

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 99-2761
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by
PORTATION PLANNING REQUIREMENTS) Councilor Jon Kvistad,
JPACT Chair

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Jon Kvistad, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer
this ____ day of _____, 1999.

State Highway Engineer

EXHIBIT A

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the “forum for cooperative decision-making by principal elected officials of general-purpose governments” as required by USDOT. The Metro Policy Advisory Committee deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP).

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

3. Agreements

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. Executed December 1997.
- b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- e. Bi-State Resolution – Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed May 1998.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decision of the organization. The two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These

from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of Metro Councilors (three); local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter –required Regional Transportation Plan.

The Regional Framework Plan was adopted on December 11, 1997 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary and urban reserves)
- Open space and parks
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet TEA-21 Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

- a. The Unified Work Program (UWP) is adopted annually by TPAC, JPACT, the Metro Council and the Southwest Washington Regional Transportation Council. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes major projects being planned by member jurisdictions, particularly if federal funds are involved.

b. Regional Transportation Plan (RTP)

An Interim Federal Regional Transportation Plan was adopted in July 1995 to meet ISTEA planning requirements, including an air quality conformity determination. An updated conformity determination on that plan was made in 1998. A major update to the plan is underway which is intended to complement the Region 2040 Growth Concept for land use and to address key state Transportation Planning Rule requirements. The current update began in late 1995 and has included extensive public involvement and inter-governmental review. The regional policy piece of the current update has been adopted and has set the direction for regional transportation system development and funding decisions since 1996.

c. Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) was last updated in 1997 and was incorporated into ODOT's 1998-2001 STIP. The major action of the 1997 update was to complete projects or project phases with prior funding commitments from the 1995 MTIP process. The adopted MTIP features a three-year approved program of projects. The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal TIP amendments. This flexibility was adopted in response to ISTEA planning requirements. The flexibility reduces the need for multiple amendments throughout the year. Currently, the FY 00-03 MTIP is being developed. FY 99-00 will see completion of this joint MTIP/ STIP development process and implementation of priority FY 00 projects.

6. Planning Factors

Metro's planning process addresses the seven planning factors in all projects and policies. The table below describes this relationship. The planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development; • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements; • Comprehensive, multi-modal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period; • Highway LOS policy tailored to protect key freight corridors; and • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as industrial areas and intermodal facilities; • Special category for freight improvements calls out the unique importance for these projects; and • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector." 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations; and • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system; and • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040 growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria; • Road modernization and reconstruction projects are scored according to relative accident incidence; and • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system; and • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040 growth concept is a criterion for all projects; and • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers; and • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
<p>4. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> • One of the guiding principles of the RTP policy chapter is to "place a priority on protecting the region's natural environment and livability in all aspects of the transportation planning process." This principle guides both policy-making and project development in the region; • The RTP is constructed as a transportation strategy for implementing the region's 2040 growth concept. The growth concept is a fifty year vision for retaining the region's livability through managed growth; • The RTP system has been "sized" to minimize the impact on the built and natural environment; • The region will be developing an environmental street design guidebook to facilitate making transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species; • The RTP conforms to the Clean Air Act; • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced, multi-modal system that maintains livability; and • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the 	<ul style="list-style-type: none"> • All projects must be included in the RTP, and thus found to be consistent with RTP growth management, environmental quality and livability objectives; and • The MTIP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • Planned HCT improvements, particularly light rail connections between regional centers, are a key element of the 2040 growth concept, and the region's strategy for reducing sprawl; • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers; and • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
	<p>compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system; and</p> <ul style="list-style-type: none"> • Metro is coordinating its system level planning with resource agencies to identify and resolve key issues. 		
5. System Integration/ Connectivity	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy; • The RTP policies and UGMFP* include a street design elements that integrates transportation modes in relation to land use for all regional facilities; • The RTP policies and UGMFP include connectivity provisions that will increase local and major street connectivity; • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region; and • The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines; and • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities a major stations.
6. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation; • Proposed RTP projects includes many system management improvements along regional corridors; and • The RTP financial analysis includes a comprehensive summary of current and anticipated operations 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

Factor	System Planning (RTP) and maintenance costs.	Funding Strategy (MTIP)	HCT Planning
7. System Preservation	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system preservation policies; • Preservation is identified as one of three implementation priorities for all modal systems (along with safety of the system and implementation of the region's 2040 growth management strategy); • Proposed RTP projects includes major roadway preservation projects; and • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

*UGMFP is the acronym for the Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.

7. Public Involvement

Metro maintains a continuous involvement process which provides public access to key decisions and supports early and ongoing development. The Metro Council adopted public involvement procedures for Metro and area governments to follow for any activities that will result in modification to the MTIP or the RTP. The procedures reflect ISTEA public involvement with adequate notice and broad participation. Metro actively recruits the transportation disadvantaged for its numerous study and project committees. The public involvement procedures will also be reviewed and updated concurrent with the RTP update.

All Metro studies and projects require an approved public involvement plan (PIP). Included in every PIP are strategies for citizen committees, task forces, newsletters, public opinion survey techniques, and a budget and schedule to fit the project. The Metro Council reviews the PIP prior to beginning a study.

Both the RTP update and the South/North Environmental Impact Statement (EIS) had citizen advisory committees to help with key decisions. The South Willamette River Crossing Study has utilized stakeholder groups and numerous community outreach activities. The Traffic Relief Options Study includes a 12-member citizen Task Force and has held a substantial number of focus group and stakeholder sessions. The MTIP does not have a formal citizen oversight committee, but hearings and workshops are held related to actions on the criteria, project solicitation, project ranking, and the recommended program. For FY 99-00, two new citizen committees are likely for the Highway 217 and I-5 corridor studies. The Freight Program will utilize Metro's standing Business Advisory Committee and will include freight stakeholder outreach activities.

Finally, the Transportation Policy Alternatives Committee (TPAC) includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

8. Title VI – The last formal submittal was May 1996 to the Federal Transit Administration. No response was received. An in-house review with the ODOT Title VI Coordinator was held in June 1997. Based on that review, Metro was found in compliance. The next ODOT review will be in 2001.

9. Disadvantaged Business Enterprise

A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A). Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. The annual goal for all DOT-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

10. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and Tri-Met has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the Regional Transportation Plan.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council Councilor Jon Kvistad
Councilor Ed Washington
Councilor David Bragdon
Councilor Susan McLain (alternate)

Multnomah County Commissioner Sharron Kelley
Commissioner Lisa Naito (alternate)

Cities in Multnomah County . Councilor Jim Kight (Troutdale)
Councilor Jack Gallagher (Gresham) (alt.)

Washington County Commissioner Roy Rogers
Commissioner Kim Katsion (alternate)

Cities in Washington County . Mayor Rob Drake (Beaverton)
Mayor Lou Ogden (Tualatin) (alt.)

Clackamas County Commissioner Bill Kennemer
(alternate - Vacant)

Cities in Clackamas County . Councilor Karl Rohde (Lake Oswego)
Councilor Michael Schaufler (Happy Valley)
(alternate)

City of Vancouver Mayor Royce Pollard
Dean Lookingbill (SW RTC) (alternate)

Clark County Commissioner Craig Pridemore
Judie Stanton (Clark County) (alt.)

City of Portland Commissioner Charlie Hales
Mayor Vera Katz (alternate)

Oregon Department of
Transportation Kay Van Sickel, Region 1 Manager
Grace Crunican, Director of Transp. (alt.)

Port of Portland Mike Thorne, Executive Director
Dave Lohman, Director of Policy
and Planning (alternate)

Washington State Department
of Transportation Don Wagner, District Administrator
Mary Legry, Transportation Planning
Manager (alternate)

Tri-Met Fred Hansen, General Manager
Bob Stacey, Executive Director
Policy and Planning (alternate)

Department of Environmental
Quality Langdon Marsh, Director
Gregory Green, Administrator
Air Quality Division (alternate)

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Metro	Andy Cotugno (Vacancy)
City of Portland	Steve Dotterer Greg Jones (alternate)
Multnomah County	Karen Schilling Ed Abrahamson (alternate)
Cities of Multnomah County	Richard Ross James Galloway (alternate)
Washington County	Brent Curtis Andy Back (alternate)
Cities of Washington County	Mike McKillip Randy Wooley (alternate)
Clackamas County	Rod Sandoz Ron Weinman (alternate)
Cities of Clackamas County	Jerry Baker Vacancy (alternate)
Tri-Met	G.B. Arrington Phil Selinger (alternate)
Clark County	Dean Lookingbill Bob Hart (alternate) Lynda David (alternate)
Oregon Department of Transportation	Dave Williams Leo Huff (alternate) Dennis Mitchell (alternate)
Washington State Department of Transportation	Mary Legry John McConnaughey (alternate)
Federal Highway Administration	Fred Patron Nicholas Fortey (alternate)
Port of Portland	Susie Lahsene Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	Rex Burkholder Richard Sadler/Scott Franklin Michael Miller Lynn Peterson Jon Putman Bill Stewart
Associate Member: C-TRAN	Deb Wallace

**South Willamette River Crossing Study
Study Group Recommendation**

*Part of
mail out*

Presented by Ed Washington to JPACT on March 11, 1999

Background

On December 10, 1998, JPACT developed preliminary recommendations on the South Willamette River Crossing Study for public comment. They recommended:

- That the region should further consider improvement to the Ross Island Bridge and to the I-205 corridor/Oregon City Bridge but not in the context of the Sellwood Bridge and the South Willamette River Crossing Study.
- That the region should not pursue new bridge crossings at North Lake Oswego or near Marylhurst as either two or four lane bridges as they do not address South Willamette River Crossing or other needs.
- That the region should set aside both a full rehabilitation of the existing Sellwood Bridge to bring it to current design standards and the use of the existing Sellwood Bridge for bicycles and pedestrians only as they do not address South Willamette River Crossing needs.

JPACT also discussed whether or not to recommend adding capacity at either the Sellwood Bridge or at a new river crossing near downtown Milwaukie. Before taking action on this issue, JPACT asked Metro to convene a group of elected officials representing the jurisdictions affected by the Sellwood and Milwaukie crossing options, ODOT, Tri-Met and engaged citizens to discuss and develop a recommendation for JPACT. This group met twice, once in January and once in February. Minutes of the two meetings are available upon request. The following presents their recommendation for JPACT consideration.

Recommendations

The Ad Hoc Study Group:

1. Supports the previous JPACT recommendations.
2. Recognizes the need to focus investments in regional facilities (I-205, US 26, Hwy. 99E) to serve regional traffic in the Southeast Corridor rather than establishing a new cross regional route in the Milwaukie and/or Sellwood vicinity.
3. Recognizes the need for Tacoma Street to serve its Main Street function through the Sellwood business district, McLoughlin Blvd. to serve a similar function through

downtown Milwaukie and Hwy. 43 and A Avenue to serve this function through downtown Lake Oswego.

Based on this, the Ad Hoc Study Group recommends to JPACT that:

1. The Sellwood Bridge can best support land use goals by either preserving the existing bridge or replacing it as a two lane bridge. If the bridge is replaced, the bridge should be of high aesthetic quality. In either case, the bridge should be improved to better meet the needs of pedestrians and bicycles.
2. A new bridge in Milwaukie would not be the best way to support land use goals and should be set aside from further consideration.
3. Actions to meet future traffic needs should focus on:
 - Mitigating traffic growth on Tacoma Street, Hwy. 99E in Milwaukie and on A Avenue and Hwy. 43 in Lake Oswego where through traffic conflicts with land use goals.
 - Increasing transit services and improving transit, bicycle and pedestrian facilities on either side of the river and across the river to provide better alternatives to driving. Consider more east-west bus routes, bus priority treatment and the potential use of the existing railroad bridge between Milwaukie and Lake Oswego for commuter rail and/or bike/pedestrian improvements.
 - Increasing motor vehicle capacity on appropriate regional facilities in order to direct traffic away from areas of conflict with land use goals, such as improvements to McLoughlin Blvd. and Hwy. 224.
4. The region should focus on providing more industrial land and bringing more jobs to Clackamas County in order to reduce the need for Clackamas County residents to travel across the river for work trips.

Next Steps

The next steps in the South Willamette River Crossing Study are for JPACT to take these recommendations to the public for comment. After considering public comment, JPACT would then adopt a recommendation and forward it to Metro Council.

*Available
upon request*

JPACT SUBCOMMITTEE
ON THE
SOUTH WILLAMETTE RIVER CROSSING STUDY
FEBRUARY 8, 1999

Subcommittee members present included: Ed Washington, Metro Councilor; Lee Leighton, Sellwood-Moreland; Jeff Marshall, City of Milwaukie Councilor; Jim Bolland, First Addition Neighbors, Lake Oswego; Fritz Delbrueck and Bill Abel, Riverwood Neighborhood; Kevin Downing, Sellwood-Moreland Neighborhood Association; Ed Zumwalt, Historic Milwaukie Neighborhood Association; Kay Van Sickel, ODOT, Region 1; Carolyn Tomei, City of Milwaukie Mayor; Karl Rohde, Lake Oswego Councilor; Diane Linn, Multnomah County Commissioner; and Charlie Hales, City of Portland Commissioner

Guests present included: Steve Dotterer and Marc Zolton, City of Portland; Rod Sandoz, Clackamas County; Mike Smith, City of Milwaukie Planning Commission; Lynn Dinger, Multnomah County; Martha Bennett, City of Milwaukie; Karen Schilling, Multnomah County; Tim Barnes, Sellwood resident; Dan Layden, ODOT; and Bill Atherton, Metro Councilor

Staff present included: Andy Cotugno, Chris Deffebach, Gina Whitehill-Baziuk, Tim Collins, Marci LaBerge, and Lois Kaplan, Recording Secretary

Media present: John Dillin, Sellwood Bee

SUMMARY:

The meeting was convened on Monday, February 8, 1999, at 11:00 a.m. in Conference Room 370A-B at Metro. Metro Councilor Ed Washington, serving as chair, welcomed everyone and led an informal introduction of the subcommittee members and guests.

Andy Cotugno, Metro's Transportation Director, recapped the events of the last subcommittee meeting. The initial meeting was convened at the request of JPACT to discuss a river crossing strategy and its corresponding impacts on land use in those affected communities.

At the last subcommittee meeting, no recommendation was finalized as to what options should be released for public input on the South Willamette River Crossing Study. The question remains on whether there is a proposal that would meet the cross-river travel demand. Some conclusions were drawn by JPACT, however, to recommend that the bridge options south of Milwaukie and Marylhurst and north and south of Lake Oswego be dropped. Andy noted that JPACT recognized that there are things that should be done in the Ross Island Bridge area and in the I-205/Oregon City area but they can be disconnected from the issue of adding capacity at Sellwood or Milwaukie. Such improvements could involve new or bigger bridges and be pursued separately.

Andy cited the importance of providing transportation improvements that are supportive of our land use direction. This subcommittee wasn't ready to finalize its recommendation until the City of Milwaukie had concluded its analysis on whether a bridge would be helpful in providing accessibility to downtown Milwaukie. The focus is on Milwaukie and corresponding land use issues.

Milwaukie's Mayor Tomei reported that her City Council had discussed the issues and recognized this as a regional problem with respect to its effect on Milwaukie. Their approach dealt with what would be best for their community and they decided that a new river crossing at Milwaukie be removed from further consideration. The City Council felt that the cost of a bridge would outweigh its benefits. Mayor Tomei cited traffic volumes on McLoughlin and Highway 224 that have created enormous barriers in the city of Milwaukie. Traffic on Highway 224 does not support downtown Milwaukie in that the road is elevated and there is limited access. In addition, she indicated the need to retain its industrial areas, that a bridge crossing was not supportive of Milwaukie's Functional Plan goals, and that some of its most beautiful waterfront area would be eliminated. She noted that Milwaukie has worked with Clackamas County to relocate the Kellogg treatment plant. All in all, the Milwaukie City Council did not feel a new bridge would solve their transportation problems. She felt it would only shift the problem to Highway 224 and 17th.

The City of Milwaukie is supportive of improved transit, improved bike/pedestrian facilities, new transit options, improved bus transportation, a safe and simple way to travel on the east side of the Willamette River as enjoyed on the west side of the river, and an improved Sellwood Bridge. Mayor Tomei added that commuter rail and water taxis are being studied and are more supportive of the land use. They are looking at many ways to reduce congestion and make it easier for people to connect. They are not supportive of a four-lane Sellwood Bridge because of the traffic increase that would be generated and the pressure placed on Johnson Creek Boulevard.

Ed Zumwalt of the Historic Milwaukie Neighborhood Association commented that he felt a four-lane bridge would destroy Johnson Creek Boulevard and the Sellwood area. He agreed with Mayor Tomei's comments and felt there was no evident support for the bridge in Milwaukie.

Multnomah County Commissioner Linn also didn't feel it was a realistic proposal and spoke of real connections between the

communities of Sellwood and Milwaukie. She asked if JPACT would want to reconsider the Marylhurst crossing and bike/pedestrian and transit improvements in terms of suburban and intercity growth.

Jim Bolland noted that the two Lake Oswego crossing sites were taken off the table because the land use goals would not be met if either site were selected. He felt this was a political discussion and that the transportation issues need to be discussed further. He noted that West Linn did not have any representation at this meeting.

Mr. Bolland commented further on the 5,000 homes in the Stafford/McVey area and no jobs located there. He spoke of those transportation impacts. It was noted that the permits have been processed for the Marylhurst development and he didn't feel that a crossing there could be put back on the table. He commented that Lake Oswego can't revitalize its downtown because Highway 43 runs through its downtown. Further discussion centered on development in Clackamas County, Hillsboro and Stafford with one freeway running south to north. One question raised was whether I-205 really relieves the traffic and the answer was "no." Mr. Bolland felt we are only trying to move the problem.

Commissioner Linn questioned what JPACT would do after having removed the southernmost alignment in terms of whether it would also drop the Milwaukie and Sellwood option. She spoke of no traffic benefit and the land use, environmental impacts.

Councilor Washington noted that there is no intent in putting the Marylhurst crossing back on the table for further JPACT discussion.

City of Milwaukie Councilor Jeff Marshall cited the need to add additional routes for a ring that would divert traffic around the core area. He spoke of the tremendous growth experienced in Clackamas County and the need to get people to their jobs in downtown Portland and Hillsboro, bypassing the Milwaukie area. His recommendation was to add freeway capacity as a means of making more connections and providing more options.

Lee Leighton felt that there's a lot of misinformation before the public. He has served as Project Manager for the Stafford Urban Reserves and felt Mr. Bolland was misinformed. He spoke of the impacts that would occur from a one-way couplet or a four-lane Sellwood Bridge and his frustration over the amount of negative impacts. He asked for a positive approach or partnership. He didn't have a specific proposal but favored less transportation access across the river.

Chris Deffebach noted that JPACT did discuss the southerly crossing but that this group was convened to discuss the Milwaukie/Sellwood crossings.

Chair Washington felt the consensus of the group was not to support any of the bridges options nor an expanded Sellwood Bridge. Commissioner Hales felt that it was the subcommittee's recommendation that no bridge at Milwaukie go forward and that the existing Sellwood Bridge either be rehabilitated or improved with bike/pedestrian facilities. He questioned whether the recommendation should deal with the transit issue.

Kevin Downing appeared troubled in that the region, while recognizing the need, would not be accommodating the travel demand. He also commented on the traffic counts on the Sellwood Bridge in that very little traffic is headed for the downtown core and is east-west oriented.

Chair Washington commented that the problem isn't going away and that the recommendation only reflects a temporary measure. He asked for input on what direction JPACT should go as traffic builds up in the future.

Commissioner Linn felt that it was a regional transportation issue and should be referred back to JPACT. She felt it was incumbent upon the region to aggressively maintain its Main Street Land Use Plan and that drivers will have to cope with that situation. She cited the importance of a multi-modal approach. Commissioner Linn felt that the hardest part will be to explain a two-lane or modified bridge in fear of opening the floodgates for regional travel. The subcommittee members didn't feel there would be any support for anything other than a two-lane bridge replacement at Sellwood. JPACT should be asked to tackle the regional problems. Commissioner Linn cited the importance of Metro working in partnership with the three counties in resolving these development/transportation issues, encouraging people to move closer to their place of employment.

Jim Bolland of First Addition Neighbors supported Commissioner Linn's comments, noting that a south bridge was not a good idea because of its impacts to the communities in that area. He suggested looking for relief on the core area from outside the Portland metropolitan area.

Lee Leighton, Sellwood-Moreland, felt that two travel lanes was the right support for Sellwood. He felt the whole exercise is to create places for people to live and play. He spoke of the sprawl that occurs as soon as the roads are improved around the perimeter. He commented further on the consequences of improving access to such areas.

Fritz Delbreuck and Bill Abel of the Riverwood Neighborhood didn't want a freeway through the middle of Riverwood.

Jeff Marshall noted that sprawl was going to occur in this region if allowed by Metro. He cited the importance of creating and maintaining areas that are extremely livable and the need to be responsible to the majority of the population that require the use of their automobiles. To accommodate that regional growth, he felt the region should provide other alternatives and options to move from the core. He was supportive of a two-lane bridge at Sellwood if the region took care of its other congestion problems.

Tim Barnes, a Sellwood resident living near Tacoma Street, felt that the region would be sticking its head in the sand if it ignored the problem. He cited the city's growing population, the urbanization taking place, and the small-town attitude. He felt there will be sprawl and high densities and that people have to accept a paradigm shift in terms of the need for another bridge between the Ross Island Bridge and Oregon City. He felt there may be overlooked opportunities in planning for a bridge that could benefit Milwaukie/Lake Oswego and Sellwood communities as an economic, livable asset. He cited the possibility of placing the bridge further south and tying it to the right public programs with a connection to the streetcar line. He cited the need to start some dialogue.

Mayor Tomei reported that a Milwaukie area bridge would bisect the north end of the downtown, sharing people's concerns over community impacts. She didn't feel it would bring business into the downtown.

Kevin Downing wanted to ensure that the recommendation includes the emphasis of Tacoma Street as a Main Street. He was supportive of other transportation improvements being addressed that would not add capacity. He noted that congestion pricing is also being studied in connection with managing congestion at different times of day.

Further discussion centered on the ramifications of taking care of traffic beyond Portland and making a third ring around the city. In response to the need to build some roads, Andy Cotugno commented that it is a question of financing. He spoke of languishing improvements to the Sunset Highway and the Sunrise Corridor due to lack of funds. If the question being raised is for a third beltway to relieve traffic, he noted that 2 percent of the traffic on I-5 and I-205 is for through traffic but it serves local traffic. Andy indicated that funds are not available to look at that scope of improvements. Funds for the RTP

"Strategic" system would require \$3.7 billion inside the current Metro region.

Comments also related to other improvements that are relieving problems on McLoughlin and I-205. Councilor Marshall felt a third beltway, if built, would not attract much traffic provided there was no UGB expansion. He felt that if connectivity choices were created, there would be a different situation.

In conclusion, committee members agreed:

- . That the bridge option to be considered ought to be based on local land use plans and that no expanded Sellwood or Milwaukie bridge option be advanced;
- . That no Milwaukie bridge be included and that either the Sellwood Bridge be replaced by a two-lane structure or renovated to comply with Phase I seismic standards that would also provide better pedestrian/bike capacity;
- . That there be no expanded bridge in this area as there is no major regional route in this area being pursued;
- . That the region address the traffic continuing to grow in this area by aggressively pursuing mitigating actions;
- . That we continue to pursue alternatives to get around that traffic, including expanded use of bike/pedestrian facilities;
- . That other alternatives include expanded bus service and improvements that provide connectivity;
- . That we encourage development of jobs in East Clackamas County in view of the land use/employment issue;
- . That the region continues to make choices for road projects that would improve traffic flow; and
- . If the Sellwood Bridge is replaced, that it be a beautiful structure.

Commissioner Linn reminded the committee that it is important to remember that the meeting was convened to defend the livability and impacts of the areas in question and expressed support of the region's "watchdog" groups.

Ed Zumwalt commented on the two "listening post" transportation sessions he attended. He questioned whether a bridge would be needed in 20 years in view of the amount of telecommuting that will be going on.

JPACT Subcommittee on the
South Willamette River Crossing Study
February 8, 1999
Page 7

Councilor Washington noted that JPACT tries to listen to public comment and thanked the committee for sharing theirs in trying to mitigate the traffic problems.

