

TRANSPORTATION FUNDING  
STATUS REPORT  
April 8, 1999

HB 2082 – House Revenue Committee

4-cent increase -- 1-1-2000  
\$10 increase – 1/1/2000

Weight/Mile – currently 37.7 percent of 24-cent gas tax

No amount specified at this time. The tables in the bill will be completed when gas tax amount determined.

Consultant now reviewing the recent Cost Allocation Study. The purpose of this study is to maintain the “fair share” policy for transportation funding. Consultants should report next week to the House Revenue Committee.

HB 3344 – House Transportation – House Revenue

Eliminates current weight/mile tax policy.

Diesel fuel tax will be 1-cent above vehicle fuel tax

Everyone will pay new diesel tax

Now: Under 26,000 lbs. pay 24-cent tax  
Over 26,000 pay weight/mile tax

Registration fee will increase approximately twelve-fold -- EX: \$300 to \$3,000\

Consultants are evaluating this proposal. Report should be available two and one-half to three weeks. Objective is to be sure this changeover, if made, will be revenue neutral.

Proposal before the committee is to increase the fuel taxes another 2-cents to provide for bonding. This change would provide for immediate funding of modernization work. 15-year sunset for debt service.

HB 2478 – ODOT Reorganization

Passed House

On Senate Floor for vote

# **Oregon Highway Cost Allocation Study**

**Legislative Committee Presentation**

**March 10, 1999**

# **Progress Report**

- **Draft report**
- **First working version of the model with Oregon data**
- **Assembly of data completed 2 months behind original schedule**
- **Refinement of model and findings by 3/31**
- **Assistance in analyzing OTA and other proposals**
- **Final report by 4/15**
- **Documentation report by 5/15**

# **List of SRT Issues**

- 1 Use of NAPCOM for pavements**
- 2 Bridge procedures**
- 3 Width-related costs**
- 4A Capacity improvement projects**
- 4B Right of way**
- 4C Climbing lanes**
- 4D Rest area costs**
- 5 Common, residual, and administrative costs**
- 6A External costs**
- 6B Expenditure vs. cost-based approach**
- 6C Historical vs. forecast period for analysis**
- 6D Federal and local revenues and expenditures**
- Non-user funded expenditures**
- Trends in truck weights**

**DRAFT REPORT**

**OREGON HIGHWAY COST  
ALLOCATION STUDY**

Prepared for  
**Department of Administrative Services**

Prepared by

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**Holly Wolff, Consultant**  
**Harry Cohen, Consultant**  
**Dr. Daniel Haling, Transdata**

**March 4, 1999**

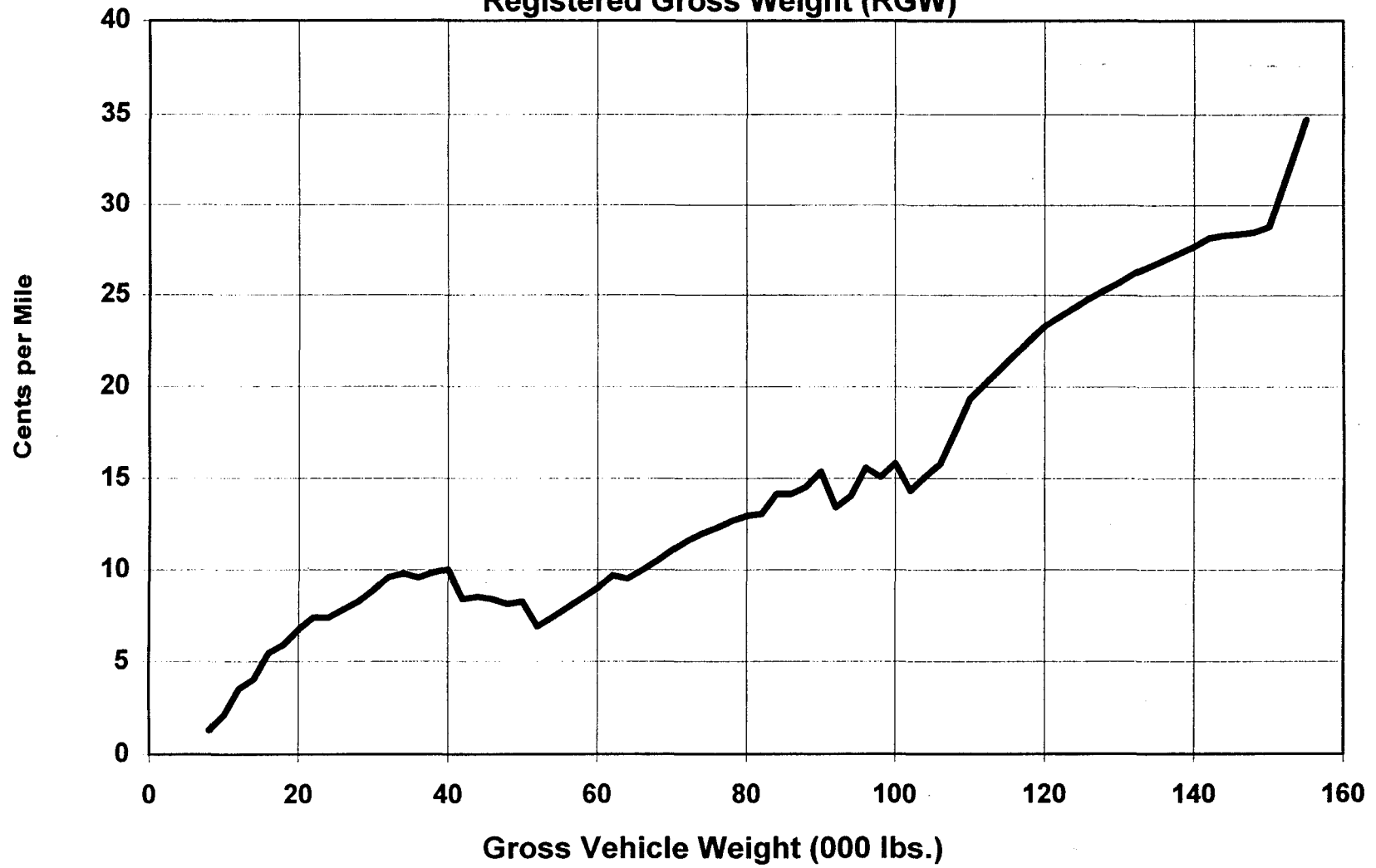
**Exhibit 1**  
**Cost Responsibility for Construction and Other Expenditures by Expenditure Category**  
(Thousands of Dollars)

Registered Gross Weight Class		Construction								Other Expenditures				Total Construction & Other
		New Pavement	Pavement Rehabilitation	New Bridge	Replace Bridge	Repair Bridge	Grading	Other	Total Construction	Maintenance	Admin. & Other	State Aid to Local Govt.	Total Other Expenditures	
0	8,000	9,886	11,280	12,083	7,347	9,268	17,155	29,868	96,888	81,519	68,695	168,174	318,387	415,275
8,001	16,000	837	667	344	219	238	277	329	2,911	1,948	1,690	4,525	8,163	11,074
16,001	26,000	1,374	961	274	205	155	165	176	3,309	1,751	1,301	5,839	8,891	12,200
26,001	40,000	2,148	1,445	315	263	144	161	163	4,638	2,122	1,502	8,203	11,827	16,465
40,001	54,999	2,028	1,799	381	318	250	228	439	5,442	3,452	3,984	8,287	15,722	21,165
55,000	75,000	344	642	105	100	68	68	127	1,452	1,137	1,299	2,505	4,941	6,393
75,001	80,000	8,967	26,383	1,755	1,912	981	2,089	1,632	43,719	32,915	30,033	41,395	104,342	148,062
80,001	90,000	710	2,554	160	186	76	223	118	4,027	3,033	2,502	2,694	8,228	12,256
90,001	100,000	828	3,113	224	273	91	290	137	4,957	3,641	2,870	1,915	8,426	13,383
100,001	105,500	2,276	8,106	631	796	204	869	328	13,209	9,729	7,519	3,979	21,227	34,437
105,501	150,000	35	157	7	10	2	8	3	222	148	87	67	302	524
Total Heavy Vehicles		19,547	45,827	4,195	4,281	2,208	4,378	3,451	83,887	59,875	52,787	79,408	192,070	275,958
Total		29,433	57,107	16,279	11,628	11,476	21,533	33,320	180,776	141,394	121,481	247,582	510,457	691,233
Percent Heavy Vehicles		66.4%	80.2%	25.8%	36.8%	19.2%	20.3%	10.4%	46.4%	42.3%	43.5%	32.1%	37.6%	39.9%

**Exhibit 2**  
**Cost Responsibility for Construction and Other Expenditures by Expenditure Category**  
**(Thousands of Dollars)**  
**State Aid to Local Governments Only**

Registered Gross Weight Class		Construction								Other Expenditures			Total Construction & Other
		New Pavement	Pavement Rehabilitation	New Bridge	Replace Bridge	Repair Bridge	Grading	Other	Total Construction	Maintenance	Admin. & Other	Total Other Expenditures	
0	8,000	5,116	20,257	146	592	3,460	5,051	15,432	50,055	104,215	13,903	118,118	168,174
8,001	16,000	186	963	4	21	87	67	142	1,470	2,672	384	3,055	4,525
16,001	26,000	318	1,528	5	24	61	53	83	2,072	3,272	494	3,767	5,839
26,001	40,000	490	2,299	7	32	60	63	85	3,035	4,474	694	5,168	8,203
40,001	54,999	356	2,121	6	39	78	61	165	2,825	4,749	713	5,462	8,287
55,000	75,000	67	653	2	15	20	21	47	824	1,464	218	1,681	2,505
75,001	80,000	1,069	13,322	21	190	131	601	308	15,642	22,149	3,604	25,753	41,395
80,001	90,000	65	880	2	16	6	55	14	1,038	1,421	235	1,656	2,694
90,001	100,000	44	621	1	15	5	39	10	734	1,013	167	1,180	1,915
100,001	105,500	85	1,261	2	37	9	93	20	1,507	2,123	348	2,472	3,979
105,501	150,000	1	24	0	0	0	1	0	27	34	6	40	67
Total Heavy Vehicles		2,682	23,671	50	387	455	1,053	875	29,174	43,371	6,863	50,234	79,408
Total		7,798	43,929	196	979	3,916	6,104	16,307	79,229	147,586	20,767	168,352	247,582
Percent Heavy Vehicles		34.4%	53.9%	25.5%	39.5%	11.6%	17.2%	5.4%	36.8%	29.4%	33.0%	29.8%	32.1%

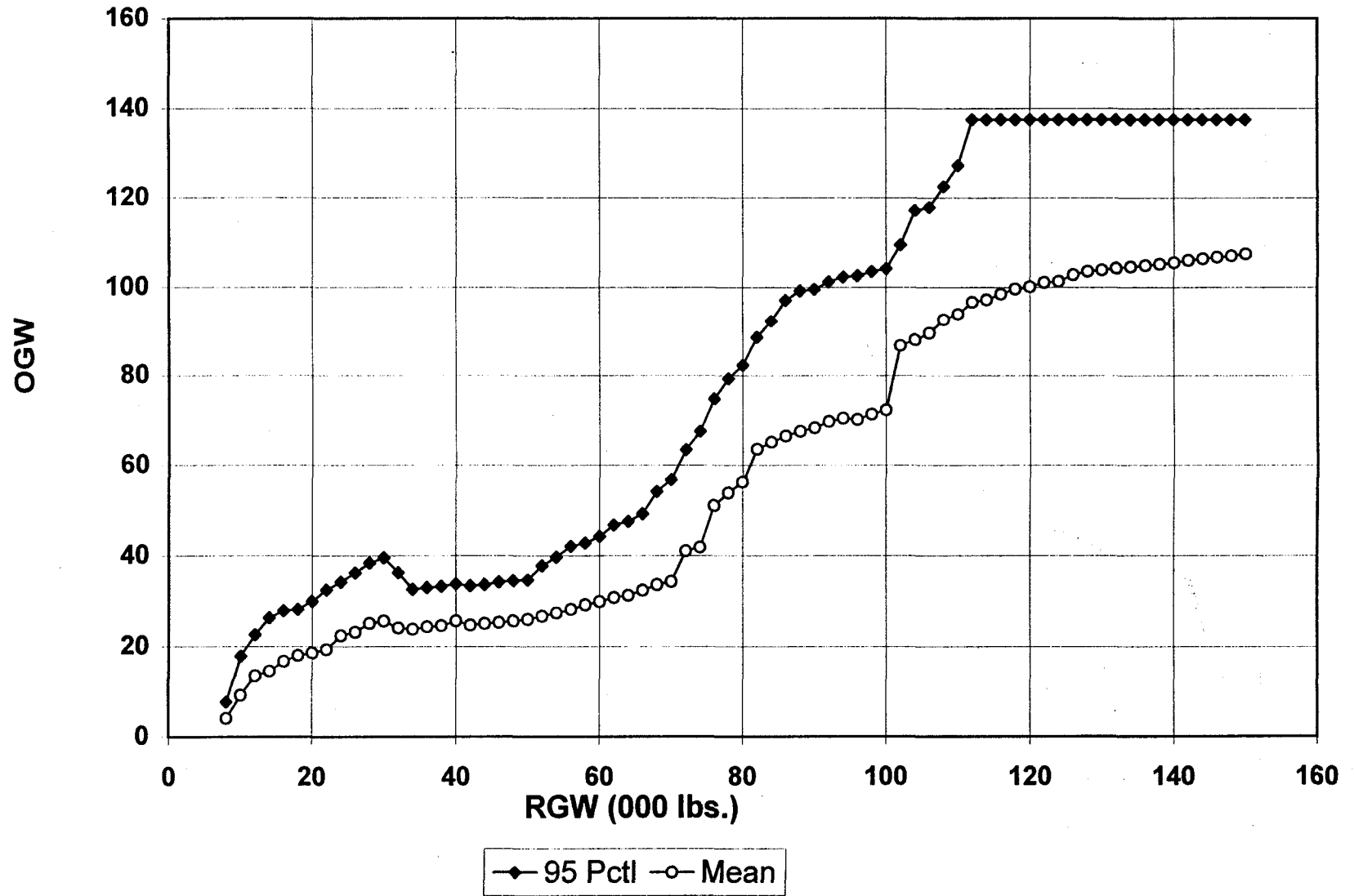
**Exhibit 3A**  
**Cost Responsibility by**  
**Registered Gross Weight (RGW)**



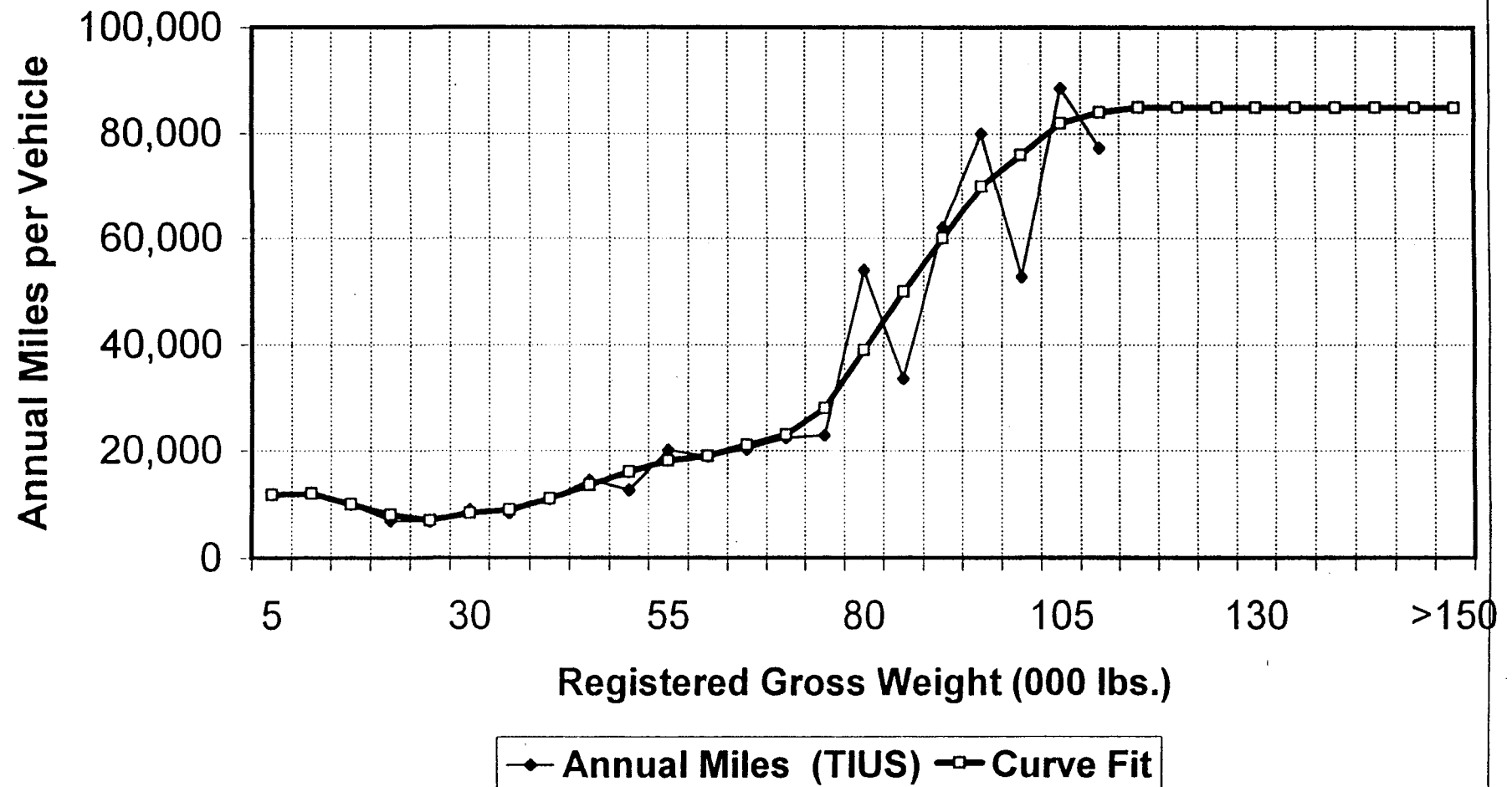


### Exhibit 3B

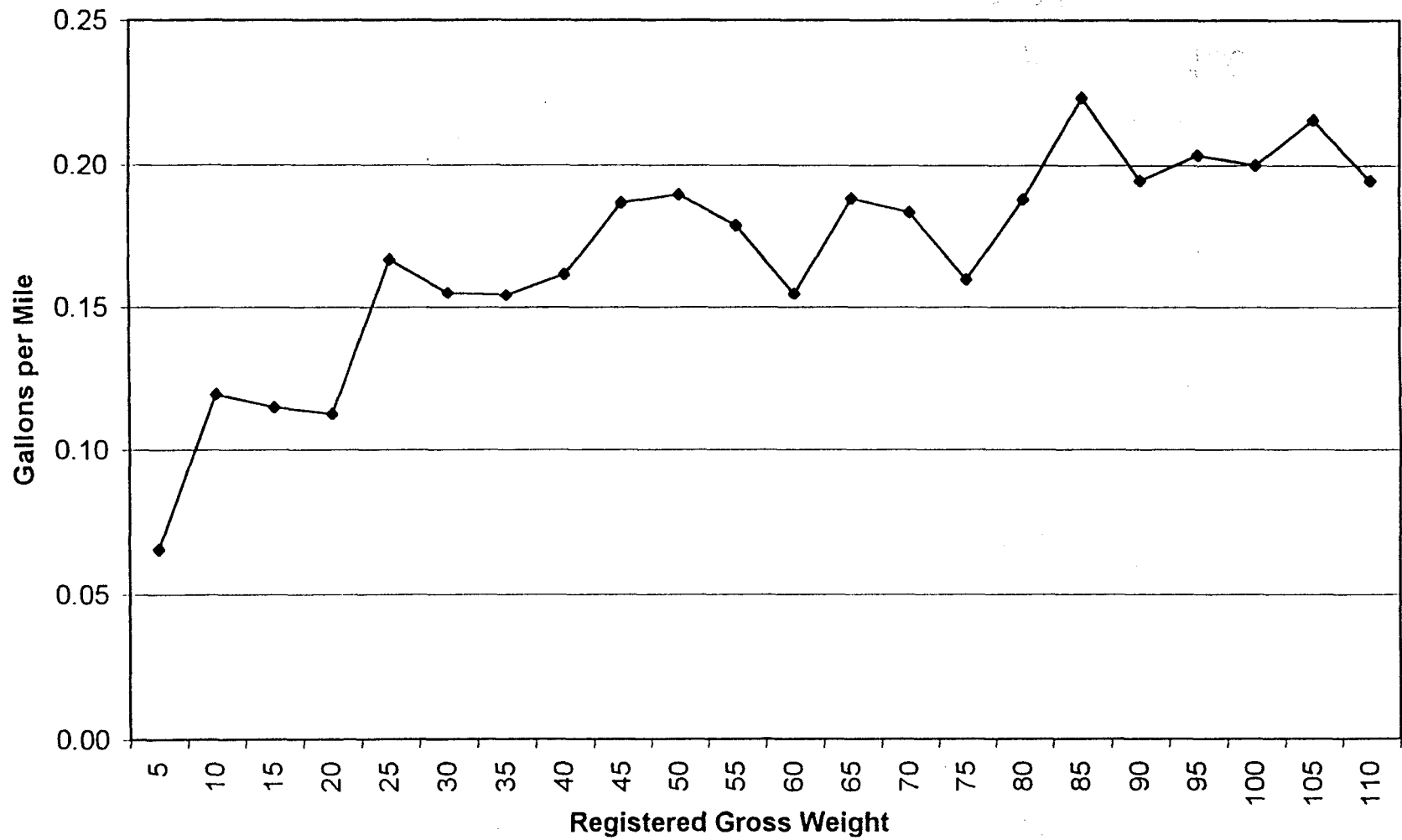
#### Operating Gross Weights (OGWs) for Various Registered Gross Weights (RGWs)



