METRO

DRAFT

Regional Transportation Plan Update

Spring 2000 Adoption Timeline

April

10 TV Highway Discussion with Washington County Elected Officials

19 TPAC Workshop – Supplemental Revisions to Resolution Draft; State and Federal Findings; Air Quality Conformity Analysis

28 TPAC Meeting – Release of Adoption Draft for Public Comment

May

9 Transportation Planning Committee Briefing on RTP Final Draft

10 MPAC Briefing on RTP - Release of Adoption Draft for Public Comment

11 JPACT Briefing on RTP and Financial Strategy - Release of Adoption Draft for Public Comment

15 45-Day RTP Comment Period Begins

June

6 Transportation Planning Committee – Financial Strategy Discussion

8 JPACT Concludes Financial Strategy Discussion

29 Public Hearing on RTP Final Draft; First Reading of Ordinance; 45-Day Comment Period Ends

30 TPAC Recommendations on Public Comments

July

5 MTAC Review of RTP Supplemental Revisions (if directed by MPAC)

12 Proposed MPAC Action on RTP Final Draft

13 Proposed JPACT Action on RTP Final Draft

27 Proposed Council Action on RTP Final Draft

Post-Adoption Activities

August/September	Final Air Quality Conformity Resolution
September	RTP Implementation Program Begins
October	2000 RTP Published

March '00

M E M O R A N D U M

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METRO

DATE: May 10, 2000

TO: JPACT Members and Interested Parties

FROM: Andrew C. Cotugno, Director of Transportation and Growth Management

SUBJECT: Correction to TPAC Recommendations on Supplemental RTP Revisions

* * * * * * *

The April 28 TPAC recommendation for changes to the Regional Bicycle System map on page 5 of the supplemental revisions document in the JPACT packet is incorrect. The correct revision should be limited to one item, as shown below:

Figure 1.18 – Regional Bicycle System Map

1. **[TPAC recommended deleting the proposed Red Electric Trail from the map]**

2. **Add the North Willamette Greenway from Edgewater Drive to the St. Johns Bridge as a proposed Regional Corridor (off street). This classification is consistent with Portland TSP proposals. The North Willamette Greenway is a proposed project and is not intended to identify a specific alignment.**

3. **[TPAC recommended deleting the Fanno Creek Greenway from the map]**

A corresponding correction is needed for the Regional Pedestrian System Map on page 6 of the supplemental revisions document for consistency, as the "multi-purpose path" designation is shared between the bicycle and pedestrian systems. Staff recommends that JPACT make this change, as well:

Figure 1.19 – Regional Pedestrian System Map

1. **[Staff recommends deleting Red Electric Trail from the map for consistency]**

2. **Add the North Willamette Greenway from the Steel Bridge to the St. Johns Bridge as a proposed Multi-use facility with pedestrian transportation function. This classification is consistent with Portland TSP proposals. The North Willamette Greenway is a proposed project and is not intended to identify a specific alignment.**

3. **[Staff recommends deleting Fanno Creek Greenway from the map for consistency]**

4. **[retain Willamette Shore Trolley corridor change, as recommended by TPAC]**

Draft

2000 Regional Transportation Plan

May 15, 2000

Supplemental Revisions to Resolution No. 99-2878B and Resolution No. 00-2888









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Regional Services
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RTP Supplemental Revisions

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RTP Supplemental Revisions

Legal Refinements

Metro's legal staff is in the process of reviewing the RTP for compliance with the TPR, and responding to informal comments from DLCD provided at a recent coordination meeting. A number of revisions will be incorporated into the May 15 Supplemental Revisions document once the legal review is complete. These revisions will be provided to TPAC members as soon as they become available to assist interested parties and public agencies in preparing formal comments on the RTP. In general, these revisions will clarify the policy, technical and procedural components of the plan for the purpose of demonstrating compliance with state requirements, but will not substantively change the intent of the RTP. The revisions will not include substantive changes to RTP projects, map designations or modal policies.

The legal refinements will define which chapters of the RTP constitute the "TSP" for the purpose of compliance with the TPR, and which elements of the plan address federal transportation planning regulations. The legal refinements will also include expanded text in the Preface that more clearly establishes the role of the Preferred, Strategic and Financially Constrained systems in meeting regional, state and federal requirements.

Chapter 1

Section 1.3.3 - Equal Access and Safety

Add the following policy and objectives in anticipation of the emerging regional initiative to improve transit services to special needs populations:

5.1 Interim Special Needs Transportation Policy
Serve the transit and transportation needs of elderly and disabled in the region.

a. Objective: Develop and implement an elderly and disabled transportation plan that defines the transit and other transportation needs of the region's elderly and disabled populations and incorporate more specific policies that address these needs in the RTP.

b. Objective: Develop strategies, establish on-going funding and design transportation projects that serve the elderly and disabled with particular emphasis on the transit dependent portion of this community, which is estimated to be about eight percent of the general population.

c. Objective: Consider for future inclusion in the RTP recommended strategies and transportation projects from Tri-Met and the Washington, Clackamas and Multnomah County Area Agencies on Aging and Disability's elderly and disabled transit plan.

Add the following policy and objectives to reflect the on-going regional initiative to improve transportation service to the economically disadvantaged in the region:

5.2 Interim Job Access and Reverse Commute Policy

Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services.

a. Objective: Improve transportation options for the targeted population by improving transportation options through development of programs and services.

b. Objective: Provide employers, case managers and community services staff with training and resources directly related to the unique transportation needs of the targeted population.

c. Objective: Develop education and information materials specifically designed for the targeted population.

Policy 3.0 – Urban Form

1. Add a new objective, "e. Objective: Leverage the region's multi-modal transportation investment by supporting the development of innovative tools including transit-oriented development, the location efficient mortgage and others."

Figure 1.11 – Regional Street Design Classification Map

1. Revise the Urban Road classification on **TV Highway** to extend from Cedar Hills Boulevard to Brookwood, with TV Highway designated as a Regional from Highway 217 to Cedar Hills Boulevard, and from Brookwood to Oak Street in Hillsboro.

2. Add **SE 39th Avenue** from Powell to Holgate to the RTP as a Regional Street, and **Holgate Street** from 22nd Avenue to 39th Avenue as a Community. These classifications are consistent with Portland TSP proposals, and mirror proposed additions to the Motor Vehicle System in the area south of Powell.

3. Correct map error at West end of Morrison bridge by extending the Regional Boulevard along both **Washington** and **Alder** to Fourth Avenue.

4. Add **33rd, 47th and 60th Avenues**, between Columbia Boulevard and NE Portland Highway (Lombard/Killingsworth) as Urban Roads, which mirrors the proposal to add these facilities to the Motor Vehicle System.

5. Add the **Lower Albina Overcrossing** to the RTP as an Urban Road, reflecting the new bridge connection planned at North Russell and Interstate, and mirroring the proposal to add this connection to the Motor Vehicle System.

6. Correct map errors on **River, Cornelius-Schefflin, Susbauer and Golf Course roads** by changing these routes from Rural Road to Community Street where they occur within the Urban Growth Boundary.

7. Correct map errors on **Foster**, from 172md to Sunnyside, **172nd Avenue** from Sunnyside to Highway 212 and from Foster to 190th (extension), **Sunnyside** from 172nd to Highway 212 and **Highway 212** from Rock Creek Junction to 222nd by changing the Rural Road designation to a Regional Street designation.

8. Correct a map error on **Beavercreek Road** by changing the designation from Community Street to Regional Street from Molalla Avenue to Hwy. 213.

9. Correct item no. 1 on page 1 in the Supplemental Revisions to describe **TV Highway** as a "Regional Street".

10. Correct item no. 2 on page 1 of the Supplemental Revisions to describe **Holgate Street** as a Community Street.

12. Add **Mount Scott Boulevard** from SE 112th to 82nd Avenue as a Community Street, corresponding to proposal to add this facility to the Regional Motor Vehicle System.

Figure 1.12 – Regional Motor Vehicle System Map

1. Revise the Principal Arterial classification on **TV Highway** to extend from Cedar Hills Boulevard to Brookwood, with TV Highway designated as a Major Arterial to the east and west of these points.

2. Designate **Foster Road** as a Minor Arterial from 122nd to until the Damascus-Pleasant Valley future street plan is complete. This segment of Foster traverses and environmentally and topographically sensitive corridor, and more information is needed before proceeding with the Major Arterial classifications proposed in the Resolution draft of the RTP. The Damascus-Pleasant Valley TCSP is an Outstanding Issue in Chapter 6 of the RTP. In the interim, staff recommends that the Portland TSP seek improved connectivity in this area, including east-west collector streets that may reduce the need for major capacity improvements to this section of Foster.

3. Change **NE 102nd Avenue** north of NE Halsey from Minor Arterial to Major Arterial in the RTP, which is consistent with the City's designation for this route, and reflects the emerging role of 102nd as an access route for longer trips, linking the Gateway Regional Center and providing freeway access.

4. Change **SE 112th Avenue** from Foster Road to Mt. Scott Boulevard from Minor Arterial to Collector of Regional Significance. This revision is consistent with the Portland TSP, and reflects the topographic constraints that limit the traffic function of this route.

5. Add **SE 39th Avenue** from Powell to Holgate to the RTP as a Major Arterial, and **Holgate Street** from 22nd Avenue to 39th Avenue as a Collector of Regional Significance. These classifications are consistent with Portland TSP proposals, reflect a better continuity of RTP classifications in the areas south of Powell.

6. Change **Front/Naito Parkway** from Major Arterial to Collector of Regional Significance from Arthur to Barbur until the South Portland Circulation Study is complete. Relocated and improved regional connections from the Ross Island Bridge to Barbur and I-5 are part of the study, and would replace Front/Naito for this purpose.

7. Correct map error at West end of Morrison bridge by extending Major Arterial Classification along both **Washington** and **Alder** to Fourth Avenue.

8. Change **NE 16th/Lloyd/Interstate Loop** from Collector of Regional Significance to Minor Arterial, recognizing the function of these streets as a major circulation route within the Lloyd District, and providing access to regional routes.

9. Change **NE Halsey Street** from Minor Arterial to Major Arterial from 122nd Avenue to 181st Avenue, providing for longer trip access to I-84 at both the 122nd and 181st Avenue interchanges from mid-Multnomah County neighborhoods.

10. Incorporate changes from the recently approved Columbia Corridor Transportation Study, as follows:

    - Add **33rd, 47th and 60th Avenues**, between Columbia Boulevard and NE Portland Highway (Lombard/Killingsworth) as Collectors of Regional Significance;

    - Change **Columbia Boulevard** from Minor Arterial to Major Arterial east of 82nd and the East Columbia-Lombard Connector; and

11. Add the **Lower Albina Overcrossing** to the RTP as a Collector of Regional Significance, reflecting the new bridge connection planned at North Russell and Interstate.

12. Update Motor Vehicle System map to reflect the existing or approved alignments of Martin Road, Scholls Ferry Road/175th Avenue/Beef Bend Road, and Scholls/Sherwood/Elsner.

13. Add **Mount Scott Boulevard** from SE 112th to 82nd Avenue as a Minor Arterial.

Policy 14 . 0 – Regional Public Transportation System

1. Revise the Policy titles as follows for improved readability (all are currently titled "Regional Public Transportation System):

   Policy 14.0 Regional Public Transportation System

   Policy 14.1 Public Transportation Awareness and Education

   Policy 14.2 Public Transportation Safety and Environmental Impacts

   Policy 14.3 Public Transportation Performance

2. Revise second sentence on page 1-41, **Regional Transit Network**, to read"...Tri-Met and consists of ~~five~~ six major transit . . ."

3. Modify **Figure 1.16 to include Major Transit Stops**, as recommended by TPAC, and refined by Metro and Tri-Met to satisfy the transit stop requirements of the Transportation Planning Rule.

4. Add a new functional designation following the regional bus paragraph on page 1-42:

   Major Transit Stops. Major transit stops are intended to provide a high degree of transit passenger comfort and access. Major transit stops are located at all stops on light rail, commuter rail and rapid bus lines, at stops on frequent bus lines in areas of regional significance, and at stops where frequent or regional bus lines connect with other frequent or regional bus lines. Major transit stops are also located at major hospitals, colleges and universities. Major stops would include at a minimum schedule information, lighting, benches, covered bus shelters, trash cans and real time information. Other features to be considered during implementation include ticket machines, special lighting and shelter design, public art, and bicycle parking.

Policy 17.0 – Regional Freight System

1. Revise the Policy titles as follows for improved readability (all are currently titled "Regional Freight System):

   Policy 15.0 Regional Freight System
   Policy 15.1 Regional Freight System Investments

Figure 1.17 – Regional Freight System Map

1. Drop **Harbor Dr.-SW Clay-Market-Naito Parkway** from Morrison Bridge to I-5 from the RTP, reflecting proposed access improvements at both the east and west ends of the Ross Island Bridge that will provide regional access to the Central Eastside Industrial Area. Retain the **Morrison Bridge** as a Road Connector. This change is consistent with both the CCTMP and South Portland Circulation Study.

2. Revise Figure 1.17 to contain the following explanatory footnotes:

   1. The Burnside/181st Main Roadway Route is an interim route that shall be replaced with a Hogan corridor route upon completion of planned improvements along the Hogan Corridor

   2. Interim truck access from the Central Eastside Industrial Area to southbound Interstate-5 shall be provided along the Morrison Bridge and Front Avenue/Naito Parkway until an improved connection is constructed.

3. Correct map to include proposed **Water Avenue Ramp** on the Regional Freight System as a Road Connector, consistent with the Motor Vehicle Classification in the Resolution Draft of the RTP.

Policy 16.0 – Regional Bicycle System

1. Revise the Policy titles as follows for improved readability (both are currently titled "Regional Bicycle System"):

   Policy 16.0 Regional Bicycle System Connectivity
   Policy 16.1 Regional Bicycle System Mode Share and Accessibility

Figure 1.18 – Regional Bicycle System Map

1. Add the **Red Electric Trail** as a "dashed" line from the vicinity of Oleson Road and Vermont Street to the Willamette River near Nebraska Street as a proposed Regional Corridor (off street). This classification is consistent with Portland TSP proposals. The Red Electric Trail is a feasibility study and the dashed line indicates that a specific alignment has not been identified.

2. Add the **North Willamette Greenway** as a "dashed" line from Edgewater Drive to the St. Johns Bridge as a proposed Regional Corridor (off street). This classification is consistent with Portland TSP proposals. The North Willamette Greenway is a proposed project and is not intended to identify a specific alignment.

3. Change the **Fanno Creek Greenway** to a "dashed" line that connects with the Red Electric Trail in the vicinity of Oleson Road and Vermont Street. The current map shows the Fanno Creek Greenway terminating at the Beaverton Hillsdale Highway/Scholls Ferry Road/Oleson Road intersection. The Fanno Creek Greenway west of the Allen Boulevard and Scholls Ferry Road intersection is a proposed project and is not intended to identify a specific alignment.

Policy 17.0 – Regional Pedestrian System

1. Revise Pedestrian policy section as follows:

   Policy 17.0 ~~Regional Pedestrian System~~ Regional Pedestrian System

   - Revise policy to read, "Design the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users."