ADJOURNMENT

There being no further business, the meeting was adjourned.

lmk

**SOUTH WILLAMETTE RIVER CROSSING STUDY
MEETING**

**MONDAY, JANUARY 25, 1998
METRO REGIONAL CENTER
ROOM 370A/B**

*Available
upon request*

IN ATTENDANCE:

Councilor Ed Washington (CHAIR)	Metro
Executive Officer Mike Burton	Metro
Councilor David Bragdon	Metro
Councilor Bill Atherton	Metro
Commissioner Charlie Hales	City of Portland
Steve Dotterer	City of Portland
Mayor Carolyn Tomei	City of Milwaukie
Councilor Jeff Marshall	City of Milwaukie
Dan Drentlaw	City of West Linn
Commissioner Diane Linn	Multnomah County
Karen Schilling	Multnomah County
Harold Lasley	Multnomah County
Lynn Dingle	Multnomah County
Fred Hansen	Tri-Met
G.B. Arrington	Tri-Met
Commissioner Bill Kennemer	Clackamas County
Rod Sandoz	Clackamas County
Councilor Karl Rohde	City of Lake Oswego
Dave Williams	ODOT
Fred Patron	FHWA
Dick Springer	Citizen
Kevin Downing	Citizen
Jim Boland	Citizen
Ed Zumwalt	Citizen
Winstron Kurtch	Citizen
Eric Lowe	Citizen
Jim Crumley	Citizen
David Wiley	Citizen
Walston Kirtch	KGW News
Bill Stewart	The Oregonian

STAFF IN ATTENDANCE:

Andy Cotugno	Metro
Chris Deffebach	Metro
Tim Collins	Metro

1. INTRODUCTIONS AND GOALS FOR MEETING

Chair Ed Washington started the meeting at 11:00 a.m. He said that this meeting was scheduled after the last JPACT meeting to discuss the issues about this project with all of the jurisdictions that are involved in the process. He introduced Executive Officer Mike Burton to the group.

Mike Burton welcomed the group and said that Metro's role in this process is to make a policy decision on the South Willamette River Crossing study. He emphasized to the group that metro staff has been working diligently on the issue with the jurisdictions at the table to help facilitate this study and process.

He thanked Metro staff for their hard work on this project and how they have dealt with the complex issues that need to be addressed regarding a river crossing. He noted that this is a key point in a decision for the region and that it is critical that this discussion be an open communication with all of the jurisdictions involved.

Chair Washington thanked Mr. Burton for his comments. He started the meeting by telling the group to help facilitate the process, he would give each of them 5 minutes to talk about their issues and concerns. He reiterated to the group that Metro's role in this process is to facilitate these issues and help come to a policy decision. He said the final decision on this study needs to fit all the jurisdictions needs and this work group would help that process.

2. South Willamette River Crossing Study Overview

Chair Washington introduced Andy Cotugno, Metro's transportation department director to the group. Andy reviewed with the group the discussions that had occurred recently at JPACT and that this meeting is an outgrowth from that meeting. Andy emphasized that this study is not at the point for public comment because there needs to be consensus between local jurisdictions before that process can start. The members of JPACT have directed this group to look at all the needs for this study and decide what is the best approach to take.

Mr. Cotugno reviewed the previous recommendation that JPACT made in December 1998. He noted that JPACT found that I-205/ Oregon City and Ross Island bridges both have specific needs that need to be addressed and dealt with as two separate issues. He also noted that the two options south of downtown Lake Oswego would have a high cost and impact the current system in that area. JPACT has recommended that these two options should be set aside in this discussion. Mr. Cotugno also emphasized that closing the existing Sellwood bridge is not a good option because of accessibility to that neighborhood which would be counterproductive. He also stated that a total

rehabilitation of the current bridge structure would also be very expensive. He said JPACT has also recommended setting aside these two options for the Sellwood Bridge.

Mr. Cotugno said the group needs to address the issue of whether or not to recommend adding capacity across the river. He reiterated that these issues have not gone out to the public for feedback or comments. Andy said the recommendations from this meeting would be taken back to JPACT for further discussion. He said JPACT would like feedback from this group on how to take these options to the public.

Mr. Cotugno also noted that another major issue that this group needs to address is the Environmental Impact Statement (EIS). He said that all of the options are expensive propositions and the expense of an EIS will need to be addressed as part of the decision making process.

Chair Washington thanked Mr. Cotugno for his comments. He introduced Chris Deffebach, Senior Transportation Planner with Metro to the group.

Ms. Deffebach reviewed the history of the South Willamette River Crossing study with the group. She said that this study was recommended 10 years ago of Metro's Southeast Corridor Study that Metro studied from the I-205 bridge to Johnson Creek Blvd., east of the river. Ms. Deffebach noted that initially in the South Willamette River Crossing Study that over 20 options were analyzed and discussed during public meetings. She said these options were technically screened and JPACT and the Metro Council narrowed the options down to 5 possible crossing locations. JPACT and the Metro Council approved these five locations in December of 1997. In 1998, Metro completed a technical analysis of these options.

Ms. Deffebach noted that JPACT had a few questions on the cost of these bridge options. She presented a range of costs that reflect different bridge styles and road connections. She said these costs reflect the range of options. Each would be addressed within an environmental impact statement (EIS) if a decision is made to proceed to project level.

Ms. Deffebach clarified a question that had come up previously about how traffic volumes on Tacoma Street compare to volumes on other "main" streets. She noted the Sellwood communities are concerned about the effect of adding capacity which would cause congestion on Tacoma and neighboring streets. With the exception of Broadway and Weidler, Tacoma St. carries more traffic than other main streets selected for comparison.

She also tried to clarify the traffic changes that could be expected on other roads with a crossing at Milwaukie or added capacity at Sellwood. She presented the changes in eastbound and westbound traffic and east of the river with the options. The new crossing at Milwaukie would have more changes in traffic on other roads than adding capacity at Sellwood. While Highway 224 could carry traffic on the east, the West Side does not have a comparable highway to focus on for traffic.

She said the Metro staff has developed 2015 base transit networks which assume that the south/north light rail would be in place. The transportation demand management and additional transit options also include commuter rail between Lake Oswego and downtown Portland and between Newberg and Milwaukie; an LRT extension to Oregon City and additional transit services. The modeling efforts have shown this would reduce auto use, increase transit use by 10% and also increase the transit mode share. She emphasized that part or all of this option could be part of a recommendation with other crossing options.

Chair Washington thanked Chris for her comments and her work to date on this project.

3. PRESENTATION ON LAND USE AND TRANSPORTATION PLANS

Chair Washington explained to the group that he was going to give each jurisdiction at the table a chance to discuss their concerns and issues. He said that he would facilitate this process and would appreciate their cooperation within keeping with a time limit so that everyone at the table would have a chance to address their issues. Chair Washington reiterated that Metro's role in this process was to mediate with local jurisdictions on a process with the outcome being a policy that would be beneficial to the whole region.

Chair Washington asked Commissioner Hales with the City of Portland to address his concerns to the group. Commissioner Hales thanked Ms. Deffebach, Mr. Cotugno and the Metro staff for their hard work and dedication to this project and for the excellent technical information. He said the final decision cannot be based on the numbers alone, and it needs to be less bureaucratic process. He referred to columnist Jim Kunsler who wrote an article recently that noted this country is in an ephasia, and city planning is suffering because of the mitigation process with land use issues and that local zoning codes make for bad development. He emphasized there is too much focus on avoidance instead of designing good communities. He said bridges were built in Portland to connect people and places, not to manage congestion.

He said he is very supportive of a new crossing, but that it is important that it be designed to look beautiful. He said Portland's current transportation system would fail if the purpose for a new crossing is to manage congestion. He said any new crossing should be built to connect people to help solve the problem of congestion. Commissioner Hales said he is in favor of an option to connect communities with downtown Portland. He said that the tough question that needs to be addressed by this group is the designation of the City of Milwaukie downtown area as a regional center. He was concerned that there may already be too many connections to downtown Milwaukie in the current transportation system.

He said the City of Milwaukie transportation needs relies on what connections they have to their city. He emphasized that he is personally not comfortable making that decision for the City of Milwaukie without better connections. He said connection is very important to this process and how local neighborhoods would be affected by a new crossing. He suggested that traffic counts and mitigation is a recipe for disaster. He said

there is an enormous amount of frustration in the Sellwood neighborhoods regarding this issue. He reiterated that the City of Milwaukie needs to step up to the plate regarding the destination of their downtown area - are they going to be a town center or a regional center and how would connections effect them.

Mayor Carolyn Tomei with the City of Milwaukie said that Commissioner Hales had some excellent points regarding this issue. She stated that she served on the City of Milwaukie planning commission for numerous years prior to being elected mayor. She said that a crossing to the south of Milwaukie was a possible solution to help address movement within the city. She emphasized she has had a change of heart about this issue recently because of some discussion that occurred at JPACT.

Mayor Tomei with the City of Milwaukie is requesting the designation of a town center rather than a regional center. She noted that the City of Milwaukie has hired consultants to deal with the process of becoming a town center. She said this option may not help the City of Milwaukie and it is important that their downtown/riverfront area needs to be supported economically. She noted a four-lane bridge would be destructive to the City of Milwaukie. They are interested in looking at a two-lane option and it needs to be studied prior to a commitment to actually building a new bridge or investing in the current structure.

Commissioner Hales noted all of Mayor Tomei's concerns are tough issues that need to be addressed by this group. He said all of the jurisdictions at the table need to share in solving this problem that makes good policy. He said this issue came forward in the southwest community center discussion on growth and transportation demand on the current system. He also noted that the last time a bridge was built in Portland was 1927, and if a new bridge was to be built, that there have to be a very special celebration of this monument. He suggested that the standards need to be raised on the construction of a new bridge and emphasized that the architecture and style is very important to him personally.

Mayor Tomei agreed with Commissioner Hales that it also needs to be a beautiful bridge like the St. Johns bridge in North Portland. She said too many people are bypassing Milwaukie on Highway 224. She is concerned about more congestion flowing through the city. She said the city would like to see more economic development in their downtown area.

Commissioner Diane Linn with Multnomah County introduced Lee Leighton and Kevin Downing from the Sellwood neighborhood association. She said that their comments would be very helpful to this discussion. She said she appreciated JPACT's level of work on this issue as well and noted they need to share information on how the jurisdictions are growing. She reiterated there needs to be an open and honest communication on this process. She said that the purpose of a new crossing should be about connecting people and managing demand on the system. She noted that she is a new player to this issue as she was recently elected. She noted that the role of elected officials and citizens will be very important to this process and a final policy decision. She suggested that this group

should work towards a scenario to work towards the solution. She represents the community of Sellwood and said that the impact would be extraordinary to this neighborhood, especially on Tacoma Street.

Chair Washington reiterated to the group that Metro is committed to this process and is willing to work with all of the local jurisdictions that would be effected by a bridge crossing. He said that there will be a lot of opportunity for communication on these issues in the months to come.

Chair Washington introduced Dave Williams from the Oregon Department of Transportation to the group. He was representing ODOT Region Manager Kay Van Sichel.

Mr. Williams reviewed information regarding Highway 43. He noted that this is a "district" highway and there has been a corridor plan with no major widening. This is reflected in Metro's Regional Transportation Plan that will be adopted this year. He said that the RTP calls for widening six lanes of highway before the year 2020. He said that ODOT's financial picture is very grim for funding the 99E projects in the RTP.

Chair Washington thanked Mr. Williams for his comments and concerns. He introduced G.B. Arrington with Tri-Met to the group. Mr. Arrington with Tri-Met said that there still are major traffic issues within this region that need to be addressed. He agreed with Commissioner Hales on land use issues and how they can make 2040 work. He suggested that more transit is the solution to the current congestion problems this region is facing. He noted that that Portland has had an excellent opportunity to see how transit works with the completion of the Westside lightrail project last year. He said that the current system runs from Clackamas Country to Washington County. He did note that the current system responds differently to each communities needs and he was disappointed in the loss of federal funds to complete the system from Clackamas Town Center to Vancouver, WA. He noted in the Laurelhurst district that light rail serves the community and it did not effect the density of this particular neighborhood. He noted that the light rail has changed density in some communities because of new transit oriented design projects that are being built along the alignment.

Mr. Arrington has noted that the Sellwood community wants to be served but does not want changes. He said the challenge is to marry land use issues with transportation objectives so that they conform with the needs of the community. He noted that the design of the current infrastructure is the problem and how it is used. He feels that light rail is part of the solution to these issues.

He noted that additional traffic congestion increased Tri-Met's overall costs. He said that land use is the question to be asking and that means changing how we manage demand on the system. He also noted that transit will not resolve all of transportation issues on the current system but that it is beneficial to moving people.

Fred Hansen, Executive Director with Tri-Met said it is important that by 2015 there be

an aggressive transit use. He said he is very optimistic about getting ridership up. He said their need for being at this discussion to help assist in serving local communities and helping to solve this problem. Chair Washington thanked Mr. Arrington and Mr. Hansen for their comments.

Chair Washington introduced Metro Councilor David Bragdon to the group. Councilor Bragdon said this issue is a test for Metro. He noted this has been a good forum for Metro to help resolve issues with local jurisdictions. He also said his district incorporates this study area and he is very interested in being a partner in this process. He personally does not feel that other communities are trying to shift the problem to another area. He has met with the Sellwood community and they are discussing land use issues in this area.

He said the City of Milwaukie downtown development association is doing a lot of work for their community and reclaiming their waterfront. He has met at least 6 times in the last six months in the Sellwood district on the issues relating to the City of Milwaukie and how they would be effected and a river crossing. He noted that he had recently traveled of Italy and said that he saw several ways in which this country is dealing with moving people across waterways. He said that it is important that all of the jurisdictions at the table work together to make sure that a good policy is established to deal with this issue. Chair Washington thanked Councilor Bragdon for his comments.

Chair Washington introduced Commissior Bill Kennemar from Clackamas County to the group. Commissioner Kennemar said the county wants to be good partners in this process . He invited Eric Lowe to this meeting and that local needs are important and that they need be to be addressed. He said Mr. Lowe could bring some good suggestions to this process as a citizen.

Chair Washington adjourned the meeting at 12:20 p.m. and re-adjourned the meeting at 12:40 p.m.

4. DISCUSSION

Commissioner Karl Rohde said he appreciated the potential direction that this process was going. He agreed that there has been too much recent mitigation on tranportation issues. He was excited about the recent listening posts on the South/North project. He said he attended the meeting at Ockely Green School and noted that a lot of comments reflected on how we can minimize the necessity for automobiles. He said Clackamas County has different concerns about the options that have come of this study. He said balance is a key to this whole process. He said that the City of Newport bridge is a wonderful landmark and foresees this project being something of that scale.

Chair Washington noted that the focus of this discussion is how added roadway capacity would or would not support the identified land use and transportation plans.

Citizen Kevin Downing said that the Sellwood community was originally independent of the City of Portland. He said this neighborhood is a hub of Portland. He said that Metro has recognized the importance of main streets. He said that Metro had recently produced a handbook on Mainstreets that has been an excellent point of reference for this community. He said there have been numerous accidents on Tacoma in the last year. He lives in this neighborhood and wants to ensure that it does not receive more traffic from a new bridge crossing. He said this issue needs to be addressed at a regional level and not just the local level.

Jim Boland from the First Addition neighborhood association said that they are developing new plans for their neighborhood and he was instrumental in helping on this process. He noted that residents want to retain their small look and what Metro is offering is not necessarily what the citizens want. He said not all people want multifamily housing next to single family housing and that increased density is also an issue. He noted that downtown Lake Oswego has problems with being a retail center because it has so much mixed use in its land use zoning. He is very concerned with additional traffic on Highway 43 that would pass through Lake Oswego. Mr. Boland agreed that connecting people is important but that there is mistrust with local government on these issues.

Kevin Downing said that there is an agreement from this group that needs to be forwarded back to JPACT for further discussion. He said the discussion needs to focus on all of the issues that the group has discussed today. He questioned Mayor Tomei about the timeline of when their downtown area would be established as a town center.

Mayor Tomei said that they did not want to have to study how this bridge will effect Milwaukie and was hoping that the city would not have to incur all of the costs for this study. She said a bridge crossing should be studied though. Commissioner Hales emphasized that there is no money at this time for this project. He said you need to decide on land use issues to address economic concerns. She also said the problem is people are driving through Milwaukie and not stopping to support the local community. Commissioner Hales reiterated to Mayor Tomei and the group that the primary issue is land use followed by transportation.

Commissioner Hales asked Chris Deffebach about the timetable regarding alternatives. Chris said that the primary factor affecting the schedule is Multnomah County's need to budget for maintenance of the existing bridge. She said that the other schedule issue is a need to go to the public with the findings of the study once JPACT has made a recommendation on the crossing options. She noted that a major new study at Sellwood or Milwaukie has not been addressed in Metro's 1999-2000 budget.

Diane Linn said this is a crisis that needs to be addressed. She suggested a parallel study be addressed by JPACT, Metro and Multnomah county as a proposed next step. Andy Cotugno said he is hearing from the discussion that these two issues need to be addressed separately. Andy said for the sake of the structure, they should proceed with a rehab or replacement approach of a two lane bridge. He said a Milwaukie crossing is another

timeline based on the City of Milwaukie's planning process and its designation as a town center. He reiterated that Metro has not budgeted for a study for fiscal year 1999-2000. He said Metro priorities would be Highway 217 and I-5 corridor studies. He said that it is possible that Metro could defer some of these studies and amend the budget to include a study of these issues.

Councilor Jeff Marshall with the City of Milwaukie suggested that the Sellwood bridge be maintained as a two-lane bridge but be rebuilt. A four-lane bridge would affect not only the Sellwood area but also Milwaukie. He said the focus needs to look at how it would impact local communities. He said that awareness is critical to this process. He stated his favoritism for a 2 or 4-lane bridge in Milwaukie. He said that congestion needs to be dealt with without raising havoc for existing neighborhoods.

Lee Leighton observed that this group is of two minds, access vs. congestion. He said that the group needs to decide how to deal with these two issues. He used the concept about "if you build it they will come" from the Hollywood movie, "Field of Dreams". Congestion is the real problem. He said making places pedestrian friendly is the right direction for our region. He said a structural approach should explore further a four-lane bridge. He suggested that one lane could be a carpool lane and the other for transit only. He sees no alternative at the Tacoma alignment. He said that this is an opportunity to get on track with long-term decisions for the future.

Andy Cotugno asked the group for clarification on his comments about the Sellwood bridge. He said he agreed that Tacoma has too much traffic on the existing system. He said it makes sense to make the Sellwood bridge two lanes. He said that the management of a four-lane facility can make a big difference to local neighborhoods.

Citizen Ed Zumwalt said that the City of Milwaukie is very split up. He said that the Sellwood bridge cannot handle four lanes. He also said that they have collector streets now that are a big problem into local neighborhoods such as the Sellwood area and these problems need to be addressed. He said that he did not feel that a four-lane bridge would be affective. He also noted that the Milwaukie bridge crossing could affect the northern section of Portland's waterfront.

Councilor Karl Rohde from the City of Lake Oswego said that the Waverly and Dunthorpe neighborhoods do not need to be part of this discussion because he doesn't think they will ever agree to a potential bridge crossing in their area. Chris Deffebach with Metro noted that the Waverly Country Club is a historic site that has been assumed to be north of a potential crossing. She felt that this was a valid concern for these neighborhoods.

Councilor Rohde said that he was not hearing a strong consensus from the group for adding capacity to the existing Sellwood bridge. He suggested widening Tacoma as an option to a crossing. He said it is his understanding that Clackamas County wants additional capacity.

Mayor Tomei said it would be a bad idea to look at a crossing at Lava Drive (west). Councilor Rohde reiterated that he felt that politically this option should be eliminated from further discussion.

Commissioner Charlie Hales said that there is no good reason to put a bridge in that location. He said that connection is the real issue.

Fred Hanson with Tri-Met asked Mr. Cotugno about clarification on the environmental impact statement process. Mr. Cotugno said that all the alternatives would be discussed to decide which options to pursue. Mr. Hanson said the process has not clearly look at a non-bridge option as a possible solution. He said that there are too many steps to build vs. not to build. He said that there has not been enough information for a no-build option for the committee to review.

Kevin Dowling said that the current status quo is not acceptable. He said that part of the problem is the job and housing balance in Clackamas County. He said too many people who reside in Clackamas County are working in Washington and Multnomah counties. He said he is experiencing more congestion in his neighborhood because of this problem. He has seen more congestion on Spokane and 13th St. He noted that it is very important to this neighborhood that these issues be addressed.

Dick Springer said that congestion is the third most important issue that the Legislature is dealing with this year. He noted that his young son crosses Tacoma St. twice a day to attend school and he is very concerned about his personal safety because of the additional traffic. He noted that part of the problem is that the Sellwood Bridge has outgrown its need to the community and that growth has caused some of these problems. He said that this group needs to address the issue of connectivity and more opportunities to connect people to both sides of the Willamette River.

Commissioner Charlie Hales noted that this process has been a test in how policy decision can be made differently. He said that ODOT has not looked at the big picture and there has been too much focus on capacity. He noted that the City of Milwaukie needs to decide soon what their downtown designation will be (town center vs. regional center.) He also noted that there needs to be additional capital improvements on Tacoma, since it is designated as a main street in Portland's comprehensive plan.

Kevin Downing reiterated to the group that the point of this discussion is to make a recommendation on either a two- or four-lane bridge. He said one of the key issues is how it will affect the City of Milwaukie and the Sellwood district. He recommended there be a continual discussion with the local jurisdictions on this issue. He also suggested that a visual preference survey be completed as well. This survey could help gauge how the public feels about a potential new river crossing.

Mayor Carolyn Tomei said that she is willing to study how this would affect the City of Milwaukie but she is very uncomfortable with how the Sellwood Bridge would be dealt with in this process. She said that the City of Portland is putting pressure on them to be

the key decision-maker in this process.

Commissioner Charles Hales with the City of Portland reiterated that a land use approach should be approached as part of the solution. Lee Leighton said that there needs to be more than one crossing for Highway 43. He said that frankly he has resisted the notion that the Dunthorpe area should not be at the table on this discussion.

Commissioner Diane Linn with Multnomah County said that in the spirit of conversation, it is very important to talk to the citizens of this region to hear their input and concerns. She said solving the problem in the scheme of land use planning is the real challenge for this group. She said they need to be very creative and innovative in the process. She does not like the idea of the Sellwood bridge being expanded to four lane, but that all of the local jurisdictions need to work together to resolve this issue.

Councilor Karl Rohde for the City of Lake Oswego said the reason he recommended a two- or four-lane structure was to get more public input. He suggested by putting in on the table and sending it out for public comment, that they would get more information on how the public feels about this issue.

Chair Washington said it seemed like the group had come to some consensus today on these issues. He said that he feels that a lot of the issues need to address land use as well as transportation demand on the system. He said he does not sense that the City of Milwaukie was being put in the middle of this issue but said there should be a parallel tract to work with them on a potential crossing.

Mayor Tomei said that she is very supportive of the Sellwood bridge and that a joint decision should be made by all parties involved in this process. She noted that when the Sellwood neighbors pulled out of this issue she felt that the City of Milwaukie was put in an awkward position about this decision. Commissioner Hales said that it is not a problem for the City of Milwaukie but a decision that they need to address.

Chair Washington asked Mayor Tomei how the other local jurisdictions could help in this process. She reiterated that she is still very concerned about this problem and the potential of new development and how it will be addressed.

Metro Councilor Bill Atherton made a few comments regarding local and regional planning. He said he felt that local jurisdictions had a clear concept of the planning process for growth.

Chair Washington suggested that this group needs to meet again in about two weeks. By consensus, it was decided that they would meet again on Monday, February 8 from 11:00 am to 1:30 pm. Andy Cotugno noted that this agenda is being driven by JPACT since they requested that this meeting be held. Chair Washington said the meeting on February 8th would be to discuss further the issues that the City of Milwaukie has about new river crossings.

Being no other business to come before this group, Chair Washington adjourned the

meeting at 2:10 pm.

Respectively submitted,

Cheri Arthur
Recording Secretary



METRO

March 3, 1999

Lt. Gerald A. Gregg
Portland Patrol Office
Oregon State Police
PO Box 66470
Portland, OR 97290-6470

DRAFT

Subject: JPACT Support of OSP 1999-2001 Biennial Budget Request

Dear Lt. Gregg:

On behalf of local governments and agencies represented through the Joint Policy Advisory Committee on Transportation (JPACT) for the Portland metropolitan area, we would like to offer our support for the proposed plan to have the Oregon State Police (OSP) patrol the region's freeway system. To that end, we offer support for the OSP 1999-2001 biennial budget that provides that service to the region as identified in the 1998 Resource GAP Analysis.

JPACT is in support of the enhanced patrolling for metro area freeways for two primary reasons. First, the Regional Transportation Plan identifies a safe transportation system as one of five key policy directives. Second, from an operations standpoint, a strategic plan for patrolling high accident locations will greatly enhance system reliability and reduce delay due to incidents. This was proven with the 48 percent drop in incidents on I-5 through the Terwilliger Curves during last year's saturation patrols. A commensurate improvement in operations was also realized.