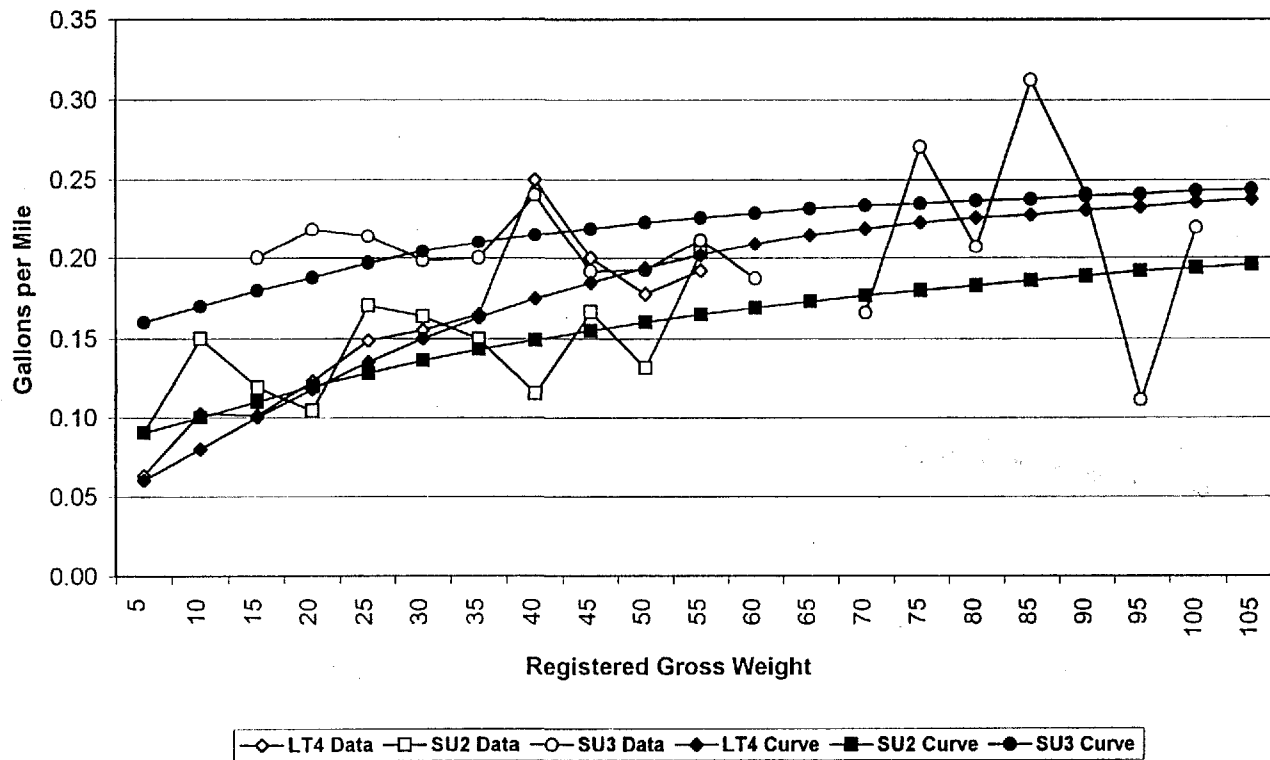
## Annual Mileage as a Function of Registered Gross Weight



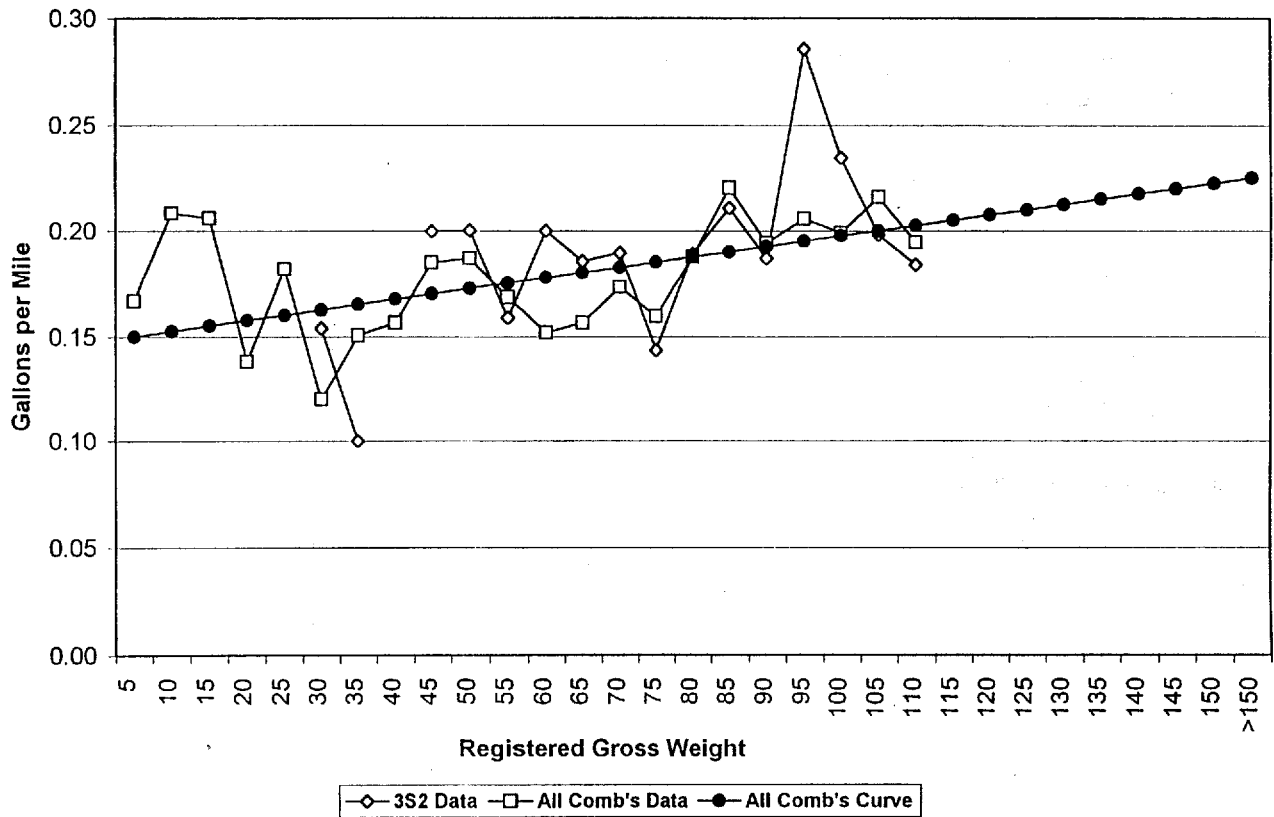
**Gallons per Mile as a Function of  
RGW for All Truck Classes**



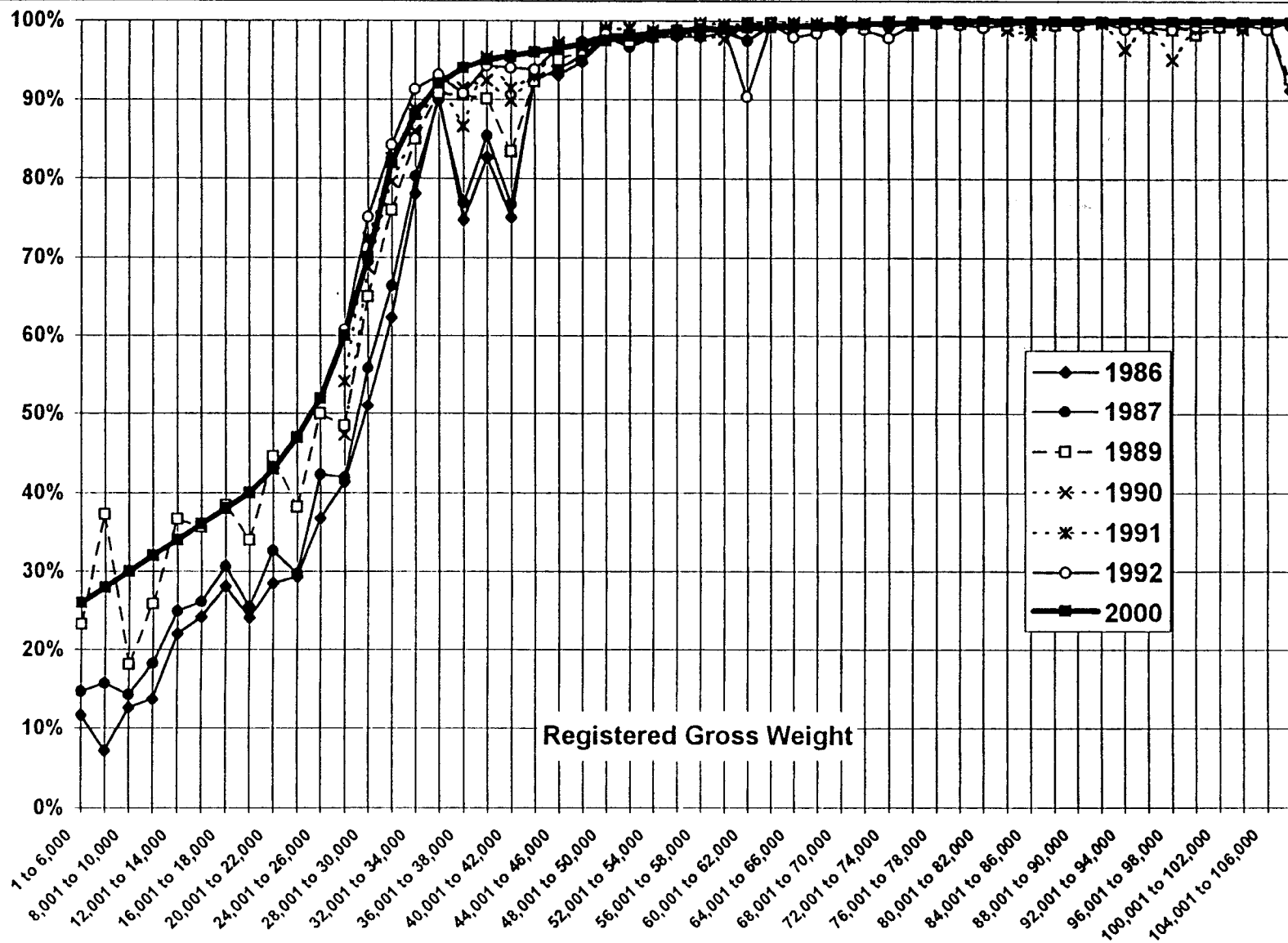
# Gallons per Mile as a Function of RGW for Single Unit Trucks



**Gallons per Mile as a Function of  
Registered Gross Weight for Combinations**

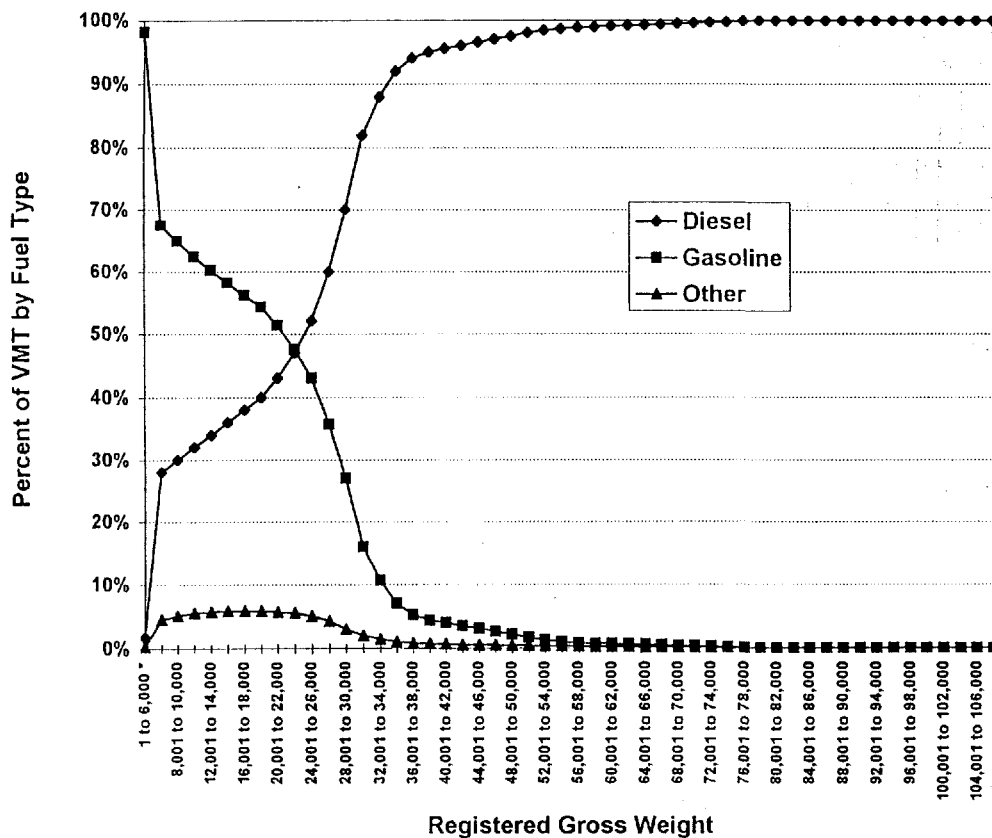


Percent Diesel



PROJECTION TO 2000 OF PERCENT DIESEL BY REGISTERED GROSS WEIGHT

# Projection to 2000 of Fuel Type by RGW



**Exhibit 4**  
**OREGON HIGHWAY USER REVENUE BY TYPE OF TAX**  
(Thousands of Dollars)

Registered Gross Weight Class		Gasoline Tax	Diesel & Other Fuel Tax	Registration Fees	Weight-Mile Tax	Flat Fees	Road Use Assessment Fees	Permits	Total State Revenue
From	To								
0	8,000	354,863	14,672	45,778	0	0	0	0	415,312
8,001	16,000	3,462	3,505	3,442	0	0	0	0	10,409
16,001	26,000	2,034	3,401	3,341	0	0	0	0	8,776
26,001	40,000	690	2,628	1,845	4,102	67	0	270	9,601
40,001	54,999	23	846	4,043	11,571	610	0	504	17,597
55,000	75,000	1	113	983	6,232	37	0	131	7,496
75,001	80,000	0	515	12,428	145,117	393	0	2,078	160,532
80,001	90,000	0	48	682	11,811	63	0	155	12,758
90,001	100,000	0	75	568	13,521	91	6	165	14,427
100,001	105,500	0	127	1,328	29,786	100	45	420	31,806
105,501	150,000	0	0	10	0	0	505	3	519
<b>Total Heavy Vehicles</b>		<b>6,209</b>	<b>11,258</b>	<b>28,671</b>	<b>222,141</b>	<b>1,361</b>	<b>556</b>	<b>3,725</b>	<b>273,921</b>
<b>Total All Vehicles</b>		<b>361,072</b>	<b>25,929</b>	<b>74,448</b>	<b>222,141</b>	<b>1,361</b>	<b>556</b>	<b>3,725</b>	<b>689,233</b>
<b>Percent Heavy Vehicles</b>		<b>1.7%</b>	<b>43.4%</b>	<b>38.5%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>39.7%</b>



**Exhibit 4A**  
**OREGON HIGHWAY USER REVENUE PER MILE BY TYPE OF TAX**  
(Cents per Mile)

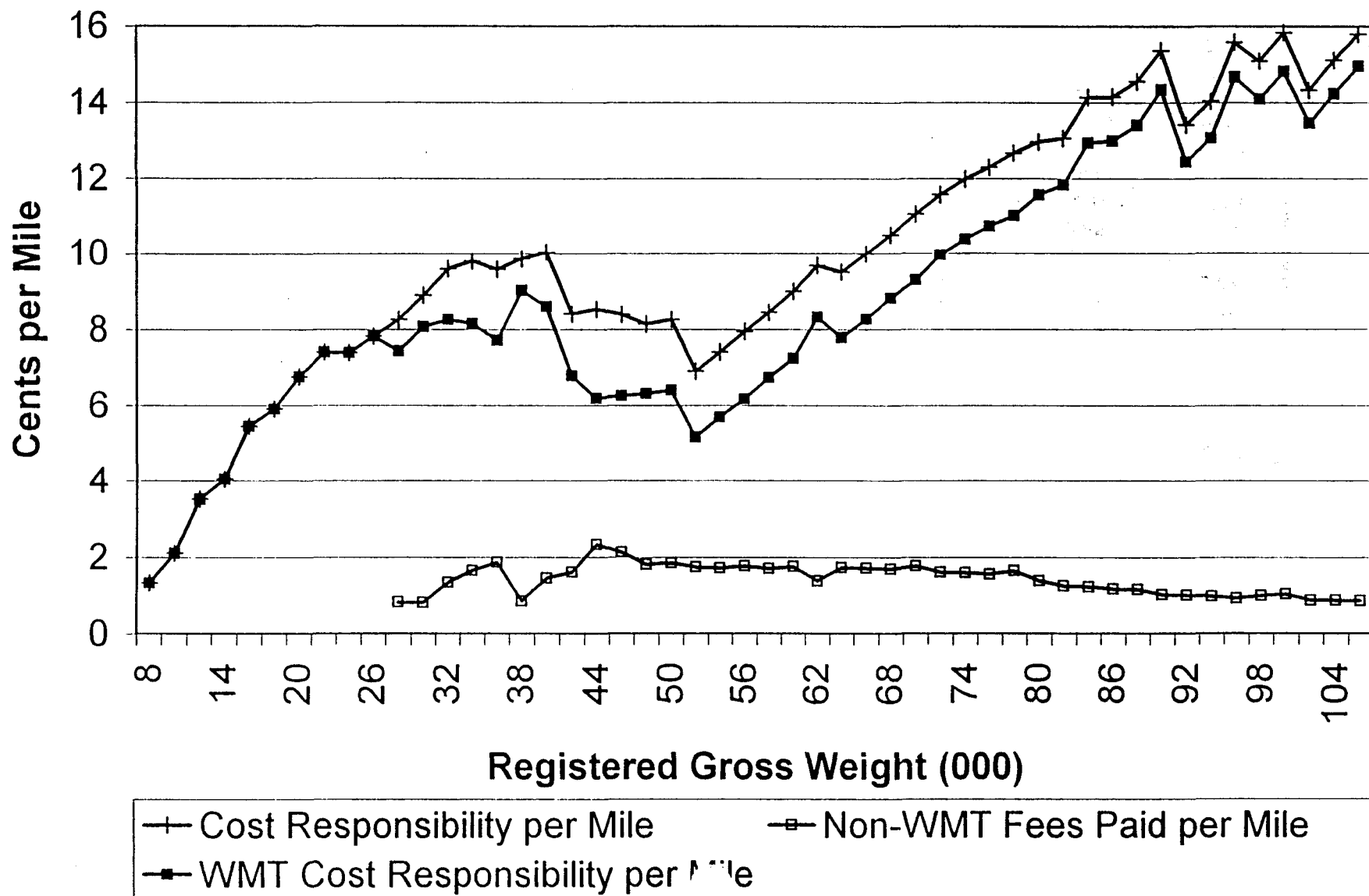
Registered Gross Weight Class		Gasoline Tax	Diesel & Other Fuel Tax	Registration Fees	Weight-Mile Tax	Flat Fees	Road Use Assessment Fees	Permits	Total State Revenue
From	To								
0	8,000	1.1	0.0	0.1	0.0	0.0	0.0	0.0	1.3
8,001	16,000	1.0	1.0	1.0	0.0	0.0	0.0	0.0	2.9
16,001	26,000	1.0	1.7	1.6	0.0	0.0	0.0	0.0	4.3
26,001	40,000	0.4	1.4	1.0	2.2	0.0	0.0	0.1	5.0
40,001	54,999	0.0	0.3	1.5	4.4	0.2	0.0	0.2	6.7
55,000	75,000	0.0	0.2	1.4	9.2	0.1	0.0	0.2	11.1
75,001	80,000	0.0	0.0	1.2	13.5	0.0	0.0	0.2	14.9
80,001	90,000	0.0	0.1	0.9	14.7	0.1	0.0	0.2	15.9
90,001	100,000	0.0	0.1	0.7	15.9	0.1	0.0	0.2	16.9
100,001	105,500	0.0	0.1	0.6	13.7	0.0	0.0	0.2	14.6
105,501	150,000	0.0	0.0	0.6	0.0	0.0	28.2	0.2	29.0
Total Heavy Vehicles		0.2	0.4	1.1	8.7	0.1	0.0	0.1	10.8
Total All Vehicles		1.1	0.1	0.2	0.7	0.0	0.0	0.0	2.0

