

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2133 FOR THE PURPOSE OF RECOMMENDING CONGESTION MITIGATION/AIR QUALITY (CMAQ) FUNDING FOR THE CEDAR HILLS/HALL BOULEVARD "ALTERNATIVES TO HIGHWAY 217 BIKE LANE SYSTEM"

Date: April 12, 1995

Presented By: Andrew Cotugno

### PROPOSED ACTION

This resolution recommends CMAQ funding in the amount of \$688,654 for the Cedar Hills/Hall Boulevard "Alternatives to Highway 217 Bike Lane System." The resolution amends the 1992 Regional Transportation Plan (RTP) to include the priority CMAQ projects adopted through this resolution as Exhibit A. The priority CMAQ projects in Exhibit A will be included in the Metro TIP (MTIP).

The recommended CMAQ projects are the result of a public review process in Washington County and the City of Beaverton to prioritize the most critical links needed to complete the bike lane system. Washington County's recommended project is Option 2. It includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

The City of Beaverton recommended project would include bike lane striping and signal modifications on SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way (Option 1); and the widening of SW Hall Boulevard from Fanno Creek Bridge to SW Ridgecrest Drive to provide the necessary curb-to-curb width for six-foot bike lanes (Option 2).

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals and the interim conformity guidelines for the federal Clean Air Act Amendments (CAAA) of 1990. Also prior to construction, the projects must meet specific eligibility requirements as specified in ISTEA and subsequent USDOT and/or EPA guidelines.

The Joint Policy Advisory Committee on Transportation (JPACT) review and action is scheduled for May 18, 1995. Metro Council action is scheduled for May 25, 1995.

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 95-2133.

## FACTUAL BACKGROUND AND ANALYSIS

### **Prior Planning Committee Recommendation**

At the August 24, 1993 meeting of the Metro Planning Committee, Resolution No. 93-1829A was approved as amended. The resolution endorsed the region's priority FY 1995-97 Congestion Mitigation/Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion of these projects in their 1995-1998 STIP. The resolution was approved as submitted with the exception of the Cedar Hills Boulevard Bike Project (Project No. 032).

Project No. 032 (Cedar Hills Boulevard: Parkway Avenue to Butner Road -- bike lanes and sidewalks) was deleted by the Planning Committee following public testimony that other alternatives should be considered in the Highway 217 corridor.

It was recommended by the Planning Committee that a funding pool in the amount of \$896,000 be established to conduct a study of the Highway 217 corridor, including the Cedar Hills segment. The study would identify, through a public process, alternative bike projects along Cedar Hills Boulevard/Hall Boulevard for CMAQ funding.

### **Washington County Public Process to Select Project Proposals**

Washington County held a public workshop in April 1994 to discuss the Highway 217 Corridor Bike Lanes project. The goal of the meeting was to develop a prioritized list of bike projects which could be completed using CMAQ funds. Washington County staff presented information on missing bike links in the corridor, including roadway sections maintained by Washington County, the City of Beaverton and ODOT. Five projects were identified by the participants as priorities for further consideration and possible funding in the corridor. These projects and sponsoring jurisdiction are:

1. Hall/Watson Couplet: Cedar Hills-T.V. Highway/Broadway  
City of Beaverton
2. Hall: 12th Avenue-Allen  
City of Beaverton
3. Cedar Hills: Walker Road-Hall Boulevard  
City of Beaverton
4. Hall: Ridgecrest-S.P.R.R.  
City of Beaverton
5. Cedar Hills: Bowmont-Butner  
Washington County

As part of the public review process, Washington County revised the cost schedule for their original bike project -- Cedar Hills/Bowmont-Butner. The new estimate is a request for \$352,654 in CMAQ funds and is approximately one-third the cost of the original proposal (\$896,000). The lower cost is a result of a revised workscope and cost refinements for contingency and right-of-way acquisition. This project remains Washington County's top priority for the Highway 217 corridor.

On July 21, 1994, the Planning Division of Washington County held a follow-up public meeting to discuss their findings concerning the identified project options in the corridor. Participants (including Washington County bike advocates) indicated that the Hall Boulevard/ Ridgecrest-S.P.R.R. (City of Beaverton) project was very important and should be recommended along with Washington County's original project (Cedar Hills/Bowmont-Butner) as priority CMAQ projects to receive funding.

It was requested by the participants that Washington County contact the City of Beaverton to ascertain if this project would be a priority project to the city. The City of Beaverton reviewed the recommendation for bike improvements on Hall Boulevard from the Southern Pacific Railroad to Ridgecrest Drive. The city agreed that this was a priority location for bike improvements and completed an application for CMAQ funding proposing three projects in this portion of the corridor. The three options were submitted as a Capital Improvement Program (CIP) amendment and approved by the City Council to receive match money.

The Oregon Department of Transportation (ODOT) was contacted concerning their interest in submitting bike projects in the corridor for CMAQ funding. Although ODOT was appreciative of being included in the study, they declined because they did not feel that any projects under their jurisdiction could be completed in a timely manner.

The City of Tigard was also invited to submit an application if they had priority bike improvements in the corridor. The city declined because they did not have any proposed projects that could meet the CMAQ criteria in a timely manner. Some concern was initially raised by Tigard staff regarding process issues, particularly unclear notification. Subsequent discussions resulted in mutual agreement that efforts be made to ensure that appropriate local staff are notified in a timely manner on all future funding actions.

## **Highway 217 Corridor Project Proposals**

### Washington County Proposal

Washington County's application, staff report and Minute Order from the County Board of Commissioners is included as Attachment

B. Washington County submitted two options for a project to complete bike lanes and sidewalks on a segment of Cedar Hills Boulevard south of the Sunset Highway. The recommended project includes two elements: (1) completion of bike lanes and sidewalks on both sides of Cedar Hills Boulevard between Bowmont Street and Butner Road; and (2) construction of a missing link in the sidewalk system on the west side of Cedar Hills Boulevard between Walker Road and Berkshire Street.

This project is in the same location as the Cedar Hills Boulevard project originally submitted by Washington County for funding in Round 2 (1995-1997) of the CMAQ program. The Bowmont Street to Butner Road portion of the new project is somewhat shorter in length than the previous project and has a significantly reduced cost, as noted above.

#### *Technical and Administrative Review: Ranking Results*

The two options each received a score of 54 total points out of a possible 100 points. Attachment A shows the ranking of the two options relative to the other projects submitted and funded through the Round 2 CMAQ process. The two projects fall within the range for project funding.

#### City of Beaverton Proposal

The City of Beaverton's proposal is included as Attachment C. Following discussions with Washington County and Metro staff, the City of Beaverton proposed three separate projects on Hall Boulevard in the vicinity of Fanno Creek:

- Option 1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project involves striping and signal timing modifications. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. CMAQ funds requested total \$50,000.
- Option 2. SW Hall Boulevard at Fanno Creek. This project involves widening and raising the SW Hall Boulevard and Fanno Creek Bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the bridge and connect a recreational trail. CMAQ funds requested total \$550,000.
- Option 3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project involves widening SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. CMAQ funds requested total \$250,000.

## **Technical and Administrative Review: Ranking Results**

On an individual basis, Option 1 received a total score of 56 points; Option 2 received 40 points; and Option 3 received 45 points. By combining Options 1 and 3 and eliminating the more costly Option 2 (raising Fanno Creek Bridge), an overall composite score of 51 was reached. Attachment A shows the combined results of Options 1 and 3 and shows the ranking of the combined project relative to other priority CMAQ projects submitted for Round 2 funding. The combined score of 51 for Options 1 and Option 3 falls within the acceptable range for CMAQ funding.

## **Conclusions/Recommendations**

Adoption of Resolution No. 95-2133 amends the RTP to include the region's priority CMAQ projects for the Highway 217 Corridor contained in Exhibit A to the resolution.

The priority-funded projects as recommended maximize the travel and air quality benefits available in the Highway 217 Corridor relative to the funding pool set aside for this purpose. The requested funds (\$688,654) enable Washington County to expand their original proposal to include additional sidewalks from Berkshire to Walker Road on Cedar Hills Boulevard. The City of Beaverton will be able to complete two projects in the corridor that will help increase bike use and access, and help complete the bike system in the Highway 217 corridor.

If the funding amount (\$688,654) is approved, there is a surplus of \$207,346 remaining from the original funding pool approved by Metro Council (\$896,000) and \$42,743 extra from the original Round 2 allocation for a total surplus of \$250,089. Metro staff proposes using the extra revenue to fund an eligible FY 96 TIP "2040 Implementation Program" project. Consequently, the reserve amount for that program would rise to \$27.25 million.

## **EXECUTIVE OFFICER'S RECOMMENDATION**

The Executive Officer recommends approval of Resolution No. 95-2133.

RL:lmk  
95-2133.RES  
5-2-95

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE^1	CMAQ	Cumulative	VTM (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST^2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
<b>PRIORITY FUNDED PROJECTS</b>											
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,556	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	-\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	IML	\$1,000,000	\$3,535,000	0*	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	968,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.99	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptlid Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,600	\$12,107,613	207,615	1.11	5.53	\$0.19	21	54
Wash Co. Opt. 2	Cedar Hills Blvd: Bowmont to Butner - bikelanes and sidewalks & Berkshire to Walker - sidewalks	Wash. Co.	BPD	\$352,654	\$12,460,267	269,207	1.44	7.17	\$0.22	22	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,930,667	295,139	1.58	7.86	\$0.27	21	52
Beav. Opt. 1 & 3	Half Blvd: SPRR - Ridgcrest Drive (w/o bridge improvem.)	Beaverton	BPD	\$336,000	\$13,266,667	166,092	0.89	4.42	\$0.25	23	51
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>					\$13,266,667	Unallocated CMAQ funds = \$250,089					
<b>PRIORITY CONTINGENT PROJECTS</b>											
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$13,266,667	1,189,815	6.38	31.70	\$0.08	22	76
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$13,266,667	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$13,266,667	968,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$13,266,667	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,615	\$13,392,282	540,741	2.90	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$13,672,282	207,615	1.11	5.53	\$0.23	20	52
031	Barbur Blvd: Sheridan to Hamilton - bike lanes and sidewalks	ODOT	BPD	\$476,000	\$14,148,282	200,694	1.08	5.35	\$0.41	23	51

^1: BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit

^2: Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)

\*: Assumes freight movement excluded from Rule 12 VMT reduction.

