and modeling will be conducted to address the HB 2001 requirements.
- Develop modeling procedures to ensure consistent, best practices around GHG estimation and analysis for transportation and land use studies in the Metro area. The basics of those requirements will be transferable to the HB 2001 requirements.
- Enhance the regional travel demand model to develop a base condition that better accounts for GHG emissions reductions from vehicle technology and fuels already underway; test additional options for further improvement.
- Current regional transportation models will be further enhanced to more rigorously quantify the travel by individuals, considering walking, biking and transit travel preferences and the effect of congestion on travel decisions by analyzing vehicular flow in a more dynamic time continuum.
- The region will continue its transition to EPA's MOVES model for analyzing transportation-related GHG emissions.
- The estimation of GHG derived from the built environment will also be improved. Metro will investigate using MetroScope, Metro's integrated land use-transportation forecasting model, to forecast residential GHG emissions. Additional efforts to validate energy consumption coefficients and GHG emissions variables in MetroScope will have to be completed and properly vetted through an expert technical review panel. Additional consultant resources may be needed to assist staff in developing GHG emissions from non-residential sources.
- Modeling refinements have been identified related to MetroScope's calculation of potential redevelopment and infill. The likelihood of future individuals and businesses to locate in brownfields or redevelopment/infill opportunities in the context of developing smart growth options and its impact on GHG emissions will be analyzed. The equations for estimating redevelopment and infill opportunities will enhance the forecasting acuity for both residential and non-residential real estate projections.
- Incorporate land use decisions made in 2010 and 2011 prior to adoption of the recommended scenario.
- Other policy development and public involvement activities.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- Consistent with House Bill 2001, Metro will lead the effort to address greenhouse gas reductions in coordination with local, regional and state partners.
- Between 2011 and 2014, develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles and adopt one scenario that meets the state targets after public review and comment.
- Metro will incorporate recommendations from this effort in the next RTP update in 2014.

11/12/09 JPACT RECOMMENDATION:

- Approve TPAC and MTAC Recommendation.

RTP Climate Action Plan: Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios

- Amend the RTP Climate Action Plan into Chapter 5 of the RTP as the region’s commitment to address this important issue prior to the next RTP update. (see pages 7-8 of Exhibit F)

11/18/09 MPAC RECOMMENDATION:

- Approve TPAC and MTAC Recommendation and 11/12/09 JPACT amendment.
- Amend RTP Resolution to:
 - Amend the final “WHEREAS” to read, “WHEREAS, JPACT and MPAC have recommended ~~acceptance~~ approval of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now therefore...”
 - Amend “BE IT RESOLVED” to read:
 1. ~~Accepts~~ Approves the Draft 2035 Regional Transportation Plan (“RTP”) (Exhibit A and Appendices to this resolution), with the following elements, ~~for analysis of air quality conformance under federal law and~~ for final review and public hearings:
 - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
 - The Regional Freight Plan (Exhibit C to this resolution)
 - The High Capacity Transit System Plan (Exhibit D to this resolution)
 - The Regional Transportation Functional Plan (Exhibit E to this resolution).
 2. ~~Accepts~~ Approves for final review and public hearings the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.
 3. Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance with the Clean Air Act.
 4. Directs Metro staff to: (A) Prepare a technical memorandum explaining the methodology for projecting greenhouse gas (GHG) emissions for the 2035 RTP. (B) Have an expert in the field review the methodology and suggest improvements. (C) During the period that Metro staff is conducting the air quality conformity analysis (January – February 2010), re-run the GHG projections using the improved methodology. (D) With the improved GHG projection results and assuming that the GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant adverse impact on GHG emissions. (E) Report these findings to JPACT, MPAC and the Metro Council and consider changes to the project list during the public comment period (March – April 2010).

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation.
- Amend RTP Resolution to add an additional ~~“BE IT RESOLVED”~~ “Accepts the RTP project

Exhibit F to Resolution No. 09-4099

RTP Climate Action Plan: Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios

lists solely for the purposes of obtaining public comment and determining conformance of the Federal Priorities project list with the Clean Air Act."

12/10/09 JPACT RECOMMENDATION:

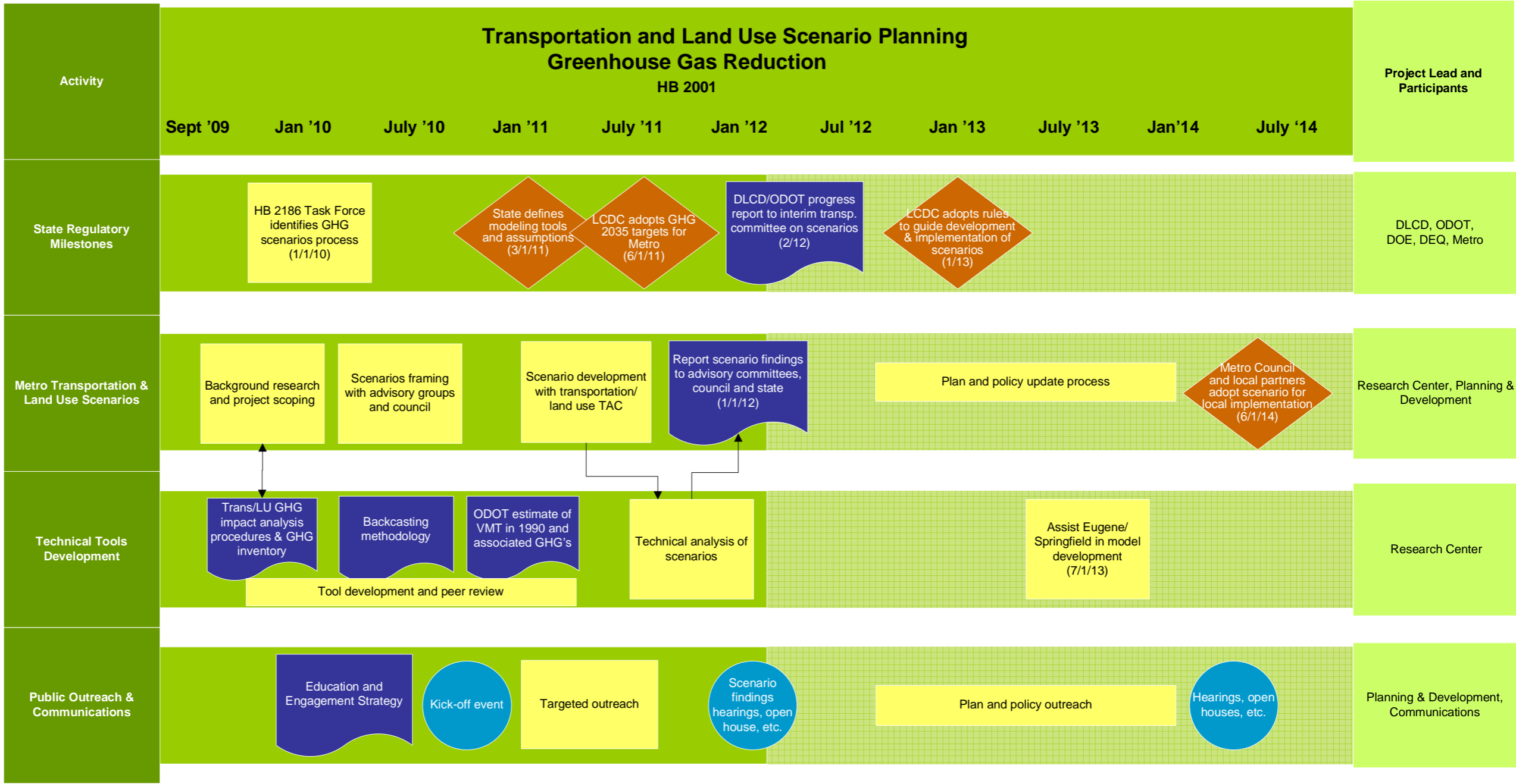
- Approve 11/20/09 TPAC Recommendation.
- Amend Resolution No. 09-4099 as follows:

Amend existing "BE IT RESOLVED" # 8 as follows:

8. Directs staff to work with ODOT, TriMet and local governments to develop and evaluate, by January 1, 2012, two or more alternative land use and transportation scenarios designed to reduce GHG emissions by January 1, 2012, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets. The Metro Council, JPACT and MPAC will consider forward recommendations from this effort prior to the next RTP update in 2014 in June, 2012. Recommendations may include refinements amendments to the RTP policies, performance targets, and investment priorities and functional plan requirements in order to accelerate implementation. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.

Add two new "BE IT RESOLVED" actions:

- Directs staff to prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update.
- Directs staff to develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency's final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system.



Key

- Document/Deliverable
- Decision Point
- Event
- Process

Project Sponsor: Mike Hoglund
 Project Lead: Tom Kloster

Planning & Development:
 Kim Ellis
 Tony Mendoza
 Ray Valone

Research Center:
 Cindy Pederson
 Dennis Yee
 Dick Walker

Sustainability Center:
 Heidi Rahn

Project Objective: HB 2001 Sec. 37 requires metropolitan service districts to develop land use and transportation scenarios designed to reduce greenhouse gas emissions from certain vehicles.

Regional Action Plan to proactively meet state and regional greenhouse gas emissions reduction targets for the transportation sector in the Metro Area

BACKGROUND

During the update of the 2009 Regional Transportation Plan (RTP), the reduction of greenhouse gas emissions has gained prominence at the regional, state, and national/international levels. In 2007, the Oregon Legislature established statewide targets for greenhouse gas emissions (GHGs) – calling for stopping increases in GHG emissions by 2010; 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. These targets apply to all emission sectors, including energy production, buildings, solid waste, and transportation. Federal climate legislation, with targets and commensurate planning requirements to mitigate GHG emissions remain pending in Congress.

In 2008, the region examined a number of scenarios during the Making the Greatest Place process intended to best meet six regional outcomes, including minimizing contributions to global warming. Those scenarios provide a baseline for further work but did not demonstrate the necessary emission reductions to meet the long-term state and regional targets.

In general, the Portland region is leading the United States in reducing transportation-related GHGs. Vehicle miles traveled (VMT) per capita have been declining, transit and bike mode shares are increasing, and shorter trips have resulted due to compact, mixed-use urban form. The proposed RTP establishes an appropriate and timely policy direction by putting GHG reduction directly into the plan rather than waiting for a federal mandate, and it allows the region to begin work to address requirements set out in HB 2001 by the 2009 Legislature.

In HB 2001, the Legislature has directed Metro to: 1) evaluate a minimum of two land use/transportation scenarios that meet GHG reduction targets; 2) adopt a preferred scenario; and 3) adopt a plan for local government conformance. Local transportation system plans (TSPs), none of which meet state GHG goals, will also have to be revised following adoption of a preferred scenario. HB 2001 also calls for LCDC rulemaking in 2011 to establish a specific Metro-area target for the transportation-related emissions sector.

The targets set in the RTP simply reflects the overall GHG goal set by the Legislature of 75 percent reduction by 2050. The region's LCDC established target could be higher or lower when taking into account the other sectors of CO2 emissions (energy, buildings) and taking into account other parts of the state. A report on the scenarios is due to the Oregon Legislature on January 1, 2012, and scenario adoption would occur in 2014 as part of the next RTP update. Local conformance would follow.

DRAFT

ACTION PLAN

This action plan provides for a collaborative, technically sound approach to:

- 1) In 2009, adopt by resolution the transportation (RTP) and land use components (urban and rural reserves, urban growth report).
- 2) Build on the policy and technical work from the Making the Greatest Place initiative and Regional Transportation Plan update.
- 3) Meet HB 2001 GHG reduction requirements for the Metro area.
- 4) Ensure regional transportation investments included in the RTP and the MTIP best meet the adopted regional outcomes, including minimizing contributions to global warming.

IMMEDIATE STRATEGIES

JANUARY 2010-2012

- **Local transportation system plans** – TSP updates will begin in late-2010 to be consistent with the new RTP policies and targets, including reductions in greenhouse gas emissions.
- **Metropolitan Transportation Improvement Program** – Metro Council and JPACT/MPAC revise the Metropolitan Transportation Improvement Program (MTIP) criteria to help the region select transportation investments that meet all the RTP performance targets including minimizing global warming. Multi-modal transportation investments within designated centers, corridors and employment areas should be the focus of investments.
- **Corridor refinement plans** - Investments identified through corridor refinement plan studies will be evaluated and prioritized on their ability to best leverage the region's desired outcomes, including minimizing contributions to global warming.
- **Local land use commitments and regional capacity ordinance work** – In December 2010, adopt a regional capacity ordinance that commits communities and the region to specific land use actions that minimize contributions to global warming.

GREENHOUSE GAS SCENARIO PLANNING

JANUARY 2010-DECEMBER 2014

Sections 37 and 38 of HB 2001 are intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. Metro is the first metropolitan planning organization to undertake such planning. In order to meet the state requirement, this action plan is based on three principles:

- **Regional collaboration.** Any effort to meet the state GHG goals and targets will require extensive outreach and discussion with elected leaders, stakeholders and the public.
- **Reasonable choices.** Scenarios and alternatives must include reasonable, agreed upon assumptions for land use and development patterns, mix of transportation investments, pricing strategies and technical transportation advancements related to vehicle fleets and fuels. Scenarios will be developed to achieve the six desired outcomes adopted through the Making the Greatest Place initiative.
- **Right tools for the right job.** To properly evaluate future scenarios, appropriate analysis tools and models will be developed and enhanced to better understand influences on land use and transportation GHG emissions.

Consistent with these principles, attached is the general timeline that identifies major deliverables, decision points, and events leading to the development and evaluation of scenarios and adoption of a recommended alternative to meet a target for GHG emission reductions in the transportation sector.

Greenhouse Gas Scenario Planning Draft Work Program and Timeline

Phase I – Scoping November 2009 – January 2010

Develop an overall scope of work and budget, refined timeline, project management and oversight processes, outreach and communication structures, governance structure, and inter-governmental agreements to complete the work.

Phase II – Research January – December 2010

Develop and enhance transportation, land use, and GHG forecasting models. Finalize baseline GHG inventory. Publish climate change background report(s). Establish policy basis for new tools, such as parking pricing, tolling and other strategies. Initiate public/stakeholder outreach.

Phase III – Scenario Development May – December 2010

Work with stakeholders to develop evaluation criteria and two scenarios intended to meet transportation-sector GHG targets. Continue public/stakeholder outreach.

Phase IV – Scenario Evaluation January – September 2011

Work with DLCD staff and other stakeholders to develop a recommended transportation-related GHG emissions reduction target. LCDC will adopt target in June 2011. Evaluate a baseline and two scenarios against criteria and refine scenarios, if necessary, to meet LCDC-adopted GHG targets.

Phase V - Public Review Process October – December 2011

Report on scenarios as defined in public/stakeholder outreach plan. Public review process results in a public comment report and accompanying transmittal to forward to the Oregon Legislature.

Phase VI – Scenario Selection January – September 2012

Provide a report to the 2012 Legislature on scenarios results and policy implications. Consider public comments and select preferred scenario to forward to next RTP. Initiate next RTP update in June 2012.

Phase VII – Regional and Local Implementation September 2012 - 2014

Incorporate preferred scenario into Regional Transportation Plan as part of RTP update. Identify local and regional actions needed to implement preferred scenario. Begin local plan updates and regional implementation.

DRAFT

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

BACKGROUND:

- Over the past three years, Metro worked with state and local government partners as well as residents, community groups, and businesses to develop the draft RTP. The result of that work is a plan that responds to transportation needs and demands based on shared community values and the outcomes we are trying to achieve as a region.
- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes.
- The draft plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept. The draft RTP continues to move away from a single measure of success and has adopted an outcomes-based framework that emphasizes desired outcomes and measurable performance. Policies have shifted from primarily using roadway level-of-service to a broader system completion policy to define system needs.
- Raising the bar from past RTPs, the Joint Policy Advisory Committee on Transportation endorsed a set of transportation performance targets that support the region's desired outcomes and the plan's goals and objectives. Per JPACT direction, the targets provided policy direction for developing the investment strategy proposed in the draft RTP.
- Table 1 lists the RTP targets, which are drawn from federal and state legislation and subsequent JPACT discussions on what measures are most important to consider in the context of the RTP. The RTP targets are a subset of a broader set of targets recommended to be further developed in 2010. Table 1 includes proposed changes recommended by MTAC on October 21 and November 4, MPAC on October 23 and November 18 and additional amendments recommended by TPAC on November 2 and November 20.
- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life. The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.
- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero.
- The targets were intended to be aspirational – recognizing the region has more work ahead in the research, model development and policy development realms as part of the state-required HB 2001 climate change scenarios work and future RTP updates.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

- Preliminary results from the transportation model analysis indicate that the proposed investment strategy does not get the region to where we want to be. The draft RTP moves us closer toward the targets in some areas, but falls short of meeting all of them, particularly reductions in greenhouse gas emissions.
- Investments that work together toward achieving a broad set of performance targets is critical for the region to be successful in realizing a truly integrated, multi-modal transportation system that helps achieve the region's desired outcomes. Transportation infrastructure, transportation pricing, technology, and alternative land use strategies are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.

10/23 AND 10/28/09 MPAC DISCUSSION:

MPAC discussed the performance targets proposed in the draft RTP and identified several refinements on October 23 and October 28. A summary of the discussions and rationale for the proposed amendments are provided below for consideration.

- Safety - MPAC discussed this target and recommended staff normalize this target to recognize the region's growing population and account for all transportation users.
- Climate change - MPAC discussed this target and recommended that "transportation-related" be added to the target to be clear this is focused on transportation-related greenhouse gas emissions.
- Active transportation - MPAC discussed this target and recommended the target call for tripling the share of trips made by each mode of travel instead of the number of trips made by each mode. MPAC also recommended targets be set for each mode rather than as an aggregate as proposed. TPAC and MTAC recommend the target be revised to call for tripling the share of trips made by walking, bicycling and transit.
- Travel - MPAC discussed this target and recommended staff to consider whether the target should be more aggressive given the connection of reducing vehicle miles traveled (VMT) per person to reductions in greenhouse gas emissions. Federal legislation has called for a 16 percent reduction in VMT per person given forecasted growth in population and economic activity, which will result in continued growth in overall VMT in the region. A more aggressive target is not recommended at this time, this should be considered as part of the climate change scenarios work that follows the RTP update.
- Affordability - MTAC, MPAC and the Metro Council discussed this target and have recommended the target be revised to call for a reduction in the percent of households in the region spending more than 50 percent of income on housing and transportation combined.
- Access to Daily Needs - MPAC discussed this target and recommended the target be revised to include "trails" and "sidewalks" and to report the information at a regional-level as well as for traditionally disadvantaged populations. MPAC recognized the importance of tracking progress toward improving access and the number of transportation options available to low-income and minority populations, but also felt it was important to improve access and options for everyone. An equity analysis will help ensure low-income and minority populations share in the benefits of transportation investments without bearing a disproportionate share of the burden. The analysis will also help the region meet federal Civil Rights and environmental justice policies through the long-range transportation planning process. In addition, MPAC recommended inclusion of other destinations that are important to have access to in order to meet one's daily needs.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS**11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:**

- MPAC, JPACT and Metro Council adoption of the RTP performance targets as proposed in Table 1. The targets can be revised over time based on additional information on performance or effectiveness. Adopting the targets now allows the process to begin; and allows the targets to guide the development and evaluation of land use and transportation scenarios in 2011.
- Monitor the regional-level performance targets as part of periodic updates to the RTP.
- In Winter 2010, develop functional plan amendments to direct how local plans will be consistent with the new RTP policies and performance targets.
- Identify RTP policies and performance targets to emphasize and criteria for evaluating individual projects in the next policy update to the Metropolitan Transportation Improvement Program (MTIP). The next update is scheduled to begin in winter 2010.
- MPAC, JPACT and Metro Council adoption of a broader set of measures and targets for the *Making the Greatest Place* effort by early 2010 that include land use as well as equity, economic and environmental measures that align with the region's desired outcomes and policy objectives. Metro will use the RTP targets and yet to be developed land use targets to evaluate the performance of HB 2001 land use and transportation scenarios in 2011. The collective set of targets will elevate the dialogue about land use and transportation policies and their respective roles in meeting regional and state objectives, including climate change goals.
- Metro will expand current regional data collection efforts to monitor these and other indicators that cannot be forecasted through the regional land use or transportation models to provide accountability for achieving the region's desired outcomes. Decision-makers can use this information to adapt local and regional policies and investment strategies based on what is learned.
- As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro is embarking on an effort with PSU's Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures. As this new regional approach is developed, the performance targets and indicators identified in the draft RTP can be included into a broader, even more holistic performance measure system for the region.

MTAC and TPAC discussed the importance of highlighting the RTP is not currently required to meet any of the performance targets, including the state greenhouse gas emission reduction targets. The performance targets are self-imposed and intended to be used to show how the region is performing as a baseline for the HB 2001 scenarios work and future RTP updates. Furthermore, the HB 2001 scenarios work program should allow sufficient time and iterations of analysis to inform refinements to the performance targets.

TPAC recommended that local plans not be required to evaluate local transportation system plan performance relative to the regional-level performance targets because local governments do not currently have the tools, resources or expertise to conduct this analysis. Tools, resources and expertise in the region will be further developed as part of the HB 2001 climate change scenarios work program presented in Discussion item #1. MTAC recommended that functional plan amendments be developed in 2010 to direct how local plans will be consistent with the new RTP policies and targets.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

11/12/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation
- Add a new Basic infrastructure performance target that reads, “Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.”
- Amend “Essential Destinations” definition to include parks/open spaces.
- Amend the “Access to Daily Needs” performance target to read, “**Access to daily needs** – By 2035, ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.”

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation, and 11/12/09 JPACT Recommendation.
- Approve the 11/18/09 MPAC Recommendation, amending the “Access to Daily Needs” performance target to read, “**Access to daily needs** – By 2035, ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.”

12/10/09 JPACT RECOMMENDATION:

- Approve 11/20/09 TPAC Recommendation.
- Amend safety performance target to read “Safety – Contribute to meeting goals identified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region’s share of Vehicle Miles Traveled (VMT).”
- Amend Chapter 5, Implementation of the RTP to include the following action: “Directs Metro to work with ODOT and members of the Regional Safety Work Group, or develop an official safety committee, to refine the existing statewide traffic safety data to reflect conditions within the subset of the Metro boundary and develop a regional Traffic Safety Plan by December, 2011, with goals, performance measures, and strategies specific to the MPO. Upon adoption of the plan by JPACT and the Metro Council, the MPO Traffic Safety Plan measures will replace the existing Safety Performance Target.”

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

Table 1. RTP Performance Targets

Economy	Safety – By 2035, reduce crashes, injuries and fatalities <u>per capita</u> by 50 percent compared to 2005 <u>Contribute to meeting goals identified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region’s share of Vehicle Miles Traveled (VMT).</u>
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck by 10 percent compared to 2005.
Environment	Climate change – By 2035, reduce <u>transportation-related</u> carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple <u>the share of walking, biking and transit trips mode share</u> compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations ¹ <u>accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.</u>
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce <u>the share of average households in the region spending more than 50 percent of income combined cost of on housing and transportation by 25 percent combined</u> compared to 2000.
	Access to daily needs – By 2035, increase <u>decrease</u> by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by <u>trails, bicycling and public transit or within 15 minutes by sidewalks</u> for low-income, minority, senior and disabled populations <u>relative to the general population</u> compared to 2005.

¹ Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION

BACKGROUND:

- With adoption of the 2000 Regional Transportation Plan, and subsequent Oregon Transportation Commission approval of alternative mobility standards for the region in 2001, the RTP began to move away from level of service as the primary measure for determining success of the plan.
- The alternative mobility standard approved by the OTC in 2001 is included in the draft 2035 RTP, and reflects a tiered approach to managing congestion, and the dual philosophy of promoting multimodal solutions in centers and corridors and preserving freight mobility in industrial areas and on routes that provide access to freight terminals and intermodal facilities.
- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life.
- The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.
- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes. The RTP includes specific performance targets and indicators that we will monitor over time to determine how well the region is doing and whether adjustments to policies and strategies are needed.
- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero. These are successes that are not recognized by the current mobility standards, but that will help achieve the region's desired outcomes.
- The OTC is the approval body for any amendments to the Oregon Highway Plan. ODOT and Metro have requested OTC agreement to move forward to develop alternative mobility standards for the Metro region. This request is based on the expectation that we will no longer meet the current alternative standard.
- See Attachment 1 for reference.
- The OTC is the approval body for amendments to the alternative mobility standards in the Oregon Highway Plan. The Land Conservation and Development Commission will be the approval body for the RTP, itself.

ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION

- A goal of this effort is to demonstrate consistency with the Oregon Highway Plan in preparation for the LCDC action in Fall 2010, including any amendments to the OHP that the OTC may agree to make.
- LCDC will make a judgment on whether the RTP has done due diligence to be consistent with Statewide planning goals, the Transportation Planning Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- ODOT and Metro staff lead the effort to define alternative mobility standards in coordination with local and regional partners.
- **November - December 2009** - MPAC, JPACT and the Metro Council consider acceptance of the draft RTP (by Resolution).
- **December 2009 – January 2010** – Technical evaluation and documentation of the extent of congestion in the region. This work will involve documenting the inability to meet the current mobility standards and the range of measures and strategies to be considered when developing the proposal.
- **February 2010** – MPAC, JPACT and Metro Council policy discussions on the extent of the congestion problem and the range of measures and strategies proposed.
- **March 2010** – Metro region request forwarded to the OTC for consideration and approval.
- **April – May 2010** – Final public comment period and hearings on RTP.
- **June 2010** – MPAC, JPACT and the Metro Council consider final approval of RTP (by Ordinance).
- **Fall 2010** – Final RTP decision forwarded to the Land Conservation and Development Commission for consideration and approval.

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

12/10/09 JPACT RECOMMENDATION:

- Approve 11/18/09 MPAC recommendation.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4019

(503) 731-8200

FAX: (503) 731-8259

DATE: September 29, 2009

TO: Oregon Transportation Commission

FROM: Jason Tell, Manager, ODOT Region 1
Robin McArthur, AICP, Planning and Development Director, Metro

SUBJECT: Metro Request for alternative mobility standards

File Code:

The Portland region is nearly finished with a major update to the Regional Transportation Plan (RTP). The updated RTP includes significant new policy and fiscal initiatives that will help the Portland region cope with rapid growth in the face of limited transportation funding. The plan sets forth a new, corridor-based strategy for protecting mobility on ODOT facilities that continues to support the Oregon Transportation Plan and Oregon Highway Plan, while also meeting regional objectives for managing growth and maintaining livability.