**Exhibit 5**  
**VEHICLE MILES, REVENUE, AND COST RESPONSIBILITY**  
**For Full Fee Paying Vehicles Only**

Registered Gross Weight Class		Vehicle Miles (Millions)	User Revenue (Thousands)	Cost Responsibility (Thousands)	Revenue-To-Cost Responsibility Ratios		Cost Per Mile (Cents)	Revenue Per Mile (Cents)
From	To				Unadjusted	Adjusted		
0	8,000	30,802	408,184	407,265	1.00	0.99	1.32	1.33
8,001	16,000	279	8,825	8,475	1.04	1.02	3.04	3.17
16,001	26,000	121	6,626	7,153	0.93	0.91	5.91	5.48
26,001	40,000	96	7,775	8,447	0.92	0.91	8.77	8.08
40,001	54,999	242	17,532	19,611	0.89	0.88	8.10	7.25
55,000	75,000	65	7,491	6,163	1.22	1.20	9.45	11.48
75,001	80,000	1,076	160,531	147,899	1.09	1.07	13.75	14.92
80,001	90,000	80	12,758	12,220	1.04	1.03	15.30	15.98
90,001	100,000	85	14,427	13,360	1.08	1.06	15.69	16.94
100,001	105,500	217	31,806	34,411	0.92	0.91	15.83	14.63
105,501	150,000	2	519	524	0.99	0.97	29.23	28.97
Total Heavy Vehicles		2,263	268,289	258,262	1.04	1.02	11.41	11.86
Total		33,065	676,473	665,528	1.02	1.00	2.01	2.05
Percent Heavy Vehicle		6.8%	39.7%	38.8%				

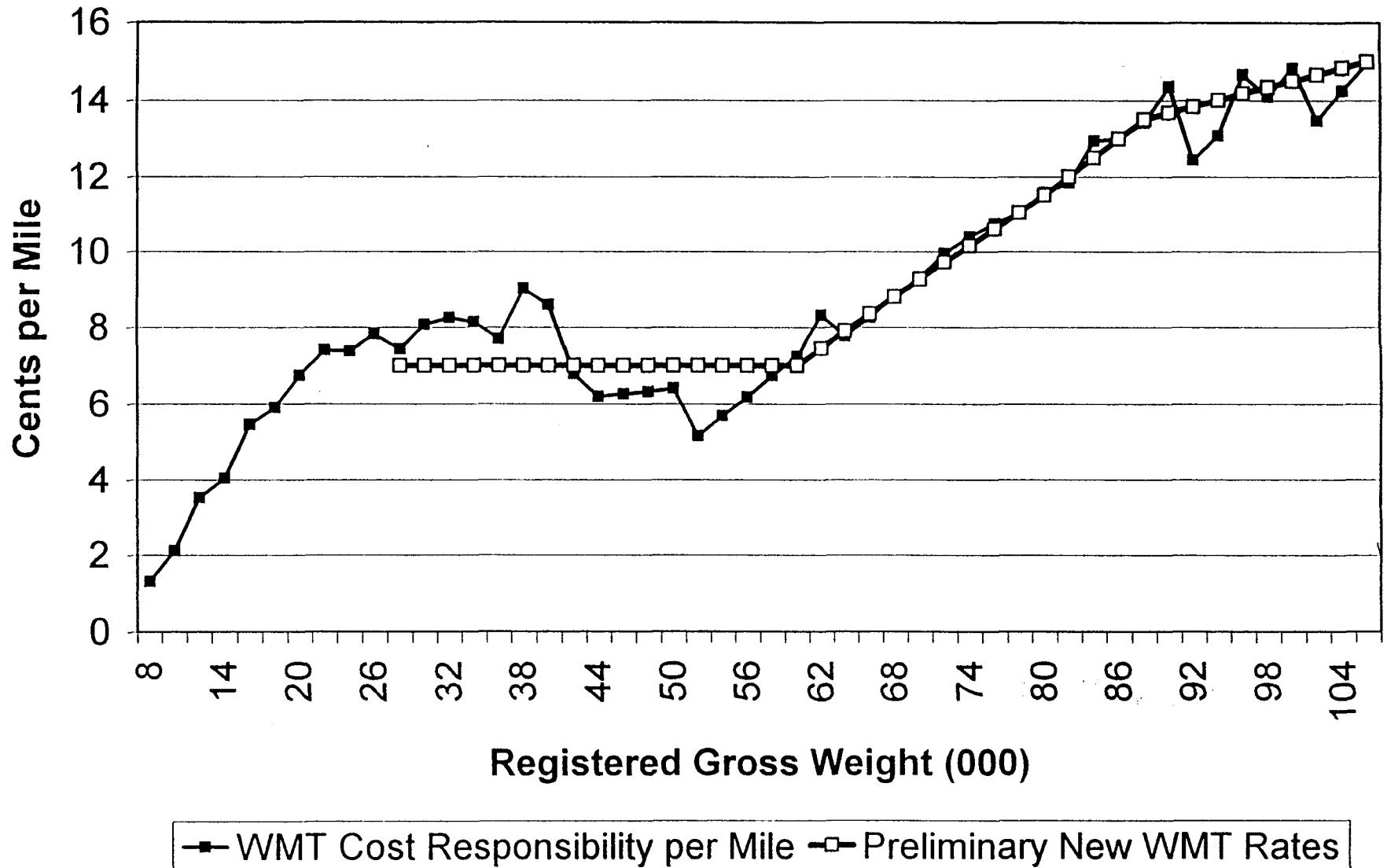
# Exhibit 6 A

## Development of Recommended Weight Mile Tax Rates



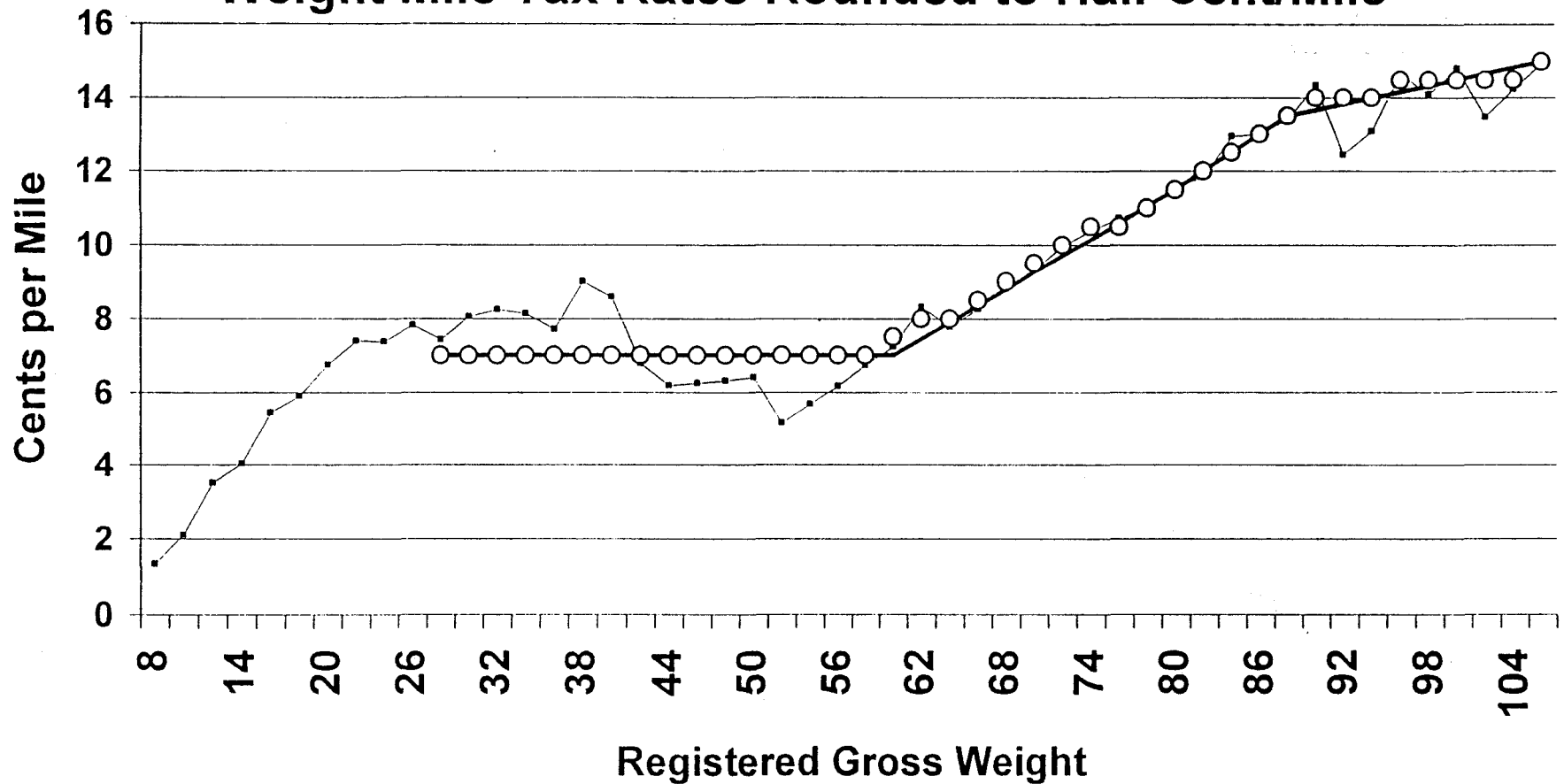
# Exhibit 6B

## Development of Recommended Weight Mile Tax Rates



## Exhibit 6C

### Weight Mile Tax Rates Rounded to Half Cent/Mile

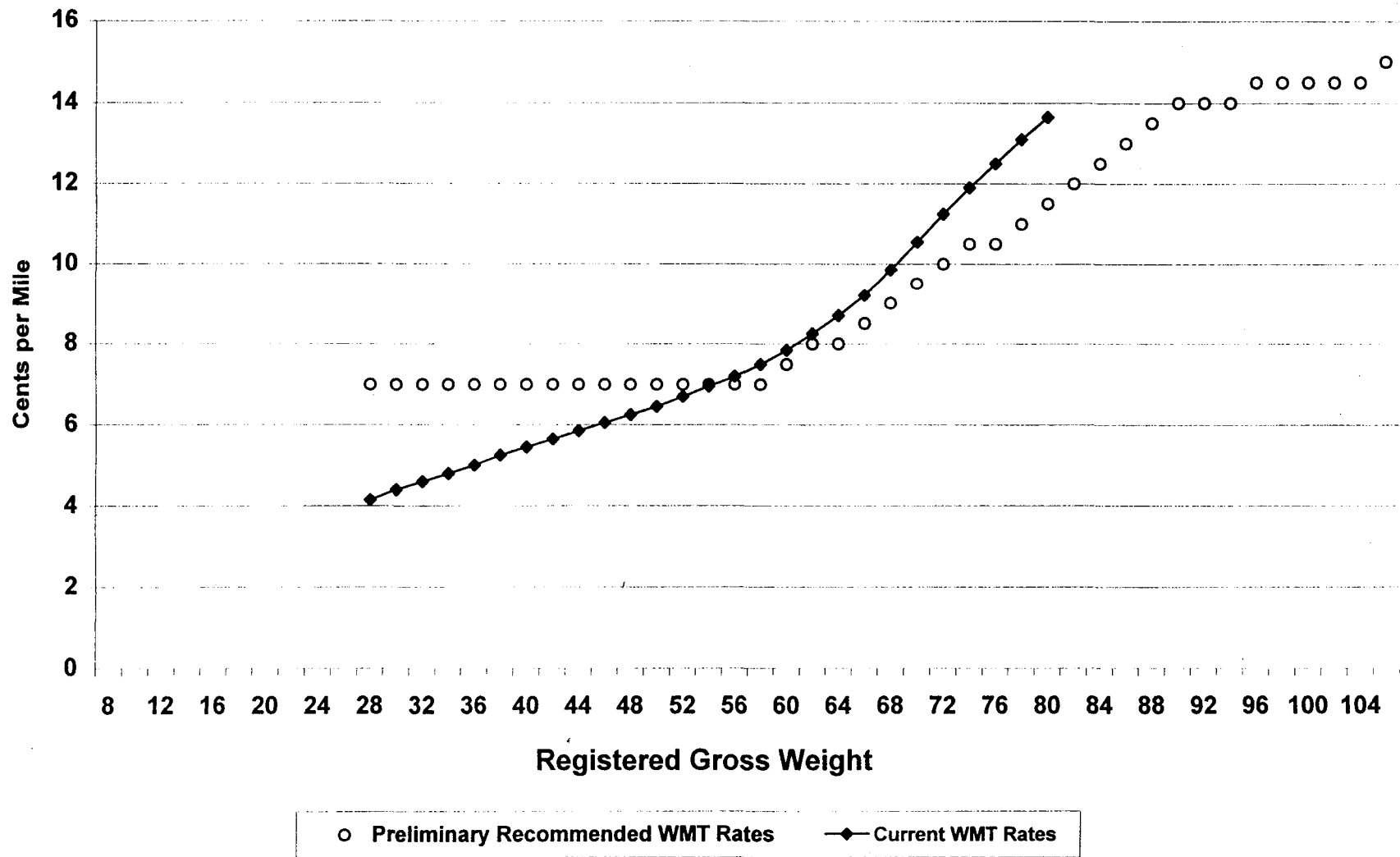


— WMT Cost Responsibility

— Linear Fit WMT Rates

○ Rounded to 1/2 Cent WMT Rates

**Exhibit 6D**  
**Comparison of Preliminary Weight Mile Tax Rates**  
**With Current WMT Rates**



**THREE CENTS (effective 1/1/00) PLUS THREE CENTS (effective 9/1/01) INCREASE**

FUEL TAX REVENUE PROJECTION 1999-2001				Transfers				NET HIGHWAY	Distributions		
YEAR	Total Gallons	Rate	Total Fuel Tax Collection	OR Marine Bd	Snowmobile/ATV	Aviation	Collection Costs	REVENUE	State (60%)	City (16%)	County (24%)
1999	827,341,750	0.24	\$198,562,020	(\$2,715,169)	(\$1,044,036)	(\$116,198)	(\$523,080)	\$194,163,537	\$116,595,204	\$30,231,263	\$47,337,070
2000	1,654,683,500	0.24	\$397,124,040	(\$5,430,337)	(\$2,088,071)	(\$232,395)	(\$1,043,159)	\$388,330,078	\$233,192,212	\$60,462,993	\$94,674,873
2001	827,341,750	0.24	\$198,562,020	(\$2,715,169)	(\$1,044,036)	(\$116,198)	(\$523,080)	\$194,163,537	\$116,595,204	\$30,231,263	\$47,337,070
	3,309,367,000		\$794,248,080	(\$8,145,506)	(\$3,132,107)	(\$348,593)	(\$1,566,239)	\$776,657,152	\$466,382,620	\$120,925,519	\$189,349,014
Proposed Increase with 65% 50-30-20 Split; 35% 0-70-30 Split									50%	25%	25%
1999	1,211,165,209	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2000	1,357,659,982	0.03	\$40,729,799	(\$66,943)	(\$25,699)	(\$2,860)	\$0	\$40,634,297	\$20,317,149	\$10,158,574	\$10,158,574
2001	740,541,809	0.03	\$22,216,254	(\$36,515)	(\$14,018)	(\$1,560)	\$0	\$22,164,162	\$11,082,081	\$5,541,041	\$5,541,041
	3,309,367,000		\$62,946,054	(\$103,457.88)	(\$39,716.31)	(\$4,420)	\$0	\$62,798,459	\$31,399,230	\$15,699,615	\$15,699,615
			\$857,194,134	(\$8,248,964)	(\$3,171,823)	(\$353,013)	(\$1,566,239)	\$839,455,611	\$497,781,849	\$136,625,133	\$205,048,628

**FOUR CENT INCREASE (effective 1/1/00)**

FUEL TAX REVENUE PROJECTION 1999-2001				Transfers				NET HIGHWAY	Distributions		
YEAR	Total Gallons	Rate	Total Fuel Tax Collection	OR Marine Bd	Snowmobile/ATV	Aviation	Collection Costs	REVENUE	State	City	County
1999	827,341,750	0.24	\$198,562,020	(\$2,715,169)	(\$1,044,036)	(\$116,198)	(\$523,080)	\$194,163,537	\$116,595,204	\$30,231,263	\$47,337,070
2000	1,654,683,500	0.24	\$397,124,040	(\$5,430,337)	(\$2,088,071)	(\$232,395)	(\$1,043,159)	\$388,330,078	\$233,192,212	\$60,462,993	\$94,674,873
2001	827,341,750	0.24	\$198,562,020	(\$2,715,169)	(\$1,044,036)	(\$116,198)	(\$523,080)	\$194,163,537	\$116,595,204	\$30,231,263	\$47,337,070
	3,309,367,000		\$794,248,080	(\$10,860,675)	(\$4,176,143)	(\$464,791)	(\$2,089,319)	\$776,657,152	\$349,787,416	\$90,694,256	\$142,011,943
Proposed Increase with 65% 50-30-20 Split; 35% 0-70-30 Split									32.50%	23.50%	44%
1999	1,211,165,209	0	\$0	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2000	1,357,659,982	0.04	\$54,306,399	(\$89,257.78)	(\$34,265)	(\$3,814)	\$0	\$54,179,063	\$17,608,195	\$12,732,080	\$23,838,788
2001	740,541,809	0.04	\$29,621,672	(\$48,686.06)	(\$18,690)	(\$2,080)	\$0	\$29,552,216	\$9,604,470	\$6,944,771	\$13,002,975
	3,309,367,000		\$83,928,072	(\$137,943.84)	(\$52,955.07)	(\$5,894)	\$0	\$83,731,279	\$27,212,666	\$19,676,851	\$36,841,763
			\$878,176,152	(\$10,998,619)	(\$4,229,098)	(\$470,685)	(\$2,089,319)	\$860,388,431	\$377,000,081	\$110,371,106	\$178,853,706

# FOUR CENT FUEL TAX INCREASE WITH \$10 INCREASE IN PASSENGER VEHICLE REGISTRATION

3/19/99

**Increase Fuel Tax by 4 cents 1/01/00; Sunset 1/1/02**  
**Increase Passenger Vehicle Registration \$10; No Sunset**

	Current Law	7/99-6/00	7/00-6/01	Total Current Law	Increase	FY 00	FY 01	Total Increase	Grand Total Revenue w/Increase
Gas Tax Revenue	\$0.24	\$388.33	\$388.33	\$776.66	plus \$0.04/gal. 1/1/01	\$20.72	\$65.25	\$85.97	\$862.63
Weight-Mile	37.7%	\$221.65	\$221.65	\$443.29	14.4%	\$18.70	\$48.03	\$66.73	\$510.02
Vehicle Registration	\$30 Pass.	\$91.61	\$91.61	\$183.22	+\$10 Pass.	\$6.92	\$16.52	\$6.92	\$190.14
<b>Total</b>		<b>\$701.59</b>	<b>\$701.59</b>	<b>\$1,403.17</b>		<b>\$46.33</b>	<b>\$129.80</b>	<b>\$176.13</b>	<b>\$1,562.79</b>

Increases for fuel tax & weight mile equivalent carry over to 01-03  
 Passenger Registration Increase does not sunset  
 Registration fee weight-mile equivalent does not sunset

2001-2003	2003-2005	2005-2007	2007-2009
\$39.77			
\$44.18	\$21.16	\$21.22	\$21.29
\$34.01	\$35.54	\$35.75	\$35.97
\$ 117.96	\$ 56.70	\$ 56.98	\$ 57.25

## Distribution of Revenues:

	Current Law 1999-01 Biennium				Increase in Fuel Tax 1999-01				Total Distribution w/Increase
	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/Increase
<b>Current Distribution</b>									
Counties @ 24%	\$186.40	\$43.97	\$106.39	\$336.76	\$20.63	\$1.66	\$16.02	\$38.31	\$711.83
Cities @ 16%	\$124.27	\$29.32	\$70.93	\$224.51	\$13.75	\$1.11	\$10.68	\$25.54	\$474.55
State @ 60%	\$465.99	\$109.93	\$265.97	\$841.90	\$51.58	\$4.15	\$40.04	\$95.77	\$1,779.58
	<b>\$776.66</b>	<b>\$183.22</b>	<b>\$443.29</b>	<b>\$1,403.17</b>	<b>\$85.97</b>	<b>\$6.92</b>	<b>\$66.73</b>	<b>\$159.62</b>	<b>\$2,965.96</b>

## Future Distributions New Revenue (2003-05 Veh.Reg. Only)

2001-2003	2003-2005	2005-2007	2007-2009
\$28.31	\$13.61	\$13.67	\$13.74
\$18.87	\$9.07	\$9.12	\$9.16
\$70.77	\$34.02	\$34.19	\$34.35
\$117.96	\$56.70	\$56.98	\$57.25

	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/Increase
<b>50% State:50% Local Distribution</b>									
Counties @ 30%	\$186.40	\$43.97	\$106.39	\$336.76	\$25.79	\$2.08	\$20.02	\$47.88	\$721.41
Cities @ 20%	\$124.27	\$29.32	\$70.93	\$224.51	\$17.19	\$1.38	\$13.35	\$31.92	\$480.94
State @ 50%	\$465.99	\$109.93	\$265.97	\$841.90	\$42.98	\$3.46	\$33.37	\$79.81	\$1,763.61
	<b>\$776.66</b>	<b>\$183.22</b>	<b>\$443.29</b>	<b>\$1,403.17</b>	<b>\$85.97</b>	<b>\$6.92</b>	<b>\$66.73</b>	<b>\$159.62</b>	<b>\$2,965.96</b>

