

A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



RENEE CASTILLA  
METRO  
600 NE GRAND AVE  
PORTLAND OR 97232

**METRO**

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

**MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

**DATE: Thursday, November 13, 2003**

**TIME: 7:15 A.M.**

**PLACE: Metro Regional Center, Council Chambers**

7:15	Call to Order and Declaration of a Quorum	Councilor Park, Chair
7:15	* Review of Minutes	Councilor Park, Chair
7:20	Citizen communications to JPACT on non-agenda items	Councilor Park, Chair
7:25	* Draft 2004 Regional Transportation Plan (RTP) - <u>INFORMATIONAL</u>	Tom Kloster/Kim Ellis (Metro)
7:40	* South Corridor Downtown Segment Locally Preferred Alternative and Land Use Final Order <u>INFORMATIONAL</u>	Richard Brandman/ Ross Roberts (Metro)
7:55	* Bi-State Committee Bylaws – <u>APPROVAL REQUESTED</u>	Councilor Burkholder/ Commissioner Pridemore
8:10	# DEQ's Clean Diesel Initiative – <u>DISCUSSION</u>	Kevin Downing/ Stephanie Hallock (DEQ)
8:30	* Comments on proposed Special Transportation Area amendments to the Oregon Highway Plan – <u>APPROVAL REQUESTED</u>	Kim Ellis (Metro)
8:50	Federal Updates - <u>INFORMATIONAL</u>	Andy Cotugno (Metro)
9:00	ADJOURN	Councilor Park, Chair

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\* Material available electronically. Please call 503-797-1916 for a paper copy

\*\* Not all material on this agenda item is available electronically.

# Material provided at meeting.

All material will be available at the meeting.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
Thursday, October 9, 2003  
**REVISED**

**MEMBERS PRESENT**

**AFFILIATION**

Rod Park	Metro Council
Rex Burkholder	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT – Region 1)
Fred Hansen	TriMet
Carl Hosticka	Metro Council
Bill Kennemer	Clackamas County
Maria Rojo de Steffey	Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Don Wagner	Washington State Department of Transportation (WSDOT)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Roy Rogers	Washington County
Jim Francesconi	City of Portland
Rob Drake	City of Beaverton, representing Cities of Washington County
Jim Francesconi	City of Portland

**MEMBERS ABSENT**

**AFFILIATION**

Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver
Craig Pridemore	Clark County
Bill Wyatt	Port of Portland

**ALTERNATES PRESENT**

**AFFILIATION**

Paul Slyman	Oregon Department of Environmental Quality (DEQ)
Susie Lahsene	Port of Portland

**GUESTS PRESENT**

**AFFILIATION**

Robin McArthur	Oregon Department of Transportation (ODOT – Region 1)
Olivia Clark	TriMet
John Rist	Clackamas County
Lynn Peterson	City of Lake Oswego
Kathy Busse	Washington County
Laurel Wentworth	City of Portland
Sharon Nasset	NPBA
Rod Monroe	Metro Council
Charlotte Lehan	City of Wilsonville
Ed Abrahamson	Multnomah County

GUESTS PRESENT

AFFILIATION

Marianne Fitzgerald	Oregon Department of Environmental Quality (DEQ)
John Russell	Oregon Transportation Commission
Dick Jones	MCCI
Ken Zatarain	TriMet
Ron Papsdorf	City of Gresham

STAFF

Richard Brandman	Renee Castilla	Andy Cotugno	Tom Kloster
Patty Montgomery	Mark Turpel	Bridget Wieghart	

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Park called the meeting to order and declared a quorum at 7:18 a.m.

II. REVIEW OF MINUTES

The meeting minutes of September 12, 2003 were carried over to the next meeting.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

IV. RESOLUTION NO. 03-3373 ENDORSING THE RECOMMENDATIONS OF THE POWELL/FOSTER CORRIDOR PLAN

Mr. Richard Brandman gave a brief introduction of Corridor Planning and the Powell/Foster Corridor Plan.

Ms. Bridget Wieghart presented Resolution No. 03-3373 Endorsing the Recommendations of the Powell/Foster Corridor Plan (introduced as part of this meeting record.)

Councilor Rex Burkholder asked how light rail is included in the Powell/Foster Corridor Plan.

Ms. Bridget Wieghart replied that all improvements of the Powell/Foster Corridor Plan assume that light rail will be included.

Mr. Richard Brandman further stated that there is a light rail station planned for Powell Road.

Councilor Rod Monroe stated that the neighborhood association in the Barbara Welch community has expressed the importance of a lighted signal installed at that intersection due to safety issues.

Mr. Matthew Garrett stated that in areas where ODOT has a preservation project they are learning the importance of linking the planning efforts with the local jurisdictions. He further stated that the recommendations from the study call for a better streetscape situation. He said that they only have \$4 million to address 14 pedestrian crossings and access points. However, the landscaping remains an issue and requires continued encouragement of partners to identify funds to create better landscaping and safer roads.

Mr. Richard Brandman stated that when they first discussed the corridor study they realized they had many issues and thought it best to narrow them down to a couple of promising options. However, they changed that goal and the study lead into projects that could be possible, producing good results.

Mr. Andy Cotugno said that the members might see some projects come through the MTIP process because they are ready to start design and construction.

Chair Rod Park asked what was happening to the Birdsdale project.

Mr. Matthew Garrett replied that they are still having conversations.

Mr. Andy Cotugno introduced amendments to the Powell/Foster Resolution (included as part of this meeting record).

ACTION TAKEN: Mr. Fred Hansen moved and Mr. Matthew Garrett seconded the motion to approve Resolution No. 3373. The motion passed.

#### V. TRIMET TRANSIT SERVICE DEVELOPMENT REPORT

Mr. Andy Cotugno gave a brief history of the processes leading up to the TriMet Transit Service Development Report.

Mr. Fred Hansen gave a brief introduction of the TriMet Transit Service Development Report and introduced Ken Zatarain.

Councilor Karl Rohde asked Mr. Hansen how TriMet was working with local jurisdictions in their development of their TSPs to achieve the goal of improvements.

Mr. Fred Hansen stated that the presentation would address his questions.

Mr. Ken Zatarain presented the TriMet Transit Service Development Report (included as part of this meeting record).

Councilor Rex Burkholder asked why funds have been moved to MTIP (future).

Mr. Fred Hansen stated that they are using the MTIP for capital improvements and would use their general fund for operating expenses.

Mayor Rob Drake asked what the Transit Tracker System costs and what does it do for the rider.

Mr. Ken Zatarain stated that there is a large benefit to the rider because the system reassures passengers showing them when the bus will arrive rather than when it was scheduled to thus reducing the perceived waiting time. In addition, the system enhances the perception that the bus arrived on time because that is when the system said it would be there.

Mr. Fred Hansen said that in addition the system allows users to track the arrival time on TriMet's website via their home computer, PDA. He further stated that another component of the system is TriMet's bus dispatch system, which provides a security feature so that they always know where the buses are. He said that the original system for the bus dispatch cost \$7 million.

Mayor Rob Drake asked what the annual maintenance cost of the system was.

Mr. Fred Hansen replied that he would need to investigate the number and get back to Mayor Drake.

Councilor Larry Haverkamp asked what percent of the budget paid for the Lift system.

Mr. Fred Hansen stated that it was 7 or 8% of the budget and that the lift costs about 10 times more than a rider on a fixed route.

Councilor Carl Hosticka stated that TriMet does receive some state funds and tobacco funds to help pay for the Lift Program.