This new multimodal and multi-facility mobility corridor approach calls for tailored mobility standards that help achieve corridor-specific outcomes for economic development and community health, while protecting through-movements of statewide and interstate travel. The purpose of this memo is to inform the Commission of the collaborative work Metro and ODOT staff will undertake to develop a more comprehensive and tailored set of mobility standards in the Portland metropolitan area. This work will involve drafting alternative Oregon Highway Plan standards for OTC consideration in early 2010, leading to final adoption of the RTP in late spring. Metro and ODOT anticipate coming to the Commission in Winter 2010 with a presentation on the extent of the congestion problem and the proposed approach to resolving it, and again in the Spring of 2010 with proposed alternative mobility standards and a broad range of actions to maintain highway performance as much as feasible and avoid further degradation.

ODOT and Metro staff have outlined the following principles for drafting alternative mobility standards:

1. The RTP Mobility Corridors will serve as the alternative mobility policy framework.
2. Volume to capacity (V/C) will continue to be the primary measure of mobility for interstate highways and OHP freight routes.
3. Interim V/C standards may be developed for RTP "refinement plan corridors", where more analysis is needed to determine the modes, functions, mobility standards and other performance standards, and general locations of improvements. These are corridors where more planning is required to identify feasible transportation solutions -- five refinement plans are proposed in the draft RTP.
4. Mobility standards will be tailored for each mobility corridor.



5. The V/C standards may be organized by peak hours and/or days, or by the duration of congestion within a given period.
6. Policy about the function of individual interchanges within the Metro region could be established.
7. The ability of ODOT to require traffic and safety mitigation through the development review and plan amendment process will be retained.
8. District and Regional Highways could be managed using multiple or graduated standards that help the region meet desired growth management goals along these routes.

As part of the remaining steps in completing the RTP update, the region will document the inability to meet the current mobility standards due to severe financial, environmental and land use constraints, together with the need to accommodate additional growth, leading to the need for alternative OHP mobility standards,. Metro and ODOT are working in coordination with local partners on all aspects of the new plan, including the development of mobility corridor strategies and alternative mobility standards.

As part of the findings of consistency with Actions 1F.3 and 1F.5 of the OHP, Metro and ODOT will develop a table of responses that includes a description of the region's and local jurisdictions' proposed actions to maintain performance of state highways as much as feasible, in the RTP as well as local TSPs, land use plans, and development approvals, with identification of responsibilities and a timeline for completion of this work.

I-5/99W Connector Study Recommendations

Background:

1. The Project Steering Committee (PSC) was unable at the end of its process to reach a unanimous recommendation for the I-5/99W Corridor Study as required by the PSC Partnership Agreement in order to forward a Recommended Corridor Alternative to the RTP. However, there was unanimous agreement on some aspects of the Connector that could be reflected in the RTP:
 - Identify projects for inclusion in the RTP with minimal extra conditions, particularly the extension of SW 124th from SW Tualatin Sherwood Road to the I-5/North Wilsonville Interchange,
 - Identify conditions to be met before a new Southern Arterial is implemented to ensure integration with surrounding land use and transportation plans, particularly an I-5 South Corridor Study,
 - Determine an incremental phasing plan to ensure the projects with the most benefit that can reasonably be built within the 20-year horizon be included in the RTP Financially Constrained list.

2. The recommendation for the I-5/99W Corridor Study proposed for inclusion in the RTP are based upon the conclusions reached by the Project Steering Committee (PSC) as follows:
 - The 3 options consisting of a new limited access expressway from I-5 to OR 99W (2 alignments north of Sherwood and 1 alignment south of Sherwood) were unacceptable due to high impact on the natural and built environment, the need for extensive improvements to I-5, high cost and concern about the potential for induced growth to Yamhill County, and
 - The option focused on expanding Tualatin-Sherwood Rd. was unacceptable due to the very large size it would need to be and the resulting impacts on the Tualatin and Sherwood Town Centers.
 - The alternative recommended is based upon the principle that it is preferable to spread the traffic across three smaller arterials rather than one large expressway. The analysis concluded this approach could effectively serve the traffic demand, would provide better service to urban land uses in the Tualatin/Sherwood area, especially industrial lands, and could be built incrementally based upon need to serve growth and revenue availability. The overall concept is structured around a Northern, Central and Southern arterial providing east-west access between OR 99W and I-5 with an extension of SW 124th providing north-south connectivity (see diagram below).

The RTP document released September 15 included the recommendation of the Project Steering Committee (approved on a 6-2 vote). The full transmittal from the Project Steering Committee is reflected in Appendix 3 of the draft document (including recommended projects and conditions). In addition, the draft RTP includes changes to the Arterial and Throughway Network Map to reflect the network of arterials rather than a major expressway. Finally, the project list includes most of the recommended projects.

I-5/99W Connector Study Recommendations



3. The City of Wilsonville was and continues to raise objections to the Southern Arterial component throughout this process. They are very concerned about I-5 congestion continuing to grow and are very dependent on effective access to their two interchanges. They are concerned that the Southern Arterial connecting into the I-5/North Wilsonville interchange will significantly increase traffic and impair their access.
4. When the PSC considered the recommendation, the Clackamas County Commission representative introduced a series of amendments to the conditions to ensure that the Southern Arterial would be examined in greater detail to:
 - evaluate alignment options and their environmental impact,
 - integrate the proposal with the concept plan and transportation system plan for the newly expanded UGB area and any new Urban Reserves that are designated in the area,
 - address any requirements that may result from adoption of an exception to Goal 14 (if needed) for an urban facility outside the UGB,
 - integrate the proposal with an I-5 South Corridor Study (Corridor #3) to ensure these east-west arterials and I-5 itself could effectively function together, and
 - determine the most appropriate approach to connecting the Southern Arterial to I-5, including options for an interchange at the I-5/North Wilsonville interchange or consideration of extending the Southern Arterial across I-5 to Stafford Road east of I-5, thereby providing better access to I-205.

The PSC approved the proposed conditions unanimously.

5. The RTP document released September 15 included the recommendation of the Project Steering Committee (approved on a 6-2 vote). The full transmittal from the Project Steering Committee

I-5/99W Connector Study Recommendations

Chair is reflected in Appendix 3 of the draft document (including recommended projects and conditions). In addition, the draft RTP includes changes to the Arterial and Throughway Network Map to reflect the network of arterials rather than a major expressway. Finally, the project list includes most of the recommended projects.

6. At the October 8 JPACT meeting, the representative from Clackamas County indicated that they could not vote to support adoption of the RTP if it includes the Southern Arterial in the project list without the conditions approved by the Project Steering Committee. Since the intent of the draft RTP released September 15 was to reflect the recommendation as incorporated in Appendix 3, staff will propose amendments to the text of the RTP to fully recognize the approved conditions.

ISSUES:

1. The Project Steering Committee did not reach unanimous agreement on the Recommended Alternative to forward to the RTP. However, there was unanimous agreement on some projects.
2. The 3-Arterial network approach to traffic circulation is dependent upon spreading the traffic across the full system to ensure no single east-west route becomes the *de facto* connector route. Because of traffic problems on OR 99W through Tigard, Tualatin-Sherwood Road is currently functioning as the connector and the City of Tualatin is looking for relief, especially through their Town Center. Sherwood believes that the southern arterial will provide sorely needed access to I-5 for their city. Conversely, the City of Wilsonville is concerned that the Southern Arterial will instead become the connector and the problem will just shift south and have severe impacts on Wilsonville and its Town Center. A solution that incrementally phases segments of all three east-west arterials is dependent upon a long-term agreement between these jurisdictions since the different segments are located in so many different jurisdictions. At present, there is concern that if one of the arterials is improved the other party will not follow through with their parts.
3. The Project Steering Committee acknowledged many significant issues to be addressed before the Southern Arterial can proceed to construction. Typically, there is a need to transition from a “planning” level of detail to a “project” level of detail which involves better definition of alignments and designs and consideration of impacts on the natural and built environment and how to mitigate those impacts. These conditions proposed by the Project Steering Committee add in the need to integrate the recommendation with land use planning for recent UGB expansion areas and potential Urban Reserves (still to be defined) and the importance of integrating the overall system for the area with an I-5 corridor strategy.
4. If the Southern Arterial is dropped, either now or through future studies, there is a major unresolved issue addressing east-west travel through this area. Tualatin-Sherwood Road is sized in the recommended alternative based upon the expectation there will be a Southern Arterial and will fail due to insufficient capacity without a Southern Arterial and further expansion is incompatible with the plans for the Tualatin and Sherwood Town Centers.
5. The Herman Road/Tualatin Road direct connection to the I-5/Lower Boones Ferry Road interchange is proposed by the City of Tualatin as a 2-lane Minor Arterial, not a 4-lane Major

I-5/99W Connector Study Recommendations

Arterial. If the Southern Arterial is dropped there will be more traffic demand than this size arterial can carry and increasing the size is incompatible with the surrounding neighborhoods and natural features.

6. Public Process – Throughout the I-5/99W Connector Study process there was considerable public outreach. It covered all the steps, including:
 - a. Definition of the problem
 - b. Determination of values/goals/objectives/evaluation criteria
 - c. Definition of the alternatives to be evaluated
 - d. Evaluation of Alternatives

The last major outreach step was to obtain public input on the 6 alternatives evaluated. The recommended alternative was essentially assembling various elements of the other 6 alternatives into a hybrid. It carried forward bike, trail, pedestrian and transit improvements from the TDM alternative; it carried forward a Tualatin-Sherwood and Herman Road extension from the alternative designed to expand upon the existing system but as smaller facilities; it brought forward a Southern Arterial from Alternative 6 but with a reduced scale (as an arterial rather than an expressway). Public input was received on Alternatives 1-6 and development of Alternative 7 through a variety of mechanisms up to and including the final Project Steering Committee meeting in February, 2009.

The Project Steering Committee could not reach consensus on the recommendation, voted to submit it to the RTP on a 6-2 vote and disbanded. Their conclusions took into account the input received and recognized that future public involvement would occur in addressing the conditions.

STAFF RECOMMENDATION:

1. Add a section to the RTP describing the overall concept of the three arterial recommendation. In the description recognize the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *de facto* through traffic “connector” and that are phased in based upon incrementally expanding the arterial network tied to growth in the surrounding area being served. Include in the overall description the conditions that must be addressed.
2. Revise the Project List (as revised and shown in Attachment 2) as follows:
 - a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until the conditions are met;
 - b. Shift the timing of the Southern Arterial right-of-way acquisition from the 2008-2017 time period to the 2018-2025 time period to recognize there needs to be sufficient time to address the conditions (Project #10598);
 - c. Shift the right-of-way acquisition for the Southern Arterial out of the Financially Constrained funding level (Project #10598);
 - d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project

I-5/99W Connector Study Recommendations

sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule.

- e. Amend project #10731 to be described as a two-lane minor arterial bridge, amend Figure 2.10 to designate this new connection as a community street and amend Figure 2.12 to designation this new connection as a minor arterial, consistent with the City of Tualatin's adopted plans and development code. Consistent with the I-5/99W Project Steering Committee recommendation and conditions, this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods.
3. Amend Figure 2.10 to remove the minor arterial designation on Tualatin Rd. between Herman Rd. and OR 99W. This designation was made in error since it is intended to function as a collector. The section of Tualatin Road between Herman Road and OR 99W is classified as a major collector in Tualatin's city development code and should not be classified as a regional street in Figure 2.10 of the draft RTP. The current design is the city's long-term plan for this street - two lanes with a center turn lane, planter strip, sidewalks and bike lanes. This is consistent with the study recommendations.

ALTERNATIVES CONSIDERED BUT NOT RECOMMENDED:

1. As an alternative to including the recommendation in the RTP, it could be referred back to the Project Steering Committee with the requirement to seek public input on the recommended alternative. This is not recommended because public involvement in the follow-on steps will be required and will be more focused if built upon adoption of this recommendation in the RTP.
2. Also, as an alternative to including the Southern Arterial in the RTP, it could be removed pending satisfaction of the conditions. If this approach is taken, proposed improvements to Tualatin-Sherwood Road and the Tualatin Road extension to the I-5/Lower Boones Ferry Interchange should also be removed from the RTP because of the inter-related nature of these improvements. If this action is taken, there would be an added Corridor Refinement Plan called for to address the east-west travel demand between I-5 and OR 99W.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

TPAC and MTAC recommended approval of the staff recommendation as amended in **bold** and underline below:

1. Add a section to the RTP describing the overall concept of the three arterial recommendation. In the description recognize the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector" and that are phased in based upon incrementally expanding the arterial network tied to growth in the surrounding area being served. Include in the overall description the conditions that must be addressed.
2. Revise the Project List (as revised and shown in Attachment 2) as follows:
 - a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until **all** the

I-5/99W Connector Study Recommendations

conditions are met, **including conducting the I-5 South Corridor Refinement Plan including Mobility Corridors 2, 3 and 20;**

- b. Shift the timing of the Southern Arterial right-of-way acquisition from the 2008-2017 time period to the 2018-2025 time period to recognize there needs to be sufficient time to address the conditions (Project #10598);
 - c. Shift the right-of-way acquisition for the Southern Arterial out of the Financially Constrained funding level (Project #10598);
 - d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule.
 - e. Amend project #10731 to be described as a two-lane minor arterial bridge, amend Figure 2.10 to designate this new connection as a community street and amend Figure 2.12 to designation this new connection as a minor arterial, consistent with the City of Tualatin's adopted plans and development code. Consistent with the I-5/99W Project Steering Committee recommendation and conditions, this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods.
3. Amend Figure 2.10 to remove the minor arterial designation on Tualatin Rd. between Herman Rd. and OR 99W. This designation was made in error since it is intended to function as a collector. The section of Tualatin Road between Herman Road and OR 99W is classified as a major collector in Tualatin's city development code and should not be classified as a regional street in Figure 2.10 of the draft RTP. The current design is the city's long-term plan for this street - two lanes with a center turn lane, planter strip, sidewalks and bike lanes. This is consistent with the study recommendations.

In addition, TPAC considered two additional amendments which failed:

1. Revise Recommendation 2 d. as follows:

Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, ~~then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange~~ **then improvements east on Tonquin Road to Grahams Ferry Road, improvements on Grahams Ferry Road south to Day Road (Project #10588), improvements on Day Road east to Boones Ferry Road (Project #11243), and then improvements on Boones Ferry** south to the North Wilsonville/I-5 Interchange **(Project # 10852)**; define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule. **Failed on a 4-5-2 vote.**

2. Revise the Staff Recommendation by deleting Recommendations 2 b. and 2 c., thereby keeping right-of-way acquisition in the Financially Constrained component of the RTP (rather than removing it from the Financially Constrained component) in time period 2008-2017 (rather than moving it to time period 2018-2025). With this amendment, proceeding with right-of-way acquisition would still be subject to satisfying the conditions. **Failed on a 2-7-2 vote.**

I-5/99W Connector Study Recommendations

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

12/10/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

At their meeting on February 25, 2009, the PSC agreed on the following conditions as amended from those presented to them in the Alternative 7 Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** Additional study is required to fully understand the impacts and trade offs between transportation solutions and land use, economic and environmental consequences of a new southern arterial. The impacts on rural lands are of particular importance and must be further evaluated before pursuing an exceptions process. The study area may need to be expanded to include connections to Stafford Road and additional areas along the OR 99W corridor that were not included in the alternatives analysis. The alternatives analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering and planning work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5, OR 99W, and other arterials in the expanded study area. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial connection crossing over I-5 and connecting to Stafford Road and/or Elligsen Road on the east side of I-5 for regional traffic benefits.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning for UGB expansion areas should be coordinated with the refinement of these transportation recommendations.**
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals that have not yet been studied or approved in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in

Page 2

a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases within the UGB consistent with NEPA process.

Following agreement on the above conditions, PSC representatives of Washington County, ODOT, Metro, and the cities of Tualatin and Sherwood voted in favor of recommending Alternative 7 with the conditions as amended above. PSC representatives of the City of Wilsonville and Clackamas County voted against this recommendation.

**DRAFT 2035 RTP Project List
I-5/99W Connector Study Projects**

November 3, 2009
Exhibit F to Resolution No. 09-4099

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Project Purpose	Description	Estimated Cost (\$2007)	Time Period	Federal FC Priorities
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Other	Regional trail would connect Tualatin/Sherwood with west Wilsonville, Coffe Lake Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road.	Shared use path with some on-street portions.	\$3,000,000	2008-2017	X
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	OR 99W	Teton Ave.	Arterial	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	\$49,150,000	2018-2025	X
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Arterial	Provide congestion relief.	Install integrated surveillance and management equipment.	\$1,594,000	2008-2017	X
10700	Sherwood	Sherwood	Arrow Street (Herman Road)	Adams Ave	Gerda Ln/Herman Road Extension	TBD	Economic development.	Construct road to collector standards.	\$8,190,000	2018-2025	X
10708	Washington Co.	Washington Co.	Roy Rogers Rd.	OR 99W	Borchers Dr	Arterial	Economic development and address safety issues.	Construct road to 5 lane collector standard.	\$1,900,000	2018-2025	X
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Local	Freight movement.	Reconstruct and widen to 3 lanes from Teton to Tualatin.	\$2,500,000	2008-2017	X
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Local	Economic development and freight movement.	Reconstruction from Cipole to 124th.	\$4,100,000	2008-2017	X
10731	Tualatin	Tualatin	Tualatin Rd/Lower Boones Ferry Rd	Herman Rd/ Tualatin Rd intersection	Exit 290 at 5	Minor Arterial	Congestion relief and employment/industrial access	Complete project development and begin construction of the <u>two-lane</u> connection of Tualatin Road from Herman Rd intersection to I-5 at Lower Boones Ferry Road (Exit 290). Consider alternative alignments including the existing route and bridge across the Tualatin River and potential new routes and bridges across the Tualatin River. Consider additional freeway crossing capacity in the vicinity of the I-5/Lower Boones Ferry Road interchange.	\$44,900,000	2018-2025	
10732	Tualatin	Tualatin	Boones Ferry	Norwood	Day	Minor Arterial		Widen to 5 lanes from Norwood to Day Rd.	\$40,050,000	2018-2025	
10735	Tualatin	Tualatin	Herman	108th	Teton	Local	Economic development and freight movement.	Widen to 5 lanes from 108th to Teton.	\$1,250,000	2018-2025	X
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	I-5/North Wilsonville Interchange	Minor Arterial	Economic development and freight movement.	Construct a 2-3 lane extension of SW 124th (allow for future expansion to 5 lanes as growth requires) from Tualatin-Sherwood Road to approximately SW Tonquin Rd, then east to SW Boones Ferry Road; determine needed improvements to SW Boones Ferry Road south to and including the I-5/North Stafford Interchange	\$72,000,000	2008-2017	X
10743	Tualatin	Tualatin	99W	City Limits	City limits	Major Arterial	Complete gap in system.	Install sidewalks from Cipole to Tualatin River.	\$10,400,000	2026-2035	
10852	Wilsonville	ODOT	95th/Boones Ferry/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp of I-5/Stafford Interchange	Major Arterial	Reduce congestion & improve freight access into regionally significant industrial lands	Construct dual left-turn and right-turn lanes; improve signal synchronization, access management & sight distance	\$2,500,000	2008-2017	X
10854	Metro	To be determined	Tonquin Trail	Tualatin-Sherwood Rd.	Clackamas Co. Line	NA	Connect Tualatin area with Coffee Creek Natural Area, Toquin Geologic Area & Grahams Oak Natural Area	Construct multiuse trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Targeted as metro Strategic Investment priority.	\$3,000,000	2008-2017	X
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 Elligsen Road.	I-205	Elligsen Road	Interstate	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-205, between I-5.	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 Elligsen Road.	\$9,700,000	2008-2017	X
11177	ODOT	ODOT	I-5 northbound auxiliary lane from Elligsen Road interchange to I-205 interchange	Elligsen Rd	I-205	Interstate	Relieve congestion.	Construct northbound auxiliary lane on I-5 between Elligsen Road interchange and I-205 interchange.	\$11,000,000	2008-2017	X

I-5/99W Study Recommendations Discussion Item - ATTACHMENT 2

**DRAFT 2035 RTP Project List
I-5/99W Connector Study Projects**

November 3, 2009
Exhibit F to Resolution No. 09-4099

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Project Purpose	Description	Estimated Cost (\$2007)	Time Period	Federal FC Priorities
11179	ODOT	ODOT	I-5 to 99W replacement projects	N/A	N/A	N/A	Improve statewide mobility and access to Portland metropolitan area.	Construct improvements consistent with recommendations from I-5/99W connector process.	\$10,000,000	2008-2017	X
10598	Washington Co.		I-5/99W Southern Arterial ROW	OR 99W	I-5	Arterial	Provide congestion relief.	Purchase right-of-way when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, coordinating with an <u>conducting the I-5 South Corridor Refinement Plan Study including Mobility Corridors 2, 3 and 20,</u> and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	\$90,000,000	2018-2025	
11339	Washington Co.		I-5/99W Southern Arterial Improvements: Phase 1	OR 99W	124th Ave. Extension	Arterial	Provide congestion relief.	Construct the initial 2-3 lane phase of the Southern Arterial from Hwy 99W to the SW 124th Extension when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, coordinating with an <u>conducting the I-5 South Corridor Refinement Plan Study including Mobility Corridors 2, 3 and 20,</u> and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	\$130,000,000	2018-2025	
11340	Washington Co.		I-5/99W Southern Arterial Improvements: Phase 2	OR 99W	I-5	Arterial	Provide congestion relief.	Expand to 4-5 lanes to serve growth in the area after improvements to Tualatin-Sherwood Road and an improved connection from Sw Tualatin Road to the I-5/Lower Boones Ferry Interchange and when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, coordinating with an <u>conducting the I-5 South Corridor Refinement Plan Study including Mobility Corridors 2, 3 and 20,</u> and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	\$80,000,000	2026-2035	
11342	Washington Co.		I-5/99W Southern Arterial/I-5 Interface	South Arterial@ I-5		Arterial	Improve access to and from the Southern Arterial and I-5	Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the I-5/North Wilsonville Interchange when all the project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, coordinating with an <u>conducting the I-5 South Corridor Refinement Plan Study including Mobility Corridors 2, 3 and 20,</u> and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	\$50,000,000	2026-2035	

OR 217 CORRIDOR STUDY RECOMMENDATIONS

BACKGROUND:

- The Washington County Coordinating Committee requested adding a six-lane OR 217 project to the state RTP strategy for \$600 million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs. Current local plans have assumed this project to be planned for the purposes of future land use decisions.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium-term and long-term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.

11/12/09 JPACT RECOMMENDATION:

- Discussion item for December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

12/10/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

SUNNYBROOK ROAD EXTENSION

BACKGROUND:

- Metro received nearly 30 comments on this project.
- Comments opposed to the Sunnybrook Boulevard extensions came from individuals and community organizations concerned about potential environmental damage to sensitive natural areas. The City of Milwaukie City Council is also opposed to the connection due to impacts to adjacent neighborhoods.
- Comments in support came from local jurisdictions and area colleges wanting to improve local connectivity, including the City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College.
- Staff recommends retaining this project. The project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The project provides local connectivity and access to Harmony Community College, improving circulation for all modes of travel. Throughout the EIS and subsequent processes a number of concerns raised and addressed regarding environmental impacts. Actions already taken to address concerns raised include realignment, reduced width, and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).

11/2/09 TPAC RECOMMENDATION:

- No action taken as this was identified as an action item for the November 20 TPAC meeting.

11/4/09 MTAC RECOMMENDATION:

- Retain project in RTP. This project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The improvements are designed to support the CRC, an area that the region has planned to be a hub for households, employment and economic growth within unincorporated Clackamas County. The project provides local and regional connectivity, improving circulation and reducing the need to widen existing roads. Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff took actions to reduce impacts, including realignment, reduced width and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).
- No action taken on the project conditions amendment proposed by Metro Councilor Collette; the amendment was provided after the 11/4/09 MTAC action on Exhibit G.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/4/09 MTAC recommendation.
- Revise the description of the Sunnybrook Road extension, project # 10019, to add the following conditions:
 - “Design the street as a local access connector.
 - Apply a “practical design” approach.
 - Include green street elements in the final design of the project.
 - Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.”

11/20/09 TPAC RECOMMENDATION:

- Discussion item for December 10 JPACT meeting.

12/10/09 JPACT RECOMMENDATION:

- Approve 11/18/09 MPAC recommendation.
- Amend the description of the Sunnybrook Road extension, project # 10019, to add the following condition:
 - "Pursue traffic mitigation on streets impacted in Milwaukie."