2001-2003	2003-2005	2005-2007	2007-2009
\$35.39	\$17.01	\$17.09	\$17.18
\$23.59	\$11.34	\$11.40	\$11.45
\$58.98	\$28.35	\$28.49	\$28.63
\$117.96	\$56.70	\$56.98	\$57.25

## Split Distribution

	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/Increase
<b>Distribution of First 65% of Revenue</b>									
Counties @ 30%	\$186.40	\$43.97	\$106.39	\$336.76	\$16.76	\$1.35	\$13.01	\$31.13	\$704.65
Cities @ 20%	\$124.27	\$29.32	\$70.93	\$224.51	\$11.18	\$0.90	\$8.67	\$20.75	\$469.76
State @ 50%	\$465.99	\$109.93	\$265.97	\$841.90	\$27.94	\$2.25	\$21.69	\$51.88	\$1,735.68
	<b>\$776.66</b>	<b>\$183.22</b>	<b>\$443.29</b>	<b>\$1,403.17</b>	<b>\$55.88</b>	<b>\$4.50</b>	<b>\$43.37</b>	<b>\$103.75</b>	<b>\$2,910.09</b>
<b>Distribution of balance of revenue 35%</b>									
Counties @ 70%					\$21.06	\$1.69	\$16.35	\$39.11	\$39.11
Cities @ 30%					\$9.03	\$0.73	\$7.01	\$16.76	\$16.76
	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$30.09</b>	<b>\$2.42</b>	<b>\$23.36</b>	<b>\$55.87</b>	<b>\$55.87</b>
<b>Total Distribution</b>									
Counties	\$186.40	\$43.97	\$106.39	\$336.76	\$37.83	\$3.04	\$29.36	\$70.23	\$743.75
Cities	\$124.27	\$29.32	\$70.93	\$224.51	\$20.20	\$1.63	\$15.68	\$37.51	\$486.52
State	\$465.99	\$109.93	\$265.97	\$841.90	\$27.94	\$2.25	\$21.69	\$51.88	\$1,735.68
	<b>\$776.66</b>	<b>\$183.22</b>	<b>\$443.29</b>	<b>\$1,403.17</b>	<b>\$85.97</b>	<b>\$6.92</b>	<b>\$66.73</b>	<b>\$159.62</b>	<b>\$2,965.96</b>

## 2001-2003 Biennium Distribution reverts to 1999 Law on 1/1/0

7/1/01-1/1/02	1/1/02-6/30/03	2003-2005	2005-2007	2007-2009
\$6.20	\$18.77	\$13.61	\$13.67	\$13.74
\$4.14	\$12.51	\$9.07	\$9.12	\$9.16
\$15.51	\$46.91	\$34.02	\$34.19	\$34.35
\$25.85	\$78.19	\$56.70	\$56.98	\$57.25
\$9.74				
\$4.18				
\$13.92	\$0.00	\$0.00	\$0.00	\$0.00
\$15.95	\$18.77	\$13.61	\$13.67	\$13.74
\$8.31	\$12.51	\$9.07	\$9.12	\$9.16
\$15.51	\$46.91	\$34.02	\$34.19	\$34.35
\$39.76	\$78.19	\$56.70	\$56.98	\$57.25



# Three Plus Three Cent Fuel Tax Increase W ;10 Increase in Vehicle Registration Fees

19/99

**Increase Fuel Tax by 3 cents 1/01/00 and 3 cents 9/01/01**  
**Increase Passenger Vehicle Registration \$10**

	Current Law	7/99-6/00	7/00-6/01	Total Current Law	Increase plus	FY 00	FY 01	Total Increase	Grand Total Revenue w/increase
<b>Gas Tax Revenue</b>	\$0.24	\$388.33	\$388.33	\$776.66	\$.03/gal. 1/1/01 & \$.03 1/2/02	\$18.51	\$44.43	\$62.95	\$839.60
<b>Weight-Mile</b>	37.7%	\$221.65	\$221.65	\$443.29	10.5%	\$11.41	\$22.83	\$34.24	\$477.54
<b>Vehicle Registration</b>	\$30 Pass.	\$91.61	\$91.61	\$183.22	+\$10 Pass.	\$6.92	\$16.52	\$23.44	\$206.66
<b>Total</b>		\$701.59	\$701.59	\$1,403.17		\$36.85	\$83.78	\$120.63	\$1,523.80

## Future Revenues over Current Law

2001-2003	2003-2005	2005-2007	2007-2009
\$182.62	\$201.56	\$203.13	\$204.35
\$93.11	\$104.86	\$105.81	\$106.44
\$34.27	\$35.51	\$35.70	\$35.91
\$ 309.99	\$341.93	\$ 344.63	\$ 346.70

## Distribution of Revenues:

Current Law 1999-01 Biennium					Increase in Fuel Tax 1999-01				Total Distribution w/increase
Current Distribution	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/increase
Counties @ 24%	\$186.40	\$43.97	\$106.39	\$336.76	\$15.11	\$5.62	\$8.22	\$28.95	\$702.47
Cities @ 16%	\$124.27	\$29.32	\$70.93	\$224.51	\$10.07	\$3.75	\$5.48	\$19.30	\$468.32
State @ 60%	\$465.99	\$109.93	\$265.97	\$841.90	\$37.77	\$14.06	\$20.55	\$72.38	\$1,756.18
	\$776.66	\$183.22	\$443.29	\$1,403.17	\$62.95	\$23.44	\$34.24	\$120.63	\$2,926.97

## Future Distributions New Revenue (2003-05 Veh.Reg. Only)

2001-2003	2003-2005	2005-2007	2007-2009
\$74.40	\$82.06	\$82.71	\$83.21
\$49.60	\$54.71	\$55.14	\$55.47
\$186.00	\$205.16	\$206.78	\$208.02
\$309.99	\$341.93	\$344.63	\$346.70

50% State:50% Local Distribution	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/increase
Counties @ 30%	\$186.40	\$43.97	\$106.39	\$336.76	\$18.88	\$7.03	\$10.27	\$36.19	\$709.71
Cities @ 20%	\$124.27	\$29.32	\$70.93	\$224.51	\$12.59	\$4.69	\$6.85	\$24.13	\$473.14
State @ 50%	\$465.99	\$109.93	\$265.97	\$841.90	\$31.47	\$11.72	\$17.12	\$60.31	\$1,744.12
	\$776.66	\$183.22	\$443.29	\$1,403.17	\$62.95	\$23.44	\$34.24	\$120.63	\$2,926.97

2001-2003	2003-2005	2005-2007	2007-2009
\$93.00	\$102.58	\$103.39	\$104.01
\$62.00	\$68.39	\$68.93	\$69.34
\$155.00	\$170.96	\$172.32	\$173.35
\$309.99	\$341.93	\$344.63	\$346.70

## Split Distribution

Distribution of First 65% of Revenue	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/increase
Counties @ 30%	\$186.40	\$43.97	\$106.39	\$336.76	\$12.27	\$4.57	\$6.68	\$23.52	\$697.04
Cities @ 20%	\$124.27	\$29.32	\$70.93	\$224.51	\$8.18	\$3.05	\$4.45	\$15.68	\$464.70
State @ 50%	\$465.99	\$109.93	\$265.97	\$841.90	\$20.46	\$7.62	\$11.13	\$39.20	\$1,723.01
	\$776.66	\$183.22	\$443.29	\$1,403.17	\$40.91	\$15.23	\$22.26	\$78.41	\$2,884.75
Distribution of balance of revenue 35%	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/increase
Counties @ 70%					\$15.42	\$5.74	\$8.39	\$29.55	\$29.55
Cities @ 30%					\$6.61	\$2.46	\$3.60	\$12.67	\$12.67
	\$0.00	\$0.00	\$0.00	\$0.00	\$22.03	\$8.20	\$11.99	\$42.22	\$42.22
Total Distribution	Gas Tax	Vehicle Registration	Weight-Mile	Current Law Distr. Total	Gas Tax	Vehicle Registration	Weight-Mile	Increase Distr. Total	Total Distribution w/increase
Counties	\$186.40	\$43.97	\$106.39	\$336.76	\$27.70	\$10.31	\$15.07	\$53.08	\$726.60
Cities	\$124.27	\$29.32	\$70.93	\$224.51	\$14.79	\$5.51	\$8.05	\$28.35	\$477.36
State	\$465.99	\$109.93	\$265.97	\$841.90	\$20.46	\$7.62	\$11.13	\$39.20	\$1,723.01
	\$776.66	\$183.22	\$443.29	\$1,403.17	\$62.95	\$23.44	\$34.24	\$120.63	\$2,926.97

2001-2003	2003-2005	2005-2007	2007-2009
\$48.36	\$53.34	\$53.76	\$54.09
\$32.24	\$35.56	\$35.84	\$36.06
\$120.90	\$133.35	\$134.41	\$135.21
\$201.50	\$222.25	\$224.01	\$225.36
\$75.95	\$8.38	\$8.44	\$8.49
\$32.55	\$3.59	\$3.62	\$3.64
\$108.50	\$11.97	\$12.06	\$12.13
\$124.31	\$61.72	\$62.21	\$62.58
\$64.79	\$39.15	\$39.46	\$39.70
\$120.90	\$133.35	\$134.41	\$135.21
\$309.99	\$234.22	\$236.07	\$237.49



WASHINGTON  
COUNTY,  
OREGON

March 5, 1999

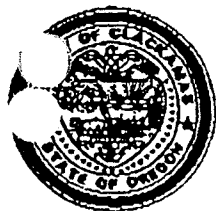
Mr. Jon Kvistad  
JPACT Chairman  
11595 SW North Dakota, No. 100  
Portland OR 97223

Dear Mr. Kvistad:

Last week Tom Brian and I had the opportunity to meet with a number of our congressional delegation in Washington D.C. As a result of those meetings, it is clear to me that there are a couple of outstanding issues that JPACT needs to address over the next few weeks in order to give our delegation a clear signal as to what the regional priorities are, particularly as they relate to South/North Light Rail.

The purpose of my letter is to raise these issues with JPACT and to bring them up under "other business" on Thursday. Based on that discussion, it would be my hope this could be scheduled for some type of formal JPACT action in April.

First is the issue of South/North and exactly what project the region is recommending to the delegation. Washington County has been steadfast in its support of a project going south to Clackamas County, as Clackamas County has supported the region and Washington County for a number of years on the Westside project. Our commitment still rests with Clackamas County. If a rail project to Clackamas County is not the preferred project at this time, there is still a need to address the transportation issues in the south corridor, particularly in light of 2040 and the expectation of the region for Clackamas County to accept a substantial amount of growth over the next 50 years. Much of the discussion in Washington dealt with a north only project, and I am very unclear as to exactly what the project is or is purported to be. We were told by at least one representative that the project under consideration is in the \$300 million range, while projects as high as \$700 or \$800 have been discussed in the past. I think it is important for JPACT to have a clear understanding and debate as to what project we are or are not moving forward on. If a North-Only project is the region's choice, and Clackamas County agrees, we should make that choice clear to everyone.



# CLACKAMAS COUNTY

Board of Commissioners

February 25, 1999

The Honorable Jon Kvistad  
Metro  
Chair, Joint Policy Advisory Committee on Transportation  
600 NE Grand Ave  
Portland, OR 97232-2736

By FAX: 797-1794

Dear Jon:

I am sending this letter as a follow up to our phone conversation and visit the other day regarding the future use of the \$55 million of STP funds that JPACT and METRO set aside for the South/North high capacity transit corridor in January 1997 (Resolution No. 962442).

As you know, JPACT and the METRO Council have had a long-standing commitment that the next high capacity transit improvement project following the completion of the Westside LRT project would serve Clackamas County.

Following the defeat of the November 98 South/North LRT bond measure, the possibility of constructing a less expensive "north only" LRT segment has been discussed. Let me assure you that we could support such a plan provided that the transportation capacity problems in the south portion of the South/North corridor on McLoughlin Blvd. and Hwy 224 are also addressed.

Clackamas County is one of the fastest growing areas of the Region. 65% of the Region's "2040" urban reserve lands are located in Clackamas County. McLoughlin Blvd. is currently one of the region's most congested corridors. We need to identify and develop a "balanced" transportation connection to the existing East / West light rail line which will serve Clackamas County now and in the future.

BILL KENNEMER  
CHAIR

LARRY SOWA  
COMMISSIONER

MICHAEL JORDAN  
COMMISSIONER

As I told you on the phone, it has recently come to my attention that the entire \$55 million of STP funds is being proposed to help fund a LRT project north of the Rose Quarter. I hope that you can appreciate that Clackamas County cannot agree to such an arrangement without the region first identifying what improvements will be provided in the McLoughlin Blvd. / Hwy 224 corridor. These improvements must be accompanied with a specific and realistic financial plan.

Jon, I know that you are sensitive to our immense need for transportation improvements here in Clackamas County, and I personally would appreciate any assistance you, Metro and all at JPACT can give us.

With warm regards,



Bill Kennemer  
Chair  
Clackamas County Board of Commissioners

cc: Fred Hansen

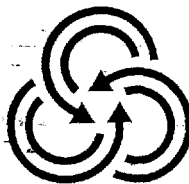
South/North Corridor  
**New Directions**

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Discussion Draft for Southeast Bus Improvements

Discussion Draft for Light Rail on Interstate Avenue

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Tri-Met  
JPACT Meeting  
April 8, 1999

## Discussion Draft for Southeast Bus Improvements

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The package of transit service and facilities improvements in the southeast would be developed around three Bus Rapid Transit routes. Bus Rapid Transit emulates light rail transit operating speeds, stations and park & ride lots. Faster operating speeds are achieved through a combination of exclusive lane and signal priority treatment and limited stops. Improvements in service and ridership would occur in the corridor as operating and capital investments are made over a multi-year period. Corresponding investments by others would be needed to improve pedestrian access and traffic circulation.

### Phase I: Service quality improvements (fall 1999 – 2001)

- Increase service on the corridor trunk routes – initially Line 33 – McLoughlin and then Line 31 – Estacada (via Clackamas Town Center).
- Increase off-peak service on local southeast routes – midday, evenings and weekends.
- Improve bus stop amenities – pavement, shelters, lighting.
- Create new shared use park & ride lots.
- Expand the Clackamas Town Center Transit Center.

### Phase II: Bus Rapid Transit Development (fall 2002 – fall 2003)

- Upgrade Line 33 and 31 trunk routes to Bus Rapid Transit. Develop prominent bus stations, work with the cities, Clackamas County and ODOT to develop preferential treatments that speed up operations.
- Develop an off-street Milwaukie Transit Center.
- Construct three new park and ride lots:
  - McLoughlin at Tacoma Street (as identified in the South/North DEIS). Would replace the existing Southgate Park & Ride lot. (structured: 1000 spaces)
  - Oregon City / Gladstone: site to be determined. (surface: 400 spaces)
  - Highway 224 / Clackamas Town Center: at Harmony / Linwood or Harmony / 82nd Avenue. (surface: 400 spaces)
- Add new east-west local service in Milwaukie and Gladstone.

### Phase III: Upgraded Bus Rapid Transit with introduction of HOV lanes (fall 2004)

- Construct HOV or exclusive bus lanes on McLoughlin Boulevard from eastside Portland to Tacoma St.
- Construct an east Portland transit center.
- Adjust bus schedules to capture operating efficiencies.

### Phase IV: Bus Rapid Transit development Oregon City to Gateway (fall 2005)

- Bus Rapid Transit development: Oregon City to Gateway (fall 2005).
- Construct Bus Rapid Transit stations at Foster Road, Division Street, other locations TBD.
- Construct a new park & ride lot at the Foster Road / I-205 interchange. (surface: 400 spaces).
- Operate Bus Rapid Transit on existing freeway lanes with stops at the Oregon City, Clackamas Town Center and Gateway Transit Centers as well as the new freeway stops.

Cost	(millions 1999 \$)
Park and ride lot development (4 lots)	\$ 30.8
Transit centers	\$ 10.7
Bus stops / bus rapid transit stations	\$ 20.2
Buses and bus maintenance facility (portion)	\$ 19.1
Associated highway improvements	\$ 48.2
Total	\$ 125.2

Note: these improvements (to existing service, three bus rapid transit routes and two new local lines) would require 4,237 additional weekly service hours or a 10.5% increase in Tri-Met's existing (2/99) total service hours. The annual cost of this additional service (1999 dollars, total operations cost) by the year 2005 would be \$11.5 million.









Tri-Met 4/7/99

Portland

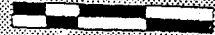
Milwaukie

Oregon City

# South Bus

-  Potential Park & Ride Sites
-  Transit Centers
-  Bus Rapid Transit (BRT)
-  Foster corridor (RTP rapid bus)
-  More frequent service
-  New & extended routes
-  Feeder routes
-  Existing bus routes

0.4 0 0.4 0.8 Miles



## Discussion Draft for light rail on Interstate Avenue

Following the defeat of the South/North light rail bond measure in November 1998, Metro Council held four public forums on the future of transportation in the region. Recognizing a continuing interest in possibilities for light rail expressed at these meetings, the business community and north/northeast Portland community representatives called on Tri-Met and Metro to look again at light rail north.

The firm of Shiels Obletz Johnson assembled a project review team to undertake an independent, "fresh" look at the proposed north extension of MAX. Composed of planners and engineers from various disciplines, agencies and firms, the review team undertook an expedited, one-month preliminary analysis of the options, benefits, impacts and costs associated with a proposed North extension.

The team focused on a light rail alignment (called "Full Interstate," or Interstate MAX) traveling north from the Rose Quarter in the median of Interstate Avenue to Kenton and the Expo Center. A similar alignment from earlier studies ("locally preferred strategy," or LPS) had been proposed to run along I-5 north to the vicinity of Portland Blvd. before crossing over to continue north on Interstate.

### Key findings of the Shiels Obletz Johnson study are:

1. Interstate MAX would cost substantially less than the LPS alignment -- \$350 million as compared to \$464 million.
2. The proposal for Interstate MAX extends the line north to the Expo Center -- setting the stage for a ready expansion to Vancouver.
3. Interstate MAX would not displace any residences or businesses.
4. Ridership on Interstate would be slightly lower than on the LPS alignment -- although providing interim park-and-ride service for Clark County commuters could add riders.
5. Interstate MAX could be built using local and Federal transportation resources without property tax-backed bonds.
6. Interstate MAX provides opportunities to link light rail to neighborhood stabilization in Kenton and elsewhere along Interstate Avenue.