## PROJECT DESCRIPTION

CEDAR HILLS BLVD: BOWMONT-BUTNER ROAD  
BIKE LANES AND SIDEWALKS  
CEDAR HILLS BLVD: BERKSHIRE-NORTH OF WALKER ROAD  
SIDEWALK ON WEST SIDE

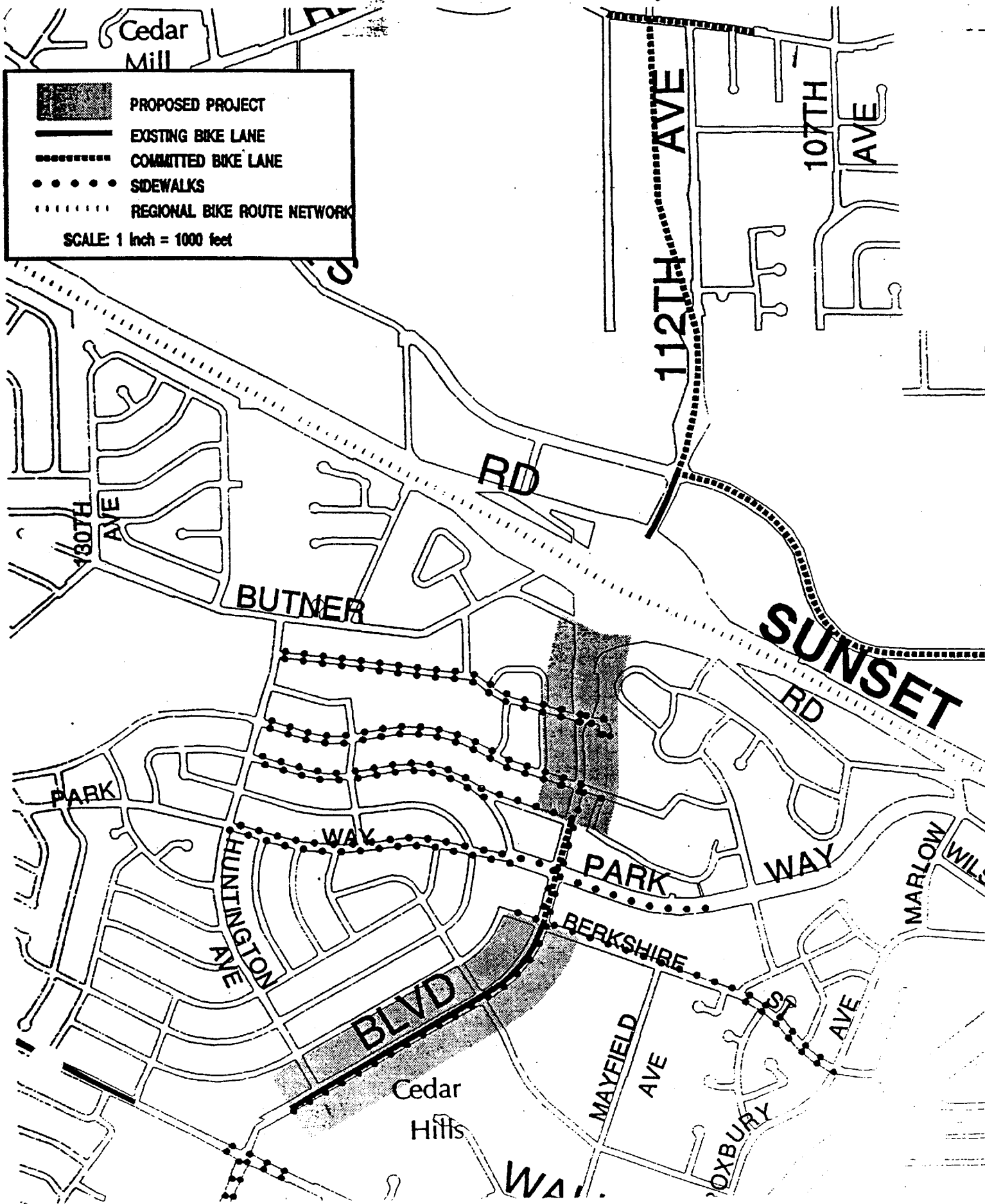
This proposed project would provide sidewalks and bike lanes on both sides of Cedar Hills Blvd. between Bowmont Street and Butner Road, a distance of .30 miles, and a sidewalk on the west side of Cedar Hills from Berkshire to just north of Walker Road, a distance of .51 miles.

This section of Cedar Hills Blvd., a minor arterial, is currently a four-lane facility with twelve-foot travel lanes and a 1992 AADT of just under 19,000, an increase of 12 percent since 1988. These volumes are expected to continue to increase as access to the north of Sunset Highway and the Westside Light Rail becomes available. There are currently no shoulders. On Cedar Hills Blvd., bike lanes currently exist between Berkshire to just north of Walker Road. Sidewalks exist on the east side of Cedar Hills Blvd. between Foothill and Farmington Road and on the west side between Parkway and Berkshire, and between Walker Road and Farmington Road. A project on Cedar Hills between Berkshire and Bowmont is scheduled for 1994. This project will include sidewalks and bike lanes on both sides.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. Residential development is primarily single-family with two multi-family complexes located at Cedar Hills and Butner. Future development in the immediate vicinity includes the Sunset Transit Center and a commercial area at Sunset and Cedar Hills. This area is served well by public transit as three bus routes may be accessed via Cedar Hills Blvd.

# CEDAR HILLS BOULEVARD: Bowmont St. to Butner Rd. - Bike Lane/Sidewalk Project Berkshire St. to North of Walker Rd. - Sidewalk Project

Figure 1





Preliminary Cost Breakdown

Cedar Hills Blvd.:Bowmont-Butner  
(Bike lanes and sidewalks)

o	P.E.	\$ 11,891
o	F.E.	\$ 13,397
o	R.O.W.	\$ 31,500
o	Construction Engineering	\$ 27,183
o	Construction	\$252,354
o	Contingency	\$ 55,265
o	ODOT Admin.	\$ 12,000
	Subtotal	<u>\$403,590</u>

CMAQ SHARE = \$ 322,872

Cedar Hills Blvd.:Berkshire-Beaverton C.L.  
(Sidewalk on the west side)

o	P.E.	\$ 1,129
o	F.E.	\$ 1,278
o	R.O.W.	\$ 2,990
o	Construction Engineering	\$ 2,581
o	Construction	\$ 23,987
o	Contingency	\$ 5,263
	Subtotal	<u>\$ 37,228</u>
	TOTAL	\$440,818

CMAQ SHARE = \$ 352,654

Passed by Board  
4-11-95



# Beaverton Schools

District 48  
11100 S.W. Parkway  
Portland, Oregon 97225  
(503) 591-4610

TRANSPORTATION DEPT.

SEP 14 1994

Cedar Park Intermediate School  
Verna Bailey, Principal

Sept. 9, 1994

Mr. Andy Cotugno  
METRO  
600 NE Grand  
Portland OR 97232-2736

Dear Mr. Cotugno:

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the county is applying for funds for a project on Cedar Hills, which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. This area is well served by public transit as three bus routes may be accessed via Cedar Hills Blvd. This project would also enhance access to areas north of the Sunset Highway, including the Sunset Transit Center. These activities have the potential to generate significant bicycle and pedestrian trips. But due to the current gaps in the bike lane and sidewalk network, walking and biking on Cedar Hills is inconvenient and at times, dangerous. The bike lane and sidewalks network on Cedar Hills and within our community need to be completed.

Thank you for the opportunity to comment.

Sincerely,

Peter Clark  
Vice Principal

SEP 12 1994

ATTACHMENT B  
PAGE 5

TUALATIN  
HILLS  
PARK &  
RECREATION  
DISTRICT CEDAR HILLS RECREATION CENTER

11640 S.W. Park Way • Portland, Oregon 97225 • 644-3855

September 8, 1994

Andy Cotugno  
METRO  
600 NE Grand  
Portland, OR 97232-2736

Dear Mr. Cotugno,

It is my understanding that Washington County is applying for Congestion Mitigation Air Quality funds for a project within our community of Cedar Hills. In particular, the County is applying for funds for a project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road.

This part of the County is one of the more developed urban communities in unincorporated Washington County. Adjacent to or in the immediate vicinity of the proposed project are two schools, a recreation center, an athletic club, several parks, and extensive shopping and service opportunities. As supervisor of the Cedar Hills Recreation Center I strongly urge you to support this project. CHRC offers over 400 classes each term, including Safe Cycling, Bicycle Repair and Maintenance, Fitness Walking and we promote a variety of Bike Rides through out the community, yet due to the current gaps in the bike lane and sidewalk network, walking and biking around the Center is inconvenient and at times, dangerous. Pedestrian and bike safety is a high priority for our participants. Please complete the bike lanes and sidewalk network on Cedar Hills Blvd.

If I can be of service regarding this issue, please feel free to contact me. The number at the Cedar Hills Recreation Center is 644-3855.

Sincerely,

Mary Kay Rodman  
Center Supervisor

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category Action - Land Use and Transportation

Agenda Title REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS

To be presented by John Rosenberger, Director

SUMMARY (Attach Supporting Documents if Necessary)

In the spring of 1993, Washington County submitted an application to Metro for Congestion Mitigation Air Quality (CMAQ) funding for a bike lane/sidewalk project on Cedar Hills Blvd. This project would provide bike lanes and sidewalks on both sides of Cedar Hills Blvd. from Bowmont to Butner, and a sidewalk on the west side between Berkshire to just north of Walker Road.

In August 1993, the Metro Planning Committee recommended that this project not be funded immediately following testimony regarding an insufficient public review process. Instead, the Committee recommended that a funding pool in the amount of \$896,000 be tentatively allocated to the Cedar Hills/Hall Blvd. Corridor. This allocation was contingent upon a public review process.

To meet the public review requirement, the Planning Division held two public meetings, the focus of which was to identify and prioritize those potential CMAQ projects within the Corridor perceived as best meeting bicyclist and pedestrian needs. The County's Cedar Hills project was one of two projects recommended for submittal to Metro for funding consideration. The second project is under the City of Beaverton's jurisdiction. The cost for the Cedar Hills project is \$440,818. Due to a 20% match requirement, the County would be requesting \$352,654 in CMAQ funds. The City of Beaverton has indicated interest in applying for the remaining \$543,346 in CMAQ funds. Metro has requested that the Washington County Board of Commissioners take an action to support this application for the Cedar Hills project.

Attachments: Staff report and map of proposed project

DEPARTMENT'S REQUESTED ACTION: KAC

Consider public comment and approve the request for CMAQ funds.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the department's requested action.

APPROVED WASHINGTON COUNTY BOARD OF COMMISSIONERS

BOARD OF COMMISSIONERS

MINUTE ORDER # 95-137

DATE 4-11-95

BY Barbara Hejtmank  
CLERK OF THE BOARD

Agenda	Item	No. <u>50</u>
Date:	4-11-95	



March 28, 1995

To: Board of Commissioners

From: John Rosenberger, Director  
Department of Land Use and Transportation

Subject: **REQUEST FOR CONGESTION MITIGATION/AIR QUALITY FUNDS**

## STAFF REPORT

For the April 11, 1995, Board of Commissioners' Meeting

### STAFF RECOMMENDATION

Hear public testimony on this item and approve the request for CMAQ funds.

### BACKGROUND

On August 24, 1993, the Metro Planning Committee approved Resolution 93-1829A. This resolution endorsed the region's priority FY 1995-1997 Congestion Mitigation Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion in the Transportation Improvement Program. The resolution was approved as submitted with the exception of a bike lane and sidewalk project on Cedar Hills Blvd. from Bowmont to Butner Road. This project was not recommended for immediate funding following testimony regarding an insufficient public review process. Due to this testimony, the Planning Committee decided to revisit this issue at their September 14 meeting when an official recommendation to JPACT would be formulated.

On September 14, the Committee voted to send the following recommendation to JPACT:

Provide a funding pool in the amount of \$896,000 to Washington County for the completion of the Cedar Hills-Hall Blvd. "alternate of 217 bike lane system" to be

allocated following a public review process to determine and prioritize the most critical links needed to complete the system. (The public review process should be conducted with a report to both JPACT and the Metro Planning Committee/Council as to the results prior to allocation of the funds.)

This corridor, which is defined by the Sunset Highway at Cedar Hills Blvd. on the north and I-5/I-205 interchange on the south, is a major component of the Regional Bike Route Network as presented in the Regional Transportation Plan. Three separate agencies have jurisdiction over this corridor: Washington County, ODOT, and the City of Beaverton. Washington County has jurisdiction over Cedar Hills from Butner to just north of Walker Road. Several segments of the corridor have existing sidewalks and bike lanes, while others have committed funding for such facilities.

### **WASHINGTON COUNTY'S PUBLIC INVOLVEMENT PROCESS**

To meet Metro's directive, the Washington County Planning Division held two public meetings within a three-month period. On April 12, 1994, the Planning Division held a workshop to solicit ideas on the use of CMAQ funds for bicycle and pedestrian projects within the Cedar Hills/Hall Blvd. Corridor. Meeting notices were sent March 16th to over 400 people. In addition, meeting notices were sent to the Cities of Beaverton, Tigard, Durham and Tualatin, Metro, the Oregon Department of Transportation, and Tri-Met. The focus of the workshop was to identify and prioritize those potential CMAQ projects perceived as best meeting bicyclist and pedestrian needs within the Corridor. These was also a discussion on potential project evaluation criteria.