   - Revise objective a. to read, "Objective: Work with local, regional and state jurisdictions to complete pedestrian facilities (i.e., sidewalks, street crossings, curb ramps) needed to provide safe, direct and convenient pedestrian access to and within the central city, regional centers, town centers, main streets, corridors and to the region's public transportation system."

   Policy 17.1 ~~Regional Pedestrian System~~ Pedestrian Mode Share

   Policy 17.2 ~~Regional Pedestrian System~~ Regional Pedestrian Access and Connectivity

   - Revise policy to read, "Provide direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects."

Figure 1.19 – Regional Pedestrian System Map

1. Add the **Red Electric Trail** from the vicinity of Oleson Road and Vermont Street to the Willamette River near Nebraska Street as a proposed Multi-use facility with pedestrian transportation function. This classification is consistent with Portland TSP proposals. The Red Electric Trail is a feasibility study and is not intended to identify a specific alignment.

2. Add the **North Willamette Greenway** from the Steel Bridge to the St. Johns Bridge as a proposed Multi-use facility with pedestrian transportation function. This classification is consistent with Portland TSP proposals. The North Willamette Greenway is a proposed project and is not intended to identify a specific alignment.

3. Change the **Fanno Creek Greenway** to match-up with the Red Electric Trail in the vicinity of Oleson Road and Vermont Street. The current map shows the Fanno Creek Greenway terminating at the Beaverton Hillsdale Highway/Scholls Ferry Road/Oleson Road intersection. The Fanno Creek Greenway west of the Allen Boulevard and Scholls Ferry Road intersection is a proposed project and is not intended to identify a specific alignment.

4. Revise to be consistent with Figure 1.18 (Regional Bicycle System Map) by including the Willamette Shore trolley line from the Sellwood Bridge to Lake Oswego as a Multi-use Facility.

RTP Supplemental Revisions

Chapter 2

1. Revise Table 2.2 and Table 2.3 to change "Rural Reserves" to "Areas outside of the urban growth boundary" to reflect the fact that the population and employment growth indicated in these tables reflects more than growth in rural reserves. These numbers also include growth in small cities and rural residential land uses that fall within the 1,260 transportation analysis zones used in conjunction with the RTP travel demand forecast. In addition, some of the growth that is expected outside of the urban growth boundary is part of the expected expansion of the current urban growth boundary.

2. Revise page 2-17 to correct the percent change in auto travel time for PIA to Gateway from 54 percent to 58 percent.

RTP Supplemental Revisions

Chapter 3

Figure 3.1 – 2020 Preferred System Road-Related Projects

1. Update road-related modal breakdown of 2020 Preferred System (based on number of road-related projects).

Figure 3.2 – Existing and Proposed Regional Bikeways

1. Change the map legend by combining Existing Bikeways and Funded Bicycle Lanes & Paths as one category – Existing and Funded Bikeways.

2. Change the map legend by combining Strategic System Planned Bikeways and Preferred System Planned Bikeways as one category – Preferred System Planned Bikeways.

3. Delete line segments from bikeways on state highways that are outside the urban growth boundary, including: I-84 and the Columbia River Scenic Highway east of the UGB; US 26 east and west of the UGB; Highway 8 west of the UGB; Highway 219 north of UGB; Highway 99W southwest of the UGB; Highways 99E and 213 south of the UGB; and Highway 212 east of the UGB.

Figure 3.3 – Existing and Proposed Regional Pedestrian System

1. Replace placeholder text box with map showing planned pedestrian facilities as defined in the 2020 Preferred System. This map will also be referenced in Chapter 6 as an outstanding issue because additional technical work is needed to identify where deficiencies exist on the Regional Pedestrian System as defined in Figure 1.19 in Chapter 1.

2. Amend findings section for Tualatin Valley Highway on page 3-78, to include the following language: "By 2020, TV Highway from the Tualatin Valley Highway Bypass in Forest Grove to the west end of the Baseline/Oak couplet in Hillsboro is expected to experience congestion which exceeds the regional LOS standard during the evening two-hour peak period."

3. Amend conclusions section for Tualatin Valley Highway on page 3-78, to include the following language: "Local transportation system plans should further examine the transportation need identified between Hillsboro regional center and Cornelius town center and determine the appropriate strategy or strategies for meeting the need. Strategies to be examined should include, but are not limited to: (1) increasing capacity along Tualatin Valley Highway, (2) increasing capacity along existing parallel facilities, (3) adding new parallel routes, and (4) not making improvements and "accepting" the congestion. Any major capacity improvements in this corridor would need to consider the impact to adjacent rural reserves."

Figures 3.9-3.15 (RTP Subarea Maps)

1. Revise map legend to change "Other Regional Centers" to "Town Centers," "Other Major Arterials" to "Other Streets," and "Other Major Corridors" to "Major Corridors."

Section 3.4.2 - Portland Subarea Performance Findings

Revise the Lents town center conclusions on page 3-44 as follows:

> . . .Though proposed system management strategies for 82nd Avenue may not fully address congestion during the peak periods, the proposed frequent bus service provides a reasonable alternative to driving. Local bus service, generally along SE 92nd Avenue, should be considered to directly link the town center and main street to surrounding neighborhoods, Clackamas Town Center, Portland Adventist hospital and Gateway regional center.

Figure 3.3 - Regional Pedestrian System; Section 3.4.7 - North Washington County Performance Findings

1. Correct an error on page 9 of the Supplemental Revisions, separating items 2 and 3 from the Figure 3.3 revision. These items are not related to Figure 3.3, and should be incorporated into Section 3.4.7 on page 3-78.

RTP Supplemental Revisions

Chapter 4

1. Clarify **Figure 4.7 – Inflation and Fuel Efficiency** title text to read "Gas taxes in cents per mile driven"

2. Revise references to HB 2082 (Measure 82) throughout chapter to reflect voter action in May 2000.

RTP Supplemental Revisions

Chapter 5

1. Rename the "Strategic System" as the "Priority System" throughout the draft RTP.

2. Revise page 5-9, first paragraph, third sentence to read, "The 2020 Strategic System...is made up of the 673 ~~615~~ most critical preferred system projects..."

3. Revise page 5-10, Figure 5.2 to updated road-related modal breakdown of 2020 Strategic System (based on number of road-related projects).

4. Update Figures 5.10, 5.11, 5.12, 5.13, 5.14, 5.15 and 5.16 to reflect RTP project list changes listed in this memo.

5. Revise last sentence in last paragraph on page 5-83 to read, "~~Actual~~ eCosts depend on refined cost estimates and project definitions and actual timing of project construction."

RTP Supplemental Revisions
Chapter 6

Revise Section 6.4.1 as follows:

6.4.1 Local Consistency ~~Compliance~~ with the RTP

The comprehensive plans adopted by the cities and counties within the Metro region are the mechanisms by which local jurisdictions plan for transportation facilities. These local plans identify future development patterns that must be served by the transportation system. Local comprehensive plans also define the shape of the future transportation system and identify needed investments. All local plans must demonstrate consistency with the RTP as part of their normal process of completing their plan or during the next periodic review. Metro will continue to work in partnership with local jurisdictions to ensure plan consistency.

For inconsistencies, local governments, special districts or Metro may initiate the dispute resolution process detailed in this chapter prior to action by Metro to require an amendment to a local comprehensive plan, transit service plan or other facilities plan. Specific elements in the 1999 RTP that require city, county and special district compliance or consistency are as follows:

Chapter 1 *Consistency with policies, objectives, motor vehicle level-of-service measure and modal targets, system maps and functional classifications including the following elements of Section 1.3:*

- *regional transportation policies 1 through 20 and objectives under those policies*
- *all system maps (Figures 1.1 through 1.15 , including the street design, motor vehicle, public transportation, bicycle, pedestrian and freight systems)*
- *motor vehicle performance measures (Table 1.2), or alternative performance measures as provided for in Section 6.4.7(1)*
- *regional non-SOV modal targets (Table 1.3)*

Chapter 2 *Consistency with the 2020 population and employment forecast contained in Section 2.1 and 2.3, or alternative forecast as provided for in Section 6.4.8 of this chapter, but only for the purpose of TSP development and analysis.*

Chapter 6 *Compliance with the following elements of the RTP implementation strategy:*

- *Local implementation requirements contained in Section 6.4*
- *Project development and refinement planning requirements and guidelines contained in Section 6.7*

For the purpose of local planning, all remaining provisions in the RTP are recommendations unless clearly designated in this section as a requirement of local government comprehensive plans. All local comprehensive plans and future amendments to local plans are required by

state law to be consistent with the adopted RTP. For the purpose of transit service planning, or improvements to regional transportation facilities by any special district, all of the provisions in the RTP are recommendations unless clearly designated as a requirement. Transit system plans are required by federal law to be consistent with adopted RTP policies and guidelines. Special district facility plans that affect regional facilities, such as port or passenger rail improvements, are also required to be consistent with the RTP.

Upon adoption by ordinance, local TSPs shall be reviewed for consistency with these elements of the RTP. A finding of consistency and compliance for local TSPs that are found to be consistent with ~~these~~ applicable elements of the RTP will be forwarded to the state Department of Land Conservation and Development (DLCD) for consideration as part of state review of local plan amendments. A finding of non-compliance for local TSPs that are found to be inconsistent with the RTP will be forwarded to DLCD if conflicting elements in local plans or the RTP cannot be resolved between Metro and the local jurisdiction. Tentative findings of consistency and compliance shall be provided to local jurisdictions as part of the public record during the local adoption process to allow local officials to consider these findings prior to adoption of a local TSP.

Revise Section 6.4.2 as follows:

6.4.2 - Local TSP Development

The state Transportation Planning Rule (TPR) requires most cities and counties in the Metro region to complete local Transportation System Plans (TSPs). These plans must be consistent with the RTP policies, projects and performance measures identified in this section.

Local TSPs must identify transportation needs for a 20-year planning period, including needs for regional travel within the local jurisdiction. Needs are generally identified either through a periodic review of a local TSP or a specific comprehensive plan amendment. Local TSPs that include planning for ~~urban reserves must~~ potential urban areas located outside the UGB shall also include project staging that links the development of urban infrastructure in these areas to future expansion of the urban growth boundary. In these areas, local plans shall also prohibit the construction of urban transportation improvements until the UGB has been expanded, and urban land use designations have been adopted in local comprehensive plans.

Once a transportation need has been established, an appropriate transportation strategy or solution is identified through a two-phased process. The first phase is system-level planning, where a number of transportation alternatives are considered over a large geographic area such as a corridor or local planning area, or through a local or regional Transportation System Plan (TSP). The purpose of the system-level planning step is to:

1. consider alternative modes, corridors, and strategies to address identified needs

2. determine a recommended set of transportation projects, actions, or strategies and the appropriate modes and corridors to address identified needs in the system-level study area

The second phase is project-level planning (also referred to as project development), and is described separately in this chapter in Section 6.7.

Local TSP development is multi-modal in nature, resulting in blended transportation strategies that combine the best transportation improvements that address a need, and are consistent with overall local comprehensive plan objectives.

Amend Section 6.4.4 as follows:

6.4.4 - Transportation Systems Analysis Required for Local Plan Amendments

This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs that are included in the RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.

Consistent with Federal Congestion Management System requirements (23 CFR Part 500) and TPR system planning requirements (660-12), the following actions shall be considered when local transportation system plans (TSPs), multi-modal corridor and sub-area studies, mode specific plans or special studies (including land-use actions) are developed:

1. Transportation demand strategies that further refine or implement a regional strategy identified in the RTP

2. Transportation system management strategies, including intelligent Transportation Systems (ITS), that refine or implement a regional strategy identified in the RTP

3. Sub-area or local transit, bicycle and pedestrian system improvements to improve mode split

4. The effect of a comprehensive plan change on mode split targets and actions to ensure the overall mode split target for the local TSP is being achieved

5. Improvements to parallel arterials, collectors, or local streets, consistent with connectivity standards contained in Section 6.4.5, as appropriate, to address the transportation need and to keep through trips on arterial streets and provide local trips with alternative routes

6. Traffic calming techniques or changes to the motor vehicle functional classification, to maintain appropriate motor vehicle functional classification

7. If upon a demonstration that the above considerations do not adequately and cost-effectively address the problem, a significant capacity improvement may be included in the comprehensive plan

Upon a demonstration that the above considerations do not adequately and cost-effectively address the problem and where accessibility is significantly hindered, Metro and the affected city or county shall consider:

1. Amendments to the boundaries of a 2040 Growth Concept design type

2. Amendments or exceptions to land-use functional plan requirements

3. Amendments to the 2040 Growth Concept

4. Designate an Area of Special Concern, consistent with Section 6.7.7.

Demonstration of compliance will be included in the required congestion management system compliance report submitted to Metro by cities and counties as part of system-level planning and through findings consistent with the TPR in the case of amendments to applicable plans.

Section 6.4.5 - Design Standards for Street Connectivity

1. Revise first sentence of subsection 1 to read, ". . . areas of vacant and ~~under-developed~~ redevelopable parcels . . ."

2. Revise subsection 2 to delete Subsections 2(d) through 2(i) on page 6-13 and replace with new 2(d) through 2(j):

   2. In addition to preparing the above conceptual street plan map, Cities and Counties shall require new residential or mixed-use development that will require construction of new street(s) to provide a street map that:

      a. Responds to and expands on the conceptual street plan map as described in Section 6.4.5.1 for areas where a map has been completed

      b. Provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or water features where regulations implementing Title 3 of the Urban Growth Management Functional Plan do not allow construction of or prescribe different standards for street facilities.

      c. Provides bike and pedestrian connections on public easements or rights-of-way when full street connections are not possible. Spacing between connections shall be no more than 330 feet except where prevented by barriers such as topography, railroads, freeways, pre-existing development, or water features where regulations implementing Title 3 of the Urban Growth Management Functional Plan do not allow construction of or prescribe different standards for construction of street facilities.

      d. Limits the use of cul-de-sac designs and other closed-end street systems to situations where barriers prevent full street extensions.

      e. Includes no closed-end street longer than 200 feet or with more than 25 dwelling units. Figure 2 demonstrates a street map for a single parcel within an area identified to meet connectivity requirements that a developer would provide to meet code regulations.

      f. Includes street cross-sections demonstrating dimensions of right-of-way improvements, with streets designed for posted or expected speed limits.

3. Street design code language and guidelines must allow for and should encourage the following in support of the above development requirements:

   a. Consideration of narrow street design alternatives. For local streets, no more than 46 feet of total right-of-way, including pavement widths of no more than 28 feet, curb-face to curb-face, sidewalk widths of at least 5 feet and landscaped pedestrian buffer strips that include street trees.

   b. Short and direct public right-of-way routes to connect residential uses with nearby commercial services, schools, parks and other neighborhood facilities.

   c. Consideration of opportunities to incrementally extend streets from nearby areas.

   d. Consideration of traffic calming devices to discourage traffic infiltration and excessive speeds on local streets.

~~3.~~4. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.