Comparison of Interstate MAX with LPS alignment (I-5/Interstate)		
	Interstate MAX	LPS alignment
Length	5.8 miles	6.0 miles
Number of stations	9	10
Route	Interstate Ave. to Kenton, Denver Ave and Expo Rd to Expo Center	East of I-5 Rose Quarter to Kaiser, west of I-5 north to vicinity of Portland Blvd, west to Interstate, north to Kenton and Expo Center on Interstate, Denver, Expo Rd
Cost	\$350 million	\$464 million
Ridership (average weekday)	12,000	14,500
Travel time 11th Ave.-Expo	27 minutes	27 minutes
Homes/businesses displaced	0	159
Structures required	3 bridges	8 bridges, 2 tunnels
Sewer, water relocation	\$8.5 million	\$11.6 million



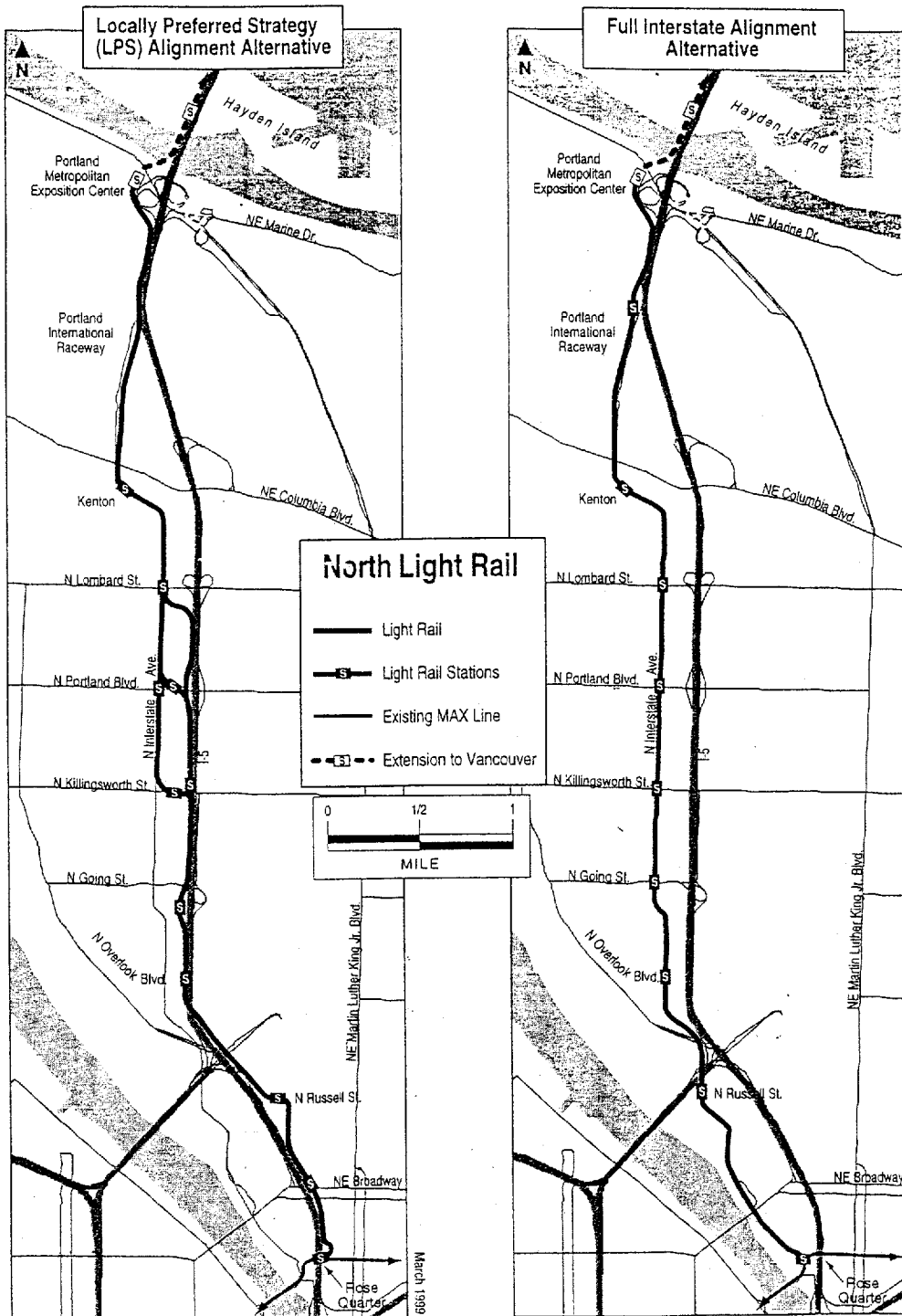


Figure 2.1

***Joint Policy Advisory Committee  
on Transportation  
(JPACT)***

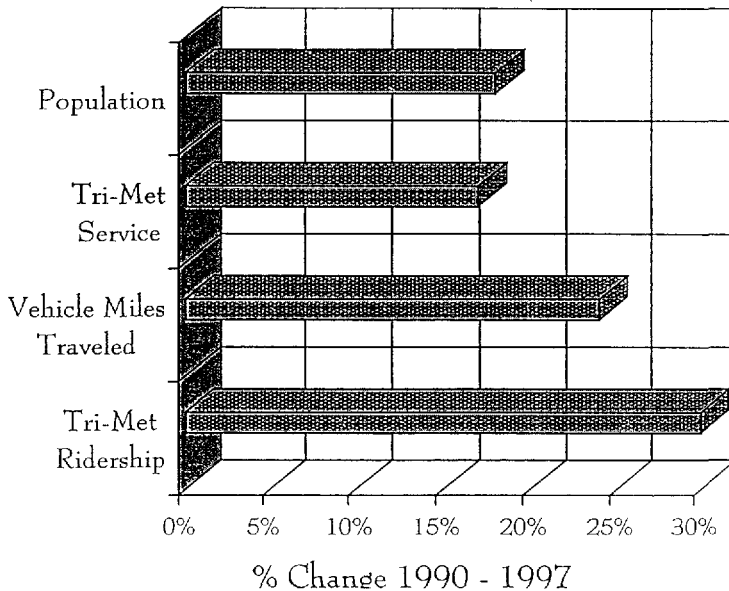
**Meeting the Regional  
Transportation Challenge**



**The Role of Transit  
and  
Tri-Met's Financial Position**

**April 8, 1999**

## Tri-Met Ridership Growth Outstrips Vehicle Miles Traveled



In the period from 1990 to 1997 transit ridership in the Portland Metropolitan area grew 20% faster than the growth in vehicle miles traveled (VMT), 43% faster than the growth in service and 40% faster than the growth in population. In that period transit ridership grew by 30%, VMT grew by 24%, Tri-Met service by 17% and population by 18%.

Source: Metro, Tri-Met Annual Ridership

Data is for the urbanized Area of Washington, Clackamas and Multnomah Counties

## Looking Back: Tri-Met Revenue and Expenditure Increases FY1989-FY1999

After adjusting for inflation, Tri-Met total General Fund revenues grew by 57% between FY1989 and FY1999. During the same period, Tri-Met expanded service to the public by 57% and ridership increased 55%.

		Avg. Annual Change
Revenue (inflation adjusted growth in revenue FY1989-FY1999):	+57%	4.6%
Service hours – bus rail, ATP (without rail = bus equivalent)	+35%	3.1%
Service hours – bus, rail, ATP (rail is counted at its bus equivalent carrying capacity, rail hours x 4.27)	+57%	4.6%
Boarding rides (annual)	+55%	4.5%

Comparing FY89 and FY99, revenues increased \$117.0 million (YOES). Each dollar of new revenue (YOES) was used as follows:

### *Service*

• Fixed Route Service	59%	52%
• Accessible Transportation Service		7%
• General Fund Capital		23%
• Debt	27%	4%
Service Subtotal		86%

<i>General and Administration</i>	14%
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Total	100%
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On average, between FY1989 and FY1999, Tri-Met operating revenues grew by 4.6% per year inflation adjusted. Eighty six percent of that went into the capital and operating costs of service for fixed route and special needs customers; the rest was used for administrative support.

**Looking Forward:  
Tri-Met Revenues and Expenditures  
FY1999-FY2006**

*Key Revenue and Expenditure Assumptions From FY99 to FY2006:*

**Revenues (YOES):** Employer payroll tax revenues increase 7.5% on average, or \$12.2 million a year. By comparison, payroll taxes grew \$7.9 million a year between FY95 and FY99, with an average annual growth rate of 9.6%.

Passenger revenue increases 6% per year due to semi annual fare increases, nominal growth and service increases (including TCL three year service expansion plan) and the extension of the light rail line to the Airport.

Total operating revenues are projected to increase \$16.4 million a year on average or \$115.0 million (FY99 and FY2006); all revenue figures exclude OMAP. By comparison, after removing three significant one time only revenues (domestic leasehold, cross border lease and Rail Ready grant revenues), revenues increased \$11 million a year between FY95 and FY99, high growth years. The difference between the \$11 million annual growth of the recent past and the \$16 million per year projection is evidence that the forecast is for fairly strong revenue growth in times which should be characterized with some economic uncertainty. Additional revenues supporting the three year service expansion plan (\$4 million a year of STP) are assumed in the forecast. Tri-Met's forecast assumes no economic downturn.

**Expenditures (YOE \$)**

**FY99 and FY2006 Additional Revenues: + \$115 million**

\$ (millions)


<b>I. Committed – FY2006</b>	
Wage, Materials and Services Inflation	\$ 49.0
TCL – Three-Year Service Plan	\$ 7.4
Airport \$31.5m (Tri-Met Share)	\$ 2.8 (debt service)
Airport Operations	\$ 5.2
1.5% Bus/Rail Service Increases Annually	\$ 14.7
ATP Service Increases	\$ 7.8
Working Capital	\$ 5.0
Capital	\$ 10.0
<b>Subtotal</b>	<b>\$101.9</b>

<b>II. Under Discussion. Solution: Partnerships/Grants/Cash/Debt</b>	<b>Tri-Met Total</b>	<b>Annual Oper. Cost or Debt Service</b>
10 LRVs	\$ 33.0	\$ 3.0
Bus Garage	\$ 37.0	\$ 3.3
North LR Ext. (\$350.0m)	\$ 25.0	\$ 2.3
North LR Ext. Operations	\$ 7.5	\$ 7.5
South Bus Capital (\$125.0m)	\$ 75.0	\$ 7.5
2040 Plan: Transit Role (TCL Phase II)	\$ 7.5	\$ 7.5
<b>Subtotal</b>	<b>\$ 185.0</b>	<b>\$ 31.1</b>

**METRO**

Date: March 30, 1999

To: JPACT/Metro Council

From:  Andrew C. Cotugno, Transportation Director

Re: STIP/MTIP Update – 150% List

The FY 2000-2003 STIP/MTIP allocation process is approaching the step to select the projects for funding. The technical committees and Metro staff have developed technical and administrative ranking information to provide the basis for narrowing the list. The process that has been outlined calls for an initial narrowing to approximately 150 percent of the available revenues by April 8, followed by adoption of the final program balanced to 100 percent of available revenues by May 27. A joint JPACT/Transportation Planning Committee hearing on the draft 150 percent list is scheduled for April 6 (5:30 p.m. time certain) and on the final program on May 4 (5:30 p.m. time certain).

Enclosed is the proposed 150 percent list that has been recommended by the Transportation Policy Alternatives Committee (TPAC). The total amount reflected on the list is \$125.5 million in 12 categories of proposed projects for the \$75.8 million available to allocate for the period 2000-2003. Also identified on the attached list is \$103.6 million in projects for which funding is already committed. A few points of clarification are appropriate:

1. The projects have been technically scored using the criteria established before applications were solicited. The "rank" for each project represents the results of that technical score within that mode.
2. There are numerous instances where projects that deviate from the technical ranking are recommended for funding based upon the administrative criteria such as overmatch, link to another priority or in an attempt to achieve geographic balance.
3. The "Transportation Enhancement" projects are going through a separate statewide evaluation process by ODOT. The full list of applicants is reflected here. By the May 8 conclusion, we will be provided a list of finalists and will need to determine whether to include any in our final program. If so, they will need to be funded within the \$75.8 million total funding available.

At the April 8 JPACT and Metro Council meetings, we are also seeking input on the best mix between the different transportation modes. Projects have been categorized and ranked in 12 separate groups. The enclosed 150 percent list proposes the following amounts in these groups:

## **Priorities 2000 Project Selection Schedule**

<b>22-May-98</b>	Public notification to kick-off process
<b>23-Jun-98</b>	Public hearing on draft criteria
<b>16-Oct-98</b>	Deadline for local governments to submit projects
<b>Oct – Feb</b>	Technical ranking of projects
<b>8-Feb-99</b>	Public comment period begins
<b>23-Feb-99</b>	Public workshop with ODOT (in Portland): Comment on technical and administrative factors
<b>27-Feb-99</b>	Open house (in Hillsboro) – distribute information to public
<b>17-Mar-99</b>	Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors
<b>22-Mar-99</b>	Public comment period ends
<b>26-Mar-99</b>	TPAC: review/approve 150% cut list
<b>6-Apr-99</b>	JPACT/Transportation Planning Committee public hearing on 150% cut list 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>8-Apr-99</b>	JPACT/Metro Council Review/Approve 150% cut list
<b>20-Apr-99</b>	Transportation Planning Committee review
<b>30-Apr-99</b>	TPAC Approval of Program Recommendation
<b>4-May-99</b>	JPACT/Transportation Planning Committee public hearing on program recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>13-May-99</b>	JPACT consideration of program approval
<b>27-May-99</b>	Metro Council consideration of program approval

Priorities 2000  
Narrowing the 150 Percent Cut List  
To A Balanced 100 Percent Program

The categories listed below reflect the modes and funding amounts recommended by TPAC for retention on the 150 percent cut list. The total for all the modes is \$124.973 million. However, only \$75.8 million is available to allocate to projects. In general, modes in the first group (modes A-F) are only eligible for funding with the Surface Transportation Program (STP) funds, with a few projects or project elements eligible for Congestion Mitigation/Air Quality (CMAQ) funding. Modes in the second grouping (modes F-L) are eligible for all of the available \$75.8 million of funds. To help reach the next step – reducing to a 100 percent program – a response to the following exercise is requested by staff.

Group 1 – STP Eligible

Define the dollar amount or the percent of funds you would assign to each mode in Group 1. Due to eligibility restrictions, the total of funds assigned to modes in Group 1 should add up to no more than \$40 million or 53 percent of the available \$75.8 million.

Priorities 2000 150 Percent Cut List				Proposed 100 Percent Distribution	
Mode		Amount (millions)	% Of Total	Amount (millions)	% Of Total
A	Planning	\$2.9	2%		
B	Road Modernization	19.4	15.5%		
C	Road Reconstruction	4.2	3%		
D	Bridge	5.0	4%		
E	Freight	7.6	6%		
F	Boulevard	19.5	15.5%		
Subtotal		\$58.7	47%		
				(up to \$40M)	(up to 53%)

Group 2 – STP, CMAQ, Transportation Enhancement Eligible

Define the dollar amount or the percent of funds you would assign to each mode in Group 2. Due to funding eligibility, the total for Group 2 modes could add up to \$75.8 million or 100 percent of available funds if nothing is assigned to Group 1 modes.

Mode			Amount (millions)	% of Total	Amount (millions)	% Of Total
G	Pedestrian		\$1.6	1%		
H	Bike		9.0	7%		
I	TDM		4.9	4%		
J	TOD		9.0	7%		
K	Transit		34.1	27%		
L	ODOT Enhancement		8.3	7%		
Subtotal			\$66.9	53%		
					(up to \$75.8 m)	(up to 100%)

Group 1 and 2 Total

Amounts assigned to each mode in Groups 1 and 2 should add up to no more than \$75.8 million or 100 percent.

GRAND TOTAL	\$125.1	100%	\$75.8	100%
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The table below breaks down the amount of Regional Flexible Funds allocated to each transportation mode from the beginning of ISTEA in 1992. Also shown are state highway funds allocated to freeway modernization in the urban portion of Region 1 during the same period.

Modal Share of Committed Transportation Funds: 1992-2003						
(millions)						
PROJECT MODE	Built		Funded but Not Built		SUBTOTAL OF COMMITTED FUNDS	MODAL % OF COMMITTED FUNDS: NON-FRWY
	Amount	Percent	Amount	Percent	Amount	Percent
Planning	\$5.400	5%	\$0.659	1%	\$6.059	3%
Road Modernization	30.120	26%	28.200	27%	58.320	26%
Road Reconstruction		0%	2.670	3%	2.670	1%
Bridge	3.130	3%	10.000	10%	13.130	6%
Freight	18.350	16%	13.000	13%	31.350	14%
Boulevard		0%	1.000	1%	1.000	0.5%
Pedestrian	5.950	5%	7.750	7%	13.700	6%
Bike	8.800	8%	5.838	6%	14.638	7%
TDM	3.260	3%	0.813	1%	4.931	2%
TOD	4.900	4%	0.150	0%	5.050	2%
Transit	36.870	32%	33.500	32%	70.370	32%
Non-Freeway Subtotal	\$116.780	100%	\$103.580	100%	\$221.218	100%
Freeway	160.896		72.112		233.008	
GRAND TOTAL	\$277.676		\$175.692		\$453.368	

# PRIORITIES 2000 DRAFT 150 PERCENT CUT LIST

Rank	A. Planning	Amount	Rank	B. Road Modernization	Amount	Rank	C. Road Reconstruction	Amount	Rank	D. Bridge	Amount	Rank	E. Freight	Amount	Rank	F. Boulevard	Amount
	<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>	
	Metro Core Program	\$0.659		Murray O'Xing - TEA-21	\$3.750		Johnson Crk Blvd Ph. II	\$0.800		Broadway Bridge - TEA-21	\$10.000		So. Rivergate O'Xing - TEA-21	\$13.000		Ped to MAX (Stark St) - TEA-21	\$1.000
				Sunnyside Road	6.400		Front Ave. Reconstruction	1.870									
				Sunnybrook Rd Extens'n - TEA-21	13.000												
				Lovejoy Ramp Reconstruction	5.050												
	<b>FY 00-03 Committed Total</b>	<b>\$0.659</b>		<b>FY 00-03 Committed Total</b>	<b>\$28.200</b>		<b>FY 00-03 Committed Total</b>	<b>\$2.670</b>		<b>FY 00-03 Committed Total</b>	<b>\$10.000</b>		<b>FY 00-03 Committed Total</b>	<b>\$13.000</b>		<b>FY 00-03 Committed Total</b>	<b>\$1.000</b>
	<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>	
1	Core Reg. Planning Program	\$2.083	1	PM6 MLK/Interstate ITS	\$0.550	1	PR10 Naito Parkway: Davis/Market	\$1.500	1	PBR2b Burnside Electrical	\$0.500	1	PF2 N. Marine Dr. Reconstruction	\$1.795	1	MBL1 Division: Cleveland/Birdsdales	\$2.789
NA	Green Streets Handbook	0.090	3	WM5 Murray O'Xing: Milikan/Terman	1.000	2	PR3 NW 23rd: Burnside/Lovejoy	0.825	2	PBR3 Broadway Brdg Deck Rehab	3.651	2	PF7 Marine Dr: BNSF O'Xing (PE)	1.794	2	CBL3 McLoughlin: Harrison/SPRR X'ing	1.800
NA	I-5 Trade Corridor Study	0.500	4	MM7 Gresham/Mult. Co. ITS	2.000	3	PR5 SE Holgate: 42nd/52nd	0.797	3	PBR2a Morrison Electrical	0.800	4	PF1 Lower Albina Overcrossing	4.000	3	MBL2 Stark St	0.800
NA	OPB Pilot	0.100	5	CM7 Clack. Co. ITS/ATMS	1.425	8	CR2 Johnson Crk Blvd: 36th/45th	1.076							4	PBL3 W. Burnside: Brdg/NW 23rd	0.269
NA	Regional Freight Program Analysis	0.150	7	WM4 Wash. Co. ATMS	0.370										5	PBL2 Gateway Reg. Cntr	1.000
			8	PM10 Portland Arterial/Fwy. ITS	0.750										6	PBL1 Hawthorne: 20th/55th	1.500
			11	WM19 SW Greenburg Rd: Wash Sq/Tiedler	2.243										7	CBL1 Harmony Rd: 82nd/Fuller	1.750
			12	MM3 223rd O'Xing (PE/ROW)	0.400										9	WBL1 Cornell: Trail Av/Saltman Rd	1.800
			13	CM2 Harmony/Linwood/Railroad Av PE	0.449										10	CBL4 A Ave Improvement (L.O.)	2.700
			14	WM3 Corn. Pass Rd: US 26/Pickering	0.290										12	CBL2 Willamette Dr. - "A" St/McKillican	1.100
			16	WM17 I-5/Nyberg Interchange	3.612										14	WBL6 Hall Blvd: Cedar Hills/Hocken	2.000
			20	MM1 207th Connector: Halsey/Glisan	1.345										15	WBL2 Main St: 10th/20th (Cornelius)	2.000
			26	CM5 Sunnyside Rd/ML Scott Creek	1.400												
			28	CM14 Hwy 213/Beaver Creek Rd.	3.000												
			34	PM10 SE Foster Rd/Kelly Creek	0.600												
	<b>Proposed Total:</b>	<b>\$2.923</b>		<b>Proposed Total:</b>	<b>\$19.434</b>		<b>Proposed Total:</b>	<b>\$4.198</b>		<b>Proposed Total:</b>	<b>\$4.951</b>		<b>Proposed Total:</b>	<b>\$7.589</b>		<b>Proposed Total:</b>	<b>\$19.508</b>

Rank	G. Pedestrian	Amount	Rank	H. Bike/Trail	Amount	Rank	I. TDM	Amount	Rank	J. TOD	Amount	Rank	K. Transit	Amount	Rank	L. 100% of ODOT Transportation Enhancement Projects	Amount
	<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>			<b>Committed</b>	
	Portland Ped. to Transit	\$2.400		Steel Bridge	\$1.360		Regional TDM Program	\$0.813		TOD Reserve	\$0.150		S/N STP Commitment	\$25.500		No currently committed projects	
	Reg. Ped to MAX/Transit	0.150		Halsey Bike Lane	0.808								Tri-Met Buses - TEA-21	3.500			
	Woodstock District	0.200		Eastbank Esplanade	1.590								Ptd Transit Signal Priority - TEA-21	4.500			
	Lovejoy Ramp Reconstruction - TEA-21	5.000		Cedar Hills Blvd.: Walker/Butner	0.590												
	<b>FY 00-03 Committed Total</b>	<b>\$7.750</b>		Hall Blvd.: SPRR/Ridgecrest	0.340		<b>FY 00-03 Committed Total</b>	<b>\$0.813</b>		<b>FY 00-03 Committed Total</b>	<b>\$0.150</b>		<b>FY 00-03 Committed Total</b>	<b>\$33.500</b>		<b>FY 00-03 Committed Total</b>	<b>\$0.000</b>
	<b>Proposed</b>			Fanno Creek Trail	0.300		<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>			<b>Proposed</b>	
1	WP2 Millikan Way: Murray/Hocken	\$0.224	1	PB1 Morrison Br. Ped/Bike Access.	\$1.570	1	TDM1 Regional TDM Program	\$1.987	1	RT001 Metro TOD Program	\$7.500	1	RT1 Reg. Contribut'n for PDX LRT	\$18.000		Pioneer Crt House Renovation	\$0.500
2	WP5 SW 170th: Merlo/Elmonical LRT Stat'n	0.270	2	CB3 Phillip Creek Greenway Trail	0.468	2	TDM6 SMART TDM Program	0.220	2	PT002 N. Macadam Dist Streets	1.500	2	WT2 Wash. Co. Bus Stop Enhancements	0.675		Will Shoreline RR Improvements-Ph 2	0.898
3	WP7 Cedar Hills: Walker/Butner	0.085	3	PB6a E. Bank Trail: OMSI/Springwater	1.160	3	TDM3 ECO Information Clearinghouse	0.188				3	RT2 Service Increase for Reg/T.C. TCL	12.325		I-5 Corridor Enhancement	0.200
4	WP4 Sentinel Plaza: Cornell/Cedar Hills/113th	0.180	4	PB9 Greeley/Interstate	0.144	4	TDM2 Portland Area Telecommuting	0.200				4	CT2 Will. Shoreline Trestle/Track Repair	0.897		Tryon Crk Bike Trail Renovation	0.244
5	CP1 Scott Crk Lane Pedestrian Path	0.080	5	WB5 Cornell Rd: Elam Young/Ray	0.540	5	TDM5 TMA Assistance Program	1.168				5	WTR1 Wash. Co. Commuter Rail	1.000		Union Station Improvement	0.350
7	PB7 E. Bank Riverfront Access	0.340	6	CB2 Fuller Rd: Halsey/King	0.592	6	TDM4 Region 2040 Initiatives	1.168				6	CT1 SMART (Wilson/I) Transit Cntr/P&R	1.172		Rocky Butte Restoration	0.411
14	PP2 Capitol Hwy: Bertha/BH Hwy	0.400	7	WB2 Hall Blvd.: 12th/Allen	1.438											NE 47th Environmental Renovation	0.250
			8	WB1 Fanno Crk: Allen/Denny	0.075											Portland Bikeway Network Signage	0.129
			9	CB11 Parkway Cntr Dr: Ellingsen/Burns	0.040											Kenton Hist. District Revitalization	2.197
			10	CB10 Parkway/Town Center Prkwy Loop	0.200											Springwater Trl: Boring/Palmblad/D St.	0.590
			11	CB7 Clack. Reg. Ctr. Trail	0.278											Simon Benson House	0.200
			12	PB3 Marine Dr. Multi-use Trail Segment:	0.500											I-405 Landscape: 23rd/Vaughn to Clay	1.327
			15	MB1 Gresham/Fairview Trail	1.077											I-405 Landscape: Fremont/Marquam B	1.000
			16	PB2 Peninsula Crossing Trail- Ph. 2	0.359												
			18	CB12 Will. Shoreline Bike Study	0.150												
			25	PP5 Red Electric Line: Will Prk/Oleson	0.135												
			27	PB6b E. Bank Trail - Phase 2 (ROW only)	0.300												
	<b>Proposed Total:</b>	<b>\$1.579</b>		<b>Proposed Total:</b>	<b>\$9.026</b>		<b>Proposed Total:</b>	<b>\$4.931</b>		<b>Proposed Total:</b>	<b>\$9.000</b>		<b>Proposed Total:</b>	<b>\$34.069</b>		<b>Proposed Total:</b>	<b>\$8.296</b>