Exhibit G to Resolution No. 09-4099

2035 Regional Transportation Plan (RTP)**Summary of Comments Received and Recommendations - CONSENT ITEMS FOR CONSIDERATION**

(comments received September 15 through October 15, 2009)

The 2035 Regional Transportation Plan (RTP) Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for public review from September 15 – October 15, 2009. This document summarizes recommended changes to respond to substantive comments received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. This section includes changes that are recommended for approval as a package of consent items without further discussion. The Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) recommended approval of the recommendations on November 4, November 18 and November 20, respectively. JPACT recommended approval of the recommendations on December 10, 2009.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
1	Corridor refinement plans	<p>Prioritize completion of Phase 2 of the Powell/Foster Corridor study. In 2003 a Phase 1 Powell/Foster Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the recommendations of the Plan, directed staff to prepare amendments to the Plan in accordance with the Phase 1 recommendations, and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan.</p> <p>More specifically, with respect to 174th Avenue / Jenne Road, the Recommendations state: "As part of Phase II of the Powell / Foster Corridor Transportation Plan, complete a project development study of a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard." The recommendations state that as next steps, "Metro, the City of Gresham and the City of Portland should consider amending the description of the Powell/Foster Corridor Refinement Plan in the RTP to include, in the short term, a Metro led study of the extension of SE 174th Avenue from Powell Boulevard to SE Giese Road." The implementation of this Phase II work is of critical importance to 2040 implementation in Pleasant Valley, Damascus and the City of Gresham.</p>	Gresham Transportation Committee, City of Gresham	10/1/09, 10/15/2009	Amend draft RTP to document the findings and recommendations from the Powell/Foster corridor study as part of documenting the mobility corridor strategy for this part of the region. The issues raised in the comment are recommended to be addressed through future project development activities.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
2	Corridor refinement plans	Update the corridor refinement plan description of Mobility Corridors 2, 3, and 20 including I-5 South, OR 99W, and OR 43 to be a combined description and to include the following text, <u>"The combined corridor refinement plan allows consideration of a full range of options or solutions to address mobility and other identified needs in the corridor. These include completion of the local and regional/arterial transportation network as well as transit facilities and services, both local and regional (including HCT), and state, if commuter rail or intercity rail are also considered. The full range of highway solutions should be considered from I-405 to the Metro region boundary, including major operational improvements such as ramp improvements, auxiliary lanes and other weaving area improvements in the corridor, as well as truck climbing lanes, general purpose lanes, HOV lanes or priced lanes. Safety improvements that also improve mobility by reducing crashes could include geometric improvements such as improving curves, shoulders and other elements."</u>	ODOT	10/15/09	No change recommended. The refinement plan descriptions will be further updated in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The comment will be considered as part of that effort and reflect recommendations for the next priority corridor.
3	Corridor refinement plans	Revise Chapter 5, page 11, fourth bullet to remove reference to an interchange at Boeckman Road. ODOT does not believe an interchange at Boeckman Road would meet any ODOT or Metro policy or design needs. Improving the overcrossing may be something useful for Wilsonville local circulation. ODOT is also open to considering a new overcrossing or interchange modifications near the N. Wilsonville interchange to help serve the developing area between Tualatin and Wilsonville.	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
4	Corridor refinement plans	<p>Include the following solutions for consideration as part of the future corridor refinement plan: <u>I-5 Improvements – I-405 to North Tigard – Implement safety and modernization improvements defined by the I-5 South Corridor Refinement Plan.</u></p> <p><u>I-5 improvements - Metro UGB to North Tigard - Implement safety and modernization improvements defined by the I-5 South Corridor Refinement Plan - assumed to be from north of Barbur Interchange (OR 99W) to south of the Willamette River (Boone Bridge) – in phases totaling over \$600 million.</u></p> <p><u>I-5/OR 217 Interchange Phase 2: SB OR-217/Kruse Way Exit - Complete interchange reconstruction: Braid SB OR 217 exit to I-5 with Kruse Way exit, approximately \$50 million.</u></p> <p><u>I-5/OR-217 Interchange Phase 3: SB OR-217 to I-5 NB Flyover Ramp - Complete interchange reconstruction with new SB OR-217 to NB I-5 flyover ramp - \$30 million</u></p>	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
5	Corridor refinement plans	<p>Add the following to the corridor refinement plan description for Mobility Corridor #4 (including I-5 and I-405 in the downtown loop): <u>Planning is underway in the I-84 to I-405 area (Rose Quarter) of the freeway loop system in conjunction with the Portland Plan.</u></p>	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
6	Corridor refinement plans	<p>Add the following to the corridor refinement plan description for Mobility Corridors 7, 8, and 9, including I-205: <u>Adding general purpose lanes to I-205 should be considered to meet state and regional policies, to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5. Interchange improvements, auxiliary lanes and other major operational improvements such as ramp improvements and other weaving area improvements in the corridor should also be considered. Specific projects to be considered to meet identified transportation needs include:</u></p> <p><u>Southbound truck climbing Lanes from Willamette River to 10th St. interchange, over \$20 million; Interchange improvements at locations including: Division/Powell, Airport Way, OR 213, OR 212/224, Sunrise, Johnson Creek Boulevard and others, totaling over \$250 million; Auxiliary lanes, northbound and southbound in the following locations: Airport Way to Columbia Blvd., Columbia Blvd. to I-84, I-84 to Glisan, Glisan to Division/Powell, Division/Powell to Foster, Foster to Johnson Creek Boulevard, OR 212/224 to Gladstone, Gladstone to OR 99E, averaging \$20 million each; totaling over \$200 million; Widen to 6 lanes from Stafford Interchange to Willamette River, over \$40 million; Widen Abernethy Bridge to 6 lanes plus auxiliary lanes, over \$100 million; Improvements needed on OR 213 (82nd. Avenue) include bicycle/pedestrian and streetscape improvements, totaling over \$30 million.</u></p>	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
7	Corridor refinement plans	<p>Add the following potential solutions to be considered in the corridor refinement plan description for Mobility Corridor 15: <u>All local street improvements, including locally needed connections to I-84 and US 26.</u></p>	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
8	Corridor refinement plans	<p>Add the following potential solutions to be considered in the corridor refinement plan description for Mobility Corridor 24, including TV Highway: <u>Transportation System Management – signal interconnects – from Beaverton to Aloha and Aloha to Hillsboro, over \$4 million; transit service improvements to provide frequent bus service.</u></p>	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
9	Corridor refinement plans	<p>Chapter 5, Figure 5-2 should be amended to show that Local/Regional Plan Updates may be required to implement non-refinement plan Mobility Corridor Strategies as well, in cases where the Mobility Corridor Strategy identifies needs for which no specific "solutions" or improvements have been identified.</p>	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
10	Corridor refinement plans	Add the following to the corridor refinement plan description for Mobility Corridors 7, 8, and 9, including I-205: <u>Consider widening to 8 lanes from OR 212/224 to I-84, with general purpose lanes, HOV lanes, tolled lanes or express lanes; costs and feasibility to be determined in the refinement plan.</u>	ODOT	10/15/09	No change recommended. The refinement plan will need to demonstrate that a planned system of 3 lanes each direction, high capacity transit, frequent transit service and other parallel arterial, operational, system and demand management (which includes HOV, tolled lanes or express lanes) solutions do not adequately address transportation needs first, prior to considering widening to 8 lanes.
11	Refinement plans	Add the following problem statement to the description of the I-84/US 26 Connector/Mobility Corridor 15: <u>"A regional corridor refinement plan is necessary to make informed transportation investment decisions that will facilitate the development of underutilized industrial lands and six regional and town centers to foster economic growth, and maintain and enhance the livability of East Metro communities. This planning will result in a long-term strategy that addresses regional transportation needs for the area between 181st/182nd Avenue and 257th/Kane Road. The refinement plan will consider a full range of transportation solutions that support planned land uses and recommend improvements for the connection of I-84 and US 26."</u>	Multnomah County	10/15/09	Amend as requested.
12	Existing conditions	Add an RTP project to evaluate the risks to the transportation system associated with a seismic event or landslides that could hamper emergency response; develop a plan to address these issues.	Southwest Neighborhoods, Inc,	10/15/09	No change recommended. This work is already occurring through the Regional Emergency Management Group (REMG) as described in Chapter 1 (pages 36 and 37) of the RTP.
13	Existing conditions	Change title of Table 1.2 (Draft RTP p. 14) as follows: "Oregon Shipments for Top-Tier Commodities, by Weight and Value for 2002 and 2035"	Metro Staff	10/15/09	Amend as requested.
14	Existing conditions	Chapter 1, p. 42, bullet 2: "Employer outreach programs to encourage transit use in their workforce." This should be more multi-modal, TDM programs that we run encourage all modes, not just transit.	City of Portland	10/13/09	Amend to replace "transit" with "multimodal travel choices."
15	Existing conditions	Chapter 1, p. 42, bullet 5: Refers to SmartTrips as TravelSmart, should be SmartTrips. Also says that many cities are doing this, in fact we are the only city running an individualized marketing project at the moment.	City of Portland	10/13/09	Amend as requested.
16	Existing conditions	Chapter 1: Safe Routes to School is a great program that Metro doesn't contribute to now. Should we expect Metro to support Safe Routes to School in the future if it's in this plan?	City of Portland	10/13/09	No change recommended at this time. Safe Routes to School is one of the many actions that the region, defined as the broad set of local and regional agencies included in the RTP, supports. The 2008-2013 RTO Strategic Plan lists the marketing and outreach to families including safe routes to school as a priority program area.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
17	Existing conditions	Chapter 1, p. 43: The blue box outlines "potential new strategies" for TDM such as HOV lanes, congestion pricing, HOT Lanes...etc. While all effective, these are all highway capacity projects which don't seem to fit the description of what they want to achieve: "a coordinated strategy that links land use and transportation decisions, provides targeted road and highway improvements along with high quality transit service, better transportation options, and system management..." I'd really like to see a better description of how TDM programs and policies can work with these investments in capacity to achieve the goals of the plan. The way it's written it seems like the only important decision is how we manage the freeway system with respect to capacity. This is especially important when considering that non-work travel accounts for as much 69% of PM peak hour traffic. For example, if the region decides to move forward on congestion pricing or managed lanes we need to offer the public an alternative to paying the tolls; this comes in the form of TDM programs. None of this will exist without funding.	City of Portland	10/13/09	Amend title of caption box to read "RTP scenarios results point to an integrated solution for managing congestion".
18	Existing conditions	Chapter 1, p. 48: By saying the plan is addressing the issue of non-work related PM peak traffic through the RTO program (page 48) is an inadequate answer; a large majority of the RTO program goes toward funding employer programs at TriMet and TMAs. The City has received funding for non-employer programs in the past, but the way this plan suggests the problem is solved by having an RTO program is an inadequate effort at addressing what seems to be a rather large issue.	City of Portland	10/13/09	Amend statement on p. 48 to read "The RTO program made a shift in its 2003 strategic plan to also target non-commute trips during rush hour and throughout the day as a key strategy to congestion and air quality issues.
19	Existing conditions	Chapter 1, p. 45: In reference to the TDM map, we can include all the Safe Routes schools if they'd like (there are 70). Also, the map does not include the most recent SmartTrips program that covered all of North and NW Portland.	City of Portland	10/13/09	Amend Figure 1.14 to include safe route to school locations and update Smart Trips individualized marketing areas.
20	Existing Conditions	Update data on bicycle-related industry growth, as Alta has released a 2008 report that updates its 2006 study.	Portland Bureau of Transportation	10/15/09	Amend as requested.
21	Existing Conditions	Update Figure 1.16 Bicycle traffic on Willamette River Bridges and Miles of Bikeways Constructed with more recent chart from Portland Bureau of Transportation website	Portland Bureau of Transportation	10/15/09	Amend as requested. Also, update footnote 52: "Bicycle Count Report, 2006-2008"
22	Existing Conditions	Ch.1, p. 49: There is insufficient discussion and clarity of how the regional trails and greenways network fits into the RTP.	TriMet	10/15/09	Amend this section to add text to last paragraph on ch.1, p.49 describing that Figure 1.18 is included to provide context for the regional trails included in the Regional Bicycle and Pedestrian Network and to better link the RTP to regional parks and greenspaces implementation efforts.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
23	Existing conditions	Chapter 1, p. 41: While ITS is important, it is critical that we consider how to shift travel behavior using techniques outside of technology – like pricing parking	TriMet	10/15/09	Amend section to recognize the complement of transportation system management and operation solutions.
24	Existing conditions	Chapter 1, p. 44: Regional TSMO Plan Map only shows road solutions. It should be updated to represent all elements of the plan or it should be renamed to “road elements of the TSMO plan” and another map, table, or graphic introduced to cover the rest.	TriMet	10/15/09	Amend Figure 1.13 legend title to read "ITS Corridor Investments Existing System"
25	Existing conditions	Table 1.2 is very confusing, as the order of the goods being compared changes.	Washington County	10/15/09	No change recommended. Table 1.2 presents commodities shipped within Oregon, from Oregon and to Oregon, in terms of tons and value. The composition of those goods differs and is reflected in the table.
26	Existing conditions	Table 1.3 is not consistent with Figure 1.5, text describing the differences is warranted. The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?	Washington County	10/15/09	Agree in part. With respect to "discrepancy" between Table 1.3 and 1.5, note that Table 1.3 clearly states that the figures relate to Oregon shipments. Table 1.5 clearly states that it includes the Portland-Vancouver region. Second sentence on page 16 of draft RTP states, "Due to the inclusion of Vancouver, Washington in the [Table 1.5] analyses, the regional and state-level data are not directly comparable." However, agree there is need to clarify why "truck" is included in several mode categories. Recommend adding the following sentence on p. 14, as noted, after the sentence beginning "With regard to both weight and value, trucks are moving the bulk of Oregon shipments today and into the future. As reported on the federal websites, trucks are included as the highway modal link for air cargo, and for shipments combining rail and trucks, in addition to shipments that are truck-only."
27	Existing conditions	Table 1.4 is confusing, The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?	Washington County	10/15/09	Agree there is need to clarify why "truck" is included in several mode categories. Recommend adding the following sentence on p. 14, as noted, after the sentence beginning "With regard to both weight and value, trucks are moving the bulk of Oregon shipments today and into the future. As reported on the federal websites, in addition to truck-only shipments, trucks are included as the highway modal link for air cargo, and for shipments combining rail and trucks."
28	Existing conditions	Data on pass-through traffic hasn't been presented, yet the text on p. 17 states that it's a "significant trend"	Washington County	10/15/09	Amend as follows, add the following sentence at the end of the first paragraph on page 17 of Draft RTP: " <u>For example, though 90 percent of total regional truck trips begin and/or end within our region, as much as 52 percent of the total truck traffic entering the region via the interstate system is through traffic, according to 4,159 roadside intercept surveys (Portland Freight Data Collection Phase II, Final Summary Report, March 2007) This data is consistent with interstate truck shipments as a share of all Oregon-originating truck shipments in the Commodity Flow Survey database (Table 21, Freight in America, 2006.)</u> "

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
29	Existing conditions	Chapter 1, Page 19 Last sentence of first paragraph says that congestion affects rail traffic.... is this roadway congestion or rail congestion? If roadway congestion, where and how is vehicle congestion affecting the trains? If other congestion, please clarify.	Washington County	10/15/09	Agree. Change last two sentences as follows: " <u>Vehicle G</u> congestion during peak hours adversely impacts these truck movements. Intermittent rail congestion <u>also impacts the from movements required as Class 1 and shortline railroads that provide connections to access the</u> marine ports adds to both local freight and passenger congestion in the port intermodal areas."
30	Existing conditions	Chapter 1, Page 19 The "Industrial sanctuaries" term indicates a specific type of industrial land, the text might be referring to all types of industrial lands rather than a limited set of sanctuaries but it is not clear.	Washington County	10/15/09	Recommend revising the first sentence under "Industrial land supply" on page 19 as follows: " <u>In the context of support for preserving and expanding, as appropriate, all industrial land in the region, i</u> ndustrial sanctuaries should continue to be considered a unique and protected land use."
31	Existing conditions	Figure 1.5 text on page 16 says "450 million tons" but figure adds up to 296.3 million tons, where are the other 153.7 million tons? If Oregon statewide Water shipments weigh 12.3 million tons (table 1.3), how can the Portland Metro area Barge + Ocean commodities weigh 43.5 million tons (figure 1.5)?	Washington County	10/15/09	Agreed there is need for clarification and some technical corrections. Commodity flow databases are notoriously difficult to understand, and they vary in their composition, data sources, methodology, geographic and modal comprehensiveness and reporting/forecasting periods. The first sentence of the second paragraph on DRAFT RTP page 16 is incorrect: the 450 million tons of commodities should have been 435 million tons, and that number was for the entire state of Oregon, not the Portland-Vancouver area. However, even with those corrections, the 1997 data is not useful in this context, and confuses matters. Recommend deleting the entire sentence as follows: " The 1997 Commodity Flow Forecast for the Portland-Vancouver region estimated that 450 million tons of commodities passed through the region over roads, rails, pipelines reference to data from the Freight in America report, which was national in scope, and not focused on the Portland-metro region. "
32	Existing Conditions	Expand Chapter 1 of the draft RTP to include a discussion of energy uncertainty, "peak oil" and price instability as part of the security discussion.	Washington County Commissioner Dick Scouten	10/15/09	Amend as requested.
33	Finance	RTP process should more fully analyze maintenance and operations needs to ensure the region's decision-makers have a complete picture when making investment decisions. This information will allow the region to place much greater emphasis on maintaining our assets and living within fiscal means.	BTA, Coalition for a Livable Future	10/15/09, 10/15/09	Amend Chapter 3 to expand maintenance and operations discussion with the recognition that the region does not have a comprehensive inventory of maintenance needs in order to fully address the intent of this comment. Metro tried to compile this data as part of the federal component of the RTP update with limited success. To do a more in depth analysis, more data is needed from cities and counties throughout the region; many of which are limited in their ability to provide the data needed. Metro will continue to work with local governments to improve data collection and monitoring for operations, maintenance and preservation needs to better account for this in future plan updates.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
34	Finance	Expand funding sources discussion to more clearly show the sources of funding assumed for each coordinating committee target.	City of Milwaukee	10/14/09	Amend as requested.
35	Finance	Raising all system development charges to a regional average may not be legal.	City of Milwaukee	10/14/09	No change recommended. The funding strategies and revenue assumptions were intended to be the equivalent of what is described in the RTP and reflected a desire to have more equity in local revenue raising strategies throughout the region.
36	Finance	Page 20 in Chapter 3, 4th bullet - should text be 2 percent (not 0.02 percent).	City of Milwaukee	10/14/09	No change recommended. This is accurate.
37	Finance	Please update the RTP Revenue Targets, Table 3.3 to reflect the Small Starts revenue assumed for streetcar projects as part of the State RTP investment priorities.	City of Portland	10/15/09	Amend as requested.
38	Finance	Chapter 3 - Expand financial analysis in Chapter 3 to analyze the shortfall between the financially constrained revenue assumptions and the state RTP financial targets. The analysis should discuss providers' existing funding mechanisms and the ability of these and possible new mechanisms to fund planned transportation facilities and services documented in the RTP. The chapter should not just show the Federal and State RTP Investment Strategy by mode, investment track, but also by category of provider (e.g. ODOT, Trimet, and each of the three Counties and Cities within the Counties).	ODOT	10/15/09	Amend as requested.
39	Finance	Add bicycle license and registration fees as part of the funding discussion so users pay more.	Terry Parker	10/15/09	No change recommended. Most bicyclists are also drivers, and thus pay auto-related fees and taxes. Bicycling registration is likely to be costly to administer in comparison to the revenue generated, and has the potential to discourage bicycling. Past efforts to require bicycle registration and the experience of other communities have - demonstrated that the net proceeds, after deducting the administrative costs, of bicycle registration programs are minimal. Discussions of these proposals during prior legislative sessions have demonstrated that bicycle registration is not a viable method for funding transportation facilities. Most other states and communities with registration programs have discontinued them for this reason. Bicycling provides a clean, healthy and sustainable alternative mode of transportation. The costs of providing facilities to accommodate and encourage bicycling are minimal in comparison to the value derived by reducing the impacts of our present reliance on motor vehicles for transportation.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
40	Finance	Increase transit fares to address transit funding needs so users pay more.	Terry Parker	10/15/09	No change recommended. The draft RTP includes assumptions about increases in fares and the payroll tax and identifies the need to find additional sources of revenue to pay for needed transit investments. Transit is provided with public subsidy because there are many direct and non-direct benefits to society beyond transit riders, including less air pollution, improved efficiency of the existing transportation system, and public health benefits to users who walk or bike to transit.
41	Finance	"Today the federal government is investing less in infrastructure than ever before" (Chap. 3, p. 1) - Do we have data to back this up? What infrastructure? Investing proportionally less in transportation? Since what date? 1990? 1960? 1920?	Washington County	10/15/09	Amend to provide citation for this statement.
42	Finance	Chapter 3 page 7- Figure 3.2 is useful and interesting. We believe it would also be useful and interesting to show how Tri-Met taxes and fees stack up against other Metro areas.	Washington County	10/15/09	No change recommended at this time. Comparing transit district revenues is much more difficult because of the variety of different funding sources involved. Not all transit agencies have a payroll tax for example. Figure 3.2 compares just gas taxes and vehicle registration fees that are more common fees amongst all states.
43	Finance	Chapter 3, Page 9, What is the difference between "transportation SDC levied on new development", and "Traffic Impact Fees on commercial properties", and "developer contributions"?	Washington County	10/15/09	No change recommended. The definition for all three terms will be added to clarify what each means.
44	Finance	Chapter 3, Page 9, remove "on assessed properties" for a variety of reasons (redundancy, legal implications, validity of the statement)	Washington County	10/15/09	Amend as requested.
45	Finance	Property taxes (Chap. 3, p. 9) - MSTIP (as assumed in the financially constrained) is part of General Fund and no longer requires a public vote.	Washington County	10/15/09	Amend as requested.
46	Finance	Chapter 3 page 9 – Development-Based Sources – What are "Traffic impact fees (TIFs) on commercial properties."? Also, in this section, it would be worth pointing out "in kind improvements by developers" – while these aren't technically a source of revenue, a significant amount of the system gets constructed based on conditions of development.	Washington County	10/15/09	Amend to include a definition for all three terms to clarify what each means. Developer contributions listed on page 9 of Chapter 3 refer to the "in kind improvements by developers."
47	Finance	Page 10 Add Hillsboro to the list of Cities that have adopted street utilities fees.	Washington County	10/15/09	Amend as requested.
48	Finance	Wash. Co. URMD is \$0.25/\$1000 not \$0.50/\$1000 as stated (Chap. 3, p. 10)	Washington County	10/15/09	Amend as requested.
49	Finance	Figure 3.3 through 3.14 the actual numbers, in addition to the percents provided, would be useful.	Washington County	10/15/09	Amend as requested. Language and tables will be inserted to reflect the total revenue for each category reflected in the Figures 3.3 - 3.14.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
50	Finance	Figure 3.3 through 3.14 For all these tables the roads and bridges have been given a different "mode". While the intent of the project may be automobile, these improvements normally contain significant expenditures towards bike-lanes, sidewalks, and even transit improvements. In many cases, the percent costs of the projects that supports alternative modes is often greater than 50%. This results in a significant understatement of the investment in the non-auto modes. Maybe call the category "multi-modal roads and bridges".	Washington County	10/15/09	Amend as requested. Language will be inserted that clearly defines the types of projects that are associated with each project category.
51	Finance	Chapter 3, Section 3.4 and 3.5 -- Figures 3.4-3.14 --- Clarify in all of these pie charts what distinguishes projects of different types from each other. What causes Throughways to not be in Roads/Bridges? Are some Bike/Ped in Roads/Bridges (e.g., bikelanes) and some not (off-street)? How about Freight? Seems to us that most of this would be in Roads/Bridges in some fashion.	Washington County	10/15/09	Amend as requested. Language will be inserted to clarify the different categories.
52	Finance	Fig. 3.4-3.8 - If lack of funding is such a critical issue then why don't these charts also look at modal percentages based on cost? It might help reinforce the point that most of the financial need is for motor vehicle related categories	Washington County	10/15/09	No change recommended. Figure 3.5 depicts the RTP federal priorities by mode as a percentage share of total cost.
53	Finance	Fig. 3-4, 3-5, 3-7 and 3-8 - These categorizations by mode are somewhat artificial and discount the importance of the motor vehicle mode. For example, Roads/Bridges, Freight, TSMO and to some extent Throughways all relate to the motor vehicle mode. When looked at together, this shows a more dramatic preponderance of motor vehicle needs.	Washington County	10/15/09	No change recommended. Figures 3.4 - 3.8 are not intended to show needs, but to show the breakdown of investments of the RTP federal priorities by mode. Projects are not directly representative of needs. The summary of needs for each mobility corridor will be included in the mobility corridor strategies as well as the congestion management process.
54	Finance	Chapter 3, Page 16 Numbers in Figure 3.5 do not match the numbers in the paragraph describing it.	Washington County	10/15/09	Amend as requested. The paragraph under Figure 3.5 on page 16 will reflect that road and bridge projects comprise more than fifty percent of all the projects, but just under fifty percent of the total project costs. Transit projects account for 8% of the projects, but 32% of the total cost.
55	Finance	"Road and bridge projects in this category focused on completing new street connections in...No arterial or highway capacity projects were included in this category" (Chap. 3, p. 19). We would bet that many of these street connections were intended to augment capacity on nearby highways and arterials, so why not say that they are also providing road capacity benefits?	Washington County	10/15/09	No change recommended. The intent of Figures 3.4 - 3.8 are to show the breakdown of investments by mode of the RTP federal priorities. They are not intended to depict either needs or the benefits of the different types of investments.
56	Finance	Table 3.3 - Washington Co./Cities Modernization Funding Pool was \$3,995.41million not \$4,126.82 million	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
57	Finance	Fig. 3.10 - Show percentages based upon costs as well as number of projects	Washington County	10/15/09	No change recommended. Figure 3.11 depicts the State RTP investment priorities by mode as a percentage share of total cost.
58	Finance	Chapter 3, Page 22: "Twenty percent of the projects focus on the bicycle and pedestrian system," We are not sure this is a true statement. In figure 3.0 Bike/ped is 20%, regional train is another 5% plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode	Washington County	10/15/09	Amend as requested. The language will be changed to reflect that 20% of the projects are focused solely on the bicycle and pedestrian system. The regional trail system is a separate RTP system, different than the RTP bicycle and pedestrian systems.
59	Finance	Fig. 3.15 - Revenue forecasts exceed costs beginning in 2030. What's the significance of this and is it worth mentioning?	Washington County	10/15/09	No change recommended. Although the trend line for the revenue forecasts begins to exceed costs in 2030, cumulatively there is still an overall funding shortfall for OM&P from 2008 - 2035.
60	Finance	Fig. 3.16 - Given the lack of data on OM&P from local jurisdictions discussed on page 27 how valid is this chart?	Washington County	10/15/09	No change recommended. Federal law requires that the RTP include a discussion of the OM&P for the regional system. The information included is not comprehensive as mentioned on Page 27 of Chapter 3. Figure 3.16 is included as a baseline to reflect what information is currently available. Chapter 3, page 27 calls for a post-RTP task of collecting better information about the asset conditions on regional transportation facilities.
61	Finance	Chapter 3, Page 30: First paragraph last sentence "State and local government purchasing power has steadily declined." While we do not disagree whatsoever, this statement has not been supported previously in chapter 3. Suggest adding a section that clearly describes how much purchasing power has declined, and how much it is expected to continue to decline by 2035.	Washington County	10/15/09	Amend as requested and add citation.
62	Finance	Chapter 3, Page 30: Second paragraph last sentence: as far as we know, all traffic impact fees in the region function as system development charges.	Washington County	10/15/09	No change recommended.
63	Finance	Chapter 3, Page 30: Third paragraph "Diminished available resources". We're not sure the resources are diminished, rather their purchasing power has diminished.	Washington County	10/15/09	No change recommended.
64	Finance	3.6 Moving Forward to Fund our Region's Priorities - This section sings the same old gloom and doom song of not having enough money without fully acknowledging the \$300 million to be raised through HB2001 or the doubling of Wash. Co. TIF fees. While everybody could still use additional funding, these are encouraging signs that should be mentioned.	Washington County	10/15/09	No change recommended. HB 2001's funding package raises needed revenue for transportation for the Portland metro region. However, it raises revenue only up to what is already previously assumed in the RTP revenue assumptions out to 2035. By bonding the revenue that is raised it is not providing any additional modernization revenue on top of what is already assumed over the life of the financially constrained RTP. Also, the doubling of the Washington County TIF fee brings the County just above the regional average.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
65	Finance	Developing a state RTP investment strategy around a revenue target leaves many needs unaddressed and goes beyond what is required in state requirements for a finance plan.	Washington County Coordinating Committee	10/7/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010 in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010. JPACT directed this approach so the RTP would be more financially responsible and attainable than past plans in recognition of current fiscal realities. The region cannot afford to address all of the needs identified within the plan period of the RTP. The Transportation Planning Rule requires the RTP to define local, regional and state needs, which will be more thoroughly documented in a new chapter of the RTP for each of the region's 24 mobility corridors. While the RTP must identify all needs, it is possible the RTP does not include projects for all identified needs. The documentation will serve as the basis for defining a system of planned transportation facilities, services, and major improvements adequate to meet planned land uses and address documented needs. The strategy will include planning cost estimates when possible to demonstrate the cost of addressing needs to support a discussion of the existing funding mechanisms and the ability of these and possible new mechanisms to fund identified solutions. The strategy may result in changes to system map designations in Chapter 2 of the plan. The project list will represent the region's priorities for implementing the planned system, given fiscal constraints.
66	Freight Plan	Encourage New Models of Integrated Industrial Land Uses:- Today's industrial uses are not the coal-fired, polluting industrial uses of the past. We support finding ways to protect land for industrial uses. At the same time, we must collectively urge regional, local, and private sector decision makers to consider how to integrate mixed land uses, including office, retail and sometimes even housing, into today's industrial areas. TriMet is limited in our ability to provide extensive transit to industrial areas due to the limited uses and low densities of persons per acre, which constrain transit demand and often make fixed route transit service cost inefficient. A greater mix of uses and higher densities of people could increase TriMet's ability to provide transit service within industrial areas.	TriMet	10/15/09	TriMet withdrew this comment from further consideration at JPACT on November 12, 2009.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
67	Freight Plan	Buffering Industrial Land Uses: In addition to the changing nature of industrial uses noted above, newer patterns of residential and mixed-use development are emerging. These Transit Oriented Developments are different in kind from the single family residential model and arguably should not require the type of spatial separation from industrial uses suggested in the report. Such higher density residential and commercial development will naturally compete for space along truck routes and adjacent to rail corridors and so we should encourage design guidelines to facilitate this in a positive way, rather than prohibit it.	TriMet	10/15/09	TriMet withdrew this comment from further consideration at JPACT on November 12, 2009.
68	Freight Plan	Pg. 28 "New residential development along truck and rail corridors and adjacent to industrial sanctuary areas should be discouraged" Change to "Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use."	TriMet	10/15/09	Amend as requested.
69	Freight Plan	Pg. 33: Section 8.2 Modify the first and fourth bullets in this list to reflect wording, above.	TriMet	10/15/09	Amend as follows, replace the second sentence of fourth bullet under section 8.2 with the following: " <u>Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use.</u> "
70	Freight Plan	Pg 45 Boxed Table: One point calls forth need to support affordable housing with access to employment and industrial centers. Another point calls for "new strategies to buffer residential and commercial land uses near industrial land and along major truck routes." In light of point one, modify point two compatible with the wording, above.	TriMet	10/15/09	Agree. Replace last bullet under "Design and projects" heading with the following: " <u>Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use.</u> "
71	Freight Plan	Streetscape Design and Commercial Deliveries: The Last Mile: Street design that facilitates both truck and transit movements is desirable and developing these protocols is an area of potential freight and transit stakeholder cooperation. Point E3 in the Freight Action Plan (Pg. 54-55) calls for providing a freight perspective to revision of the livable street design guide. Amend last sentence of first paragraph to read: "...integrate finer grained land use and transit stop issues into the regional framework."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
72	Freight Plan - Implementation	Sun agrees with continuing the Task Force relating to freight and goods movement. The business community needs to have a voice, as the Freight plan is meant to serve their needs. Good recommendation. The Freight plan includes data collection and reporting - yes! Develop a set of business oriented performance goals and start tracking data.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required. Staff will be in contact with Mr. Lehmann to participate in a regional freight and economic development bench, per items A1 and C4 in Chapter 10 of the Freight Plan. Items A3-5 also support the commenter's goals.
73	Freight Plan - Implementation	It is essential that we continue to participate and contribute as part of a larger and ongoing partnership between Metro and the freight and business communities. Now that a direction has been set to invest within the existing regional footprint, we want to work with Metro to guide that investment to the areas, modes and projects where the businesses and communities will see the greatest return. As a first step in that large effort, we ask that Metro staff engage with us to develop a work program from the ideas included in the RFP Chapter 10 action plan elements, such as improvement of our analytic tools to support more rigorous investment and impact analysis, reducing the environmental footprint of freight in our region, development of regional strategies for freight rail and industrial development, and public/private investment guidance to identify infrastructure partnership models that would benefit all.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff will be developing a database for an expanded partnership between Metro and regional business, freight and economic development stakeholders (see item A 1 on page 48 and C4 on page 53 of the Regional Freight Plan.) Staff will also be calling on those stakeholders, along with agency partners, to help develop a near-term work plan based on other concepts and actions presented in preliminary form in Chapter 10 of the Regional Freight Plan. See especially D1-4, F2, F6, F7.
74	Freight Plan - Policy	Sun Microsystems is \$11.5 B company that manufactures its goods in Oregon for shipping out of state. Specifically, the two problems for Portland's ability to support an exporting company are 1) lack of international flights that support large freight and 2) our location on the west coast, since many large customers are East-coast based. The company can't help the second problem, but can work on the first. Need to keep direct international flights from Portland International Airport. (Portland is one of only 12 US cities with this connectivity.)	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change needed. The region intends to implement the Regional Freight Plan in such a way as to retain companies like Sun Microsystems.
75	Freight Plan - Policy	Sun Microsystems and Regional Freight Plan goals are in alignment--fund and sustain investment in our multimodal system and create first-rate networks. Result will be reduced delay, better travel time reliability and lower costs.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required.
76	Freight Plan - Policy	Sun Microsystems supports focus areas of Freight Plan--reducing core bottlenecks	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
77	Freight Plan - Policy	Regional Freight Task Force recommends exploring what a "sustainable economy" means, and note implications for freight investments as identified in the Regional Freight Plan. To buck the trend of manufacturing and industrial decline, we need regional investments that will support a durable recovery that creates goods jobs, as part of an overall framework that lays out a more balanced approach to global and regional economic growth.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff will be developing a work plan based on recommended action items in Chapter 10 of the Regional Freight Plan.
78	Freight Plan - Policy	The Task Force supports the recently introduced concept of Mobility Corridor Strategy planning if it helps integrate freight considerations early, and in a comprehensive manner. This will help avoid costly fixes later. And because the Task Force carefully evaluated what, why, where and when the freight problems occur (noting, for example, that they do not always coincide with the commute peaks), it recommends that appropriate and required planning efforts proceed to enable good projects to advance to implementation as quickly as possible. Because there are such limited resources for roadway improvements, and because freight movement is and will continue to be dependent on roads for two-thirds of that volume, freight needs must be a primary consideration in selecting the next corridor for refinement planning.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff is working with regional partners to prioritize the remaining five corridor refinement plans, and begin the plans early 2010.
79	Freight Plan - Policy	Demand Management is Critical to Goods Movement: The majority of freight is moved by truck, requiring good road facilities and reliable traffic flows. With this in mind, we support and encourage managing the demand for these truck intensive facilities, through various demand management strategies, including aggressive incentive and regulatory programs to encourage people to drive less.	TriMet	10/15/09	No change needed. Support for employee commute reduction programs is a policy of the freight plan.
80	Freight Plan - Projects	Goal F is the most critical to successfully supporting companies shipping product - strategic investment in transportation. The areas of focus that appeared most beneficial were the addressing the core throughway system bottlenecks: I-5, I-5/I-405 loop, US26 and I-5 South to Wilsonville. For Sun Microsystems, shipping international freight through PDX would be a huge advantage. Ultimately, Metro should to steer more of the budget to transportation. The region needs jobs to sustain a high quality of life, and jobs won't survive without transportation infrastructure. Capital projects will need funding to make a noticeable difference.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required. Implementation of the Regional Freight Plan anticipates making a strong case for projects that help the freight and business communities, and that maintain and grow good jobs.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
81	Freight Plan - Projects	Attachment 1 to Regional Freight Task Force comment letter (10/15/09) provided list of key regional freight priorities, and notes that some are not on the financially constrained draft 2035 (state) RTP project list. The list also notes recommendations for rail projects that would be financed privately or via funding outside of RTP sources, and request adding those projects to the financially constrained list in order to facilitate eventual funding and construction by demonstrating regional consensus.	Regional Freight and Goods Movement Task Force	10/15/09	No action required on non-rail projects. Recommend adding identified rail projects to financially constrained RTP project list.
82	Freight Plan - Technical Correction	Revise fourth bullet on page 41 as follows: "improving arterial connections to current and emerging industrial areas. Examples include Sunrise Corridor phased improvements recommended by the Sunrise Project Policy Committee and last mile local industry connectors,..."	Clackamas County	10/9/09	Amend as requested.
83	Freight Plan - Technical Correction	Revise first full bullet at top of page 56 as follows: "improving arterial connections to current and emerging industrial areas. Examples include Sunrise Corridor phased improvements recommended by the Sunrise Project Policy Committee and last mile local industry connectors,..."	Clackamas County	10/9/09	Amend as requested.
84	Freight Plan - Technical Correction	Is the reference to "Sunset Corridor" on page 22 of the Freight Plan intentional? Or was "Sunrise" intended?	Clackamas County	10/9/09	No change required. Sunset Corridor was intended in this case.
85	Freight Plan- Technical Correction	Freight Plan: Page 1. Jobs. In 2008, 14,80 - this seems to be a typo.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Correct number in text box to read <u>14,800</u> .
86	Freight Plan- Technical Correction	Freight Plan: Page 5. . impacts- How about "environmental and other impacts"	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Replace last bullet on page 5 as follows: " <u>environmental and other impacts</u> -- managing adverse..."
87	Freight Plan- Technical Correction	Freight Plan: Page 6. Top. Please look at the type set for Portland "Metro".	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Correct typeface for the word "metro" in first sentence on page 6.
88	Freight Plan- Technical Correction	Freight Plan: Page 6. Footnote 3. "Population forecasts of 58% ..." Does this mean that the population in 2005 was 2,070,000 and shouldn't this number be stated?	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Replace footnote 3 on page 6 as follows: " <u>Draft 2035 Regional Transportation Plan (September 2009, Table 1.6: Forecasted Population Growth by County) shows a population increase for the four-county metro area from 1,961,104 in 2005 to 3,097,402 in 2035--a 58% increase. Counties include Multnomah, Clackamas, Washington and Clark County in Washington State.</u> "
89	Freight Plan- Technical Correction	Freight Plan: Page 10. Second line from the top: " Another to 8 to 10..." Too many to. Should read " Another 8 to 10..."	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Correct second sentence on page 10 as follows: "Another to 8 to 10 million..."