Revise Section 6.4.7 as follows:

6.4.7 Motor Vehicle Congestion Analysis

Motor Vehicle Level-Of-Service (LOS) is a measurement of congestion as a share of designed motor vehicle capacity of a road. Policy 13.0 and Table 1.2 of this plan establish motor vehicle level-of-service policy for regional facilities. These standards shall be incorporated into local comprehensive plans and implementing ordinances to replace current methods of determining motor vehicle congestion on regional facilities. Jurisdictions may adopt other minimum standards that do not exceed the minimum established in Table 1.2, but the use of higher standards must not:

- Result in major motor vehicle capacity improvements that have the effect of shifting unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;

- Result in motor vehicle capacity improvements to the principal arterial system (as defined in Figure 1.12) that are not recommended in, or are inconsistent with, the RTP.

- Increase SOV travel to a measurable degree that affects local consistency with the modal targets contained in Table 1.3.

By definition, the RTP addresses congestion of regional significance through the projects identified in Chapter 3 or refinements plans contained in this chapter of the plan. Other, more localized congestion is more appropriately addressed through the local TSP process, and includes any locations on the regional Motor Vehicle System (Figure 1.8) that are not addressed by the RTP. Localized congestion occurs where short links within the transportation system are exceeding LOS standards, though the overall system in the vicinity of the congested link is performing acceptably. In cases where these localized areas of congestion are located on Principal Arterial routes (as defined in Figure 1.12) or the Regional Freight System (Figure 1.17), they shall be evaluated as part of the local TSP process to determine whether an unmet transportation need exists that has not been addressed in the

RTP. Should a local jurisdiction determine that an unmet need exists on such a facility, the jurisdiction shall identify the need in the local TSP, and propose one of the following actions to incorporate the need and recommended solution into the RTP:

- Identify the unmet need and proposed projects s at the time of Metro review of local TSPs for consistency, but incorporate the project into the regional TSP during the next scheduled RTP update; or

- Propose an amendment to the RTP for unmet needs and resulting projects where a more immediate update of the regional TSP is appropriate or required.

Intersection analysis and improvements also generally fall outside of the RTP, and capacity improvements recommended in this plan generally apply to links in the regional system, not intersections.

For the purpose of demonstrating local compliance with Table 1.2 ~~this policy~~ as part of a periodic review or plan amendment, the following procedure for conducting the motor vehicle congestion analysis shall be used:

a) *Analysis* - a transportation need is identified in a given location when analysis indicates that congestion has reached the level indicated in the "exceeds deficiency threshold" column of Table 1.2 and that this level of congestion will negatively impact accessibility, as determined through Section 6.4.7(2). The analysis should consider a mid-day hour appropriate for the study area and the appropriate two-hour peak-hour condition, either A.M. or P.M. or both, to address the problem. Other non-peak hours of the day, such as mid-day on Saturday, should also be considered to determine whether congestion is consistent with the acceptable or preferred operating standards identified in Table 1.2. The lead agency or jurisdictions will be responsible for determining the appropriate peak and non-peak analysis periods.

   An appropriate solution to the need is determined through requirements contained in this chapter. For regional transportation planning purposes, the recommended solution should be consistent with the acceptable or preferred operating standards identified in Table 1.2. A city or county may choose a higher level-of-service operating standard where findings of consistency with section 6.4.4 have been developed as part of the local planning process. The requirements in Section 6.6.2 shall also be satisfied in order to add any projects to the RTP based on the higher level-of-service standard.

b) *Accessibility* - if a deficiency threshold is exceeded on the regional transportation system as identified in Table 1.1, cities and counties shall evaluate the impact of the congestion on regional accessibility using the best available quantitative or qualitative methods. If a determination is made by Metro that exceeding the deficiency threshold negatively impacts regional accessibility, cities and counties shall follow the transportation systems analysis and transportation project analysis procedures identified in Sections 6.4.2 and 6.7.3 ~~below~~.

c) *Consistency* - The identified function or the identified capacity of a road may be significantly affected by planning for 2040 Growth Concept design types. Cities and counties shall take actions described in Section 6.7 of this chapter, including amendment

of their transportation plans and implementing ordinances, if necessary, to preserve the identified function and identified capacity of the road, and to retain consistency between allowed land-uses and planning for transportation facilities.

Revise Section 6.4.9 as follows:

6.4.9 Local 2020 Forecast - Options for Refinements

The 1999 RTP is a 20-year plan, with a 2020 forecast developed from 1994 base data. Metro produced an updated 2020 forecast that accounts for urban reserve actions, and estimates the amount of jobs and housing expected in urban reserves in 2020. ~~Because~~ Local TSPs using the 2020 forecast may experience different modeling outcomes in these areas than were observed during the development of the RTP. Therefore, Metro will accept local plans under the following three options:

1. Local plans in areas unaffected by urban reserve actions may be developed using the RTP forecast for 2020 (which is based on 1994 data).

2. Local plans already under way at the time of RTP adoption, and which include areas affected by urban reserve actions, may be developed using the RTP forecast for 2020 (based on 1994 data), with population and employment allocations adjusted by the local jurisdiction to reflect urban reserve actions. However, adjustments to population and employment allocations shall (a) remain within the holding capacity of a traffic zone or area, as defined by Metro's productivity analysis, and (b) not exceed traffic zone or area assumptions of the updated 2020 forecast.

3. Local plans in areas affected by urban reserve actions may use the updated 2020 forecast, and any subsequent differences in proposed transportation solutions will be reconciled during Metro's review of the local plan.

4. Local plans may be based on updated, locally developed population and employment data, conditions and 2020 forecasts. However, population and employment data and the methodology for generating the data shall be coordinated at the county level, and accepted by Metro technical staff and TPAC as statistically valid. Subsequent adjustments to the population and employment allocations for traffic zones may be made in the local planning to reflect updated population and employment data and 2020 forecasts. Metro shall consider the updated locally developed data and forecasts in future RTP forecasts of population and employment . Subsequent differences in local TSP project recommendations that result from the differences in population and employment forecasts will be resolved in the next scheduled RTP update.

Metro will update the 2020 population and employment allocations periodically to reflect local and regional land-use decisions. For example, changes to the 2020 population and employment allocations could result if an urban reserve area is reduced in size or taken out altogether if the urban growth boundary is expanded or if local zoning capacity is amended to increase or decrease. The provisions in this section are for the purpose of TSP development and analysis, and do not necessarily apply to other planning activities.

Revise Section 6.4.10 as follows:

6.4.10 Transit Service Planning

Efficient and effective transit service is critical to meeting mode-split targets, and the regional transit functional classifications are tied to 2040 Growth Concept land-use components. Local transportation system plans shall include measures to improve transit access, passenger environments and transit service speed and reliability for:

- rail station areas, rapid bus and frequent bus corridors where service is existing or planned; and
- regional bus corridors where services exists at the time of TSP development.

To ensure that these measures are uniformly implemented, cities and counties shall:

1. Adopt a transit system map, consistent with the transit functional classifications shown in Figure 1.16, as part of the local TSP. Consistent with the State transportation planning rule (Section 660-012-0045), amend development code regulations to require:

   a) building location within 20 feet of the major transit stop;

   b) direct pedestrian connections between the transit stop and building entrances on the site;

   c) a transit passenger landing pad accessible to disabled persons (if not already existing to transit agency standards);

   d) an easement or dedication for a passenger shelter if requested by the public transit provider;

   e) lighting at the transit stop (if not already existing to transit agency standards).

2. In lieu of (1) above, consider adopting regulations beyond the minimum requirements of the State transportation planning rule (Section 660-012-0045) or this Regional Transportation Plan to implement their transportation plans.

3. Provide for direct and logical pedestrian crossings at transit stops and marked crossings at major transit stops.

4. Consider street designs which anticipate planned transit stop spacing, location, and facilities (such as shelters, benches, signage, passenger waiting areas) and are consistent with the Creating Livable Streets design guidelines.

Public transit providers shall consider the needs and unique circumstances of special needs populations when planning for service. These populations include, but are not limited to, students, the elderly, the economically disadvantaged, the mobility impaired and others with special needs. Consideration shall be given to:

a) adequate transit facilities to provide service

b) hours of operation to provide transit service corresponding to hours of operation of institutions, employers and service providers to these communities

c) adequate levels of transit service to these populations relative to the rest of the community and their special needs

Revise the third paragraph in this section as follows:

Section 6.5.1 – The Role of the MTIP

It is the responsibility of the cities, counties, ODOT, Tri-Met and the Port of Portland to implement necessary improvements to the regional system, as well as those needed for local travel. These agencies are eligible to receive federal funds allocated through the MTIP process for projects included in the RTP. The MTIP is prepared by Metro in consultation with these agencies. Inter-regional coordination throughout the planning and programming process will help to ensure that improvement projects are consistent with regional objectives and with each other.

Revise subsection 2 of Section 6.6.2, as follows:

Section 6.6.2 – RTP Project Amendments

2. Amendments resulting from local TSPs: new roadway, transit, bikeway, pedestrian, freight and demand management projects necessary to meet the objectives of the RTP shall be accompanied by an demonstration of consistency with the RTP based on the following criteria:

   (no change to sections a-c)

   d. The proposed action is needed to achieve the motor vehicle level-of-service performance criteria identified in the RTP, or alternative performance criteria adopted in local TSPs under the provisions of Section 6.4.7, as follows:

      A) principal, major and minor arterial capacity improvements are necessary to maintain compliance with Policy 13.0, Table 1.2, or alternative performance criteria adopted in local TSPs. Improvements that are designed to provide a higher level of service than the minimum acceptable standard established in Policy 13.0 can be designed and/or provided at the option of the implementing jurisdiction. Such ...

   (no change to remainder of subsection 2)

Revise Section subsection "j" of Section 6.6.2 as follows:

6.6.2 RTP Project Amendments

j. The project is in the local jurisdiction's TSP, ~~and~~ or a final local land-use action occurred.

Add the following revisions to Section 6.7.3:

6.7.3 Project Development Requirements

Transportation improvements where need, mode, corridor and function have already been identified in the RTP and local plans must be evaluated on a detailed, project development level. This evaluation is generally completed at the local jurisdiction level, or jointly by affected or sponsoring agencies. The purpose of project development planning is to consider project design details and select a project alignment, as necessary, after evaluating

engineering and design alternatives and potential environmental impacts. The project need, mode, corridor, and function do not need to be addressed at the project level, since these findings have been previously established by the RTP.

The TPR and Metro's Interim 1996 Congestion Management System (CMS) document require that measures to improve operational efficiency be addressed at the project level, though system-wide considerations are addressed by the RTP. Therefore, demonstration of compliance for projects not included in the RTP shall be documented ~~will be included~~ in a required Congestion Management System report that is part of the project-level planning and development (Appendix D of the Interim CMS). In addition, this section requires that street design guidelines be considered as part of the project-level planning process. This section does not apply to locally funded projects on local facilities. ~~not designated on the Regional Motor Vehicle System Map or the Regional Street Design Map in Chapter 1~~. Unless otherwise stipulated in the MTIP process, these provisions are simply guidelines for locally funded projects.

Therefore, in addition to system-level congestion management requirements described in Section 6.6.3 in this chapter, cities, counties, Tri-Met, ODOT, and the Port of Portland shall consider the following project-level operational and design considerations during transportation project analysis:

1. Transportation system management (e.g., access management, signal inter-ties, lane channelization, etc.) to address or preserve existing street capacity.

2. Street design policies, classifications and design principles contained in Chapter 1 of this plan, and implementing guidelines contained in *Creating Livable Streets: Street Design Guidelines for 2040* (1997) or other similar resources consistent with regional street design policies.

Revise Section 6.7.6 as follows:

6.7.6 Specific Corridor Studies

Tualatin Valley Highway

A number of improvements are needed in this corridor to address existing deficiencies and serve increased travel demand. One primary function of this route is to provide access to and between the Beaverton and Hillsboro regional centers. Tualatin Valley Highway also serves as an access route to Highway 217 from points west along the Tualatin Valley Highway corridor. As such, the corridor is defined as extending from Highway 217 on the east to First Avenue in Hillsboro to the west, and from Farmington Road on the south to Baseline Road to the north. ~~, in Beaverton, to Baseline Road, in Hillsboro~~. The following design considerations should be addressed as part of a corridor study:

- manage access as part of a congestion management strategy

- implement TSM and other interim intersection improvements at various locations between Cedar Hills Boulevard and Brookwood Avenue

- the relative trade-offs of a variety of capacity and transit improvements, including:

a. improvements on parallel routes such as Farmington, Alexander, Baseline and Walker roads as an alternative to expanding Tualatin Valley Highway

b. seven-lane arterial improvements from Cedar Hills Boulevard or Murray to Brookwood or Baseline in Hillsboro

c. a limited access, divided facility from Cedar Hills Boulevard or Murray Boulevard to Brookwood Avenue, with three lanes in each direction and grade separation at major intersections

d. transit service that complements both the function of Tualatin Valley Highway and the existing light rail service ~~to the north of the Tualatin Valley Highway~~ in the corridor

- evaluate impacts of the principal arterial designation, and subsequent operation effects on travel within the Beaverton regional center

- evaluate motor vehicle and street design designations as part of the study to determine the most appropriate classifications for this route

Revise the Highway 99W portion of Section 6.7.7 as follows:

6.7.7 – Area of Special Concern

Highway 99W

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 ~~and Washington County have~~ already examined a wide range of improvements that would address the strong travel demand in this corridor. The RTP establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside the region. This emphasis changes the function of 99W, north of Sherwood, to a major arterial classification, with less need to accommodate longer, through trips.

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. 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 such~~ Therefore, the ~~ultimate design and scale of improvements along~~ long term system management of Highway 99W in the heavily congested Tigard section should be ~~evaluated~~

described as part of the Tigard, King City and Washington County TSPs, and factor in the social, financial and environmental impacts that congestion along ~~adding capacity to~~ this facility could bring. The primary function of Highway 99W should be to serve circulation within the local community, and implement the planned mixed use development in the Tigard town center and along 99W where the 2040 Growth Concept corridor designation applies. The local TSPs should ~~also~~ include specific action plans and benchmarks to ensure that traffic growth and access to Highway 99W is managed in a way that is consistent with broader community goals, and to ensure that alternative mode choices are provided in the Tigard and King City town centers. In addition, other possible solutions, such as ODOT's new program for local street improvements along highway corridors, may provide alternatives for managing traffic growth on 99W. Finally, the local TSPs should also consider changes to planned land use that would minimize the effects of growing congestion.

Add the following new section to Chapter 6:

Section 6.8.11 - Transit Stop Planning

Tri-Met, in cooperation with regional partners, defined most of the major transit stops as a part of the Primary Transit Network planning process in 1997. Planning for the location of transit station continues as Tri-Met and other transit providers participate in specific corridor planning or implements elements of their strategic plan. Amendments to Figure 1.16 will be necessary as these planning efforts continue. As these planning efforts will include participation from the affected local jurisdictions, amendments to their transportation system plans should be made as planning is completed.

As a part of these planning efforts, transit providers may consider policy standards for station spacing for particular types of service lines, amenities to be provided at transit stops and design standards for those amenities.

Jurisdictions are also encouraged to undertake transit stop area plans at major transit stops on rapid bus lines, similar to previous planning efforts for light rail stations.