TOTAL COM  
MITTED  
FOR ALL  
MODES

\$103.580

TOTAL PRO-  
POSED FOR  
ALL MODES

\$125.594

# PRIORITIES 2000 DRAFT 150 PERCENT CUT LIST

[illegible]

3/30/99

# **PRIORITIES 2000**

## **SUMMARY DESCRIPTION OF NOMINATED PROJECTS**

**Metro**

March 30, 1999

## **KEY to project Coding:**

### **Jurisdictions:**

- C = Clackamas County
- M = Multnomah County
- P = City of Portland
- W = Washington County
- R = Regional (Metro and Tri-Met. Note: Port of Portland proposals are listed under City of Portland)

### **Modes:**

- M = Road Modernization (e.g., “CM1” is Clackamas Co. Road Modernization Project No. 1) **See page 1.**
- R = Road Reconstruction (e.g., “PR5” is City of Portland Road Reconstruction project No. 5) **See page 9.**
- F = Freight **See page 11.**
- B = Bridge **See page 13.**
- Bi = Bicycle **See page 15.**
- P = Pedestrian **See page 19.**
- BL = Boulevards **See page 21.**
- Tr = Transit **See page 25.**
- TOD = Transit Oriented Development **See page 27.**
- TDM = Transportation Demand Management (TDM proposals have no jurisdictional code, all are regional) **See page 29.**
- Plng = Planning **See page 31.**

**Priorities 2000  
Projects Nominations Summary**

**Road Modernization**

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<b>CM1</b> West Linn	<b>Highway 43: "A" Street/Pimlico Drive</b> Widen to three lanes with landscaped median with turn pockets, two 5 foot bike lanes and two 8 foot sidewalks	<b>\$990,810</b>
<b>CM2</b> Clack Co	<b>Harmony/Linwood Railroad Avenue Intersection</b> Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station	<b>\$448,500</b>
<b>CM3</b> Clack Co	<b>Sunnyside Road: 132<sup>nd</sup>/172<sup>nd</sup></b> Request for final design funds for widening of Sunnyside Road to five lanes	<b>\$2,691,000</b>
<b>CM4</b> Clack Co	<b>Sunnyside Road: 122<sup>nd</sup>/132<sup>nd</sup></b> Final Design and widening of Sunnyside from two to five lanes	<b>\$4,000,000</b>
<b>CM5</b> Clack Co	<b>Sunnyside Road/Mt. Scott Creek Bridge</b> Request to supplement \$6.4 million of previously committed regional funds to construct bridge and environmental remediation associated with programmed widening of Sunnyside Rd. from I-205 to 122 <sup>nd</sup> .	<b>\$1,400,000</b>
<b>CM6</b> Clack Co	<b>Johnson Creek/I-205 Ramps</b> PE funds for upgrade of SB ramps	<b>\$448,500</b>
<b>CM7</b> Clack Co	<b>Clackamas County ITS/ATMS Plan &amp; Program</b> Funding to develop a transportation technology system plan for County and city facilities (\$100,000) and \$1.325 million to begin implementing plan recommendations for signal interconnection and timing optimization, communication and computer processing needs, and traffic control and incident management strategies.	<b>\$1,425,000</b>
<b>CM13</b> Oregon City	<b>Beavercreek Road: Highway 213/Mollalla</b> Widen 3,600 feet of Beavercreek Road from two to five lanes with enhanced median, bike and pedestrian facilities	<b>\$1,500,000</b>

<b>CM14</b> Oregon City	<b>Beavercreek Road/Highway 213 Intersection</b> Right of way purchase and Phase 1 modernization of the intersection to provide new signal equipment, dual left turn lanes, better sight distance/geometrics, bike and pedestrian facilities, some ramp construction and phase 2 right of way purchase.	<b>\$3,000,000</b>
<b>MM1</b> Mult Co	<b>207<sup>th</sup> Avenue Connector: Halsey/Glisan/223<sup>rd</sup></b> Request for additional funds to cover cost overrun on this recently built project.	<b>\$1,345,000</b>
<b>MM2</b> Mult Co	<b>Halsey Street: 223<sup>rd</sup>/238<sup>th</sup></b> Widen approximately 4,000 feet of Halsey to three lane minor arterial, including sidewalks and bike lanes	<b>\$1,090,000</b> <i>Also being ranked as a bike project.</i>
<b>MM3</b> Mult Co	<b>223<sup>rd</sup> Avenue RR Overcrossing</b> Reconstruct substandard overcrossing to widen from 20 feet to Collector of Regional Significance standards, including bike connections to 40 mile loop and regional recreations and freight facilities	<b>3,402,900</b>
<b>MM4</b> Mult Co/ Gresham	<b>Stark Street: 257<sup>th</sup>/Troutdale Road</b> Widen 3,000 feet of Stark to three lanes with bike lanes and sidewalks	<b>\$2,690,400</b>
<b>MM5</b> Mult Co	<b>242<sup>nd</sup> Avenue: I-84/Stark</b> Conduct PE for construction of Mt. Hood Parkway first phase	<b>\$3,268,000</b>
<b>MM6</b> Gresham	<b>257<sup>th</sup> Avenue: Division/Powell Valley Road</b> Widen 5,600 feet of 257 <sup>th</sup> to five lane major arterial with bike lanes, sidewalks, traffic signals, landscaping, lighting and drainage to match current dimensions at Division	<b>\$4,596,000</b>
<b>MM7</b> Gresham/ Mult Co	<b>Gresham/Multnomah County ATMS Program, Phase 3</b> Install 12 CCTV cameras, 12 variable message signs and five highway advisory radio emitters throughout City/County facilities for detection and management of arterial incidents, especially in proximity to freeway facilities.	<b>\$2,000,000</b>

<b>PM1</b> Portland	<b>Portland Arterial/Freeway System Integration</b> Enhancement of city-wide ATMS system to integrate management of significant corridors, establish transit priority and adaptive signal control capabilities and enable sharing of operations information between jurisdictions	<b>\$750,000</b>
<b>PM2</b> Portland	<b>Broadway/Weidler: Larrabee/Sandy</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$590,000</b>
<b>PM3</b> Portland	<b>Barbur Boulevard: I-405/South City Limits</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$550,000</b>
<b>PM4</b> Portland	<b>Sandy Boulevard: E. Burnside/82<sup>nd</sup> Avenue</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$340,000</b>
<b>PM5</b> Portland	<b>82<sup>nd</sup> Avenue: PDX/Flavel</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$350,000</b>
<b>PM6</b> Portland	<b>MLK/Interstate Avenue: N. Denver/SE Clay</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$550,000</b>



<b>PM7</b> Portland	<b>SW BH Highway: Terwilliger/Shattuck</b> Implement comprehensive traffic management equipment on corridor including traffic count stations, enhanced signalization, message signs, CCTV, fiber optic interconnection and communication to City's central management computer	<b>\$100,000</b>
<b>PM8</b> Portland	<b>SE Foster Road: 136<sup>th</sup>/Barbara Welch Road</b> Extend urban improvement of Foster to Barbara Welch Road; signalize intersection, reconstruct bridge crossings, illuminate and enhance bike/ped facilities	<b>\$3,836,813</b>
<b>PM10</b> Metro Parks & Greenspaces &Portland	<b>SE Foster Road/Kelly Creek Bridge</b> One-quarter of funds needed to convert culvert to bridge, enabling fish passage and riparian corridor enhancement.	<b>\$600,000</b>
<b>PM11</b> Port of Portland	<b>PDX ITS</b> Deploy a Traffic Management and Traveler Information system at PDX with regional connectivity to provide traffic management, incident detection and response, remote traveler information and parking management capabilities.	<b>\$2,420,000</b>
<b>WM1</b> Beaverton	<b>Farmington Rd: Hocken/Murray</b> Widen Farmington Rd to five lanes w/ bike lanes and sidewalks. Provide double left as Farmington/Murray "Boulevard" intersection.	<b>\$8,350,000</b>
<b>WM2</b> Beaverton	<b>Murray Blvd: Scholls Ferry/Barrows</b> Construct new six-lane "Boulevard" intersection at Murran/Scholls Ferry; extend Murray as four lane major arterial to Barrows	<b>\$6,442,254</b>
<b>WM3</b> Hillsboro	<b>Cornelius Pass Road: US 26/Pickering Drive</b> 1,000 feet extension of the SB auxiliary lane on the Cornelius Pass overcrossing of US 26 to Pickering Drive intersection	<b>\$290,000</b>
<b>WM4</b> Wash Co	<b>Washington County ATMS Program</b> Funding to develop a system plan for County and city needs and to begin implementation of traffic monitoring and regulation system on the County's major road network, including signal timing plans, CCTV cameras, message boards, and computer equipment purchase.	<b>\$370,000</b>

<b>WM5</b> Wash Co	<b>Murray Blvd Overcrossing: Millikan/Terman</b> This project would widen the existing crossing of Murray Blvd. over Terman Rd. and the Westside LRT tracks by building a new two lane bridge structure parallel to the existing two lane bridge. New sections would provide minimum lane widths of 12' with 6' bike lanes; 6' sidewalks and 5' landscape strips on the surface street approach sections; and 8' sidewalks only on the bridge structures. The bridge would be 321' long and includes a 302' retaining wall. Requested funds supplement a \$3.75M TEA-21 "high priority" allocation.	<b>\$2,000,000</b>
<b>WM6</b> Wash Co	<b>Hall Boulevard: Cedar Hills/Hocken</b> Build 750 feet, three lane extension of Hall with two 12 foot travel lanes; a continuous left-turn lane, sidewalks and bike lanes	<b>\$4,171,000</b>
<b>WM7</b> Wash Co	<b>231<sup>st</sup> Avenue: Borwick Road/Baseline</b> Construct 650 foot, three-lane viaduct over Rock Creek as part of extension of 231 <sup>st</sup> to TV Highway. Includes eight foot sidewalks, six foot bike lanes and new signal at Baseline	<b>\$10,700,000</b>
<b>WM8</b> Wash Co	<b>Cornell Road Signal Intercon'ct: Brookwood/Stucki</b> Interconnect 11 signals from Amberglen Parkway/Stucki Avenue to Brookwood	<b>\$225,000</b>
<b>WM9</b> Wash Co	<b>BH Hwy/Oleson Rd/Scholls Ferry Rd Intersection</b> Preliminary engineering for estimated \$12 million project to reconstruct/modernize this Regional "Boulevard" intersection.	<b>\$1,080,000</b>
<b>WM10</b> Wash Co	<b>Cedar Hills Boulevard/Barnes Road Intersection</b> Reconstruct intersection and approaches (new NB/EB travel lanes, added NB/SB/EB left turn refuge, new EB/WB right turn lanes), upgrade Cedar Hills/ Barnes signal, install new signal at US 26 off-ramp to Cedar Hills, interconnect four signals between Barnes and Butner.	<b>\$1,800,000</b>
<b>WM11</b> Wash Co	<b>Bethany Boulevard: West Union/Bronson</b> Widen to three lanes (14-foot median) with 5.5-foot sidewalks, six-foot bike lanes, sound walls, etc.	<b>\$4,640,000</b>

<b>WM12</b> Hillsboro	<b>Cherry Lane/Cornelius Pass Road</b> Reconstruct Cherry Lane as public component of new, mostly privately financed east/west collector from 185 <sup>th</sup> to 231 <sup>st</sup>	<b>\$1,080,000</b>
<b>WM13</b> Hillsboro	<b>SE 10<sup>th</sup> Avenue: E. Main/SE Baseline</b> Construct new 12 foot wide, 900 foot long turn lane and new 13 foot sidewalk in station area	<b>\$1,350,000</b>
<b>WM14</b> Hillsboro	<b>Aloclek Dr: NW Amberwood/ Cornelius Pass Rd</b> Purchase 70 foot of right of way for new three lane road.	<b>\$315,000</b>
<b>WM16</b> Hillsboro	<b>NE 28<sup>th</sup> Avenue: NE Grant/E. Main Street</b> Cost for bike and pedestrian components of planned widening of 28 <sup>th</sup> to three lane minor arterial. New facility would intersect Fair Complex LRT Station and provide new north/south access to Hillsboro and improve circulation within the regional center	<b>\$1,755,000</b>
<b>WM17</b> Tualatin	<b>I-5/Nyberg Interchange Widening</b> Cooperate with ODOT to widen Nyberg overcrossing with two new travel lanes and sidewalks and widen SB off-ramp from I-5 to Nyberg	<b>\$3,611,540</b>
<b>WM18</b> Tigard	<b>SW 72<sup>nd</sup>: 99W/Hunziker Street</b> Widen approximately $\frac{3}{4}$ mile of 72 <sup>nd</sup> Avenue from three to five travel lanes of 11 foot width with 12 foot median, 13 foot sidewalks with planter strips and bike lanes (total right of way of 92 feet)	<b>\$2,691,000</b>
<b>WM19</b> Tigard	<b>SW Greenburg Road: Washington Square/Tiedeman Avenue</b> Widen 3,100 feet of Greenburg from three to five lanes. Improve pavement from Washington Square Drive to Highway 217; provide transitions on Tiedeman to Greenburg intersection and on Greenburg past intersection with Tiedeman	<b>\$2,242,500</b>
<b>WM20</b> Forest Grove	<b>Bonnie Lane Extension: Brooke/Gales Creek Road</b> Construct extension of Bonnie Lane from just west of Brooke to Gales Creek Road between Thatcher Rd and Willamina Ave. Provide curbs, gutters, traffic control, pedestrian crossings and other streetscape amenities.	<b>\$313,260</b>

<b>WM21</b>	<b>Bonnie Lane Extension: "B" St./Main St.</b>	<b>\$415,800</b>
Forest Grove	Extend Bonnie Lane across gap from its dead end at "B" St. east, to its continuation from Main St. Provide curbs, gutters, traffic control, pedestrian crossings and other streetscape amenities.	
<b>WM22</b>	<b>Main Street Extension: Beal/Bonnie Lane</b>	<b>\$331,410</b>
Forest Grove	Construct a link of Main Street that closes the existing gap from south of Beal to Bonnie Lane. Provide curbs, gutters, traffic control, pedestrian crossings and other streetscape amenities.	

**SUBTOTAL:      \$100,998,000**

**Priorities 2000  
Projects Nominations Summary**

**Roadway Reconstruction**

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<b>CR1</b> West Linn	<b>Willamette Falls Dr: 10th/Sunset</b> Reconstruct badly deteriorated roadway to enable transit vehicle use and improve bike/pedestrian accessibility.	<b>\$3,313,890</b>
<b>CR2</b> Clack Co	<b>Johnson Creek Blvd: 36<sup>th</sup>/45<sup>th</sup></b> Reconstruct pavement and provide two 11' travel lanes w/ 6' bike lanes, 5' sidewalks and landscaping on the south side only.	<b>\$1,076,400</b>
<b>CR3</b> Milwaukie	<b>Lake Road: Oatfield/Hwy 224</b> Reconstruct 4,350'; narrow lanes to 11' w/ new 10' left and right turn lanes at Oatfield and 5' sidewalks on both sides of street. Provide raised medians, bus pullouts and widened sidewalks at bus stops.	<b>\$1,524,900</b>
<b>PR1</b> Portland	<b>Bybee Boulevard Overcrossings</b> Replace the existing structure over SE McLoughlin Boulevard	<b>\$5,234,892</b>
<b>PR2</b> Portland	<b>SE Stark Street Overlay: 122<sup>nd</sup>/146<sup>th</sup></b> Reconstruct 1.2 miles with overlay and new stormwater drainage facilities	<b>\$1,351,523</b>
<b>PR3</b> Portland	<b>NW 23rd Ave: Burnside/Lovejoy Street</b> Reconstruct NW 23 <sup>rd</sup> Ave pavement and restripe facility to accommodate one lane of traffic in each direction, on-street parking and accommodate bicyclists on street	<b>\$825,262</b>
<b>PR4</b> Portland	<b>SE 39<sup>th</sup> Ave: Powell/Holgate</b> Reconstruct SE 39 <sup>th</sup> Avenue pavement and restripe facility to accommodate two lanes of traffic in each direction, left turn bays at major intersections, provide corner curb ramps compliant with ADA standards. Upgrade and retime signals within corridor and centralize signal management to aid efficient movement of goods and services.	<b>\$1,340,067</b>

<b>PR5</b> Portland	<b>SE Holgate Blvd: SE 42<sup>nd</sup> Ave/SE 52<sup>nd</sup> Ave</b> Reconstruct SE Holgate Blvd pavement structure and stormwater drainage facilities. Reconstruct corner curb ramps to ADA standards	<b>\$797,341</b>
<b>PR6</b> Portland	<b>SW Market/Clay Couplet: Naito Prkwy/SW 12<sup>th</sup></b> Reconstruct both streets, which are state facilities in Downtown, curb to curb with full-depth base pavement. Rebuild corner curb ramps to ADA requirements. Renovate traffic signal loops to moderate traffic flow through Central City.	<b>\$3,663,128</b>
<b>PR 7</b> Portland	<b>SE Washington St: 82<sup>nd</sup>/109<sup>th</sup></b> Reconstruct SE Washington Street pavement and structure and restripe the facility to accommodate EB traffic in the Stark/Washington couplet. Reconstruct corner curb ramps to ADA standards. Reconstruct signal at the SE 102 <sup>nd</sup> /103 <sup>rd</sup> Ave. intersection	<b>\$1,087,353</b>
<b>PR8</b> Portland	<b>NE Cully Blvd: Prescott/Killingsworth</b> Reconstruct parts of the roadway and overlay the entire length of the project. The road will remain in its two-lane configuration. Future phase will widen the roadway , add bike lanes and curb/sidewalks and signalize the Cully/Prescott intersection	<b>\$402,978</b>
<b>PR9</b> Portland	<b>Hayden Island Dr: N. Center Ave/N. Farr St.</b> Reconstructs North Hayden Island Drive in vicinity of the retail center and restripes it to accommodate four travel lanes and a continuous left turn lane	<b>\$1,440,391</b>
<b>PR10</b> Portland	<b>SW/NW Naito Parkway: NW Davis/SW Market</b> Supplement previous allocation to reconstruct Naito Parkway and restripe to accommodate two lanes of traffic in each direction, left turn bays, median islands, and on-street bicycle facilities (rather than a multi-use path in the park as previously approved). Replace many badly deteriorated brick crosswalks with architectural concepts. Rebuild corner curb ramps to ADA standards	<b>\$1,500,000</b>
<b>SUBTOTAL:</b>		<b>\$25,558,000</b>

**Priorities 2000  
Projects Nominations Summary**

**Freight Improvement**

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<b>PF1</b> Portland	<b>Lower Albina Overcrossing</b> Construct overcrossing of rail facilities to eliminate freight vehicle delay experienced when trains block multiple local street intersections.	<b>\$4,000,000</b>
<b>PF2</b> Portland	<b>North Marine Drive Reconstruction 4R</b> Current two-lane road is 25 years old, has poor drainage and is badly deteriorated. Widen 2.5 miles to five lanes w/ bike lanes and sidewalks and vegetation buffer of adjacent trail and natural resource area beginning at the Columbia Slough to North Marine Drive Overpass.	<b>\$1,795,000</b>
<b>PF3</b> Portland	<b>SE 7<sup>th</sup>/SE 8<sup>th</sup> Avenue Connector</b> Improve freight and vehicular access to SE Industrial District from Ross Island Bridge by realignment of SE 7 <sup>th</sup> to provide a continuous street connection with SE 8 <sup>th</sup> Avenue.	<b>\$2,511,600</b>
<b>PF4</b>	<b>Duplicate of PF5</b>	
<b>PF5</b> ODOT (Port and City of Portland)	<b>E. Columbia to Lombard Connection NE 82<sup>nd</sup>/I-205 Interchange (Webster/Holman)</b> Improve access to and from I-205 along the Columbia Blvd corridor for businesses and freight through movements. Expand railroad overcrossings, and provide interchange and intersection modifications at 82 <sup>nd</sup> Avenue, I-205 and Columbia and Lombard.	<b>\$29,500,000</b>
<b>PF6</b> Portland	<b>Powell/SE 8<sup>th</sup> Signalization</b> New traffic signal and left turn pocket at SE Powell/SE 8 <sup>th</sup> to limit freight infiltration to SE residential neighborhoods.	<b>\$224,250</b>
<b>PF7</b> Port of Portland	<b>Marine Dr: BNSF O'Xing/Kelly Point Park</b> PE for second phase of widening. Design 1,400 rail O'xing; construct 64' wide curb-to-curb pavement w/ four 12' travel lanes, two 6' bike lanes, 4' median; add sidewalks.	<b>\$1,794,000</b>

**SUBTOTAL:      \$40,325,000**

**PF8**

**Rivergate ITS Project**

**\$448,500**

Deploy highway/rail intersection management system within the Rivergate Industrial District and surrounding street system (mostly N. Marine Dr. and Columbia Blvd. including I-5 and I-205 ramps) to reduce intermodal conflicts, streamline freight movement and optimize existing capacity of key freight routes.