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
90	Freight Plan- Technical Correction	Page 10. Go down to the second arrow. " The 2002 commodity flow survey projects on overall doubling of freight tonnage moved in the region by 2030." Please see Page 23. 5.1 Highway. Second sentence. "West coast truck traffic is expected to increase 200 percent by 2035." See footnote 8. I am confused by the apparent conflicts in dates due to quoting different documents.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	No change recommended. Commodity flow data includes all modes (truck, rail, air, marine) while the truck traffic obviously refers only to truck volumes. Additionally, the doubling of overall freight volumes over 20-25 years is an estimate that does vary somewhat depending on the source and the date of the study.
91	Freight Plan- Technical Correction	Freight Plan Page 10. Last sentence. " The region is forecast to have an additional 1.13 million residents..." See Page 6. First sentence. "With nearly 1.2 million..." Which number is correct for 2035?	John Drew, Far West Fibers (Freight Task Force)	10/5/09	The precise number for forecasted population growth is and additional 1.13 million residents. Given that this is an estimate, staff could have said "more than 1.1 million" or "nearly 1.2 million" on page 6 staff chose the latter, given that 1.13 is 94.2% of 1.2 million.
92	Freight Plan- Technical Correction	Freight Plan: Page 22. 4.2 Port activities. Third sentence. " Another to 8 to 10..." Too many to. Should read " Another 8 to 10..."	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Agreed. Correct second sentence on page 22 as follows: "Another to 8 to 10 million..."
93	Freight Plan- Technical Correction	Freight Plan: Page 23. 5.1 Highway. Second sentence. Already mentioned on Page 10 correction above.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Comment noted, but no change recommended. Commodity flow data includes all modes (truck, rail, air, marine) while the truck traffic obviously refers only to truck volumes. Additionally, the doubling of overall freight volumes over 20-25 years is an estimate that does vary somewhat depending on the source and the date of the study.
94	Freight Plan- Technical Correction	Page 23-remove the word "origin" at the end of the third sentence under 5.1 Highway.	Metro Staff	10/15/09	Amend as requested.
95	Freight Plan- Technical Correction	page 15 - change title at top of text box as follows: " <u>Regional Freight and Goods Movement Task Force Membership: Engaging stakeholders</u> to develop a regional freight plan	Metro Staff	10/15/09	Amend as requested.
96	Freight Plan- Technical Correction	Add heading to Table of Contents: include corrected heading on page 15 - change title at top of text box as follows: " <u>Engaging stakeholders</u> to develop a regional freight plan" as a Table of Contents	Metro Staff	10/15/09	Amend as requested.
97	Functional plan	The Regional Transportation Functional Plan (RTFP) and/or Chapter 5 if the RTP should include provisions for how each of these concepts, polices, and functional system maps apply to and are to be implemented in local TSPs and land use plans, in refinement plans, and in project development.	ODOT	10/15/09	No change recommended at this time. This will be determined through follow-on functional plan amendments to be developed in Winter/Spring 2010. All of this work will be conducted in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
98	HCT plan	<p>P. 78, Greenhouse Gas Emissions. Consider adding some of the following to improve the section. Using the most recent data from the National Transit Database (2007):</p> <ul style="list-style-type: none"> • TriMet MAX emits less carbon: 0.213 pounds CO2 per passenger mile compared to national average of 0.41. This is better than many high ridership heavy rail systems such as DC Metro (0.336), Boston "T" (0.336), Atlanta MARTA (0.265) and the national average for heavy rail systems (0.239) • TriMet MAX is efficient in energy use: 0.0979 KWH per seat mile compared to national average of 0.1274 for light rail. It is even slightly better than the national average for heavy rail systems (0.109); • TriMet bus service system wide emits less carbon: 0.584 pounds CO2 per passenger mile, compared to national average of 0.65. • TriMet bus service system wide is efficient in energy use: 0.126 pounds CO2 per seat mile, compared to national average of 0.154. 	TriMet	10/15/09	Amend as requested.
99	HCT plan	Page 8 - look at cost of median auto trip if average includes car purchase price.	City of Milwaukee	10/14/09	Amend as requested to more clearly describe trip costs.
100	HCT plan	Page 28 - Assess corridor against system expansion targets - what does the definition add or mean?	City of Milwaukee	10/14/09	This is intended to describe how corridors will be rated using the System Expansion Policy. The corridor assessment will be an evaluation of the corridor.
101	HCT plan	Figure 3.11 - include similar data if available for Portland to Milwaukee LRT and Vancouver LRT.	City of Milwaukee	10/14/09	Amend as requested. Milwaukee LRT and Vancouver LRT data will be added
102	HCT plan	Page 40 - Clarify whether Figure 3.7 includes operation cost only.	City of Milwaukee	10/14/09	Amend as requested.
103	HCT plan	Page 41 - Label X axis to clarify whether it is SOV miles, miles driven or vehicle miles.	City of Milwaukee	10/14/09	Amend as requested.
104	HCT plan	Page 44 - Figure 3.11 - include similar data if available for Portland to Milwaukee LRT and Vancouver LRT.	City of Milwaukee	10/14/09	Amend as requested.
105	HCT plan	Page 52 - Add clarification of whether this effect is driven by scarcity of parking and income.	City of Milwaukee	10/14/09	Amend as requested.
106	HCT plan	Page 70-72 - Add more clarification in the mobility and acquisition sections to describe the significance of this.	City of Milwaukee	10/14/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
107	HCT - RTP	Chapter 2, page 46: It is unclear from the text in Chapter 2 what the actual System Expansion Policy is, and how it relates to the planned transit facility or service" for purposes of the RTP. Is the SEP primarily a tool for the region to prioritize which corridor(s) will be the next one to advance to Alternatives Analysis, i.e. project development, or is it a tool for local jurisdictions to influence the reassessment of where a specific HCT corridor falls in the four priority tiers during the next RTP update, or both? There is uncertainty about the relationship, if any, between corridor refinement plan prioritization and HCT corridor prioritization under the SEP.	ODOT	10/15/09	TPAC discussed this item on November 2 and recommended adding the following clarifying language: <u>In some cases the System Expansion Policy (SEP) and corridor refinement plan prioritization factors may overlap, however, application of the SEP and Corridor Refinement Plan prioritization factors will occur through separate processes.</u> 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. Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal corridor working groups would be established. Other corridors would coordinate work through existing processes.
108	HCT plan	· "High Capacity Transit System Development" section has a broad range of information that reads like an unsorted collection of information and ideas. Unless this is simply meant as a technical appendix, it requires more explanation and stronger organization. Is this a catch-all set of information? Is it simply answering questions that happened to come up during public outreach? Organizing themes, headings, or other communication aids would help.	TriMet	10/15/09	No change recommended.
109	HCT plan	P. 59-60, Figures 4.4 and 4.5, 4.6, 4.7, colors for walk area and bike area are reversed.	TriMet	10/15/09	Amend as requested.
110	HCT plan	· Values in Figure 3.9 (density required for each transit mode) need additional scrutiny and in some cases (especially frequent bus) are too low. Text or a note should be added that these should not be taken as rules or requirements, but as an illustration of the impact greater density has on demand for transit (and therefore the appropriate mode and capacity to meet the demand).	TriMet	10/15/09	Amend as requested.
111	Implementation	Metro should ensure that all local governments adopt project plans that reflect new RTP policy goals.	BTA	10/15/09	The Regional Transportation Functional Plan will direct how local transportation system plans must respond to the RTP. Amendments to the functional plan will be developed prior to final adoption of the RTP in 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
112	Implementation	"This RTP is moving away from a single measure of success..." (Chap. 5, p. 1) - When did the RTP ever rely upon a single measure of success? The existing RTP has pages and pages of goals and objectives. This statement is an exaggeration.	Washington County	10/15/09	No change is recommended. The primary performance measure for the RTP has been v/c based. The 2000 plan did include the modal targets for the centers. However, the primary performance measure for the RTP was still centered on v/c, and past local plans have relied on that measure to define needs and solutions. The 2035 RTP provides an outcomes-based framework with a larger set of performance targets to measure our success at meeting the goals and objectives laid out in the plan.
113	Implementation	Chapter 5: Page 3, fourth paragraph refers to an "investment matrix" twice. This is first time the term is used in the plan (not in the finance chapter whatsoever). This term is confusing and unclear as to the meaning or where the matrix can be found.	Washington County	10/15/09	No change recommended. The Investment Matrix was created by Metro as result of the Local Aspirations work the has been underway over the last year. The Matrix has been shared with the RTP Work Group, TPAC, MTAC, MPAC, JPACT and Metro Council on a few different occasions as part of preparing the pieces of the Making the Greatest Place recommendations. It is available on Metro's website under the COO MGP recommendation.
114	Implementation	"The goal of the CMP is to develop a systematic approach...through the use of demand reduction and operational management strategies" (Chap. 5, p. 17) - According to US DOT, a CMP is not limited to demand and operational management strategies, and can include capacity expansion.	Washington County	10/15/09	No change recommended. The second paragraph on page 17 already reflects this.
115	Implementation	Chapter 5, page 9, blue box: if the language is being updated then further review of pages 9-16 is premature.	Washington County	10/15/09	No change recommended. The language of Chapter 5, pages 9-16 was excerpted from the 2004 RTP and included as a starting point for the discussion of the corridor refinement plans that will take place this fall.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
116	Implementation	Chapter 5, page 16 – The second paragraph states that “Once corridors have established mode, function, general location, and identified potential solutions (typically through the corridor refinement plan) project development is needed to clearly define a set of projects”. This sentence is extremely troubling. First off, “mode, function, and general location” apply to projects in mobility corridors. We certainly can organize projects by mobility corridor and seek to define whether a project is “needed” within the context of a mobility corridor, but once the project is in the plan, it is read to move into project development. The TPR is very clear (OAR 660-012-0050) that during project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function or general location. Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. It seems like the draft RTP may be proposing a new requirement for developing phasing plans for projects in a mobility corridor and using the TPR’s “project development” as the rationale. We recommend that the draft RTP completely eliminate any reference to a Metro role or process for locally funded projects where need, mode, function and general location have already been identified. We may have misinterpreted the intent of the words “...the region must also determine what planning activities are required in the mobility corridors where refinement plans have already been completed...” For locally funded projects in Washington County, we believe no planning activities, beyond traditional project development, are needed.	Washington County	10/15/09	Amend this section to remove redundant language. No additional project development process was intended. The intent of this section was to more clearly distinguish between refinement planning activities and project development activities as defined in the transportation planning rule. The intent of the section is adequately covered by the remaining language with this change.
117	Implementation	Chapter 5, page 17, second to last paragraph, last sentence, strike: “Where more motor vehicle capacity is appropriate” and “and get the most value from the investment”	Washington County	10/15/09	Amend as follows, “Where more motor vehicle capacity is appropriate, the CMP will include <u>additional system and demand management strategies to ensure the capacity investment is effectively managed</u> supplemental strategies to reduce travel demand to get the most value from the investment.
118	Implementation	Section 5.6.1, first paragraph, first sentence: change “chapter 3” to “section 2.2”	Washington County	10/15/09	Amend as requested.
119	Implementation	Chapter 5, page 18, second to last paragraph, change “chapter 5” to “chapter 3” and change “chapter 6” to “appendix 1”	Washington County	10/15/09	Amend as requested.
120	Implementation	Section 5.6.3, page 19, change all “benchmarks shall” to “benchmarks may”	Washington County	10/15/09	Amend to state “benchmarks will...”