Add the following new section to Chapter 6:

6.8.12 – Special Needs Transportation Study

A collaborative effort is underway for special transportation planning in the tri-county area. As sponsors of this plan, the Areas Agencies on Aging and Disabilities of Washington, Multnomah and Clackamas counties, Tri-Met and the Special Transportation Fund Advisory Committee are coordinating a broad-based effort to create an elderly and disabled transportation services plan. The plan will develop special needs transportation options for both the urban and rural portions of the tri-county area and will be included in the Regional Transportation Plan.

The special needs transportation plan requires a unique, broad-based and inclusive planning process. The plan's sponsors created an Elderly and Disabled Transportation Plan Steering Committee made up of over 20 representative from the tri-county area. Representatives include senior and disabled advocates, agencies and advisory committees, county commissioners, service providers, system users, Metro staff, city staff and other regional transit districts.

In 2000-01, the Steering Committee will meet monthly to:

1. Produce a vision statement for elderly and disabled transportation and assure this vision is included in the RTP;

2. Define the need for transportation services over the next five to ten years;

3. Adopt a service, capital and information plan to meet those needs;

4. Identify financing mechanisms and phasing to implement the plan;

5. Asses organizational and institutional arrangements to best meeting the plan's goals; and

6. Present the plan and advocate for the plans implementation at the local, regional and state levels.

In anticipation of completing this program, interim policies and objectives have been included in the RTP. These policies will be updated during the next RTP update, reflecting the recommendations from the special needs transit plan.

Add the following new section to Chapter 6:

6.8.12 – Job Access and Reverse Commute

The purpose of the Portland Region Job Access Plan is to connect low-income populations and those receiving Temporary Assistance to Needy Families (TANF) with employment areas and related services. The community to be served includes about 220,000 people with incomes 150 percent below the poverty level. In 1999, Phase I funding for Portland's Job Access Plan matched existing local resources with federal funds to provide over 87,000 new transit rides for low-income and welfare recipients in Washington, Clackamas and Multnomah Counties. The new services improved connections and services to both urban and rural areas of the tri-county area using a combination of public, non-profit and private providers. This has allowed individuals with limited resources to enhance their access to the regional transit network and reduce their transportation burdens. The Regional Job Access Committee represents over 20 organizations, including transit providers, social service agencies, child care providers and employers.

Many of today's entry-level positions do not work traditional work hours and the public transportation system is less efficient or non-existent during off-peak shift times. More than 75 employers, representing over 25,000 employees, have new transportation options for these "hard to serve" shifts from the first year Job Access funds. New transportation options range from carpool incentives to evening or early morning shuttle services which allow low-income job seekers access to otherwise unattainable employment locations.

While job training is a key to job placement, the Regional Job Access Plan recognizes that travel training is a key to job retention. Knowing how to use the available transportation services can ease the commute and provide options for childcare. The plan stresses regional coordination and information access as a key to preparing welfare recipients for their commute.

RTP Supplemental Revisions

Glossary

1. Add the following definitions:

   Marked pedestrian crossing – Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

   Regional facility – Any transportation facility designated on the system maps in Chapter 1 of the plan, including:

   Regional Street Design System (Figure 1.4)
   Regional Motor Vehicle System (Figure 1.12)
   Regional Public Transportation System (Figure 1.16)
   Regional Freight System (Figure 1.17)
   Regional Bicycle System (Figure 1.18)
   Regional Pedestrian System (Figure 1.19)

   Regional transit stop - Major bus stops, transit centers and light-rail stations on the regional transit network as defined in Figure 1.16.

   Posted speed – This term refers to the posted speed limit on a given street or the legal speed limit as defined in local motor vehicle codes when a street is not posted.

Miscellaneous Edits

1. Revise language that references urban reserves throughout the document as needed to reflect recent court ruling.

2. Revise placeholder text on air quality findings to state, "All systems will conform to federal air quality requirements and statistics demonstrating this finding will be generated as part of post-ordinance modeling."

3. Revise references to the "Strategic System" to read "Priority System" throughout the RTP, consistent with the proposed changes to Chapter 5.

RTP Supplemental Revisions

RTP Project List

(revisions to January 28, 2000 version adopted as part of the Resolution)

1. Amend the January 28, 2000 RTP project list to add the following projects:

   - RTP# 1020 (Red Electric Line Trail) in the preferred, strategic and financially constrained systems.
   - RTP# 1021 (Peninsula Crossing Trail) in the preferred, strategic and financially constrained systems.
   - RTP# 1050 (North Macadam TMA) in the preferred, strategic and financially constrained systems.
   - RTP# 1056 (Lloyd District TMA) in the preferred, strategic and financially constrained systems.
   - RTP# 1147 (Willamette Cove Shoreline Trail) in the preferred, strategic and financially constrained systems.
   - RTP# 3069 (Scholls Ferry Road widening to three lanes) in the preferred and strategic systems.
   - RTP# 3126 (Cornelius Pass Road widening to five lanes) in the preferred, strategic and financially constrained systems.
   - RTP# 3148 (Walker Road Improvements widen to three lanes) in the preferred, strategic and financially constrained systems.
   - RTP# 3152 (Westside TMA) in the preferred, strategic and financially constrained systems.
   - RTP# 3170 (Highway 8/4th Avenue Improvements) in the preferred, strategic and financially constrained systems.
   - RTP# 3194 (Saltzman Pedestrian Improvement) in the preferred, strategic and financially constrained systems.
   - RTP# 4079 (Additional tracks-north Rivergate) in the preferred, strategic and financially constrained systems.
   - RTP# 4080 (Swan Island TMA) in the preferred, strategic and financially constrained.
   - RTP# 4081 (Columbia Corridor TMA) in the preferred, strategic and financially constrained systems.
   - RTP# 6083 (Tualatin TMA Startup) in the preferred, strategic and financially constrained systems.
   - RTP# 8053 (Regional 2040 Initiatives) in the preferred, strategic and financially constrained systems.
   - RTP# 8054 (ECO Clearinghouse) in the preferred, strategic and financially constrained systems.

2. Add the following projects to the strategic system:
   - RTP# 1015 (Central City Streetcar, Phase II)
   - RTP# 1063 (Morrison/Belmont Bikeway)
   - RTP# 1065 (17th Avenue Bikeway)
   - RTP# 1066 (Milwaukie Avenue Bikeway)
   - RTP# 1068 (Division/9th Avenue Bikeway)
   - RTP# 1156 (Ellis Bikeway)
   - RTP# 1212 (Division Street Bikeway)
   - RTP# 1213 (NE/SE 122nd Avenue Bikeway)

- RTP# 1246 (NE Klickitat Bikeway)
- RTP# 1248 (SE Holgate Bikeway, Phase II)
- RTP# 1257 (NE Russell Bikeway)
- RTP# 4031 (Airport Way return and exit roadways)
- RTP# 4033 (Airport Way terminal access)
- RTP# 4047 (NE 33rd Avenue Bikeway)
- RTP# 4051 (NE Cornfoot Bikeway)
- RTP# 5108 (Jennifer Street/135th Avenue Improvements) for 2006-2010
- RTP# 5132 (Main Street Extension)
- RTP# 5143 (Oregon City Pedestrian improvements)
- RTP# 5144 (Oregon City river access improvements)
- RTP# 5157 (Molalla Avenue Bikeway)

3. Add the following projects to the financially constrained system:
   - RTP# 4046 (NE Alderwood Bikeway)
   - RTP# 4047 (NE 33rd Avenue Bikeway)
   - RTP#4051 (NE Cornfoot Bikeway)

4. Delete the following projects because they have been completed:
   - RTP# 1123 (NE Tillamook Bikeway)
   - RTP# 1174 (SW Capitol Highway Pedestrian/Bicycle Improvements)
   - RTP# 1175 (SW Capitol Highway Pedestrian/Bicycle Improvements)
   - RTP# 3021 (Jenkins Road Improvements)
   - RTP# 6061 (King City sidewalks)
   - RTP# 6123 (Murrayhill TC Plan)
   - RTP# 6024 (Washington Square regional center plan)

5. Revise RTP# 1242 project extent to include MLK, Jr. Boulevard only.

6. Revise RTP# 1247 project extent to be 42nd Avenue to 136th Avenue.

7. Add RTP #3008 (widen US 26 to six lanes from Highway 217 to Murray Boulevard and Barnes Road braided ramps) to the base network (No-Build).

8. Delete RTP# 3024 (Cedar Hills Interchange improvements) because project is included in RTP#3008 which has been added to the base network.

9. Delete Beaverton as a jurisdiction in RTP#3036.

10. Update cost estimate of RTP#3043 (Walker Road improvements) to reflect $25 million and include Washington County in the jurisdiction column.

11. Revise project extent of RTP#3103 to reflect Murray Boulevard to Brookwood Parkway.

12. Revise description of RTP# 3134 (Cornelius Pass Road Improvements) to reflect widening to three lanes (not five lanes).

13. Revise description of RTP# 3218 (Cornelius Pass Road Extension)

14. RTP# 5130, change jurisdiction to be ODOT.

15. Revise jurisdiction for RTP# 6031, 6037 and 6058 to be Tigard only.

16. Delete RTP# 6038 (Durham Road improvements) because project is a duplicate of RTP# 6058.

17. Revise RTP #6039 (99W improvements) to extend project south to Greenburg Road.

18. Add Beaverton to the jurisdiction column for RTP#6119.

19. Delete RTP#6134 (Kruse Way intersection improvements) because project was completed.

20. Revise RTP# 7001 (Sunnyside Road improvements) to widen to five lanes in the preferred system and widen to three lanes in the financially constrained and strategic systems.

21. Delete RTP# 8007 (Freeway ATMS) because project is included in ODOT OM&P.

22. Update various cost estimates and project descriptions.

23. Add new project #3224 (Farmington Road widening to seven lanes) as a placeholder project for future consideration as part of the corridor study identified for TV Highway in Chapter 6.

24. Add new project #3180 (119th Avenue extension from Barnes Road to Cornell Road) to preferred and strategic systems.

25. Add project #4017 (SW Quad Access) to the strategic system.

26. Revise cost estimate for project #5005 (Sunrise Highway from Rock Creek to 242nd Avenue) to be $160 million.

27. Revise project description for Project #5045 to include grade separation of UP railroad crossing.

28. Revise RTP program years for Project #6005 (Tualatin-Sherwood Highway) to be 2006-2010.

29. Revise cost of Project #6039 to be $25 million to reflect cost estimate in Tigard TSP.

30. Revise project description for Project # 7001 (Sunnyside road improvements) to include widen to five lanes in preferred only.

31. Revise RTP program years for Project 7024 (Damascus transit center) to be 2011-20.

32. Add Project #5037 (Lake Road multi-modal improvements) to the strategic system.

33. Add Project #1080 (Hawthorne Boulevard pedestrian improvements) to the financially constrained system. This project received funding during the last MTIP cycle.

34. Add Project #1222 (Milwaukie Avenue pedestrian improvements) to the financially constrained system to be consistent with the Portland TSP.

35. Add Project # 1030 (Ross Island Bridge Interchange) to the Strategic System to provide long-term, southbound freight access to I-5 via McLoughlin and the Ross Island Bridge from the Central Eastside Industrial District.

36. Revise description of Project #1147 (Willamette Cove Shoreline Trail) to be located from Edgewater Drive to Cathedral Park to be consistent with the Portland TSP.

M E M O R A N D U M

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METRO

DATE: May 4, 2000

TO: JPACT

FROM: Andy Cotugno

SUBJECT: RTP Finance

* * * * * * *

JPACT will be considering financial strategies related to funding the Regional Transportation Plan's Strategic System over the course of its next three meetings. The schedule is as follows:

May 11; Briefing on Financial Strategies; provide direction to staff on further development of options

June 8; Conclude Financial Strategy Discussion; refine options, provide recommendations

July 13; Adopt Financial Strategy Option(s) as part of RTP Adoption

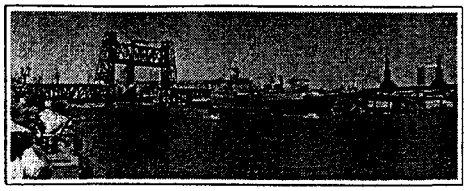
Staff is currently preparing information for the May 11th briefing. Attached is a summary of the options for which information will be presented at the briefing.

Following the presentation, please be ready to provide staff with direction on which option(s) or hybrid of options should receive further consideration at the June meeting for inclusion in the RTP as a regional funding strategy for the Strategic Transportation System.

RTP Strategic Transportation System Funding Options

	Existing Funding Shortfall	Strategic Option 1	Strategic Option 2	Strategic Option 3	Strategic Option 4
A City/County OM&P	$77 m to $240 m annually [1]	Improve pavement conditions - Local share of 2¢/gal annual increase in state gas tax [3]	Improve pavement conditions Pursue local sources - Gas tax + local vehicle registration fee - Street utility fees - Road maintenance districts	Improve pavement conditions - Local share of 2¢/gal annual increase in state gas tax [3]	Accept current pavement conditions - Local share of 1¢/gal annual increase in state gas tax [3]
B Highway OM&P;	$44 m to $166 m annually [1]	Improve pavement conditions - State share of 2¢/gal annual increase in state gas tax [3]	Improve pavement conditions - State share of 2¢/gal annual increase in state gas tax [3]	Improve pavement conditions - State share of 2¢/gal annual increase in state gas tax [3]	Accept current pavement conditions - State share of 1¢/gal annual increase in state gas tax [3]
C Highway, Road, Bike and Pedestrian Modernization	$1.65 b Highways and $.89 b Roads [2]	- Future increases in federal $ - Additional 2¢/gal annual increase in state gas tax [3]	- Future increases in federal $ - Local share of 2¢/gal annual increase in state gas tax [3] - System development charges - Congestion pricing - tolling of new lanes	- Household fee on vehicle miles traveled - Business fee on parking spaces	- Additional 1¢/gal annual increase in state gas tax [3] - System development charges
D Transit Operations	$32 m to $186 m annually [1]	- State $ for special needs transit	- Street utility fees - State $ for special needs transit	- Increase in rate of payroll tax	?
E Transit Capital	$1.73 b [2]	- Increase allocation of regional flex funds - G.O. bonds	- System development charges - Future increases in federal $ - Increase allocation of regional flex funds - G.O. bonds	- Increase allocation of regional flex funds - G.O. bonds	?

[1] In year-of-expenditure dollars based on existing funding resources forecast through the year 2020.
[2] In 1998 dollars based on financially constrained revenue forecasts allocated to priority projects of the RTP Strategic System. Does not include potential private revenue sources.
[3] An increase in the state vehicle registration fee of $9 could be used in lieu of a 1¢/gallon increase in the state gas tax.