**Priorities 2000**  
**Projects Nominations Summary**

**Bridge Improvements**

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<b>PBr1</b> Mult Co/Portland	<b>Broadway Bridge Painting</b> Partial funding of a \$17 million project to strip and repaint the main truss of spans above the deck.	<b>\$7,960,875</b>
<b>PBr2a</b> Mult Co/Portland	<b>Morrison Bridge Electrical Upgrade</b> Replace and upgrade electrical control systems for traffic control gates, signals and lighting on the Morrison and Burnside Bridges	<b>\$800,000</b>
<b>PBr2b</b> Mult Co/Portland	<b>Burnside Bridge Electrical Upgrade</b> Replace and upgrade electrical control systems for traffic control gates, signals and lighting on the Morrison and Burnside Bridges	<b>\$500,000</b>
<b>PBr3</b> Mult Co/ Portland	<b>Broadway Bridge/Approaches Rehabilitation Phase 5</b> Partial funding of a \$20 million project to replace deck grating on the main span of the bridge and paint the lower structural members.	<b>\$3,650,790</b>

March 25, 1999

## Priorities 2000 Projects Nominations Summary

### Bicycle Improvements

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<b>CBi1</b> Clack Co	<b>Roethe Road: River Road/McLoughlin</b> Widen 0.38 miles to accommodate joint, striped, shared bike/pedestrian path in both directions. Install curbs and drainage. This project falls within the McLoughlin Corridor Study area just northwest of Gladstone. Full sidewalks in follow-up project.	<b>\$430,704</b>
<b>CBi2</b> Clack Co	<b>SE Fuller Road: Harmony/King</b> Widen west side of road. Stripe 6' bikelanes, construct new sidewalk, curbs/drainage on west side, infill east side sidewalks.	<b>\$592,218</b>
<b>CBi3</b> Clack Co	<b>Phillip Creek Greenway Trail: Causey Ave/Mt. Scott Greenway Trail</b> Construction of 1.1 mile trail mostly within Clackamas Regional Center boundaries.	<b>\$468,391</b>
<b>CBi4</b> Clack Co	<b>Portland Traction Company Trail: Park/Glen Echo</b> Construct 3.6 miles of mixed 10'- 12' multi-use trail and 6'- 10' on-street segments along historic street car ROW.	<b>\$1,076,760</b>
<b>CBi5</b> Clack Co	<b>Hill/Thiessen Roads Bike Infill</b> Widen sections of Hill/Thiessen Roads between Oatfield and Webster to construct cumulative 5,700' of missing bike lanes. Completes bike connections between McLoughlin and Linwood corridors.	<b>\$601,191</b>
<b>Cbi6</b> Clack Co.	<b>Linwood Ave: King Rd/Johnson Creek Blvd.</b> Provide 6-foot bike lanes on both sides of Linwood Ave. Project completes the final gap in the Linwood-Webster transit corridor, providing multi-modal travel movements to the Springwater Corridor.	<b>448,650</b>
<b>CBi7</b> Clack Co	<b>Clackamas Regional Center District Park Multipurpose Trail: Harmony Road/82<sup>nd</sup> Avenue</b> Park Trail would run from 82 <sup>nd</sup> Avenue to Lake Road primarily within the Clackamas Town Center Regional Park, south of Harmony Road, west of 82 <sup>nd</sup> and north of the Union Pacific Railroad main line.	<b>\$278,163</b>
<b>CBi8</b> ClackCo	<b>Jennifer Street: 106<sup>th</sup>/120<sup>th</sup></b> Construct an 8' shared bike/pedestrian path along 3,500' of Jennifer (south side only) in a largely industrial area . Topography precludes a more complete solution.	<b>\$444,164</b>

<b>CBi9</b> Wilsonville	<b>Town Center Park Bike/Ped Connections</b> Strip and sign 5'-6' bike lanes from Parkway Avenue in Wilsonville, east to the proposed Town Center Park access off Town Center Loop east. Acquire 700 feet of 12' ROW and construct eastern access to the park	<b>\$200,000</b>
<b>CBi10</b> Wilsonville	<b>Parkway Avenue/Town Center Loop Bikeway</b> Sign and re-stripe Parkway Avenue in Wilsonville from Boeckman Road to Town Center Loop, creating two 15 foot shared bike/vehicle lanes and one 12 foot center turn lane; sign and re-stripe Boeckman Road and Town Center Loop creating bike lanes that will connect with an existing 12 foot pedestrian bike pathway that leads into Town Center Park	<b>\$40,000</b>
<b>CBi11</b> Wilsonville	<b>Parkway Center Dr: Ellingsen Rd/Burns Way</b> Stripe and sign 1,200' of on-street bike lanes 5 to 6 feet in width. Erect appropriate bike lane and safety signage for a larger adjacent area	<b>\$20,000</b>
<b>CBi12</b> Portland	<b>Willamette Shoreline Rail: Lake Oswego/Sellwood Bridge</b> Feasibility Study for Multi-Use trail	<b>\$150,000</b>
<b>CP2</b> Clack Co	<b>Washington St: Abernethy Rd/7<sup>th</sup> St</b> Reduce from 4-lanes to 2-lanes w/ median and "boulevard-like" improvements.	<b>\$400,000</b> <i>Moved from Pedestrian</i>
<b>MBi1</b> Gresham	<b>Gresham Fairview Trail: Springwater Trail/Marine Drive</b> 5.2 mile multi-use path designed for bike and pedestrian use	<b>\$1,076,760</b>
<b>MM2</b> Mult Co	<b>Halsey Street: 223<sup>rd</sup>/238<sup>th</sup></b> Widen approximately 4,000 feet of Halsey to three lane minor arterial, including sidewalks and bike lanes	<b>\$1,090,000</b> <i>Also being ranked as a Road Mod Project.</i>
<b>PBi1</b> Portland	<b>Morrison Bridge Pedestrian Bike Accessibility</b> Permanent bike, pedestrian and disabled access across main span of the Morrison Bridge. Reduce number of lanes from 6 to 5 lanes (3 westbound and 2 lanes eastbound)	<b>\$1,569,750</b>
<b>PBi2</b> Metro	<b>Peninsula Crossing Trail, North Portland Road Improvements</b> Complete second phase of Peninsula Crossing trail project from present terminus on N. Portland Rd. at the Treatment Plant, north to Marine Dr.	<b>\$358,800</b>
<b>PBi3</b> Portland	<b>Marine Drive Multi-Use Trail Segments: Bridgeton Road/13<sup>th</sup> Avenue; 28<sup>th</sup>/33<sup>rd</sup> Ave; and 112<sup>th</sup>/122<sup>nd</sup> Ave.</b> Construct two-way bike path along the south side of Marine Drive	<b>\$738,200</b>

<b>PBi4</b> Portland	<b>SE 111<sup>th</sup>/112<sup>th</sup> Avenue: Market/Holgate</b> Widen some road segments on 112 <sup>th</sup> (Holgate/Mt. Scott Blvd) build some retaining wall and drainage improvements to provide continuous 6' bike lanes on both sides of roadway	<b>\$1,553,000</b>
<b>PBi5</b> Portland	<b>Springwater Corridor: Rugg Rd. to Boring</b> Construct multi-use path.	<b>\$538,000</b>
<b>PBi6</b> Portland	<b>Eastbank Trail: OMSI/Springwater Trail Completion</b> <i>PBi6a:</i> North end of Water Avenue from Caruthers Street south to the Oregon Pacific right of way will be paved with bicycle and pedestrian improvements. <i>PBi6b:</i> Convert Umatilla and Spokane Streets to bicycle boulevards; or Develop off street trail (Umatilla St. to Springwater) and construct three bridges.	<b>\$3,139,507</b>
<b>PBi8</b> Portland	<b>Willamette Greenway Trail: Willamette Cove Segment</b> This project is on the banks of the Willamette River. It will involve development of a multi-use trail along the North Edgewater Street up to Willamette Boulevard	<b>\$448,500</b>
<b>PBi9</b> Portland	<b>Greeley/Interstate: Killingsworth/Russell</b> Provide bike lanes along N. Greeley St from Killingsworth to Interstate Ave, and then along Interstate Ave to existing lanes at N. Russell St. Raised medians along Greeley and Interstate will have to be replaced at narrower width to provide sufficient ROW for bike lanes.	<b>\$143,600</b>
<b>PP5</b> Clack Co	<b>Red Electric Line: Willamette Park/Oleson Road</b> Conversion of an abandoned rail corridor into a bicycle/pedestrian corridor. Feasibility study.	<b>\$134,500</b>
<b>WBi1</b> Beaverton	<b>Fanno Creek Bike Path: Allen/Denny</b> Supplemental funds for programmed multi-use path.	<b>\$74,451</b>
<b>WBi2</b> Beaverton	<b>Hall Boulevard Bikeway: 12<sup>th</sup> /Allen</b> Complete regional bike system from Farmington to Hwy 217 by constructing 1,500' of bike lanes on Hall Boulevard from 12 <sup>th</sup> to 700' south of Allen	<b>\$944,541</b>
<b>WBi3</b>	<i>Project was removed from the process by Washington County.</i>	
<b>WBi4</b> Wash Co	<b>Cedar Mill Multi-Use Path (Cornell Road: 119<sup>th</sup>/113<sup>th</sup>)</b> Provide a combination bike/ped path that would help fill the gap between existing bike and ped facilities at Cedar Hills Blvd/113 <sup>th</sup> and 119 <sup>th</sup> Avenue	<b>\$900,000</b>

<b>WBi5</b>	<b>Cornell Road Bikeway: Elam Young Parkway to Ray Circle</b>	<b>\$540,000</b>
Wash Co	Retrofit Cornell Road to add a 6-foot wide bike lanes. This entails about ½ mile segment of Cornell Road that will connect two existing bike lanes segments to form a continuous 3 mile bikeway.	
<b>WBi7</b>	<b>Rock Creek Trail: Evergreen Prkwy/Amberwood Dr.</b>	<b>\$448,250</b>
Hillsboro	Third phase of 4 phase project. Improve 1,800' of existing 8' trail to 10'; construct 2,000' of new trail pathway, and an 800' connection to Amberwood Dr.; build bridge over Rock Creek and safety improvements at trail crossing of Cornell Rd.	
<b>WBi8</b>	<b>Beaverton Powerline Multi-Use Path</b>	<b>\$1,794,000</b>
THPRD	Provide a continuous multi-use access way from Scholls Ferry Rd. to Farmington Rd. along the powerline corridor west of 155 <sup>th</sup> Ave.	
<b>WBi9</b>	<b>Rock Creek Powerline Multi-Use Path</b>	<b>\$627,900</b>
THPRD	Locate and construct trail in the powerline easement from NW 185 <sup>th</sup> to NW Kaiser Rd.	
<b>WBi10</b>	<b>Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry.</b>	<b>\$1,435,200</b>
THPRD	Construct a 10-foot wide path with boardwalks and bridge structures.	

**SUBTOTAL: \$22,707,000**

**Priorities 2000  
Projects Nominations Summary**

**Pedestrian Improvements**

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<b>CP1</b>	<b>Scott Creek Lane Pedestrian Path 129<sup>th</sup> Avenue to West/Mt. Gate Road to East</b>	<b>\$80,100</b>
Clack Co	Construct 10' wide asphalt pedestrian path approximately 1,250 feet long, including a bridge crossing of Scott Creek	
<b>CM16</b>	<b>Linwood Ave: Monroe/Cedarcrest</b>	<b>\$783,000</b>
Milwaukie	Construct 6' sidewalk/5' landscape strip on both sides of street with widened bus stop pads and 1,450' of stormwater improvements; restripe to provide 6' bikelanes and two 11' travel lanes (replacing previous 12' lanes).	<i>Moved from Road Mod projects.</i>
<b>MP1</b>	<b>257<sup>th</sup> Ave: Cherry Park Rd/Stark</b>	<b>\$1,345,500</b>
Mult Co	Widen 8,500' of sidewalks from 5' to 9', underground 5,350' of overhead utilities and install raised median, 2 signal, streetscaping, lighting and other amenities.	
<b>PP1</b>	<b>Capitol Hwy: SW Taylors Ferry/36<sup>th</sup> Ave</b>	<b>\$923,910</b>
Portland	Addition of 6' sidewalk on east side w/ 6' landscape/utility buffer strip; 5' bike lanes; bus stop pads/inbound shelters, stormwater drainage; reorientation of intersections and street crossings.	
<b>PP2</b>	<b>Capitol Hwy: Bertha/BH Hwy</b>	<b>\$400,000</b>
Portland	Intersection improvements. Realign 400' in each direction	
<b>PP3</b>	<b>West Burnside: Wildwood Trail O'Xing</b>	<b>\$448,500</b>
Portland	Pedestrian bridge over West Burnside at the location where the Wildwood Trail crosses Burnside	
<b>PP4</b>	<b>River District Pedestrian Improvements</b>	<b>\$1,614,600</b>
Portland	Improve pedestrian corridors and a segment of the Greenway Trail (NW 10 <sup>th</sup> and 11 <sup>th</sup> Avenues) 1 <sup>st</sup> Corridor (Hoyt St. connection to Riverfront Park) 2 <sup>nd</sup> corridor	
<b>PP6</b>	<b>Springwater Trailheads at 82<sup>nd</sup>, 136<sup>th</sup> and 174<sup>th</sup> Ave.</b>	<b>\$1,253,000</b>
Portland	Construct three trailheads along the Springwater Corridor.	<i>Split from Bike Project Pbi5</i>

<b>PBi7</b>	<b>Eastbank Riverfront Access and Neighborhood Connections</b>	<b>\$1,345,500</b>
Portland	Implement streetscape improvements to enhance the pedestrian experience along the designated routes through the Central Eastside Industrial area	<i>Moved from Bike projects.</i>
<b>WP1</b>	<b>Hillsboro Regional Center Ped Program</b>	<b>\$1,350,000</b>
Hillsboro	On 18 <sup>th</sup> Avenue, 21 <sup>st</sup> Avenue, Maple Street, Oak Street and Walnut Street improve sidewalks, lighting, pedestrian crossings, bus shelters and benches. Add curbs and storm drainage where needed	
<b>WP2</b>	<b>Milikan Way: Murray/Hocken</b>	<b>\$224,500</b>
Wash Co.	Construct 5' sidewalk with street lights for 3,000' along south side of Milikan Way	
<b>WP3</b>	<b>Saltzman Road: Marshall Rd/Dogwood Rd</b>	<b>\$436,500</b>
Wash Co	Construct sidewalks on the west side of Saltzman Road	
<b>WP4</b>	<b>Sentinel Plaza: Cornell Rd/Cedar Hills Blvd/113<sup>th</sup> Ave</b>	<b>\$180,000</b>
Wash Co	Multi-use path for pedestrians and bicyclists that connects to an existing path on Cedar Hills Boulevard	
<b>WP5</b>	<b>SW 170<sup>th</sup> Ave: Merlo Rd/Elmonica LRT Station</b>	<b>\$270,000</b>
Wash Co	Replace deteriorating asphalt path with 9'-foot sidewalk along 1,100' of the east side of SW 170 <sup>th</sup> Avenue	
<b>WP6</b>	<b>131<sup>st</sup>/Fischer Rd: Beef Bend/99W</b>	<b>\$315,000</b>
Wash Co	Purchase ROW and in-fill curbs/sidewalks on one side of 131 <sup>st</sup> between Beef Bend and Fischer Rd and on Fisher Road between 131 <sup>st</sup> and 99W.	
<b>WBi6</b>	<b>Tualatin River Pedestrian Bridge</b>	<b>\$897,000</b>
City of Tualatin Park/ Rec Dept.	Project would connect to existing pathways in Tigard Cook's Park and Durham City Park. Would run across the Tualatin River and include safety fencing and connecting ramps within Tualatin Community Park	<i>Moved from Bike projects</i>
<b>WP7</b>	<b>Cedar Hills Blvd: Walker/Butner Rd.</b>	<b>\$85,000</b>
Wash. Co.	Construct 5-foot wide bike lanes and 6-foot wide sidewalks on both sides of Cedar Hills Blvd. Construct 6-foot wide sidewalks on the west side of Cedar Hills Blvd. from Berkshire Street to just north of Walker Rd.	

**SUBTOTAL: \$11,953,000**

**Priorities 2000  
Projects Nominations Summary**

**Boulevard Improvements**

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<b>CBL1</b> Clack Co	<b>Harmony Road: 82<sup>nd</sup>/Fuller Road</b> Provide a center median/turn lane, narrowed travel lanes, standard width bicycle lanes, boulevard sidewalks, pedestrian crossings and median refuges, bus pullouts and corner curbing	<b>\$2,500,000</b>
<b>CBL2</b> West Linn	<b>Willamette Drive: "A" St/McKillican</b> Provide median/turn lane, narrowed travel lanes, standard bicycle lanes, boulevard sidewalks, pedestrian crossings and median refuges, bus pullouts	<b>\$1,081,500</b>
<b>CBL3</b> ODOT	<b>McLoughlin Blvd: Harrison /SPRR X'ing</b> Widen existing sidewalks, install landscaping and higher quality lighting	<b>\$1,800,000</b>
<b>CBL4</b> Lake Oswego	<b>"A" Avenue Improvement</b> Extend Phase 1 "A" Ave improvements to Hwy 43	<b>\$2,700,000</b>
<b>CBL5</b> Lake Oswego	<b>Boones Ferry Rd: Mercantile//Kruise Way Pl</b> Widen Boones Ferry 12' between Mercantile and Kruise Way Pl. and add NB lane through segment	<b>\$265,500</b>
<b>CBL6</b> Lake Oswego	<b>Boones Ferry Rd: Washington Crt/Madrona St</b> Construct new boulevard intersection at Boones Ferry Rd/Sunset Dr. and provide Regional Blvd enhancement of 1400' (total) of Boones Ferry north/south of intersection	<b>\$1,350,00</b>
<b>MBL1</b> Gresham	<b>Division St: Cleveland/Birdsdale</b> Implement Boulevard design along 1.5 mile street section through the Gresham Regional Center	<b>\$3,589,200</b>
<b>MBL2</b> Gresham	<b>Stark St: 181<sup>st</sup>/197<sup>th</sup></b> Expand on pedestrian friendly treatments currently under construction in the Rockwood Transit Center renovation at 188 <sup>th</sup> and Stark Street	<b>\$1,538,871</b>



<b>PBL1</b> Portland	<b>Hawthorne Blvd: SE 20<sup>th</sup>/SE 55<sup>th</sup></b> Enhance bike, pedestrian and transit amenities w/in corridor, signalize new intersections and progress vehicle platoons similar to downtown pedestrian environment on appropriate stretches.	<b>\$2,692,500</b>
<b>PBL2</b> Portland	<b>Gateway Regional Center</b> Begin implementation of concepts identified in the Gateway Regional Center Transportation Study	<b>\$2,261,000</b>
<b>PBL3</b> Portland	<b>W. Burnside Blvd: Bridge/NW 23<sup>rd</sup> Avenue</b> Develop a concept plan for preliminary engineering to balance vehicular with alternative mode function of the corridor.	<b>\$2,691,000</b>
<b>PBL4</b> Portland	<b>Barbur Blvd: Naito Parkway/65<sup>th</sup></b> Complete and enhance the existing pedestrian system by providing sidewalk connections to the surrounding neighborhoods. This project will enhance the existing transit system by improving access to bus stops	<b>\$882,400</b>
<b>PBL5</b> Portland	<b>So. Portland Circulation: I-405/Wil. River/Hamilton/Barbur</b> Reconstruct SW Front between Arthur and Barbur as neighborhood collector street with a three lane cross section, boulevard-type treatment: street trees, wider sidewalks, left turn pockets with planted medians, signalized intersections with ped crossings and high amenity transit stops	<b>\$5,382,000</b>
<b>WBL1</b> Wash Co	<b>Cornell Rd: Trail Ave/Saltzman Rd</b> Wider sidewalks, curb extensions, bus stop enhancements, raised medians, pedestrian scale lighting, street furniture, enhanced landscaping and "gateway features" at entry points to town center	<b>\$1,800,000</b>
<b>WBL2</b> Cornelius	<b>Main St: 10<sup>th</sup>/20<sup>th</sup> Blvd</b> Funding for reconstruction of TV Hwy/20 <sup>th</sup> intersection and enhancement of the Cornelius Main Street Couplet.	<b>\$4,541,000</b>
<b>WBL3</b> Beaverton	<b>Murray Blvd: Scholls Ferry/Barrows</b>	<b>\$6,442,254</b>