Thirteen people, along with staff from Metro and Tri-Met participated in the discussions. Participants were asked to identify potential CMAQ projects that they perceived as most needing bicycle and/or pedestrian facilities. The participants identified the following five projects as priorities:

- 1) Hall/Watson Couplet:Cedar Hills-T.V. Highway/Broadway  
City of Beaverton
- 2) Hall:12th Avenue-Allen  
City of Beaverton
- 3) Cedar Hills:Walker Road-Hall Blvd.  
City of Beaverton
- 4) Hall:Ridgecrest-S.P.R.R.  
City of Beaverton
- 5) Cedar Hills:Bowmont-Butner  
Washington County

On May 6, a four-page synopsis of the workshop was sent to each of the workshop participants. Included was a list of identified project ideas, a priority listing of potential projects, and a list of potential project evaluation criteria.

As priorities one through four are under the City of Beaverton's jurisdiction, the County inquired, via a letter dated April 22, 1994, as to the City's interest in pursuing CMAQ funding and the ability to meet the twenty percent funding match requirements. Although the City initially indicated that there could not pursue a project within the available timeframe, they subsequently changed their position and are now pursuing a project on Hall Blvd.

Following notice of the City's intent, the Planning staff contacted the Oregon Department of Transportation. The southern half and northern terminus of the Corridor are under ODOT jurisdiction. Even though none of the potential CMAQ projects identified at the workshop were under ODOT jurisdiction, ODOT was asked if they would be interested in pursuing CMAQ funding. Upon review of their facilities, ODOT determined that they too would be unable to pursue projects through the CMAQ process due to financial and scheduling constraints.

On July 21, the Planning Division held a follow-up meeting. Meeting notices were sent out on July 7 to people who attended or expressed interest in the April 12th workshop, the City of Beaverton, ODOT, and Metro. Seven people attended this meeting, along with staff from Metro and the County's Planning Division. Distributed at the meeting were copies of letters from the City of Beaverton, ODOT, and the Homes Association of Cedar Hills, along with a more detailed breakdown of the preliminary cost estimates for the projects identified earlier. The purpose of the follow-up meeting was to discuss the feasibility and cost of the identified projects and the next step in the CMAQ process.

The meeting opened with a briefing on the mailing packet. The remainder of the time was spent discussing the various options available to the County and the City of Beaverton for pursuing the \$896,000 in CMAQ funds. There was considerable interest expressed in submitting projects under the City of Beaverton's jurisdiction. It was noted that, even though preliminary in nature, costs of two of the identified projects exceeded the amount of CMAQ funds tentatively allocated to the Corridor. After further discussion, it was recommended that two projects should be submitted to Metro for CMAQ funding considerations: 1) A project on Cedar Hills Blvd., which would provide bike lanes and sidewalks on both sides from Bowmont to Butner and a sidewalk on the west side between Berkshire to just north of Walker Road, and 2) a project on Hall between Ridgecrest and the S.P.R.R. tracks, which would provide bike lanes on both sides.

Attachment

G:\PATV\WPD\DATE\CMAQBD.



## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

RECEIVED

March 30, 1995

Rich Ledbetter  
Senior Transportation Planner  
METRO  
600 Northeast Grand Avenue  
Portland, Oregon 97232-2736

Regarding: APPLICATION FOR CMAQ FUNDING  
BIKE LANES ON SW HALL BOULEVARD

Dear Rich,

The City is requesting METRO Council approval for CMAQ funding for the construction of bike lanes on SW Hall Boulevard. Three separate projects are proposed.

1. SW Hall Boulevard, from Fanno Creek to the Southern Pacific Railroad right-of-way. This project would involve striping and signal timing modifications on this section of SW Hall Boulevard. There is currently sufficient curb-to-curb width to accommodate striped bike lanes without widening. The estimated project cost is \$50,000.
2. SW Hall Boulevard at Fanno Creek. This project would involve widening and raising the SW Hall Boulevard and Fanno Creek bridge to provide bike lanes on SW Hall Boulevard. The reconstruction would also raise the structure to accommodate bike lanes under the structure. The estimated project cost is \$550,000.
3. SW Hall Boulevard, from the Fanno Creek bridge to SW Ridgecrest Drive. This project would involve widening this section of SW Hall Boulevard to provide the necessary curb-to-curb width for six-foot bike lanes. The project would match the improved section on SW Hall Boulevard at SW Ridgecrest Drive where bike lanes currently exist. The estimated project cost is \$250,000.



Together, these three projects would complete the on-street bike lane system on SW Hall Boulevard by providing continuous, six foot on-street bike lanes from SW Allen Boulevard to Hwy. 217.

### **Cost Estimates and Effect on Project Scope**

The cost estimates are planning level estimates only. The actual scope of work will be dependent on final engineering cost estimates and available funding. Priorities for improvements will be the listed projects in their given order. In reviewing the cost estimates, it is recommended that the estimates be increased by forty percent to account for contingency and inflation for a total project amount of \$1,190,000.

### **Estimated Bike Lane Usage**

Hall Boulevard is a minor arterial providing linkage to and through Cedar Hills, Beaverton, and Tigard. The street essentially bisects the City of Beaverton core area, traverses fully developed residential and commercial areas, and provides linkage to central Beaverton and Old Town including the Central Beaverton LRT station.

Average daily traffic on Hall Boulevard is approximately 29,500 vehicles per day, or 35,000 persons per day, assuming an average occupancy of 1.2 persons per vehicle. The provision of bike lanes will allow for and encourage bike use that is anticipated to increase over time. It is estimated that a one percent mode split will occur one year after construction, increasing to as high as 3 percent over a twenty year horizon.

Initial use estimate:	350 bike-persons per day
Long term estimate:	1,050 bike-persons per day

### **Local Match and Local Jurisdiction Approval**

The City of Beaverton City Council has approved the project scope and has appropriated \$99,971 as local match for CMAQ funds. The Washington County Coordinating Committee (WCCC) has also approved the project scope and has

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authorized \$99,971 of MSTIP 2 bikeway funds as local match for CMAQ funds. An interagency agreement has been drafted between the City and County for the use of the City and County funds for these projects. A total of \$199,942 of local funds has been approved for use as local match for CMAQ funds.

### **CMAQ Regional Ranking Criteria**

#### **A. System Completion (5 points)**

- **Critical Link:** These projects do provide a critical link in the bicycle system.
- **Connectivity:** These projects would connect with the recently improved section of SW Hall Boulevard that has bike lanes.
- **Functional Class:** SW Hall Boulevard is a minor arterial.
- **Regional Strategy:** SW Hall Boulevard is identified on the regional bicycle plan.

**Score: 5 points**

#### **B. Critical Funds (5 points)**

- **Eligibility for State Highway Funds:** These projects would be eligible for State Highway Funds. However, the cost of the project would require over a ten year commitment of the one percent funding.
- **Other Funds:** No other funding source is identified. However, these projects could become candidate MTIP projects.
- **Likelihood of fund competition with highway-arterial, etc.** As candidate MTIP projects, these projects would compete with other projects for available funding.
- **Other ISTEAs:** Not otherwise identified as a candidate project.

**Score: 3 points**

**C. Local Commitment (5 points)**

- **Plan or Policy:** Construction of bike lanes on SW Hall Boulevard is consistent with the City of Beaverton's Comprehensive Plan.
- **Interest Group:** these projects were identified as high priority projects in the public meetings held concerning bikeway improvements on this corridor.
- **Matching Funds:** Both the Beaverton City Council and the Washington County Coordinating Committee have approval matching funds for these projects.

**Score: 5 points**

**D. Long-Term Potential (10 points)**

- **Springboard (Potential):** these projects provide connection directly to a Westside LRT station in central Beaverton. Additional improvements on the SW Hall Boulevard and SW Cedar Hills Boulevard route are likely due to the proximity and access to a regional center as identified on the 2040 plan.
- **Leverage:** The proposed projects will improve bike access to central Beaverton including a Westside LRT station.
- **Benchmarks/OTP/Goal 12/RUGGO, etc.:** The proposed projects are consistent with these policies.

**Score: 10 points**

**Total Points: 23 points**

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*Rich Ledbetter, METRO*  
*CMAQ Funding Application, SW Hall Boulevard Bike Lanes*

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Thank you in advance for your help in processing this application.

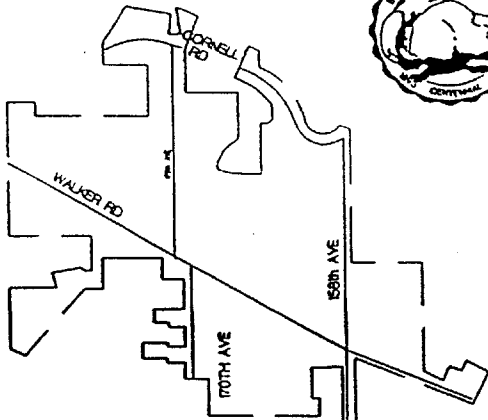
Sincerely,



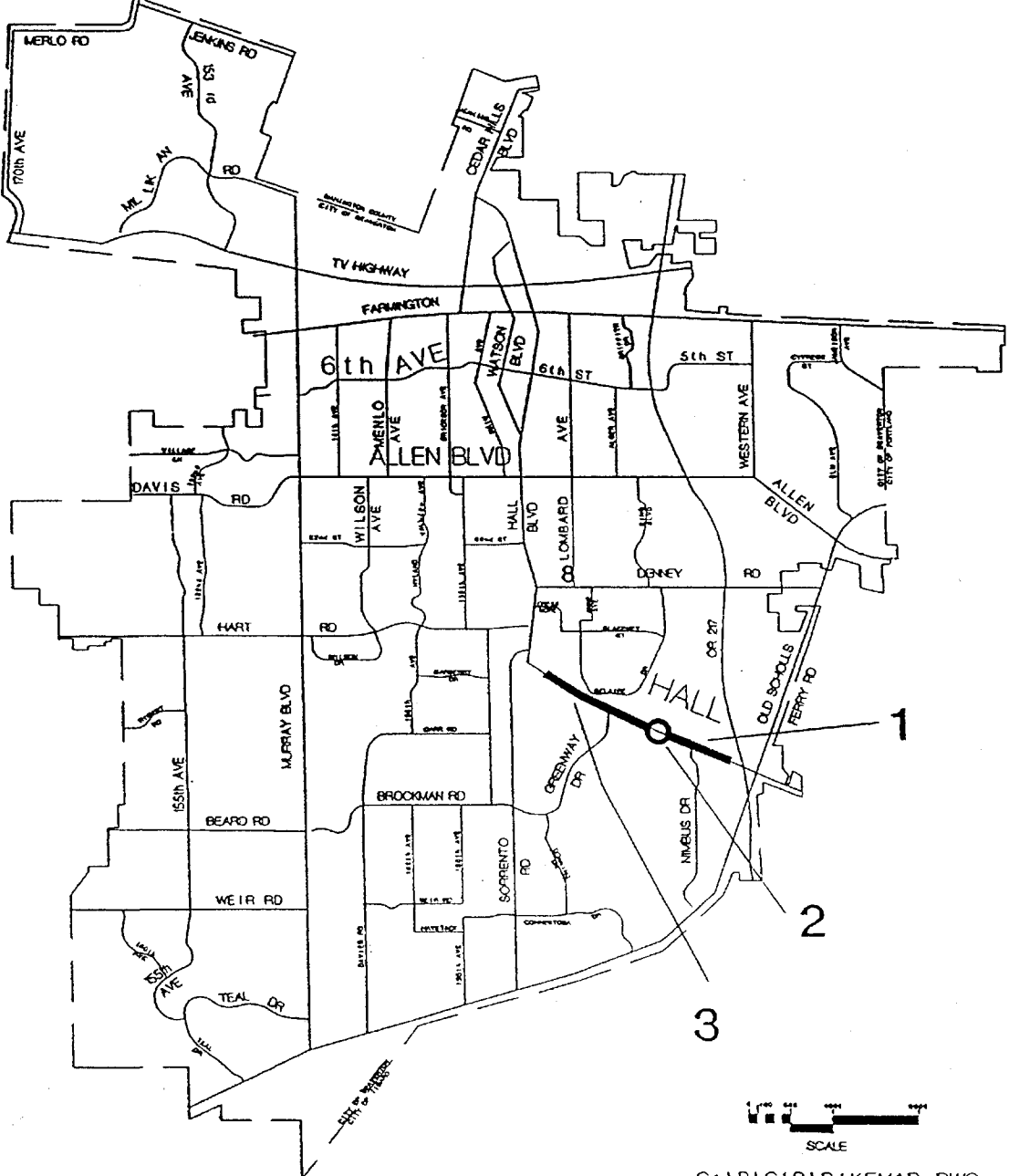
**Terry Waldele**  
**City Engineer**

**Enclosure: 1) Map of the proposed bike projects**

# CITY OF BEAVERTON



- 1 HALL BLVD, FANNO CREEK TO SOUTHERN PACIFIC RAILROAD RIGHT OF WAY
- 2 HALL BLVD/FANNO CREEK BRIDGE
- 3 HALL BLVD, FANNO CREEK TO RIDGECREST