2000 Regional Transportation Plan

Funding the Strategic System

Regional Transportation Plan

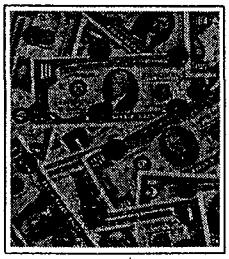
RTP Strategic System

- The Region's priority improvements to adequately serve anticipated growth over the next 20 years
- Under-funded by $4.27 billion from anticipated revenues

Metro 2000

Regional Transportation Plan

Regional Transportation Funding



- Address OM&P costs prior to new projects
- Consider both traditional and new methods of funding
- Keep costs comparable to other utilities
- Keep pace with inflation

Metro 2000

Regional Transportation Plan

Options for Funding

1 Annual State Gas Tax Increases	2 Maintenance Funded Locally - State Gas Tax for Modernization
3 Modernization Funded Locally - State Gas Tax for Maintenance	4 Partially Fund - Accept Current Maintenance Level

Metro 2000

Regional Transportation Plan

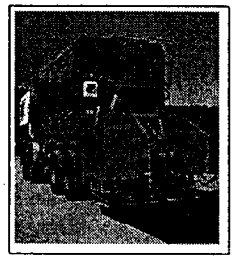
City/County OM&P

1 ■ 2¢ Annual State Gas Tax Increase (Local Share)	2 ■ Local Gas Tax & VRF ■ Street Utility Fee ■ Road Maintenance District
3 ■ 2¢ Annual State Gas Tax Increase (Local Share)	4 ■ 1¢ Annual State Gas Tax Increase ■ Current Pavement Conditions

Metro 2000

Regional Transportation Plan

Maintenance Funded Locally



- Annual 1¢ Increase to Local Gas Tax and $15 Vehicle Registration Fee
- Street Utility Fee (SFU = $3.56/month)
- Road Maintenance District (Ave SFU = $6.25/month)

Metro 2000

Regional Transportation Plan

Highway OM&P

1 ■ 2¢ Annual State Gas Tax Increase (ODOT Share) ■ Meets Need	2 ■ 2¢ Annual State Gas Tax Increase (ODOT Share) ■ Meets Need
3 ■ 2¢ Annual State Gas Tax Increase (ODOT Share) ■ Meets Need	4 ■ 1¢ Annual State Gas Tax Increase ■ Current Pavement Conditions

Metro 2000

Regional Transportation Plan

Road & Highway Modernization

1 ■ Additional 2¢ Annual State Gas Tax Increase (4¢ total)	2 ■ Local Share 2¢ Annual State Gas Tax Increase ■ SDCs ■ Tolling
3 ■ Household VMT Fee (1¢ per mile) ■ Non-residential Parking Fee ($7/space/month)	4 ■ 1¢ Annual State Gas Tax Increase ■ SDCs ■ Tolling

Metro 2000

Regional Transportation Plan

Transit Operations

1 ■ Increase of .1% in Payroll Tax Rates	2 ■ Street Utility Fees (SFU = $1.42/month)
3 ■ Increase of .1% in Payroll Tax Rates	4 ?

Metro 2000

Regional Transportation Plan

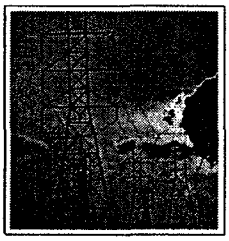
Transit Capital

1 ■ Maximum Flexible Funds to Transit ■ G.O. Bonds	2 ■ Half of Flexible Funds to Transit ■ G.O. Bonds
3 ■ Half of Flexible Funds to Transit ■ G.O. Bonds ■ SDCs	4 ?

Metro 2000

Regional Transportation Plan

Comparative Utility Costs Option 3 Implemented



■ Electricity	$61.50
■ Transportation	$52.50
■ Water & Sewer	$45.70
■ Natural Gas	$39.00
■ Cable TV	$29.40
■ Local Phone	$25.00
■ Trash Pickup	$17.50

Average 2-car household costs per month

Metro 2000

Regional Transportation Plan

Next Steps

- Funding Transportation Needs is a Manageable Issue
- Can Mix and Match Funding Sources
- RTP Serves as Basis for Development of Future Funding Strategy
- Need State and Local Strategy

Metro 2000

M E M O R A N D U M

METRO

To: JPACT

From: Andy C. Cotugno

Subject: Bi-State Transportation Committee

Date: May 5, 2000

The Southwest Washington Regional Transportation Council (RTC) recently completed a High Occupancy Vehicle (HOV) study for the I-5 corridor. The purpose of the study was to develop an HOV option that could be implemented in the corridor without replacing the Interstate Bridge and without adding a lane through Delta Park.

The role of the Bi-State Transportation Committee is to develop recommendations to JPACT and RTC on bi-state transportation issues. Because of its bi-state significance, the Bi-State Transportation Committee has been reviewing the HOV study findings.

At several meetings, the Committee discussed the short- and long-term opportunities for establishing HOV lanes in the I-5 Corridor. At the April 27, 2000 meeting, the Bi-State Transportation Committee approved a resolution on I-5 HOV facility policy recommendations.

The staff report and resolution are included for your review as an information item at this time. RTC and JPACT will be asked to take action on the resolution at future meetings.

The resolution calls for:

- Pursuing a southbound HOV lane in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge.
- Not pursuing an HOV lane across the Interstate Bridge at this time because of safety concerns.
- Not pursuing a reversible HOV lane in Oregon at this time because of safety concerns.
- Pursuing an HOV lane southbound south of the Interstate Bridge as part of the preliminary engineering for the I-5/Delta Park to Lombard project.
- Pursuing a permanent northbound HOV lane in Oregon by resolving the perceived issues of safety and enforcement.

- Not pursuing a northbound HOV lane north of the Interstate Bridge in Washington at this time because the Interstate Bridge provides an effective metering of traffic. However, revisit this issue in the future as conditions require.
- Investigating a full corridor bi-directional long-term HOV facility as part of the I-5 Trade Corridor Study.
- Having RTC and JPACT develop and carry out a public information and involvement plan in coordination with the implementation of these HOV policy recommendations.

To clarify its position on the HOV policy and implementation, RTC approved a letter to WSDOT at its May 2nd Board meeting. In response, WSDOT has proposed to establish an implementation team to work on the HOV issues. These documents are also attached.

ACC:CD:rmb
Attachments

C\JPACT\5-11-00\JPACT HOV Memo.doc

Bi-State Transportation Committee

The Bi-State Committee is appointed by Metro's Joint Policy Advisory Committee on Transportation and the Southwest Washington Regional Transportation Council.

Metro
Councilor Rod Monroe
CHAIR

Clark County
Commissioner Craig Pridemore
VICE CHAIR

Multnomah County
Commissioner Serena Cruz

City of Vancouver
Mayor Royce Pollard

City of Portland
Commissioner Charlie Hales

City of Battle Ground
Dave Mercier, City Manager

City of Gresham
Councilor Chris Lassen

C-TRAN
Keith Parker, Executive Director

Tri-Met
Fred Hansen, General Manager

Port of Vancouver
Larry Paulson, Executive Director

Port of Portland
Mike Thorne, Executive Director

WSDOT
Don Wagner, SW Administrator

ODOT
Kay Van Sickel, Reg. 1 Manager

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Portland, Oregon
97232-2736

Tel 503-797-1700
Fax 503-797-1797
TDD 503-797-1804

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STAFF REPORT

TO: Bi-State Transportation Committee

FROM: Dean Lookingbill, RTC Transportation Director
Andy Cotugno, Metro Transportation Director

DATE: April 20, 2000

SUBJECT: **Consideration of Resolution 04-00-01, I-5 HOV Facility Policy Recommendations**

PROPOSED ACTION

The attached resolution would: 1) Recognize the technical findings of the I-5 HOV Operational Study, 2) Adopt a policy strategy for the implementation of an HOV facility in the I-5 Corridor between Downtown Portland (vicinity of I-5 and Lombard) and Vancouver (vicinity of I-5 and 134th Street) and 3) send this recommendation on to JPACT/Metro and RTC for their consideration.

I-5 HOV OPERATIONAL TECHNICAL STUDY FINDINGS

The findings of I-5 HOV Operational Study have been presented to the Bi-State Transportation Committee at their February and March meetings. These findings are documented in the final report entitled, *I-5 High-Occupancy-Vehicle Operational Study, April 2000.* The purpose of the study was to conduct a traffic operational and design feasibility analysis of constructing an HOV lane in the I-5 corridor without widening the Interstate Bridge or Delta Park.

The study's technical findings identified the following:

- A continuous HOV lane could be built on the Washington side, southbound from 134th Avenue to the Interstate Bridge.
- The travel time benefits of constructing a reversible HOV lane across the Interstate Bridge did not outweigh the safety and operational risks associated with the lane.
- A southbound reversible HOV lane on the Oregon portion also had safety and operational risks. This reversible lane would involve substantial capital and operating costs. A southbound HOV lane could be considered as part of the Delta Park widening project.
- The construction of a northbound HOV lane north of the Interstate Bridge would have limited travel time savings for HOV because of the bottleneck effect of the bridge.

In summary the findings concluded that a southbound bi-state HOV facility in the 2020 forecast year would save HOV users 8 to 10 minutes, carry more persons per hour (5120 persons) than the adjacent general purpose land (3850 persons) and help to ensure travel time reliability for buses and car pools.

STATUS OF EXISTING NORTHBOUND HOV LANE IN OREGON

Regarding the existing northbound HOV lane in Oregon. This HOV lane was implemented as a temporary mitigation measure during the I-5 Bridge Trunnion Repair Project. It has continued to be a mitigation measure during the I-5 Bridge Painting and for the upcoming preservation project on this section of I-5. The Oregon Department of Transportation has been considering how to make the HOV lane permanent. To date measures of effectiveness demonstrate that the HOV lane is successful in carrying more person trips than in the adjacent general purpose lane. Public approval for the HOV lane has been consistently high, even among corridor users who do not use the lane. There are two primary issues that need to be resolved for ODOT to make the lane permanent:

1. Safety. Because the lane was originally envisioned as a temporary mitigation measure, ODOT was able to secure needed approvals to implement the HOV lane with design exceptions. Notably, the safety shoulders on this segment are quite narrow in some places and non-existent in others. To make the HOV lane permanent, ODOT will either need to demonstrate that the lane is safe given the accident history or work towards implementing standard safety shoulders throughout the length of the HOV lane. ODOT is pursuing both of these options at this time by continuing to monitor the safety record for the lane, and by working to get preliminary engineering funds for the I-5 Delta Park to Lombard project.
2. Enforcement. A successful HOV lane depends on enforcement. ODOT can only pay for enforcement of the lane while this project is a mitigation measure. A plan to finance the enforcement of the HOV lane needs to be developed in order for a permanent HOV lane to be effective.

I-5 OPERATIONAL STUDY IMPLEMENTATION FINDINGS BY SEGMENT

The following section contains a segment by segment description of the findings for implementing HOV in the I-5 corridor. The short term strategies listed are those that could be implemented within the next five years with available funding. Longer term strategies extend beyond the five year time and would require new funding sources.

I-5 from 99th Street to Main Street Interchange

- *Short Term*: AM peak southbound HOV lane should be provided by designating the new general purpose lane, now under construction, to an HOV lane. This segment would then consist of an HOV lane, two general purpose lanes and an auxiliary lane. No PM peak northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River, the conversion of the southbound auxiliary lane to a general purpose travel lane should be considered if warranted by congestion. Additional bridge capacity from Oregon into Washington would also warrant the reconsideration of a northbound HOV lane in Washington.

Main Street to the Interstate Bridge

- *Short Term*: AM peak southbound HOV should be provided by adding HOV capacity. This segment would then consist of an HOV lane, two general purpose lanes and the extension of an auxiliary lane from Mill Plain to SR-14. No PM northbound HOV lane in this segment is recommended.
- *Long Term*: If new bridge capacity were provided across the Columbia River a northbound HOV lane in Washington should be re-considered.

Interstate Bridge

- *Short Term:* No HOV lane across the Interstate Bridge is recommended.
- *Long Term:* The I-5 Trade Corridor Study should determine whether or not HOV lane(s) should be part of a new or expanded bridge.

Delta Park

- *Short Term*: Maintain the existing interim HOV lane northbound.
- *Long term*: Provide new southbound and permanent northbound capacity for an HOV lanes in Oregon through the Delta Park project area. The southbound HOV lane extension through Delta Park is a critical component of a successful bi-state HOV facility.

The recommendations in this resolution give JPACT/Metro and RTC direction from a bi-state perspective. Prior to reaching a decision to build an HOV lane in Oregon, ODOT will need to meet the requirements of the National Environmental Policy ACT (NEPA) for construction of an additional lane through the Delta Park section of I-5. The project development process will need to include an HOV lane as an option. If at the conclusion of that process, the HOV lane is the preferred option, JPACT and Metro would need to amend the Regional Transportation Plan to incorporate the HOV lane and would need to ensure that the additional project meets air quality conformity for the region.

Prior to reaching a decision to build an HOV lane in Washington, WSDOT will also need to meet the NEPA requirements both in regard to the current I-5 widening project and the HOV project to widen I-5 southbound, south of SR-500. If at the conclusion of this process, the HOV lane were the preferred option, RTC would need to seek Washington Transportation Commission approval for the operation of a peak period only HOV lane. RTC would also need to amend the Metropolitan Transportation Plan to incorporate the HOV project and ensure that it meets air quality conformity

The I-5 HOV Operational Study held several public meetings in Clark County to solicit public comments on the range of HOV options. Prior to implementation of a recommended HOV project, more public involvement and outreach is needed on the specifics of the proposals in both Oregon and Washington.

Attachment: Bi-State Transportation Resolution 04-00-10, For the Purpose of Approving the I-5 HOV Facility Policy Recommendations

Bi-State Transportation Committee Resolution 04-00-01 For the Purpose of Approving the I-5 HOV Facility Policy Recommendations

WHEREAS, Metro and the Southwest Washington Regional Transportation Council (RTC) entered into Intergovernmental Agreement to establish the Bi-State Transportation Committee; and

WHEREAS, the Bi-State Transportation Committee shall review all issues of bi-state significance; and

WHEREAS, Metro's Joint Policy Advisory Committee (JPACT) and RTC shall take no action on an issue of major bi-state significance without first referring the issue to the Bi-Sate Transportation Committee for their consideration and recommendation; and

WHEREAS, the implementation of an HOV facility in the I-5 corridor has bi-state significance; now therefore,

BE IT RESOLVED,

1. That a southbound HOV lane should be pursued by adding HOV capacity in Washington from 99th Street to the vicinity of the north end of the Interstate Bridge.
2. That because of safety concerns an HOV lane should not be pursued across the Interstate Bridge at this time.
3. That because of safety concerns a reversible southbound HOV lane in Oregon south of the Interstate Bridge should not be pursued at this time.
4. That a southbound HOV lane in Oregon south of the Interstate Bridge to the vicinity of Lombard should be pursued as a part of the preliminary engineering design for the I-5 Delta Park to Lombard project.
5. That a permanent northbound HOV lane in Oregon continue to be pursued by resolving the perceived issues of safety and enforcement.
6. That a northbound HOV lane north of the Interstate Bridge in Washington not be pursued at this time because the Interstate Bridge provides an

effective metering of traffic. However, this position would be revisited in the future as conditions require.

7. That a full corridor bi-directional long-term HOV facility be investigated as part of the I-5 Trade Corridor Study discussion of replacing or expanding the Interstate Bridge.