<b>WBL4</b> Forest Grove	<b>Forest Grove Downtown Area Improvements</b> Widen sidewalks and provide other street amenities along five key downtown streets including: Pacific Ave: Cedar/College Way; College Way: 19 <sup>th</sup> /21 <sup>st</sup> and adjacent local streets.	<b>\$1,211,000</b>
<b>WBL5</b> Wash Co	<b>BH Hwy/Oleson Rd/Scholls Ferry Rad Intersection</b> Reconstruct/modernize this Regional "Boulevard" intersection	<b>\$1,080,000</b>
<b>WBL6</b> Wash Co	<b>Hall Boulevard: Cedar Hills/Hocken</b> Build 750 feet, three lane extension of Hall with two 12 foot travel lanes; a continuous left-turn lane, sidewalks and bike lanes.	<b>\$1,345,500</b>

**SUBTOTAL:     \$45,931,000**

**Priorities 2000  
Project Nominations Summary**

**Public Transit Projects**

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<b>WTr1</b> Wash Co	<b>Wash Co Commuter Rail: Wilsonville/BV</b> Environmental work and design for trackwork improvements, stations, park and ride facilities, signals, switches and crossing protection for a Commuter Rail Project from Wilsonville to Beaverton.	<b>\$4,460,000</b>
<b>WTr2</b> Wash Co	<b>Washington County Bus Stop Enhancement Project</b> Package of bus stop improvements including provision of bus shelters at high use stops, bus benches at stops with a medium level of boarding activities, lighting enhancements, landing pad improvements, pedestrian links and bicycle racks.	<b>\$670,000</b>
<b>CTr1</b> Wilsonville (SMART)	<b>S.M.A.R.T. Transit Center and Park &amp; Ride Lot</b> Purchase of 2.5 acres of land on the corner of Elligsen and Parkway Center Drive in Wilsonville in order for SMART to build a transit center and 250 space Park & Ride lot.	<b>\$1,172,200</b>
<b>CTr2</b> Lake Oswego	<b>Willamette Shore Line Trestle and Related Track Repairs</b> Trestle repair work on the Willamette Shore Line Trolley.	<b>\$897,000</b>
<b>RTr1</b> Tri Met	<b>Regional Contribution for Airport LRT</b> Funds to supplement Tri-Met's capital program, thereby allowing them the financial capacity to contribute Tri-Met General Funds to construction of light rail to the Portland International Airport and to the Portland International Center Mixed used development.	<b>\$18,000,000</b>
<b>RTr2</b> Tri Met	<b>Service Increase for Regional/Town Center TCL</b> Purchase 56 new/replacement buses for Tri-Met in order to establish new Transit Choices for Livability (TCL) services focused on Regional and Town Centers throughout the region. At the conclusion of its service plan update in late spring, Tri-Met would present its base service plan (which is funded through their existing resources) for review by JPACT and the Metro Council and seek concurrence for planned service expansion proposed to be funded through these regional funds. This four-year, \$4 million per year regional allocation would provide funds to Tri-Met's capital program, thereby allowing them to increase service by \$4 million.	<b>\$16,000,000</b>

**SUBTOTAL: \$41,199,200**

**Priorities 2000  
Projects Nominations Summary**

**Transit-Oriented Design**

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<b>RTOD1</b> Metro	<b>TOD Program</b> Region-wide program to stimulate market for transit-oriented development along eastside MAX and the Westside extension. Funding will be used either to provide infrastructure needed to support transit-oriented development or to buy land for subsequent sale for development. Specific projects and/or developers will be selected through a competitive solicitation process. The funding request of \$2.5 million per year will allow for approximately six projects per year based on project to date requiring \$50,000 to \$1,000,000 each.	<b>\$10,000,000</b>
<b>PTOD2</b> Portland	<b>N Macadam District Streets and Connections</b> Improvements in this request will be spread through the district, which is bounded by the Marquam Bridge to the north, the Willamette River to the east, SW Hamilton Court to the south and I-5 to the west. Connections into and out of the district to the regional system will also be included.	<b>\$ 2,692,500</b>
<b>SUBTOTAL:</b>		<b>\$12,692,500</b>

**Priorities 2000  
Projects Nominations Summary**

**Transportation Demand Management**

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<b>TDM1</b> Tri Met/Region	<b>Regional TDM Program</b> Funding needed by Tri Met to continue provision of its core services to the Regional Transportation Demand Management (TDM) program.	<b>\$2,800,000</b>
<b>TDM2</b> OOE/Region	<b>Portland Area Telecommuting Project</b> Four-year funding needed by the Oregon Office of Energy to continue provision of its core Telecommute marketing element to the Regional TDM program.	<b>\$400,000</b>
<b>TDM3</b> DEQ/Region	<b>Employee Commute Options</b> Four-year funding needed by DEQ to continue provision of ECO information clearing house services which compliments the Regional TDM Program housed at Tri-Met.	<b>\$420,000</b>
<b>TDM4</b> Tri Met/Region	<b>Region 2040 Initiatives</b> Request to reserve up to \$500,000 per year for a 4-year program to implement innovative transit solutions in and around the Central City, Regional Centers and other locations. Focus would be to serve locations of high regional significance, or to address such criteria as may be recommended by the TDM Subcommittee for TPAC approval.	<b>\$2,000,000</b>
<b>TDM5</b> Tri Met/Region	<b>TMA Assistance Program</b> Request for up to \$500,000 per year for a 4-year program to competitively award funding of preliminary feasibility analyses and to provide 3-years of phased-down assistance per adopted regional procedures for Transportation Management Associations (TMAs). Requests will be evaluated by the TPAC TDM Subcommittee.	<b>\$2,000,000</b>
<b>TDM6</b> Willsonville	<b>SMART TDM Program</b> Four year funding to expand So. Metro Area Rapid Transit TDM outreach.	<b>\$303,360</b>
<b>SUBTOTAL:</b>		<b>\$7,923,360</b>

# Priorities 2000

## Projects Nominations Summary

### Planning Project Nominations

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<b>RPlng1</b> Metro	<b>Core Regional Transportation Planning Program</b> FY 01-03 (3 years) funding to support staff, staff support and public involvement activities for Metro efforts in the areas of Transportation Planning, Travel Forecasting and Technical Assistance. These funds would support routine elements of Metro's planning functions, as opposed to major new initiatives. This includes conducting corridor studies, development of the regional transportation plan and MTIP, maintenance and incremental enhancement of the regional travel forecasting model, monitoring of regional transportation trends and statistics, communication of travel forecasting efforts and provision of technical services to Metro's regional partners.	<b>\$2,083,000</b>
<b>RPlng2</b> Metro	<b>Green Steets Handbook</b> Funding for Metro staff/consultant project to prepare handbook providing guidance for addressing environmental design features in regional transportation facilities, especially concerning fish passage, road runoff, wildlife corridors and adjacency to sensitive habitats, with a focus on urban reserve facility planning.	<b>\$89,700</b>
<b>PPlng3</b> Metro	<b>Regional Freight Program Analysis/Communication Tools</b> Funding for Metro staff to develop methodology for routine update of Commodity Flow Study data (e.g., truck counts, model refinement, etc.) and procedures for dissemination of data to users. Need is comparable to update and distribution of population/employment statistics maintained by Metro.	<b>\$150,000</b>
<b>RPlng4</b> Metro	<b>Bicycle Travel Demand Forecasting Enhancement</b> Funding for Metro staff/consultants to conduct focus group/stated preference surveys of bicycle use factors and integrate data into calibrated model outputs that predict anticipated bicycle travel demand and distribution in the Metro's regional model and GIS system.	<b>\$62,800</b>

<b>RPlng5</b> Metro	<b>OPB Pilot: Building Community Through Media</b> Funding for Metro staff/consultants to prepare hour-long pilot episode of an educational documentary regarding relationships between transportation, land use and environmental planning. Multi-jurisdiction, public/private funding.	<b>\$100,000</b>
<b>RPlng6</b> Metro	<b>I-5 Trade Corridor Study:</b> Matches \$1.1 million of local funds to study and recommend improvement of I-5 corridor to enhance freight access to air, marine and rail terminals on both sides of the Columbia River. Study recommendation will leverage TEA 21 Trade Corridor implementation funds	<b>\$500,000</b>
<b>SUBTOTAL:</b>		<b>\$2,986,000</b>



WASHINGTON  
COUNTY,  
OREGON

April 6, 1999

To: JPACT/Metro Council

From: Washington County Coordinating Committee

Subject: **MTIP/STIP Recommendations**

At their April 5, 1999 meeting, the Washington County Coordinating Committee endorsed the following four recommendations concerning the proposed FY2000-2003 MTIP/STIP 150% Cut-List:

1. **Transportation needs rather than concerns about salmon restoration should be the primary determinant for including projects on the 150% Cut-List.**

Committee members noted that a major purpose of several projects in the Road Modernization category was salmon restoration. Given the multitude of urgent transportation needs in the region and the lack of clarity about salmon restoration requirements, projects dealing with demonstrable transportation problems should be included on the 150% Cut-List before projects related to salmon restoration.

2. **Add several important projects in the Hillsboro and Beaverton areas to the 150% Cut-List while downscoping other projects within Washington County to stay within the current total program cost ceiling.**

None of the Road Modernization projects submitted by the City of Hillsboro and Beaverton were included in the 150% Cut-List, despite growing populations and transportation problems within those communities. The committee recommends that the following projects be added to the list for preliminary engineering and right-of-way acquisition only:

- SE 10<sup>th</sup> Ave. from E. Main to Baseline (City of Hillsboro). Construct a new turn lane and widened sidewalk. This project should replace a current project on the list to extend the southbound auxiliary lane on Cornelius Pass from Hwy. 26 to Pickering Drive.
- Farmington Rd. from Hocken to Murray. Widen to 5 lanes with bike lanes and sidewalks (City of Beaverton).



- **Murray Blvd. Extension from Scholls Ferry to Barrows (City of Beaverton).** Extend Murray as a four-lane major arterial to Barrows.

To accommodate these additions to the list without increasing the total cost of the list, the following projects currently on the 150% Cut-List should be reduced in scope (and cost) to reflect preliminary engineering and right-of-way only:

- **SW Greenburg from Washington Sq. Rd. to Tiedeman (City of Tigard).** Widen from 3 to 5 lanes.
- **I-5/Nyberg interchange widening (City of Tualatin).** Widen overcrossing with two new travel lanes and sidewalks and widen southbound off-ramp.

- 3. Move the existing \$25.5 million South/North project from the Committed Transit project category to the Proposed Transit project category and defer any decision about retaining this project on the final list until more information is known.**

To facilitate an honest and meaningful discussion about South/North this project should be moved from the Committed funding status to compete for funding with other proposed transit projects until more is known about the nature and support for this project.

- 4. Increase emphasis in the 150% Cut-List on highway projects relative to transit projects.**

The region has made significant progress toward achieving an appropriate balance between highway and transit funding in recent funding allocations, but an increased emphasis is now needed on highway projects to address increasing highway travel needs.

Coordinating Committee members believe that making these recommended revisions will result in an improved 150% Cut-List that better reflects westside transportation needs and will facilitate progress toward an acceptable final program recommendation for the region.

#### Attachment

cc: Board of County Commissioners  
Cities of Washington County  
Andy Cotugno, Metro

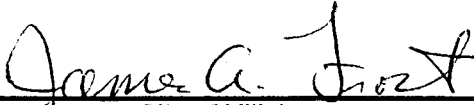
## WCCC Signature Page

Metro Transportation Improvement Program (MTIP)

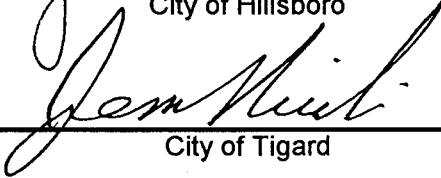
April 5, 1999




City of Beaverton



City of Hillsboro



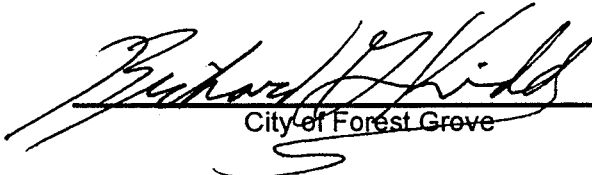
City of Tigard



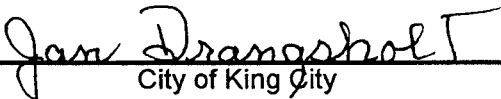
City of North Plains



City of Tualatin

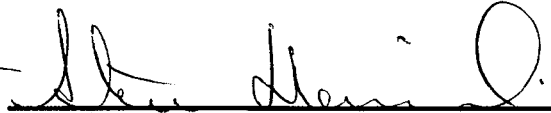


City of Forest Grove



City of King City

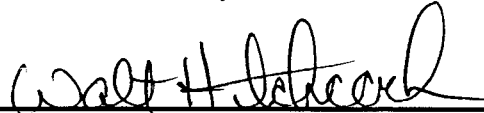
City of Gaston



City of Cornelius

City of Durham

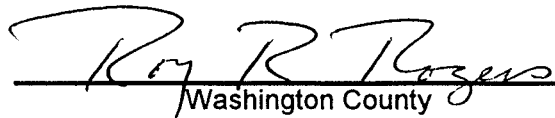
City of Banks



City of Sherwood



City of Wilsonville



Washington County

**WCCC Signature Page**  
**Metro Transportation Improvement Program (MTIP)**  
**April 5, 1999**

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City of Beaverton

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City of Gaston

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City of Hillsboro

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City of Cornelius

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City of Tigard

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City of Durham

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City of North Plains

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City of Banks

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City of Tualatin

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City of Sherwood

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City of Forest Grove

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City of Wilsonville

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City of King City

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Washington County

**Draft**  
**JPACT Resolution**

In response to limited funding for Modernization projects, the OTC eliminated the “Development” section of the STIP in 1998 and ceased development work on most Modernization projects. The Columbia-Killingsworth Connection project (Eastend Connector) was included in the “Development” program endorsed by JPACT.

In response, the Port of Portland and the City of Portland assumed responsibility for \$2 million toward PE and environmental analysis for the Columbia-Killingsworth Connection project (Eastend Connector). This project is an existing problem, was identified as a priority in the Columbia Blvd. Corridor Study and ranked fourth in the MTIP Transportation Priorities 2000 freight category.

Tight financial constraints for MTIP funding preclude a regional contribution to this project for the 2000-2003 period. Nevertheless, JPACT supports ODOT’s intention to implement the Columbia-Killingsworth Connector project upon fulfillment of its commitment to complete the Sunset Highway and I-5/Hwy. 217 improvements.



## CENTRAL EASTSIDE INDUSTRIAL COUNCIL

Mail: P.O. Box 14251, Portland, OR 97293-0251 - Office: 516 S.E. Morrison, Ste. 221  
Ph: (503) 232-1012 - Fax: (503) 232-1045

March 2, 1999

Mike Hogland

METRO

600 Northeast Grand Avenue

Portland, Oregon 97232

MAR 8 1999

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East Bank Saloon

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Patricia Fuller

Dear Mr. Hogland:

The Central Eastside Industrial Council is committed to the revitalization and growth of the diverse Central Eastside Industrial District. METRO can not meet its goals if it continues to finance suburban traffic needs at the expense of inner city areas. Private investment follows the public's investment in roads and access resulting in the suburbanization of our region.

Many of our most critical projects appear to be missing from your list. These projects have been adopted by the City of Portland and supported every year by METRO. Yet these projects continue to languish.

We would like to invite you to meet with our transportation committee to discuss each project; particularly the East Marquam Interchange Phase IV, the connection of McLoughlin Boulevard to the Marquam Bridge. The reconstruction of the Grand/King Viaduct makes this project extremely timely.

In addition, the project list that you have included in the packet contain anomalies that are unexplainable. The SE 7<sup>th</sup>/SE 8<sup>th</sup> Avenue Connector and the 8<sup>th</sup> & Powell light were specifically developed to address the railroad and state concern regarding railroad crossing safety, yet these projects received a '0' on crossing safety. The Hawthorne Boulevard project begins at SE 20<sup>th</sup> leaving a huge gap between the newly reconstructed Hawthorne Bridge and 20<sup>th</sup> (Grand to 20<sup>th</sup>).

We find it reasonable that METRO must invest a significantly greater amount of funds to support and cultivate inner city neighborhoods to enable them to effectively compete with suburban developers and jurisdictions to curb aggressive attempts of pulling business and investment out of Portland.

Sincerely,

Connie Hunt, President  
Central Eastside Industrial Council

cc METRO Council  
Portland City Council

## Priorities 2000 Public Hearing Notice

The following public hearings are being held by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council Transportation Planning Committee to solicit public input on the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP). All state and federally funded projects must be included in these documents to be constructed from 2000 – 2003.

**Tues., April 6, 5:30 p.m.**

**Public hearing on the "150 percent cut list"**

Metro Regional Center

Council Chamber

600 NE Grand Ave., Portland

Oral testimony will be taken.

Please limit your testimony to three (3) minutes.

Tri-Met bus route 6 or take light rail to the Oregon Convention Center MAX station

**Tues., May 4, 5:30 p.m.**

**Public hearing on the final funding recommendation**

Metro Regional Center

Council Chamber

600 NE Grand Ave., Portland

Oral testimony will be taken.

Please limit your testimony to three (3) minutes.

Tri-Met bus route 6 or take light rail to the Oregon Convention Center MAX station

**All Metro meetings are A.D.A. accessible.**

Devices for the hearing impaired and language translation, including signing, are available with 48 hours advance notice. Please call Metro at (503) 797-1866 or T.D.D. (503) 797-1804 to request any of these services.

**Is there a time limit on oral testimony?**

Yes, please limit your testimony to three (3) minutes. You may provide supporting material to the clerk when you make your comments.

**Who are the decision-makers?**

Transportation funding decisions require the approval of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and require the concurrence of the Oregon Transportation Commission. JPACT is a 17-member committee of local elected officials and representatives of local, regional and state agencies.

**What is Priorities 2000?**

Approximately \$75.8 million of federal flexible funding is available for transportation projects in our region from 2000 through 2003. Local governments, Tri-Met and the Port of Portland have submitted 150 transportation projects, that have a total cost of more than \$300 million, to Metro for funding consideration.

The Metro Council and JPACT are seeking public input through the *Priorities 2000* process to determine how these funds should be used. A public comment period was held from Feb. 8 – March 22, 1999. The public hearings listed on this notice will complete the public outreach process.

**What is the 150 percent cut list?**

The projects submitted to Metro for consideration have been evaluated and ranked based on how well they meet regional goals for each mode of travel. Based on this technical scoring, as well as other factors such as whether there is a past regional commitment to a project or whether significant matching funds are being offered, the list of projects has been pared down to a set of project priorities that would cost approximately 150 percent of the funds available. Based on public input on this list, a final funding recommendation will be developed.

**How can I get more information?**

If you have questions or would like to request information in advance of the hearings call Metro's transportation hotline, (503) 797-1900 option #3, or contact Metro via e-mail at: [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us).



**METRO**  
Regional Services

600 NE Grand Ave.  
Portland, OR  
503-797-2736

Tel. (503) 797-1755  
Fax (503) 797-1794  
TDD (503) 797-1804

## **Priorities 2000 Project Selection Schedule**

<b>22-May-98</b>	Public notification to kick-off process
<b>23-Jun-98</b>	Public hearing on draft criteria
<b>16-Oct-98</b>	Deadline for local governments to submit projects
<b>Oct – Feb</b>	Technical ranking of projects
<b>8-Feb-99</b>	Public comment period begins
<b>23-Feb-99</b>	Public workshop with ODOT (in Portland): Comment on technical and administrative factors
<b>27-Feb-99</b>	Open house (in Hillsboro) – distribute information to public
<b>17-Mar-99</b>	Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors
<b>22-Mar-99</b>	Public comment period ends
<b>26-Mar-99</b>	TPAC: review/approve 150% cut list
<b>6-Apr-99</b>	JPACT/Transportation Planning Committee public hearing on 150% cut list 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>8-Apr-99</b>	JPACT/Metro Council Review/Approve 150% cut list
<b>20-Apr-99</b>	Transportation Planning Committee review
<b>30-Apr-99</b>	TPAC Approval of Program Recommendation
<b>4-May-99</b>	JPACT/Transportation Planning Committee public hearing on program recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>13-May-99</b>	JPACT consideration of program approval
<b>27-May-99</b>	Metro Council consideration of program approval