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING ) RESOLUTION NO. 95-2133  
CONGESTION MITIGATION/AIR QUALITY )  
(CMAQ) FUNDING FOR THE CEDAR ) Introduced by  
HILLS/HALL BOULEVARD "ALTERNATIVES) Rod Monroe, Chair  
TO HIGHWAY 217 BIKE LANE SYSTEM" ) JPACT

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Congestion Mitigation/Air Quality (CMAQ) Program for funding clean air and congestion-related projects in carbon monoxide and ozone non-attainment areas; and

WHEREAS, The Portland Metropolitan Area is designated as marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS, ODOT has programmed CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-1998 State Transportation Improvement Program (STIP); and

WHEREAS, Resolution No. 93-1829A was approved as amended endorsing the region's priority FY 1995-97 Congestion Mitigation/Air Quality Program with the exception of Project No. 032 -- the Cedar Hills Boulevard: Parkway Avenue to Butner Road bike lanes and sidewalks; and

WHEREAS, Resolution No. 93-1865 was approved establishing a

funding pool for Washington County in the amount of \$896,000 to construct priority bike projects in the Highway 217 Corridor following an extensive analysis; and

Whereas, A public and agency review process was developed and used to determine and prioritize the most critical links needed to complete the Highway 217 bike system; and

Whereas, Washington County and the City of Beaverton have completed an analysis and public review process for determining priority bike projects in the Highway 217 Corridor; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include the CMAQ projects contained in Exhibit A.
2. That the Metro Council adopts the priority CMAQ projects identified in Exhibit A and amends the Metro TIP (MTIP) accordingly and requests amendment of the ODOT STIP.

ADOPTED by the Metro Council this \_\_\_\_\_ day of May, 1995.

J. Ruth McFarland, Presiding Officer

CMAQ Round 2: FY 95-97  
Priority Funding Projects

EXHIBIT A

5/2/95

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
Number	NAME	AGENCY	TYPE <sup>1</sup>	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
				REQUEST <sup>2</sup>	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
Wash Co Opt. 2	Cedar Hills Blvd: Bowmont to Butner - bikelanes and sidewalks & Berkshire to Walker - sidewalks	Wash. Co.	BPD	\$352,654	\$352,654	269,207	1.44	7.17	\$0.22	22	54
Beav. Opt. 1 & 3	Hall Blvd: SPRR - Ridgecrest Drive (w/o bridge improvemt.)	Beaverton	BPD	\$336,000	\$688,654	166,092	0.89	4.42	\$0.25	23	51
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>					\$688,654						

<sup>1</sup>:BPD=Bicycle/Pedestrian; IML=Intermodal; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit

<sup>2</sup>:Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)

\*:Assumes freight movement excluded from Rule 12 VMT reduction.



**METRO**

Date: May 12, 1995  
To: Andy Cotugno, Planning Director  
From: *LS*  
Larry Shaw, Senior Assistant Counsel  
Regarding: RTP DECOUPLE AMENDMENTS  
Our file: 7. §2.M

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**1992 Regional Transportation Plan - Ordinance No. 92-433**

An ordinance amending to this ordinance are needed to (1) clarify that the 1992 RTP is left in place as the adopted functional plan for transportation required by state law and to (2) remove existing references that this state document also meets the federal MPO plan requirement for federal funding.

My review of the RTP resulted in the "decoupling" amendments shown in Exhibit "A" to the proposed ordinance.

**Federal - State RTP Consistency**

There may be "consistency" amendments needed during the interim until the state RTP/TSP is adopted to assure that the remaining RTP functional plan is not violated by implementing the new federal RTP. Generally, the fiscally-constrained federal RTP should be a lesser included version of the 1992 state RTP. However, any recent TIP changes that may have "amended" the RTP by resolution would not be reflected in the 1992 RTP ordinance.

The legal principle is that implementation of Metro's federal RTP won't "violate" Metro's policies in the state RTP. To avoid that possible result those state RTP project descriptions that conflict with the new federal RTP (if any) could be amended. Another way of avoiding RTP conflict is to recognize that the state RTP projects are "recommendations," not "requirements" to both Metro and local comprehensive plans. As local plans are reviewed and amended to implement current projects in the TIP, the state RTP may be adopted, if a federally funded project is inconsistent with it.

**Conclusion**

These ordinance amendments clarify the status of the 1992 RTP as Metro's ongoing RTP for state law purposes and remove the federal funding provision now covered by the Interim Federal Regional Transportation Plan adopted by resolution.

Date: April 20, 1995

To: Andy Cotugno  
Metro

From: Dave Williams, Manager <sup>(for W)</sup>  
Transportation Analysis Unit

Subject: Financially Constrained RTP

The federally mandated financial constraint assumptions make the "Interim Federal Regional Transportation Plan" different from past RTPs. This RTP can include only a limited set of transportation improvements upon which air quality conformity and subsequent TIPs can be based.

In submitting the attached list of improvements for inclusion in the "federal" RTP, we have tried to acknowledge the full range of transportation issues facing the region while confronting less than optimal assumptions of available revenue.

Specifically, the attached list of improvements is based upon the following considerations:

- ◆ We acknowledge the priority JPACT gave to certain projects delayed in the last TIP.
- ◆ We gave priority to projects which were the second phase of previously programmed improvements.
- ◆ We propose to continue the regional ATMS plan, albeit at a somewhat slower pace.
- ◆ We have tried to address the need for efficient freight movement.
- ◆ We tried to reflect the access needs of regional centers inherent in 2040 plan.
- ◆ We need to address our worst freeway safety and operational problems.
- ◆ We want to implement low cost TSM improvements in several corridors needing attention.



- ◆ We want to address several particular bike/pedestrian improvements on the state system.
- ◆ We want to encourage the use of local matching funds for state-owned arterials and NHS routes not on the state system which could be a leveraging mechanism for a regional arterial program.
- ◆ We need to perform reconnaissance/EIS work in several places before specific solutions can be proposed for funding.
  - I-5 North
  - I-205 Corridor
  - I-405/US 26 Connection
  - AOH MIS reports
  - Special freight-only treatments

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 95-2138  
1995 INTERIM FEDERAL REGIONAL )  
TRANSPORTATION PLAN (RTP) ) Introduced by  
  
Rod Monroe, Chair  
JFACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The federal ISTEA requires financially constrained plans; the Clean Air Act Amendments of 1990 (CAAA) requires that metropolitan transportation plans do not result in worsened air quality; and the American with Disabilities Act (ADA) requires that metropolitan transportation plans address the needs of the disabled; and

WHEREAS, The interim federal Regional Transportation Plan (RTP) establishes the policy framework for the region's transportation system and satisfies federal ISTEA regulations; and

WHEREAS, This interim federal RTP provides the scope for transportation improvements eligible for funding through the Metro Transportation Improvement Program (MTIP); and

WHEREAS, Approval by resolution of the federal RTP is required to receive federal transportation planning funds; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the interim federal RTP, attached as Exhibit A, is approved.
2. That staff is instructed to incorporate revisions in Exhibit B for final submittal to the Federal Highway Administration (FHA) and Federal Transit Administration (FTA) for certification.
3. That approval is contingent upon demonstrating conformity of the federal RTP with CAAA.
4. That staff is instructed to proceed with Phase II RTP update activities to fully address both state and federal transportation planning requirements.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_,  
1995.

J. Ruth McFarland, Presiding Officer

TK:lnk  
4-20-95  
95-2138.RES

## STAFF REPORT

### CONSIDERATION OF ORDINANCE NO. 95-607 FOR THE PURPOSE OF ADOPTING REVISIONS TO THE REGIONAL TRANSPORTATION PLAN

Date: June 15, 1995

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION

This ordinance would decouple the federal RTP from the 1992 RTP, leaving the 1992 plan as the "state" RTP for purposes of meeting state requirements. Upon completion of Phase II of the RTP update in 1996, the state and federal versions of the RTP would be "recoupled" into a single plan that meets both state and federal requirements.

#### FACTUAL BACKGROUND AND ANALYSIS

Oregon statute (ORS 268.390) requires that Metro adopt a state RTP, a transportation functional plan. It may contain "recommendations and requirements" for local comprehensive plans per ORS 268.390(4). Chapter 8 of the RTP contains local plan consistency and dispute resolution processes. Further, functional plans must be consistent with Metro's adopted Regional Urban Growth Goals and Objectives (RUGGO). The 1992 RTP is consistent with RUGGO, particularly Objective 13.

The federal Regional Transportation Plan (federal RTP, adopted by Metro Council, May 24, 1995) is the mandatory transportation systems plan that (1) is the basis for the Transportation Improvement Program (TIP); and (2) now must be financially "constrained."

The 1989 and 1992 RTPs combined the mandatory federal RTP and the state RTP (mandatory functional plan) into the same document (adopted by Ordinance No. 92-433).

#### Federal RTP Resolution - Decouple in 1995

The recently adopted federal RTP is a "constrained" systems plan that uses an interim 2015 forecast derived from the 2040 Growth Concept proposal, not acknowledged comprehensive plans. It therefore contains post 1992 TIP-added projects and fewer long term unfunded projects than the remaining 1992 RTP. Other changes acknowledge that the bicycle/pedestrian mode share was increased based on the 1994-95 travel survey instead of the 1985 data; that fewer areas outside the UGB needed to be served than under comprehensive plan use policies; that a narrower range of South/North choices can be shown than in 1992; and that adopted Westside station area minimum densities can be assumed and, therefore, used for those areas.

The initial adoption of a separate federal RTP for funding purposes on May 24, 1995 left the 1992 RTP in place for state land use purposes until an update to the state RTP is completed in mid 1996. This requires a "decoupling" ordinance amendment to clearly take the federal RTP role out of Ordinance No. 92-433. This completes the process of making the federal RTP resolution only a set of funding premises under state law, not a land use decision. Federal RTP projects would still have to be in local comprehensive plans and not inconsistent with the 1992 Functional Plan, as amended by this ordinance.