In return for our support, we would also hope that the OSP works with the metro area in our pursuit of additional transportation-related revenues. ODOT, Tri-Met, and local governments will need substantial increases in revenue over the next few years in order to both maintain our current transportation system and to accommodate anticipated population growth. We therefore support additional revenue for the state police, but not through an earmark of the state's Highway Trust Fund. We would encourage the Legislature to find general fund or new revenue sources to fund the OSP budget request.

In the event additional revenue is available for patrolling metro area highways, we would look forward to working with the OSP to identify critical patrol locations that will maximize the system safety and system operations during our peak congested times. Thank you for the opportunity to review and comment on your budget proposal.

Sincerely,

Jon Kvistad,
JPACT Chair

FEB 11 1999

DEPARTMENT OF
STATE POLICE

February 9, 1999

PORTLAND
PATROL OFFICE

Mr. Andrew C. Cotugno
Transportation Director
Metro
600 Northeast Grand Avenue
Portland, OR 97232-2736

The Oregon State Police has primary responsibility for patrol services on the State and Interstate Highway systems outside of incorporated city limits. Transportation Safety is a primary mission of the Oregon State Police on these State and Interstate highways. Additionally, the Oregon State Police is very concerned about the reliability of our existing transportation system in the Portland Metropolitan Area.

In January of 1998, the Oregon State Police began a process called Resource GAP Analysis. The process was used to determine what police resources were needed to properly fulfill our mission.


Attached is a synopsis of the results of the Resource GAP Analysis study and the additional resources that were requested in the OSP budget for the 1999-2001 biennium.

As it pertains to the Portland Metropolitan area, we determined that 140 additional Troopers were needed to provide adequate patrol coverage to the State and Interstate Highway system in the region. This number includes 58 Troopers that would be deployed exclusively to patrol the freeway system within the City of Portland, which is not currently being patrolled by the Oregon State Police. These additional personnel would enable the Oregon State Police to provide adequate patrol coverage twenty-four hours a day.

I am requesting that you consider the proposal by the Oregon State Police for additional Troopers at the meeting of the Transportation Policy Advisory Committee on February 26, 1999.

Please feel free to contact me if you have any questions or if I can be of any assistance. Thank you for your consideration on this matter.

Sincerely,



Gerald A. Gregg, Lieutenant
Portland Patrol Office
(503) 731-3020, ext. 258



P.O. Box 66470
Portland, OR 97290-6470
(503) 731-3020, ext. 222
FAX (503) 731-3029
V/TDD (503) 775-0548

SYNOPSIS OF RESOURCE GAP ANALYSIS

The Oregon State Police is a multi-faceted law enforcement agency providing a broad range of services to the citizens of the State of Oregon. The provision of these services is given either through direct interaction with the public or obtained through direct support of other governmental functions such as, transportation groups, health and welfare systems and local and county law enforcement agencies. During the past year the Oregon State Police has taken an in-depth look at the level of services it currently is providing. This process viewed not only mandated functions required of the agency but identified through the input of the public and other governmental partners exactly what the Oregon State Police is expected to provide. Although this process was conducted on a statewide basis, outlined below is a picture of what was discovered regionally.

In 1981, a number of local law enforcement agencies assumed the responsibility for primary response to incidents occurring on the inter-city freeway system. The Oregon State Police continued with it's responsibility of providing services on primary and secondary interstate and state highways located outside of the incorporated boundaries of most of the regional metropolitan cities. The GAP analysis was prepared in consideration to meet the current operational needs of stations located with the regional area of Portland plus the identified needs to assume the transportation safety needs of the inter-city freeway system.

The first overview listed is of existing and projected resource needs being requested to meet the identified needs of calls for service within the current operational areas of responsibility of our 3 existing offices which directly impacts portions of service interests by your agency. The second overview reflects the projected personnel needs to assume primary calls for service relating to transportation safety issues on the inter-city freeway system.

OVERVIEW OF CURRENT REGIONAL RESPONSIBILITIES

REGIONAL DEMOGRAPHICS:

3071 SQUARE MILES
1.4 MILLION POPULATION BASE
64 MILES (ONE-WAY) INTERSTATE FREEWAY
1,080 MILES OF PRIMARY AND SECONDARY STATE HIGHWAYS

PATROL DIVISION PRIORITY SERVICES

TRANSPORTATION SAFETY ON INTERSTATE AND STATE HIGHWAYS
RESPONSES TO EMERGENCY CALL FOR SERVICES
SUPPORT TO LOCAL LAW ENFORCEMENT

PATROL DIVISION STRATEGIC PRIORITIES

HAZARDOUS TRAFFIC VIOLATION ENFORCEMENT
DUII APPREHENSION
COMMERCIAL VEHICLE ENFORCEMENT
CRASH REDUCTION/INVESTIGATION

SERVICES ENHANCED IN PROVIDING THE RESOURCES IDENTIFIED THROUGH "GAP"

The ability to meet obligations provided for under existing Cooperative Policing Agreements and services provided for under the Statewide Baseline for Services
A reduction of accidents and investigations of those accidents occurring on state and interstate highways
An increase in the number of hours of patrol efforts covering both the interstate and state highways
An enhanced ability to conduct criminal interdiction contacts and the subsequent searches, seizures and arrests from such contacts.
Provide a patrol presence to reduce the average speeds and hazardous traffic offenses occurring on interstate and state highways
Enhanced enforcement of the Commercial Motor Vehicle Regulations

Metro Meetings

Priorities 2000

You are invited to a series of opportunities to provide public comment on transportation funding priorities

Your input is needed on funding priorities for 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., Feb. 23, 5:30 – 7:30 p.m.

Metro Regional Center
Room 370

600 NE Grand Ave., Portland

Joint meeting with ODOT – Oral testimony will be taken

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

Sat., Feb. 27, 11 a.m. – Noon

Washington County Public Services Building
155 N. First Ave., Hillsboro

Open house – Information and staff to answer questions will be available as part of Metro's *Basics of Land-Use Planning* open house

Tri-Met bus routes 46, 57 or take light rail to Hatfield Government Center MAX station

Wed., March 17, 6 – 8 p.m.

Gregory Forum, Clackamas Community College

19600 S. Molalla, Oregon City

Joint meeting with ODOT – Oral testimony will be taken

Tri-Met bus routes 32 or 33

Electronic Open House – Feb. 8 – March 22

Access information and leave your comments via Metro's web page at www.metro-region.org

All meeting locations 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.

What is Priorities 2000?

Approximately \$75.8 million of federal flexible funding is available for transportation projects in our region from 2000 through 2003. The Metro Council and JPACT, the Joint Policy Advisory Committee on Transportation, a committee of local elected officials, are seeking public input through the *Priorities 2000* process to determine how these funds should be used.

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.

These projects have been evaluated and ranked based on how well they meet regional goals for each mode of travel. JPACT and the Metro Council also consider other factors such as whether there is a past regional commitment to a project or whether significant matching funds are being offered. Technical ranking information and a list of other factors are available for public review and comment by calling Metro's transportation hotline, (503) 797-1900 option #3, or contact Metro via e-mail at: trans@metro.dst.or.us.

Is this all the money available?

No, from 1998 to 2003 approximately \$265 million in state and federal funds are available for use in our region, of that amount \$189 million has already been committed to projects. Approximately \$120 million was committed through the last regional funding process ("Priorities '97") and \$69 million was allocated directly to twelve high priority projects by the 1998 federal Transportation Equity Act for the 21st Century (TEA-21).

Over 80 percent of these prior commitments were to road improvements including the I-5/217/Kruse Way Interchange, I-205/Sunnybrook Interchange, Tualatin/Sherwood Bypass, and the US 26 Sylvan Interchange.



METRO
Regional Services

600 NE Grand Ave.
Portland, OR
97232-2736

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

Recycled paper

What types of projects are being considered for funding?

Projects must be of regional scope and part of the area's Regional Transportation Plan (RTP) to receive funding. In addition, federal flexible funds have restrictions on their use. Of the \$75.8 million, \$43 million cannot be used to build new lanes for automobiles and must improve air quality. The remaining \$33 million can be used for almost any transportation project.

The types of projects submitted fall into the following categories:

- **Boulevard projects** to slow traffic and make walking, bicycling and use of transit safer and more attractive within mixed use residential, business and commercial centers.
- **Bridge projects** to repair the Broadway, Morrison and Burnside Bridges.
- **Freight projects** to construct railroad overcrossings and improve access to industrial areas.
- **Intelligent transportation system (ITS) projects** to optimize and upgrade traffic signals and better manage traffic.
- **Pedestrian and bicycle projects** to widen and construct sidewalks and stripe bike lanes.
- **Transportation demand management programs** to encourage and support alternatives to driving alone.
- **Public transit projects** to enhance bus stops, purchase buses and improve service and complete Washington County Commuter Rail environmental and design work.
- **Planning projects** to fund regional transportation planning programs.
- **Road modernization and reconstruction projects** to widen and repair streets and roads.
- **Transit-oriented design projects** to support transit oriented development.

A complete project list that includes brief project descriptions and technical scoring and ranking is part of the *Priorities 2000* information packet.

Is *Priorities 2000* the same as the MTIP?

Yes, *Priorities 2000* is the process for updating the MTIP, Metropolitan Transportation Improvement Program, and determining how state and federal transportation funds should be used in our region. Projects selected for funding through the *Priorities 2000* process will also be included in the Statewide Transportation Improvement Program (STIP).

What is ODOT seeking public comment on at the *Priorities 2000* meetings?

ODOT is seeking comment on the draft 2000-2003 Statewide Transportation Improvement Program (STIP). Public comment on the draft will be received until April 1, 1999. Comments will be taken at public meetings and may be submitted via e-mail to the following address: allison.m.hamilton@odot.state.or.us.

What is the format of the *Priorities 2000* meetings?

Portland (Feb.23) and Oregon City (Mar. 17) meetings

– Drop by at any time to make your comments to representatives from Metro and ODOT. Staff will be available to answer questions. An open house area will include information about local, regional and statewide funding issues.

Hillsboro (Feb. 27) meeting – Metro will have a table on funding issues as part of Metro's *Basics of Land-Use Planning* open house. Metro staff will be available to answer questions. Comments can be submitted on comment cards or entered directly into the record electronically.

Electronic open house – You can view and download all *Priorities 2000* information being distributed at the public meetings from Metro's web page (www.metro-region.org) and send your comments via e-mail.

When and how are comment being accepted?

Comments are being taken from **Feb. 8 to March 22, 1999**. You can submit your comments to the Metro Council and JPACT by any of the following methods:

- **in person:** at *Priorities 2000* meetings listed on this notice
- **mail:** MTIP, Metro Transportation Dept., 600 NE Grand Ave., Portland, OR 97232
- **e-mail:** trans@metro.dst.or.us
- **phone:** transportation hotline, (503) 797-1900, option #3
- **fax:** (503) 797-1949

How can I get more information?

To request a *Priorities 2000* public information packet call Metro's transportation hotline, (503) 797-1900 option #3, or contact Metro via e-mail at: trans@metro.dst.or.us.

Priorities 2000 Project Selection Schedule

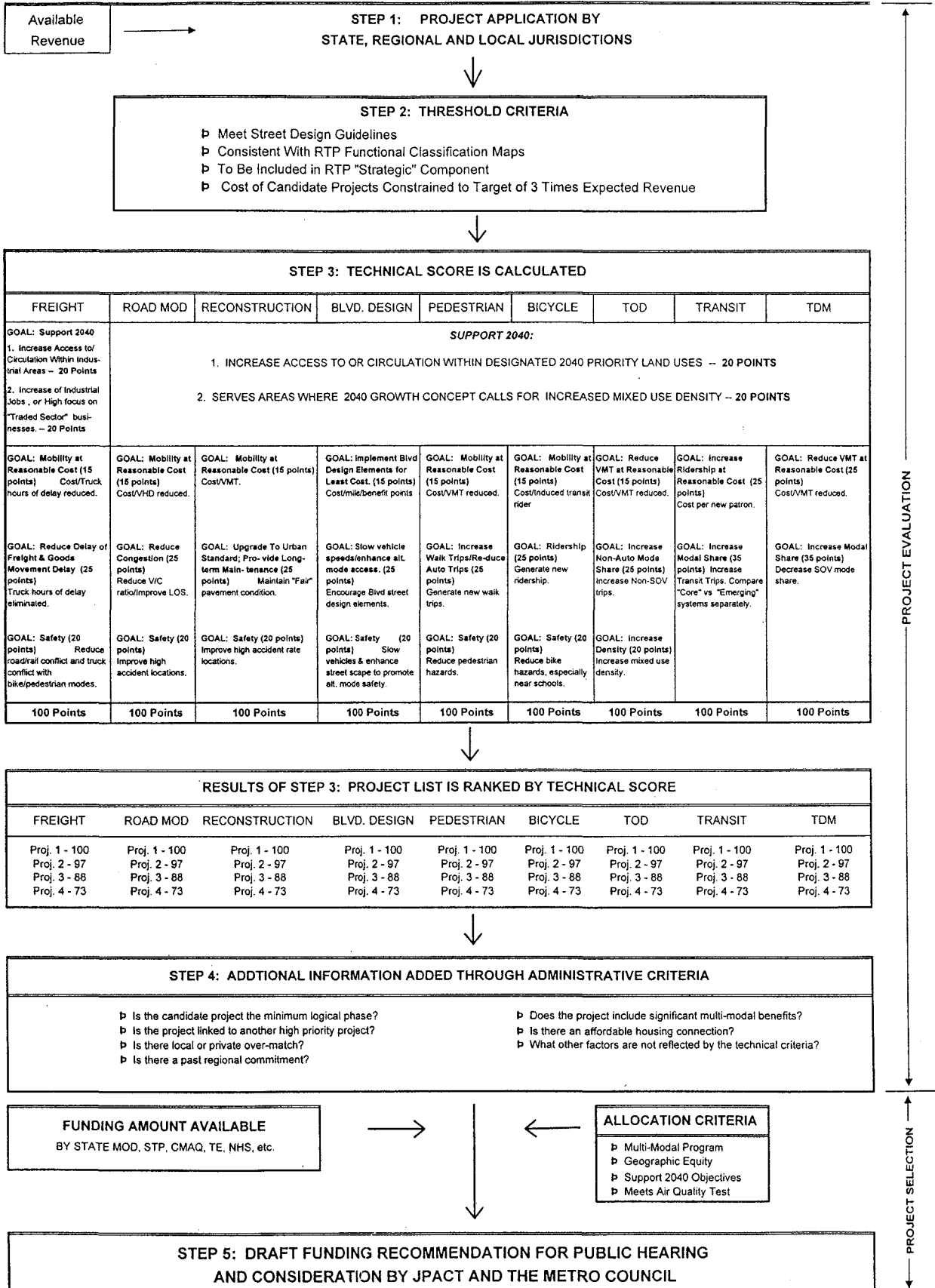
- 15-Jan-99** Release draft technical ranking to agencies and TIP Subcommittee
19-Jan-99 TIP Subcommittee (Transit/TDM issues/ITS projects)
19-Jan-99 Transportation Planning Committee Review
26-Jan-99 TIP Subcommittee (Bike/Ped/Boulevard projects; Bridge maintenance)
29-Jan-99 TPAC Review/Approval of Draft Technical Ranking
- 2-Feb-99** Transportation Planning Committee Review
8-Feb-99 Release Approved Technical Rankings to Public*
8-Feb-99 Public Comment Period begins
10-Feb-99 TIP Subcommittee to address Administrative Factors
11-Feb-99 JPACT Review
16-Feb-99 Transportation Planning Committee Review
23-Feb-99 Public Workshop with ODOT (in Portland): Comment on Technical and Administrative Factors
26-Feb-99 TPAC: Approve blended technical/administrative ranking by modes
27-Feb-99 Open House (in Hillsboro) – distribute information to public
- 2-Mar-99** Transportation Planning Committee Review
11-Mar-99 JPACT/Metro Council Review
16-Mar-99 Transportation Planning Committee Review
17-Mar-99 Public Workshop with ODOT (in Oregon City) – Comment on Technical and Administrative Factors
22-Mar-99 TIP Subcommittee: Formulate cut list to 150% of available funds**
22-Mar-99 Public Comment Period Ends
26-Mar-99 TPAC: Review/Approve 150% cut list
- 6-Apr-99** JPACT/Transportation Planning Committee Public Hearing
8-Apr-99 JPACT/Metro Council Review/Approve 150% cut list
20-Apr-99 JPACT/Transportation Planning Committee Public Hearing
29-Apr-99 TPAC Approval of Program Recommendation***
- 4-May-99** Transportation Planning Committee Hearing on Program Recommendation
13-May-99 JPACT Approval of Program
27-May-99 Metro Council Approval of Program

* Date of workshop contingent on TPAC approval to release draft technical rankings. Room 370A-B is reserved for meeting on this date in the evening.

** Program reduction to 150% of revenue will not occur if consensus on 100% program can be achieved.

*** Prior TIP Subcommittee meeting(s) will be scheduled as needed.

FY 2000 MTIP/STIP PROJECT SELECTION PROCESS



Available Revenue

STEP 1: PROJECT APPLICATION BY STATE, REGIONAL AND LOCAL JURISDICTIONS

STEP 2: THRESHOLD CRITERIA

- Meet Street Design Guidelines
- Consistent With RTP Functional Classification Maps
- To Be Included in RTP "Strategic" Component
- Cost of Candidate Projects Constrained to Target of 3 Times Expected Revenue

STEP 3: TECHNICAL SCORE IS CALCULATED

FREIGHT	ROAD MOD	RECONSTRUCTION	BLVD. DESIGN	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
<p align="center">SUPPORT 2040:</p> <p align="center">1. INCREASE ACCESS TO OR CIRCULATION WITHIN DESIGNATED 2040 PRIORITY LAND USES -- 20 POINTS</p> <p align="center">2. SERVES AREAS WHERE 2040 GROWTH CONCEPT CALLS FOR INCREASED MIXED USE DENSITY -- 20 POINTS</p>								
<p>GOAL: Support 2040</p> <p>1. Increase Access to Circulation Within Industrial Areas -- 20 Points</p> <p>2. Increase of Industrial Jobs, or High focus on "Traded Sector" businesses. -- 20 Points</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay reduced.</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT.</p>	<p>GOAL: Implement Blvd Design Elements for Least Cost. (15 points) Cost/mile/benefit points</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT reduced.</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/induced transit rider</p>	<p>GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced.</p>	<p>GOAL: Increase Ridership at Reasonable Cost (25 points) Cost per new patron.</p>	<p>GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.</p>
<p>GOAL: Reduce Delay of Freight & Goods Movement Delay (25 points) Truck hours of delay eliminated.</p>	<p>GOAL: Reduce Congestion (25 points) Reduce VIC ratio/Improve LOS.</p>	<p>GOAL: Upgrade To Urban Standard; Pro- vide Long-term Main- tenance (25 points) Maintain "Fair" pavement condition.</p>	<p>GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage Blvd street design elements.</p>	<p>GOAL: Increase Walk Trips/Re-duce Auto Trips (25 points) Generate new walk trips.</p>	<p>GOAL: Ridership (25 points) Generate new ridership.</p>	<p>GOAL: Increase Non-Auto Mode Share (25 points) Increase Non-SOV trips.</p>	<p>GOAL: Increase Modal Share (35 points) Increase Transit Trips. Compare "Core" vs "Emerging" systems separately.</p>	<p>GOAL: Increase Modal Share (35 points) Decrease SOV mode share.</p>
<p>GOAL: Safety (20 points) Reduce road/rail conflict and truck conflict with bike/pedestrian modes.</p>	<p>GOAL: Safety (20 points) Improve high accident locations.</p>	<p>GOAL: Safety (20 points) Improve high accident rate locations.</p>	<p>GOAL: Safety (20 points) Slow vehicles & enhance street scape to promote alt. mode safety.</p>	<p>GOAL: Safety (20 points) Reduce pedestrian hazards.</p>	<p>GOAL: Safety (20 points) Reduce bike hazards, especially near schools.</p>	<p>GOAL: Increase Density (20 points) Increase mixed use density.</p>		
100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points

RESULTS OF STEP 3: PROJECT LIST IS RANKED BY TECHNICAL SCORE

FREIGHT	ROAD MOD	RECONSTRUCTION	BLVD. DESIGN	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100
Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97
Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88
Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73

STEP 4: ADDITIONAL INFORMATION ADDED THROUGH ADMINISTRATIVE CRITERIA

- Is the candidate project the minimum logical phase?
- Is the project linked to another high priority project?
- Is there local or private over-match?
- Is there a past regional commitment?
- Does the project include significant multi-modal benefits?
- Is there an affordable housing connection?
- What other factors are not reflected by the technical criteria?

FUNDING AMOUNT AVAILABLE
BY STATE MOD, STP, CMAQ, TE, NHS, etc.

ALLOCATION CRITERIA

- Multi-Modal Program
- Geographic Equity
- Support 2040 Objectives
- Meets Air Quality Test

STEP 5: DRAFT FUNDING RECOMMENDATION FOR PUBLIC HEARING AND CONSIDERATION BY JPACT AND THE METRO COUNCIL

PROJECT EVALUATION

PROJECT SELECTION

PRIORITIES 2000

**SUMMARY DESCRIPTION
OF
NOMINATED PROJECTS**

Metro

February 25, 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

CM1 West Linn	Highway 43: "A" Street/Pimlico Drive Widen to three lanes with landscaped median with turn pockets, two 5 foot bike lanes and two 8 foot sidewalks	\$990,810
CM2 Clack Co	Harmony/Linwood Railroad Avenue Intersection Request for PE to construct grade separation of the intersection from the UP/SP RR tracks and improve access to future Linwood LRT station	\$448,500
CM3 Clack Co	Sunnyside Road: 132nd/172nd Request for final design funds for widening of Sunnyside Road to five lanes	\$2,691,000
CM4 Clack Co	Sunnyside Road: 122nd/132nd Final Design and widening of Sunnyside from two to five lanes	\$4,000,000
CM5 Clack Co	Sunnyside Road/Mt. Scott Creek Bridge 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 nd .	\$1,400,000
CM6 Clack Co	Johnson Creek/I-205 Ramps PE funds for upgrade of SB ramps	\$448,500
CM7 Clack Co	Clackamas County ITS/ATMS Plan & Program 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.	\$1,425,000
CM13 Oregon City	Beavercreek Road: Highway 213/Mollalla Widen 3,600 feet of Beavercreek Road from two to five lanes with enhanced median, bike and pedestrian facilities	\$1,500,000

CM14 Oregon City	Beavercreek Road/Highway 213 Intersection 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.	\$3,000,000
MM1 Mult Co	207th Avenue Connector: Halsey/Glisan/223rd Request for additional funds to cover cost overrun on this recently built project.	\$1,345,000
MM2 Mult Co	Halsey Street: 223rd/238th Widen approximately 4,000 feet of Halsey to three lane minor arterial, including sidewalks and bike lanes	\$1,090,000 <i>Also being ranked as a bike project.</i>
MM3 Mult Co	223rd Avenue RR Overcrossing 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	3,402,900
MM4 Mult Co/ Gresham	Stark Street: 257th/Troutdale Road Widen 3,000 feet of Stark to three lanes with bike lanes and sidewalks	\$2,690,400
MM5 Mult Co	242nd Avenue: I-84/Stark Conduct PE for construction of Mt. Hood Parkway first phase	\$3,268,000
MM6 Gresham	257th Avenue: Division/Powell Valley Road Widen 5,600 feet of 257 th to five lane major arterial with bike lanes, sidewalks, traffic signals, landscaping, lighting and drainage to match current dimensions at Division	\$4,596,000
MM7 Gresham/ Mult Co	Gresham/Multnomah County ATMS Program, Phase 3 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.	\$2,000,000

PM1 Portland	Portland Arterial/Freeway System Integration 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	\$750,000
PM2 Portland	Broadway/Weidler: Larrabee/Sandy 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	\$590,000
PM3 Portland	Barbur Boulevard: I-405/South City Limits 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	\$550,000
PM4 Portland	Sandy Boulevard: E. Burnside/82nd Avenue 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	\$340,000
PM5 Portland	82nd Avenue: PDX/Flavel 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	\$350,000
PM6 Portland	MLK/Interstate Avenue: N. Denver/SE Clay 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	\$550,000