Councilor Karl Rohde suggested that TriMet works with local governments to create cooperation to modify codes to require transit facilities for new developments.

## VI. OTIA III FREIGHT ALLOCATION

Andy Cotugno presented the OTIA III Freight Allocation memo (included as part of this meeting record).

Matthew Garrett expressed the importance of projects that address the connection to industrial lands as well as job creation.

Chair Rod Park stated that they would have a regional list of projects that would be submitted.

Commissioner John Russell stated that they are looking for innovative projects that might not occur to the OTC without local influence.

Mr. Matthew Garrett also expressed the importance of projects that have their own leverage dollars.

Ms. Susie Lahsene asked how the OTC would be handling the other category allocations.

Mr. Matthew Garrett stated that it would be a couple of weeks before the OTC could give direction.

Ms. Susie Lahsene stated that the initial list freight list is quite large and would be good if there was a better understanding as to what the region's interests are in order to put forward the freight list.

Ms. Bridget Wieghart concurred that there is a large list and that the freight committee is focusing on projects that are real and can move forward in relatively short time frame. She further stated that Metro would be have an additional set of criteria that gives priority to projects that serve regional industrial sites and intermodal connections.

Councilor Rex Burkholder stated that it was important to stress the importance of selected projects that make a strong economic impact.

Commissioner John Russell stated that the region could make a strong case as to why this region should get a high percentage of the projects. He said the Chair of the Economic Development Committee recognizes that Portland has the highest unemployment rate in the state.

## VII. TEXAS TRANSPORTATION INSTITUTE – WHAT DOES IT MEAN?

Mr. Richard Brandman presented the Texas Transportation Institute Study (included as part of this meeting record.)

Mayor Rob Drake asked if anyone had an opportunity to explain the results to the media.

Chair Rod Park stated that they tried many attempts to explain the study.

Commissioner John Russell said while it is important to note that Portland does not have the 8<sup>th</sup> worst congestion it is also important to admit that the region does have a problem with congestion and that investment is needed to improve.

Commissioner Bill Kennemer stated that while there are a few inconsistencies with the report, it is important to realize that the region does have problems and unless the region is proactive in correcting those problems then it will end up like Seattle.

Commissioner John Russell stated that transportation is not the most important concern that people have.

Mayor Rob Drake said that the City of Beaverton has done both non-professional and professional polling and transportation issues always ranks in the top 3.

Commissioner Jim Francesconi said that the response to the TTI study should be crafted carefully because it is important not to have people think that the region is not doing something for the traffic problems. He further suggested that JPACT host a retreat to allow for these types

of discussions to take place. In particular, the importance of creating funding streams for regional efforts.

Chair Rod Park said an issue to discuss is whether the Metro Region should count satellite cities since Metro has an influence and effect on them.

Councilor Larry Haverkamp stated that it is important to address land use and transportation together.

Chair Rod Park reminded the committee that the next Transportation Funding Workgroup was scheduled for Monday, October 13, 2003.

Commissioner John Russell advised the JPACT members to use its Salem delegation more effectively.

Councilor Larry Haverkamp replied that it was important not to ignore the Washington delegation members either.

#### VIII. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Renee Castilla

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
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Mayor Rob Drake said that the City of Beaverton has done both non-professional and professional polling and transportation issues always ranks in the top 3.

Jim Francesconi saying the region is not doing something; indirectly, suggestion; meetings on different phases; retreat; shore with one another, attempt, afternoon; future; different funding streams; start getting it more together; pull this together; mount a successful regional effort.

Staff work done; effective time spent; staff will do to make sure it is set up right. Regions economically, resources for freight, how will it be done. Up the urgency.

Chair Rod Park said an issue to discuss is whether the Metro Region should count satellite cities since Metro has an influence and effect on them.

Councilor Larry Haverkamp stated that it is important to address land use and transportation together.

Chair Rod Park reminded the committee that the next Transportation Funding Workgroup was scheduled for Monday, October 13, 2003.

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#### VIII. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Rence Castilla

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1916 | FAX 503 797 1930



METRO

Date: November 6, 2003  
To: JPACT  
From: Andrew C. Cotugno, Director  
Planning Department  
Subject: JPACT Meetings for Calendar Year 2004

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 2004 in Metro Council Chambers:

Thursday	January 15, 2004	7:15 a.m.
Thursday	February 12, 2004	7:15 a.m.
Thursday	March 11, 2004	7:15 a.m.
Thursday	April 8, 2004	7:15 a.m.
Thursday	May 13, 2004	7:15 a.m.
Thursday	June 10, 2004	7:15 a.m.
Thursday	July 8, 2004	7:15 a.m.
Thursday	August 12, 2004	7:15 a.m.
Thursday	September 9, 2004	7:15 a.m.
Thursday	October 14, 2004	7:15 a.m.
Thursday	November 18, 2004 (due to Veterans Day)	7:15 a.m.
Thursday	December 16, 2004	7:15 a.m.
Thursday	January 20, 2005	7:15 a.m.

ACC:rc

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1916 | FAX 503 797 1930



METRO

Date: November 6, 2003

To: TPAC

From: Andrew C. Cotugno, Director  
Planning Department

Subject: TPAC Meetings for Calendar Year 2004

Please mark your calendar for the following TPAC meeting times scheduled during calendar year 2004 in Metro conference room 370 A and B:

Friday	January 2, 2004 (lieu of December)	9:30 a.m.
Friday	January 30, 2004	9:30 a.m.
Friday	February 27, 2004	9:30 a.m.
Friday	March 26, 2004	9:30 a.m.
Friday	April 30, 2004	9:30 a.m.
Friday	May 28, 2004	9:30 a.m.
Friday	June 25, 2004	9:30 a.m.
Friday	July 30, 2004	9:30 a.m.
Friday	August 27, 2004	9:30 a.m.
Friday	September 24, 2004	9:30 a.m.
Friday	November 5, 2004	9:30 a.m.
Friday	December 3, 2004 (in lieu of Nov.)	9:30 a.m.
Friday	January 7, 2004 (in lieu of Dec.)	9:30 a.m.

ACC:rc

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2002-05 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING OF FIVE PROJECTS; HIGHWAY 43 TURN REFUGES, HIGHWAY 30 SAFETY IMPROVEMENTS, UNION STATION IMPROVEMENTS, TUALATIN RIVER BIKE/PED BRIDGE, AND HILLSBORO REGIONAL CENTER PEDESTRIAN IMPROVEMENTS. ) RESOLUTION NO. 03-3399  
)  
) Introduced by Councilor Rod Park; JPACT Chair

WHEREAS, projects selected to receive federal transportation funding must be included in the Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, and

WHEREAS, the Oregon Department of Transportation has proposed beginning five projects within the Metro region this fiscal year, and

WHEREAS, these projects are consistent with the 2000 Regional Transportation Plan, and

WHEREAS, these projects are determined to be exempt from findings of compliance with the Oregon State implementation plan for air quality; now therefore

BE IT RESOLVED that the Metro Council amends the 2002-05 Metropolitan Transportation Improvement Program to include funding for the following projects:

- Highway 43 turn refuges at intersections from Laurel Street to Glenmorrie Drive,
- Highway 30 pedestrian safety improvements at 105<sup>th</sup> and 107<sup>th</sup> Avenues,
- Union Station building repairs,
- Tualatin River bicycle and pedestrian bridge,
- Hillsboro regional center pedestrian improvements.