#### Federal RTP/TSP - Recoupled in 1996

After 1995 RUGGO acknowledgment by LCDC, the Urban Reserves designation, the amended federal RTP and the transportation functional plan could be adopted together by ordinance. Concurrently, any interim Growth Concept planning could also be adopted at the time the regional Transportation Systems Plan (TSP) is ready in 1996. The recoupled federal/state RTP and framework plan component will be consistent with federal requirements. However, an appeal is possible on the basis of its regulatory impact as the regional TSP in 1996. Such an appeal would occur regardless of this decoupling.

#### RUGGO Amendment Impact - July 1995

Both the refined 2040 Growth Concept and updates of RUGGO Goal II objectives are scheduled to be adopted into RUGGO in July 1995. That amendment action is a land use decision and the amended RUGGO will be submitted to LCDC for acknowledgment.

Since functional plans must be consistent with applicable RUGGOs, a state RTP update adopted as a functional plan must comply with the RUGGOs in effect at the time it is adopted. Even if there is little change in the 1995 RUGGO Transportation Objective, there would be confusion if a state RTP/Functional Plan update were adopted now, before approval of amended RUGGOs that will be undergoing LCDC review.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Ordinance No. 95-607.

## Exhibit A

Amendments to the 1992 Regional Transportation Plan adopted by Ordinance No. 92-433:

Page i-1 at A., second paragraph is amended to omit the following as shown:

"Adoption of this Plan represented:

- ~~completion of a federal requirement as a condition for receipt of federal transportation funding"~~

Page i-3, 5 at D., third and fourth paragraphs are amended to read as shown:

"Metro Legislative Authority

Metro's ~~state~~ authority for urban transportation planning is derived from two primary sources:

- ~~Title 23 (Highways) and Title 49 (Transportation) Code of Federal Regulations.~~
- Oregon Revised Statutes - Chapter 268
- 1992 Metro Charter

~~The federal requirements for transportation planning are primarily directed at proposed transportation investments using federal funds while the state requirement deal with the transportation elements of local comprehensive plans. There is, however, a great deal of overlap between the two requirements since federally funded transportation investments comprise a significant portion of the full transportation system identified in comprehensive plans.~~

~~Federal Planning Requirements~~

~~FHWA and FTA have jointly required that each urbanized area, as a condition to the receipt of federal capital and operating assistance, have a transportation plan process that results in a transportation plan consistent with the planned development for the area. Metro is the agency, in cooperation with ODOT and Tri Met, that is designated by the Governor as the "metropolitan planning organization" to carry out the federal transportation planning requirements.~~



~~In accordance with these requirements, Metro must annually endorse a transportation plan and a Transportation Improvement Program (TIP). The TIP must specify federally funded transportation projects to be implemented during the next three to five year period based upon realistic estimates of available revenues. Furthermore, projects included for funding in the TIP must be consistent with the adopted RTP.~~

~~Also in accordance with regulations, the RTP must consist of a short and long range element and provide for the transportation needs of persons and good in the metropolitan area.~~

~~The planning process leading to adoption of the RTP must:~~

- ~~● consider the social, economic and environmental effect of transportation in accordance with the National Environmental Policy Act and Clean Air Act;~~
- ~~● ensure involvement of the public;~~
- ~~● ensure there is no discrimination on the grounds of race, color, sex, national origin or physical handicap in the planning process or under any program receiving federal assistance;~~
- ~~● include special efforts to plan public mass transportation facilities and services for the handicapped;~~
- ~~● consider energy conservation goals and objectives;~~
- ~~● include technical analysis as needed and to the degree appropriate, including:~~
- ~~● an analysis of existing conditions of travel, transportation facilities and fuel consumptions;~~
- ~~● projections of economic and land use activities and their potential transportation demand;~~
- ~~● an evaluation of alternative transportation improvements to meet short and long term needs;~~
- ~~● corridor or subarea studies; transit technology studies; legislative, fiscal, functional classification and institutional studies; and~~

- ~~an evaluation of alternative measures to respond to short term energy disruptions.~~

~~In addition to the requirements of FHWA and FTA, the Clean Air Act Amendments of 1990 (administered by the Environmental Protection Agency (EPA)) require each urbanized area to meet federal standards for clean air. Metro is responsible for examining alternative transportation strategies to reduce air pollution that, in combination with stationary controls (i.e., point source) adopted by the Department of Environmental Quality., meet the standards"~~

Page i-5, 6 are amended to omit the following as shown:

#### ~~"Regional Transportation Decision Making Process~~

~~Every metropolitan area must have a Metropolitan Planning Organization (MPO) designated by the Governor to receive and disburse federal funds for transportation projects. Metro (the Metropolitan Service District) is the MPO for the Portland metropolitan area and, therefore, approves the expenditure of all federal transportation funds in this region. To assure a well balanced regional transportation system, the following decision-making process has been established for these important funding allocations.~~

#### ~~Metro Council~~

~~Metro is our directly elected regional government, with responsibility for garbage disposal, development assistance and management of the Metro Washington Park Zoo, as well as transportation. The Metro Council is composed of 12 members elected from districts. The Joint Policy Advisory Committee on Transportation (JPACT) recommends transportation projects and programs for Council approval.~~

#### ~~Joint Policy Advisory Committee on Transportation (JPACT)~~

~~JPACT provides a forum for elected officials and representatives of agencies involved in transportation projects to evaluate all the transportation needs in this region and to make recommendations for funding to the Metro Council. The 17 member Committee includes elected officials from local governments within the region, three Metro councilors, representatives of the agencies involved in regional transportation, plus representatives from governments and agencies of Clark County, Washington and the State of Washington.~~

~~Agencies represented on JPACT include ODOT, Tri Met, the Port of Portland, DEQ and the Washington Department of Transportation (WDOT).~~

~~A finance subcommittee of JPACT has been formed to develop and recommend financing strategies to implement the region's transportation agenda.~~

#### ~~Transportation Policy Alternatives Committee (TPAC)~~

~~While JPACT provides a forum for recommendations on transportation issues at the policy level, TPAC provides input from the technical level.~~

~~TPAC's membership includes technical staff from the same governments and agencies in JPACT plus representatives of FHWA, Federal Aviation Administration (FAA), FTA and the Intergovernmental Resource Center (IRC) of Clark County. There are also six citizen representatives appointed to TPAC by the Metro Council.~~

~~TPAC has one standing subcommittee:~~

- ~~● Transportation Improvement Program (TIP) Subcommittee: Comprised of staff from the three counties, Portland, ODOT, Tri Met and Metro, this subcommittee monitors progress on implementing projects and recommends changes in the TIP to JPACT.~~

#### ~~Interstate Coordination~~

~~Planning for the Portland Vancouver metropolitan area is carried out by two regional planning agencies, Metro and the Intergovernmental Resource Center (IRC) of Clark County. Each agency conducts its transportation planning under its respective state and federal authority for its own geographic area. However, since this is a single urbanized area, it is essential that the two agencies coordinate plans to adequately address problems of interstate significance. This coordination is assured through the mechanisms described below:~~

- ~~● Bi State Policy Advisory Committee — A Bi State Policy Committee exists to provide a forum for elected officials from Oregon and Washington to discuss problems of mutual concern and make recommendations to the Metro Council and IRC of Clark County. This Committee includes representatives from the two regional agencies, the two principal cities and the two principal counties. In addition, the Committee can establish ad hoc committees to deal with transportation problems. Transportation recommendations from the Committee are~~

~~made to the Metro Council through TPAC and JPACT in accordance with Metro's decision making process.~~

- ~~● Metro/Clark County IRC Committees — In order to ensure a voice in transportation decisions of interstate significance, JPACT includes representation from WDOT, Clark County and Vancouver, and TPAC includes representatives from WDOT, Clark County, Vancouver and Clark County IRC. Similarly, Clark County's "Consolidated Transportation Advisory Committee" includes representation from ODOT and Metro.~~
- ~~● Transportation Plan and Improvement Program Coordination — Before adoption of the RTP or an amendment to the Plan having interstate significance, Metro and Clark County IRC must consult with the other party and consider any comments of the other party before adoption."~~

Page 5-1 at A., first paragraph, second and third sentences are amended to read as shown:

~~"The transportation improvements included in the Plan represent a set of investments that have been chosen recommended after vigorous local and regional review of possible alternatives, and are considered to be as the most prudent and cost-effective use of public funds to solve the region's transportation problems. Consistent with Chapter 8 these improvements may be varied based on further study before inclusion in city and comprehensive plans in compliance with LCDC goals and in the federal TIP."~~

Page 8-1 at B, third and fourth sentences are omitted as shown:

~~"The Transportation Improvement Program (TIP) is the five year incremental capital improvement program for the region to implement planned improvement projects and includes all transportation projects proposed to use federal funds to implement. As such, the TIP contains modernization projects that are depicted in Chapter 5 of the RTP as well as preservation and smaller scale modernization activities that are consistent with the policies and objectives of the RTP but are not of sufficient scope to warrant inclusion in the RTP."~~

Page 8-3, 4, at 5. "Transit Service Planning" is omitted as shown:

~~In accordance with UMTA Circular 7005.1, recipients of UMTA funding are required to develop a process for considering the capability of private providers to perform mass transportation and related support services. They are also required to provide periodic documentation on the results of~~

~~implementation of the policy. This requirement falls both on Metro as the Metropolitan Planning Organization and Tri Met as the principal provider for transit services and UMTA grant recipient. Specifically, Metro is required to adopt a policy which provides for consideration of private enterprise in local transit service planning, ensure a fair resolution of disputes and certify at the time of submission of the annual Transportation Improvement Program that the local process is being followed. This process is included in the Interim Federal RTP. The following policies are intended to respond to these requirements while recognizing that the principal responsibility for involving the private sector should rest with Tri Met since it is the only operator in the Portland region.~~

~~a. Transit Service Planning~~

~~1) Tri Met should ensure private enterprise involvement in transit service planning and development of transit capital improvements, to include:~~

~~a) Notice to and early consultation with private providers in plans involving new or restructured service as well as the periodic reexamination of existing service.~~

~~b) Periodic examination, at least every three years, of each route to determine if it could be more efficiently operated by a private enterprise.~~

~~e) Description of how new and restructured services will be evaluated to determine if they could be more effectively provided by private sector operation pursuant to a competitive bid process.~~

~~d) The use of costs as a factor in the private/public decision.~~

~~2) Metro will review the results of these analyses and provide TPAC and JFACT an opportunity for review and comments.~~

~~3) In transit service studies where Metro has lead responsibility, Metro will provide notice to and ensure early consultation with private providers.~~

~~b. Dispute Resolution~~

~~Tri Met should establish a dispute resolution process that provides a clear opportunity for interested parties to object to a decision. The process should also include the opportunity for final appeal to UMTA.~~

~~e. Documentation~~

~~1) In conjunction with submittal of projects to Metro for inclusion in the Transportation Improvement Program, Tri Met shall submit documentation that this private enterprise policy has been followed, including:~~

~~a) a description of the involvement of the private sector in the development of the specific projects. The determination of whether service or support functions reflected in the Annual Element are to be provided by a public or private provider can be arrived at through use of requests for proposals, requests for bids, or other means in the local planning process;~~

~~b) a description of the proposals received from the private sector and how they were evaluated;~~

~~c) a description of impediments to holding service out for competition and the measures taken to address the impact of such impediments; and~~

~~d) a copy of the Tri Met dispute resolution procedure and a description and status of private sector complaints.~~

~~This documentation shall be provided no later than the time of submission of projects for the annual update to the Transportation Improvement Program (June 1). In addition, supplemental documentation should be submitted at the time of submittal of any additions to the Transportation Improvement Program, if necessary.~~

~~2) Metro will include this documentation as part of the certification to UMTA that the region is in compliance with federal requirements."~~

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M E M O R A N D U M



**METRO**

600 NE Grand, Portland, OR 97232  
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 12, 1995  
To: JPACT  
From: *MH* Mike Hوجلund, Transportation Planning Manager  
Subject: RTP Financial Constraint; TPAC Recommendation

This memorandum provides additional information to the enclosed May 11 memorandum. The information primarily reflects TPAC discussion of May 12 regarding the RTP financial constraint methodology.