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
121	Implementation	"This draft plan does not address several issues,..." The word "several" implies only a few issues remain unaddressed by the plan, however, there are many issues that remain unaddressed (Chap. 5, p. 20).	Washington County	10/15/09	Amend as requested.
122	Mobility corridors	Previous RTPs and the City of Milwaukie TSP call for additional planning for Mobility Corridors #10 and #11. The City is concerned that not including those corridors as future refinement plan corridors will leave the onus on local governments to reconcile potential conflicts between planned land uses and ODOT's declared function for OR 224.	City of Milwaukie	10/14/09	No change recommended. The need, mode, function and general location of solutions have been adequately determined through the City's TSP and RTP. The next step is to document that through the mobility corridor strategy. All 24 mobility corridors will have a corridor strategy included as part of the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments and can include recommendations for addressing the issues raised in the comment through future project development activities (See Page 16 of Chapter 5). The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the RTP.
123	Mobility corridors	In section 5.3, the mobility corridor strategy is introduced. The text should be more clear about how and when the region will consider HCT corridors that are not mapped on the existing mobility corridors, such as 99E between Milwaukie and Oregon City.	City of Milwaukie	10/14/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. Chapter 2 of the draft RTP includes a map of potential HCT corridors to be evaluated in the future. The system expansion policy provides guidance on what triggers should be in place to move a corridor forward to more detailed analysis and evaluation.
124	Mobility corridors	Too much process for corridor refinement plans as described in Section 5.4.	City of Portland	10/15/09	No change recommended. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in corridors with multiple jurisdictions.
125	Mobility corridors	Add a description of the Sunrise Phasing Plan to the Appendix 3, Sunrise Preferred Alternative. Include a brief description of the policy direction for selecting the projects, the short term and long term project lists and the triggers for constructing the next projects.	Clackamas County	10/15/09	Amend draft RTP to document the findings and recommendations from the Sunrise Preferred Alternative, including the phasing plan, as part of documenting the mobility corridor strategy for this part of the region.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
126	Mobility corridors	Document a mobility corridor investment strategy and planned system for each of the 24 mobility corridors identified in the RTP. This documentation should identify needs and the system of planned facilities for each corridor based on the RTP "system completeness concept" as defined by the Regional System Concepts and Policies of Chapter 2 - including a description of the type or functional classification of planned facilities and services, their planned capacities and/or levels of service (for all modes), the general location or corridor, facility parameters such as minimum and maximum ROW width and number and size of lanes, and identification of the provider; and performance standards including proposed alternative mobility standards for OTC consideration. For refinement plan mobility corridors, the RTP must identify needs and may defer specific determination of mode, function and solutions or improvements to the refinement plan process for that corridor.	ODOT	10/15/09	Amend as requested. A new chapter of the RTP will be created to include this information. The documentation will include needs, planned facilities and solutions from previously adopted corridor refinement plans such as the OR 217 Study, Powell/Foster Corridor Study and the US 26 Corridor Plan. The documentation will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010.
127	Mobility corridors	Revise Chapter 5, page 10, second bullet; to call the interchange "N. Wilsonville" interchange to avoid confusion with Stafford Road Interchange on I-205.	ODOT	10/15/09	Amend as requested.
128	Mobility corridors	The RTP should recognize emergency service locations throughout the region and include strategies to prevent congestion around them. In 2008, three Providence hospitals responded to nearly 189,000 emergency room visits and more than 80 percent of these patients came to the hospital by private vehicle. These locations are vulnerable to traffic congestion and delays. Providen supports a balanced approach to addressing congestion, including encouraging employees to travel to work by walking, bicycling, and transit.	Providence Health and Services	10/14/09	Amend Chapter 1 of the RTP to include a map of emergency service locations (hospitals, emergency rooms and immediate care locations) in the region and consider access needs of these locations as part of the mobility corridor strategy documentation work to be conducted in Winter 2010.
129	Mobility corridors	Chapter 5, page 4/5: Figure 5.1 shows mobility corridor #2 being from Central City to Tualatin. Table 5.1 shows mobility corridor #2 as "Portland Central City to Tigard"	Washington County	10/15/09	Amend as requested to reflect that MC #2 should be from Portland Central City to Tigard. The Mobility Atlas lists the title of the MC as to Tualatin, but all of the corresponding analysis is to Tigard, which is a logical functional segment.
130	Mobility corridors	Fig. 5-1 Mobility Corridors in the Portland Metropolitan Region - In our view, this schematic is not very informative because it gives no indication as to which roads are contained within the corridors. Furthermore, the reference to Portland metropolitan region in the figure title is misleading because some of the corridors (e.g., Forest Grove to North Plains) are outside the Portland metropolitan area.	Washington County	10/15/09	No change recommended.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
131	Mobility corridors	Chapter 5, pages 6 and 7 - We are concerned about the notion of entering in MOU's or IGA's for projects that are identified in the RTP that are ready for Project Development. We see absolutely no value in this task, especially for projects that require no federal funding. If a mobility corridor does not need a corridor refinement plan, then all of the projects in the corridor should be "good to go" and can proceed into project development at the discretion of the facility owner/operator.	Washington County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Amend page 7, Chapter 5 to add the following language, "Individual project and program solutions identified in the RTP may move forward to project development at the discretion of the facility owner/operator. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in corridors with multiple jurisdictions." In addition, revise the text box on page 6 as follows, "MOU or IGA to implement mobility corridor strategy or refinement plan recommendation or HCT system expansion targets...(in advance of project development)." The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further developed by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010. It is not implied that mobility corridors not needing refinement plans would be precluded from beginning project development.
132	Mobility corridors	Figure 5.2 is very confusing. It does not show the steps to complete the mobility corridor strategy. It seems to show how project development might proceed, but not a complete project development framework.	Washington County	10/15/09	No change recommended. The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further developed by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010. It is not implied that mobility corridors not needing refinement plans would be precluded from beginning project development.
133	Mobility corridors	Chapter 5: Needs a section to describe the generalized steps each mobility corridor strategy development process would take.	Washington County	10/15/09	No change recommended.
134	Mobility corridors	Table 5.2 show the status of each mobility corridor - which step the corridor is at in the development of the mobility corridor strategy (some corridors might be complete)	Washington County	10/15/09	No change recommended. The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further explored by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010.
135	Mobility corridors	Table 5.2 - Corridor #20 Tigard to Sherwood seems to be missing from this list	Washington County	10/15/09	Amend as requested. Mobility Corridor #20 was added by TPAC to the Portland Central City to Wilsonville mobility corridor in need of a refinement plan after the Draft RTP went to print. Table 5.2 will updated to reflect this change.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
136	Mobility corridors	Chapter 5: What is the status of the corridors not recommended for future refinement plans?	Washington County	10/15/09	All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort.
137	Mobility corridors	5.4.1 Documentation of mobility corridor strategy in RTP - This seems to heap a bunch of new regional prerequisites that could hamper local jurisdiction's abilities to make improvements on their regional roads. The details of this need to be discussed further before we buy into anything. How does it affect roads that have already been funded but have not yet begun project development?	Washington County	10/15/09	No change recommended. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort as part of a new chapter in the final RTP. Solutions with funding would be able to move forward into project development. This is not intended to be a "regional prerequisite," it is intended to document the region's strategy for addressing needs in each of these corridors and to show how agencies have prioritized investments within each corridor in a more comprehensive and integrated manner.
138	Mobility standards	Chapter 5, page 22, final paragraph: again add to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance" after "... all feasible actions".	ODOT	10/15/09	No change recommended. This section will go away upon completion of this unresolved issue, prior to final adoption of the RTP in June 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
139	Mobility standards	Amend the RTP and Regional Transportation Functional Plan to include actions regional and local jurisdictions will take in TSPs and land use plans to meet requirements of the TPR and Oregon Highway Plan Actions 1F3 and 1F5. This work needs to be completed prior to Oregon Transportation Commission consideration of alternative mobility standards for the Metro region. Metro must demonstrate that taken together, the RTP and regional and local implementing actions are "doing the best they can" to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance". That includes TSPs addressing gaps and deficiencies (= needs) identified in the Mobility Corridor Strategies for which no solution or improvement has yet been identified in the Federal or State project lists, such as vehicle, bike, ped, and transit improvements to parallel arterials and completion of the local and arterial circulation system for short trips, in order to maintain Throughway mobility for long-distance and freight trips. That may also include local adoption of transit- and pedestrian-supportive land use designations, prohibition of auto-dependent land uses, as well as more aggressive parking management in 2040 Regional Centers, Town Centers, Main Streets, and Station Communities if the new alternative mobility standards are proposed to be lower inside those 2040 Concept Areas than on the rest of the State Highway system.	ODOT	10/15/09	Amend as requested. The actions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. Actions to be considered include all of the elements included in the comment.
140	Mobility standards	Chapter 2, Need to clarify the applicability of the "Interim Regional Mobility Policy". Does it apply only to State Highways? To the Regional Arterial and Throughway Network? The third paragraph in the blue text box should be amended to clarify that "The RTP and RTFP must include all feasible actions to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance.	ODOT	10/15/09	No change recommended at this time. This will be determined through the alternative mobility standards work called out in Discussion item #3 in Winter 2010. As applied in the current RTP, the policy applied to the Throughway and Arterial network. Changes to the text will be identified as part of that effort.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
141	Mobility standards	Chapter 2, page 15 - 16 and Table 2.4: Areas of Special Concern should be deleted from this RTP. Specific alternative mobility standards and actions to improve and/or avoid further degradation of State Highway performance should be established as part of the applicable Mobility Corridor Strategy or as part of the applicable Mobility Corridor Refinement Plan. Appendix 2 does not in fact include adopted performance measures, as stated in the text of Table 2.4 and in Figures 2.2 through 2.6. The OHP Table 7 does include an adopted standard of V/C 1.0 for the first peak hour in Beaverton Regional Center, and V/C .95 on Highway 99W from I-5 to Tualatin Road, but not for the other Areas of Special Concern. Since the previous RTP was adopted, a corridor refinement plan has been conducted for the I-5 to 99W corridor area including Tualatin Town Center, and a Corridor Improvement and Management Plan has been completed for the Highway 99W area in Tigard, which are not reflected in Figures 2.5 and 2.6 and Appendix 2.	ODOT	10/15/09	No change recommended at this time. This will be determined through the alternative mobility standards work called out in Discussion item #3 and documentation of each mobility corridor strategy in Winter 2010. All of this work will be conducted in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010. Changes to the areas of special concern designations will be identified as part of that effort.
142	MTIP	Ensure funding allocation for freight in future regional flexible funds allocation processes, consistent with other modes. Implement an economic impact analysis for project evaluation. Allocate future MTIP flexible funds based on an economic filter, considering return on investment and require accounting of project performance from recipients for all funding allocations using metrics such as project cost, implementation deadlines and actual demonstrated benefit.	Port of Portland, Portland Business Alliance	10/15/09	These comments have been forwarded to the MTIP policy update that occurs prior to the next Regional Flexible Fund allocation process for consideration. The RTP covers all investments in the regional transportation system - local, regional and state. Regional flexible funds are only a small portion of the funds programmed in the Metropolitan Transportation Improvement Program (MTIP) or of total transportation investments made in the region. Currently the RTP does not provide specific direction for how regional flexible funds are to be allocated to projects. Metro is considering how an RTP policy framework could more specifically direct the MTIP process and the investment policies of the various funding programs, including regional flexible funds, that are consolidated and programmed in the MTIP. Traditionally these comments would be appropriate for consideration during the MTIP policy update that occurs prior to the next Regional Flexible Fund allocation process. Comments on the MTIP were solicited in the recent MTIP "retrospective" process and would have been an appropriate venue for these comments as well. In past regional flexible fund allocations, categories included eligibility for funding freight projects, however funding for each project category has never been guaranteed. Economic considerations have been broadly evaluated in each cycle, but have only been one of several criterion used for evaluating and selecting projects. Performance targets are proposed for adoption in the draft RTP and therefore will be considered as part of the MTIP policy update during the 2012-15 MTIP process.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
143	Performance	The region should completely cease using roadway mobility standards. Level of congestion is a poor measure (and negative performance target) compared to other proactive performance targets recommended in the draft plan. These standards are not attainable. A new measure or index needs to be developed to measure the total and relative performance of the system.	BTA	10/15/09	This comment will be addressed through the alternative mobility standards work that will be conducted in Winter 2010. See Discussion item #3.
144	Performance	Preliminary modeling results show the RTP No Build scenario performs better than the RTP federal priorities and RTP Investment strategy for greenhouse gas emissions reductions. As a result, the draft plan does not adequately address or respond to climate change. This should be addressed prior to moving forward.	BTA, City of Portland	10/15/09	See Discussion item #1. The 2009 Legislature required Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario. Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.
145	Performance	More discussion is needed on why the "build" scenarios show minor system-level changes when compared to the "no-build" scenario and how to reconcile RTP projects.	City of Beaverton, City of Portland	10/15/09, 10/15/09	Amend Chapter 4 of the RTP to include more subarea and district-level of analysis of the results - where more dramatic differences can be identified.
146	Performance	Better explain dramatic reduction in air pollutants.	City of Milwaukie	10/14/09	Amend as requested.
147	Performance measures	Chapter 4: How Far do we Go Toward Achieving our Vision - Does this mean "how far have we gone toward achieving our vision" or "how far should we go toward achieving our vision"?	Washington County	38639	No change recommended at this time. Chapter 4 lays out performance measures and system analysis findings to show the extent to which the RTP investment strategy moves measures in a direction that is consistent with the region's vision and goals for its transportation system.
148	Performance measures	Chapter 4, p. 4: Recommend evaluating VHD on the entire system, not just the freight system.	Washington County	10/15/09	No change recommended at this time. The work group developing the RTP performance measures evaluated the broad application of vehicle hours of delay and determined that its specific application to the freight network provided the best measure progress in meeting RTP Goal 2 - Sustain Economic Competitiveness and Prosperity. However, vehicle hours of delay is a standard output of Metro's travel forecast model and is available to jurisdictions for analysis. The RTP performance target also includes a measure of motor vehicle hours of delay per traveler.
149	Performance measures	Chapter 4, Table 4.2: Recommend adding VHD. Consider removing either VMT or average trip length, as these are reporting similar information.	Washington County	10/15/09	Amend table 4.2 to add a measure for hours of congestion. Metro will work with its regional partners to develop this measure.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
150	Performance measures	Chapter 4, Table 4.2. Recommend adding a description of how these will be measured to the chapter.	Washington County	10/15/09	Amend section 4.2.2 to describe the process for developing the performance monitoring measures.
151	Performance measures	Chapter 4, Table 4.2: Add percent of motor vehicle lane miles completed.	Washington County	10/15/09	No change recommended.
152	Performance measures	Chapter 4: 2. Total delay and cost of delay on the regional freight network - Add note to table describing delay and cost assumptions used to calculate results.	Washington County	10/15/09	Amend section 4.3.2 to include assumptions.
153	Performance measures	Chapter 4: 3. Motor Vehicle and transit travel time between key origin-destinations - The important thing here is the change in travel times, which is not calculated. Add columns of change in minutes and % change and reorder O-D pairs to show greatest % change pairs first.	Washington County	10/15/09	Amend as requested.
154	Performance measures	Chapter 4, p. 9: Central City to Vancouver should not be n/a.	Washington County	10/15/09	Amend table to create a single Central City to Vancouver transit travel time measure.
155	Performance measures	Chapter 4, p. 11: Clarify the number being reported. Is this an all day or peak period number? Does it include trips to/within/from the location or some subset of those?	Washington County	10/15/09	Amend 4.3.5 to include description of time period and origin/destination. Non-drive alone mode share is calculated as all weekday (AWD). The percentages reported represent an average of from, to and within the geographic area.
156	Performance measures	Chapter 4, p. 13: Number 9 - Tons of transportation related air pollutants drops significantly in all categories; Number 10 – tons of greenhouse gas goes up significantly. Add an explanation.	Washington County	10/15/09	Amend section 4.3 to include a summary of findings for each performance measure.
157	Performance targets	Chapter 2, page 16, Interim Regional Modal Targets: these non-drive alone modal targets were approved by LCDC as an alternative to the TPR's VMT per capita reduction targets. Any change in these modal targets would have to be approved by LCDC.	ODOT	10/15/09	Amend to remove the word "interim" from Table 2.5 and section heading. These targets will continue to serve as an alternative to the TPR's VMT/capita reduction targets. A VMT/capita reduction target is also proposed in Table 2.3.
158	Performance targets	Add performance targets for mobility and reliability to Table 2.3 in Chapter 2.	ODOT	10/15/09	No change recommended. A system reliability target is recommended to be developed as part of the Regional mobility program prior to the next RTP update. The targets for safety, congestion, active transportation, travel and access to daily needs are intended to serve as a proxy for integrated mobility in the region. Other mobility and reliability measures are recommended in Chapter 4 for system analysis and monitoring between plan updates.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
159	Performance targets	The RTP performance targets should be adopted formally by the region with robust monitoring and feedback loops to inform future RTP, TSP and land use efforts.	TriMet	10/15/09	No change needed. See Discussion item #2.
160	Performance targets	Chapter 2 points out that more work is needed to refine performance targets (page 13), Interim regional mobility policy (pages 14-15) and interim regional modal targets (page 16). More description is needed of what this work will entail.	Washington County	10/15/09	No change recommended. This is described in Section 5.7 of the draft RTP and in Discussion items 1-3 of the comment log.
161	Performance targets	The RTP performance targets seem optimistic and ungrounded. If Metro and local governments are to be held to the targets, we should understand them to be aggressive but achievable - not as challenges with no sense of whether the region can meet them.	Washington County	10/15/09	See Discussion items 1 and 2. The targets are not arbitrary, and have been drawn from federal and state legislation as described in Discussion items 1 and 2 of the comment log. JPACT endorsed the targets on the basis that it is important to improve accountability of investment decisions and to provide a policy mechanism to ensure that investment priorities are helping the region make progress toward the desired outcomes and goals of the plan. The region will evaluate what it will take to achieve the targets as part of the climate change scenarios work that will follow the RTP update. Refinements to the targets could be identified at that time.
162	Policy	Define employment and industrial lands shown on Figure 2.20	City of Milwaukie	10/14/09	No change recommended. These are 2040 land use designations as defined in the 2040 Growth Concept.
163	Policy	More clearly distinguish between bicycle parkways and other plan elements.	City of Milwaukie	10/14/09	Amend as requested.
164	Policy	Add new policy that states "promote walking as the mode of choice for short trips." to section 2.5.6	City of Portland	10/15/09	Amend as requested.
165	Policy	Page 66, paragraph 2, replace "marked street crossings" with "enhanced street crossings" to recognize more than marking streets is needed to make crossings safer.	City of Portland	10/15/09	Amend as requested.
166	Policy	Section 2.5.6 - blue box, replace "an" with "a" in policy	City of Portland	10/15/09	Amend as requested.
167	Policy	Include the six outcomes, goals, objectives, targets, policies and system evaluation measures (Chapter 4) in one place (in document or appendix) and develop a graphic that shows their	City of Portland	10/15/09	Amend as requested.
168	Policy	Clarify whether the policy areas are in fact policies, as implied and revise accordingly.	City of Portland	10/15/09	Amend as requested. These are policies.
169	Policy	Add more description of what Figure 2.16 is describing.	City of Portland	10/15/09	Amend as requested.
170	Policy	More clearly define what the system expansion policy is and next steps for using it.	City of Portland	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
171	Policy	Take into account low-income households as part of future planning for transportation in East Multnomah County	Human Solutions - the Mid and East Multnomah County Community Development Corporation	10/15/09	No change needed. The RTP includes policies and performance targets that direct future planning and investment decisions to take into account low-income and minority households to ensure the benefits and burdens are equitably distributed throughout the region. Targets have also been recommended to reduce the number/share of households spending more the 50 percent of their income on housing and transportation combined.
172	Policy	Taking the MAX with my bike downtown from the west side is difficult due to the train crowding. There is not sufficient room for many bikes.	Jeff Hollister	9/11/09	No change recommended. TriMet has recognized this issue and has developed a bicycle facilities plan. Due to constraints in increasing the capacity for bikes on buses/trains, TriMet is focused mainly on increasing bicycle parking at transit stations. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns and will help TriMet and local jurisdictions determine the appropriate location, size and design of large-scale bike-parking facilities, including Bike-Transit Facilities designated in the RTP (Figure 2.22). Between the downtown Portland and the Westside there are Bike-Transit facilities currently proposed for PGE Park MAX, Goose Hollow MAX, Sunset TC, Beaverton TC, Beaverton Creek MAX, Orenco MAX, Tigard TC, Tualatin WES, Barbur TC. This comment has been forwarded to TriMet for consideration.
173	Policy	Implement congestion pricing on the entire urban highway network and reinvest revenue raised in maintenance and expansion of the highway system.	John Charles	10/15/09	No change recommended pending completion of the Metro area congestion pricing pilot project study and climate change scenarios that were directed by the 2009 Legislature. The RTP includes this strategy, recognizing that additional work is needed to determine where and when this strategy is appropriate. The Pilot Project study represents an opportunity to look at this more comprehensively and with consideration of other outcomes the region is trying to achieve.
174	Policy	Revise Chapter 2, • Page 8, Objective 1.2: parking management as follows, "Minimize the amount and promote the efficient use of land dedicated to vehicle parking".	ODOT	10/15/09	Amend as requested.
175	Policy	Chapter 2, page 27, Table 2.6: the text under typical number of travel lanes" for the 3 Throughway Design classifications should be amended to add "plus auxiliary lanes," , similar to the description of the typical number of travel lanes on Arterial Streets as "4 through lanes with turn lanes".	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
176	Policy	Chapter 2, page 32, Throughways: the text should clarify that Principal Arterials are the Vehicular Functional Classification that is implemented through the Throughway Design Classification, and that there are three types of Principal Arterials/Throughways, i.e. Freeways, Highways, and Parkways. These should be defined in the Arterial and Throughway Network by reference to the Throughway Design Classifications and in the Glossary. In addition, the second sentence should be amended to read <u>Throughways are planned to consist of 6 through lanes plus auxiliary lanes, with grade-separated interchanges or intersections</u> ".	ODOT	10/15/09	Amend as requested.
177	Policy	Chapter 2, page 34, Arterial Streets: similarly, the text should be amended to clarify that there are 3 kinds of Arterial Streets: Major, Minor, and Rural, and that they are implemented through the Street and Boulevard Design Classifications.	ODOT	10/15/09	Amend as requested.
178	Policy	Chapter 2, page 35, first paragraph, second sentence states that (Collector and local streets) are not part of the regional transportation system. This appears to be inconsistent with the definition of the regional system on page 20, which says that transportation facilities within designated 2040 centers, corridors, industrial areas, employment areas, main streets and station communities" are part of the regional system". Reconcile these two statements.	ODOT	10/15/09	Amend as requested.
179	Policy	Chapter 2, p. 13: The goal for active transportation says, "By 2035, triple walking, biking and transit trips compared to 2005." Is the intent to triple the number of trips for each, or to triple the mode share of each? There is a big difference when you consider population growth.	City of Portland	10/13/09	<u>Amend as requested per Discussion item #2.</u> This revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4.
180	Policy	Chapter 2, p. 13: The goal for travel says, "By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005." This puts us at 17.5 miles/person/day...down from 18.3 today...not particularly ambitious. In contrast, our climate action plan calls for a 30% reduction in VMT. Also, the performance measures in section 4 at 14.23 miles/capita in 2005, that is much different than the numbers Metro produces each year which have us around 20 miles/capita...what is the difference? Modeled vs. actual?	City of Portland	10/13/09	No change recommended at this time. The target calls for a 10% reduction of vehicle miles traveled within the urban growth boundary. In 2005 VMT per person was 14.23 miles. The target shoots for an average of 12.8 miles traveled per person by 2035. The city of Portland's VMT goal is tied to a smaller, more urbanized area of the region. The 10% target applies to trips that occur within the urban growth boundary and takes into account developing areas.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
181	Policy	Chapter 2, p. 71: Under the four policy areas Goal 4, "Implement incentives and programs to increase awareness of travel options." Add "AND incent behavior change." It needs to be more than awareness of options, people need to use the information and change behavior.	City of Portland	10/13/09	Amend section 2.5.7 to include the Regional TSMO Plan vision, goals and principles, and redefine the four policy areas as investment areas. Amend as requested.
182	Policy	Chapter 2, p. 72: The table with TDM examples needs amendment, the examples provided don't give the reader any feeling that they should invest in TDM. This section should recognize the work that other jurisdictions are doing (TriMet's employer program, Youth bus passes, car-sharing programs, the work TMAs are doing..etc) and have some stronger metrics like the TSM section has. In general the TSMO framework section highlights a lot more TSM than TDM.	City of Portland	10/13/09	Amend as requested.
183	Policy	Chapter 2, p. 72: This section is another example of a place that should highlight the link between building things and encouraging people to use them.	City of Portland	10/13/09	Amend section to highlight role of education and marketing in capital infrastructure investment.
184	Policy	Much of the RTP seems oriented to achieving regional goals through emphasis on non-SOV modes of travel, but there is no statement that explicitly states this. Add a statement along the lines of: "The intent of this plan is to achieve its objectives and goals principally through emphasizing non-automotive modes of personal travel."	City of Portland	10/15/09	No change recommended. The intent of the RTP is to achieve its goals and objectives through emphasizing a variety of strategies that include walking, biking and use of transit. Other strategies to be emphasized include transportation system management and operations (TSMO) and land use.
185	Policy	Ch.2 p.59 First policy area focuses an interconnected network of bicycle facilities between jurisdictions. Bicycling is primarily local in nature. Inter-jurisdictional travel, while it should be provided for, is going account for only a small proportion of trips because of the distances involved. The principal policy in this regard should be to focus on creating integrated, dense and low-stress bikeways in a 3-mile radius from the Central City, all Town & Regional Centers, and along Main Streets and Corridors.	City of Portland	10/15/09	Agree in part. Amend text to read "Build an interconnected network of bicycle facilities that provides seamless travel between jurisdictions-- access to 2040 target areas"
186	Policy	Amend language in the "Vibrant Communities" desired outcome (Ch.2 p.2) to state the "People live and work in vibrant communities where they can choose to walk and bike for pleasure and to meet their everyday needs."	City of Portland	10/15/09	No change recommended. The desired outcomes were developed as part of the broader Making the Greatest Place effort and adopted by Resolution No. 08-3940 expressing the intent of Metro and its regional partners to use a performance-based approach to guide policy and investment decisions in the region. The term walk was used not as a mode, but as a way to illustrate the type of place -- walkable. This comment has been forwarded to staff for consideration as part of legislation to be approved in 2010 to implement Making the Greatest Place recommendations.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
187	Policy	Introduction to Ch.2 includes the protection of farm land as an aim of the region's transportation vision. Why isn't it included in the 6 desired outcomes (ch.2 p.2)	City of Portland	10/15/09	No change recommended. The desired outcomes were developed as part of the broader Making the Greatest Place effort and adopted by Resolution No. 08-3940 expressing the intent of Metro and its regional partners to use a performance-based approach to guide policy and investment decisions in the region. The term walk was used not as a mode, but as a way to illustrate the type of place -- walkable. This comment has been forwarded to staff for consideration as part of legislation to be approved in 2010 to implement Making the Greatest Place recommendations.
188	Policy	Amend Objective 3.2 of Goal 3 to read: "Reduce vehicle auto miles traveled per capita". Bicycles are vehicles too.	City of Portland	10/15/09	Amend as follows, "Reduce average daily auto vehicle miles traveled per capita." This more accurately reflects what is being measured.
189	Policy	Include discussion about the need to emphasize comfort and safety in bikeway design.	City of Portland	10/15/09	No change recommended. P.63 of 2.5.5 Regional Bicycle Network Vision includes text: "...attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, make them more <i>comfortable</i> and appealing to many cyclists." p.64 includes text describing the key experiential aspects that bike parkways embody: "Comfort and safety provided by protection from motorized traffic."
190	Policy	Ch.2, p.63 Amend text to acknowledge that low-volume streets not only complement arterial bike routes, but often supplant them.	City of Portland	10/15/09	Amend as follows: "Low-volume streets often provide access to 2040 Target Areas as well as residential neighborhoods, <u>complementing and sometimes supplanting</u> bicycle facilities located on arterial streets."
191	Policy	Why aren't the Regional Bicycle Parkways on the Regional Bicycle Network map (Fig. 2.22).	City of Portland	10/15/09	No change recommended. The Regional Bicycle Parkway concept emerged late in the policy development phase of the RTP. As stated in footnote on p.62, Regional Bicycle Parkways are not currently shown on figure 2.22. A future Regional Action Plan following the RTP update is recommended to further develop the bicycle parkway concept, including desired parkway spacing, designation of routes, and prioritization for implementation.
192	Policy	Ch.2 Pg. 66: The pedestrian network section is insufficient compared to other modal sections of the RTP. As a region, walking should be the first mode of transportation people consider and plans, policies, and actions should lead to this. The language of this section should not frame walking primarily as a supporting mode. It is a vital segment of the larger collection of modes.	TriMet	10/15/09	No change recommended. Ch.5 (Unresolved Issues) calls for further attention to this issues and describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update. MPAC did not act on this recommendation.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
193	Policy	Ch.2, P. 68: In the improve pedestrian access to transit section, the RTP suggests that transit/mixed use corridors should be designed to promote pedestrian travel with street crossings at least every 530 ft. While this is an acceptable and common minimum, ideal spacing is in the range of 200 to 400 feet, and the shorter within that range the better. The language should clearly indicate a preferred in addition to a minimal acceptable value.	TriMet	10/15/09	The following revised language was recommended by TPAC on Oct. 30 and MTAC on Nov. 4.: "...at a minimum of least every 530 ft - though an ideal spacing in the range of is 200 to 400 feet where possible is preferred ..." The language does not amend current regional connectivity standards, but does highlight that more frequent intersection spacing is ideal to support walking, bicycling and access to transit.
194	Policy	Ch.2, P. 70: (Third paragraph, second sentence). "A complete pedestrian system provides a basic building block for economic vitality in centers and other commercially-oriented areas, but when incomplete fails to maximize the connection between transportation and land use that helps contribute to vibrant communities." Sidewalks should be promoted on all streets except on expressways, not just in centers and other commercially-oriented streets.	TriMet	10/15/09	Amend as follows: Add sentence at end of 3rd paragraph: <u>"It is important for local jurisdictions to pursue sidewalks on every street (except expressways), even if they are not defined as part of the regional pedestrian network (transit mixed-use corridors, mixed-use centers, station communities and regional trails.)"</u>
195	Policy	Chapter 2, p. 9: Objective 4.4 Demand Management – <i>"implement TriMet services, incentives and supportive infrastructure to increase awareness of travel options,"</i> – should go beyond increasing awareness. It should be to significantly increase walking, biking and taking transit.	TriMet	10/15/09	Amend Objective 4.4 to read ... <u>increase awareness and use</u> of travel options.
196	Policy	Chapter 2, p. 71: Under the four policy areas the first policy needs to be more explicit. It should say, "Use advanced technologies, pricing strategies, and other tools to actively manage the demand for the road system and increase walking, biking, and taking transit." Likewise, the fourth policy area should say, "Implement incentives and programs to increase awareness of travel options and decrease driving."	TriMet	10/15/09	Amend section 2.5.7 to include the Regional TSMO Plan vision, goals and principles, and redefine the four policy areas as investment areas.
197	Policy	Chapter 2, p. 73: The plan states that parking management strategies aim to use parking resources more efficiently. This is only part of the story. Parking management and pricing are some of the most effective tools for encouraging changes in travel behavior. Metro should investigate a regional-scale parking pricing strategy in the appropriate land use types that aims to change regional travel behavior and reinforces the land uses patterns in the 2040 vision.	TriMet	10/15/09	Amend to incorporated RTO subcommittee and TransPort recommendation to add an action to develop a regional parking management strategy.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
198	Policy	Chapter 3 page 2: The two paragraphs in 3.2 note that "the fundamental state requirement for the RTP is to develop a plan that is adequate to serve planned land uses." And goes on to say that "the region must have a financing strategy that supports implementation of the plan." And goes on to say that since the revenues identified to comply with federal requirements do not provide financial capacity to meet the state requirement identified in the Plan, the Region it is necessary to identify "more sources of revenue for the RTP to satisfy state requirements." As we have argued, this means that the State requires a system adequate to serve travel needs. It does not mean we should limit our definition of need due to financial constraint.	Washington County	10/15/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort. The RTP is <u>not</u> limiting the definition of need to what the region can afford.
199	Policy	Revise chapter 2 to more clearly describe the relationships between targets, objectives, goals and outcomes.	Washington County	10/15/09	No change recommended. This is described in Section 2.1.
200	Policy	Washington County (and other jurisdictions) should allow development to make interim improvements to support walking and bicycling on collectors and arterials that are planned to have full street improvements, but funding is not available or development is not required to bring the facility to urban standards. The current "all or nothing" approach is not sufficient. Planning guidelines should be developed and more funding directed to facilities that are not eligible for MSTIP funding or that will not be addressed through future development projects.	Washington County CPO-1 Connecting Neighborhoods Subcommittee	10/15/09	This comment has been forwarded to cities and counties for consideration as part of future updates to local transportation system plans. Metro will also work with local governments to update the livable streets handbooks after the current RTP update. This is another opportunity to bring more attention to this issue and to develop guidelines for addressing interim solutions that could be implemented to address shorter-term needs. Finally, work will continue in 2010 to identify new sources of revenue to fund existing and future infrastructure needs in the region. Completing gaps in sidewalks and bicycle facilities have repeatedly been identified by the public as important investments to make to improve the safety of the transportation system.
201	Policy	The regional pedestrian network definition (section 2.5.6) should be broadened to include all streets (excluding only limited access highways and potentially some topographically challenged locations). The RTP should at least recognize every arterial street and transit route that is formally a part of the regional system as a pedestrian facility. A more comprehensive map based on the 2001 regional sidewalk inventory should be included as a supplement or replacement for Figure 1.19 in Chapter 1.	Willamette Pedestrian Coalition	10/12/09	No change recommended; this is the intent of the regional pedestrian system map (Figure 1.19) which designates all centers, station communities, arterials and transit routes as part of the regional pedestrian system. In addition, Chapter 2 includes a comprehensive map of gaps based on the 2001 regional sidewalk inventory. Ch.5 (Unresolved Issues) describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update. MPAC did not act on this recommendation.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
202	Project	Support retaining Project #11116 (Garden Home Road) in the federal priorities project list to improve safety, but do not support major road widening or the addition of turn lanes.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended updating the project description and cost as follows, "SW Garden Home Road: Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way. (\$1,795,000) This amendment is within the funding target established for the City of Portland. No change recommended. These comments have been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP and design work the City of Portland will do as a follow-on to the RTP.
203	Project	Add Project #10284 (Taylors Ferry Road) to the Federal priorities project list.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended adding Project #10284 to the Federal Priorities list with the following updated project description and cost, "SW Taylor's Ferry Road: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit. (\$4,209,000)" This amendment is within the funding target established for the City of Portland. No change recommended. The comment has been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.
204	Project	Add SW 45th/SW 48th and SW 62nd/61st/Pomona/64th and Multnomah Boulevard to the RTP.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended adding this project to the State RTP list with the following description and cost, "SW Multnomah Boulevard (Barbur Boulevard to 45th Avenue): Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights. (\$4,225,000)" This amendment is within the funding target established for the City of Portland. No change recommended. These comments have been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.
205	Project	RTP process should provide much more rigorous screening criteria by which projects must pass to be included in the RTP project list.	BTA, Coalition for a Livable Future, Stephan Lashbrook	10/15/09	This comment will be considered as part of developing the work program and process to be conducted for the next update to the RTP.
206	Project	Adoption of the Beaverton TSP did not occur in time to allow projects to be forwarded to the RTP. Clarify how the city's new TSP and final RTP will fit together during the interim period when the new TSP projects will be different from the RTP projects.	City of Beaverton	10/15/09	Amend as requested.
207	Project	Amend project description (11049) to read: "Pleasant View Dr., Powell Loop to Highland Dr." Amend Project End Location from Binford Parkway to "Highland Dr". This would extend the project limits very slightly to the south.	City of Gresham	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
208	Project	Metro RTP Project #11103, which includes all corridor refinement plans, as well as other Metro sponsored regional program line items such as TOD, RTO, Regional ITS/TSMO, Regional Trail Planning, and Active Transportation were inadvertently omitted from the public comment project list.	City of Gresham, Metro staff	10/15/09	Amend as requested.
209	Project	Add #10844 (Construct Cornelius Pass Road as 5 lane facility from TV Highway to Rosa Road) into RTP for \$45 million.	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
210	Project	Add #10814 (Widen Evergreen Parkway from 25th to Sewell to five lanes) into the RTP for \$4 million	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
211	Project	Update #10819 (Construct 3 lane Century Boulevard from Baseline to Cornell) into the RTP for \$6.8 million	City of Hillsboro	10/15/09	Amend as requested.
212	Project	Add #10575 (Construct West union Road as five-lane arterial from Cornelius Pass Road to 185th) to the RTP for \$26.2 million	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
213	Project	Update #11285 to widen Farmington Road to five lanes	City of Hillsboro	10/15/09	Amend as requested.
214	Project	Text on page 15 in Chapter 3 does not acknowledge regional investments directly support bike and pedestrian travel.	City of Milwaukie	10/14/09	Amend as requested. In addition, this section will be significantly updated to better describe all modal elements and the breakdown of the project list by additional categories, such as reconstruction to urban standards, boulevard retrofits, widening, street connectivity, etc.
215	Project	Reconcile discrepancies between Figure 3.4, 3.7 and 3.8 for regional trails.	City of Milwaukie	10/14/09	Amend as requested.
216	Project	Park-and-ride lots should be classified as mobility investments.	City of Milwaukie	10/14/09	Amend as requested.
217	Project	For project #10164, please change the project costs into 2007 dollars in the amount of \$41.478 million. Also, please update the overall City of Portland total revenue table to reflect this change.	City of Portland	10/15/09	Amend as requested.
218	Project	For project #10176, please change the project costs into 2007 dollars in the amount of \$121.335 million. Also, please update the overall City of Portland total revenue table to reflect this change.	City of Portland	10/15/09	Amend as requested.
219	Project	Chapter 3, page 1 - changing the name of the lists is confusing.	City of Portland	10/15/09	No change recommended. The name of the project lists will be refined as the RTP is finalized in 2010 to more clearly communicate the intent of the lists.
220	Project	Figure 3.1 - it is unclear how this figure relates to the project list.	City of Portland	10/15/09	No change recommended. The project lists have been broken up into these two categories for purposes of analysis. The categories are intended to reflect the complementary role of community building investments and mobility investments as defined in the policy chapter and this section of the plan.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
221	Project	Add Project #10747 (OR 217 overcrossing - Cascade Plaza) to the Federal priorities and state RTP project lists.	City of Tigard	10/15/09	Amend as requested. This project was inadvertently left off the project list despite being part of the Washington County submittal on behalf of the cities of Washington County. This project fits within the JPACT endorsed revenue targets.
222	Project	Additional information on how each of the projects support the RTP goals should be required. Information submitted by jurisdictions is inadequate to truly assess the projects. Jurisdictions should be provided sufficient time and tools to assess how their project lists reflect the new RTP framework.	Coalition for a Livable Future	10/15/09	Agree in part. Metro required more detailed information as part of the project solicitation process conducted in 2007 as part of the federal component of the RTP update. This had mixed success for a variety of reasons. The RTP timeline required us to further simplify the project solicitation process for this component of the process. Metro will work with the jurisdictions to improve project descriptions and expand the Chapter 3 investment strategy analysis in Winter 2010. In addition, the project list will be updated to include information on whether projects are located on regional freight routes and designated Goal 5 resources. Local TSP work that will follow the RTP will more comprehensively reflect the new RTP framework. Future RTP updates will also require more thorough project descriptions to address these concerns, and allow more time for project list updates.
223	Project	Evaluate the projects based on the RTP goals, using evaluations to prioritize funding as was done to evaluate the Regional Flexible Fund projects in the MTIP.	Coalition for a Livable Future	10/15/09	No change recommended. It is not possible to conduct a project level evaluation for the more than 1,000 projects included in the RTP within the staff resources allocated for RTP updates. However, future RTP updates will consider other geographies (such as subarea or county level) to assess how well the system of projects performs and meets the goals of the RTP. Staff will work on a project assessment methodology that could be considered. The evaluation process will be developed in partnership with cities, counties, ODOT, SMART and TriMet - with policy direction from JPACT, MPAC and the Metro Council.
224	Project	Metro should analyze how proposed transportation investments will impact land use in the UGB and proposed urban and rural reserves.	Coalition for a Livable Future	10/15/09	Amend as requested. A MetroScope analysis will be conducted as part of finalizing the Urban Growth Report in 2010. Findings from this analysis will be documented in Chapter 4 of the final RTP. This issue will be further addressed as part of the climate change scenarios work and future RTP updates.
225	Project	Public comment opportunity should be provided on the system analysis and time provided to jurisdictions to revise their project lists to address issues that arise.	Coalition for a Livable Future	10/15/09	No change recommended. A final public comment opportunity will be provided in Spring 2010 prior to final adoption of the RTP. This will include the results of the system analysis. Local TSPs and the climate change scenarios work will be directed to address any issues that arise through the final analysis. The local TSP updates and climate change scenarios work will likely result in amendments to the RTP as part of the next update.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
226	Project	Washington County and Hillsboro submitted three 7-lane arterial projects (#10596, #10835, #10846) and grade-separation of arterials (#11045, #10552, #10556 and #10557), inconsistent with the system development concepts in the plan which call for 4-lane arterials with turn pockets at Together, these projects total \$100 million.	Coalition for a Livable Future	10/15/09	Amend project descriptions for these projects to direct local TSPs and the Tualatin Valley Highway Corridor refinement plan to re-evaluate the need for these projects based on the final RTP and provide sufficient documentation that all other solutions have been exhausted in these corridors, including system management and operations strategies, increased transit service, changes to land use, etc. consistent with the congestion management process. The projects were identified to meet current mobility standards that may be revised as part of the alternative mobility standards work that will be conducted in Winter 2010.
227	Project	Several arterial widenings are located near the edge of the urban growth boundary and may have unintended consequences for urban and rural reserves being considered at this time.	Coalition for a Livable Future	10/15/09	No change recommended. The projects are all located within the UGB. A preliminary review of these projects noted that the arterial projects were located primarily near areas proposed to be urban reserves and some proposed undesignated areas. Projects reviewed include: #10026, #10029, #10047, #10078, #11342, #10157, #10430, #10396, #10550, #10555, #10560, #10564, #10565, #10574, #10596, #10597, #10602, #10820 and #10836. A more thorough review of these projects will be conducted in coordination with the reserves designations process. Policy issues will be raised for consideration at that time.
228	Project	The US 26 tunnel entering downtown Portland and branching off to I-405 both north and south has traffic issues that need to be addressed - frequent lane changes causes safety concerns, causes backups all the way to OR 217. This area needs a long term solution plan which will be very costly (redesigning the tunnel into separate tunnels eventually with more lanes. This critical route is being ignored; short term, less costly experiments should be implemented to improve the flow.	Jeff Hollister	9/11/09	No change recommended. As part of the 2035 RTP, the Regional Transportation System Management and Operations (TSMO) plan recommends ways to better manage the existing transportation system. This plan proposes investing in freeway management in the I-405 Loop and US 26 tunnel to improve traveler information and better address safety concerns. The RTP proposed corridor refinement plans for both the I-405 Loop and I-5 south corridors that would look at potential long range improvements to the US 26 tunnel.