ADOPTED by the Metro Council this 11th day of December, 2003

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David Bragdon, Council President

Approved as to Form:



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Daniel B. Cooper, Metro Attorney

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 03-3399, FOR THE PURPOSE OF AMENDING THE 2002-05 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING OF FIVE PROJECTS; HIGHWAY 43 TURN REFUGES, HIGHWAY 30 PEDESTRIAN SAFETY IMPROVEMENTS, UNION STATION IMPROVEMENTS, TUALATIN RIVER BIKE/PED BRIDGE, AND HILLSBORO REGIONAL CENTER PEDESTRIAN IMPROVEMENTS.

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Date: November 24, 2003

Prepared by: Ted Leybold

### **BACKGROUND**

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. To qualify to receive federal transportation funds, projects must be approved in the MTIP. The MTIP is updated every two years and amended as necessary to reflect current programming of federal transportation funds.

The Oregon Department of Transportation (ODOT) has proposed to begin preliminary engineering on five projects not currently programmed in the MTIP. ODOT is interested in beginning preliminary engineering of these projects prior to when the US Department of Transportation may recognize the upcoming 2004-07 Metropolitan and State Implementation Plans as conforming with air quality regulations. To proceed prior to this federal action, it is necessary to amend the existing 2002-05 Metropolitan Transportation Improvement Program.

Following are brief descriptions of the projects:

Highway 43 Turn Refuges. This project will add turn refuges at intersections of Highway 43 south of downtown Lake Oswego from the intersection of Laurel Street to the intersection of Glenmorrie Drive. The project will be funded through the State safety program in the amount of \$275,800.

Highway 30 Pedestrian Safety. This project will add pedestrian safety elements on Highway 30 in the Linnton area near the intersections of 105<sup>th</sup> and 107<sup>th</sup> Avenues. Safety elements will include signal modifications, curb extensions, sidewalks and possibly illumination elements. The project will be funded through the State safety program in the amount of \$550,000.

Union Station Improvements. This project will provide roof, masonry and carpentry repairs to the Union Station building. The project will be funded through the state Transportation Enhancements program in the amount of \$1,155,000.

Tualatin River Pedestrian/Bike Bridge. This project will provide a new pedestrian and bicycle bridge and approach trails across the Tualatin River. The project will be funded through the state Transportation Enhancements program in the amount of \$1,390,000.

Hillsboro Regional Center Pedestrian Improvements. This project will provide sidewalks, crosswalks, lighting and planter strips on several streets in the Hillsboro regional center. The project will be funded through the state Transportation Enhancements program in the amount of \$739,500.

These projects are exempt from a determination of conformity with the Oregon State Implementation Plan for air quality.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21) and the federal Clean Air Act. This resolution is consistent with the 2000 Regional Transportation Plan.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to make these projects eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

## **RECOMMENDED ACTION**

Approve the resolution as recommended.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2002- ) RESOLUTION NO. 03-3398  
05 METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM TO ADD ) Introduced by Councilor Rod Park; JPACT  
FUNDING OF PRELIMINARY ENGINEERING ) Chair  
OF THE HIGHWAY 217 WIDENING PROJECT.

WHEREAS, projects selected to receive federal transportation funding must be included in the Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, and

WHEREAS, the Oregon Department of Transportation has proposed beginning preliminary engineering for the widening of Highway 217 northbound to three lanes between the Tualatin Valley (State Highway 10) and Sunset (State Highway 26) highways this fiscal year, and

WHEREAS, this project is consistent with the 2000 Regional Transportation Plan and the Westside Environmental Impact Statement, and

WHEREAS, these proposed programming of these funds in the MTIP must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the attached as Exhibit A demonstrates compliance of this project with the Oregon State implementation plan for air quality; now therefore

BE IT RESOLVED that the Metro Council amends the 2002-05 Metropolitan Transportation Improvement Program to include the Highway 217 widening project, subject to concurrence from the Federal Highway Administration on the demonstration of compliance with the Oregon State Implementation Plan for air quality.

ADOPTED by the Metro Council this 11th day of December, 2003

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**Exhibit A;**  
**Metro Resolution No. 03-3398**

This exhibit serves as the Determination of Conformity to the Oregon State Implementation Plan for air quality for the 2002-05 Metropolitan Transportation Improvement Program as amended by Metro Resolution No. 03-3398.

Metro Resolution No. 03-3398 adds programming of \$1,676,000 of federal funding (\$1,867,826 total funding) for preliminary engineering (PE) of RTP Project Number 3001; Highway 217 between Tualatin Valley Highway and Highway 26 – widening to three lanes in north bound direction and interchange ramp work, in federal fiscal year 2004.

This is a non-exempt project for purposes of impact to air quality and therefore must demonstrate compliance with the Oregon State Improvement Plan for air quality prior to obligation of federal funds.

This project is adopted as a part of the 2000 Regional Transportation Plan financially constrained system for the Metro area, (as amended by Ordinance 02-946A). Within the financially constrained system, this project was programmed to be operating within the 2006 to 2010 time frame. Therefore, it was included as a built project in the 2010 network (and all subsequent networks) for conformity with air quality rules.

Quantitative conformity analysis of the 2000 Regional Transportation Plan, approved through Metro Resolution No. 00-2999, received joint Federal Highway Administration and Federal Transit Administration approval on January 26, 2001. The qualitative factors of the conformity determination demonstrating planning assumptions and modeling techniques are addressed in the 2000 RTP Air Quality Conformity Determination report. These issues have not significantly changed since adoption of the report. Therefore, no supplemental quantitative analysis of emissions effects of the funding allocation to this project is warranted.

As the amendment of the 2002-05 MTIP to include preliminary engineering for this project is consistent with the construction of this project within the 2006 to 2010 time frame as conformed within the regional transportation plan, and not prior to the 2005 air quality analysis year, also consistent with the plan, this amendment of the MTIP is in conformance with the Oregon State Implementation Plan for air quality.

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3398, FOR THE PURPOSE OF AMENDING THE 2002-05 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING OF PRELIMINARY ENGINEERING OF THE HIGHWAY 217 WIDENING PROJECT.

---

Date: November 24, 2003

Prepared by: Ted Leybold

### BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. To qualify to receive federal transportation funds, projects must be approved in the MTIP.

The Oregon Department of Transportation (ODOT) has proposed to begin preliminary engineering on the widening of Highway 217 northbound to three lanes between the Tualatin Valley (Oregon Highway 10) and Sunset (Oregon Highway 26) highways this federal fiscal year. While engineering of this project in this time frame is consistent with the Regional Transportation Plan and the project has completed necessary environmental analysis as a part of the Westside Environmental Impact Statement, it is not currently programmed in the MTIP.

ODOT proposed funding preliminary engineering of this project within its process to review and adopt the 2004-07 State Transportation Implementation Plan. This planning process has met all state and federal requirements for public involvement and has been adopted by the Oregon Transportation Commission. Metro has not yet completed its 2004-07 Metropolitan Transportation Improvement Program. ODOT is interested in beginning preliminary engineering of this project prior to when the US Department of Transportation may recognize the 2004-07 Metropolitan and State Implementation Plans as conforming with air quality regulations. To proceed prior to this federal action, it is necessary to amend the existing 2002-05 Metropolitan Transportation Improvement Program.

As the Highway 217 widening project will add capacity to the motor vehicle system, it must be found that construction of this project is in conformance with the federal Clean Air Act and specifically, the Oregon State implementation plan for air quality. The finding of conformance with the Oregon State implementation plan for air quality is attached as Exhibit A.

### ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Several antecedents relate to this resolution. This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21<sup>st</sup> Century or TEA-21) and the federal Clean Air Act. This resolution conforms with the Oregon State Implementation Plan for air quality. It is also consistent with the 2000 Regional Transportation Plan.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the Highway 217 transportation project eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

**RECOMMENDED ACTION**

Approve the resolution as recommended.