Background

ISTEA requires a financial constraint analysis for metropolitan regional transportation plans. The ISTEA metropolitan planning rules limit revenue forecasts to current sources or to those which can be "reasonably" assumed given previous experiences in generating new revenues. Revenue forecasts must account for all relevant anticipated local, regional, state, and federal funds. The analysis must also consider local, regional, and state costs for operations, maintenance, and preservation (OMP) needs, including transit and other alternative modes.

Once revenues and OMP needs have been identified, remaining revenues can be applied to system expansion activities (roads, transit, bikes, pedestrian, and multi-modal projects; system management; and demand management).

RTP Revenue Forecast

Limited resources are available for system expansion activities over the next twenty years in this region. After accounting for OMP needs, the region has \$901 million in revenues to cover an estimated \$3.7 billion in system expansion need as identified in the RTP "preferred system." The latest estimates therefore indicate an approximate \$2.8 billion shortfall.

Further, the only revenues available for system expansion are federal or locally generated funds. All revenues from the State Highway Trust Fund

(gas tax, weight/mile tax, and vehicle registration fees) are being directly plowed into OMP. In fact, ODOT Region 1 must use all of their allotment of federal National Highway System (NHS) funds to maintain the region's interstate system over the next twenty years, plus about \$91 million of their share of federal Surface Transportation Program (STP) funds allocated to the state. The ODOT Region 1 bottom line, as previously presented by Bruce Warner, is that \$435 million is available for the Region 1 state system over the next 20 years.

Similarly, for the non-state regional system, the City/County share of the State Highway Trust Fund is entirely allocated to OMP. Consequently, regionally available funds for system expansion are essentially federal STP funds allocated to the region and local revenues applied to the regional system. Those revenues total approximately \$466 million.

### Allocation Methodology

The methodology for distributing funds for the financially constrained system is shown in the attached table. Major components include:

- A regional allocation of federal funds including the State STP share of \$435 million to ODOT; \$89 million of Highway Bridge Replacement (HBR) funds for bridge preservation and maintenance; and an equal split of remaining Regional STP funds between regional needs (Metro/Port), Tri-Met, the City of Portland, and the three counties. The splits are \$29.5 million for each, with Metro and the Port splitting a \$29.5 million share.
- Locally generated funds applied to the regional system. These revenues include local gas taxes, local revenue bonds (e.g., Washington County MSTIP), transportation improvement fees, parking fees, and other revenues which are applied to the regional system. As can be seen, Washington County has the highest assumption for local revenues given their successful MSTIP elections. Staff is working with the City of Portland to review their figure. It will likely increase by a few million dollars given their unaccounted contributions to the regional bicycle and transit networks.

Based on the TPAC methodology, a constrained list of projects will be developed by Metro and agency/jurisdiction staff and presented to JPACT on May 18. The list will focus on projects developed through local plans, the existing RTP, and reflect multi-modal and land use needs as are currently understood given the Region 2040 concept. Staff will also detail the revenue forecast methodology.



Based on the methodology for forecasting revenues allowed under ISTEA, the region has a significant revenue shortfall for the twenty year period of the plan. Revenues will allow us to do the following:

- Maintain and operate the existing transportation infrastructure.
- Open and operate westside and north/south light rail.
- Expand transit service by 1.5 percent per year until south/north opens; maintain status quo service beyond south/north opening. The region will not be able to fund any of the recommended primary transit system (fast links, etc.).
- Fund approximately \$10 million worth of regional projects per year; plus MSTIP projects in Washington County. This includes all non-state roadway, pedestrian, bicycle, transit related right-of-way improvements, TDM, TSM, and transit oriented development.

In addition, TPAC recognizes that substantial analysis and decision making is necessary in the next phase of the RTP and that this RTP represents an initial attempt to constrain the RTP for federal certification purposes. As such, the following language is recommended for inclusion in the federal RTP:

"The financially constrained system represents an initial effort to allocate scarce resources to a substantial list of needs. The list does not represent a regional funding policy decision. Regional funding policy will be set through development of the final RTP and the next Metro Transportation Improvement Program (MTIP). Significant activities are scheduled for both through 1996."

MH

## Preliminary Targets for RTP Financially Constrained Revenues

(Totals are in 1995 \$M and cover the period 1999-2015)

Jurisdiction	Share of Regional Allocation	Locally-generated Revenues	Total Constrained RTP Target
City of Portland	\$29.505	\$9.228	\$38.734
Clackamas County	\$29.505	\$11.844	\$41.349
Multnomah County (excluding major bridges set-aside)	\$29.505	\$6.907	\$36.412
Washington County	\$29.505	\$146.150	\$175.655
Tri-Met	\$29.505	\$0.000	\$29.505
Port	\$14.753	\$0.000	\$14.753
Metro/Shared	\$14.753	\$0.000	\$14.753
<b>Totals for Non-State Facilities (w/o Major Bridges)</b>	<b>\$177.031</b>	<b>\$174.129</b>	<b>\$351.160</b>
Major Non-State Bridges (HBR and Local - dedicated to bridges)	\$89.368	\$25.500	\$114.868
<b>Totals for Non-State Facilities</b>	<b>\$266.399</b>	<b>\$199.629</b>	<b>\$466.028</b>
ODOT (includes roadways and bridges)	\$435.736	\$0.000	\$435.736
<b>Totals for Regional Transportation System</b>	<b>\$702.135</b>	<b>\$199.629</b>	<b>\$901.764</b>

M E M O R A N D U M



**METRO**

600 NE Grand, Portland, OR 97232  
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 11, 1995  
To: JPACT  
From: *MH* Mike Hogle, Transportation Planning Manager  
Subject: Regional Transportation Plan

JPACT will be asked to recommend approval of the Interim Federal Regional Transportation Plan (RTP) at their May 18 meeting. Attached for your review prior to the meeting are the following items:

1. A staff report and Metro Council/JPACT Resolution No. 95-2138 recommending adoption of the federal RTP. Included is a resolve that adopts the Draft 1995 Interim Federal RTP and a recommendations report (see number 3, below).
2. A copy of the Draft 1995 Interim Federal RTP. The document is Exhibit A to Resolution No. 95-2138. (Note: the RTP is enclosed for JPACT members and alternates only. The document was subject to extensive distribution upon its release and will be revised upon adoption. Please contact Jan Faraca at 797-1757 if you would like additional copies).
3. A "Summary of Comments and TPAC Recommendations." This document is Exhibit B to the resolution and represents TPAC recommendations on public and agency comments received on the draft RTP. The comments are categorized by topic and are included in either a "consent" or "discussion" package.

The consent package includes recommendations which generated little TPAC discussion or controversy. The discussion items are generally those where there is significant policy change or where JPACT clarification or direction is requested. The May 18 meeting will focus on the discussion items. Items may be moved from consent to discussion upon JPACT request.

JPACT is being asked to adopt Resolution No. 95-2138, with Exhibits A and B. Following Metro Council adoption, the comments in Exhibit B will be incorporated into a final Interim Federal RTP, as appropriate.

4. A May 12, 1995, memo from Larry Shaw, Metro Senior Assistant Legal Counsel, describing a strategy to temporarily proceed with "decoupling" state and federal RTPs. Traditionally, all state and federal requirements are met in a single RTP. The conflict between the need to keep the RTP current for federal purposes and the need to do more work for state purposes, does not allow that to happen at this time.

The proposed strategy will allow the region to proceed with adoption of an RTP to meet federal requirements and use federal transportation funds, while recognizing additional work is necessary to satisfy state land use and transportation planning requirements through the refined 2040 Growth Concept, RUGGOs, and RTP phase II.

5. Ordinance No. 95-2153 to decouple the state and federal RTPs consistent with the strategy described in Larry Shaw's memorandum.
6. An April 20, 1995 memorandum from Dave Williams of ODOT to Andy Cotugno, Metro Planning Director. The memo summarizes ODOT's strategy for financially constraining the state system given 20-year revenue forecasts. The memo details the presentation made by Bruce Warner, ODOT Region 1 Engineer, at the last JPACT meeting. Based on a "reasonable" revenue forecast (as required by ISTEA planning guidelines), \$435 million is available for the metro area state system over the next 20 years. The need on that system exceeds \$1.8 billion.
7. Methodology and spreadsheets reflecting a TPAC recommendation for financially constraining the RTP, in particular, the non-state regionally significant system. Revised revenue estimates show approximately \$266 million available for the non-state regional system over the next 20 years. The need of that system is over \$1.4 billion.

Due to the time constraint following the May 12 TPAC meeting, the attached spreadsheets have been marked-up to show projects included in the constrained system. The methodology represents a first cut to constrain the RTP and is based on local jurisdictional and regional targets. Following adoption, staff will update Chapter 7 of the RTP to include the methodology and all relevant supporting tables and graphs.

TPAC recommends the targets and resulting financially constrained list be adopted in order to proceed with timely adoption of the federal RTP. The current RTP lapses May 24. The lack of an adopted federal RTP

JPACT  
May 11, 1995  
Page 2

will limit the region's ability to obligate federal funds past that date. However, TPAC recognizes that a revised funding allocation methodology should be developed in conjunction with the second phase of the RTP and should better reflect the direction established under ISTEA, the State Transportation Planning Rule, the Regional Urban Growth Goals and Objectives, and the Region 2040 process.

Metro staff will provide an overview of the financial constraint methodology and the resulting non-state regional system at the May 18 meeting.

MH

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2138 FOR THE PURPOSE OF ADOPTING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN (RTP)

Date: April 20, 1995

Presented by: Andrew C. Cotugno

## PROPOSED ACTION

This resolution would: 1) bring the region into compliance with federal ISTEA transportation planning regulations set forth in 23 CFR Part 450 and 49 CFR Part 613; 2) leave the 1992 Regional Transportation Plan (RTP) in place for the purpose of satisfying State of Oregon planning requirements; and 3) establish a policy context for merging (recoupling) the state and federal versions of the RTP in Phase II of the RTP update.

## FACTUAL BACKGROUND AND ANALYSIS

The interim federal Regional Transportation Plan (RTP) is the culmination of a four-month regional effort to bring the plan into compliance with federal ISTEA regulations and establish a policy context for Phase II of the RTP update. Key revisions included in the federal RTP are:

1. Updated regional transportation policy (Chapter 1 of the federal RTP) that reflects an increased emphasis on multi-modal transportation planning, the relationship between land use and transportation, demand management, new system management technology and consideration of regional transportation funding constraints.
2. Limited revisions to the planned regional system that reflect multi-modal transportation considerations (including new bicycle, transit and freight system maps in Chapter 4 of the federal RTP) and other regional system needs that have emerged or changed since adoption of the 1992 RTP.
3. An update of the 20-year list of needed transportation improvements and programs (Chapter 5 of the federal RTP) that reflects projects completed since the last major RTP update and the revised system needs identified in Chapter 4.
4. A framework for completing a comprehensive analysis of system performance, including the use of the intermodal and congestion management systems (Chapter 6).
5. A methodology for developing a "financially constrained" network that is limited to current and reasonably anticipated funding sources (Chapter 7).

6. A financially constrained transportation network and analysis of how financial constraints affect the 20-year project needs identified in the federal RTP (Chapter 7).
7. An expanded discussion of outstanding issues (Chapter 8) and ongoing RTP activities (Appendix) that will provide greater plan continuity in future updates.