PM7 Portland	SW BH Highway: Terwilliger/Shattuck 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	\$100,000
PM8 Portland	SE Foster Road: 136th/Barbara Welch Road Extend urban improvement of Foster to Barbara Welch Road; signalize intersection, reconstruct bridge crossings, illuminate and enhance bike/ped facilities	\$3,836,813
PM10 Metro Parks & Greenspaces &Portland	SE Foster Road/Kelly Creek Bridge One-quarter of funds needed to convert culvert to bridge, enabling fish passage and riparian corridor enhancement.	\$600,000
PM11 Port of Portland	PDX ITS 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.	\$2,420,000
WM1 Beaverton	Farmington Rd: Hocken/Murray Widen Farmington Rd to five lanes w/ bike lanes and sidewalks. Provide double left as Farmington/Murray "Boulevard" intersection.	\$8,350,000
WM2 Beaverton	Murray Blvd: Scholls Ferry/Barrows Construct new six-lane "Boulevard" intersection at Murran/Scholls Ferry; extend Murray as four lane major arterial to Barrows	\$6,442,254
WM3 Hillsboro	Cornelius Pass Road: US 26/Pickering Drive 1,000 feet extension of the SB auxiliary lane on the Cornelius Pass overcrossing of US 26 to Pickering Drive intersection	\$290,000
WM4 Wash Co	Washington County ATMS Program 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.	\$370,000

WM5 Wash Co	Murray Blvd Overcrossing: Millikan/Terman 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.	\$2,000,000
WM6 Wash Co	Hall Boulevard: Cedar Hills/Hocken Build 750 feet, three lane extension of Hall with two 12 foot travel lanes; a continuous left-turn lane, sidewalks and bike lanes	\$4,171,000
WM7 Wash Co	231st Avenue: Borwick Road/Baseline Construct 650 foot, three-lane viaduct over Rock Creek as part of extension of 231 st to TV Highway. Includes eight foot sidewalks, six foot bike lanes and new signal at Baseline	\$10,700,000
WM8 Wash Co	Cornell Road Signal Intercon'ct: Brookwood/Stucki Interconnect 11 signals from Amberglen Parkway/Stucki Avenue to Brookwood	\$225,000
WM9 Wash Co	BH Hwy/Oleson Rd/Scholls Ferry Rd Intersection Preliminary engineering for estimated \$12 million project to reconstruct/modernize this Regional "Boulevard" intersection.	\$1,080,000
WM10 Wash Co	Cedar Hills Boulevard/Barnes Road Intersection 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.	\$1,800,000
WM11 Wash Co	Bethany Boulevard: West Union/Bronson Widen to three lanes (14-foot median) with 5.5-foot sidewalks, six-foot bike lanes, sound walls, etc.	\$4,640,000

WM12 Hillsboro	Cherry Lane/Cornelius Pass Road Reconstruct Cherry Lane as public component of new, mostly privately financed east/west collector from 185 th to 231 st	\$1,080,000
WM13 Hillsboro	SE 10th Avenue: E. Main/SE Baseline Construct new 12 foot wide, 900 foot long turn lane and new 13 foot sidewalk in station area	\$1,350,000
WM14 Hillsboro	Aloclek Dr: NW Amberwood/ Cornelius Pass Rd Purchase 70 foot of right of way for new three lane road.	\$315,000
WM16 Hillsboro	NE 28th Avenue: NE Grant/E. Main Street Cost for bike and pedestrian components of planned widening of 28 th 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	\$1,755,000
WM17 Tualatin	I-5/Nyberg Interchange Widening Cooperate with ODOT to widen Nyberg overcrossing with two new travel lanes and sidewalks and widen SB off-ramp from I-5 to Nyberg	\$3,611,540
WM18 Tigard	SW 72nd: 99W/Hunziker Street Widen approximately ¾ mile of 72 nd 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)	\$2,691,000
WM19 Tigard	SW Greenburg Road: Washington Square/Tiedeman Avenue 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	\$2,242,500
WM20 Forest Grove	Bonnie Lane Extension: Brooke/Gales Creek Road 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.	\$313,260

WM21 Bonnie Lane Extension: "B" St./Main St. \$415,800

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.

WM22 Main Street Extension: Beal/Bonnie Lane \$331,410

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

CR1 West Linn	Willamette Falls Dr: 10th/Sunset Reconstruct badly deteriorated roadway to enable transit vehicle use and improve bike/pedestrian accessibility.	\$3,313,890
CR2 Clack Co	Johnson Creek Blvd: 36th/45th Reconstruct pavement and provide two 11' travel lanes w/ 6' bike lanes, 5' sidewalks and landscaping on the south side only.	\$1,076,400
CR3 Milwaukie	Lake Road: Oatfield/Hwy 224 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.	\$1,524,900
PR1 Portland	Bybee Boulevard Overcrossings Replace the existing structure over SE McLoughlin Boulevard	\$5,234,892
PR2 Portland	SE Stark Street Overlay: 122nd/146th Reconstruct 1.2 miles with overlay and new stormwater drainage facilities	\$1,351,523
PR3 Portland	NW 23rd Ave: Burnside/Lovejoy Street Reconstruct NW 23 rd Ave pavement and restripe facility to accommodate one lane of traffic in each direction, on-street parking and accommodate bicyclists on street	\$825,262
PR4 Portland	SE 39th Ave: Powell/Holgate Reconstruct SE 39 th 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.	\$1,340,067

PR5 Portland	SE Holgate Blvd: SE 42nd Ave/SE 52nd Ave Reconstruct SE Holgate Blvd pavement structure and stormwater drainage facilities. Reconstruct corner curb ramps to ADA standards	\$797,341
PR6 Portland	SW Market/Clay Couplet: Naito Prkwy/SW 12th 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.	\$3,663,128
PR 7 Portland	SE Washington St: 82nd/109th 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 nd /103 rd Ave. intersection	\$1,087,353
PR8 Portland	NE Cully Blvd: Prescott/Killingsworth 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	\$402,978
PR9 Portland	Hayden Island Dr: N. Center Ave/N. Farr St. 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	\$1,440,391
PR10 Portland	SW/NW Naito Parkway: NW Davis/SW Market 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	\$1,500,000
	SUBTOTAL:	\$25,558,000

**Priorities 2000
Projects Nominations Summary**

Freight Improvement

PF1 Portland	Lower Albina Overcrossing Construct overcrossing of rail facilities to eliminate freight vehicle delay experienced when trains block multiple local street intersections.	\$4,000,000
PF2 Portland	North Marine Drive Reconstruction 4R 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.	\$1,795,000
PF3 Portland	SE 7th/SE 8th Avenue Connector Improve freight and vehicular access to SE Industrial District from Ross Island Bridge by realignment of SE 7 th to provide a continuous street connection with SE 8 th Avenue.	\$2,511,600
PF4	Duplicate of PF5	
PF5 ODOT (Port and City of Portland)	E. Columbia to Lombard Connection NE 82nd/I-205 Interchange (Webster/Holman) 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 nd Avenue, I-205 and Columbia and Lombard.	\$29,500,000
PF6 Portland	Powell/SE 8th Signalization New traffic signal and left turn pocket at SE Powell/SE 8 th to limit freight infiltration to SE residential neighborhoods.	\$224,250
PF7 Port of Portland	Marine Dr: BNSF O'Xing/Kelly Point Park 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.	\$1,794,000
	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

PBr1 Mult Co/Portland	Broadway Bridge Painting Partial funding of a \$17 million project to strip and repaint the main truss of spans above the deck.	\$7,960,875
PBr2 Mult Co/Portland	Morrison/Burnside Bridges Electrical Upgrade Replace and upgrade electrical control systems for traffic control gates, signals and lighting on the Morrison and Burnside Bridges	\$1,291,680
PBr3 Mult Co/ Portland	Broadway Bridge/Approaches Rehabilitation Phase 5 Partial funding of a \$20 million project to replace deck grating on the main span of the bridge and paint the lower structural members.	\$3,650,790
	SUBTOTAL:	\$12,903,345

**Priorities 2000
Projects Nominations Summary**

Bicycle Improvements

CBi1 Clack Co	Roethe Road: River Road/McLoughlin 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.	\$430,704
CBi2 Clack Co	SE Fuller Road: Harmony/King Widen west side of road. Stripe 6' bikelanes, construct new sidewalk, curbs/drainage on west side, infill east side sidewalks.	\$592,218
CBi3 Clack Co	Phillip Creek Greenway Trail: Causey Ave/Mt. Scott Greenway Trail Construction of 1.1 mile trail mostly within Clackamas Regional Center boundaries.	\$468,391
CBi4 Clack Co	Portland Traction Company Trail: Park/Glen Echo Construct 3.6 miles of mixed 10'- 12' multi-use trail and 6'- 10' on-street segments along historic street car ROW.	\$1,076,760
CBi5 Clack Co	Hill/Thiessen Roads Bike Infill 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.	\$601,191
CBi6 Clack Co.	Linwood Ave: King Rd/Johnson Creek Blvd. 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.	448,650
CBi7 Clack Co	Clackamas Regional Center District Park Multipurpose Trail: Harmony Road/82nd Avenue Park Trail would run from 82 nd Avenue to Lake Road primarily within the Clackamas Town Center Regional Park, south of Harmony Road, west of 82 nd and north of the Union Pacific Railroad main line.	\$278,163
CBi8 ClackCo	Jennifer Street: 106th/120th 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.	\$444,164

CBi9 Wilsonville	Town Center Park Bike/Ped Connections 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	\$200,000
CBi10 Wilsonville	Parkway Avenue/Town Center Loop Bikeway 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	\$40,000
CBi11 Wilsonville	Parkway Center Dr: Ellingsen Rd/Burns Way 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	\$20,000
CBi12 Portland	Willamette Shoreline Rail: Lake Oswego/Sellwood Bridge Feasibility Study for Multi-Use trail	\$150,000
CP2 Clack Co	Washington St: Abernethy Rd/7th St Reduce from 4-lanes to 2-lanes w/ median and "boulevard-like" improvements.	\$400,000 <i>Moved from Pedestrian</i>
MBi1 Gresham	Gresham Fairview Trail: Springwater Trail/Marine Drive 5.2 mile multi-use path designed for bike and pedestrian use	\$1,076,760
MM2 Mult Co	Halsey Street: 223rd/238th Widen approximately 4,000 feet of Halsey to three lane minor arterial, including sidewalks and bike lanes	\$1,090,000 <i>Also being ranked as a Road Mod Project.</i>
PBi1 Portland	Morrison Bridge Pedestrian Bike Accessibility 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)	\$1,569,750
PBi2 Metro	Peninsula Crossing Trail, North Portland Road Improvements Complete second phase of Peninsula Crossing trail project from present terminus on N. Portland Rd. at the Treatment Plant, north to Marine Dr.	\$358,800
PBi3 Portland	Marine Drive Multi-Use Trail Segments: Bridgeton Road/13th Avenue; 28th/33rd Ave; and 112th/122nd Ave. Construct two-way bike path along the south side of Marine Drive	\$738,200

PBi4 Portland	SE 111th/112th Avenue: Market/Holgate Widen some road segments on 112 th (Holgate/Mt. Scott Blvd) build some retaining wall and drainage improvements to provide continuous 6' bike lanes on both sides of roadway	\$1,553,000
PBi5 Portland	Springwater Corridor: Rugg Rd. to Boring Construct multi-use path.	\$538,000
PBi6 Portland	Eastbank Trail: OMSI/Springwater Trail Completion <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.	\$3,139,507
PBi8 Portland	Willamette Greenway Trail: Willamette Cove Segment 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	\$448,500
PBi9 Portland	Greeley/Interstate: Killingsworth/Russell 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.	\$143,600
PP5 Clack Co	Red Electric Line: Willamette Park/Oleson Road Conversion of an abandoned rail corridor into a bicycle/pedestrian corridor. Feasibility study.	\$134,500
WBi1 Beaverton	Fanno Creek Bike Path: Allen/Denny Supplemental funds for programmed multi-use path.	\$74,451
WBi2 Beaverton	Hall Boulevard Bikeway: 12th /Allen Complete regional bike system from Farmington to Hwy 217 by constructing 1,500' of bike lanes on Hall Boulevard from 12 th to 700' south of Allen	\$944,541
WBi3	<i>Project was removed from the process by Washington County.</i>	
WBi4 Wash Co	Cedar Mill Multi-Use Path (Cornell Road: 119th/113th) Provide a combination bike/ped path that would help fill the gap between existing bike and ped facilities at Cedar Hills Blvd/113 th and 119 th Avenue	\$900,000

WBi5	Cornell Road Bikeway: Elam Young Parkway to Ray Circle	\$540,000
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.	
WBi7	Rock Creek Trail: Evergreen Prkwy/Amberwood Dr.	\$448,250
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.	
WBi8	Beaverton Powerline Multi-Use Path	\$1,794,000
THPRD	Provide a continuous multi-use access way from Scholls Ferry Rd. to Farmington Rd. along the powerline corridor west of 155 th Ave.	
WBi9	Rock Creek Powerline Multi-Use Path	\$627,900
THPRD	Locate and construct trail in the powerline easement from NW 185 th to NW Kaiser Rd.	
WBi10	Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry.	\$1,435,200
THPRD	Construct a 10-foot wide path with boardwalks and bridge structures.	
	SUBTOTAL:	\$22,707,000

**Priorities 2000
Projects Nominations Summary**

Pedestrian Improvements

CP1	Scott Creek Lane Pedestrian Path 129th Avenue to West/Mt. Gate Road to East	\$80,100
Clack Co	Construct 10' wide asphalt pedestrian path approximately 1,250 feet long, including a bridge crossing of Scott Creek	
CM16	Linwood Ave: Monroe/Cedarcrest	\$783,000
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>
MP1	257th Ave: Cherry Park Rd/Stark	\$1,345,500
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.	
PP1	Capitol Hwy: SW Taylors Ferry/36th Ave	\$923,910
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.	
PP2	Capitol Hwy: Bertha/BH Hwy	\$400,000
Portland	Intersection improvements. Realign 400' in each direction	
PP3	West Burnside: Wildwood Trail O'Xing	\$448,500
Portland	Pedestrian bridge over West Burnside at the location where the Wildwood Trail crosses Burnside	
PP4	River District Pedestrian Improvements	\$1,614,600
Portland	Improve pedestrian corridors and a segment of the Greenway Trail (NW 10 th and 11 th Avenues) 1 st Corridor (Hoyt St. connection to Riverfront Park) 2 nd corridor	
PP6	Springwater Trailheads at 82nd, 136th and 174th Ave.	\$1,253,000
Portland	Construct three trailheads along the Springwater Corridor.	<i>Split from Bike Project Pbi5</i>

PBi7	Eastbank Riverfront Access and Neighborhood Connections	\$1,345,500
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>
WP1	Hillsboro Regional Center Ped Program	\$1,350,000
Hillsboro	On 18 th Avenue, 21 st Avenue, Maple Street, Oak Street and Walnut Street improve sidewalks, lighting, pedestrian crossings, bus shelters and benches. Add curbs and storm drainage where needed	
WP2	Milikan Way: Murray/Hocken	\$224,500
Wash Co.	Construct 5' sidewalk with street lights for 3,000' along south side of Milikan Way	
WP3	Saltzman Road: Marshall Rd/Dogwood Rd	\$436,500
Wash Co	Construct sidewalks on the west side of Saltzman Road	
WP4	Sentinel Plaza: Cornell Rd/Cedar Hills Blvd/113th Ave	\$180,000
Wash Co	Multi-use path for pedestrians and bicyclists that connects to an existing path on Cedar Hills Boulevard	
WP5	SW 170th Ave: Merlo Rd/Elmonica LRT Station	\$270,000
Wash Co	Replace deteriorating asphalt path with 9'-foot sidewalk along 1,100' of the east side of SW 170 th Avenue	
WP6	131st/Fischer Rd: Beef Bend/99W	\$315,000
Wash Co	Purchase ROW and in-fill curbs/sidewalks on one side of 131 st between Beef Bend and Fischer Rd and on Fisher Road between 131 st and 99W.	
WBi6	Tualatin River Pedestrian Bridge	\$897,000
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>
WP7	Cedar Hills Blvd: Walker/Butner Rd.	\$85,000
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

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

PBL1 Portland	Hawthorne Blvd: SE 20th/SE 55th Enhance bike, pedestrian and transit amenities w/in corridor, signalize new intersections and progress vehicle platoons similar to downtown pedestrian environment on appropriate stretches.	\$2,692,500
PBL2 Portland	Gateway Regional Center Begin implementation of concepts identified in the Gateway Regional Center Transportation Study	\$2,261,000
PBL3 Portland	W. Burnside Blvd: Bridge/NW 23rd Avenue Develop a concept plan for preliminary engineering to balance vehicular with alternative mode function of the corridor.	\$2,691,000
PBL4 Portland	Barbur Blvd: Naito Parkway/65th 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	\$882,400
PBL5 Portland	So. Portland Circulation: I-405/Wil. River/Hamilton/Barbur 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	\$5,382,000
WBL1 Wash Co	Cornell Rd: Trail Ave/Saltzman Rd 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	\$1,800,000
WBL2 Cornelius	Main St: 10th/20th Blvd Funding for reconstruction of TV Hwy/20 th intersection and enhancement of the Cornelius Main Street Couplet.	\$4,541,000
WBL3 Beaverton	Murray Blvd: Scholls Ferry/Barrows	\$6,442,254

WBL4	Forest Grove Downtown Area Improvements	\$1,211,000
Forest Grove	Widen sidewalks and provide other street amenities along five key downtown streets including: Pacific Ave: Cedar/College Way; College Way: 19 th /21 st and adjacent local streets.	
WBL5	BH Hwy/Oleson Rd/Scholls Ferry Rad Intersection	\$1,080,000
Wash Co	Reconstruct/modernize this Regional "Boulevard" intersection	
WBL6	Hall Boulevard: Cedar Hills/Hocken	\$1,345,500
Wash Co	Build 750 feet, three lane extension of Hall with two 12 foot travel lanes; a continuous left-turn lane, sidewalks and bike lanes.	
	SUBTOTAL:	\$45,931,000

**Priorities 2000
Project Nominations Summary**

Public Transit Projects

WTr1 Wash Co	Wash Co Commuter Rail: Wilsonville/BV 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.	\$4,460,000
WTr2 Wash Co	Washington County Bus Stop Enhancement Project 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.	\$670,000
CTr1 Wilsonville (SMART)	S.M.A.R.T. Transit Center and Park & Ride Lot 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.	\$1,172,200
CTr2 Lake Oswego	Willamette Shore Line Trestle and Related Track Repairs Trestle repair work on the Willamette Shore Line Trolley.	\$897,000
RTr1 Tri Met	Regional Contribution for Airport LRT 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.	\$18,000,000
RTr2 Tri Met	Service Increase for Regional/Town Center TCL 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 one time regional capital purchase would leverage a permanent \$4.0 million annual, Tri-Met provided, service increase.	\$16,000,000
SUBTOTAL:		\$41,199,200

**Priorities 2000
Projects Nominations Summary**

Transit-Oriented Design

RTOD1 Metro	TOD Program 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.	\$10,000,000
PTOD2 Portland	N Macadam District Streets and Connections 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.	\$ 2,692,500
	SUBTOTAL:	\$12,692,500

**Priorities 2000
Projects Nominations Summary**

Transportation Demand Management

TDM1 Tri Met/Region	Regional TDM Program Funding needed by Tri Met to continue provision of its core services to the Regional Transportation Demand Management (TDM) program.	\$2,800,000
TDM2 OOE/Region	Portland Area Telecommuting Project Four-year funding needed by the Oregon Office of Energy to continue provision of its core Telecommute marketing element to the Regional TDM program.	\$400,000
TDM3 DEQ/Region	Employee Commute Options 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.	\$420,000
TDM4 Tri Met/Region	Region 2040 Initiatives 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.	\$2,000,000
TDM5 Tri Met/Region	TMA Assistance Program 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.	\$2,000,000
TDM6 Willsonville	SMART TDM Program Four year funding to expand So. Metro Area Rapid Transit TDM outreach.	\$303,360
	SUBTOTAL:	\$7,923,360

**Priorities 2000
Projects Nominations Summary**

Planning Project Nominations

RPlng1 Metro	Core Regional Transportation Planning Program 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.	\$2,083,000
RPlng2 Metro	Green Steets Handbook 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.	\$89,700
PPlng3 Metro	Regional Freight Program Analysis/Communication Tools 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.	\$150,000
RPlng4 Metro	Bicycle Travel Demand Forecasting Enhancement 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.	\$62,800

RPlng5 **OPB Pilot: Building Community Through Media** **\$100,000**
Metro 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.

RPlng6 **I-5 Trade Corridor Study:** **\$.500,000**
Metro 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

SUBTOTAL: \$2,986,000

Priorities 2000 Projects: Nominations Summary					PAVEMENT CONDITION		SUPPORTS 2040 GROWTH CONCEPT		IMPROVES UNSAFE LOCATION	COST PER MILLION VEHICLE MILES	
Road Reconstruction Projects					Current Condition	Future Condition	Serves High Priority Land Uses	Serves Mixed Use Development			
Agency	Code	Project Title	Federal Funds Request	Total Project Points							
<i>Total points possible for each scoring category</i>					100	15	10	20	20	20	15
Portland	PR10	Naito Parkway: NW Davis/SW Market	1.500	80	8	10	20	20	14	8	
Portland	PR3	NW 23rd Ave: Burnside/Lovejoy	0.825	78	0	10	20	20	20	8	
Portland	PR5	SE Holgate Blvd: SE 42nd/SE 52nd	0.797	76	8	10	20	10	20	8	
Portland	PR6	SW Market/Clay: Naito Prkwy/SW 12th	3.663	70	0	10	20	20	20	0	
Portland	PR 7	SE Washington St: 82nd/109th	1.087	69	0	10	20	10	14	15	
Portland	PR4	SE 39th Ave: Powell/Holgate	1.340	68	0	10	20	10	20	8	
Milwaukie	CR3	Lake Road: Oatfield/Hwy 224	1.525	62	0	10	20	10	7	15	
Clack Co	CR2	Johnson Creek Blvd: 36th/45th	1.076	60	8	10	10	10	14	8	
Portland	PR8	NE Cully Blvd: Prescott/Killingsworth	0.403	58	0	10	10	10	20	8	
Portland	PR2	SE Stark St O'Lay: 122nd/146th	1.352	55	0	10	20	10	0	15	
Portland	PR9	Hayden Is. Dr: N. Center Ave/N. Farr St.	1.440	54	0	10	20	10	14	0	
Portland	PR1	Bybee Boulevard O'Xings	5.235	35	15	10	10	0	0	0	
West Linn	CR1	Willamette Falls Dr: 10th/Sunset	3.314	17	0	10	0	0	7	0	
TOTAL				23.558							

Priorities 2000 Projects: Nominations Summary					Effectiveness	Safety			Supports 2040 Growth Concept		Cost Effectiveness	
Freight Projects						Reduction in Truck Hours of Delay with Project	Reduction in Conflicts w/ Other Modes	Address Haz'dous Road/Rail Conflict	Address Location w/ High Accident Rate	Access to or Circulat'n Within Industrial Areas	Serves Traded Sector Employment Areas	Total Project Cost per Truck Hours of Delay
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points								
Total points possible for each scoring category					100	25	8	8	4	20	20	15
Portland	PF2	N Marine Dr Reconst (2)	1.795	88	25	8	0	0	20	20	15	
Port	PF7	Marine Dr: BNSF O'Xing (6)	1.794	88	25	8	0	0	20	20	15	
Portland	PF8	Rivergate ITS Project	0.500	80	13	8	0	4	20	20	15	
ODOT/Port	PF5	E Columbia - Lombard Connect'n (4)	29.500	73	13	8	0	4	20	20	8	
Portland	PF1	Lower Albina O'Xing (1)	4.000	68	13	8	8	4	20	0	15	
Portland	PF3	SE 7th/SE 8th Ave Connector (3)	2.512	37	0	8	0	4	15	10	0	
Portland	PF6	Powell/SE 8th Signalization (5)	0.224	37	0	8	0	4	15	10	0	
			40.325									