# DRAFT

## STAFF REPORT

IN CONSIDERATION OF [RESOLUTION] NO. [INSERT NUMBER], FOR THE PURPOSE OF [ADOPTING THE REGIONAL TRAVEL OPTIONS PROGRAM 5-YEAR STRATEGIC PLAN]

---

Date: [November 25, 2003]

Prepared by: [Bill Barber]

Staff recommends adoption of the mission, goals, strategies and actions in the Regional Travel Options (RTO) Program 5-Year Strategic Plan. The plan includes a financially constrained funding scenario that retains \$500,000 in Metropolitan Transportation Improvement Program (MTIP) reserve funds and a preferred funding program that allows for RTO program growth by seeking program funding beyond the MTIP funding process.

The Strategic Plan is the result of a six-month process by the TDM Subcommittee at large, and a number of working groups, including transportation management associations (TMAs), marketing, performance measures and rideshare groups. The working groups completed the detailed program work plans in Attachment B. In addition, a Senior Management group with representatives from Metro, ODOT, Portland and TriMet participated in the process in an advisory capacity.

What has emerged from the strategic planning process is a bold new vision and proposed direction for the Regional Travel Options program. The new vision emphasizes working more collaboratively to implement a highly integrated program that has measurable results and tangible impacts on the environment, the economy and the quality of life of all people in the region. The strategic plan represents an exciting move toward greater regional cooperation when it comes to articulating a wide range of travel options, and a move away from separate stakeholders with overlapping transportation demand management programs. The program is becoming increasingly connected with related regional planning efforts such as 2040 Centers, transit-oriented development, corridor planning and community health.

The mission of the RTO program is: "The regional partners will work collaboratively to provide and actively market a range of travel options for all residents of the region." Because of this change of focus staff recommends changing the name of the Transportation Demand Management (TDM) Subcommittee of TPAC to the Regional Travel Options (RTO) Subcommittee of TPAC.

The Plan is attached to this staff report and includes the following:

- Regional Travel Options Program 5-Year Strategic Plan (Draft November 5, 2003)
- Appendix A: Budget/Funding Scenarios
- Appendix B: Detailed Program Work Plans
- Appendix C: Past Program Expenditures

One key component of the strategic plan are the alternative budget/funding scenarios described in Appendix A, including two financially constrained funding scenarios and a preferred funding scenario for the Regional Transportation Options (RTO) program. The three funding scenarios are summarized as follows:



# DRAFT

Scenario A. This scenario assumes that \$500,000 in RTO funding that is currently in reserve pending completion of the strategic plan would be retained. Marketing funds are divided between the TriMet employer program to support employee outreach and transit pass marketing, and a proposed collaborative marketing program that integrates marketing efforts of all regional partners. A regional rideshare program that combines regional vanpool, CarpoolMatchNW and an integrated marketing program is proposed. Scenario A is recommended as the financially constrained budget, based on current levels of funding allocated through the Metropolitan Transportation Improvement Program (MTIP) through FY 2007/08.

Scenario B. This scenario assumes that \$500,000 in RTO funding would be transferred to TriMet's frequent bus program in 2006 and 2007. Funding is cut from the TriMet employer program and the collaborative marketing program. The rest of the RTO Program remains the same as Scenario A.

The TDM Subcommittee was directed by JPACT to develop Scenario B. Scenario B is not recommended due to adverse impacts to the current TriMet employer program and the proposed collaborative marketing program. Cutting other RTO core programs would have adverse effects as well. One potential remedy is to replace the \$500,000 funding during the next MTIP process that begins in 2004, since the \$500,000 currently in reserve is not due to be allocated until FY2006/07 and FY2007/08.

Scenario B is a placeholder that describes the impact of cutting \$500,000 from the program. Other creative solutions for replacing \$500,000 continue to be discussed as the RTO strategic plan goes through the TDM Subcommittee and into the TPAC / JPACT / Metro Council decision making process.

Scenario C: Preferred RTO Collaborative Program. This scenario shows what a fully funded transportation options program would look like for the region. Additional funds outside of MTIP programming would need to be secured. Scenario C assumes growth in the TriMet Employer Program and Collaborative Marketing Program. The preferred program also assumes new and expanded RTO program elements, including targeted travel training and a targeted pedestrian safety campaign. In order to implement Scenario C, staff recommends pursuing funding beyond MTIP.

## **BACKGROUND**

The purpose of the Regional Travel Options Program includes guiding implementation of regional transportation demand management (TDM) policies in the Regional Transportation Plan (RTP). These policies, in turn, are the RTP strategy for leveraging the development of compact centers with transportation investments. The program provides for analysis and recommendation of TDM techniques and strategies within the Portland region. Metro chairs the TDM Subcommittee of TPAC and works with TriMet, ODOT, DEQ and other state agencies; local jurisdictions and private employers to plan fund and implement TDM strategies. Target groups served or affected include local cities and counties, state and regional agencies and the public at-large. The program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region using a variety of transportation options.

During the past 10 years the regional TDM program has advanced from a policy and planning program towards a regionally coordinated implementation program. In 1992, the TPAC Transportation Demand Management (TDM) Subcommittee was established by Metro Resolution to develop project selection criteria and oversee program implementation activities for the first two rounds of Congestion Mitigation and Air Quality (CMAQ) projects in the region. The mission of the TDM Subcommittee is to reduce the need to drive by advocating for TDM in the region, developing funding and policy recommendations to TPAC and coordinating regional TDM programs. In order to achieve this mission, the TDM program at TriMet was expanded to include regional marketing and technical assistance to employers that faced local transportation and parking concerns.

# DRAFT

In 1997, TriMet and the Department of Environmental Quality (DEQ) became the region's key partners in providing compliance assistance to employers and local jurisdictions for regulatory requirements such as the Employee Commute Option (ECO) Rule. In 1999, the TDM program became more coordinated with the addition of an Employee Commute Options (ECO) clearinghouse, a regional telecommuting program, a local TDM program in Wilsonville, a TMA Assistance Program, and a Region 2040 Initiatives program. Also in 1999, the City of Portland restructured its Transportation Bureau to include a Transportation Options Division, and other counties and cities in the region began actively working with businesses and communities to address the need for transportation options.

Over the past six months the TDM Subcommittee has identified a need to revise the mission to reflect the new strategic direction to create a more collaborative approach to program development, marketing, implementation and evaluation. This plan details the TDM Subcommittee's strategy for implementing a newly envisioned Regional Travel Options program.

The TDM Subcommittee went through a prioritization exercise and discussed the framework for the strategic plan. Completing a coordinated marketing plan emerged as the highest priority. The Subcommittee reviewed the strategic plan framework, future funding availability and a list of program priorities. For the latter, cost to implement priority programs and what agency/jurisdiction should implement each program was determined.

## ANALYSIS/INFORMATION

1. **Known Opposition** No known opposition.
2. **Legal Antecedents** [Legislation related to the proposed legislation, including federal, state, or local law and Metro resolution numbers, include the following:]

1991 Federal Clean Air Act Amendments. The need for a comprehensive regional TDM program was addressed in Metro Resolution No. 91 – 1474 in response to the Oregon Transportation Planning Rule and the Federal Clean Air Act Amendments of 1990.

TDM Subcommittee. The TPAC TDM Subcommittee was established by Metro Resolution 92 – 1610. Oversight for the development and evaluation of TDM strategies, and formation of final recommendations to TPAC, JPACT and Metro Council concerning TDM planning, programming and implementation activities were assigned to the Subcommittee.