8. That a public information and public involvement plan be developed by RTC and JPACT and carried out in coordination with the implementation of the Bi-State Transportation Committee HOV policy recommendations.

ADOPTED by the Bi-State Transportation Committee this _____ day of _____ 2000.

_____

Rod Monroe, Chair Bi-State Transportation Committee, Metro Councilor

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RTC
1351 Officers' Row
Vancouver, Washington
98661-3856

360 / 397-6067
360 / 696-1847 fax
http://www.rtc.wa.gov/

May 2, 2000

Don Wagner
Regional Administrator
WSDOT, SW Region
PO Box 1709
Vancouver, WA 98668

Dear Don:

On behalf of the RTC Board of Directors, I want to clarify the Board's policy in regard to implementing a High Occupancy Vehicle (HOV) lane in the I-5 corridor. This policy has been formed over the last several years through the following actions: 1) December 1998, RTC resolution adopting the HOV system plan, goals and policies; 2) May 1999, RTC resolution initiating the I-5 HOV Operational Study; 3) November 1999, RTC memorandum listing the recommendations of the I-5 HOV Operational Study; 4) January 2000, RTC memorandum that advanced the HOV study findings to the Bi-Sate Transportation Committee for their consideration; and 5) April 2000, Bi-State Transportation Committee staff report and resolution. The last three actions all identified two general-purpose lanes plus one HOV as the recommendation for the I-5 segment between Main Street and 134th Avenue. It was also recognized that same segment of I-5 would have a fourth add/drop auxiliary lane in between the interchanges. The RTC Board requests that the two plus one configuration along with the auxiliary lane be recognized by WSDOT as the recommended strategy for continuing the design/implementation of an HOV facility in the I-5 corridor. In addition, the RTC Board requests that WSDOT initiate design and preliminary engineering for the agreed upon extension of the HOV lane from Main Street to the Columbia River Bridge.

The RTC Board understands that there are additional design and implementation issues to be resolved, several of these were raised at the last Bi-State Transportation Committee meeting. The Board would like to be updated as information is gathered to resolve these issues. The RTC Board acknowledges that a full partnership is needed among WSDOT, RTC, the Oregon bi-state partners, the Washington State Commission and local citizens to be successful in implementing an HOV facility in the I-5 corridor.

Sincerely,

Royce

Mayor Royce Pollard,
Vancouver and Chair RTC Board of Directors

cc: RTC Board of Directors

Washington State Department of Transportation
Sid Morrison
Secretary of Transportation

Southwest Region
4200 Main Street
P.O. Box 1709
Vancouver, WA 98668-1709

(360) 905-2000
(360) 905-2222 Fax

TO: Regional Transportation Council Board of Directors

FROM: Mary Legry, Community/Support Manager

DATE: May 2, 2000

SUBJECT: WSDOT I-5 HOV Implementation Plan

At the policy direction of the Regional Transportation Council (RTC), the Washington State Department of Transportation (WSDOT) will establish an Implementation Team to address the design, operational and timing elements required to implement an HOV lane in the I-5 corridor from 134th Street to the Interstate bridge. The initial focus will be on what is required to open the current I-5 widening project with an HOV lane from 78th Street to Main Street, and on how an HOV lane would terminate north of the Interstate bridge.

The Implementation Team will be led by Don Owings, Area Engineer in the Vancouver Project Office. He oversees the current construction of the I-5 widening from Main Street to 78th Street. Partnership jurisdictions invited to be members of the Implementation Team are the City of Vancouver, Clark County, CTRAN, RTC, the Washington State Patrol, Metro and ODOT.

The Team will begin work immediately and expect to finish by the end of July or mid-August.

The first meeting will be within a week or two. Federal Highway Administration (FHWA) and Olympia Service Center staff will be invited to attend. A key agenda item will be an overview of the policies, regulations and rules that govern the project.

Cc: Don Wagner
Doug Ficco
Bart Gernhart
Don Owings
Glenn Schneider
Les Rubstello

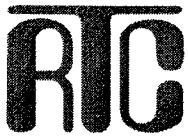
I-5
High-Occupancy Vehicle Operational Study

EXECUTIVE SUMMARY

April
2000

Prepared For:
Regional Transportation Council
in cooperation with:
Washington State Department of Transportation
Oregon Department of Transportation
C-TRAN
City of Vancouver
Clark County
Metro

Submitted By:
Parsons Brinckerhoff Quade and Douglas



I-5 High-Occupancy Vehicle Operational Study Executive Summary

with Technical Advisory Committee Findings

Prepared for:

Southwest Washington Regional Transportation Council

In Cooperation with:

Washington State Department of Transportation
Oregon Department of Transportation
C-TRAN
City of Vancouver
Clark County
Metro

Submitted by:

Parsons Brinckerhoff Quade and Douglas
David Evans and Associates
Pacific Rim Resources
HS Public Affairs
Innovative Transportation Concepts
HDR Engineering

April 2000

EXECUTIVE SUMMARY

I. Background

The Regional Transportation Council (RTC), in conjunction with the Washington State and Oregon Departments of Transportation (WSDOT and ODOT), conducted an operational and feasibility study of High Occupancy Vehicle (HOV) lanes on I-5 between Clark County, Washington (134th Street), and Portland, Oregon. This was the next step of the Clark County Regional HOV Study, which identified a need to move forward with a more detailed feasibility and operational approach to implementing HOV facilities in the I-5 corridor. The study was charged with developing an HOV option that could be implemented in the corridor without replacing the Interstate Bridge and without the construction of any widening through Delta Park. It also follows closely the successful I-5 Northbound HOV Lane Pilot Project implemented by ODOT in October 1998. That project currently carries 2,400 persons per lane per hour, more than either of the general purpose (GP) lanes, and saves 5-7 minutes per vehicle. It also has a 70 percent public approval rating.

This effort was also strategically coordinated with the imminent construction work in Washington to widen I-5 between Main Street and 99th Street (and eventually to 134th Street) to add another lane in each direction. The study findings will provide guidance to WSDOT regarding the use of the new lane capacity.

The Base Case for this study was called the "No New HOV" alternative. It consisted of the current I-5 transportation network and projects contained in the Metropolitan Transportation Plan (MTP) outside of the I-5 Corridor. It also included the I-5 widening in Washington and the existing northbound HOV lane between Going Street and Delta Park in Oregon that operate during the PM peak period only. During the study process, several HOV strategies and alternatives were developed and considered. These included Queue Bypass options (no HOV on the Interstate Bridge, HOV lanes at selected locations in Washington and/or Oregon), a Delta Park only option (AM peak period), and a Full Corridor option which carried reversible HOV lanes across the Interstate Bridge.

A public opinion survey of 800 Clark County residents was conducted as part of the I-5 HOV Operational Study. The survey provided representative data of attitudes, knowledge, and behavior regarding HOV lanes.

The survey concluded that almost all bi-state travelers (96%) were aware of the existing northbound I-5 HOV lane. Two-thirds of those using the HOV lane reported saving travel time.

Slightly more than 50 percent supported HOV lanes as an effective traffic management strategy. Most respondents (59%) favored implementing HOV by adding the lane instead of converting an existing general purpose lane for HOV. Two-thirds supported peak-period operation of HOV lanes, while 23 percent supported 24-hours-a-day, 7-days-per-week operation of the HOV lane. Most of those surveyed (80%) agreed that the HOV lanes should have a strong enforcement program.

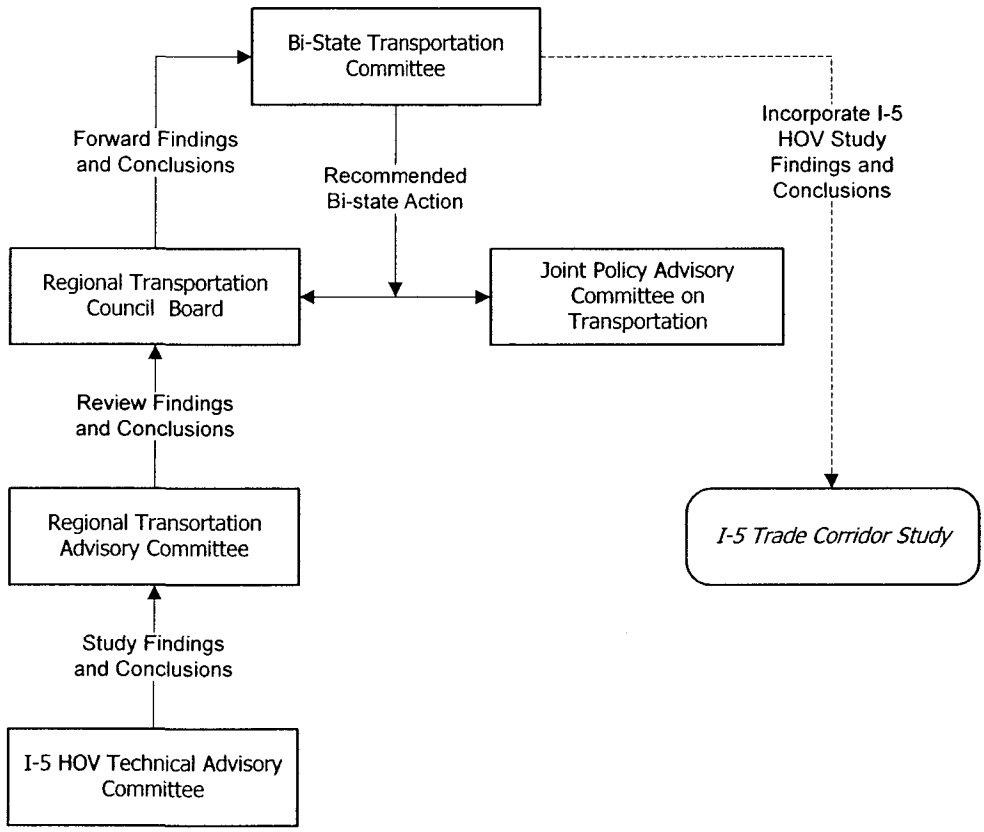
II. Decision-Making Process

RTC was the project lead for the overall study and the management of work tasks. The I-5 HOV Technical Advisory Committee provided expertise and comment on the technical analysis and

was made up of staff from the Washington State Department of Transportation, City of Vancouver, Clark County, C-TRAN, Metro, and the Oregon Department of Transportation. In addition, the two state transportation departments provided expert advice regarding the operation, design, and characteristics on HOV and their state facilities. Findings and recommendations of the TAC were forwarded to the Regional Transportation Advisory Committee for their comment and review prior to consideration by the RTC Board.

The RTC Board received the study finding and conclusions and forwarded them to the Bi-State Transportation Committee for their discussion. The role of the Bi-State Transportation Committee was to consider the study findings and conclusions and to recommend any bi-state action to the RTC Board and Joint Policy Advisory Committee on Transportation (JPACT) regarding an HOV facility in the I-5 corridor. Study findings will be forwarded to the I-5 Trade Corridor Study.

Figure ES-1. Decision-Making Process



III. Selected HOV Option

After analysis and screening of several HOV options in the I-5 corridor, three non-bridge HOV options were evaluated for detailed operational analysis: Washington only HOV, Oregon only HOV and a bi-state HOV option consisting of an HOV facility in Washington and Oregon with no HOV on the Interstate Bridge. All HOV options resulted in travel time savings and higher HOV person demand than the base case, which has no AM southbound HOV. However, of the three options, the bi-state HOV option offered the highest travel time savings and HOV person

demand. A bi-state HOV facility in the I-5 corridor resulted in significant mobility improvement in the corridor for transit and other shared ride users.

The selected bi-state HOV option developed in the I-5 corridor is based on an analysis of traffic operations, safety, and design issues for the HOV options studied. The PM HOV option consists of the current NB HOV lane between Going Street and Marine Drive. The AM HOV option consists of a southbound HOV facility in Washington from 134th Street to Mill Plain Boulevard, no HOV lane across the Interstate Bridge, and an HOV lane in Oregon from Marine Drive to Lombard Avenue. The southbound AM option is described below:

WASHINGTON

- *Two general-purpose travel lanes plus an HOV lane from 134th Street to SR 500.* This would also include an auxiliary add/drop lane from 134th Street to SR 500.
- *Added capacity for HOV from SR 500 to Mill Plain Boulevard.* This would be accomplished by reconfiguration of the existing lane and shoulder striping to provide an additional through (HOV) lane in this segment. There are two possible design options for this reconfiguration:
  - a new outside general purpose lane would be added from SR 500 south to the Interstate Bridge and the inside general purpose lane would be utilized for HOV; the HOV lane designation would drop at Mill Plain Boulevard to allow all vehicles to use the inside lane across the bridge; or
  - An HOV lane would be added to the inside median which would then merge with general purpose traffic before crossing the Interstate Bridge. The tradeoffs between the two design options have been defined and should be considered in the decision-making process for HOV implementation.

Interstate Bridge *No HOV lane across the bridge.*

OREGON

Added capacity for HOV from Marine Drive to Lombard Avenue. The I-5 HOV Operational study's original goal was to analyze the feasibility of implementing an HOV lane without widening the corridor through Delta Park. The study examined accomplishing this via a reversible lane using a movable barrier. While the construction cost for such a concept would be lower than the cost of widening, ongoing operations and maintenance costs may eventually result in higher overall costs for the reversible lane compared to widening. It was determined that HOV should not be implemented without a major widening of the corridor due to overall cost, safety, and operational concerns. Southbound HOV capacity should be provided by constructing an additional travel lane on Interstate 5 from the Delta Park interchange to Lombard Ave. This project is included in the Metro's Regional Transportation Plan (RTP) strategic plan and ODOT has begun preliminary work on the project. The project was also recommended by the I-5 Trade Corridor Leadership Committee.

PERFORMANCE OF SELECTED HOV ALTERNATIVE

The selected southbound HOV option compares favorably against the following performance measures:

- HOV would save users one minute per mile and a minimum of 5 minutes overall (meets the total travel times savings, but not travel time savings per mile in 2003, well-met in 2020)
- HOV lane is forecast to carry at least 600 vehicles per hour (would be met southbound in the opening year (2003) as well as in 2020)
- The HOV lane is expected to carry more persons per hour than any adjacent GP lane (would be met southbound in 2003 as well as in 2020)
- General purpose lanes are currently experiencing LOS E/F conditions for at least one peak hour in each peak direction.

IV. Key Findings

Of the HOV options identified for detailed analysis, the bi-state HOV option had the most benefit to mobility in the I-5 corridor, by providing the highest travel time savings and HOV person demand. The analysis results are summarized in the following table:

AM 2 Hour: Summary of HOV Options[1]						
Alternative	**Vehicles in HOV Lane**	**Bus Ridership**	**Persons in HOVs**	**Persons per GP lane**	**HOV Lane Time Savings (Minutes per Vehicle**	**HOV Lane Time Savings (Minutes per Mile)**
Base-Case: No New HOV	N/A	1,720	4,000	----	-----	N/A
Washington-only	1,400[2]	1,800	4,900	3,850	7-8	1.1
Oregon only HOV	1,000	1,760	4,370	3,600	1.8	0.7
HOV in Washington and Oregon	***1,530***	***1,900***	***5,120***	***3,850***	***8-10***	***1.1 – 1.2***

1. Measured at Marine Drive
2. Measured at Mill Plain Boulevard

In addition, the study finds that:

- A Bi-State I-5 HOV facility provides the greatest mobility by increasing the number of persons using the corridor and reducing overall vehicle hours of travel compared to other HOV alternatives and to the provision of general purpose capacity.
- The study findings are consistent with the adopted MTP and the Clark County HOV Study (December 1998).
- The I-5 Corridor is a National Priority Trade Corridor and HOV facilities should be considered within the context of the overall function of I-5 and considered further during the development of the I-5 Corridor Development and Management Plan.
- Persons using the HOV lane exceed the number of persons per lane in the adjacent general purpose lane.
- HOV lanes show significant travel time savings for HOV users.