Priorities 2000 Projects: Nominations Summary					Use Factor			Safety		Supports 2040 Growth Concept			Total Project Cost (\$millions)	Cost Effectiveness
Bicycle Improvement Projects					Ridership			Roadway Deters Use	Other	Bike System Hierarchy	2040 Land Use Hierarchy	Bike System Connectivity		
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points	2020 Forecast Riders	Percent Change in Riders	2020 Households and Employment	Auto Volumes and Speed	Multi-Use Path	Regional Bike System Functional Classification	Access to Centers	Completes Gaps in the Regional System		
Total points possible for each scoring category:				100	5	6	15	15	5	20	10	10		15
Portland	PBi1	Morrison Bridge Ped/Bike Access	1.570	93	5	5	15	15	5	20	10	10	1.750	8
Clack Co	CBi3	Phillip Crk Greenway: Causey/Mt. Scott Gmwy	0.468	88	5	3	15	15	5	13	10	7	0.522	15
Portland	PBi6a	Eastbank Trail: Sellwood Br/OMSI (Ph 2)	1.160	86	5	5	15	15	5	13	10	10	1.300	8
Portland	PBi9	Greeley/Interstate: Killingsworth/Russel	0.144	86	5	3	15	15		13	10	10	0.160	15
Hillsboro	WBi5	Cornell Rd: Elam Young/Ray Circle	0.540	83	3	5	15	15		13	7	10	0.600	15
Clack Co	CBi2	SE Fuller Road: Harmony/King	0.592	80	1	1	15	8		20	10	10	0.660	15
Beaverton	WBi2	Hall Boulevard Bikeway: 12th /Allen	0.945	79	5	3	8	15		20	10	10	1.053	8
Beaverton	WBi1	Fanno Creek Path: Denny N to Allen	0.075	79	3	3	8	15	5	13	7	10	0.083	15
Wilsonville	CBi10	Parkway Avenue/Town Center Bikeway	0.040	73	3	5	15	8		13	7	7	0.050	15
Wilsonville	CBi9	Town Center Prk: Bike/Ped Connections	0.200	73	3	5	15	8		13	7	7	0.250	15
Clack Co	CBi7	Clack Reg Cntr Trail: Harmony Rd/82nd Ave	0.278	72	1	3	15	3	5	13	7	10	0.310	15
Portland	PBi3	Marine Dr. Multi-Use	0.738	70	1	3	8	15	5	13	10	7	0.822	8
Clack Co	CBi4	Ptld Tract'n Co Trail: Park/Glen Echo	1.077	70	5	3	8	15	5	13	3	10	1.200	8
THPRD	WBi10	Fanno Cr.Path: E to Allen/Scholls Ferry	1.435	69	5	3	8	15	5	13	7	10	1.600	3
Gresham	MBi1	Gresh./Fairview Trail: Spingwater/Marine Dr.	1.077	69	3	5	15	8	5	13	7	10	1.577	3
Metro	PBi2	Peninsula Crossing Trail: N Ptld Rd (Ph 2)	0.359	68	1	3	3	15	5	13	10	10	0.400	8
THPRD	WBi9	Powerline Rock Creek	0.628	67	3	5	8	15	5	13	3	7	0.700	8
L Oswego	CBi12	Will. Shoreline Rail: L.O./Sellwood Brdg (study)	0.150	67	5	5	8	15	5	13	3	10	1.600	3
THPRD	WBi8	Powerline Beaverton	1.794	61	1	3	8	15	5	13	3	10	2.000	3
Wilsonville	CBi11	Parkway Cntr Dr: Ellingsen Rd/Burns Way	0.020	60	1	5	8	8		13	7	3	0.025	15
Clack Co	CBi8	Jennifer Street: 106th/120th	0.444	60	1	5	8	3		8	10	10	0.495	15
Oregon C	CP2	Washington St: Abernethy Rd/7th St.	0.400	56	5	1	8	8		13	10	3	0.885	8
Portland	PBi4	SE 111th/112th Ave: Market/Holgate	1.553	55	3	3	15	8		13	3	7	1.733	3
Hillsboro	WBi7	Rock Crk Trail: Evergreen/Amerwood Dr.	0.448	55	1	5	8	3	5	8	3	7	0.500	15
Portland	PP5	Red Electric Line: William Pk/Oleson Rd (study)	0.135	53	3	1	15	8	5	8	3	7	2.250	3
Mult. Co.	MM2	Halsey St: Fairview Ave. to 238th	1.090	53	3	5	8	8		13	3	10	2.015	3
Portland	PBi6b	Eastbank Trail: Sellwood Br/Springwater (Ph 2)	1.980	51	5	1	8	3	5	13	3	10	2.200	3
Portland	PBi8	Willamette Greenway: Will. Cove Segment	0.449	50	3	1	8	3	5	8	7	7	0.500	8
Clack Co	CBi6	Linwood Ave: Monroe/Cedarcrest	0.449	49	3	1	3	8		13	3	10	0.500	8
Wash Co	WBi4	Cedar Mill Multi-use Path	0.900	48	1	5	3	8	5	13	7	3	1.000	3
Clack Co	CBi5	Hill/Thiessen Rd. Bike Infill	0.601	47	1	1	8	8		8	3	10	0.670	8
Clack Co	CBi1	Roethe Road: River Road/McLoughlin	0.431	37	1	1	3	8		8	3	10	0.480	3
Clack Co	PBi5	Springwater Corridor: Rugg Rd to Boring	0.538	35	1	1	3	3	5	13	3	3	0.600	3
SubTotal				22.707										

Priorities 2000 Projects: Nominations Summary					Use Factor		Safety	Supports 2040 Growth Concept		Total Project Cost	Cost Effectiveness
Pedestrian Improvement Projects								Access to Centers	Increase Mixed Use Density		
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points	Walk Trips in Zone	Walk to Transit Trips in Zone	Corrects Pedestrian Hazards	Improves Circulation in 2040 Priority Land Uses	Mixed Use Index Value	(\$millions)	
<i>Total points possible for each scoring category</i>				100	10	15	20	20	20		15
Wash Co	WP2	Milikan Way: Murraray/Hocken	0.224	86	10	15	13	13	20	\$0.250	15
Wash Co	WP5	SW 170th Ave: Merlo Rd/Elmonica LRT Station	0.270	84	8	13	20	13	15	\$0.300	15
Wash Co	WP7	Cedar Hills Blvd: Walker to Butner Rd	0.085	79	8	15	20	8	20	\$1.112	8
Wash Co	WP4	Sentinel Plaza: Cornell Rd/Cedar Hills Blvd/113th	0.180	72	10	15	7	13	12	\$0.200	15
Happy Valley	CP1	Scott Crk Ln: 129th/Mt. Gate Rd	0.080	72	8	11	13	13	12	\$0.090	15
Portland	PP4	River Dist. Ped. Improvements	1.615	62	10	7	7	20	15	\$1.800	3
Portland	PBi7	Eastbank Neighborhood Access	1.346	62	10	7	7	20	15	\$1.500	3
Milwaukie	CM16	Linwood Ave: Cedar Crest to Monroe	0.783	58	4	6	20	8	12	\$0.873	8
Tualatin	WBi6	Tualatin R. Ped Bridge	0.897	57	6	8	7	13	15	\$1.000	8
Hillsboro	WP1	Hillsboro Regional Center Ped Program:	1.350	56	8	8	7	20	10	\$1.500	3
Wash Co	WP3	Saltzman Road: Marshall Rd/Dogwood Rd	0.437	54	6	8	20	8	4	\$0.485	8
Portland	PP1	Capitol Hwy: SW Taylors Ferry/36th Ave	0.924	50	2	5	20	13	7	\$1.030	3
Mult Co	MP1	257th Ave: Cherry Park Rd/Stark	1.346	48	4	6	20	8	7	\$1.500	3
Portland	PP2	Capitol Hwy: Bertha/BH Hwy	0.400	47	2	5	20	13	4	\$1.254	3
Wash Co	WP6	131st/Fischer Rd: Beef Bend/99W	0.315	45	6	3	13	8	7	\$0.600	8
Portland	PP6	Springwater Trailheads@82nd, 136th & 174th	1.253	43	4	5	13	8	10	\$1.400	3
Portland	PP3	West Burnside: Wildwood Trail O'Xing	0.449	36	2	3	13	8	7	\$0.500	3
SubTotal			\$11.953								

Priorities 2000 Projects: Nominations Summary					Use Factor			Safety		Supports 2040 Growth Concept		Cost Effectiveness
Boulevard Design Projects					Design Features to Calm Auto Traffic	Features to Enhance Alternative Modes		Project Removes Alternative Mode Hazards	Factors Drawing Alternative Modes	Serves High/Primary Land Uses	Serves Mixed Use Development	
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points		Widen Sidewalks Points	Design Features to Enhance Non-Auto Modes					
<i>Total points possible for each scoring category</i>				100	10	5	10	10	10	20	20	15
Gresham	mb1	Division Street - Cleveland to Birdsdales	\$3.589	95	10	5	10	10	10	20	20	10
ODOT	cb13	McLoughlin Boulevard - Harrison to SP Railroad	\$1.800	95	10	5	10	10	10	20	15	15
Gresham	mb12	Stark Street - Stark to 188th	\$1.539	90	10	5	10	10	10	20	15	10
Portland	pb13	West Burnside - Burnside Bridge to NW 23rd	\$0.269	86	7	0	10	7	7	20	20	15
Portland	pb12	Gateway RC	\$2.691	85	10	0	10	10	10	20	15	10
Portland	pb11	Hawthorne Boulevard - SE 20th to 55th	\$2.692	83	10	3	10	5	10	20	15	10
Portland	pb14	Barbur Boulevard - Naito Parkway to SW 65th	\$0.882	80	3	5	10	5	7	15	20	15
Washington Co.	wb11	Cornell Road - Trall Avenue to Saltzman	\$1.800	80	10	5	10	10	10	15	5	15
Clackamas Co	cb11	Harmony Road - 82nd to Fuller	\$2.500	80	10	5	10	10	10	20	0	15
Lake Oswego	cb14	"A" Avenue - State Street to Third	\$2.700	77	10	5	10	7	10	20	5	10
Portland	pb15	South Portland - I-405/Barbur/Hamilton/river	\$5.382	77	5	5	10	7	10	20	20	0
West Linn	cb12	Willamette Drive - "A" Street to McKillican	\$1.082	77	10	5	10	7	10	10	10	15
Washington Co.	wb15	Scholls/Oleson/BH Intersection	\$1.080	75	7	3	10	10	10	15	5	15
Forest Grove	wb14	Forest Grove TC	\$1.211	67	10	5	10	7	10	5	5	15
Washington Co.	wb16	Hall Boulevard Extension - Cedar Hills to Hocken	\$4.170	66	10	3	10	3	10	20	5	5
Cornelius	wb12	Baseline/Adair Streets - 10th to 20th	\$4.541	65	10	5	10	10	10	10	5	5
Lake Oswego	cb16	Boones Ferry - Washington to Madrona	\$1.350	57	7	5	5	3	7	15	0	15
Beaverton	wb13	Murray Extension - Scholls to Barrows	\$6.387	43	5	3	5	3	7	15	5	0
Lake Oswego	cb15	Boones Ferry - Mercantile to Kruse Way Place	\$0.266	27	0	0	0	0	7	15	5	0

Priorities 2000 Projects: Draft Nominations Summary					Transit Use Factor	Supports 2040 Growth Concept				Cost Effectiveness		
Transit Improvement Projects						Boardings per Vehicle Hr (Points)	Transit System Connectivity	Access to Centers (Points)	Mixed Use Index (Points)	Total Project Cost (\$millions)	Annualized Operating Cost (\$millions)	Annualized Rail Capital Cost (\$millions)
Agency	Code	Project Title	Federal Funds Requested (\$millions)	Total Project Points								
Total points possible for each scoring category					30	5	20	20				25
					20	3	13	13				17
					10	1	7	7				8
WashCo	WTr1	Washington Co. Commuter Rail	\$4.500	83	30	3	20	13	\$ 73.000	\$ 4.100	\$ 6.109	17
Consortium	CTr2	Move to TE "New Projects" List	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
WashCo	WTr2	Bus Stop Enhancement Project (Rank as a Ped Project?)	\$0.675						\$ 0.743			
TriMet	RTTr1	MAX to PDX	\$18.000	92	30	5	20	20	\$ 125.000	\$ 2.000	\$ 10.460	17
Wilsonville	CTr1	N Wilsonville P&R (Elligsen Rd.)	\$1.172			3	20	7	\$ 1.307	\$ 0.040		
TriMet	RTTr2	TCL Service Increase (Total Annual \$)	\$16.000						\$ 17.600			
			TOTAL:	\$35.847								
Urban/Suburban Lines												
	RTTr2o	Extend Fareless Square to Lloyd Center				5	7	20				
	RTTr2g	Line 40: Improve svc. to Sellwood & Milwaukie		91	30	3	13	20		\$ 0.246		25
	RTTr2e	Improve service to Wash. Sq RC, Bevo RC, etc		75	20	5	20	13		\$ 0.609		17
	RTTr2a	Lines 12 & 95X: Improve service between King City, Tigard and Portland		73	10	5	20	13		\$ 0.311		25
	RTTr2n	Line 72: Killingsworth & 82nd Ave svc to CRC		72	30	5	13	7		\$ 0.624		17
	RTTr2m	Improve svc. in N. Plkd (various lines)		66	20	5	20	13		\$ 2.024		8
	RTTr2f	Line 33: Improve service between Oregon City, Milwaukie and Portland		65	10	5	20	13		\$ 0.645		17
	RTTr2l	Line 4: Improve svc on Division St. to Gresham		64	10	3	13	13		\$ 0.201		25
Suburban to Suburban Lines												
	RTTr2j	Lines 24 & 28: Improve weekend night service on Halsey and Stark Sts. Between Gateway, Fairview and Troutdale; and between Gateway, Mt. Hood CC and Gresham		88	20	3	20	20		\$ 0.085		25
	RTTr2k	Line 71: Improve night service on 122nd Ave.		70	30	3	7	13		\$ 0.185		17
	RTTr2b	Line 12: Extend service south to Sherwood		62	20	3	7	7		\$ 0.083		25
	RTTr2h	Line 79: Improve svc. OC to Clack Reg Ctr.		59	20	5	13	13		\$ 0.236		8
	RTTr2d	Line 44: New connection King City-Tualatin		58	10	3	7	13		\$ 0.035		25
	RTTr2l	Line 80: Improve weekend svc. Troutdale to Gresham on Kane Rd.		67	10	3	7	20		\$ 0.061		17
	RTTr2c	Line 96: New connection between Sherwood & Tualatin		66	30	3	7	7		\$ 0.186		8

Priorities 2000 Projects: Nominations Summary				EFFECTIVENESS FACTOR				2040 ACCESS & CIRCULATION		SAFETY				INCREASE MIXED USE DENSITY				COST EFFECTIVENESS				
Bridge Improvements				Present and Future Elements of County Bridge Sufficiency Rating				% Trips To/From Hi & Med Priority Land Uses														
Agency	Code	Projects	Federal Funds Request	Total Points	1996 Condition	Pnts	2006 Condition	Pnts	Land Uses	Pnts	Accidents	Million VMT/Year	VMT per Accident*	Pnts	1994 Mixed Use Index Value	2020 Mixed Use Index Value	Chng	Pnts	2020 VMT	Total Cost	\$/VMT	Pnts
						Fair = 15 Poor = 8 V Poor = 0		Fair = 0 Poor = 5 V Poor = 10		Hi=20 Med=10 Low=0				Pnts				Hi = 20 Med = 10 Low = 0				Hi = 0 Med = 8 Low = 15
Mult Co/Ptld	PBr2b	Burnside Bridges Electrical	0.500	85	60	0	40	10	99	20	102	7,875,646	77,212	20	386	1323	937	20	4,340	5,000,000	1,152	15
Mult Co/Ptld	PBr3	Broadway Brdg/Approaches Rehab	3.651	83	70	10	30	5	99	20	160	2487893	15,549	20	132	649	517	20	1,744	20,120,000	11,536	8
Mult Co/Ptld	PBr2a	Morrison Bridges Electrical	0.800	80	65	5	40	10	99	20	64	14,163,346	221,302	10	384	1235	851	20	8,106	6,800,000	839	15
Mult Co/Ptld	PBr1	Broadway Bridge Painting	7.961	68	75	15	30	5	99	20	n.a.	n.a.	n.a.	0	132	649	517	20	1,744	17,365,000	9,956	8
				12.912	*Safety score reflects bridge project performance relative to comparable road reconstruction projects																	

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Priorities 2000 Projects: Nominations Summary

Road Modernization Projects

Road Modernization Projects				CONGESTION RELIEF		SUPPORTS 2040 GROWTH CONCEPT		IMPROVES UNSAFE LOCATION	ST EFFECTIVE CONGESTION RELIEF	
Agency	Code	Project Title	Federal Funds Request	Total Project Points	Current Congestion	Congestion Eliminated in 2020	Serves High Priority Land Uses	Serves Mixed Use Development		
<i>Total points possible for each scoring category</i>				100	15	10	20	20	20	15
Portland	PM2	Broadway/Weidler: Larrabee/Sandy	0.590	95	15	5	20	20	20	15
Portland	PM6	MLK/Interstate Ave: N. Denver/SE Clay	0.550	95	15	10	20	20	15	15
Wash Co	WM5	Murray Blvd O'Xing: Millikan/Terman	2.000	90	15	10	20	20	10	15
Gresh/Mult	MM7	Gresham/Mult Co: ATMS Program, Ph 3	2.000	90	15	10	15	20	15	15
Clack Co	CM7	Clackamas County ITS Plan/Implementation	2.400	90	15	10	15	20	15	15
Portland	PM4	Sandy Blvd: E. Burnside/82nd Ave	0.340	85	15	5	10	20	20	15
Wash Co	WM4	Washington County ATMS Program	0.370	85	15	5	15	20	15	15
Portland	PM1	Pld Arterial/Fwy ATMS	0.750	78	8	5	15	20	15	15
Portland	PM5	82nd Avenue: PDX/Flavel	0.350	73	8	10	10	10	20	15
BV	WM1	Farmington Rd: Hocken/Murray	6.350	73	8	5	20	20	20	0
Clack Co	CM2	Harmony/Linwood Railroad Ave Intrscn	0.449	73	8	10	20	10	10	15
Tigard	WM19	SW Greenburg Rd: Wash Sq./Tiedeman	2.243	73	8	10	20	10	10	15
Mult Co	MM3	223rd Ave RR O'Xing	3.403	71	8	5	20	10	20	8
ODOT	WM3	Cornelius Pass Rd: US 26/Pickering Dr	0.290	65	0	10	20	0	20	15
Portland	PM3	Barbur Blvd: I-405/So. City Limits	0.550	65	15	5	10	20	0	15
Tualatin	WM17	I-5/Nyberg Interchange Widening	3.612	63	8	5	10	20	20	0
Wash Co	WM6	Hall Blvd: Cedar Hills/Hocken	4.340	60	0	0	20	20	20	0
Gresham	MM6	257th Ave: Division/Powell Valley Rd	4.596	56	8	10	0	10	20	8
Hillsboro	WM13	SE 10th Ave: E. Main/SE Baseline	1.350	55	0	5	10	20	20	0
Mult Co	MM1	207th Ave Connector: Halsey/Glisan/223rd	1.345	55	0	5	20	10	20	0
Wash Co	WM9	BH Hwy/Oleson/Scholls Ferry Intrscn	1.080	53	8	5	10	10	20	0
Wash Co	WM7	231st Ave: Borwick Rd/Baseline	10.700	53	0	5	0	20	20	8
Tigard	WM18	SW 72nd: 99W/Hunziker Street	2.691	51	8	5	10	10	10	8
Hillsboro	WM12	Cherry Lane/Cornelius Pass Rd	1.080	51	8	5	20	10	0	8
Wash Co	WM8	Cornell Rd Signal Intrscn: Brookwood/Stucki	0.225	50	0	5	20	10	0	15

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Priorities 2000 Projects: Nominations Summary					CONGESTION RELIEF		SUPPORTS 2040 GROWTH CONCEPT		IMPROVES UNSAFE LOCATION	'ST EFFECTIVE CONGESTION RELIEF
Road Modernization Projects (con'd)										
Agency	Code	Project Title	Federal Funds Request	Total Project Points	Current Congestion	Congestion Eliminated in 2020	Serves High Priority Land Uses	Serves Mixed Use Development		
<i>Total points possible for each scoring category</i>				100	15	10	20	20	20	15
Clack Co	CM5	Sunnyside Rd: Mt. Scott Crk Bridge (102nd/122nd)	1.400	48	15	5	0	10	10	8
Portland	PM7	SW BH Hwy: Terwilliger/Shattuck	0.100	48	8	5	0	10	10	15
Wash Co	WM10	Cedar Hills Blvd/Barnes Rd Intrscn	1.800	45	0	10	20	0	0	15
Port	PM11	PDX ITS	2.420	43	0	5	10	20	0	8
Hillsboro	WM14	Aloclek Dr: Amberwood/Com Pass Rd	0.315	43	8	10	0	10	0	15
Mult Co	MM2	Halsey Street: 223rd/238th	1.090	40	0	0	10	10	20	0
Portland	PM8	SE Foster Rd: 136th/Barbara Welsh Rd	3.837	38	0	10	10	10	0	8
Portland	PM10	SE Foster Road/Kelly Creek Bridge	0.600	38	0	10	10	10	0	8
Oregon City	CM14	Beavercreek Rd/Hwy 213 Intrscn	3.000	33	8	5	0	0	20	0
Oregon City	CM13	Beavercreek Road: Highway 213/Mollalla	1.500	33	0	5	0	0	20	8
Hillsboro	WM16	NE 28th Ave: NE Grant/E. Main St	1.755	33	0	5	10	0	10	8
Mult Co/ Gresha	MM4	Stark St: 257th/Troutdale Rd	2.690	30	0	0	0	10	20	0
Mult Co	MM5	242nd Ave: I-84/Stark	3.268	30	0	10	0	10	10	0
Wash Co	WM11	Bethany Blvd: West Union/Bronson	4.640	28	0	10	0	0	10	8
West Linn	CM1	Hwy 43: "A" St/Pimlico Dr	0.991	28	15	5	0	0	0	8
Clack Co	CM4	Sunnyside Rd: 122nd/132nd	4.000	23	0	5	0	0	10	8
L.O.	CM15	Boones Ferry Rd: Wash. Crk/Madrona St	1.350	20	0	0	10	0	10	0
BV	WM2	Murray Blvd Extension: Scholls Ferry/Walnut	6.390	20	0	0	10	10	0	0
Clack Co	CM3	Sunnyside Road: 132nd/172nd	2.691	10	0	10	0	0	0	0
Clack Co	CM6	Johnson Creek/I-205 Ramps	0.449	10	0	0	10	0	0	0
F.G.	WM20	Bonnie Lane Extens'n: Brooke/Gales Crk Rd	0.313	0	0	0	0	0	0	0
F.G.	WM21	Main Street Extension: Beal/Bonnie Lane	0.331	0	0	0	0	0	0	0
F.G.	WM22	Bonnie Lane Extension: "B" St./Main St.	0.416	0	0	0	0	0	0	0
SUBTOTAL			100.498							

**JANUARY 29, 1999
ENHANCEMENT PROGRAM SUBMITTALS
MPO/URBAN**

<u>AGNECY</u>	<u>PROJECT NAME</u>	<u>CONTACT</u>	<u>RQSTD FED\$</u>
Pioneer Cthse. Sq. (PCS)	PCS Lobby Renovation	Karen Whitman Manager 503-223-1613	500,000
Lake Oswego	Willamette Shore Railway Improvements	Mr. Chris Jordan Director, Open Space & Project Mgmt. 503-699-7451	897,300
Wilsonville	I-5 Corridor Enhancement	Chris Neamtzu Asst./Parks Planner 503-570-1574	200,000 (*)
OR Parks & Rec.	Tryon Creek Bike Trail Renovation	Jack Wiles Area Manager 503-872-5288	243,667
Portland General Services	Union Station Improvements	Stephen Keller Project Manager 503-823-6948	350,000 (S)
The Rocky Butte Pres. Society w/Portland Parks & Rec.	Rocky Butte Restoration	George Hudson 503-823-6183	410,659
Portland Env. Services	NE 47 th Ave. Env. Mitigation	Amy Chomowicz Columbia Slough Basin Mgr. 503-823-5323	250,000
Portland (PDOT)	Bikeway Networkd Route Signing	Roger Geller Bicycle Pgm. Spec. 503-823-7671	128,100
Kenton Action Plan W/Portland	Kenton Historic District Revitalization	David Eatwell Director, Kenton Action Plan 503-823-7734	2,197,00
Portland Parks & Rec.	Springwater Corridor Boring, Palmbiad Rd. to D St.	Steve Dotterer 503-823-6183	590,170

<u>AGENCY</u>	<u>PROJECT NAME</u>	<u>CONTACT</u>	<u>RQSTD FED\$</u>
Portland State University	Simon Benson House	George Pemsteiner V.P. Finance & Admin. 503-725-8471	200,000
I-405 Gateway Cmte.	I-405 Landscaping NW 23 rd & Vaughn to SW Clay	Ann Witsil Committee Chair 503-274-4005	1,327,000 (*)

(S) – May be of Statewide Significance

(*) – Improvements to ODOT Facility

REGIONAL FREEWAY FUNDING

Metro's Priorities 2000 process will allocate about \$75 million of flexible transportation funds to a wide variety of projects that will address regional needs in the areas of road modernization and reconstruction, freight movement, bridge maintenance, bicycle and pedestrian improvements, transit capacity and transit oriented development and transportation demand management.