TDM Relationship to DEQ's Ozone Maintenance Plan (Governor's Task Force on Motor Vehicle Emissions Reduction (HB 2214). The task force recommended a base plan focused on specific strategies to maximize air quality benefits. The air quality strategies selected by the region formed the base for a 10-year air quality maintenance plan for the Portland area. The primary TDM transportation control measures (TCMs) in the maintenance plan are the employee commute options program (ECO) and the regional parking ratio program.

Transportation Management Association (TMA) Policy. The policy basis and funding strategy for TMAs was adopted through Metro Resolution No. 98 – 2676. Metro Resolution No. 99- 2864 allocated \$1 million in regional funding to existing and new TMAs for FY 2000 to 2003. Metro Resolution No. 02 – 3183 revised TMA policy by calling for balanced support of existing TMAs with the start-up of new TMAs, and for funding new and innovative TMA programs.

2000 Regional Transportation Plan. The RTP establishes regional TDM policy and objectives to help reduce vehicle trips and vehicle miles traveled. Chapter 1 (Ordinance 00 – 869A and Resolution 00 –

# DRAFT

2968B) provides TDM policies and objectives that direct the region's planning and investment in the regional TDM program.

### **3. Anticipated Effects** [identify what is expected to occur if the legislation is adopted]

The restructured RTO program will become more collaborative at marketing, implementing and evaluating transportation demand management programs funded through the Metropolitan Transportation Improvement Program (MTIP). RTO is the newly envisioned program for transportation demand management because it more clearly articulates the intention of the program – to provide travel options to all residents of the region.

### **4. Budget Impacts** [identify the cost to implement the legislation]

There will be no impacts on Metro's budget to implement the RTO strategic plan along with financially constrained funding scenario A. There may be future impacts to Metro's budget in order to implement the preferred funding scenario C, dependent upon how local matching funds are calculated. Future FTE and RTO program match issues will be addressed through the annual Unified Work Program for Transportation Planning in the Portland/Vancouver area.

## **RECOMMENDED ACTION**

[Approve Resolution No. 03 - ]

**DRAFT**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF [ADOPTING THE ) RESOLUTION NO. 03- [insert number here]  
REGIONAL TRAVEL OPTIONS 5-YEAR )  
STRATEGIC PLAN] ) Introduced by [insert name here]

WHEREAS, Metro adopted the 2000 Regional Transportation Plan on August 10, 2000; and

WHEREAS, Policy 19.0. Regional Transportation Demand Management (TDM) calls for enhances mobility and supports the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options; and

WHEREAS, the TDM Subcommittee of TPAC provides oversight for the development and evaluation of TDM strategies, and

WHEREAS, the TDM Subcommittee has gone through a strategic planning process and has developed a Regional Travel Options 5-year Strategic Plan; and

WHEREAS, the TDM Subcommittee has developed alternative funding scenarios for the Regional Travel Options program through FY 2007/08; and

WHEREAS, Funding Scenario A describes a financially constrained budget for the RTO program and Scenario C describes a preferred program budget for the RTO program; and

WHEREAS, Funding Scenario C is the basis for seeking future additional funds for the RTO program, including the MTIP, ODOT TDM Funding and other funding sources: now therefore

BE IT RESOLVED by the Metro Council

1. Approve the mission, goals, strategies and actions in the Regional Travel Options Program 5-Year Strategic Plan.
2. Approve the Scenario A financially constrained program budget and the Scenario C preferred program budget described in Appendix A of the RTO Program 5-Year Strategic Plan.
3. Rename the Transportation Demand Management Subcommittee of TPAC to the Regional Travel Options Subcommittee of TPAC to reflect the updated mission of the program.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2003

---

David Bragdon, Council President

Approved as to Form:

---

Daniel B. Cooper, Metro Attorney

M E M O R A N D U M

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**METRO**

DATE: October 31, 2003  
TO: Interested Citizens  
FROM: Andrew C. Cotugno, Planning Director *AC*  
SUBJECT: 2004 Regional Transportation Plan Update

\* \* \* \* \*

Thank you for taking the time to review Metro's 2004 update to the Regional Transportation Plan (RTP). The public comment period begins on Friday, October 31. Because this update of the RTP constitutes a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall RTP document. The proposed amendments to the RTP are organized into four discussion packets, as follows:

- 1 Policy Amendments
- 2 Transportation Project Amendments
- 3 Technical Amendments
- 4 Air Quality Determination

These packets will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as printed documents. The website and printed packets include comment forms and instructions for completing comments online, on the Transportation Hotline (503-797-1900) or as mailed comments. Metro also has background documents from the existing RTP that are posted on the website, and are available in printed form or on a CD by request.

Comments will be accepted through 5:00 PM on December 4, 2003, which also coincides with a Council hearing on the RTP update. The comment period has also been designed to incorporate public review of the Metro Transportation Improvement Program (MTIP) air quality analysis, a final step that formalizes the MTIP allocations that were made by JPACT and the Council in June 2003.