This resolution is the first of three needed to adopted the interim federal RTP. This resolution adopts the required federal transportation elements. Two companion resolutions will follow, one addressing air quality conformity requirements (set forth in the federal Clean Air Act Amendments of 1990 (CAAA) and state DEQ new state conformity rule), and another adopting public involvement procedures for transportation planning.

In Phase II of the update, these new features of the federal RTP will be further refined and the plan substantially revised to address the state Transportation Planning Rule (TPR) and the Region 2040 growth concept. Until completion of the Phase II effort, however, the 1992 RTP will remain in effect for purposes of state planning requirements, and the federal RTP will serve concurrently to satisfy federal regulations. Adoption of the interim federal RTP will allow the region to continue to use federal funds during the Phase II process.

The public involvement program for the RTP update spans both phases. In Phase I, public involvement activities featured the "Choices We Make: A Regional Transportation Fair," and four "Priorities '95" town meetings held throughout the region. The RTP Citizen Advisory Committee (CAC) was also selected during Phase I, and will continue to serve throughout Phase II of the update.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2138.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2138A FOR THE PURPOSE OF ADOPTING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN (RTP)

Date: April 20, 1995

Presented by: Andrew C. Cotugno

## PROPOSED ACTION

This resolution would: 1) bring the region into compliance with federal ISTEA transportation planning regulations set forth in 23 CFR Part 450 and 49 CFR Part 613; 2) leave the 1992 Regional Transportation Plan (RTP) in place for the purpose of satisfying State of Oregon planning requirements; and 3) establish a policy context for merging (recoupling) the state and federal versions of the RTP in Phase II of the RTP update.

## FACTUAL BACKGROUND AND ANALYSIS

The interim federal Regional Transportation Plan (RTP) is the culmination of a four-month regional effort to bring the plan into compliance with federal ISTEA regulations and establish a policy context for Phase II of the RTP update. Key revisions included in the federal RTP are:

1. Updated regional transportation policy (Chapter 1 of the federal RTP) that reflects an increased emphasis on multi-modal transportation planning, the relationship between land use and transportation, demand management, new system management technology and consideration of regional transportation funding constraints.
2. Limited revisions to the planned regional system that reflect multi-modal transportation considerations (including new bicycle, transit and freight system maps in Chapter 4 of the federal RTP) and other regional system needs that have emerged or changed since adoption of the 1992 RTP.
3. An update of the 20-year list of needed transportation improvements and programs (Chapter 5 of the federal RTP) that reflects projects completed since the last major RTP update and the revised system needs identified in Chapter 4.
4. A framework for completing a comprehensive analysis of system performance, including the use of the intermodal and congestion management systems (Chapter 6).
5. A methodology for developing a "financially constrained" network that is limited to current and reasonably anticipated funding sources (Chapter 7).
6. A financially constrained transportation network and analysis of how financial constraints affect the 20-year project needs identified in the federal RTP (Chapter 7).



7. An expanded discussion of outstanding issues (Chapter 8) and ongoing RTP activities (Appendix) that will provide greater plan continuity in future updates.

This resolution is the first of three needed to adopt the interim federal RTP. This resolution adopts the required federal transportation elements. Two companion resolutions will follow, one addressing air quality conformity requirements (set forth in the federal Clean Air Act Amendments of 1990 (CAAA) and state DEQ new state conformity rule), and another adopting public involvement procedures for transportation planning.

In Phase II of the update, these new features of the federal RTP will be further refined and the plan substantially revised to address the state Transportation Planning Rule (TPR) and the Region 2040 growth concept. Until completion of the Phase II effort, however, the 1992 RTP will remain in effect for purposes of state planning requirements, and the federal RTP will serve concurrently to satisfy federal regulations. Adoption of the interim federal RTP will allow the region to continue to use federal funds during the Phase II process.

The public involvement program for the RTP update spans both phases. In Phase I, public involvement activities featured the "Choices We Make: A Regional Transportation Fair," and four "Priorities '95" town meetings held throughout the region. The RTP Citizen Advisory Committee (CAC) was also selected during Phase I, and will continue to serve throughout Phase II of the update.

On May 18, JPACT approved the federal RTP as shown in Exhibit A with recommended amendments shown in Exhibit B. The recommended amendments are in response to comments on the plan received at the four Priorities '95 meetings held in April, the Council public hearing on May 4, and other comments submitted during the 30-day RTP public comment period. These comments are compiled in a separate document and included with the Council review packet.

In addition, JPACT also approved an amendment to the resolution that will allow TPAC to consider comments regarding RTP text or policy language from the cities of East Multnomah County that do not affect the RTP air quality conformity process (i.e., comments that do not affect the adopted project matrices). Any resulting RTP amendments must be forwarded by TPAC for JPACT/Metro Council consideration no later than July 1995.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2138.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 95-2138A  
1995 INTERIM FEDERAL REGIONAL )  
TRANSPORTATION PLAN (RTP) ) Introduced by  
  
Rod Monroe, Chair  
JPACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The federal ISTEA requires financially constrained plans; the Clean Air Act Amendments of 1990 (CAAA) requires that metropolitan transportation plans do not result in worsened air quality; and the American with Disabilities Act (ADA) requires that metropolitan transportation plans address the needs of the disabled; and

WHEREAS, The interim federal Regional Transportation Plan (RTP) establishes the policy framework for the region's transportation system and satisfies federal ISTEA regulations; and

WHEREAS, This interim federal RTP provides the scope for transportation improvements eligible for funding through the Metro Transportation Improvement Program (MTIP); and

WHEREAS, Approval by resolution of the federal RTP is required to receive federal transportation planning funds; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the interim federal RTP, attached as Exhibit A, is approved.

2. That staff is instructed to incorporate revisions in Exhibit B for final submittal to the Federal Highway Administration (FHA) and Federal Transit Administration (FTA) for certification.

3. That approval is contingent upon demonstrating conformity of the federal RTP with CAAA.

4. That staff is instructed to proceed with Phase II RTP update activities to fully address both state and federal transportation planning requirements.

5. That TPAC will consider key City of Gresham comments that were made on behalf of Multnomah County Cities regarding text or policy language for inclusion in the Interim Federal RTP and will forward necessary amendments for JPACT/Metro Council consideration by no later than July 1995.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1995.

J. Ruth McFarland, Presiding Officer



## METRO

Date: May 12, 1995

To: JPACT Members and Interested Parties

From: Andrew C. Cotugno, TPAC Chair

RE: TPAC Recommendations on Comments Received Regarding the Interim Federal RTP

Attached are comments received from citizens and agencies on the interim federal RTP. Comments are presented in summary form, but the original letter or testimony may be referenced according to the source that follows each comment in parenthesis (original testimony and letters are provided separately). TPAC has recommended JPACT discussion of four specific comments contained in the "Discussion" section of this packet. TPAC recommends that the remaining comments be approved by general consent. Consent items follow the discussion section, and are grouped according to general subject areas.

### DISCUSSION ITEMS

- Recommended discussion items 1

### CONSENT ITEMS

- General RTP Issues 3
- Multi-Modal Roadways 7
- Transit & TODs 15
- Bicycle & Pedestrian 18
- Freight and Intermodal Facilities 21
- Transportation System Management 23
- Transportation Demand Management 24
- Air Quality 25
- Future Analysis & Policy 27
- Land Use 27
- RTP Relationship to the MTIP 27

TPAC recommendations follow each comment, with specific text revisions included where appropriate.



**METRO**

**EXHIBIT 'B'**

**Summary of Comments  
& TPAC Recommendations**

**DISCUSSION ITEMS**

1. Comment: The use of the term “accessibility” in lieu of mobility is not consistent with ISTEA, which specifically sets national goals for “mobility” (ODOT).

**TPAC Recommendation on Comment 1:** Disagree; the goal of “accessibility” was determined in conjunction with ODOT and other MPOs in Oregon as improvement on “mobility” as an objective the provision of adequate transportation services and facilities. Further, current performance measures in the RTP reflect accessibility rather than mobility. Accessibility is a better term for understanding direct urban transportation and land use relationships, although the comment correctly states that mobility is necessary for the transportation disadvantaged, and for certain through-movements in the region.

However, the concept of accessibility warrants further refinement, and the following language is recommended to address this need and the concerns expressed the comment:

- Add to end of first paragraph under “Civil Rights/Transportation Disadvantaged” on page 9 of Chapter 1:

“The RTP should provide for adequate levels of mobility and accessibility for these segments of the population.”

- Add to last bullet of item no. 11 on page 27 of Chapter 8:

“to evaluate the quality of accessibility from place to place within the region by various modes, and to evaluate mobility for the transportation disadvantaged as required by the Federal ISTEA. These measures would...”

- Add to last paragraph of the “accessibility” discussion on page 27 of Chapter 8:

“The accessibility measure, intended to provide access to and from various land uses and activities by various modes, would be balanced against mobility issues related to the need to move efficiently through and within the region.”

2. Comment: Replace “Cost/Benefit” paragraph on page 4 of Chapter 6 and page 27 of Chapter 8 with the following text (Tigard):

“Cost/Benefit. Cost/benefit analysis is a tool which helps identify projects that create the greatest social benefit and can help compare the impact of different travel modes. Metro will develop and test a cost/benefit method in 1995-96 that may be applicable to both the RTP and MTIP.”

**TPAC Recommendation on Comment 2:** Disagree; no change to the current text is recommended.

3. Comment: Replace the Goal 1 on page 27 of Chapter 1, and add as a first bullet on page 5 of Chapter 4, the following (Tri-Met):

“Promote walking as the preferred mode for personal trips.”

**TPAC Recommendation on Comment 3:** Agree; revise with the following modified language:

“Promote walking as the preferred mode for short trips.”

4. Comment: The policy link between the federal RTP and the Region 2040 Growth Concept is too weak; need an explicit policy connection (Tri-Met).

**TPAC Recommendation on Comment 4:** Agree; recommend adding the following text to the end of the first paragraph on page 1 of Chapter 2 and as a new bullet at the top of page 5 of Chapter 4:

“The region will give top priority to strategic transportation investments which leverage and reinforce the urban form outlined in this plan.”

# CONSENT ITEMS

## GENERAL RTP ISSUES

1. Comment: Change first sentence on page 3, Section C of Introduction (Portland):

“Many of the region’s transportation problems can be directly attributed to ~~one~~ two causes -- rapid growth and increasing VMT per capita.”

**TPAC Recommendation on Comment 1:** Agree.

2. Comment: Change first paragraph of vision statement on page 4 of Chapter 1 to read (Portland):

“The federal Regional Transportation Plan seeks to balance the need for continued ~~economic development~~ accessibility and protection of the region’s ~~natural~~ environment consistent with the goals set forth in the Regional Urban Growth Goals and Objectives (RUGGOs) and regional policy.”

**TPAC Recommendation on Comment 2:** Agree.

3. Comment: Third paragraph on page 5 of Chapter 1 states that IMS will serve as the primary tool for coordinating transportation modes, when the RTP itself serves this function (Portland):

**TPAC Recommendation on Comment 3:** Agree; recommend text change as follows:

“The Intermodal Management System (IMS) will be ~~the primary~~ an important new tool for coordinating transportation modes....”

4. Comment: Amend third bullet on page 1 of Chapter 3 as follows (Portland):

“...Columbia Corridor Study, Central City Transportation Management Plan (CCTMP), Sandy MACS and the Port of Portland...”

**TPAC Recommendation on Comment 4:** Agree.

5. Comment: Add a footnote to the various system maps in Chapter 4 that clarifies the maps as “preferred” systems that are subject to financial constraints. (ODOT).

**TPAC Recommendation on Comment 5:** Agree; recommend the following caption be added to the Chapter 4 maps:

“This map represents the region’s preferred transportation system, but significantly exceeds what can actually be improved with transportation revenue expected over the 20-year plan period.”