ODOT Region 1 expects to receive about \$17 million in the two year period of FY 2002 through FY 2003. These funds will be state gas tax dollars that are dedicated to modernization of large state facilities. *ODOT has proposed, in its Draft State Transportation Improvement Program (STIP), to allocate these funds to complete funding for Phase 3 of the U.S. 26: Camelot/Sylvan Interchange Widening/ Reconstruction project.* The total cost of this project is expected to be \$26.51 million.

In addition to this proposed project, the following large freeway projects are already approved for funding in the region.

APPROVED PORTLAND AREA FREEWAY IMPROVEMENT PROJECTS

<u>PROGRAM YEAR</u>	<u>PROJECT</u>	<u>AMOUNT</u>
FY 99	I-5/217/KRUSE WAY INTERCHANGE RECONSTRUCTION PHASE 1	\$22.00 MILLION
FY 00	I-205 SUNNYBROOK SPLIT DIAMOND INTERCHANGE, PHASE 1	\$28.25 MILLION
FY 00	US 26 CAMELOT/SYLVAN INTERCHANGE RECONSTRUCTION, PHASE 2	<u>\$21.90 MILLION</u>
	SUBTOTAL:	\$72.15 MILLION

TOTAL APPROVED AND PROPOSED FREEWAY IMPROVEMENT FUNDING:	\$98.66 MILLION
---------------------------------------------------------------------	------------------------

Interstate Bridge Painting/Rehabilitation Project

Fact Sheet

Background

The northbound structure of the "twin" Interstate Bridge(s) is in need of new paint and structural rehabilitation. The 1917 lift-span bridge was extensively rehabilitated after a new southbound structure was built in 1958. Despite several substantial construction and maintenance upgrades since then, a great deal of maintenance and repair has been deferred.

The bridge has not been painted since 1966. A painting project has been programmed, but repeatedly deferred, for the past 12 years. The need to re-paint has become critical. Three coats of lead-based paint are being eroded by the elements and undermined by rust, compromising the structure's surface. The bridge's structural integrity is at risk in the long-term if left unattended.

The Project

An Oregon Department of Transportation contractor (Certified Coatings of Concord, CA) begins an estimated \$17 million project April 1, 1999. To prevent environmental contamination, work will be performed by encapsulating the bridge (22 stages). The entire bridge will receive abrasive-blasting to remove the existing paint and rust. Deteriorated steel components will be repaired and an environmentally-friendly coating system applied. The new coating system is expected to last 25 to 30 years. The bridge painting/rehabilitation project is scheduled for completion October 31, 2000.

River Traffic

Lift-span restrictions are unavoidable during the project. Insightful information received from the tugboat/shipping industry for this project and the 1997 trunnion replacement project was used in determining the lift-span restrictions for the painting and rehabilitation project. As a result, there will be no bridge lifts for 90 days between July and October for possibly two summers when the towers and lift-span are encapsulated for paint removal and replacement. While the bridge's lift span is inoperable, most river traffic can pass under the bridge by way of the high span near the center of the bridge.

Vehicular Traffic

The three existing travel lanes will be retained during most of the 18-month project. To avoid contact with the encapsulated work area during the 3-lane configuration period, transportation officials suggest truck traffic use the center lane when possible.

Though the encapsulation will be extremely close to traffic, there will be no height or width restrictions on the bridge. The contract specifications call for the installation of an overheight audible/visible warning system. Signs will direct errant drivers to take the Jantzen Beach exit.

That will change from July through October for possibly two summers when the lanes are reduced from three to two for tower and lift-span work for a 90-day period. Two, twelve-foot travel lanes will be maintained during this stage. There will also be intermittent (30-minute) nighttime/early morning bridge closures for no less than two summertime weekends. Temporary ramp closures are expected at that time.

Information Sources

The Oregon and Washington departments of transportation are working in concert to inform the public of transportation alternatives. This and other information is available by way of recorded telephone helplines and Internet Web Page.

1-877-9BRIDGE (Transportation Alternatives)

(503) 223-0066 (Construction Updates)

www.odot.state.or.us/I-5 (Internet)

What it takes to paint the bridge ...

The project is scheduled to begin in April of 1999 and includes a new coat of paint, an \$17 million dollar coat of paint. The paint job constitutes half of the total cost for this project. Other fixes included are steel reinforcements and renovations to the deck and sidewalks.

Only four years ago the cost of the paint job would have been a quarter of today's prices, but environmental and health requirements have quadrupled the price. The dangers of lead paint and the fragility of our environment have lead to very stringent regulations concerning lead paint removal. Doug Eakin, Structural Coatings Coordinator at ODOT said, "Four years ago it would have cost us \$4-5 a square foot now it's between \$16-20 (per square foot). The reason it costs so much is because it's labor intensive, the encapsulation/ventilation requirements and the disposal requirements."

Labor requirements are extensive. "When a contractor accepts the job they have to put into motion educational and medical programs to prepare workers for the job. Each employee has to go through a minimum of 40 hours of training to qualify to work on the project. They learn about the hazards of lead-based paint, clean-up techniques and other procedures to insure they adhere to all Occupational Safety and Health Administration (OSHA) regulations. Employees are also subject to medical examinations before, during and after the project. Doctors test them for chemicals in their blood and to ensure they're breathing well enough to use the breathing equipment," said Eakin. These requirements are subject to random checks by OSHA and ODOT.

Another expensive requirement is the encapsulation of the area to be painted, in this case, a 3,550-foot long structure. The structure includes a 278-foot long, 188-foot high vertical lift span. Encapsulating the work area consists of building a steel framework and covering it with tarps or panels made of aluminum or fiberglass. Special engineering studies are conducted to determine the effect of winds on such a structure. It was decided that the Interstate Bridge would be completed in approximately 22 stages, encapsulating one half of a span at a time. The reason for the encapsulation is to keep lead-based paint fragments and dust from entering the atmosphere or falling into the river. The encapsulation structure must also meet OSHA and industry standards.

A portion of those standards require a ventilation system to move and clean the air within the work area. Other stipulations require the contractor to provide a decontamination area, so workers can shower and put on clean clothes before leaving the project work area.

The third major cost area is the disposal of equipment and materials used in the removal of the existing paint. The existing coating must be removed and then placed in Department of Environmental Quality (DEQ)/Environmental Protection Agency (EPA) approved containers. The contractor will have four options on how to remove and handle the existing paint. Each option is designed to either render the removed material non-hazardous or minimize the amount of hazardous material generated. Depending on the removal technology used, the generated waste will then be used as a recycled material or placed in a hazardous waste landfill after being treated.

Interstate Bridge (I-5) Facts & Figures

➤ Historical Background

Opened: February 14, 1917 (northbound)
 July 1, 1958 (southbound)

Type: Steel through truss (Pennsylvania-Petit), vertical lift span

Entire Length of Bridge 3,550

Ctr. Height to Water: 72 feet

Outside Width: 38 feet, each bridge (3 lanes northbound and southbound)

Color: Green

Cost: \$1.75 million (1917 span)
 \$14.5 million (1958 span, and alterations to 1917 bridge)

Owner: States of Oregon and Washington jointly

➤ Current Maintenance, Repair & Reconstruction Information

1998-2000 Bridge painting, steel repair and misc. maintenance -- \$17 million

➤ Past Maintenance, Repair & Reconstruction Information

1989-90 Expansion joint repair and re-decking -- \$2.5 million

1987-90 Lift cable & drum replacement -- \$403,000

1994 Tug w/barge-mounted crane rammed the southbound
 bridge -- damage was assessed to the person at fault

1995 Diesel generator and emergency lift engine replacement -- \$120,000

1997 Trunnion Replacement -- \$4.27 million (includes \$1.4 million incentive)

➤ Future Repair and Reconstruction Information

1999/2000 Sub-deck repair -- \$3 million (est)

2002 (est) Replace electrical control system -- \$4 million (est)

➤ Interstate Bridge (I-5) Traffic Figures

1990-97 Average Daily Traffic Count

1990	90,367
1991	95,218
1992	100,860
1993	104,566
1994	107,566
1995	111,737
1996	113,042
1997	114,605

1997 Average Daily Traffic Count

January	107,315
February	113,401
March	116,018
April	117,590
May	117,597
June	119,896
July	120,098
August	120,144
September	101,208
October	113,030
November	112,729
December	116,239

Interstate 5 Projects

<u>Name of Project</u>	<u>Est. Project Cost</u>	<u>Est. Project Duration</u>
1 Boones Bridge (Hamilton Construction, Springfield, OR) (seismic retrofit/surface preservation) Average Daily Traffic Count: 102,800	\$3.5 million	Oct. 1998 to Nov. 1999
2 Tualatin Riv. - Willamette Riv. (Wildish Standard Paving, Eugene, OR) (preservation) Average Daily Traffic Count: 132,300	\$2.5 million	May to July 1999
3 Oregon Hwy. 217 to Tualatin River (preservation) Average Daily Traffic Count: 151,000	\$6 million	Spring/Summer 2000 or 2003
4 I-5 Interchange w/Oregon Hwy. 217 (Kruse Way) (N&SB ramp work @ Ore. 217; other features) Average Daily Traffic Count: 151,100	\$29 million	May 1999 to Dec. 2001
5 Marquam Bridge to Capitol Highway (preservation) Average Daily Traffic Count: 141,900	\$9 million	March to Sept. 2001
6 Iowa Street (Diamas, Inc., Kirkland, WA) (seismic retrofit/surface repair) Average Daily Traffic Count: 141,900	\$253,667	Jan. to Sept. 1999
7 Interstate Bridge to Hassala Street (preservation/structure) Average Daily Traffic Count: 143,700 to 119,500	\$28 million	Sept. 1999 to Sept. 2000
8 Interstate Br. (apparent low bidder: Certified Coatings, Concord, CA) (painting/rehabilitation) Average Daily Traffic Count: 114,600	\$17 million	April 1999 to Oct. 2000
9 Main Street to I-205* (widening/structure replacement) Average Daily Traffic Count: 67,230	\$45 million	to begin Spring 1999**
10 N.E. 179 th Interchange* (Western States Paving, Vancouver, WA) (Preservation/signal installation) Average Daily Traffic Count: 66,185	\$1.4 million	March to Oct. 1999

*State of Washington projects

** Pending Washington State Legislative approval

Interstate Bridge Painting Project



Traffic Impact ~ Traffic Control ~ Traffic Mitigation

The Interstate Bridge painting project will affect traffic over the (northbound) span from April 1, 1999 through October 31, 2000.

A private contractor skilled in state-of-the-art paint removal and replacement techniques will encapsulate the bridge (22 stages) to prevent environmental contamination and remove rust and three coats of lead-based paint, repair the bad spots and apply new lead-free, corrosion-inhibiting green paint.

Motorists will encounter two separate traffic configurations on the bridge at different times during the 18-month project.

The posted northbound speed will be reduced to 45 mph between the Swift Interchange (Exit 307) and the Washington state border.

Three-Lane Configuration

The three existing (11'-4") northbound travel lanes will remain open during twelve of the eighteen months it will take to complete the project. The two outside lanes will appear narrower due to the closeness of the encapsulation structure.

The encapsulation structure will appear as a tunnel to the motorist. The entrance of this structure will be illuminated to reduce the visual impact and to clearly identify its perimeter.

To avoid striking (contact with) the work area structure during the 3-lane configuration period, transportation officials suggest truck traffic use the center lane when possible.

Though the encapsulation structure will be extremely close to traffic, there will be no height or width restrictions on the bridge. Contract specifications call for the installation of an overheight audible/visible warning system. Signs will direct errant drivers to take Jantzen Beach Exit 308.

Due to the "closed-in" feeling motorists may experience when driving through the encapsulation structure, transportation experts believe traffic flow will be reduced.

During afternoon peak traffic hours transportation experts estimate the capacity of the bridge will be reduced from 5,400 to 4,700 vehicles per hour (vph). This could result in afternoon northbound traffic backing up as far as the Fremont Bridge by 4:45 p.m. if no mitigation measures are used.

There will also be occasional nighttime, single-lane closures on Interstate 5 and the bridge to move the encapsulation structure as the work progresses on the bridge's steel framework.

Two-Lane Configuration

During two separate summer/fall (3-month low water) periods, the northbound travel lanes on the bridge will be reduced from three (11'-4") to two (12') for tower and lift-span work. This lane reduction takes place in the area of the towers and lift span.

During afternoon peak traffic hours transportation experts estimate the capacity of the bridge will be reduced from 4,700 to 4,200 vehicles per hour (vph). This could result in afternoon northbound traffic backing up as far as the Fremont Bridge by 4 p.m.

Intermittent (30-minute) nighttime/early morning bridge closures also will be required for no less than two consecutive summertime weekends. The delays will be similar to what is experienced during normal bridge lifts for river traffic. While this activity is taking place, the northbound on-ramp from the Jantzen Beach and Swift interchanges will be closed. Traffic will be detoured to I-205 or re-routed on southbound I-5 then back on I-5 north.

Possible Congestion Relievers

Strategies ODOT and WSDOT are studying to mitigate traffic congestion are:

- Reversible Lanes
- High Occupancy Vehicle (HOV) Lanes
- Increase transit service
- Add more park and ride lots
- Modify ramp meter and signal timing
- Modify freight-traffic schedules
- Encourage through trips by way of I-205
- Promote telecommuting, carpooling and flexible work schedules

Here's where to find out more:

To learn more about carpools and vanpools, call C-TRAN - (360) 69-MATCH, or Tri-Met - (503) CAR-POOL

For a park-and-ride location nearest you, call C-TRAN - (360) 695-0123, or Tri-Met - (503) 238-RIDE

For bus/light rail information, call C-TRAN - (360) 695-0123, or Tri-Met - (503) 238-RIDE

For information about bicycle routes, call the City of Portland - (503) 823-5185

For information about telecommuting, call the Oregon Office of Energy 1-800-221-8035

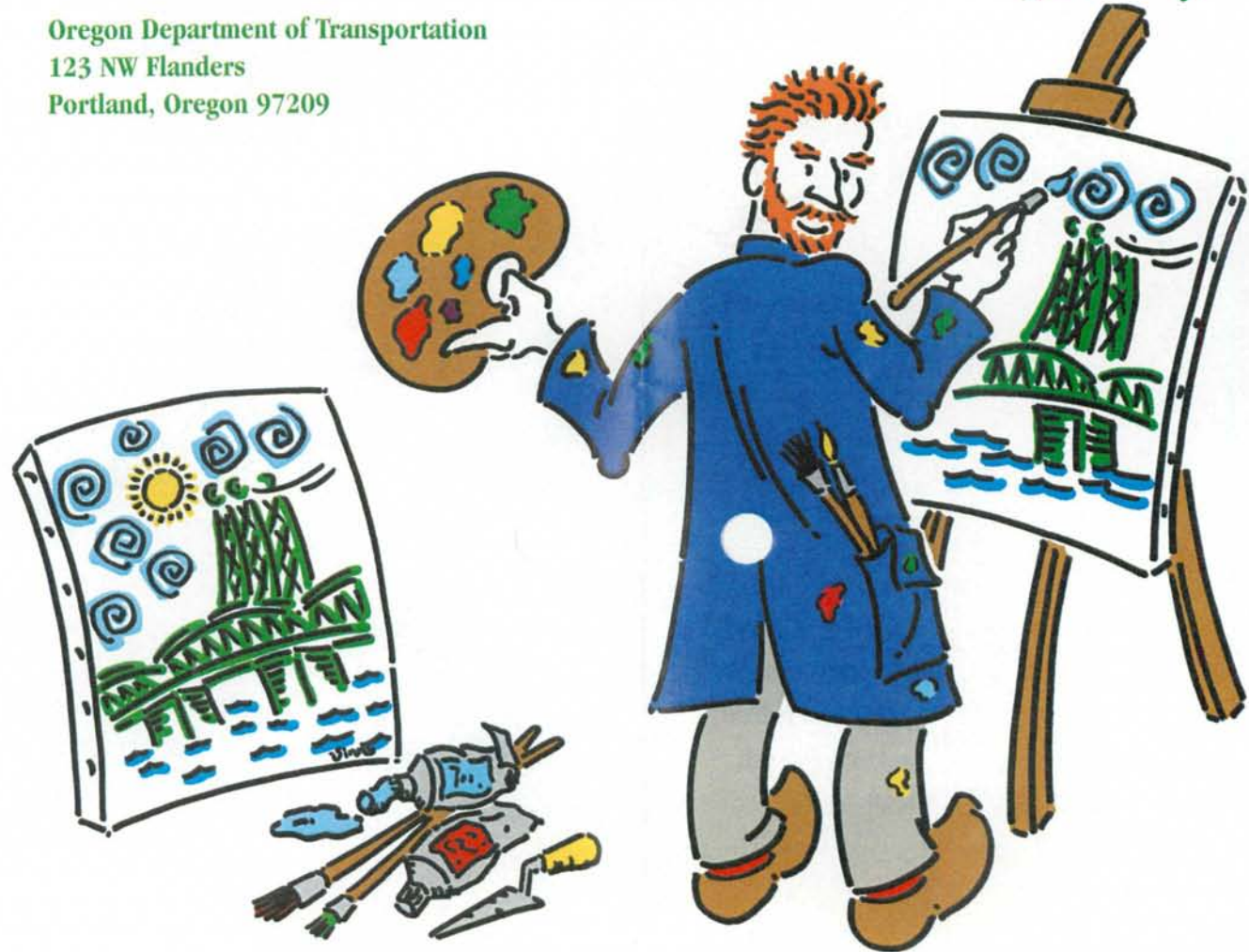
For Interstate Bridge painting project information, commute options or alternatives to commuting Check Out ODOT's Internet Web Site at: www.odot.state.or.us/I-5 (Check Out the hotlink to the Interstate Bridge traffic cameras)



To receive an I-5 Bridge Information Packet:

Call: 1-877-9BRIDGE, or contact us at:
www.odot.state.or.us/I-5

Oregon Department of Transportation
123 NW Flanders
Portland, Oregon 97209



Painting The Interstate Bridge (I-5)

Wet paint:

No question about it. The **northbound span** of the Interstate Bridge needs a paint job. It's been 33 years since the 1917 bridge has seen a paintbrush. Its surface, joints, nooks and crannies have been invaded by rust, causing the paint to flake off. Deterioration in some places requires bridge repair.



The Oregon and Washington departments of transportation have teamed up to tackle the 18-month, \$17 million, 25,000-gallon paint job.

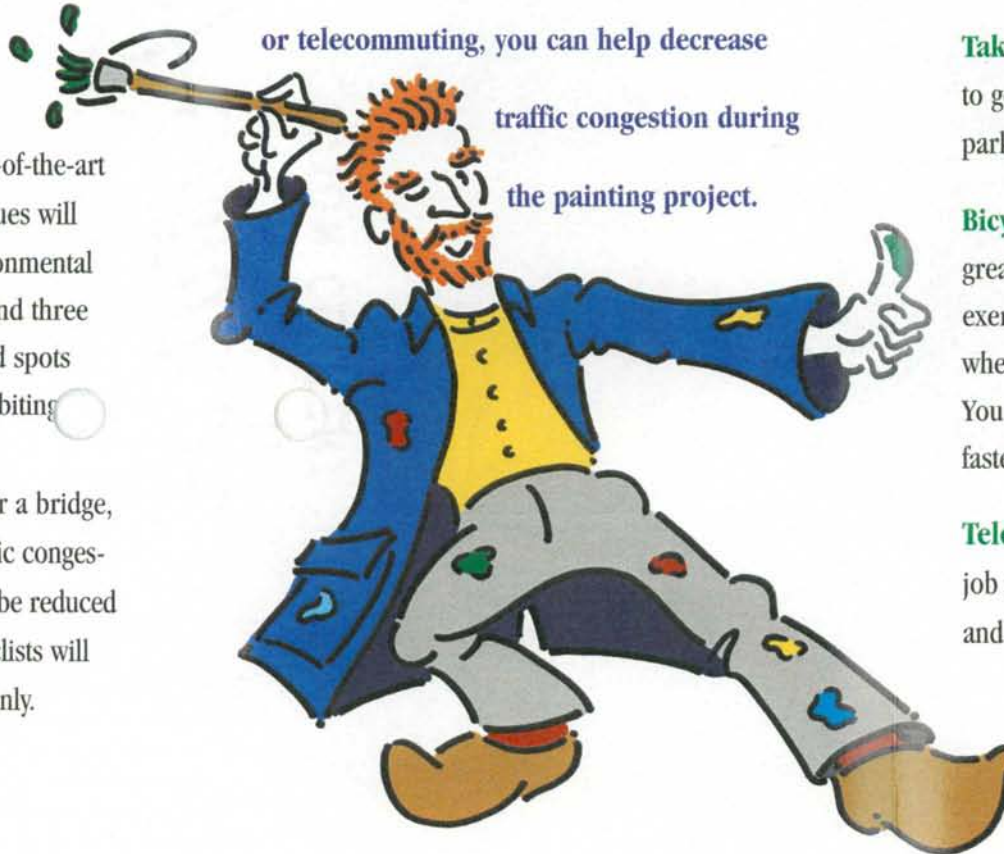
A private contractor skilled in state-of-the-art paint removal and replacement techniques will encapsulate the bridge to prevent environmental contamination while they remove rust and three coats of lead-based paint, repair the bad spots and apply new lead-free, corrosion-inhibiting **green paint**.

It isn't easy being green for a frog or a bridge, but it goes with the job. And so does traffic congestion. At times, the bridge travel lanes will be reduced from three to two. Pedestrians and bicyclists will have access to the southbound bridge, only.

Due to the "closed-in" feeling motorists may experience when driving through the encapsulated work area, transportation experts believe traffic flow could slow by as much as 10 percent during the project.

Yikes!

So, what's the solution? There is only **one real solution. And that's you. By avoiding rush-hour, using public transit, carpooling or telecommuting, you can help decrease traffic congestion during the painting project.**



Here's what you can do:

Shift your travel schedule - Talk to your employer about flex-scheduling. Adjust your commuting time to avoid rush-hour traffic. The same holds true for errands and appointments. Pick a time when traffic is lighter.

Double up - Form a carpool or vanpool. It's a great way to make new friends, share expenses and roadway space.

Take the bus - It's a comfortable, relaxing way to get there, and is often cheaper than paying for parking and gas.

Bicycle - Biking is a great way to get some exercise while you get where you're going. You might even move faster than the cars!



Telecommute - If you can do some or all of your job at home by way of phone or computer, you and your employer can be part of the solution.

Interstate 5 Projects

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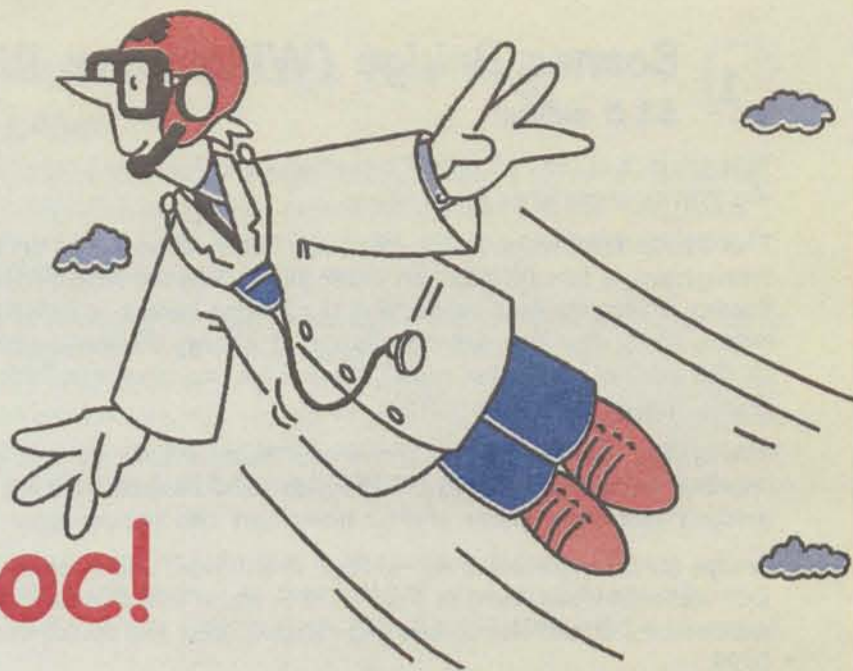
** Pending Washington State Legislative approval

Flying high over I-5

It's a bird...

It's a plane...

It's Super Road Doc!



You've probably heard the diagnosis...

Oregon's roads are not what they used to be, and the demand on our transportation system is growing every year.