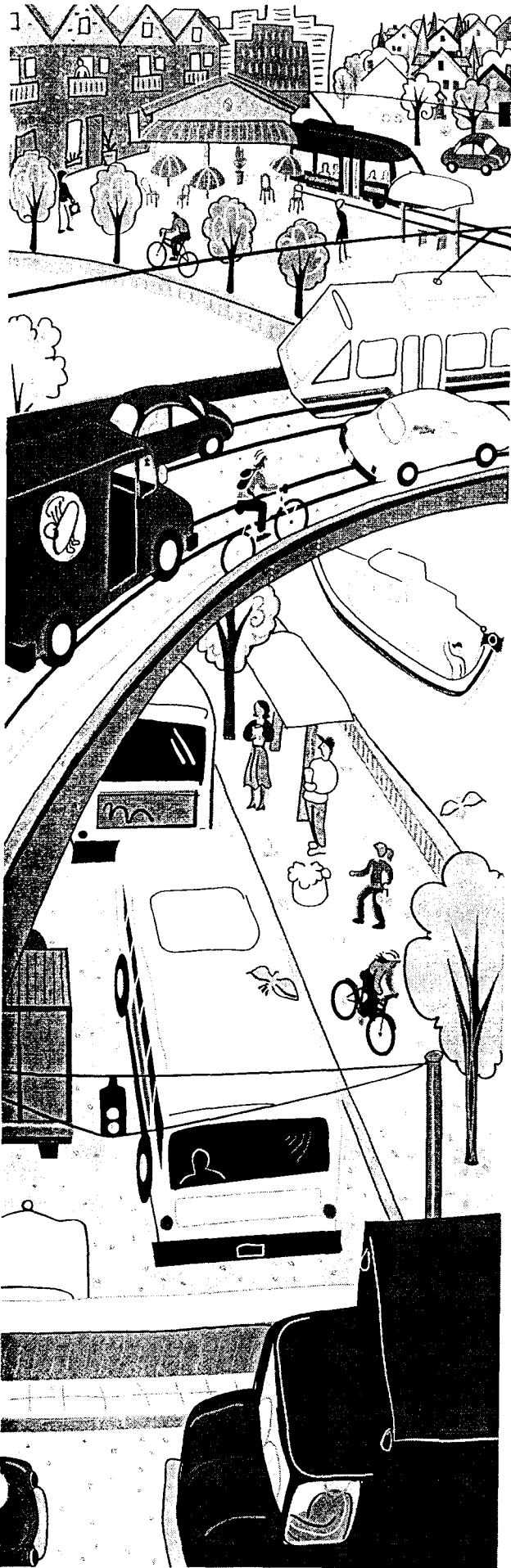


**METRO**

## **2004 Regional Transportation Plan Update Timeline**

***(updated November 13, 2003)***

- October 31** Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
- November 3** Air quality conformity analysis begins
- November 5** MTAC comments on draft 2004 RTP
- November 12** MPAC comments on draft 2004 RTP
- November 13** JPACT comments on draft 2004 RTP
- November 13** Metro Council first reading of Ordinance on draft 2004 RTP
- November 17** Formal request for federal review of draft 2004 RTP and 2004 RTP/2004-07 MTIP Air Quality Conformity Determination and updated timeline submitted to FHWA/FTA
- November 26** TPAC review and discussion of draft 2004 RTP
- December 4** Public hearing on draft 2004 RTP and 2004 RTP/2004-07 MTIP Air Quality Conformity Determination; Public comment period ends at 5 p.m. on draft 2004 RTP (Policy, Project and Technical Packets); Comment period extended for 2004 RTP/2004-07 MTIP Air Quality Conformity Determination
- December 5** TPAC special meeting to comment on draft 2004 RTP; 2025 Preferred and 2025 Financially Constrained System performance results released (***tentative***)
- December 10** Tentative final MPAC action on 2004 RTP; 2025 air quality conformity results released (***tentative***)
- December 11** Tentative final JPACT action on 2004 RTP
- December 11** Metro Council second reading of Ordinance and consideration of adoption of 2004 RTP
- December 18** Extended comment period on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination ends at 5 p.m.
- January 8** 2004 RTP/2004-07 MTIP Air Quality Conformity Determination results announced (***tentative***)
- January 15** Tentative final JPACT action on 2004-07 MTIP Air Quality Conformity Determination
- January 15** Tentative final Metro Council action on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination
- January 16** 2004 RTP/2004-07 MTIP Air Quality Conformity Determination submitted to FHWA and FTA



**1**

**2004 Regional  
Transportation Plan  
Policy  
Update**

**October 31, 2003**



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PEOPLE PLACES  
OPEN SPACES



## **Metro**

### **People places • open spaces**

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

### **Your Metro representatives**

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.

Auditor – Alexis Dow, CPA

Metro's web site: [www.metro-region.org](http://www.metro-region.org)

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## 2004 Regional Transportation Plan Policy Highlights

### Recent Policy Amendments

Since the last update to the Regional Transportation Plan (RTP) in August 2000, a number of policy amendments have been adopted. These include:

- Oregon Land Conservation and Development Commission (LCDC) acknowledgement amendments (2001)
- TriMet's Elderly and Disabled Transit Study (2001)
- Regional Corridor Priorities project (2001)
- I-5 Partnership corridor study (2002)
- Metro's Green Streets project (2002)
- South Corridor Transit Study (2003).

These amendments to policies and policy maps have already been adopted by ordinance prior to this RTP update, and incorporated into the plan document.

### Proposed Policy Map Amendments

The proposed policy amendments for the 2004 Regional Transportation Plan are limited to several transportation system map changes. No changes to policy text are proposed as part of this update.

This policy packet details a number of proposed amendments to the Regional Street Design and Regional Freight System maps that reflect the Oregon Transportation Commission's interest in creating "special transportation areas" where compact urban centers and main streets are planned along state-owned arterial streets. *These proposed map changes are shown in the table in Attachment 1.*

The updated system maps also include a number of "housekeeping" amendments that reflect fine-tuning of the various model system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. *These changes are also summarized in Attachment 1.*

Finally, a new map is proposed to be added to Chapter 1 of the RTP that identifies the Metropolitan Planning Organization (MPO) Planning Boundary. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region. *This map is shown in Attachment 2 (note: a larger version of this map is available from Metro upon request).*

# Attachment 1

## Proposed Amendments to RTP System Maps

**Figure 1.12**  
**Motor Vehicle Functional Classification Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	Hall Boulevard to Murray Boulevard	Collector of regional significance	Minor arterial	Beaverton TSP
Hart Road	Murray Boulevard to 170 <sup>th</sup> Avenue	Collector of regional significance	Minor arterial	Beaverton TSP
Murray Boulevard	Scholls Ferry Road to Barrows Road	Collector of regional significance	Minor arterial	Beaverton TSP
Sandy Boulevard	207 <sup>th</sup> Avenue to I-84	Collector of regional significance	Minor arterial	Fairview TSP
David Hill Road	Thatcher Road to Sunset Dr (Hwy 47)	No road	Planned minor arterial	Forest Grove TSP
'B' Street (Old Highway 47)	Hwy 47 to Pacific Avenue	Not classified	Minor arterial	Forest Grove TSP
Sunset Drive	Main St. to Hwy 47/ NW Nehalem Highway	Not classified	Collector	Forest Grove TSP
Thatcher Road	David Hill Road to Gales Creek Road	Not classified	Minor arterial	Forest Grove TSP
Riverside Drive Extension			Amend the dashed line to reflect alignment in TSP	Gresham TSP
Railroad Avenue	SE 37 <sup>th</sup> Avenue to Linwood Avenue	Not classified	Minor arterial	Milwaukie TSP
Stark Street	Kane Road to UGB	Collector	Minor arterial	Multnomah County Functional Classification Study

**Figure 1.12  
Motor Vehicle Functional Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd Avenue	Future collector of regional significance	Remove from the RTP motor vehicle map or realign south of Willamette National Cemetery boundaries	Portland TSP
SE Flavel Street / Mt. Scott Boulevard	SE 82 <sup>nd</sup> Avenue to the city limits	Minor arterial	Collector of regional significance	Portland TSP
N Interstate Avenue	Fremont Bridge to N Denver Street	Major arterial	Minor arterial	Portland TSP
N Ivanhoe Street	N Philadelphia Avenue to N Lombard Street	Not classified	Minor arterial (should be identified as the US 30 Bypass Route)	Portland TSP
N Richmond Avenue	N Lombard Street to N Ivanhoe Street	Not classified	Minor arterial (should be identified as the US 30 Bypass route)	Portland TSP
Water Avenue On-Ramp	Central Eastside Industrial District	Principal arterial	Delete from Motor Vehicle System Map	Portland TSP
Boones Ferry Rd	SW Norwood Road to Nyberg Street	Minor arterial	Major arterial	Tualatin TSP
Lower Boones Ferry Road	Boones ferry Road to Bridgeport Street	Major arterial	Minor arterial	Tualatin TSP
Martinazzi Avenue	Boones Ferry Road to Tualatin Sherwood	Not classified	Minor arterial	Tualatin TSP
Martinazzi Avenue	Tualatin Sherwood to Pinto Drive to Vermillon Drive to Stone Drive to Iowa Driver to Boons Ferry Road	Not classified	Collector	Tualatin TSP
Nyberg Street	65 <sup>th</sup> Avenue to Tualatin-Sherwood Road	Minor arterial	Major arterial	Tualatin TSP
Tualatin Sherwood Road	Nyberg Street to Cipole Road	Minor arterial	Major arterial	Tualatin TSP

**Figure 1.12  
Motor Vehicle Functional Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Collector of regional significance	Hillsboro TSP
Beef Bend Road		Collector of regional significance	Minor arterial	Tigard TSP
Gaarde Street		Collector of regional significance	Minor arterial	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	Collector of regional significance	Minor arterial	Tigard TSP