229	Project	Expand frequent transit service throughout the region.	Jim Howell	10/15/09	No change recommended. Transit service is proposed to be expanded throughout the region where potential ridership and land use aspirations support increased levels of service within the financial capabilities of TriMet and SMART. This comment has been forwarded to transit agencies to further consider when developing Transit Investment Plans.
230	Project	Eliminate Columbia River Crossing project from the RTP.	Jim Howell, David Osborn	10/15/2009, 10/15/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
231	Project	Halt all planned expansion of rail transit in the region because it diverts resources away from road-related modes of travel - cars, trucks, emergency vehicles, pedestrians, buses and bicyclists.	John Charles	10/15/09	No change recommended. Most funding for transit comes from sources that cannot be spent on road-related projects. Expansion of high capacity transit is part of the region's strategy to provide a balanced transportation system that also expands choices for travel and leverages planned economic development and growth in 2040 centers. This form of transit will also help the region address reductions in greenhouse gas emissions.
232	Project	Transportation equity depends on not just mobility - ability to move around, but also access - one's ability to be mobile. Expanding roads and highways in the Metro region is not the way to improve our transportation system. The projects must also allocate funding a space for those without cars or who choose to not use them. The current road emphasis of the RTP projects will not make us more mobile, address climate change, or make this the "greatest place."	Katelyn Hale	10/15/09	This comment has been forwarded to ODOT, cities and counties for consideration as part of developing project list refinements in the current RTP update and for consideration as part of future updates to local transportation system plans. See also Discussion item #1.
233	Project	Support for Saltzman Rd. extension.	Matt Wellner	9/21/09	No change recommended.
234	Project	For project #10164, please add the following language to the project description, "Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection." This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
235	Project	For project #10165, please change the project description to the following, "Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to SW River Parkway as two lanes northbound only." This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
236	Project	For project #10165, please change the project name to, "Moody/Bond Ave. Couplet - SW Bond Extension (River Parkway to Gibbs)" This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
237	Project	Delete #10574 (Farmington Road) for \$17.3 million as this is a duplicate of #11285	Metro staff	10/15/09	Amend as requested
238	Project	Support for #11116 (Garden Home improvements)	Michael Kisor	10/15/09	No change needed.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
239	Project	Reduce the scope of the Columbia River Crossing project; travel demand projects will not be as high as forecasted due to fuel costs and availability. Focus instead on replacing the railroad bridge and seismic retrofits.	Nellie Korn,	10/15/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.
240	Project	Add a statement to RTP that all improvements on ODOT facilities are subject to ODOT approval and must be consistent with ODOT standards (including mobility, design, access, signal warrants, traffic manual standards).	ODOT	10/15/09	Amend as requested, with an added clarification as follows, " <u>Local governments may request design exceptions from ODOT on a case-by-case basis.</u> "
241	Project	Include Project 10139 (I-205 Climbing lanes) in the Mobility Corridor Strategy to be developed	ODOT	10/15/09	Amend as requested.
242	Project	Project 11286 (OR 43 Terwilliger/Tryon Creek Bridge) recently improved the culvert here, it is unclear whether the bridge still needs to be replaced.	ODOT	10/15/09	Amend as requested.
243	Project	Project #10127 (OR 43 Improvements) - update description to reflect city-adopted conceptual design plan	ODOT	10/15/09	Amend as requested.
244	Project	Project 11284 (Farmington Road) - update to list as an ODOT facility and reconcile with project #10574 which appears redundant.	ODOT	10/15/09	Amend as requested.
245	Project	Reconcile the following overlapping or redundant projects: #10219 (Argyle on the Hill) and #10874 (Deltal Park Phase 2), #10141 (I-205/OR 213 interchange Phase 1) and #11180 (OR 213/Washington St); #10155 (Wilsonville Road/I-5 ramps) and #11071; #10734 (I-205SB to I-5 SB) duplicates #10872; and #10600 (US 26/Shute Road Interchange) and #11178 (US 26/Shute)	ODOT	10/15/09	Amend as requested.
246	Project	Remove ODOT as co-nominator on the following projects: #10248 (S. Waterfront), #10286 (Ped. Overpass), #10316 (Halsey Bridge), and #10335 (42nd Avenue Bridge).	ODOT	10/15/09	Amend as requested.
247	Project	Remove ODOT as co-nominator and list ODOT as facility owner on the following projects: #10259 (Powell Multi-Modal improvements), #10228 (82nd/Columbia), #10173 (Macadam ITS), #10175 (Yeon ITS), #10182 (St. Johns Ped District), #10235 (South Portland), #10255 (Macadam/Curry intersection), #10282 (Barbur/Capitol/Huber/Taylor's Ferry), #10283 (Barbur Multi-Modal), #10285 (Barbur Multi-Modal), #10291 (82nd Avenue), #10309 (Macadam Multi-modal) and #10332 (Lombard ITS).	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
248	Project	Remove ODOT as owner/operator from the following projects: #10114 (Sunrise parkway), #10852 (95th/Boones Ferry), #10383 (I-84/Us 26 connections), #10160 (Lloyd district access), #10163 (I-5/Gibbs), #11342 (I-5/99W southern arterial interface)	ODOT	10/15/09	Amend as requested.
249	Project	List ODOT as the facility owner/operator on the following projects: #10545 (OR 10/Oleson), #10018 (82nd Avenue), #10138 (OR 212), #11172 (OR 43 Bike connection), #10098 (OR 99E), #11198 (Portland-Milwaukie Active transportation Project), #10245 (Steel Bridge), #10287 (West Portland) with City, #10299 (Lombard), #11324 (Barbur Bridges), #11826 (82nd/Columbia) with city, #10803 (TV Highway Signal), #10780 (OR 47 intersection), #11136 (TV Highway/209th), #11137 (TV Highway/Century) with City, #11279 (US 26/185th) with county, #11220 (Hall), #11223 (Hall/Hunziker/Scoffins) with City, #10723 (OR 99W), #10732 (Boones Ferry), #10743 (OR 99W), and #10595 (Hall).	ODOT	10/15/09	Amend as requested.
250	Project	Update cost estimates for the following projects to be more accurate with ODOT's most recent estimates: #10014 (82nd) should be \$13.6 million, #11242 (I-205/10th St.), #10545 (OR 10/Oleson) should be \$40 million)	ODOT	10/15/09	Amend as requested.
251	Project	Revise project description for Project # 10343– West Hayden Island Crossing as follows, "Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the <u>West Hayden Island planning process that development of this portion of the island is an appropriate location for a bridge.</u> "	Portland Bureau of Transportation	10/15/09	Amend as requested.
252	Project	Save taxpayer money - don't replace the I-5 bridges; build a third bridge downstream near the BNSF railroad bridge to connect SW Washington to Washington County.	Ron Swaren	10/13/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.
253	Project	More transit is needed between Clackamas County and Washington County via I-205. There is no transit connection between the Green Line at Clackamas town center station and the WES commuter rail station. Many thousands of commuters drive from homes in Clackamas County to jobs in Washington County.	Stephan Lashbrook	10/15/09	No change recommended. TriMet has submitted a project (11332) that will build (in-lane) BRT along I-205 from Clackamas to Tualatin.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
254	Project	Change the action under the heading Park&Ride Traveler Information (page 21 of draft plan) to read "Add Park&Ride feature to a future TriMet multi-modal trip planning tool. The project will focus on Park&Ride lots that are at capacity in order to direct users to the next best Park&Ride. The tool might be based on estimates or real-time parking space availability (e.g., models and/or sensors) depending on project needs and investment decisions."	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
255	Project	Add a new action under transportation demand management that says "Parking management – This action serves as a placeholder for developing a larger-scale parking management action aimed at reducing peak-period congestion while promoting access to areas served by non-auto transportation options (transit, bike, walk and rideshare). The action will include public education, resources for enforcement of existing parking management strategies and increasing technology for variable pricing at existing parking meters, and opportunities for suburban jurisdictions to advance parking management strategies. The action must begin to take into account possible negative effects such as business impacts, spillover into adjacent neighborhoods and socio-economic impacts."	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
256	Project	Add a statement to Arterial Corridor Management project description for each mobility corridor that addresses the addition or upgrade of traffic signage.	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
257	Project	"Project lists were created using the six desired outcomes for a successful region and the JPACT-endorsed draft performance targets" (Chap. 3, p. 14). In our case, project selection was more based upon local needs, priorities and funding targets rather than outcomes, refinement criteria and performance targets.	Washington County	10/15/09	No change recommended. Local jurisdictions used the six desired outcomes for a successful region and the JPACT-endorsed draft performance targets as a framework for bringing forward projects. The idea was that the prioritization of local needs based on the funding targets would use the outcomes and targets to guide decision-making.
258	Project	Chapter 3, Page 15 "Less than twenty percent of the projects focus on the bicycle and pedestrian system." We are not sure this is a true statement. In figure 3.4, Bike/Ped is 18%, Regional Trail is another 7%, plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode.	Washington County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Amend as requested. The language will be changed to reflect that 18% <u>25%</u> of the projects are focused solely on the bicycle and/or pedestrian system. The regional trail system is a separate RTP system, different than the RTP bicycle and pedestrian systems.
259	Project	Project #10555 has been completed. Delete from the project list.	Washington County	10/15/09	Amend as requested.
260	Project	For project #10569 no cost is shown. Insert a project cost of \$17,611,000.	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
261	Project	Project #10579 has the incorrect project limits (119th Ave. doesn't exist). Replace 119th with 117th.	Washington County	10/15/09	Amend as requested.
262	Project	Project #10598 has the incorrect time period. Change it to 2008-2017.	Washington County	10/15/09	Amend as requested.
263	Project	For project #10610 the Regional Center land use is incorrect. Replace it with Town Center.	Washington County	10/15/09	Amend as requested.
264	Project	For project #10613, 119th Ave. doesn't exist, so replace it with 117th.	Washington County	10/15/09	Amend as requested.
265	Project	For project #11093 no cost is shown, but project is already funded with \$650,000 in ARRA funds. Reflect this in the project cost.	Washington County	10/15/09	Amend as requested.
266	Project	For project #11233 no cost is shown. Insert a project cost for \$13,576,000.	Washington County	10/15/09	Amend as requested.
267	Project	For project #11234 no cost is shown. Insert a project cost for \$19,096,000.	Washington County	10/15/09	Amend as requested.
268	Project	For project #11235 no cost is shown. Insert a project cost for \$25,673,000.	Washington County	10/15/09	Amend as requested.
269	Project	Project #10575 should reflect West Union to Cornelius Pass Improvements, Cornelius Pass to 185th, Arterial, Provide congestion relief, Widen from 2 to 5 lanes with bike lanes and sidewalks, \$26,192,000, 2026-2035, Neighborhood not shown. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
270	Project	Project #10594 should reflect Greenburg Rd. Improvements, Gomartin Ln. to Washington Square Dr., Arterial, Provide congestion relief, Widen to five lanes with bike lanes and sidewalks, \$15,547,000, 2026-2035, Regional Center. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
271	Project	For project #10598, 2018-2025 time period is incorrect. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
272	Project	Project #10687 should reflect Sherwood, Sherwood, South Loop Rd., 99W to 99W, Local, Provide congestion relief, Construction of 2 lane frontage road, \$3,410,000, 2018-2025, Employment area not shown. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
273	Project	Project #10697 should reflect Sherwood, Sherwood, 2040 Corridor Pedestrian Improvements, Completes gap in pedestrian system, Sherwood Blvd., Edy Rd., Oregon St. pedestrian upgrades, \$3,026,000, 2018-2025, 2040 corridor. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
274	Project	No cost was provided by Tualatin or shown on sheet for project #10734. Please obtain and show a project cost.	Washington County	10/15/09	Amend as requested.
275	Project	Project #10728 has a cost of \$78,000 and is less than \$1 million minimum put forth for projects as part of the RTP. Should this be bundled with other projects to reach a minimum threshold?	Washington County	10/15/09	Amend as requested.
276	Project	Project #10711 has a cost of \$307,000 and is less than \$1 million minimum put forth for projects as part of the RTP. Should this be bundled with other projects to reach a minimum threshold?	Washington County	10/15/09	Amend as requested.
277	Project	Project #10777 is the same as #10795. Delete project.	Washington County	10/15/09	Amend as requested.
278	Project	Project #10780 was submitted with \$8,300,000 in Financially Constrained funds and another \$3,000,000 in State RTP funds. If total \$11,600,000 cannot be accommodated under Federal Priority cap then shown remaining \$3 million under State RTP cap.	Washington County	10/15/09	Amend as requested.
279	Project	Project #10783 was submitted under Financially Constrained cap and project list should reflect it as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
280	Project	Project #10802 has a cost below \$1 million minimum. Could it be bundled with Project #10803?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
281	Project	Project #10803 has a cost below \$1 million minimum. Could it be bundled with Project #10802?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
282	Project	Project #10804 has a cost below \$1 million minimum. Could it be bundled with another project?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
283	Project	Project #10807 has a cost below \$1 million minimum. Could it be bundled with Project #10808?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
284	Project	Project #10808 has a cost below \$1 million minimum. Could it be bundled with Project #10807?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
285	Project	Project #11245 has a cost below \$1 million minimum. It needs to be bundled with a similar project and shown as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
286	Project	Project #11246 has a cost below \$1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
287	Project	Project #11247 has a cost below \$1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
288	Project	Project #11248 has a cost below \$1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
289	Project	Project #11249 has a cost below \$1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
290	Project	Project #11250 has a cost below \$1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
291	Project	Project #11251 has a cost below \$1 million minimum. It needs to be bundled with a similar project and shown as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
292	Project	For project #10812, 2008-2010 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
293	Project	For project #10813, 2009-2014 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
294	Project	For project #11134, 2011-2013 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
295	Project	Add a six-lane OR 217 project to the state RTP strategy for \$600-million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs and current local plans have assumed this project to be planned for the purposes of future land use decisions. The project is consistent with throughway concept in draft RTP.	Washington County Coordinating Committee	10/7/09	This comment and recommendation was moved to be discussion item #20 in Exhibit F. No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort – including the planned system recommended by the OR 217 corridor study.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
296	Project	<p>Add the following projects to the Federal Priority List: 10283 Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements - Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. 10285 Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements - Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits). 11324 Barbur Bridges - For seismic upgrades, reconstruction and bike and ped. facilities. - separate this project into two projects so that completing bike and pedestrian gaps south of Naito Parkway can be completed)</p> <p>Split project #10227 (Stephenson/Boones Ferry Road) into two projects so the intersection improvement can be included in the Federal priorities list.</p> <p>Add the following Portland TSP projects into the State RTP: SW Multnomah Boulevard, SW Boones Ferry Road, SW Huber, SW 19th, SW 19th and SW Spring Garden Road.</p>	web survey, Southwest Neighborhoods, Inc, Kay Durtschi	10/15/09	<p>TPAC discussed this item on November 20 and recommended the following amendments: (1) Split project #10227 (Stephenson/Boones Ferry Road) into two projects and retain both in federal priorities list as follows: #10227 SW Stephenson/Boones Ferry Intersection: Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road (\$1,438,592); (2) Add new Project SW Stephenson Multimodal improvements (Boones Ferry Road to 35th Avenue): Install bikeway and pedestrian facilities (\$2,374,408); (3) Add SW Multnahman Boulevard (Barbur to 45th Avenue to the State RTP list as described in recommendation #204; and (4) Add new project Boones Ferry Road Bikeway (terwilliger to City limits): Retrofit bike lanes to existing street (\$9,967,000) No change recommended. Given limited money, ODOT investment priorities focused on maintaining mobility in the region's freeways and freight routes. ODOT encouraged local governments to bring projects forward for state-owned facilities. The city of Portland submitted an Active Transportation Demonstration Project for SW Barbur Blvd. to Metro for consideration. PBOT decided to wait for the outcome of this process before adding these projects to the Federal Priority list. The projects could be amended to the Federal Priority List if this grant is funded. The Barbur Bridges project (#11324) is a new project for the State list. All of the Barbur Projects were a priority for the SWNI and were included in the State list of RTP projects. The I-5/SW Barbur Blvd./OR 99W corridor is recommended for future refinement planning to determine the general location of HCT proposed for this corridor as well as a long-term solution to address identified needs for all modes of travel. Additional analysis in this area may indicate additional needs and could modify projects and investment priorities for this corridor. There are a number of projects in SW Portland on the Federal Priority Project List. These include: three projects on Capitol Highway, plus Garden Home Road, city-wide sidewalk infill, and SW sidewalk infill. These comments have been forwarded to the city of Portland and ODOT for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP. The transit comments have been forwarded to TriMet for consideration as part of</p>
297	Project	Add #10845 (Construct Evergreen Parkway as 3 lane facility from Glencoe to Hornecker Road) into RTP for \$12.5 million.	City of Hillsboro	10/15/09	Amend as requested.
298	Project	Project # 10343 - West Hayden Island bridge - This project was recently reaffirmed by the City Portland contingent upon the West Hayden Island planning process. Until that process is completed, it is premature to include in the RTP, displacing many other important projects.	Coalition for a Livable Future	10/15/09	No change recommended. These comments have been forwarded to the city of Portland and Port of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.
299	Project	There is a need to reopen discussion of the westside bypass connecting I-5 to US 26 in western Washington County. This will become increasingly important as the urban reserves process moves forward.	Greg Miller, James Sullivan	9/21/09	No change recommended. The 2035 RTP identifies the need for addressing rural arterials that operate outside of the UGB. It is an outstanding issue that will be addressed as the urban and rural reserves process is resolved at the end of 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
300	Projects	Supports Sunnybrook extension project (#10019). This road will help alleviate traffic problems at Sunnyside and Harmony roads. Currently OIT's only access point (Harmony Rd) is crowded and dangerous. The Sunnybrook extension would provide another access point. This project will be a major contributing factor in OIT's decision about its ability to expand class offerings in the east metro region and make future investments at the Harmony Campus location.	City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College	10/1/09, 10/12/2009 and 10/13/09	No change recommended. TPAC recommended this item be moved to Exhibit F for JPACT discussion.
301	Projects	Amend the RTP project list with updated cost estimates and project descriptions for multiple projects within Clackamas County.	Clackamas County	10/6/09	Amend as requested.
302	Projects	Add Springwater Trail (Rugg Rd to Boring) to financially constrained project list as it has already received TE funding, but construction has not been obligated.	Clackamas County	10/6/09	Amend as requested.
303	Projects	Add three new Sunrise-related projects to the financially constrained project list: Sunrise Multi-use trail, OR 212/224 and Milwaukie Expressway	Clackamas County	10/6/09	Amend as requested with other project list refinements to keep within the federal priorities funding target for Clackamas County.
304	Projects	It is difficult to bike from the west side into downtown Portland. It would be great if long term we had a bike route that ran from Sylvan to either Goose Hollow or Portland State area. I clearly would double or triple the amount of times I ride my bike to downtown Portland.	Jeff Hollister	9/11/09	No change recommended. This connection is part of the long-term regional vision for the bicycle system. The Regional Bicycle Network map (Fig 2.22) shows a future regional trail paralleling US 26 which would connect Sylvan to Goose Hollow. No RTP project has been identified to build this connection. The City of Portland has included this connection in their Bicycle Master Plan as a future "Major City Bikeway," but has not yet identified a construction project. This comment has been forwarded to the City of Portland for consideration.
305	Projects	Add Trolley Trail (already funded project) to RTP Financially Constrained list, since its final phase of construction has not yet been obligated. Document in our financial accounting that we're carrying forward old \$ (\$4.5 million).	Metro Staff	10/14/09	Amend as requested.
306	Projects	Amend the financially constrained RTP project list to include a list of rail projects and amend the City of Portland/Port of Portland revenue tables to reflect an additional \$71.954 million dollars in Port/private funds.	Port of Portland	9/28/09	Amend as requested.
307	Projects	Add six identified rail projects to the Fiscally Constrained RTP project list	Port of Portland	10/15/09	Amend as requested. These have been reviewed by the Freight Task Force and were also submitted by the Task Force as recommended changes.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
308	Projects	Several comments requesting that Metro remove the Sunnybrook extension project (#10019) from the RTP because of environmental and traffic impacts of the road; 3 creeks natural and rare native old growth White Oak trees (300-500 years old) are in the project area, which provide needed canopy and drainage control.	Steve Berliner, Friends of Kellogg & Mt. Scott Creeks Watershed; Pat Russell, North Clackamas Citizens Association; Catherine Blosser & Terrence Dolan, Susan Shawn, Urban Green, Friends of North Clackamas Parks, North Clackamas Urban Watersheds Council; Dolly Macken-Hambright, Linwood Neighborhood Association, The Grove Homeowner's Association; Richard Till; Dick Shook; Christopher Swain, David Aschenbrenner; Patricia Holloway, Southgate Planning Association; Lynne Gibbons; Greg Ciannella; Lewis Miller; Walker Leiser; Matt Krueger; Jan Esler-Rowe; Michele Eccleston; Daniel Platter; Donald Wiley; Jeremy Person; Alex Bigazzi; Sean Sweeney; Genevieve Layman; Debbie Reynolds; Kathleen McFarlane; Matt Krueger, Grey to Green Tree Canopy Program - City of Portland Environmental Services; Chris Runyard; City of Milwaukie	9/15 - 10/15/09	No change recommended. On Nov. 4 and Nov. 18, MTAC and MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. On November 20, TPAC recommended this comment be moved to Exhibit F for JPACT discussion.
309	RTP System Maps	Revise map on page 33 of Chapter 2 to show Allen Boulevard west of Hall Boulevard as a minor arterial.	City of Beaverton	10/15/09	Amend as requested.
310	RTP System Maps	Revise Figure 2.15 to designate SE Harrison/SE Main as a major bus stop, not a transit center	City of Milwaukie	10/14/09	Amend as requested.
311	RTP System Maps	Revise Figure 2.15 to Lake Road/21st as a planned LRT station	City of Milwaukie	10/14/09	Amend as requested.
312	RTP System Maps	Amend Figure 2.12 Arterials & Throughways system map text box in East Multnomah County to read: "A proposed I-84/US 26 corridor refinement plan will define the long-term mobility strategy for the <u>East Multnomah County area, including an analysis of 181st/182nd, 223rd/Fairview Parkway, 242nd/Hogan, and 257th/Kane, in accordance with the 2007 MOU.</u> "	East Multnomah County Transportation Committee	10/5/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
313	RTP System Maps	Amend Figure 2.12 Arterials & Throughways system map text box arrow in East Multnomah County so that it does not point directly to the 242nd ROW. Add arrows pointing to all four facilities (181st, 223rd, 242, 257th), or just include arrows pointing toward the outer boundaries of study area - 181st and 257th.	East Multnomah County Transportation Committee	10/5/09	Amend as requested.
314	RTP System Maps	Change functional class of 242nd/Hogan Rd from Principal arterial to major arterial to be consistent with other North/South arterials in the area & remove bias from future corridor refinement plan. Include dashed line showing proposed connection to US 26 at southern end of rd should be included on all maps that show the dashed line connection to I-84 at the northern end.	East Multnomah County Transportation Committee and Multnomah County	10/5/09, 10/15/09	Amend as requested.
315	RTP System Maps	Amend transit system map (Fig 2.15) to include Frequent Bus service on Mcloughlin on Mcloughlin (south of Milwaukie) and Barbur (downtown Portland to Sherwood).	Metro Staff	10/14/09	Amend as requested.
316	RTP System Maps	Chapter 2, Figure 2.12, Consolidate rural arterials designated on Figure 2.10 into a single "rural arterial" designation to acknowledge the role of this network in carrying urban to urban trips and moving goods produced in the rural areas to their market.	Metro staff	10/12/09	Amend as requested. In addition, update unresolved issue on this topic to defer a broader policy discussion on rural arterials to follow the urban and rural reserves designation process. Parts of the rural arterial network will be critical providing the base transportation infrastructure for areas that are designated as urban reserves.
317	RTP System Maps	Update throughway and arterial network map (Figure 2.12) as follows, designate state facilities located outside the UGB and that connect to neighboring communities as principal arterials (e.g., OR 213, OR 224, US 26, OR 99W); remove Damascus parkway designation and designate OR 212 from Sunrise Project to US 26 as principal arterial, but retain text box describing refinement planning that is underway through the OR 212 study and Damascus TSP; and consolidate all principal arterial designations into a single designation rather than reflecting different design types which will be identified in Figure 2.10.	Metro staff	10/15/09	Amend as requested.
318	RTP System Maps	Review and refine street design designations for North Denver, OR 99E north of Lombard and OR 99E north of Milwaukie.	Metro staff	10/15/09	Amend as requested.
319	RTP System Maps	Amend functional class map to include roads that connect the urban network to the rural network - SE Stark (257th to where it becomes rural arterial) SE Division and/or SE Powell Valley Rd (257th to where they become a rural arterial).	Multnomah County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
320	RTP System Maps	Chapter 2, page 26, Figure 2.10, Regional Design Classifications and Page 33, Figure 2.12, Arterial and Throughway Network: correct inconsistencies between these two figures, e.g. a segment of TV Highway is designated a Highway on Figure 2.12, but a Street on Figure 2.10. The legend of Figure 2.10 should identify Freeways, Highways and Parkways as Throughways, and Boulevards and Streets as Arterials.	ODOT	10/15/09	Amend as requested. Tualatin Valley Highway should be designated as a throughway design from Murray Boulevard to Brookwood, consistent with the principal arterial functional classification designation. The long-term classification of this route should be further considered as part of the TGM-funded corridor study for Tualatin Valley Highway.
321	RTP System Maps	Amend transit system map (Fig 2.15) to include all existing Frequent service plus lines included in 2010 TIP: new service in TIP includes: Line 76 -NEW (Beaverton TC to Tualatin), Line 31 – EXTENSION (Milwaukie TC to 152nd), Line 54 - EXTENSION (Beaverton TC to Scholls Ferry Rd.), Line 35 - NEW (Oregon City TC to Portland Mall), Line 12 - EXTENSION (Durham Rd. to Sherwood), Line 79 - NEW (Clackamas TC to Oregon City TC), and Line 87 – NEW (NE Sandy to SE Powell).	TriMet	10/15/09	Amend as requested.
322	RTP System Maps	Amend transit system map (Fig. 2.15) to add new classification: "On-street BRT."	TriMet	10/15/09	Amend as requested.
323	RTP System Maps	Amend transit system map (Fig 2.15). Show new classification "On-Street BRT" along Powell to 92nd Ave and then cutting over to Division from 92nd to Gresham (replacing Divison's Frequent Bus designation east of 92nd). Also, show "On-Street BRT" along I-205 from Clackamas to Tualatin	TriMet	10/15/09	Amend as requested.
324	RTP System Maps	Amend transit system map (Fig 2.15). Regional bus routing of line 67 appears to take an incorrect route. Also, delete line-work showing a regional bus route and major bus stop on 234th south of Tualatin Valley Highway. This is a map error.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
325	RTP- Policy	Pg. 58: (First paragraph) Freight rail is very important to our region. At the same time, long stretches of linear ROW is a rare commodity, and we should encourage that it be shared when possible. The language of this report should not assume a conflict between uses or that freight rail would suffer. We suggest the following change: "Freight rail is currently at or near capacity, and so has little room to handle more traffic without additional investment in rail mainlines, yard and siding capacity. These constraints will worsen as freight volumes at the region's ports and intermodal facilities increase. Right-of-way should be considered for multiple uses such as freight rail, passenger rail and trails, but analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not precluded."	TriMet	10/15/09	Amend as requested with this modification: last sentence should read: "Whenever right-of-way is considered for multiple uses such as freight rail, passenger rail and trails, analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not compromised."
326	RTP- Clarification (same issue on p. 1 of Freight Plan)	Pg. 53: The blue box states that "One of five statewide jobs relies on an effective transportation network for operations." One could argue that all jobs rely on an effective transportation network for operations. Be clear about what is being stated. Is it one in five statewide jobs relies on a transportation network to transport goods?	TriMet	10/15/09	Amend as requested in both RTP and Freight Plan (p. 1)-- "One of five statewide jobs relies on an effective transportation network to move goods."
327	RTP-Freight Policy	suggestion is made to be more specific about green technologies. On page 58 of RTP Chapter 2.5.4, at the end of the sentence "It is important to ensure that the multimodal freight transportation system supports the health of the economy and the environment by pursuing clean, green and smart technologies and practices" add the words, "for example, by continuing to support/fund Cascade Sierra Solutions in providing diesel emission reduction technologies, etc."	City of Portland	10/15/09	Accept recommended change, with slight modification by adding new sentence following the last sentence on p. 58: "Details of the most promising technologies and practices will be developed as part of the Regional Freight Plan's elaboration of a freight action plan, as identified in Chapter 10 of that plan; however examples could include support for Cascade Sierra Solutions to provide diesel emission reduction technologies in the region."
328	TSMO plan	Corridor 10 - Revise description to Portland to Milwaukie LRT, recognize that the area's well-connected street network has been disrupted due to existing and historic railroad right-of-way,	City of Milwaukie	10/14/09	Amend as requested.
329	TSMO plan	Corridor 11 - Add Railroad Avenue as a parallel arterial and note that mainline freight rail alignment is an additional barrier to street connectivity.	City of Milwaukie	10/14/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
330	Unresolved Issues	Add to section 5.8.10 Best Design practices in transportation recognizing that the update to the guidebooks will incorporate designs for low-volume bicycle boulevards, alternate designs for high volume arterial streets (e.g. cycle tracks) and regional trails. The guidelines will also address the added design elements that are needed when these facilities serve as a bicycle parkway route, e.g. bicycle priority treatments and strategies for avoiding bike/ped conflicts.	Metro Staff	10/15/09	Amend as requested.
331	Unresolved Issues	Metro staff should research and recommend improved evaluation tools and criteria for policy-making and priority-setting in order to better understand how low-income, minority, disabled and elderly populations are being served by transportation policies & investment decisions.	Multnomah County, Coalition for a Livable Future	10/15/09	Amend Chapter 5 to add an unresolved issue, which describes that this follow-up work is needed prior to the next RTP update. This work will be a component of Metro's efforts to enhance the region's commitment to better address equity and federal Environmental Justice requirements.
332	Unresolved issues	A number of remaining tasks remain within a short timelines and limited resources. A consolidated task by task timeline of how the region gets to final adoption of the RTP in June 2010 would be helpful to have agencies plan for participation in the remaining work within Metro's available resources. If it is unrealistic, the timeline should be adjusted.	City of Beaverton, City of Portland, City of Tualatin	10/15/09, 10/15/09	Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration.
333	Unresolved issues	There are considerable unresolved issues identified in the draft plan. We urge these issues to be addressed before acceptance of the plan in Dec. '09 and final adoption in 2010. Commitments to address issues that cannot be resolved by Dec. '09 or 2010 must be included in the language that accepts and eventually adopts the plan.	City of Portland, Washington County	10/15/09	Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration.
334	Unresolved issues	The region should move forward with acceptance and final adoption of the RTP but commit to addressing the issues that cannot be resolved by Dec. '09 or final adoption in 2010 prior to the next RTP update.	TriMet, Multnomah County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration. No change needed. The region intends to implement the Regional Freight Plan in such a way as to retain companies like Sun-Microsystems.F349
335	Glossary	Page 1 - Alternative Transportation Mode: We should be moving away from this term. It indicates that the primary mode of transportation is the auto and all others are secondary.	TriMet	10/15/09	Amend as requested to remove references to "alternative transportation modes" in glossary and throughout document.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
336	Glossary	Pg. 3 - Revise Bus Rapid Transit (BRT) definition as follows, "Bus Rapid transit service uses high capacity buses in their own guide way or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency, and comfort to users. This service typically runs at least every 15 minutes during the weekday and weekend mid-day base periods <u>though frequencies may increase or decrease for individual applications and based on demand.</u> Stops are generally spaced one-quarter mile apart or more. Most stops have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional passenger amenities at stops <u>may</u> include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches, and bicycle parking."	Bus TriMet	10/15/09	Amend as requested.
337	Glossary	Pg. 7: - Revise Frequent Bus definition as follows, "Frequent bus service <u>offers local and regional bus service with stops approximately every 750 to 1000 feet, that runs more frequently than bus rapid transit, but is slower because it makes more stops, providing corridor service rather than nodal service along selected arterial streets.</u> This service typically runs at least every 15-40 minutes throughout the day and on weekdays <u>though frequencies may increase based on demand.</u> and It can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting, and median stations."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
338	Glossary	<p>Pg. 11: Revise Light Rail Transit (LRT) definition as follows, "<u>In this region, Light Rail Transit (LRT) is TriMet's MAX service. A frequent Light Rail Transit (LRT) It is a system of modern passenger rail cars operating on a fixed guidway within an exclusive or semi-exclusive right-of-way, or in the street with mixed traffic, connecting the central city with regional centers. LRT serves the Central City and Regional Centers as well as also serves station communities and may serve town centers and corridors. and</u> In addition, LRT serves regional public attractions such as the Washington County Fair Grounds, Civic Stadium, the Oregon Convention Center, Oregon Zoo, Metropolitan Exposition Center and the Rose Garden. LRT service typically runs at least every 15 minutes during midday base periods throughout the day. It operates with limited stops and operates at higher speed outside of downtown Portland. <u>Light rail cars are commonly MAX is powered by overhead electric lines though some systems in other regions are powered by on-board diesel or electric motors. Main elements include rail vehicles, rail tracks, overhead electric lines, modern rail stations, signal priority at intersections, and integration with transit-oriented development strategies...</u>"</p>	TriMet	10/15/09	Amend as requested.
339	Glossary	<p>Pg. 12: Revise Local Bus definition as follows, "Local bus lines provide access to public transit within neighborhoods, commercial districts and <u>some industrial areas, and often provide access to 2040 Target Areas and the remainder of the regional transit system. Local transit services are characterized by frequent stops along the route, with stops spaced every 750 to 1000 feet. Service levels vary, but often range from 30 to 60 minute headways through the day with more frequency during the peak periods to meet demand. Weekend and evening service levels are typically policy, not demand based.</u></p>	TriMet	10/15/09	Amend as requested.
340	Glossary	<p>Pg. 12: Revise Local Transit Network as follows, "The local transit network provides basic service and access to <u>local neighborhoods and activity centers as well as to the regional and high capacity transit networks. It also offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger infrastructure are appropriate at high ridership locations. Sidewalk connectivity and protected crosswalks are critical elements of the local transit network. This network includes local bus, para-transit, streetcar, and tram.</u>"</p>	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
341	Glossary	Pg. 18: Revise Regional Bus as follows, "Bus service that operates on arterial streets with typical headways of 15 minutes during most of the day, though midday headways may drop to 30 minutes. Regional bus <u>may</u> operate seven days per week, <u>but not necessarily based on demand and policy</u> . Stops are generally spaced every 750 to 1000 feet. Transit preferential treatments and passenger infrastructure such as bus shelters, special lighting, transit signal priority and curb extensions are appropriate at <u>some locations such as those with high ridership</u> ."	TriMet	10/15/09	Amend as requested.
342	Glossary	Pg. 18: Revise Regional Transit Network as follows, "The network of transit operates primarily on arterial streets. <u>Most</u> services operate at intervals of 15-minute headways or better (all day and weekends when possible) <u>and is intended to operate at higher speeds to better serve longer trips</u> . This network also includes preferential treatments, such as transit signal priority and queue bypasses <u>and in some cases exclusive or limited-access lanes</u> . Supportive design treatments and enhanced passenger infrastructure such as covered bus shelters, curb extensions and special lighting are provided at regional transit stops and high ridership locations. This network includes: frequent bus, regional bus, streetcar, transit centers, park and ride lots and regional transit stops."	TriMet	10/15/09	Amend as requested.
343	Glossary	Pg. 19: Revise Regional Transit Stops as follow, "Transit stops that provide a high degree of transit passenger comfort and access. Regional transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city, regional and town centers, main streets and corridors. Regional transit stops may also be located where bus lines intersect <u>providing transfer opportunites</u> or serve intermodal facilities, and major destinations such as major hospitals, colleges and universities. Regional transit stops may provide real-time schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
344	Glossary	Pg. 21: Revise Streetcar as follows, "Fixed-route <u>guideway</u> transit service usually mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and has also served as a potent incentive for denser development in centers. Service runs typically every 15 minutes or better and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered real-time schedule information, bus shelters, curb extensions and special lighting. Streetcar is distinguished from <u>Rapid Streetcar (defined elsewhere) by its operation in generally mixed-traffic lanes and with relatively short stop spacing.</u> "	TriMet	10/15/09	Amend as requested.
345	Existing conditions	Pg. 2: For each Chapter, consider listing the associated performance targets that are applicable to the chapter. This will help people understand what the target is and how or if the strategies relate to it.	TriMet	10/15/09	This comment will be addressed as part of finalizing the draft RTP in 2010. It may not be appropriate to list targets for each chapter, but it may be appropriate to link the targets to the system completion policies in Chapter 2 of the plan and the performance measures in Chapter 4.
346	Existing conditions	Pg. 12-19: The movement of freight is very important. There is also more to competing in a global economy than just moving freight efficiently. This section needs more discussion about what is required to make the region competitive. For example, creating a place where top talent and creative minded people is drawn is also important. Consider adding more supporting evidence to make this point.	TriMet	10/15/09	Amend as requested.
347	Existing conditions	Pg. 22: "Participants in a fall 2006 stakeholder workshop that included people who live on the western edge of the Metro urban growth boundary related person experiences of their families, who must walk five miles or more on roads without sidewalks to reach the nearest transit stop. Participants also mentioned the lack of transit connections to other suburbs, where their jobs may be located." While anecdotal evidence is important to gather, it should not be used as primary supporting evidence of how transportation choices are limited. Ninety percent of the region's population is within a half mile of transit. Also, almost any trip can be accommodated with a transfer; not all trips can be accommodated on a single bus route. In our experience when people are concerned about transit coverage in their area, what they are really responding to is less-frequent service or service that requires transfers. In many cases, until and unless there are significant changes in built form, densities, and street and sidewalk connectivity that level of service is all that can be prudently provide.	TriMet	10/15/09	Amend as requested to provide additional supporting evidence.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
348	Existing conditions	Pg. 26: When discussing the Steel Bridge include pedestrian counts in your average daily traffic totals to provide a more complete picture of mobility across the bridge. If none are available, mention this and note that there is significant pedestrian traffic over the bridge.	TriMet	10/15/09	Amend as requested.
349	Existing conditions	Pg. 53: "The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings." This causality seems incorrect. We want to reduce the expected growth in motor vehicle traffic and dramatically increase walking and biking by creating better pedestrian facilities and investing in demand management strategies. For example, the sentence would better read: <u>"If trends continue as they have, the expected growth in motor vehicles on our roads will inhibit the region's goal to become more walkable and bikable. We must begin to provide more and better pedestrian and bike facilities to encourage walking and biking."</u>	TriMet	10/15/09	Amend as requested.
350	Existing conditions	Pg. 54: In the paragraph on Regional bus service, it should refer to 12 frequent bus lines. When we combined names (example Division/Fessenden) this brought the total to 12.	TriMet	10/15/09	Amend as requested.
351	Performance Targets	Pg. 16: Are the interim regional modal targets for all trips or just for peak commute trips? We suggest breaking out the targets for each mode, rather than combining all "non-SOV" trips together into one category. By combining the non-SOV modes together, we do not have an accurate picture of how people are moving. If we want to increase less carbon-intensive modes of traveling, then we should set individual targets for pedestrian, bike, transit, and carpooling trips. An example target would be for each community to have a 20% pedestrian mode share, 15% bike mode share, and a 25% transit mode share.	TriMet	10/15/09	Amend to clarify that the targets are for average daily trips. See Discussion item #2 on performance targets.
352	Policy	Pg. 20: Eight Regional Transportation System Components are listed in the breakout box. They should be listed in the order we would like to prioritize them. For example, if demand management is the first strategy in the congestion management toolbox, then make it the first component listed here. The regional throughway and street network should be listed last. There should be consistency in presenting priorities.	TriMet	10/15/09	No change recommended. The order of the section is not intended to imply priorities.
353	Policy	Pg. 22: Under Centers and Main Streets the very first sentence states, "A diverse, walkable community depends on transportation infrastructure that provides a variety of ways to get around – serving pedestrians, bicyclists, and transit-users as well as drivers." Make it clear that Centers and Main Streets should be optimized for pedestrians, bicyclists, and transit users.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
354	Policy	Pg. 23: Under Regional Mobility Corridor Concept the last paragraph states, "New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should not be a barrier to bicycling or walking." New throughway and arterial facilities are naturally barriers to bicycling or walking. The policy should state that widening of arterials should be minimized precisely because it discourages walking and biking, and if new freeway interchanges or other road improvements create a barrier, then design elements, like exclusive bike/pedestrian bridges and short, protected at-grade crossings where safe, should be incorporated to remove the barrier.	TriMet	10/15/09	Amend as follows, "New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a manner as to <u>not be a barrier support</u> to bicycling, <u>orwalking and access to transit.</u> "
355	Policy	Pg. 28: There needs to be more direction given on how to design for pedestrians, bicyclists, and transit users. If this is a priority for the region, it deserves more in-depth discussion.	TriMet	10/15/09	No change recommended. More in-depth direction is included in Metro's livable streets handbooks and the pedestrian, bicycle and transit sections of this chapter.
356	Policy	Pg. 30: The first policy "Build a well-connected network of complete streets" does not fully capture the need. Add the following: " <u>...that prioritize safe and convenient pedestrian and bicycle access.</u> "	TriMet	10/15/09	Amend as requested.
357	Policy	Pg. 33-34: The discussion should differentiate between the need to move trucks through the region vs. the need to move cars through the region. The plan needs to encourage the flow of truck traffic. More useful than counting the number of vehicles on a facility are measures that track how many people or amount/value of freight travel on a facility.	TriMet	10/15/09	Amend discussion as requested. Current modeling tools limit the region's ability to measure the amount/value of freight travel on a facility. This is one of several areas that enhancements will be focused on in the future.
358	Policy	Pg. 43: Include Regional Transit Centers and Stations as a type of high capacity transit facility.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
359	Project	<p>Pg. 15: Figure 3.4 - the RTP Federal priorities by mode chart – shows close to 60% of projects and funding going toward throughways/roads/bridges and very little (1% of projects and less than 1% of funding) going toward ITS/TDM strategies. Furthermore, only 7% of funding is going toward bike/ped and trail improvements. The investment amounts do not match the priorities on walking, bicycling, and transit that other parts of the document emphasize.</p> <p>Pg. 17: Figure 3.6 – What types of projects fall under the “other solutions” category? In general, it would be helpful if you could provide examples of which projects fall under which categories. We suggest adding another column to Appendix A, stating which category the project falls into.</p> <p>Pg. 23: The RTP states, “Road and bridges comprise more than 50 percent of all the projects, but less than fifty percent of the total cost.” This is not true if you calculate the roads, bridges, and throughways together. These categories should be counted together.</p>	TriMet	10/15/09	Amend this chapter to better describe different elements of the investment strategy. Future TSP updates will update existing projects and identify new projects to better address the policies emphasized in the RTP.
360	Implementation	Pg. 19: Please clarify: how do the RTP Implementation Benchmarks relate to (1) JPACT endorsed performance targets; (2) RTP system evaluation measures; (3) RTP system monitoring performance measures; and (4) Regional Performance Indicators?	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
361	Regional Transportation Functional Plan	<p>Define Needs: The functional plan appears to be focused primarily on how to facilitate the free-flow of automobile traffic. We suggest placing the need to reduce greenhouse gas emissions and create a more sustainable overall transportation system as the primary needs.</p> <p>Strategy # 1 of the Congestion Management Process: The first strategy of the congestion management process is to manage demand. This priority does not appear to be fully reflected in proposed investments. We suggest that Metro work with individual jurisdictions to seek opportunities to adjust this focus.</p> <p>“No More Than” and “Shall Allow”: These terms are suffused throughout the document. While it is important to note what the absolute minimum is to be in compliance, a different value is typically more ideal. Consider adding language to the functional plan that emphasizes preferred values or ranges, then supplement with the minimum or maximum. For example, in Design Standards for Street connectivity on page 5, item C.2 requires developments to have a plan that “Provides full street connections with spacing of no more than 530 feet between connections...” This is a reasonable maximum, but a more ideal value is in the 200-300 foot range.</p>	TriMet	10/15/09	No change recommended. These comments will be addressed as part of finalizing the RTP in 2010.
362	Project	Need to Better integrate and provide for Bicycles, Pedestrians, and Transit Planning: The project list includes many projects that widen roads while adding or at least maintaining bicycle lanes and sidewalks. While the bike lanes and sidewalks are important, they are also generally required. Wider street crossings, more lanes and turning lanes can serve to diminish the quality and safety of the bicycle and pedestrian environment. We urge more efforts to expand the list of projects that add and improve sidewalks, not just widen road facilities.	TriMet	10/15/09	No change recommended. These comments have been forwarded to ODOT, cities, counties and the Port of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the cities and counties will do as a follow-on to the RTP.
363	Policy	Amend Objective 4.4 Demand Management as follows: “ Objective 4.4 Demand management – Implement services, incentives and supportive infrastructure to <u>dramatically</u> increase awareness of travel options walking, biking, taking transit, and carpooling.”	TriMet	10/28/09	Amend as discussed and recommended by TPAC on November 2 and MTAC on November 4: “ Objective 4.4 Demand management – Implement services, incentives and supportive infrastructure to <u>dramatically</u> increase awareness of travel options <u>telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.</u> ”