In just the last 10 years, Oregon's population has grown 20 percent, while vehicle registrations have increased by 33 percent and vehicle miles traveled have increased by 40 percent. More people are driving more cars more miles than ever before—and the roads are becoming more crowded and wearing out faster.

Cars, trucks, buses and bicycles travel more than 18 million miles a day on Portland-metropolitan area highways.

Before new projects are constructed, it's essential our current transportation system be healthy. The Oregon Department of Transportation (ODOT) is concentrating its efforts on improving roadway safety by maintaining and preserving our existing system.

The I-5 lifeline...

Many Portland and Vancouver motorists rely on a 35-mile stretch of I-5 between the City of Wilsonville in Oregon and the Clark County Fairgrounds in Washington for daily commuting needs.

In addition to being the major north/south arterial in the Portland-metro area, I-5 connects three states and three countries. Interstate commerce, tourism and emergency services all rely on this 1,380-mile roadway.

Over the next four years, ODOT will be making nearly \$100 million and the Washington Department of Transportation (WSDOT) will be making nearly \$47 million worth of major improvements to this corridor.

Projects will include resurfacing approximately 25 miles of roadway, as well as repairing and seismic retrofitting of several bridges that provide vital links in the I-5 lifeline.

A number of freeway overpasses, between the Fremont Bridge and Columbia Boulevard, may be raised to meet state and federal height standards. In addition, the north span of the Interstate Bridge, between Oregon and Washington, will receive a badly needed paint job and other structural repairs.

Six Oregon projects, including the first phase of a project to improve one of the area's most congested interchanges—the intersection of Hwy. 217 with Kruse Way and Interstate 5—will be under construction during 1999.

In Washington, a project to widen I-5 from Main Street to I-205, and another to improve the NE 179th interchange may also begin in 1999.

The side effects...

All of this construction is bound to cause traffic congestion and delays, and I-5 isn't the only route in the metro area that will be under construction during this time-frame.

Over the next four years more than \$250 million will go to improve roads and bridges in the Portland-metropolitan area. In addition to the I-5 projects, portions of Interstates 84 and 205 will receive new asphalt surfaces and other improvements. The Ross Island, St. Johns, George Abernethy, Oregon City Arch, Interstate and Boones bridges will also undergo major repairs and upgrades.

Funding for these projects is through state and federal taxes. Availability of new federal Transportation Efficiency Act (TEA-21) funds has allowed ODOT to work on several roads and bridges sooner—before they deteriorate further.

In Washington, a heavily traveled section of SR 500 between I-5 and Burnt Bridge Creek is due for paving during 1999, and a project to improve the SR 500 interchange with NE 112th will begin.

Much of the roadway construction will be performed "under traffic." This means construction crews will be competing for roadway with thousands of motorists. To lessen impacts to traffic, ODOT's contractors will work nights as much as possible. During the day, roadway construction activities will be restricted during peak travel hours.

This effort alone will not reduce the anticipated congestion and delays.

The remedy...

This publication is part of a major communication effort designed to keep you informed about road construction and some alternatives to getting stuck in rush-hour traffic.

ODOT is partnering with the Oregon Department of Energy, WSDOT, Tri-Met, C-TRAN, the Port of Portland, Multnomah County, Clark County and the cities of Portland, Vancouver, Wilsonville and Tualatin to provide information resources regarding commuting choices and alternatives to commuting.

Tri-Met light rail trains are waiting to serve you. Tri-Met and C-TRAN bus service is seamless and accessible. Both transit agencies offer vanpool incentive and carpool ride-match programs. The Department of Energy provides tax incentives and great information to help your employer set up a telecommuting program.

For motorists looking to brave the roadways, ODOT provides current construction information by way of recorded telephone information and Internet Website construction updates. See page four for information about all of these commuting options.





Boones Bridge (Willamette River)

\$3.5 million

This project is part of ODOT's continuous efforts to preserve and maintain the state's structures and bridges.

This 1950s-era bridge is one of about 1,800 state-owned bridges needing strengthening to withstand an earthquake. Seismic retrofitting work on the Boones Bridge involves connecting the bridge beams to supports and columns. Work also includes installation of energy dissipating bearings. Nearly all the work is conducted under the bridge and presents little, if any, restriction of vehicular traffic.

The bridge will also receive a two-inch micro-silica concrete overlay to improve surface driveability. Expansion joint replacement will enhance the bridge's flexibility under traffic movement and temperature changes.

Bridge surface activities will affect Wilsonville, Charbonneau and general I-5 motorists beginning in March 1999. Motorists can expect inconveniences on I-5 and the connecting ramps during the spring and summer of 1999.



Tualatin River to Willamette River

\$2.5 million

Surface repair and asphalt has been prescribed for this six-mile section of cracked and rutted I-5.

The work is funded by ODOT's new Resource Reallocation Program, a \$20-million fund created in 1998 through cash savings, cost avoidance and other efficiencies. These dollars are being redirected to provide additional pavement preservation projects statewide.

A two-inch asphalt overlay will cure this ailing stretch of roadway.

The paving, which begins this spring, will be done at night to minimize traffic congestion. Motorists will find entering and exiting the freeway a little troublesome as on- and off-ramps are intermittently closed to allow paving of the ramp approaches and freeway.



I-5 Interchange with Hwy. 217

\$29 million

One of Oregon's most congested interchanges is undergoing major surgery. The first of a two-phase project to significantly address transportation needs of 150,000 vehicle per day begins this spring. Phase 1 of the project includes constructing two of four freeway-to-freeway connections, creating free-flowing travel without signalized intersections. Ramp capacity will be added along the most heavily used morning and afternoon commuter routes.

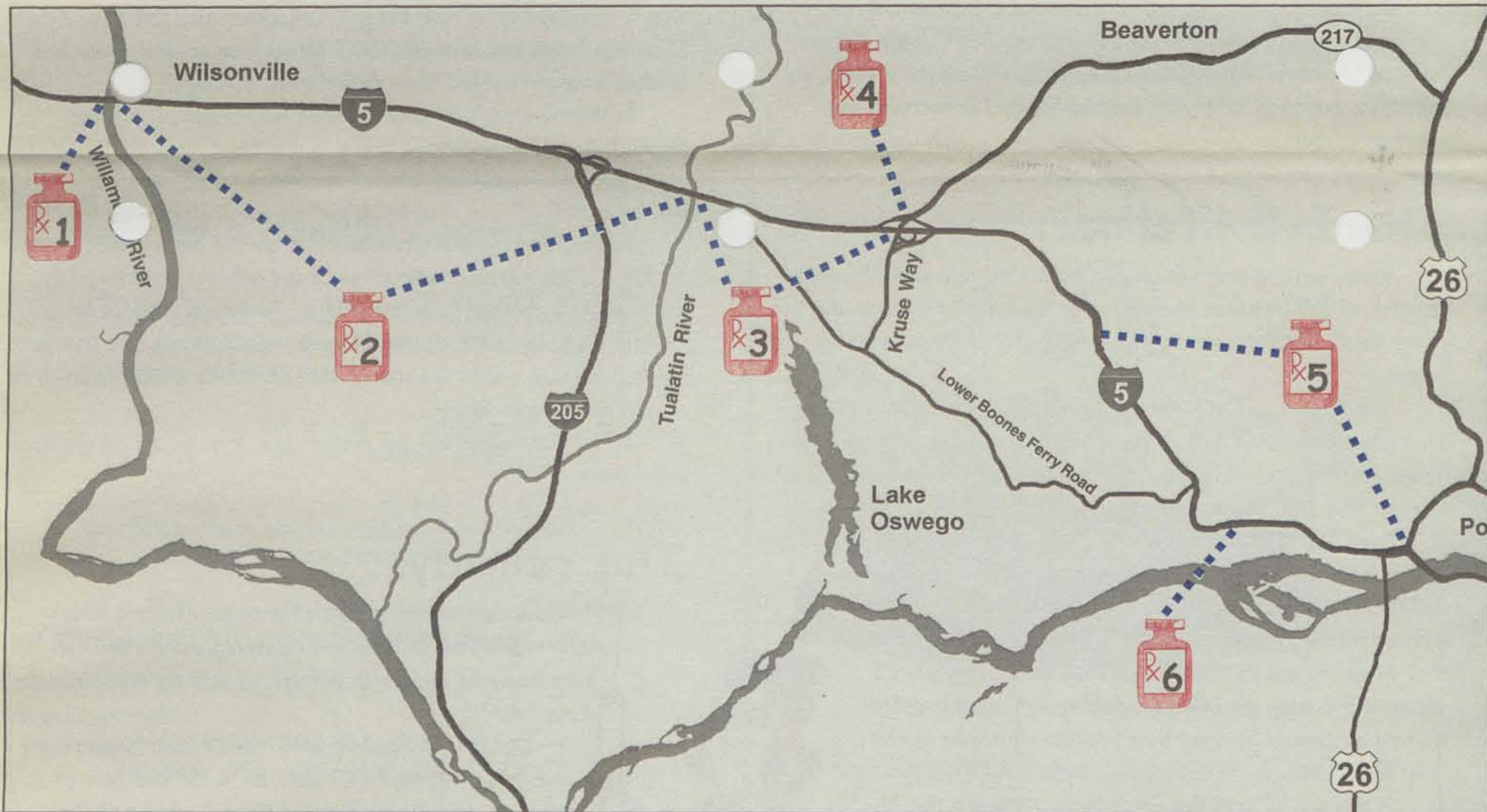
Northbound I-5 to northbound Hwy. 217 traffic will be routed over I-5 using a new bridge structure. Southbound Hwy. 217 traffic will use two lanes to exit southbound onto I-5. Hwy. 217 southbound will be widened to four lanes from the 72nd Avenue interchange to I-5, improving weave problems. Auxiliary lanes will be added to the northbound side of I-5 between Upper Boones Ferry Road and Haines Street, and on the southbound side of I-5 between Hwy. 217 and Upper Boones Ferry Road.

Local vehicle trips between Lake Oswego and Tigard (72nd Avenue) will be separated from Hwy. 217 freeway traffic in the westbound direction. After Phase 1 is completed, traffic using the signalized Bangy Road/Kruse Way intersection will also include double left-turn lanes.

Pedestrians and bicyclists will be able to travel through the interchange on a separate lighted bridge and on pathways that will lead to Bangy Road, Kruse Way, and 66th Avenue in the "Tigard Triangle."

Phase 2 improvements are not yet funded for construction. If funded, the Phase 2 project will complete the interchange and eliminate the weave and merge conflicts along southbound Hwy. 217 approaching I-5.

The Pre



Oregon Hwy. 217 to Tualatin River

\$6 million

This busy stretch of Interstate 5 sorely needs a little revitalization. Cracks are allowing moisture to seep in and erode strength-giving rebar along some concrete sections of the roadway.

The prescription? A two-inch asphalt overlay will revitalize this ailing three-mile stretch of I-5. The project may also include replacement of the concrete median.

Originally scheduled to begin in the spring of 2003, this project may be moved up to go to bid as early as this summer.

While the paving will be done at night to minimize traffic congestion, high traffic volumes may cause congestion and delays for motorists. In addition, there may be intermittent closures of on- and off-ramps and approaches to accommodate paving.



Marquam Bridge to Capitol Highway

\$9 million

It's been 10 years since the last paving project, and more than 120,000 cars and trucks a day have rutted this five and a half-mile section of I-5.

ODOT has the cure—two inches of asphalt will bring this roadway back to good health. Work on this section is scheduled begin in the spring of 2001.

As with other projects in this corridor, the paving will be done at night to minimize traffic congestion. But even at night, high volumes of traffic may cause congestion and delays for motorists. Intermittent closures of freeway on- and off-ramps may require motorists to seek alternative routes.



Interstate Bridge to Hassalo Street

\$28 million

I-5 between the Interstate Bridge and Hassalo Street is cracked and badly rutted from nearly 10 years of use by heavy traffic. A major facelift is needed—a four-inch asphalt overlay.

At this time, any paving will reduce the distance between the roadway surface and the overcrossings. Providing adequate clearance for tall trucks is a major design element of this project.

Clearance can be achieved a couple of ways...digging or grinding down the roadway surface before paving, or raising, reconnecting and (seismic) retrofitting approximately six overcrossings. There is also a possibility of a combination of both options.

Should raising some or all of the overcrossings be determined the best course of action, motorists can expect intermittent, partial or temporary closure of the targeted overcrossings. Right now, ODOT has identified the Lombard Street, Portland Boulevard, Ainsworth, Killingsworth, Alberta and Going street overcrossings for possible raising. The Failing Street Pedestrian Bridge, which has been closed for several years, will either be raised, improved to meet Americans with Disabilities Act (ADA) standards and reopened, or completely removed. ODOT is actively working with the affected community to reach a decision.

The paving will be done at night. Any overcrossing work would take place around the clock. Congestion and delays will result from the freeway and overcrossing work. Work on this section of I-5 is scheduled to begin in the fall of 1999.



Interstate Bridge Painting

\$17 million

The northbound span of the Interstate Bridge needs a paint job. It's been 33 years since the 1917 bridge has seen a paintbrush. Its surface, joints, nooks and crannies have been invaded by rust, causing the paint to come off. Deterioration in some places requires bridge repair.

The Oregon and Washington departments of transportation have teamed up to tackle the 18-month, 25,000-gallon paint job, which begins in April. A team of workers, skilled in state-of-the-art paint removal and replacement techniques, will encapsulate the bridge to prevent environmental contamination while they remove rust and three coats of lead-based paint, repair the bad spots, and apply new coats of lead-free, corrosion-inhibiting green paint.

It isn't easy being green for a frog or a bridge, but it goes with the job. And so does traffic congestion. At times, the bridge travel lanes will be reduced from three to two. During that time, the lift span will be closed to river traffic.



Main Street to I-205 (Vancouver)

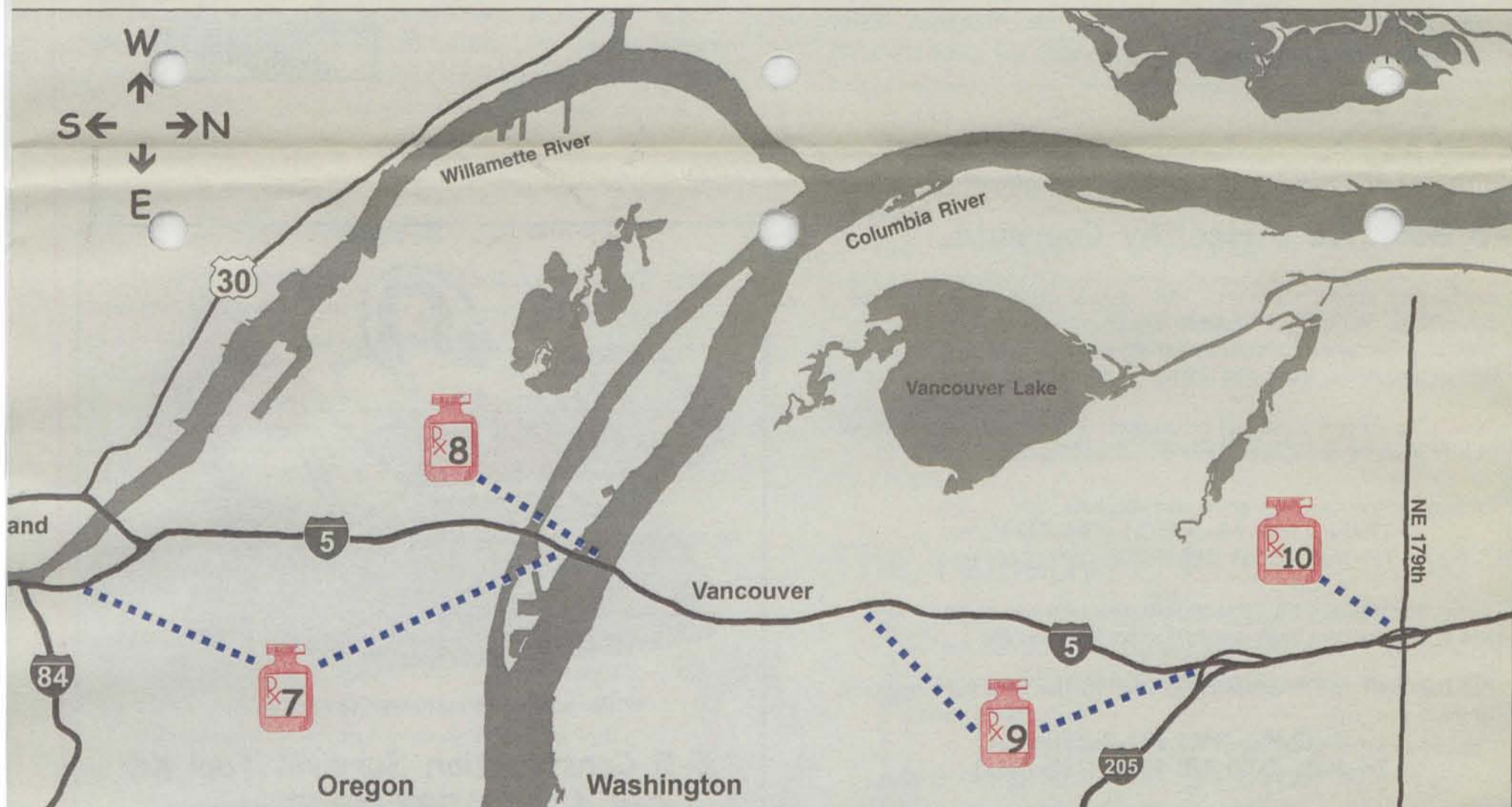
\$45 million

Commercial and residential development has grown tremendously near this four-lane section of I-5, generating large volumes of traffic and creating heavy peak-hour traffic congestion, potential safety hazards, increased fuel consumption, longer travel times and decreased air quality.

This project would widen approximately five miles of I-5, from four to six through lanes, between Main Street and I-205 in Vancouver, and would accommodate peak-hour High Occupancy Vehicle (HOV) lanes. The widening will require all bridges to be replaced.

This project is currently unfunded. If money becomes available, construction could begin as early as spring 1999.

scription



Iowa Street Structure

\$1 million

Most commuters don't even realize they are well above the ground while traveling I-5 in several areas. The Iowa Street viaduct is one of those places. Driving by what looks like landscaping planted along the freeway, many motorists would be surprised to learn that Iowa Street is 100 feet below. And that landscaping? Very, very tall trees.

I-5 has been identified as a key transportation route if there's ever an earthquake in this area, and the Iowa Street structure is a critical link.

The work involves repairs to the concrete surface of the roadway over the structure, as well as strengthening of the columns and beams below. The roadway work will be done at night and should affect only one southbound travel lane. Work begins in February and will continue through August.



NE 179th Interchange (Washington)

\$1.4 million

This interchange, near the Clark County Fairgrounds, needs a facelift. The road surface is worn and undersized for the type of use it receives. The project will add lanes to NE 179th Street, replace traffic signals and widen ramps and turn lanes.

Traffic management plans will be designed to minimize impacts to through traffic on I-5. Full access will be maintained to the fairgrounds during the Clark Utilities Home and Garden Show in April and the Clark County Fair in August.

The interchange improvement project, which begins this spring, is a partnership between Washington State and Clark County.



The Doctor is

Oregon Department of Transportation
Region 1
123 NW Flanders St.
Portland, OR 97209-4037



I-5 Guide to a Healthy Commute...

➤ **Shift your travel schedule** - Talk to your employer about flex-scheduling. Adjust your commuting time to avoid rush hour traffic. The same holds true for errands and appointments. Pick a time when traffic is lighter.

➤ **Double up** - Form a carpool or vanpool. It's a great way to make new friends, share expenses and roadway space.

To learn more about carpools and vanpools, call
C-TRAN, (360) 69-MATCH (696-2824), or
Tri-Met, (503) CAR-POOL (227-7665)

➤ **Take the bus** - It's a comfortable, relaxing way to get there, and often cheaper than paying for parking and gas.

For bus/light rail information or the location of a park-and-ride nearest you, call

C-TRAN, (360) 695-0123, or
Tri-Met, (503) 238-RIDE (238-7433)

➤ **Bicycle** - Biking is a great way to get some exercise while you get where you're going. You might even move faster than the cars. Bikes are also welcome on Tri-Met and C-TRAN transit systems.

For information about bicycle routes, call the
City of Portland Bicycle Program, (503) 823-5185

➤ **Telecommute** - If you can do some or all of your job at home by way of phone or computer, you and your employer can be part of the solution.

For information about telecommuting, call the
Oregon Office of Energy, 1-800-221-8035
or visit their Website at:

www.cbs.state.or.us/external/oe/telework/oregon.htm



For more information or to receive an

I-5 Construction Survival Tool Kit
Call 1-877-927-4343 (toll-free)

or visit ODOT's Website at:

www.odot.state.or.us/I-5

(Check Out the hotlink to ODOT's I-5 traffic cameras)

For recorded Portland-area highway
construction information, call
ODOT - (503) 223-0066

Interstate 5 Projects

<u>Name of Project</u>	<u>Est. Project Cost</u>	<u>Est. Project Duration</u>
1 Boones Bridge (Hamilton Construction, Springfield, OR) (seismic retrofit/surface preservation) Average Daily Traffic Count: 102,800	\$3.5 million	Oct. 1998 to Nov. 1999
2 Tualatin Riv.- Willamette Riv.(Wildish Standard Paving, Eugene, OR) (preservation) Average Daily Traffic Count: 132,300	\$2.5 million	May to July 1999
3 Oregon Hwy. 217 to Tualatin River (preservation) Average Daily Traffic Count: 151,000	\$6 million	Spring/Summer 2000 or 2003
4 I-5 Interchange w/Oregon Hwy. 217 (Kruse Way) (N&SB ramp work @ Ore. 217; other features) Average Daily Traffic Count: 151,100	\$29 million	May 1999 to Dec. 2001
5 Marquam Bridge to Capitol Highway (preservation) Average Daily Traffic Count: 141,900	\$9 million	March to Sept. 2001
6 Iowa Street (Diamaco, Inc., Kirkland, WA) (seismic retrofit/surface repair) Average Daily Traffic Count: 141,900	\$253,667	Jan. to Sept. 1999
7 Interstate Bridge to Hassalo Street (preservation/structure) Average Daily Traffic Count: 143,700 to 119,500	\$28 million	Sept. 1999 to Sept. 2000
8 Interstate Br. (apparent low bidder: Certified Coatings, Concord, CA) (painting/rehabilitation) Average Daily Traffic Count: 114,600	\$17 million	April 1999 to Oct. 2000
9 Main Street to I-205* (widening/structure replacement) Average Daily Traffic Count: 67,230	\$45 million	to begin Spring 1999**
10 N.E. 179 th Interchange* (Western States Paving, Vancouver, WA) (Preservation/signal installation) Average Daily Traffic Count: 66,185	\$1.4 million	March to Oct. 1999

*State of Washington projects

** Pending Washington State Legislative approval

Transportation Finance 101

BY BETSY EARLS
Legislative Representative

Q: How are Oregon's roads, highways and bridges funded?

A: All gas tax, auto registration fees, truck tax (weight-mile taxes) and truck registration fees are constitutionally dedicated to the Oregon Highway Trust Fund. Monies from this fund may only be used to pay for maintenance, preservation and new construction of highway, bridge and road projects. Some money is also available from the

federal government for road and bridge projects.

Q: How is the Oregon Highway Trust Fund distributed - does it all go to state roads?

A: Money in the fund is split between cities, counties and the state based on a statutory formula. Cities get 15.7%, counties get 24.5%, and the state gets the rest.

If new revenue were to become available (in other words, if the

state gas tax were increased), it would be distributed somewhat differently: 20% to the cities, 30% to counties and 50% to the state. This arrangement is in accordance with a long-standing agreement between ODOT, the Association of Oregon Counties and the League of Oregon Cities.

Q: How are road projects decided upon and prioritized?

A: The Oregon Transportation Commission and ODOT through several planning documents defines and prioritizes projects.

The Oregon Transportation Plan (OTP) is ODOT's overall policy plan, encompassing all modes of transportation. The OTP is broad in scope and general in nature. The document addresses matters such as overall direction in the allocation of resources and coordination of different modes of transportation. The OTP also provides guidance on public involvement in transportation planning and coordination with other agencies and governments.

More detailed transportation system planning is done in the modal system plans. There is a system plan for each mode of travel, and these plans, as well as the OTP, feed into the Statewide Transportation Improvement Program (the STIP). The STIP is ODOT's capital improvement program, providing project construction funding and scheduling information. The STIP includes multi-modal projects (highway, air, rail, public transit and safety), and fulfills the prioritization, funding and scheduling requirements of the federal Intermodal Surface Transportation Act (ISTEA), and now the Transportation Equity Act for the 21st Century (TEA-21). The STIP is not a planning document. Rather, it prioritizes, schedules and assigns funding to projects. These projects come from planning processes organized by local and regional governments, and involve public input.