**Figure 1.4  
Street Design Classification Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
Allen Boulevard	At Murray Boulevard intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
Hall Boulevard	Allen Boulevard to Denney Road	Regional boulevard	Delete "Regional boulevard" designation	Beaverton Comprehensive Plan and Development Code
Murray Boulevard	At Farmington Road intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
McLoughlin Boulevard (Highway 99E)	Gloucester Avenue to Arlington Street	Regional Boulevard	Regional Street	Gladstone Town center moved to Main Street
SE Railroad Avenue	SE 37 <sup>th</sup> Avenue to Linwood Avenue	Not classified	Community Street	Milwaukie TSP
Broadway Bridge		Community Boulevard	Regional Street	Portland TSP
E Burnside Street	108 <sup>th</sup> Avenue to 117 <sup>th</sup> Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	127 <sup>th</sup> Avenue to 143rd Avenue	Regional Boulevard	Regional Street	Portland TSP

**Figure 1.4  
Street Design Classification Map (continued)**

<b>Street Name</b>	<b>Location</b>	<b>Current RTP classification</b>	<b>Proposed RTP classification</b>	<b>Source of change</b>
E Burnside Street	151 <sup>st</sup> Avenue to 162 <sup>nd</sup> Avenue	Regional Boulevard	Regional Street	Portland TSP
Burnside Bridge		Community Boulevard	Regional Boulevard	Portland TSP
SW Capitol Highway	SW Galeburn to SW Luradel	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW Brugger to SW Baird	Community Boulevard	Community Street	Portland TSP
SW Capitol Highway	SW Hume to SW Multnomah	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW 31 <sup>st</sup> to SW 33rd	Community Street	Community Boulevard	Portland TSP
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd	Future Community Corridor	Remove from the RTP street design map or realign south of Willamette National Cemetery boundaries	Portland TSP
NE Cully Boulevard	NE 57 <sup>th</sup> to NE Prescott Street	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 129 <sup>th</sup> to SE 130 <sup>th</sup>	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 117 <sup>th</sup> to SE 122nd	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 82 <sup>nd</sup> to SE 89 <sup>th</sup>	Regional Street	Community Boulevard	Portland TSP
SE Division Street	SE 75 <sup>th</sup> to SE 82 <sup>nd</sup>	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 33 <sup>rd</sup> to SE 50th	Community Street	Community Boulevard	Portland TSP
NE 82 <sup>nd</sup> Avenue	NE Sandy to NE Beech	Regional Street	Regional Boulevard	Portland TSP
NE 82 <sup>nd</sup> Avenue	NE Thompson to NE Halsey	Regional Street	Regional Boulevard	Portland TSP
SE 82 <sup>nd</sup> Avenue	SE Mill Street to SE Clinton Street	Regional Street	Regional Boulevard	Portland TSP
SE 82 <sup>nd</sup> Avenue	SE Raymond to SE Martins	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE 80 <sup>th</sup> to SE 82nd	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE Holgate to SE 75 <sup>th</sup>	Regional Street	Regional Boulevard	Portland TSP
Hawthorne Bridge		Regional Boulevard	Community Street	Portland TSP
St. Helens Road	NW Harbor through Linnton to north end of Kingsley park	Highway	Urban Road	Portland TSP

**Figure 1.4**  
**Street Design Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Ivanhoe Street	N Richmond to N Philadelphia	Community Street	Community Street	Portland TSP and STA coordination meeting
NE Killingsworth Street	NE 35 <sup>th</sup> PL to NE 30 <sup>th</sup>	Community Street	Community Boulevard	Portland TSP
NE/N Killingsworth Street	NE MLK to N Interstate	Community Street	Community Boulevard	Portland TSP
N Killingsworth Street	N Interstate to N Greeley	Not Classified	Community Street	Portland TSP
N Lombard Street	N Woolsey to N Philadelphia	Community Street	Community Boulevard	Portland TSP
N Lombard Street	N Interstate to N Seward	Community Street	Community Boulevard	Portland TSP
N Lombard Street	At Philadelphia Street	Boulevard intersection	Delete	STA coordination meeting
N Lombard Street	At Ida Street	Boulevard intersection	Delete	STA coordination meeting
Macadam Avenue (Highway 43)	Bancroft to Taylor's Ferry Road	Regional Street	Regional Boulevard	STA coordination meeting
McLoughlin Boulevard	Grand/MLK Boulevard to SE Woodard (1 block north of Powell)	Highway	Regional Boulevard	Portland TSP
McLoughlin Boulevard	SE 17 <sup>th</sup> Avenue to City Limits	Highway	Urban Road	Portland TSP
Morrison Bridge		Community Boulevard	Regional Street	Portland TSP
SW Multnomah Boulevard	SW 30 <sup>th</sup> Avenue to SW 35 <sup>th</sup> Avenue	Community Street	Community Boulevard	Portland TSP
SE 92 <sup>nd</sup> Avenue	SE Liebe to SE Harold Street	Regional Boulevard	Not classified	Portland TSP
SE 92 <sup>nd</sup> Avenue	SE Harold to SE Tolman Street	Regional Boulevard	Community Boulevard	Portland TSP
SE 92 <sup>nd</sup> Avenue	SE Tolman to SE Duke	Community Street	Community Boulevard	Portland TSP
NE 122 <sup>nd</sup> Avenue	NE Multnomah to NE Oregon Street	Community Boulevard	Community Street	Portland TSP
SE 122 <sup>nd</sup> Avenue	SE Stark to SE Morrison Street	Community Street	Community Boulevard	Portland TSP
SE 122 <sup>nd</sup> Avenue	SE Clinton to SE Powell Boulevard	Community Street	Community Boulevard	Portland TSP
N Richmond	N Lombard to N Ivanhoe Street	Community Street	Community Boulevard	Portland TSP & STA coordination meeting
SE/NE Sandy	SE 12 <sup>th</sup> Avenue to	Community	Regional	Portland TSP



Boulevard	NE 47 <sup>th</sup> Avenue	Boulevard	Boulevard	
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**Figure 1.4  
Street Design Classification Map (continued)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
NE Sandy Boulevard	NE 47 <sup>th</sup> to NE 82 <sup>nd</sup>	Regional Street	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 98 <sup>th</sup> to NE 122 <sup>nd</sup>	Community Boulevard	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 122 <sup>nd</sup> to NE 163 <sup>rd</sup>	Urban Road	Regional Street	Portland TSP
Sellwood Bridge		Regional Street	Community Street	Portland TSP
SE 17 <sup>th</sup> Avenue	SE Nehalem to SE Tacoma	Unclassified	Community Boulevard	Portland TSP
SE 17 <sup>th</sup> Avenue	SE Tacoma to SE Andover	Community Street	Community Boulevard	Portland TSP
Steel Bridge		Regional Boulevard	Community Street	Portland TSP
NE/SE 39 <sup>th</sup> Avenue	NE Broadway to SE Powell	Community Street	Regional Street	Portland TSP
SE 39 <sup>th</sup> Avenue	SE Powell to SE Woodstock	Unclassified	Community Street	Portland TSP
Macadam Avenue (Hwy 43)	In West Linn	Regional Boulevard	Regional Street	STA coordination meeting; West Linn to focus boulevard improvements on interior town center streets
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Community boulevard	Hillsboro TSP
Beef Bend Road		No Designation	Community street	Tigard TSP
Gaarde Street		No Designation	Community street	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	No Designation	Community street	Tigard TSP

**Figure 1.16  
Regional Public Transportation System Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
181 <sup>st</sup> Avenue	Gresham	Regional Bus	Frequent Bus	Gresham TSP
I-84 Corridor	Troutdale – Portland	Unclassified	Potential Commuter Rail	Gresham TSP