- Southbound between SR 500 and the Interstate Bridge, HOV scenarios which added a lane rather than converting an existing lane showed less congestion.
- In 2020, southbound AM peak congestion occurs for most of the corridor between 134th Street and the Interstate Bridge.
- The Interstate Bridge is the most significant bottleneck in the corridor. The bridge affects peak-hour traffic causing significant queuing which will grow worse by 2020.
- In the southbound direction, the bottleneck at the Interstate Bridge is exacerbated by another bottleneck downstream at Delta Park. The combination of these two bottlenecks causes significant queuing.
- Approximately one mile of queuing, similar to that currently experienced, is expected through Delta Park in 2020.
- A review of HOV alternatives shows a southbound HOV lane between 134th Street and the Interstate Bridge and through Delta Park saves HOV users approximately 8 to 10 minutes per vehicle compared to general purpose lanes, and over one minute per mile.
- Most of the projected HOV time savings occurs in Washington (7-8 minutes per vehicle).
- Southbound travel time savings through Delta Park is limited by the capacity constraints at the Interstate Bridge.
- The northbound PM peak reversible HOV lane across the Interstate Bridge significantly increases congestion in the southbound direction in 2020 due to the loss of a southbound general purpose lane.
- Benefits gained by having a northbound reversible HOV lane on the southbound span of the Interstate Bridge are more than offset by the disbenefits of increased congestion in the southbound direction in the PM peak period.
- Any reversible lane option on the Interstate Bridge reduces travel lane width, impacts traffic operations, and is difficult to design and manage with an operating lift-span drawbridge.
- A reversible lane through Delta Park was a design option working within the existing bridge structures over the Columbia Slough and Columbia Boulevard. The substandard nature of its design, including lack of shoulders and left-hand merging areas, presents significant safety and operational concern. In addition, the project requires a $6 million capital cost and annual operating costs of $750,000.
- The cost to implement HOV in Washington is approximately $362,000.

The study concluded that:

- No further consideration should be given for a PM peak northbound HOV lane in Washington unless warranted by congestion or if new capacity is provided by a replacement of the Interstate Bridge.
- No further consideration should be given for a reversible HOV facility across the existing Interstate Bridge spans.
- A minimum of three general purpose lanes should be provided in each direction in Washington between SR 500 and the Interstate Bridge.
- Although the selected HOV option north of SR 500 is 2 general purpose lanes plus an HOV lane, the conversion to 3 general purpose travel lanes plus and an HOV lane should considered when warranted by congestion or when new bi-state capacity is provided by the replacement of the Interstate Bridge.

- A southbound, AM peak period HOV lane through Delta Park should be accomplished via widening of the corridor to achieve three full-time through lanes within acceptable design standards rather than by a peak-only reversible lane.
- Widening of I-5 southbound through Delta Park would provide AM peak period HOV capacity and non-peak freight capacity.

The I-5 Trade Corridor Study's Corridor Development and Management Plan should address these conclusions as part of the overall Bi-State decision-making process on the I-5 corridor, including the considerations for any new Columbia River crossing capacity. A summary matrix of the study findings and conclusions by segment is included at the end of the executive summary.

The following Agency Issues will need discussion and resolution prior to further consideration of an HOV configuration in the corridor:

- The implementation of an I-5 Bi-State HOV Corridor will require bi-state consensus.
- The study findings should be considered in the context of the current I-5 widening construction project between 99th Street and SR 500.
- The study findings should be advanced through the decision-making process, including the I-5 Trade Corridor Study.
- Lane configurations inclusive of HOV on southbound I-5 from SR 500 to the Interstate Bridge require resolution of design issues.
- Design of HOV southbound through Delta Park requires resolution of design issues to determine how an HOV lane through Delta Park should be implemented as part of major widening through Delta Park.
- The analysis results for a reversible lane concept in Oregon should be forwarded for consideration in the Delta Park widening discussions.
- The I-5 HOV Operational Study findings are consistent with WSDOT HOV policy regarding travel time savings, lane use, added capacity for HOV and segment length, but not time-of-day operation.

V. Bi-State Policy Issues

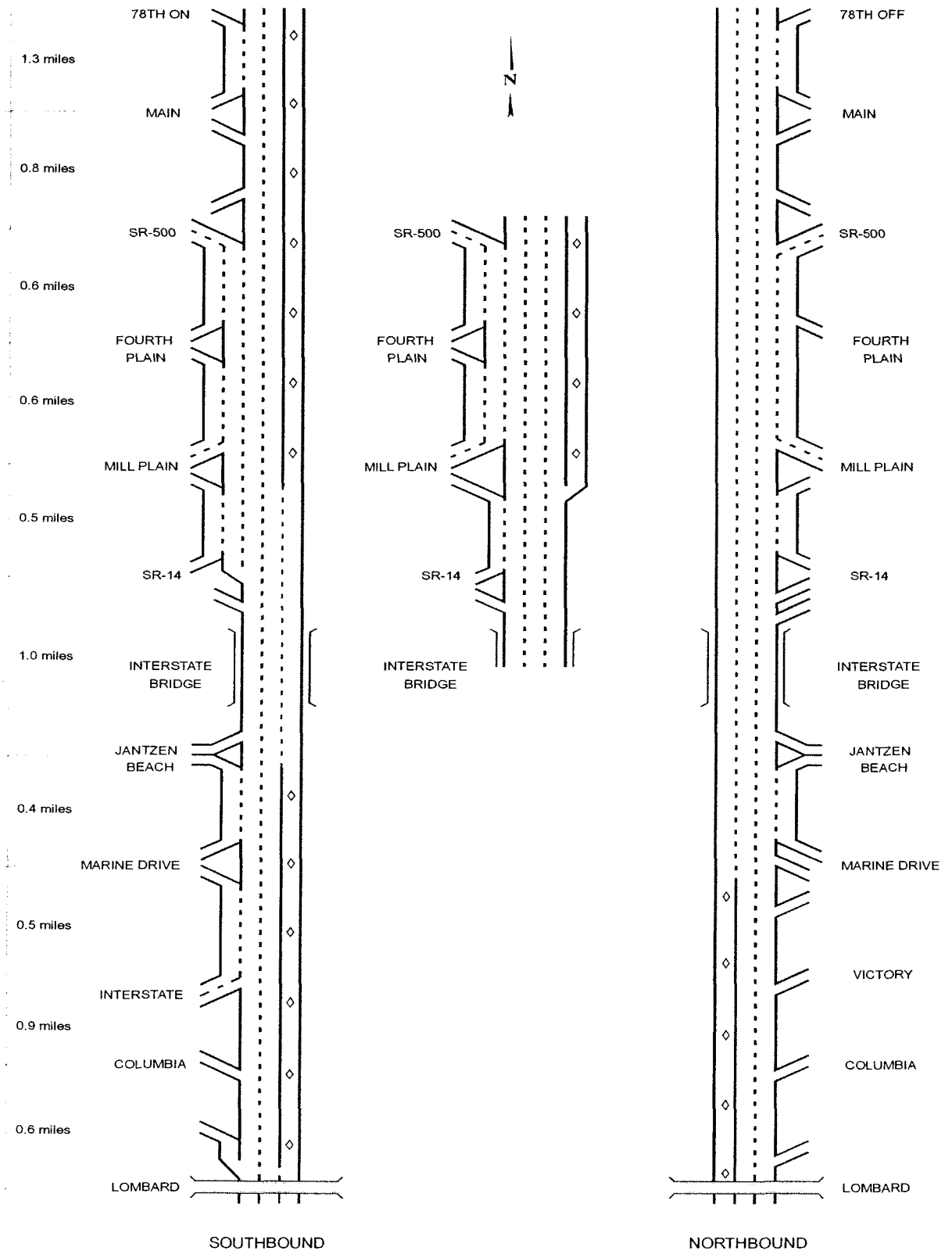
- An Intergovernmental agreement between RTC and Metro states that JPACT and RTC Board, "Metro and RTC shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation." The findings of the I-5 HOV Operational Study is being forwarded to the Bi-State Transportation Committee for their discussion and recommendation. Any recommended action by the Bi-State Transportation Committee will go to RTC and JPACT for their consideration.
- The I-5 HOV Operational Study identifies HOV as a viable short-term strategy; it does not address the HOV in the corridor with an Interstate Bridge replacement. The I-5 Trade Corridor Study will be addressing the long-term role of HOV in the corridor in the context of new bridge capacity. The study findings and conclusions should be forwarded to the I-5 Trade Corridor Study process.

- The study findings must be considered in the context of the current I-5 widening construction project north of SR 500. Study findings will provide guidance to WSDOT regarding the use of new lane capacity currently being constructed.
- The I-5 HOV Operational Study findings are consistent with WSDOT HOV policy regarding travel time savings, lane use, added capacity for HOV and segment length. State policy calls for full time HOV lane operation. However, the study recommends peak period only HOV in the I-5 corridor.
- Funding to implement the widening to accommodate HOV through Delta Park should be considered in the Bi-State funding discussions for the I-5 corridor.

Table ES-1. Summary of I-5 HOV Operational Study Findings and Conclusions

Finding	Conclusion
Bi-State Corridor	
Bi-State I-5 HOV facility provides the greatest mobility of all alternatives studied.	A southbound, AM peak period HOV facility should be provided in the I-5 Bi-State corridor. In the PM peak, the current northbound HOV lane between Going Street and Delta Park is preferred.
The I-5 Corridor is a National Priority Trade Corridor and HOV facilities should be considered within the context of the overall function of I-5.	The I-5 Trade Corridor Study should receive and address these findings as part of the overall Bi-State decision-making process on the I-5 corridor.
Washington Portion	
In 2020, southbound AM peak congestion occurs for most of the corridor between 134th Street and the Interstate Bridge.	The selected HOV option consists of an AM southbound HOV facility from 134th Street to Mill Plain Boulevard.
A southbound HOV lane between 134th Street and the Interstate Bridge and through Delta Park is projected to save HOV users approximately 8 to 10 minutes per vehicle compared to general purpose lanes in 2020, and over one minute per mile. Most of the projected HOV time savings occurs in Washington (7-8 minutes per vehicle).	The minimum operable segment in the AM peak is from 78th Street to Mill Plain Boulevard.
The Interstate Bridge meters traffic in each direction, affecting downstream queues both currently and in 2020.	No further consideration should be given for a northbound HOV lane in the PM peak on the Washington side. A northbound HOV lane north of the Interstate Bridge should be considered when congestion levels warrant an HOV lane or if and when the Interstate Bridge is replaced.
Interstate Bridge	
The Interstate Bridge meters traffic in each direction, affecting downstream queues both currently and in 2020.	The I-5 Trade Corridor Study should receive and address these HOV considerations for any new Columbia River crossing capacity.
Benefits gained by having a northbound reversible HOV lane on the Interstate Bridge are more than offset by the disbenefits of increased congestion in the southbound direction in the PM peak period.	No further consideration should be given for a reversible HOV facility across the Interstate Bridge.
Any reversible lane option on the Interstate Bridge reduces travel lane width, impacts traffic operations, and is difficult to design and manage with an operating lift-span drawbridge.	No further consideration should be given for a reversible HOV facility across the Interstate Bridge.
Oregon Portion	
Approximately one mile of queuing, similar to that currently experienced, is expected through Delta Park in 2020.	Design of HOV southbound through Delta Park requires resolution of design issues and the implementation of HOV through Delta Park should be implemented as part of major widening through Delta Park.
A reversible lane design option through Delta Park has a substandard design, lack of shoulders and left-hand merging areas, presenting significant safety and operational concerns along with significant ongoing operational costs.	A southbound, AM peak period HOV lane through Delta Park should be accomplished via widening of the corridor to achieve three full-time through lanes within acceptable design standards.

Figure ES-2. Selected HOV Lane Configuration



2000 March April May June July August September October November December 2001 January

Elderly & Disabled Plan Steering Committee Convened

Needs Assessment & Vision Development and Data Collection & Analysis

Plan Alternatives Development and Review

Draft Plan Review

Elderly and Disabled Transportation Plan Adoption

Tri-County Elderly and Disabled Plan Update

Partners in Planning *May 2000*

Project:

A collaborative effort is underway for special transportation planning in the tri-county area. As sponsors of this plan, the Area Agencies on Aging and Disabilities of Washington, Multnomah and Clackamas counties, Tri-Met and the Special Transportation Fund Advisory Committee are coordinating a broad-based effort to create a regional elderly and disabled transportation services plan. The plan will develop special needs transportation options for both the urban and rural portions of the tri-county area and will be included in Metro's Regional Transportation Plan.

Process:

Over the next year, the Steering Committee will meet monthly to:

- produce a vision statement for elderly and disabled transportation and assure this vision is included in the regional transportation plan,
- define the need for transportation services over the next five to ten years,
- adopt a service, capital and information plan to meet those needs,
- identify financing mechanisms and phasing to implement the plan,
- assess organizational and institutional arrangements to best meet the plan's goals, and
- present the plan and advocate for the plan's implementation at the local, regional and state levels.

At this point in time...

The first phase of the Elderly and Disabled Transportation planning process is focused on needs assessment, data collection and analysis, and the development of a regional vision for E&D transportation services. Planning staff is looking at how service is currently delivered in the tri-county area and where target populations are located. Gaps in service delivery are also being addressed in this phase. Successful elderly and disabled service delivery programs from around the US and abroad will be examined to see how the tri-county region might benefit from their experiences.

Public Involvement:

Opportunities for public involvement are anticipated at different stages of the plan's development. Initially, stakeholders—those agencies, advocacy groups and others whose constituents are the elderly and disabled, will share in the needs assessment and analysis process. At later stages, public meetings will be held to discuss plan alternatives and, eventually, the final plan document.

To express your view, ask questions about the planning process or to receive notification about public involvement opportunities, call the comment line at 503-962-5806.