ODOT also uses several types of "management systems" to prioritize. These management systems provide objective technical information on pavement, bridges, safety, congestion and public transportation.

Projects in the STIP are intended to be done in three years and are scheduled for construction according to priority. However, because additional funding may

*Part of
mailout*

Continued on page 19.

Oregon's National Ranking in State Motor Carrier Taxes

Weight In Pounds	Distance In Miles	Oregon's National Rankings
30,000	30,000	46
30,000	50,000	41
50,000	80,000	31
50,000	30,000	37
50,000	50,000	19
50,000	80,000	13
80,000	30,000	17
80,000	50,000	5
80,000	80,000	1

become available, or a project unavoidably delayed, priority may shift between projects during the three-year period.

Q: How much do automobile drivers pay in Oregon?

A: Currently, the state gas tax (including local option) is 24.6 cents per gallon. Automobile registration fees are \$30 every two years. These costs are very reasonable for automobile drivers, especially in comparison to those in other western states: Oregon drivers pay approximately \$158 a year in state taxes and fees, or about 43 cents per day. California drivers pay about \$515 a year in state taxes and fees - about \$1 a day more than Oregonians. Washington drivers pay about \$533 a year in state taxes and fees - almost

3 1/2 times as much as Oregonians. The average among the other western states is \$418.03 per year.

Q: How does Oregon's gas tax compare to other western states?

A: Oregon's gasoline tax is below the average paid by drivers in Washington, California, Idaho, Nevada, Arizona and Montana. Our gas tax, including local option, is 24.6 cents per gallon. Nevada is the highest at 28.6 cents; Arizona is lowest at 18 cents per gallon.

Q: How are trucks taxed in Oregon?

A: Trucks pay weight-mile taxes in Oregon - they pay based on how much they weigh and how far they travel. In this way, the damage each truck does to the roads is accurately accounted for. Compared to

Western States Comparisons

National Rankings	Weight / Miles 30,000 / 30,000	Weight / Miles 80,000 / 80,000
Arizona	6th	5th
California	1st	6th
Idaho	22nd	3th
Montana	13th	15th
Nevada	5th	7th
Washington	2nd	3rd
OREGON	46th	4th

other states, Oregon has a very simple tax structure. Oregon does not levy personal property taxes or other nonuser taxes against trucks or trucking operations.

Q: Where does Oregon rank nationally in terms of total truck taxes?


A: Oregon's national rankings vary widely depending on a combination of the weight of the truck and the distance it travels. This is because Oregon's tax system is based primarily on weight and usage, instead of being based primarily on ownership taxes such as registration fees. Oregon has a registration fee for trucks, but it is very low in comparison to other states.

For trucks weighing 30,000 pounds and traveling 30,000 miles within the state, Oregon's total state motor carrier taxes rank 46 among the 50 states. However, the state ranks 4th among the 50 states

for trucks weighing 80,000 pounds and traveling 80,000 miles within the state. The table entitled "Oregon's National Ranking in State Motor Carrier Taxes Chart" shows where Oregon ranks at different weights and distances.

Q: Where do Oregon truck taxes rank in relation to other western states?

A: See chart entitled "Western States Comparisons."

The majority of truck tax comparison studies only include highway user taxes such as registration fees, fuel taxes and weight-mile taxes (or other third structure taxes like ton-mile or axle taxes). In addition, most studies only use one weight class (80,000) and one mileage class (80,000) in their truck tax calculations. The dominant truck in Oregon weighs 80,000 pounds, but travels faster than 10,000 miles in the state. 

Higher Education . . . cont. from page 17.

Q. What is the role of a community college in higher education?

A. Community colleges play a key role in offering educational opportunities. Their major role is fivefold:

- to assist students who do not graduate from high school in completing a GED,
- to provide regional access at modest cost for many people in beginning higher education,
- to prepare students for specific occupations and employment opportunities,
- to help students mature and prepare personally for the challenges of four-year institutions, and

- to provide the first two years of general education appropriate for transfer to four-year institutions.

Q. Are you seeing an aging of the college student body? If so, why? For example, are more students attending because of the demand for more skills in the workforce?


A. Western Oregon University has long had one of the most traditional college-age student populations. Approximately 80% of our students are 24 years of age or younger. About 20% are 25 years of age or older. There has been no significant change in this enrollment pattern for the past several years.

However, WOU will serve an increased number of older students

in the years ahead. The reasons include:

- We are increasing classes on and off campus in response to the professional needs of teachers and criminal justice professionals.
- We expect significant expansion of academic offerings along Oregon's North Coast.
- Following severe cuts in graduate programs at WOU during the early 1990s, we are re-activating programs that will help meet Oregon's growing workforce needs.

Q. If you could pick on area in which business could partner with higher education to improve the education process, what would that be?

A. Many exciting possibilities for partnerships exist, including (a) greater use of technology for delivery of academic programs and (b) relationships that might help resolve facility construction needs. However, at WOU the top priority for partnering would be a significant increase in internships, mentoring relationships, and other hands-on work experiences for students. As students participate in real work experiences, their degree becomes more relevant and their contribution to society becomes more immediate and more powerful. 

Public Affairs by Anne O'Ryan Public and Government Affairs Director

Legislative Poll Results

Members Speak Out on the Issues

Tax Issues

The results of last issue's legislative poll provide AAA with clear direction for the '99 session of the state legislature. Overall, the survey indicates that members support a moderate increase in gas and truck taxes.

These include registration fees and gas taxes with equivalent weight-mile taxes on commercial trucks. Members also support a new studded tire fee. Moderate one-time studded tire fees are a more popular concept than annual fees or permits.

Q1. Would you describe the overall condition of Oregon's road and highway system as excellent, pretty good, not too good or poor?*

- Excellent: (3%)
- Pretty good: 60 percent**
- Not too good: (30%)
- Poor: (6%)

Q2. Currently, motorists in Oregon pay 24¢ per gallon in gasoline taxes with equivalent commercial truck taxes. This tax was last increased in 1991. By law, gasoline taxes can only be used for repair, maintenance and construction of the road and highway system. Would you favor or oppose all, some or none of the following options for an increase in the gas tax with equivalent commercial truck taxes for each of the next two years if the money was used for Oregon's roads? Please circle the proposal(s) that best reflect your opinion.*

- Favor: 65 percent**
- 5¢/gallon each of two years =10¢ increase. (23%)
- 3¢/gallon each of two years = 6¢ increase. (20%)
- 2¢/gallon each of two years = 4¢ increase. (22%)

Oppose any Increase: 35 percent

Q3. Vehicle registration fees in Oregon are set at a rate of \$30 paid once every two years. These fees have not been increased since 1990. Would you favor or oppose all, some or none of the increases in the vehicle registration fees paid once every two years if it were used for Oregon's roads?*

- Favor: 59 percent**
- \$10 increase (36%)
- \$15 Increase (6%)
- \$20 Increase (17%)

Oppose any Increase: 40 percent

Q4. Considering the road damage imposed by studded tires, should Oregon charge a one-time purchase fee for the use of studded tires?*

- Favor: 69 percent**
- \$15 per tire (\$60/4). (27%)
- \$30 per tire (\$120/4). (16%)
- Reg. permit \$30/year. (26%)

Oppose all fees: 31 percent

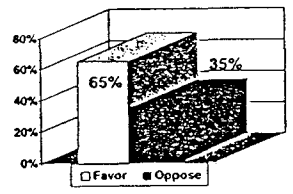
Q5. Considering the road damage imposed by studded tires, should Oregon require an annual permit be required for the use of studded tires?*

- Favor: 57 percent**
- \$15 per tire (\$60/4). (12%)
- \$30 per tire (\$120/4). (11%)
- Reg. permit \$30/year. (34%)

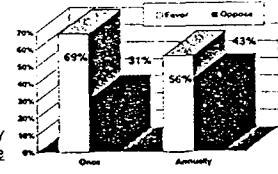
Oppose all fees: 44 percent

Q6. Do you favor or oppose the current law that requires Oregon gas taxes and vehicle registration fees to be constitutionally dedicated

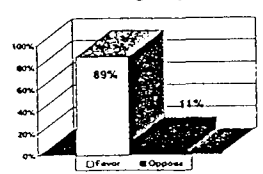
Support for Moderate Increase in Gas and Truck Taxes



Studded Tire Fees



Support to Retain Dedicated Highway Trust Fund



While these tax proposals garner member support, congestion pricing does not. Our survey reveals strong opposition to any kind of congestion pricing fee program.

Environment and Traffic Safety

Members heartily endorsed the idea of emissions standards and testing for commercial trucks in Oregon.

The Graduated Driver's License System also won overwhelming member support. A majority of poll participants support proposed revisions to Oregon's Driver's License program. These provisions include curfews and teen passenger restrictions.

only to building, repairing and maintaining roads, highways and bridges?*

Favor: 89 percent
Oppose: 11 percent

Q7. It has been suggested that motorists be charged a variable fee to drive on certain roads during peak traffic hours. This is known as "congestion pricing," and those who support it think it will reduce traffic congestion. Do you favor or oppose this idea?*

Favor: 20 percent
Oppose: 80 percent

Q8. Would you support a "congestion pricing" fee if the money was used to increase capacity, such as improving intersections or adding new lanes to an existing road?*

Yes: 26 percent
No: 74 percent

Q9. Would you support a "congestion pricing" fee if the money was used for mass transit programs?*

Yes: 29 percent
No: 71 percent

Q10. Should commercial trucks in Oregon be required to meet Environmental Protection Agency (EPA) established emissions standards—as cars are currently required to—through emission testing programs?*

Yes: 88 percent
No: 12 percent

Q11. In Oregon, teens are overrepresented in motor vehicle crashes and related fatalities. Should Oregon adopt a Graduated Drivers License program, in which teen driving privileges are phased in over a period of time? (See graph on page 2.)

Yes: 87 percent
No: 13 percent

Q12. In a Graduated Drivers License (GDL) program do you favor or oppose the following ideas:

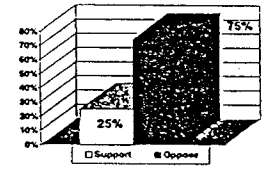
(A) A teen driving curfew of 11 PM to 5 AM.*

Favor: 76 percent
Oppose: 24 percent

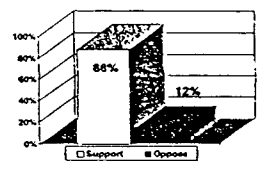
(B) Under the provisional (learner's) license a teen driver cannot have teen passengers unless accompanied by an adult over age 25.*

Favor: 84 percent
Oppose: 16 percent

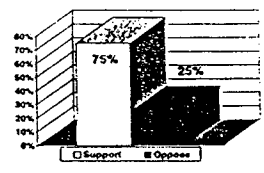
Oppose Congestion Pricing (Combined totals of all three questions.)



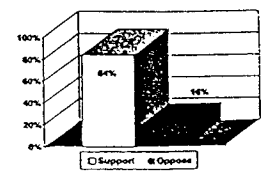
Support for Commercial Truck Emission Testing



Support for GDL Curfew



Support for Teen Passenger Restriction



(*Percentages are rounded to the nearest number, so results may not always equal 100 percent.)

Portland Metropolitan Area Federal Transportation Position Paper

In 1998, Congress adopted and the President signed into law the Transportation Equity Act for the 21st Century (TEA-21). That legislation incorporated most of the policy positions adopted by the Portland region in the 1998 Regional Position Paper. For the remainder of the authorization period covered by TEA-21, through the year 2003, regional priority positions are aimed at implementation and refinements of the directions already established. It will not be until the next authorization bill is taken up in 2003 that a broad range of policy issues will be again under discussion.

TEA-21 took an aggressive approach in guaranteeing a minimum level of appropriations, shielded from the Congressional Appropriations process at a level approximately 47 percent higher than previously authorized. It is essential that these budget guarantees and firewalls separating these programs from other appropriations be maintained.

Regional positions described here include policy issues that could be affected through Congressional Appropriation Bills, a possible TEA-21 "Technical Corrections Bill," reauthorization of the Federal Aviation Act, reauthorization of the Water Resources Development Act or federal rule-making. Earmarking requests listed below for specific projects are limited to funding categories where earmarking by Congress is a possibility.

Appropriation Requests

1. **Westside LRT Appropriation** – The last \$14 million of federal "New Starts" funding toward the Westside LRT project is requested. This will complete the federal funding obligation for this project and allow the Full-Funding Grant Agreement to be closed out.
2. **I-5 Trade Corridor** – The region requests support from the Oregon and Washington Congressional delegations of for the current \$2 million grant application for National Corridor Planning and Development Program (NCPD) funding. The Oregon and Washington congressional delegations succeeded in having the I-5 corridor designated as a High Priority Corridor making it eligible for the NCPD funds. Within the NCPD and the Coordinated Boarder Infrastructure programs, Congress authorized approximately \$140 million per year, for which the Federal Highway Administration is now considering FY 99 grant applications. The grant application will provide for development of the improvement strategy in the I-5 corridor from I-84 in Portland to I-205 in Clark County. A second grant application for \$3 million is anticipated in FY 00 or 01 to begin project development of portions of the selected improvements. Careful attention to the FY 00 Appropriations process is needed to determine whether there is going to be congressional earmarking of this program. If there is, funding for the Portland area program may be sought.
3. **Tri-Met Bus Garage** – The region requests a three-year Appropriations earmark from the FTA – Bus Program of \$0.5 million in FY 00 for final engineering and \$8 million in FY 01

and 02 for construction. Tri-Met is pursuing a plan to improve transit services to help the region meet the 2040 Growth Concept. Planned service increases require an increased bus fleet and associated garage and maintenance facilities. This funding schedule recognizes that Congress earmarked most of these available funds through FY 00 when TEA-21 was adopted, but funding from this category after FY 00 remains available.

4. **Intelligent Transportation System (ITS)** – The region endorses the ODOT request for a FY 00 \$9 million earmark to allow accelerated implementation of this three-part program. Congress has increased its commitment to ITS with increased Discretionary authorizations. The region has partially implemented its ITS plan and is now considering \$11 million of additional funding as part of the MTIP/STIP funding allocation process. Congress has largely taken over the discretionary grant process by earmarking these funds. ODOT is pursuing a three-part statewide ITS strategy: 1) Operation Greenlight for enhanced commercial vehicle operations; 2) implementation of a Portland region Advanced Traffic and Transit Management System; and 3) a rural intelligent highway system (including such aspects as hazard reporting and weather conditions). The program anticipates a \$9 million request in each year through FY 03 to complete the program. The Operation Greenlight and Portland area components are well underway in implementation and would be the emphasis in the early years while the rural program would start with planning and engineering and be the implementation emphasis in later years.
5. **SMART Transit Facilities** – Transit in the City of Wilsonville is operated by South Metro Area Rapid Transit (SMART), an agency of the City of Wilsonville. SMART's fleet consists of 17 vehicles ranging from mini-vans to 35 passenger coaches. Their fleet is maintained in the existing City of Wilsonville maintenance facility. Over the last four years, SMART has experienced significant growth in ridership and service hours, resulting in the need for a new maintenance facility. \$240,000 is requested in FY 00 for land acquisition for expansion of the current bus maintenance facility with the expectation of seeking \$1.04 million in FY 01 for construction. The City of Wilsonville will provide the match from local tax revenues.
6. **C-TRAN Bus Facility** – The region requests support through the Oregon and Washington delegation for an Appropriations earmark from the FTA Bus Program of \$12 million in FY 2001 for construction. C-TRAN ridership over the past decade has nearly tripled and is planning to improve and expand its local and bi-state transit operations. In support of this, C-TRAN has an immediate need for an expanded maintenance/operations/administrative facility. The existing bus facility was designed for 100 buses and the current fleet comprises over 180 vehicles and is expected to grow to over 270 vehicles before year 2010. C-TRAN will be providing approximately \$6 million (33 percent) in local match.

Priority Policy and Project Issues

1. **PDX LRT** – The region requests support and assistance in obtaining needed federal approvals for the Airport light rail project. The region is pursuing construction of a light rail extension to Portland International Airport as a public/private venture, involving funds from Bechtel, an engineering, construction and development company; the Port of Portland; and

Tri-Met. The environmental impact assessment has been approved. Other federal permitting is required as well as FAA approval of the use of "Passenger Facility Charges" (PFCs) collected by the Port of Portland and approval to lease the land to Bechtel for the Portland International Center (which was acquired with FAA funds) for development. The use of PFCs is feasible within the overall budget that adequately addresses other aviation capacity and safety needs of the airport within the five-year period that funding is provided to light rail. In addition, the FAA Act is up for reauthorization, within which the PFC authorization is proposed to be increased from \$3.00 per passenger to \$5.00. As part of that legislation, it is proposed by some interests that any transit project be declared ineligible to use these funds. The region opposes imposition of any further restrictions on the use of PFC's. In the event further restrictions are imposed, however, it is important at a minimum to ensure projects such as PDX LRT that are already in the PFC approval process be grandfathered as eligible projects.

2. South/North LRT – For the past several years, the region has been pursuing phased implementation of a light rail project from Clackamas Regional Center, through downtown Milwaukie and downtown Portland to Vancouver, Washington. The DEIS was circulated in the spring of 1998 and the preferred alternative and alignment was selected in July 1998. However, in November 1998, voters did not approve the ballot measure to authorize general obligation bonds for construction. The transportation and growth management problems remain and, as a result, a re-evaluation process is now underway. That process could result in a variety of different directions, including construction of a smaller project within the South/North corridor with other available local matching funds; other possible projects include an interim bus improvement project, or busways, HOV lanes, park-and-ride facilities and transit transfer stations, or identification of other transit improvements. These improvement strategies may entail a future request for federal "New Start" funding; however, the scope and timing is not clear at this time.
3. Discretionary Projects - TEA-21 authorized a series of Discretionary projects, classified as "High Priority Projects," with the appropriations to be provided incrementally over the six-year period of the bill. The total amount committed to the region for this six-year period is \$65.625 million for 10 projects. There is no opportunity to earmark additional projects at this time but it is important to ensure the annual appropriations toward this commitment continues.
4. Columbia River Channel Deepening – The region endorses the request for a "Contingent Commitment" for the channel deepening project in the Water Resources Development Act which is scheduled for reauthorization. This "Contingent Commitment" authority is provided by Congress subject to satisfactory compliance with environmental regulations. The Columbia River Channel project is now in the DEIS comment period (until February 7) and the federal record of decision is expected by August. A contingent authorization from Congress is requested for inclusion in this bill. The estimated cost is \$192.9 million, of which 50 percent will be sought from the Federal Government.
5. State Infrastructure Banks (SIBs) – The National Highway System Act of 1995 created a new State Infrastructure Bank (SIB) pilot program. Oregon was the second state in the

country to establish an SIB, the Oregon Transportation Infrastructure Bank (OTIB). TEA-21 creates a new pilot program that removes some of the limitations of the initial pilot program but restricts participation to only four states (California, Florida, Missouri and Rhode Island). The region supports opening up participation in the new pilot program to all states. More importantly, the region urges Congress to eliminate Title 23 and 49 federal requirements for transportation projects funded with second generation funds (specifically repayments from non-federal sources).

6. Amtrak – Continued operating support for Amtrak is important to maintain and continue to upgrade west coast train services, particularly the Cascadia service between Eugene and Vancouver, B.C. In addition, Congress recently authorized funding for capital improvement, important for high-speed Cascadia upgrades, for which appropriation must continue.
7. Value Pricing – The region is scheduled to conclude a possibility study for peak period pricing (otherwise known as Congestion Pricing or Value Pricing). Depending on the outcome of that study, the region may seek funding through this Discretionary grant program.
8. Commuter Rail – Two years ago, JPACT established a subcommittee to look at the feasibility of commuter rail in the region as an alternative to traditional auto-oriented transportation solutions. In order to advance the concept of commuter rail, the region requests that the Oregon delegation support funding research and development through the Federal Railway Administration and/or Federal Transit Administration for commuter rail in the region. These funds could be used for such items as a share of development costs of an FRA compliant self-propelled rail car to meet the needs of lighter density commuter operations. Current FRA-approved equipment is geared to commuter hubs like Chicago and New York. Availability of FRA-approved lighter equipment will materially aid mid and low-density projects like the 18-mile commuter rail project now under study in Washington and Clackamas Counties between Wilsonville and Beaverton. Other corridors in the Portland region that may also benefit include the route from Lake Oswego to Portland and Clark County in Portland.
9. The delegation is requested to seek additional street and highway funds should funding levels increase. Our streets, roads and highways remain an important regional priority, which is necessary to accommodate the expected population increases planned for under Region 2040. In addition, Multnomah County has unique bridge maintenance and repair needs that must be addressed. An efficient road and bridge system will help meet the region's transportation needs, including allowing transit service to increase its reliability and attract new customers.



METRO

Date: March 10, 1999

To: JPACT

From: Jon Kvistad, JPACT Chair *[Signature]*

Re: Clackamas County Transportation Needs in the South Corridor and the Columbia Extension Light Rail Project Alternatives

Attached are letters from Clackamas County Commissioner Bill Kennemer and Washington County Commissioner Roy Rogers regarding potential courses of action, including both project and funding alternatives, in the former "South/North" Corridor.

Based on the JPACT and Metro Council listening posts and extensive community outreach, I believe that the Columbia Extension and the Airport Extension of light rail have far more community support than a light rail extension to Clackamas County. While we as a region have reached no conclusions as to how to proceed in this corridor, the concerns raised in these letters are important to consider and discuss at the regional table.

We have studied no backup options at this time for any portion of the former "South/North" Corridor. It is important that we recognize, however, that we still have great transportation challenges in that corridor. It is my belief that we must begin immediately to address other modal strategies in the corridor to address these needs while still moving forward to complete these final pieces of the light rail system.

As we have a full agenda at this month's JPACT meeting, we will add a brief discussion of this topic and schedule a full discussion and possible policy action items at our April JPACT session.

JK:lmk

Attachments



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.

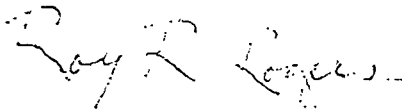
The purpose of my letter is to raise these issues with JPACT and to bring them up under "other business" on Thursday. Based on that discussion, it would be my hope this could be scheduled for some type of formal JPACT action in April.

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.

The second issue that needs clarification is the \$55 million commitment made by JPACT for the South/North project. As I understand the existing commitment, \$55 million would be part of the funding package for the project from North Portland to Oregon City. If a North-Only project is JPACT's preferred project, the \$55 million commitment needs to be discussed and formally acted upon so that everyone clearly understands and agrees to a project that is less in scope than what was previously agreed upon.

I hope that JPACT will have an opportunity to discuss these issues and reach some formal agreement as to how the region wishes to proceed. If you have any questions concerning my request or need additional information prior to the JPACT meeting, please call me at 620-2632.

Sincerely,

A handwritten signature in cursive script that reads "Roy R. Rogers".

Roy R. Rogers
Commissioner

c: Board of County Commissioners
JPACT Members
TPAC
TMAC



CLACKAMAS COUNTY

Board of Commissioners

BILL KENNEMER
CHAIR

LARRY SOWA
COMMISSIONER

MICHAEL JORDAN
COMMISSIONER

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 Regions "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.

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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

COMMITTEE MEETING TITLE JPACT

DATE 3-11-99

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Royce Pollard	mayor, VANCOUVER
Kay VAN SICKEL	Region 1 - ODOT
David Braydon	Metro Council
Kid Monroe	Metro P.O.
Susan McLain	Metro Council (Alt. for JPACT)
Dow Wagner	WS DOT
KARL R. OHDE	C ³
Sharon Kelley	Multnomah County
Larry Sowa	Clackamas County
CHARLIE HALES	City of Portland
Fred Hansen	TRI-MET
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DAVE WILLIAMS	ODOT
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Ted Pence	citizen
Etta Coleman	City of Portland
Bill [Signature]	[Signature]
Tom VanderZanden	Clackamas County
LEE LEIGHTON	PORTLAND CITIZEN / SELLWOOD-MARCELLAND

COMMITTEE MEETING TITLE SPACT

DATE 3-11-99

NAME

AFFILIATION

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SMILE

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CITY OF VANCOUVER

JASON DAUGHN

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Martha Bennett

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Earl plumerian

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Leo Huff

ODOT

Scott & Rice

Cornelius City Council

Frank Nelson

ODOT

Kathy Conral

ODOT

Bob Hart

RTC

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JPACT

DATE

MARCH

11, 1999

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Tri-Met

Kay Walbran

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Lynna Peterson

1000 Friends of Oregon

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Multnomah County

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Rex Burkholder

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