**Figure 1.17  
Regional Freight System Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
N Lombard Street	N St Louis to N Philadelphia	Road Connector	No designation	STA coordination meeting
McLoughlin Boulevard (Hwy 99E)	Hwy 224 to I-205 south ramps	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 224 to I-205
N Ivanhoe Street	N St Louis to N Philadelphia	No designation	Road Connector	STA coordination meeting
N St Louis Street	N Lombard to N Ivanhoe	No designation	Road Connector	STA coordination meeting
Tualatin Valley Highway	Hwy 47 bypass to western Forest Grove city limits	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 47 bypass

**Figure 1.18  
Regional Bicycle System Map**

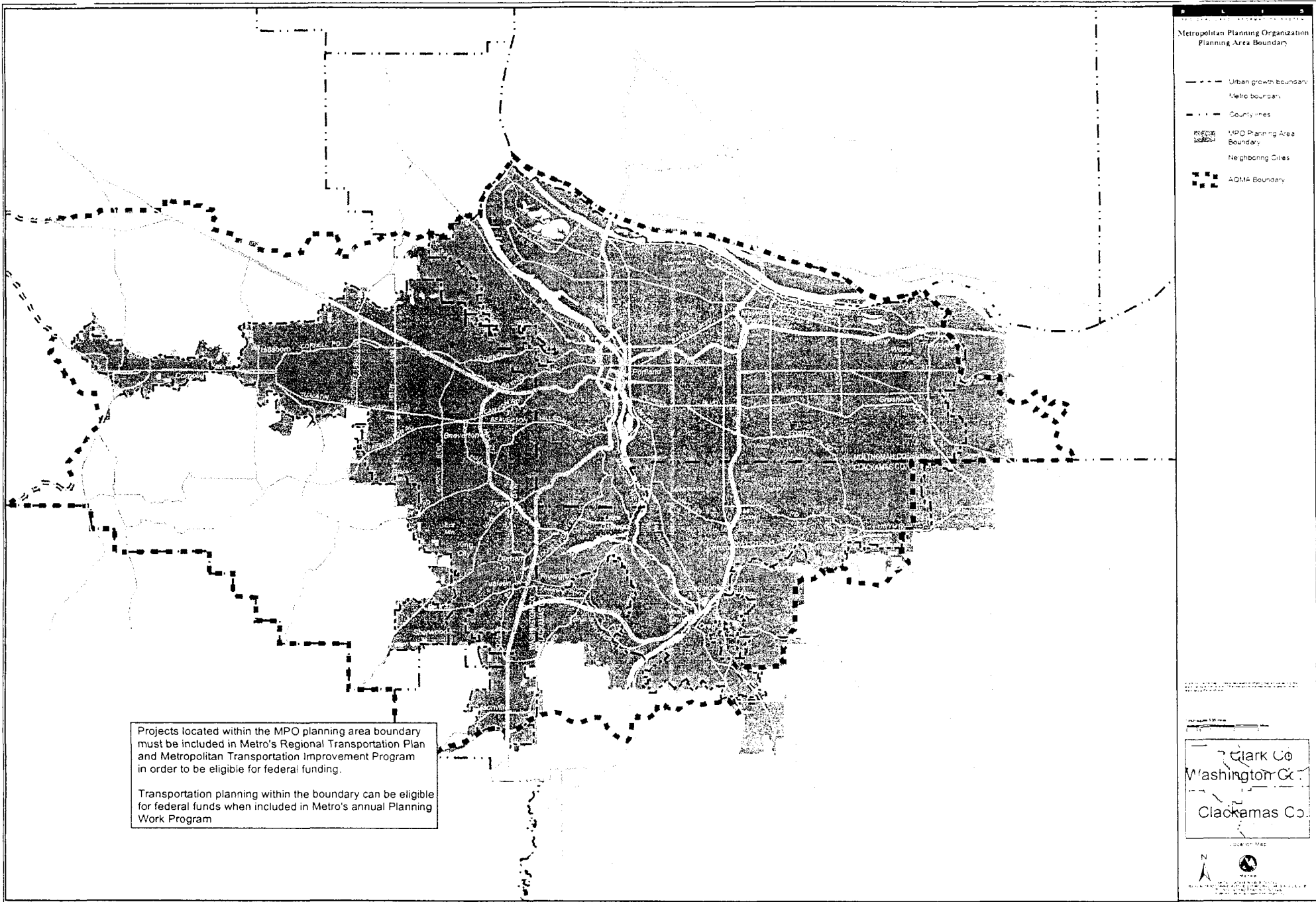
Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue	None	Regional Corridor Off-street Bikeway	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above

**Figure 1.19  
Regional Pedestrian System Map**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of change
MAX Multi-Use Path	Gresham– Ruby Junction to Cleveland Avenue	None	Multi-use Facility	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above

**Figure 1.19**  
**Regional Pedestrian System Map (continued)**

<b>Street Name</b>	<b>Location</b>	<b>Current RTP classification</b>	<b>Proposed RTP classification</b>	<b>Source of change</b>
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above
General	Region	None	Update pedestrian district boundaries to reflect updated 2040 center boundaries	Metro 2040 Growth Concept



Projects located within the MPO planning area boundary must be included in Metro's Regional Transportation Plan and Metropolitan Transportation Improvement Program in order to be eligible for federal funding.

Transportation planning within the boundary can be eligible for federal funds when included in Metro's annual Planning Work Program

- Metropolitan Planning Organization Planning Area Boundary
- Urban growth boundary
- Metro boundary
- County lines
- MPO Planning Area Boundary
- Neighboring Cities
- AQMA Boundary

Clark Co  
Washington Co  
Clackamas Co



# How to Comment on the update to the 2004 Regional Transportation Plan

The public comment period for the 2004 Regional Transportation Plan (RTP) begins on October 31, 2003 and concludes with a public hearing on December 4, 2003. You may submit comments online at Metro's website:

[www.metro-region.org/rtp](http://www.metro-region.org/rtp)

Comments and questions may also be mailed using the form below, or left on Metro's Transportation hotline at (503) 797-1900, Option 2.

## Comments:

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## Submitted by:

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<i>Name</i>		
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<i>Street Address</i>	<i>City/Zip</i>	
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<i>Phone</i>	<i>E-Mail</i>	
<hr/>		
<b>Send me more info:</b>		
<input type="checkbox"/>	<i>2000 RTP Document CD</i>	<i>Other RTP Info:</i> <hr/>
<input type="checkbox"/>	<i>Please add me to the RTP interested citizens mailing/e-mail lists</i>	

# Regional Transportation Plan Update Calendar

- October 31** Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review
- November 3** Air quality conformity analysis begins
- November 5** MTAC comments on draft 2004 RTP
- November 12** MPAC comments on draft 2004 RTP
- November 13** JPACT tentative action on draft 2004 RTP
- November 13** Metro Council first reading of Ordinance on draft 2004 RTP
- November 26** TPAC review and discussion of draft 2004 RTP and air quality conformity analysis
- December 4** Public hearing on draft 2004 RTP; public comment period ends at 5 p.m.
- December 5** TPAC special meeting to comment on draft 2004 RTP
- December 10** Tentative final MPAC action on 2004 RTP
- December 11** Tentative final JPACT action on 2004 RTP
- December 11** Metro Council second reading of Ordinance and consideration of adoption of 2004 Regional Transportation Plan

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here.

Metro  
600 NE Grand Avenue  
Portland, Oregon 97232  
Attention: Marilyn Matteson