Steering Committee Members

John Mullin, Chairman
Bernie Bottomly
Patty Brost
Jan Campbell
Andy Cotugno
Larry Daimler
Stephen Dickey
Tina Do
Nancy Enabnit
Sandra Gerling
Edubina Godinez
Commissioner Diane Linn
Ross Mathews
Jim McConnell
Christina Morris
Janette Palmer
Narcisa Pimentel
Shirley Potter
Jon Putman
Dolores Raymond
Mary Lou Ritter
Marie Sowers
Elaine Wells
Herman White

Partners in Planning:

This visionary plan's creation will be a unique, broad-based and inclusive. The plan's sponsors created an Elderly and Disabled Transportation Plan Steering Committee made up of over 20 representative from the tri-county area. Representatives include senior and disabled advocates, agencies and advisory committees, county commissioners, service providers, system users, Metro staff, city staff and other regional transit districts.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE $500,000 OF SECTION 5309 FUNDS FOR PRELIMINARY ENGINEERING OF THE WILSONVILLE TO BEAVERTON COMMUTER RAIL PROJECT	)))))))	RESOLUTION NO. 00-2950 Introduced by Councilor Jon Kvistad, Chair JPACT

WHEREAS, Metro and Washington County jointly sponsored preparation of the Wilsonville to Beaverton Commuter Rail Alternatives Analysis; and

WHEREAS, the region allocated $1 million of regional STP funds for the Alternatives Analysis; and

WHEREAS, Metro Resolution 00-2892A identified implementation of the project as a regional priority for discretionary federal new start funding; and

WHEREAS, The Alternatives Analysis has identified a locally preferred alternative; and

WHEREAS, The United States Congress appropriated $500,000 of Section 5309 funds in FY 00 to commence preliminary engineering for this project; and

WHEREAS, Metro is prepared to submit a grant application to FTA to obligate the appropriated funds; and

WHEREAS, the funds must first be programmed in the MTIP and state TIP; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to reflect programming of $500,000 of Section 5309 funds in FY 00 to conduct preliminary engineering for the Wilsonville to Beaverton Commuter Rail Project.

2. Staff is authorized to coordinate programming of the funds as necessary with respect to phase of work and anticipated year of obligation.

ADOPTED by the Metro Council this _____ day of _____, 2000.

_____
David Bragdon, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

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5/4/2000

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE $500,000 OF SECTION 5309 FUNDS FOR PRELIMINARY ENGINEERING FOR THE WILSONVILLE TO BEAVERTON COMMUTER RAIL PROJECT

Date: May 9, 2000 Presented by: Richard Brandman

PROPOSED ACTION

This resolution would amend the Metropolitan Transportation Improvement Program (MTIP) to reflect programming of $500,000 of Section 5309 funds to conduct Preliminary Engineering for the Wilsonville to Beaverton Commuter Rail Project. This resolution also authorizes staff to coordinate programming of the funds as necessary with respect to phase of work and anticipated year of obligation.

EXISTING LAW

Metro is a designated MPO and eligible recipient of federal funds. The funds for the Commuter Rail Project are Section 5309 Federal New Starts funds for the purpose of engineering and constructing rail transit facilities. Washington County has requested that Metro be the grantee for preliminary engineering, as we were for the Alternatives Analysis.

FACTUAL BACKGROUND AND ANALYSIS

In 1999 the Metro Council authorized the allocation of $1 million of regional Surface Transportation Program (STP) funds to complete the Alternatives Analysis and Environmental Assessment phase of project development for the Wilsonville to Beaverton Commuter Rail Project. Based on the evaluation of No-Build, Commuter Rail and Transportation System Management alternatives, the Wilsonville to Beaverton Commuter Rail Steering Group recommended that Commuter Rail be the Locally Preferred Alternative (LPA) in this corridor.

Five public meetings were held after the Steering Group's January 21, 2000, recommendation, one in each city along the proposed commuter rail line, concluding on February 10, 2000. The adoption of the LPA by the Washington County Board of Commissioners is scheduled for June 6, 2000, after recommendations from each of the five cities along the proposed alignment.

The Environmental Assessment (EA) for the project is undergoing final review by the Federal Transit Administration (FTA). FTA approval to begin Preliminary Engineering on the LPA is anticipated in June 2000, after the LPA is selected and the EA is completed with a Finding of

No Significant Impact (FONSI). Preliminary engineering will bring the LPA up to the 30% design level and will result in estimates of capital and operating costs suitable upon which to base a funding plan.

For funding purposes, Preliminary Engineering consists of two phases. Phase 1 would be funded by the $500,000 in Section 5309 under consideration in this staff report and resolution, plus local match. Phase 2 would be funded by an additional $1,000,000 of Section 5309 funding which has been requested from Congress. At the completion of Preliminary Engineering, the project would request permission from FTA to enter Final Design and Construction. If the project remains on schedule, the Commuter Rail line would open in the fall of 2004, concurrent with the opening of the Interstate MAX project.

During the PE phase of the project, Metro would continue to be the federal grantee and would administer the grant. The vast majority of the funding would be passed through to Washington County. Metro would retain a small percentage of the funding for administering the grant and for assistance with technical reviews and development of a funding plan.

BUDGET IMPACT

This federal Section 5309 funding is not included in Metro's FY 2000-01 budget. At the time the budget was developed, it was anticipated that Washington County would be the direct recipient of this Section 5309 grant. Washington County is at this time not a designated recipient of federal transit capital funds; therefore funds will continue to pass through Metro. The table below illustrates the project's budget. Preliminary Engineering (PE) Phase One would be completed with this grant, along with local match. An additional Section 5309 request for $1 million has been made to Congress to complete the PE phase.

The FY 2000-01 budget would be updated to reflect these changes via a technical amendment in late May 2000. All anticipated expenditures will be covered by the proposed revenue sources, as shown below.

The project budget to date is summarized below:

Revenue		**Expenditures**	
Alternatives Analysis/Environmental Assessment			
STP funds	$1,000,000	Washington County	$ 949,454
Washington Co.and ODOT match	$ 114,454	Metro	$ 165,000
Total	**$1,114,454**	**Total**	**$1,114,454**
Preliminary Engineering - Phase One			
Section 5309 Funds	$ 500,000	Washington County	$ 585,000
Washington Co.and ODOT match	$ 125,000	Metro	$ 40,000
Total	**$ 625,000**	**Total**	**$ 625,000**

Preliminary Engineering - Phase Two

Section 5309 Funds	$1,000,000	Washington County	
Local Match	$ 250,000	and Metro	$1,250,000
Total	**$1,250,000**	**Total**	**$1,250,000**

RR:rmb

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ODOT 2001-03 Budget and STIP Update

- Like many local governments, ODOT is facing difficult choices regarding how to meet its transportation responsibilities with limited resources.

- Without the increase in the gas tax ODOT, like local governments, are being hard hit by a number of factors including: the impact of the adjustment in cost responsibility, the impact of inflation, and cost of living increases.

- The OTC is in the process of giving direction to the Department regarding the 2001-03 Biennial Budget and the 2-year update to the STIP for 2004 and 2005.

- As part of that process the OTC has asked Regions to discuss some of the budget and STIP choices that they are facing with local governments and to get them feedback by their June meeting.

- Because of the limited timeline, and the importance of some of these decisions to the Portland region, ODOT is requesting that the JPACT Finance Committee be convened. At the meeting ODOT will provide a through briefing of the issues, and give JPACT members an opportunity to provide feedback to the OTC as they begin giving direction to the Department on the next budget and the STIP update.

M E M O R A N D U M

METRO

DATE: May 5, 2000

TO: Metro Council
MPAC
JPACT

FROM: Mike Burton, Executive Officer

RE: Cascadia Metropolitan Forum

This memo is to remind you of our past discussions about the Cascadia Metropolitan Forum which is being hosted this year by the Puget Sound Regional Council. The dates for this forum have been established for July 20 through 22, 2000, in Seattle.

I have been asked to extend the invitation to you and to encourage your attendance. The attached letter from Bob Edwards, President of the Puget Sound Regional Council, includes the draft agenda and registration form.

This is the fourth meeting of the Cascadia Metropolitan Forum which is designed principally for elected officials from the Vancouver, B.C., Seattle and Portland regions to meet and discuss common issues. The letter indicates that they have planned for about 20 people from our region to attend.

I have asked Andy Cotugno to coordinate with you and the committee to solicit interest and a process to determine who will represent the Portland region.

MB:BW:rmb
Attc.

C\EO\Cascadia.doc

Puget Sound Regional Council

PSRC

April 24, 2000

The Honorable Mike Burton, Executive Officer
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Mr. Burton:

RE: Cascadia Metropolitan Forum, July 20-22, 2000, Seattle, Washington

On behalf of the Puget Sound Regional Council, I would like to invite you to the annual Cascadia Metropolitan Forum, which will be hosted by the Puget Sound Regional Council at the Seattle Sheraton Hotel from July 20 through 22, 2000. We are planning a program that should build upon the success of the last forum held in Portland. A copy of the draft forum program is enclosed for your information.

In addition to a reception, tour of Safeco Field and a Seattle Mariners-Anaheim Angels baseball game (tentative), we have planned a full day of presentations and discussions on efforts to keep pace with the challenges facing our metropolitan regions involving the metro areas of Portland, Vancouver and the central Puget Sound.

In keeping with past practice, we are planning for a delegation of twenty, comprising elected officials and senior staff, from your organization. Registration has been set at $120 with a spousal rate set at $40 (prices quoted in U.S. funds). The Seattle Sheraton is offering participants a special room rate of $179. Please make accommodation arrangements directly with the hotel (1-800-325-3535; 206-621-9000) and reference the PSRC Cascadia Metropolitan Forum Conference.

We look forward to a full delegation from METRO, and toward the mutual benefit from the exchange of ideas between our metropolitan jurisdictions.

If you require any further information, please contact Sylvia Nelson, Puget Sound Regional Council. (206) 464-7518.

Sincerely,

Bob Edwards

Bob Edwards
Commissioner, Port of Seattle
President, Puget Sound Regional Council

cc: Mr. Andy Cotugno, Planning Director, METRO

Enclosure

1011 Western Avenue Suite 500 • Seattle, Washington 98104-1035 • 206 464-7090 • FAX 587-4825

Cascadia Metropolitan Forum

.....Greater Vancouver Regional District
.....Portland Metro
.....Puget Sound Regional Council
.....in association with the Discovery Institute

Draft Agenda* - July 20-21, 2000

Thursday, July 20

5 - 7 p.m.	Reception for all participants .....Seattle Sheraton Hotel

Friday, July 21

8:30 - 9 a.m.	Welcome and Introductions - Seattle Sheraton *.....Commissioner Bob Edwards, President Puget Sound Regional Council*
9:00-10:30 am	Facilitated Roundtable on Metropolitan Growth Updates from the Regions *.....David Harrison, facilitator*
12:15-2 p.m.	Lunch - *New Ideas from the Outside*
2 - 4 p.m.	What's the pulse of representatives from all three region's on challenges and opportunities of growth. What are we really thinking about this? *.....Stuart Elway - Stuart leads a conversation where attendees are equipped with wireless computer technology that displays how attendees think about particular subjects.*
6 p.m.	Safeco Field - Redevelopment in the International District; how sports, transit and high tech are transforming Seattle's historic core.
7:05 p.m.	Seattle Mariners vs. Anaheim Angels *(tentative)*
Saturday, July 22	Morning Tours of Region

*A detailed agenda will be mailed in June.

.....

To attend, please provide the information below to Sylvia Nelson at the Puget Sound Regional Council by phone (206) 464-7518, FAX (206) 587-4825, or by e-mail, snelson@psrc.org. **REGISTRATION DEADLINE IS JULY 3, 2000.**

❑ Yes, I plan to attend the Cascadia Metropolitan Forum

Name/Title_____

Jurisdiction/Address_____

_____

Phone_____FAX_____E-Mail_____

SAVE THE DATE

2000 CASCADIA CONFERENCE

—Cooperate Regionally to Compete Globally—

To increase cooperation within Cascadia — the bi-state, bi-national region embracing Washington, Oregon and British Columbia — in order to strengthen the region's economy and quality of life in the 21st century. This mission is served through development of common strategies in support of intermodal transportation, trade, tourism, environment and technology.

September 26-28, 2000

Eugene Hilton
66 East Sixth Avenue
Eugene, Oregon
Special Room Rates Available call 1-800-HILTONS (1-800-445-8667)

Cascadia Project Co-Chairs

Oregon State Senator Susan Castillo
Deputy Mayor, Olympia, WA Mark Foutch
White Rock, B.C. Mayor Hardy Staub

- How can we relieve congestion along the I-5/Northwest high-speed rail corridor and encourage affordable housing and salmon bearing streams?
- What role does technology play in enhancing freight mobility and livability strategies?
- Is it time for new governance and transportation funding structures across international and state boundaries? Do our tax policies reflect our environmental and economic priorities?
- How can we provide access to international trade and tourism markets in rural communities along our inland corridors (Highways 395, 97 and 95)?

This year's Cascadia Conference in the Eugene/Springfield area will explore these issues and others in workshops designed to encourage interaction and participation. A full agenda and registration form will be available soon on our website at http://www.discovery.org/cascadia/index.html. Invitations will be mailed out later this summer.

Don't miss out on this opportunity to join other "Cascadians" in planning for the future of our region. If you have questions or would like additional information, contact any of the following individuals.

Bruce Agnew, Cascadia Project Director	206-292-0401 x113 or bagnew@discovery.org
Teresa Gonzales, Cascadia Program Mgr.	206-292-0401 x106 or tg@discovery.org
Steve Jost, Discovery Institute Event Planner	206-292-0401 x111 or sjost@discovery.org

COMMITTEE TITLE JPACT

DATE 5-11-00

NAME	AFFILIATION
Scott L Rice	Cornelius City Council
Roy Rogers	Washington County
Serena Cruz	Multnomah County
Royce E Pollard	VANCOUVER
Karl W. Rohde	C3
ROB DRAKE	CITIES OF WASH. CO.
Jon Kvistad	Council
Ed Washington	METRO COUNCIL
Bill Kennemer	Clackamas Co
FRED HANSEN	TRI-MET
Charlie Hales	City of Portland
Rod Monroe	Metro Council
Craig Pridemore	Clark County
Don Wagner	WSDOT
Jim Knight	E. County Cities
Dave Lohman	Port of Portland
Kay Van Sickel	ODOT
Andy Ginsburg	DEQ

COMMITTEE TITLE JPACT

DATE 5-11-00

NAME	AFFILIATION
John Rosenberger	Washington County
STEVE DOTTERER	CITY OF PORTLAND STAFF
Chris Deffebach	Metro
Ted Leyhold	Metro
Elsa Coleman	Portland
BERNIE BOTTOMLY	Tri-met
MARK LEAR	CITY OF PORTLAND
Deb Wallace	C-TRAN
Brian Newman	Milwaukie City Council
Dean Lookingbill	RTC
JIM HOWELL	AORTA
DAN KAEMPFF	TUALATIN TMA
Karen Schilling	Multnomah County
Beckie Lee	Comm. Serena Cruz's Off.
Mary Legry	WSDOT
Mike Zdon	City of Portland
LUCY BAKER	Mult Co Aging & Disabld Serv.
CHRIS HAMMOND	CEIC

COMMITTEE TITLE JPACT

DATE 5/11/00

NAME	AFFILIATION
Michael Bolliger	CBIC
Paul Silver	City of Wilsonville
Steve Kelley	Washington County
Ross Williams	CLF/ Citizens For Sensible Transportation
Martha Bennett	City of Milwaukie
Bob Stacey	Tri-Met
Tom Markgraf	Congressman Earl Blumenauer
Ron Papsdorf	City of Gresham