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
364	Policy	“ Objective 4.5 Value Pricing – Consider and selectively Promote as appropriate a broader application of value pricing as a potential management tool.”	TriMet	10/28/09	MTAC recommended approval of the language as proposed on Nov. 4. MPAC recommended approval of the language as proposed on Nov. 18. TPAC recommended the following language as proposed by TriMet and ODOT staff on Nov. 20, <u>“Consider a wide range of value pricing strategies and techniques as a management tool, including but not limit to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.”</u>
365	Policy	Add a paragraph to Chapter 2, on Page 32 just before Figure 2.11 as follows, “Research and experience have shown that there are <u>optimal street designs for various types of roadways: 2-lane for local streets and collectors, 4-lane for arterials and 6-lane for throughways. Therefore, before adding additional through lanes beyond this optimal configuration, projects must demonstrate that the additional lanes do not compromise the function of the roadway for all modes and that alternative investments are unavailable to address capacity concerns.</u> ”	Rex Burkholder, Metro Councilor	11/3/09	MTAC and TPAC recommended approval of the following language on Nov. 4 and Nov. 20, respectively, “Research and experience have shown <u>that there are optimal street designs for various types of roadways. 2-lane for local streets and collectors, 4-lane for arterials and 6-lane for throughways. Local streets and collectors are planned to consist of 2-lanes with turn lanes, major arterials are planned to consist of 4-lanes with turn lanes, minor arterials are planned to consist of 2-lanes with turn lanes and throughways are planned to consist of 6-lanes plus auxiliary lanes with grade separated interchanges or intersections. Therefore, before adding additional through lanes beyond this optimal configuration, the planned system, projects plans and studies must demonstrate that the additional lanes beyond the planned system do not compromise the function of the roadway for all modes and that alternative investments are unavailable the planned system of through lanes, transit service, bike, pedestrian and other parallel arterial, operational, system and demand management solutions do not adequately address transportation needs first, prior to considering widening beyond the planned system to address capacity concerns.</u> ” This language more clearly defines the planned system as required by the transportation planning rule, per comment #126, and the circumstances under which projects may be identified that go beyond the planned system to address identified needs. This language also better links the RTP to federally-required congestion management process and Policy 1G, Major Improvements, of the Oregon Highway Plan.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
366	Policy	<p>Amendment: Link transportation investments to increased diversity of housing</p> <p>Option 1 Revise Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):</p> <p>“Support the preservation and production of affordable housing in the region by giving higher priority to transportation investments for the benefit of those local governments taking measures to increase housing choice for income groups with very limited choices of housing within the jurisdiction.”</p> <p>Option 2 Add Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):</p> <p>“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”</p> <p>Option 3 Add Objective 8.3 to Goal 8: Ensure Equity (p. 11):</p> <p>“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”</p>	Robert Liberty, Metro Councilor	11/2/09	<p>MTAC and TPAC recommended Option 3 on Nov. 4 and Nov. 20, respectively. Add Objective 8.3 to Goal 8: Ensure Equity (p. 11): <u>“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”</u> In addition, add a new Objective 8.4 to Goal 8 that states, <u>“Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.”</u> Combined these two objectives will support the region’s efforts to better link transportation investments to increased housing diversity and providing affordable housing and transportation options for everyone.</p>
367	Project	<p>Revise the description of the Sunnybrook Road extension, project # 10019, be modified to add the following conditions:</p> <ul style="list-style-type: none"> • Design the street as a local access connector. • Apply a “practical design” approach. • Include green street elements in the final design of the project. • Minimize environmental impacts of the new street connection during future planning, engineering and construction phases. 	Carlotta Collette, Metro Councilor	11/5/09	<p>Amend as requested. MTAC did not take action on this recommendation as the amendment was provided after the 11/4/09 MTAC action on Exhibit G. On Nov. 18, MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. On Nov. 20, TPAC recommended this comment be moved to Exhibit F for JPACT discussion.</p>

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
368	Project	<p>Add the following language to Sunset the Columbia River Crossing (CRC) Project by September 1, 2011:</p> <p><u>"If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."</u></p>	Robert Liberty, Metro-Councilor	11/2/09	<p>On Nov. 18, MPAC (with Councilor Liberty's support) recommended withdrawing this proposed amendment and deferring a more detailed discussion to January/February 2010 on finance and the CRC project relative to other investment priorities. On Nov. 20, TPAC recommended this item be moved to Exhibit G with the following recommendation, "<u>No action in response to this comment.</u>" On Dec. 10, JPACT, recommended withdrawing this proposed amendment and deferring a more detailed discussion to January/February 2010 on finance and the CRC project relative to other investment priorities.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4099 FOR THE PURPOSE OF ACCEPTING THE DRAFT 2035 REGIONAL TRANSPORTATION PLAN, WITH THE FOLLOWING ELEMENTS, FOR FINAL REVIEW AND ANALYSIS FOR AIR QUALITY CONFORMANCE: THE TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS ACTION PLAN; THE REGIONAL FREIGHT PLAN; THE HIGH CAPACITY TRANSIT SYSTEM PLAN; AND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN

Date: December 10, 2009

Prepared by: Kim Ellis, 503-797-1617

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN

The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution No. 05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The update involves a new approach that included:

- (1) A strong education component to increase community and stakeholder awareness of the issues facing the region, including a growing population, climate change and economic instability.
- (2) An outcomes-based approach linked to public values to assess implementation of the 2040 Growth Concept and to evaluate and prioritize transportation investments. This approach more fully integrates land use, economic, environmental and transportation objectives in the decision-making process. Central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in drive alone trips, vehicle miles traveled and corresponding GHG emissions. The RTP includes specific performance targets and

indicators that we will monitor over time, using this information to determine whether future adjustments to policies and strategies are needed.

- (3) Collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept.

The 2035 RTP updates the policies, projects and strategies for implementing the 2040 Growth Concept and meeting the statewide greenhouse gas emissions reduction targets at the regional and local levels. By 2035, the metro region and surrounding counties are expected to grow by more than one million people and add more than 500,000 jobs, doubling trips on the transportation system.

Through its policies, projects and strategies, the 2035 RTP aims to:

- support the region's vision to use land inside the UGB as efficiently as possible to reduce the need for costly new infrastructure and protect farm and forest lands
- attract jobs and housing to downtowns, main streets and employment areas
- increase safety for all transportation system users
- increase the use of public transit and reduce travel distances and the need to travel by car to help reduce air pollution and our carbon footprint
- complete gaps in existing roads, bridges, transit service, sidewalks and bike facilities
- improve interchanges and more capacity in the region's highway system
- build trails and other connections to make it safer and more convenient to walk and bike
- use technology to make travel safer, more efficient and reliable for cars, trucks and transit

All of these strategies and investments will help the region make the most out of what we have, address growing congestion more comprehensively and make travel more convenient, affordable and reliable for everyone – including businesses and freight shippers. They will also provide real options for walking, biking and using transit and help the region's businesses and industries create and retain jobs and remain competitive.

The following outcomes, endorsed by the Metro Policy Advisory Committee (MPAC) in May 2008 and adopted by the Metro Council in Resolution No. 08-3940, provided the framework for the updated policies, projects and strategies:

Desired outcomes for a successful region

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet 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.

SUMMARY OF DECISION-MAKING PROCESS

Metro's transportation planning activities are guided by a federally mandated decision-making framework known as the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an

interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), MPAC, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process.

Technical work groups were formed to advise Metro staff on the development of work products throughout the process. Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Intelligent Transportation Systems (ITS) Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement provided advice on public engagement activities.

THE 2035 RTP UPDATE PROCESS AND DECISION TIMETABLE

Metro began the 2035 Regional Transportation Plan update in fall 2005, with early scoping that involved regional partners, community organizations and other stakeholders. Work from fall 2006 through fall 2007 included considerable stakeholder and public involvement to determine needs and develop policies that provided a framework to guide the update of the RTP. In December 2007, the Metro Council adopted the federal component of the 2035 RTP to meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU). The U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008.

Following approval of the federal RTP, the focus turned to the completion of a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. On May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for its completion by December 2009.

During 2008 and 2009, RTP work focused on framing and refining transportation and land-use choices as part of the broader *Making the Greatest Place* effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, and employment areas, consistent with the 2040 Growth Concept. This work included the evaluation of different land-use and transportation investment scenarios.

Metro also convened a bicycle work group to identify policy refinements to respond to public comments received during the federal component of the RTP update and to incorporate active transportation policy recommendations identified by the Blue Ribbon Committee for Trails. Metro will develop other policy refinements in the draft plan to further implement policy direction from the HCT, TSMO and Freight Plans and policy direction from JPACT and MPAC on performance targets.

At the same time, Metro and its regional partners continued to work on related planning efforts that will be included in the RTP: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood Bridge study, the high-capacity transit (HCT) system plan, the regional freight plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local land use, transportation and public infrastructure-related aspirations for managing growth and the investments needed to support them.

The technical analysis and policy development guided further system development and refinement before soliciting projects and funding strategies from the region's 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland and the Oregon Department of Transportation (ODOT) – the region's transportation providers. On June 15, 2009, the Metro Council, in conjunction with JPACT and MPAC, issued a "call for projects" to refine RTP investment priorities.

The RTP goals, draft performance targets and refinement criteria provided policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

JPACT-ENDORSED PERFORMANCE TARGETS TO REFINE INVESTMENT PRIORITIES

Economy	Wealth creation – By 2035, increase the number of living-wage jobs in centers and employment and industrial areas compared to 2000 through job creation and retention.
	Safety – By 2035, reduce crashes, injuries and fatalities by 50 percent compared to 2005.
	Reliability – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
Environment	Climate change – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit trips compared to 2005 to reduce vehicle miles traveled per person.
	Clean air – By 2035, achieve zero percent population exposure to at-risk levels of air pollution.
Equity	Compact urban form – By 2035, increase floor area ratios in centers and corridors by XX percent compared to 2000.
	Affordability – By 2035, the share of the region’s households that are cost-burdened declined by 20 percent compared to 2000.
	Equity – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by public transit for low-income, minority, senior and disabled populations compared to 2000.

JPACT-ENDORSED CRITERIA TO REFINE INVESTMENT PRIORITIES

- Make multi-modal travel safe and reliable
- Target investments to support local aspiration and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the draft RTP performance targets and criteria, and within the funding target established by JPACT. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in 1,058 proposed projects with a total estimated cost of \$19.6 billion.

The draft RTP and projects, draft TSMO Plan, draft Regional Freight Plan and draft HCT System Plan summary report and complete list of projects were released for a 30-day public comment period that was held from September 15 to October 15, 2009. The RTP comment package was released as part of the Making the Greatest Place effort and Metro’s chief operating officer’s recommendation titled “Strategies for a sustainable and prosperous region.”

Attachment 1 to the staff report provides a more detailed summary of the stakeholder and public involvement conducted from Spring 2006 to Fall 2009, and specific comments received during the most

recent public comment period held from September 15 to October 15, 2009. MPAC, JPACT and the Metro Council considered public comments received prior to action on this resolution.

Following acceptance of the RTP, staff will conduct a final analysis for conformity with the federal Clean Air Act and prepare findings, an updated draft document and the functional plan amendments needed to implement the new policies and strategies. The final draft RTP will then be released for 45 days of public comment beginning in March 2010, before MPAC, JPACT and the Metro Council consider approval by ordinance in June 2010.

ANALYSIS/INFORMATION

1. **Known Opposition:** Concerns have been raised about two projects and performance of the package of projects submitted by local governments, TriMet and ODOT relative to the plan's performance target for reducing greenhouse gas emissions. The two Washington County representatives and the City of Portland representative on JPACT voted in opposition to this resolution. Washington County's opposition came in response to JPACT's recommendation on the proposed southern arterial recommended in the I-5/99W Study (see 1.a below). The City of Portland representative opposed this resolution in response to JPACT's recommendation on how best to conduct further analysis of greenhouse gas emissions of RTP projects (see 1.c below).
 - a. **I-5/99W study recommendations (Alternative 7)** – Metro received more than 60 comments on the arterial connections recommended from the study. Comments opposed to some or all of the I-5/OR 99W arterial connections came from mostly from residents concerned about a lack of public process surrounding the proposed Alternative 7, increased traffic, damage to property values, damage to the environment and damage to a community park that would be affected by the northern arterial. At the October 8 JPACT meeting, the representative from Clackamas County indicated that they could not vote to support adoption of the RTP if it includes the Southern Arterial in the project list without the conditions approved by the Project Steering Committee. Staff recommended revisions to the timing and description of the recommendation to better describe the overall concept of the three arterial recommendation, conditions approved by the study's Project Steering Committee and the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector." Clackamas County representatives subsequently recommended further conditions be added to the project description for the Southern Arterial (Project #10598), directing that implementation will not proceed unless and until all the conditions are met, including conducting the I-5 South Corridor Refinement Plan that includes Mobility Corridors 2, 3 and 20. MPAC and JPACT recommended Metro Council approval of the additional conditions, over the opposition of Washington County and its cities.
 - a. **Sunnybrook Road extension (Project # 10019)** – Metro receive nearly 30 comments on this project. Comments opposed to the Sunnybrook Boulevard extensions came from individuals and community organizations concerned about potential environmental damage to sensitive natural areas. The City of Milwaukie is also opposed to the connection due to impacts to adjacent neighborhoods. Comments in support came from local governments and area colleges wanting to improve local connectivity. Staff recommends retaining this project. The project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The project provides local connectivity and access to Clackamas Community College's Harmony campus, improving circulation for all modes of travel and reducing the need to widen existing roads. Throughout the EIS and subsequent processes a number of concerns were raised and addressed regarding environmental impacts. Actions already taken to address concerns raised include realignment, reduced width, and completing a Carbon

Analysis/Reduction Study (the first within the State of Oregon). The RTP recommends continuing to minimize impacts during future planning, design and construction phases through the application of a “practical design” approach and “green street” treatments. On December 10, 2009, JPACT also recommended further amending the project description to pursue traffic mitigation on streets impacted in the City of Milwaukie.

- b. **Greenhouse gas emissions** – The RTP has received criticism from organizations such as the Bicycle Transportation Alliance and the Coalition for a Livable Future, as well as the Mayor of the City of Portland, that the plan fails to meet the RTP’s (and the state’s) stated goals for reducing greenhouse gas emissions. Staff is not recommending significant changes to the project list or a delay in the adoption of the RTP. It will take more than changing transportation investments to affect climate change in the Metro region. More compact urban development and strategies such as parking management, tolling and congestion pricing that can influence the demand on our road network must also be considered. Adopting the RTP now is essential to meet state deadlines and to move the discussion forward to determine the best strategies and approaches to address climate change.
- JPACT and MPAC recommended amending the draft RTP to include a draft climate change action plan that demonstrates the region’s leadership and commitment to address this issue in a timely and comprehensive manner.
 - The City of Portland proposed two separate amendments directing Metro staff to conduct further greenhouse gas analysis of the RTP projects prior to final adoption of the RTP.
 - The first amendment directed staff to conduct further analysis to determine which projects have the most significant adverse impacts on greenhouse gas emissions. The amendment also required MPAC, JPACT and the Metro Council consideration of changes to the RTP project list in Spring 2010 based on the results of the analysis. On November 18, 2009, MPAC recommended Metro Council approval of the first amendment. On November 20, 2009, TPAC did not recommend JPACT approval of the first amendment as recommended by MPAC.
 - The second City of Portland amendment directed staff to categorize the list of RTP projects, labeling each project as having “negative to low,” “moderate” or “higher” potential for increasing carbon dioxide emissions. In addition, the amendment called for further greenhouse gas analysis of projects in the “higher” category before projects could proceed with additional funding, planning or construction. JPACT did not act on the first amendment offered by the City of Portland at MPAC and TPAC, and the city’s second amendment failed when considered by JPACT.
 - A third amendment was proposed by members of the Metro Council to address the concerns and issues raised by the City of Portland and reconcile the conflicting recommendations made by MPAC and TPAC. The amendment directed staff to develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December, 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency’s final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system. The amendment also directed staff to prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted before the next RTP update begins in June 2012. On December 10, 2009, JPACT recommended Metro Council approval of this amendment.

2. **Legal Antecedents:** Several Federal, State and regional laws and actions relate to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- 2009 Oregon Jobs and Transportation Act (House Bill 2001).
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

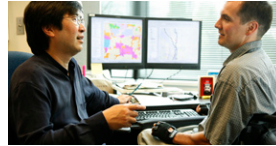
- Resolution 05-3610A, “For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities” adopted by the Metro Council on September 22, 2005.
- Resolution No. 06-3661, “For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975)” adopted by the Metro Council on June 15, 2006.
- Resolution No. 07-3793, “For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update” adopted by the Metro Council on March 15, 2007.
- Resolution 07-3831B, “For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis” adopted by the Metro Council on December 13, 2007.
- Resolution No. 08-3911, “For the Purpose of Approving the Air Quality Conformity Determination For the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program” adopted by the Metro Council on February 28, 2008.
- Resolution No. 08-3940, “For the Purpose of Affirming a Definition of a ‘Successful Region’ and Committing Metro to Work With Regional Partners to Identify Performance Indicators and Targets and to Develop a Decision-Making Process to Create Successful Communities” adopted by the Metro Council on June 26, 2008.
- Resolution No. 09-4052, “For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments” adopted by the Metro Council on July 9, 2009.

3. **Anticipated Effects:** With approval, staff will:
- Consolidate the Draft 2035 RTP and the Summary of Public Comments received during the September 15 to October 15, 2009, comment period (Exhibits F and G to this resolution) into a single document by March 31, 2010, for final public review.
 - Proceed with final system analysis and the federally-required air quality conformity.
 - Work with ODOT, TriMet and local governments to prepare amendments to Exhibit E to this resolution and the Urban Growth Management Functional Plan by March 31, 2010, to direct how local plans will implement the new RTP.
 - Work with ODOT, TriMet and local governments in winter, 2010, to incorporate the new RTP policies and performance targets in the next policy update to the Metropolitan Transportation Improvement Program (“MTIP”).
 - Prepare materials for Council, JPACT and MPAC policy discussions on tolling, parking management and other pricing strategies in 2010.
 - Work with the ODOT, TriMet and local governments to document mobility corridor strategies by March 31, 2010.
 - Work with ODOT, TriMet and local governments to develop and evaluate by January 1, 2012, by two or more alternative land use and transportation scenarios designed to reduce GHG emissions, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets. The Metro Council, JPACT and MPAC will consider recommendations from this effort prior to initiating the next RTP update in June, 2012. Recommendations may include amendments to RTP policies, performance targets, investment priorities and functional plan requirements in order to accelerate implementation. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.
 - Develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December, 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency’s final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system.
 - Prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update.
 - Work with the ODOT, TriMet and local governments to document the region’s inability to meet current mobility standards as defined in Policy 1F of the Oregon Highway Plan and proposed actions to maintain state highway mobility “as much as feasible and to avoid further degradation” by March 31, 2010. This work may result in new alternative mobility standards and regional and local policies and actions needed to meet them.
 - Hold final public hearings in Spring 2010 and submit final RTP and findings to LCDC in the manner of periodic review.
 - Submit final RTP and air quality conformity determination to FHWA for approval.
4. **Budget Impacts:** There is no financial impact to approval of this resolution.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 09-4099.

CLICK HERE FOR REPORT



2035

REGIONAL TRANSPORTATION PLAN

Public comment report

October 2009