6. Comment: ISTEA description on page 3, Chapter 1 should be revised to reflect new “flexibility” not “priorities” in federal funding (ODOT).
7. Comment: ISTEA description on page 3, Chapter 1 should be revised to include the emphasis on freight movement included in ISTEA (Port).

**TPAC Recommendation on Comments 6-7:** Agree; revise as follows:

“...The act has led to changes in priorities... environmentally sound. The act also speaks to the importance of freight movement and intermodal connections in the nation’s economic health and global competitiveness.”

8. Comment: Add the following to the chronology on page 4 of Chapter 1 (ODOT):

“1992 The Oregon Transportation Commission adopted the Oregon Transportation Plan (OTP), the state’s first comprehensive transportation plan.”

**TPAC Recommendation on Comment 8:** Agree; revise as proposed.

9. Comment: Delete Federal Railroad Administration and Federal Transit Administration as members of TPAC on page 8 of Chapter 1 (FHWA).

**TPAC Recommendation on Comment 9:** Agree; revise as proposed

10. Comment: Replace the second chronology item on page 4 of Chapter 1 with the following (FHWA):

“1993 The Statewide Planning and Metropolitan Planning Final Rule (23CFR Part 450 and 49 CFR Part 613) is published in October. Although ODOT has the lead role in statewide planing, and Metro the lead in metropolitan planning, both sections apply to each agency. The Management and Monitoring Systems Interim Final Rule is published in December, and also applies to both agencies”

**TPAC Recommendation on Comment 10:** Agree; replace as proposed.

11. Comment: Add the following new objective to goal 2, page 8, Chapter 1 (Tigard):



**4. Objective: To develop a project specific list of solutions that maximizes the total social benefit of the public transportation investment.**

**TPAC Recommendation on Comment 11:** Disagree; recommend including this item as an “outstanding issue” in Chapter 8 for future consideration and refinement.

12. Comment: Revise last paragraph on Section B, page 3 of the Introduction to read (Metro counsel):

“The 1992 RTP revision has been found to be consistent with the Regional Urban Growth Goals and Objectives and statewide land use planning goals. It will remain the “state RTP,” Metro’s transportation functional plan, until 1996.”

**TPAC Recommendation on Comment 12:** Agree; revise as proposed.

13. Comment: Revise the State Planning Requirements section on page 6 of the introduction to read (Metro counsel):

“...(see also 1992 RTP Chapter 8, Section E),”

- then add:

“The 1992 RTP will remain as Metro’s functional plan for transportation under state law until amended and adopted as the regional TSP.”

**TPAC Recommendation on Comment 13:** Agree; revise as proposed.

14. Comment: Add the following new text to the third paragraph on page 2 of Chapter 2 (Metro counsel):

“This analysis is based upon the 2040 Growth Concept currently undergoing review, amendment and analysis before final adoption as part of regional goals and objectives. However, the following land use ~~components~~ concepts and associated growth forecasts ~~of~~ from the Region 2040 Concept Analysis are the long-range growth assumptions for the interim federal RTP:”

**TPAC Recommendation on Comment 14:** Agree; revise as proposed.

15. Comment: Add the following new before section B on page 2 of Chapter 8 (Metro counsel):

“This interim federal RTP has been separated from the 1992 RTP, which is now the “state RTP,” Metro’s state law-required transportation functional plan.

Local plans by state law must be consistent with the state RTP. That plan has a local plan consistency process in Chapter 8, section F. It allows Metro to review and respond to any possible local plan inconsistencies by amending its RTP to maintain local plan consistency with the state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992 RTP), metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated.

**TPAC Recommendation on Comment 15:** Agree; revise as proposed.

16. Comment: Add the following objective to System Goal 3 on page 9 of Chapter 1 (O'Reilly):

“9. Objective: Provide safe, convenient options to driving for trips under 2 miles in length.”

**TPAC Recommendation on Comment 16:** Agree; however, no supporting data has been developed as part of the Phase I process to specify preferred travel modes by actual trip lengths. Recommend the following modified version of the proposed language, which can be further refined as part of the Phase II effort:

“9. Objective: Provide safe, convenient options to driving for short trips.”

17. Comment: Include language in the preface (or executive summary), the introduction, and in Chapter 8, Implementation which clearly explains the “decoupling” of the state and federal RTP (TPAC).

**TPAC Recommendation on Comment 17:** Agree; recommend the following text in preface, introduction, and Chapter 8:

“This interim federal RTP has been separated from the 1992 RTP, which is now the “state RTP.” Metro’s state law required a transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has a local plan consistency process in Chapter 8.F. It allows Metro to review and respond to any alleged local plan inconsistency by amending its RTP to maintain local plan consistency with state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992), Metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated.”

## **MULTI-MODAL ROADWAYS**

18. Comment: Adopt guidelines for regionally-funded roadway facilities that ensure that pedestrian and bicycle movement is enhanced (Burkholder).

**TPAC Recommendation on Comment 18:** Agree; the roadway system components described in Chapter 1, pages 14-17 assume bicycle lanes on most regional routes, and bicycle and pedestrian connections where local street connections are not possible.

19. Comment: Need more research on the effect of different roadway configurations on pedestrian and bicycle mobility (Burkholder).

**TPAC Recommendation on Comment 19:** Agree; roadway design issues will be addressed in detail as part of the Phase II update effort.

20. Comment: Determine which areas now occupied with roads should be abandoned for other uses (McFarling).

**TPAC Recommendation on Comment 20:** Disagree; the RTP emphasizes efficient use of land resources through more effective use of existing and new regional roadways; further, local jurisdictions are the appropriate forum for addressing possible right-of-way vacations.

21. Comment: Initiate user fees to offset loss of property tax revenue from public use of right-of-way; initiate user fees to offset cost of storm sewers or other facilities necessitated by road construction (McFarling).

**TPAC Recommendation on Comment 21:** Disagree; storm sewers and other local facilities are funded locally according to the needs and conditions of individual jurisdictions.

22. Comment: Metro should look at options for regional and local funding options to provide additional funding for multi-modal roadway improvements (Hillsboro).

**TPAC Recommendation on Comment 22:** Agree; JPACT and the Metro Council have directed staff to proceed with an arterial street funding package that would be referred to voters of the region for approval.

23. Comment: Consider collector system for regional funding (Hillsboro).

**TPAC Recommendation on Comment 23:** Agree; with few exceptions, collector street are of local significance. Exceptions include areas where

collectors function as a regional travel route or are part of an urban center or corridor that is identified for special funding consideration as part of Region 2040 implementation. Collectors of regional significance should be reflected in Figure 4-1 of the RTP (Roadway Functional Class) and are eligible for regional funds. Other collectors that are not regionally significant may be funded if found to be consistent with the RTP, but are not specifically reflected in the plan. The process for determining eligibility and for prioritizing these collectors will be developed during Phase II of the RTP Update.

24. Comment: Western Bypass should be in RTP; improvements to Highway 217 are not an adequate alternative (Hillsboro).

**TPAC Recommendation on Comment 24:** Disagree; while the portion of the Western Bypass that connects I-5 to 99W is an important part of the Region 2040 concept (and is included in the RTP preferred network), the Western Bypass study has not concluded. Upon completion of the study, a recommended alternative for the entire Western Bypass corridor may be included in the RTP (consistent with the 1992 RTP).

25. Comment: Change second paragraph on page 1 of Chapter 5 to read as follows (Portland):

“...strategies to limiting future investments in ~~automobile~~ single-occupancy vehicle (SOV) capacity.”

**TPAC Recommendation on Comment 25:** Agree; revise as proposed.

26. Comment: Change first paragraph on page 2 of Chapter 6 to read as follows (Portland):

“...traditional objectives such as congestion relief, they also reflect goals to reduce the percentage of single occupant vehicle (SOV) travel...”

**TPAC Recommendation on Comment 26:** Agree; revise as proposed.

27. Comment: Revise eighth objective on page 9 of Chapter 1; as currently written, this objective implies that local streets may connect directly to major through routes or arterials, and does not reinforce a hierarchy of streets designed according to functional class (ODOT).

**TPAC Recommendation on Comment 27:** Disagree; the discussion of roadways by functional classification that follows in Chapter 1 provides guidelines for connections between various roadway classes. Further, there are many examples in the region of major through routes that successfully connect with local streets and accommodate through travel; conversely, there are many major routes that function poorly for through travel, despite sharp limits on

local street connections. The purpose of this objective is to improve travel options for all modes of travel, not just automobiles. However, more specific objectives and criteria for improved connectivity must be developed in Phase II of the RTP update, and this incomplete work should be noted with the following revisions to item no. 8 on page 25 of Chapter 8:

“8. Access Control Plans and Street Connectivity

“It is regional policy to improve travel options and accessibility by maximizing the number of local street connections to each other and to the regional network. However, the emphasis on increased street connectivity in the federal RTP raises a number of issues that must be addressed as part of the next update to the plan. Although the intent of improved connectivity is to increase travel route and mode options for short trips, the policy could also impact roadway efficiency. Further, improved connectivity will be especially difficult to achieve in developed communities, and strategies tailored to these areas must be developed.”

“In addition, ODOT and Metro will examine existing access control plans on the regional through-route ~~principal arterial~~ system and develop specific techniques to minimize direct property access. Major and minor multi-modal arterials will be examined by Metro ~~or the~~ in conjunction with local jurisdictions to develop guidelines for local street and property access to these facilities as resources are available. Additional policy development for access control is required.”

- In addition, for consistency within the RTP policy chapter, the following revision is recommended for the second bullet on page 17 of Chapter 1:

“The local street system should provide linkages to multi-modal arterials, collectors and other local streets at a density of 8-20 connections per mile.”

28. Comment: Objectives 7 and 8 on page 9 of Chapter 1 seem to be contradictory; recommend consolidating as a single objective. (Clackamas Co.).

**TPAC Recommendation on Comment 28:** Agree; delete existing objectives, and replace with the following consolidated objective:

“7. Objective: to improve local travel short trip options by increasing the number of local street connections to each other and the regional network, while discouraging through travel on the local system with appropriate street design.”

29. Comment: Delete second sentence in first paragraph on page 12 of Chapter 1 and replace with the following (ODOT):

“ISTEA specifies a planning process which calls for consideration of alternative modes.”

**TPAC Recommendation on Comment 29:** Agree; however, recommend with the following wording for the second and third sentences in this paragraph:

“ISTEA specifies a planning process which discourages projects which primarily benefit single occupancy vehicle (SOV) travel, and calls for consideration of alternative modes.”

- In addition, recommend the following revision to the third sentence in this paragraph:

“In particular, funding for projects that primarily benefit single-occupancy vehicle (SOV) auto travel on the roadway system ~~will~~ may be sharply limited...”

30. Comment: Delete references to regional through-routes outside the Metro UGB (ODOT).

**TPAC Recommendation on Comment 30:** Disagree; several segments of the regional throughway network extend outside the UGB, but are within Metro’s jurisdiction. In addition, Metro has also contracted to provide air quality analysis for areas outside the Metro boundary. In Phase II of the RTP update, elements of the plan relating to these areas, and issues involving neighboring cities, will be further refined in coordination with the affected cities, counties, DLC and ODOT. However, recommend the following revisions:

revise the third bullet on page 14, Chapter 1:

“Regional through-routes outside the Urban Growth Boundary should be treated as “Green Corridors” with very limited access ~~and substantial landscaped buffers that minimize views of non-resource rural activities.”~~

add the following outstanding issue to Chapter 8:

“Green Corridors and Neighbor Cities

The Region 2040 growth concept assumes a series of “Green Corridor” transportation links to neighboring cities that span rural reserves. These corridors feature high performance, limited access highways, high-quality transit, and bicycle and pedestrian facilities that give easy access to the neighboring cities while minimizing urban development pressure on the intervening rural landscape. The Green Corridor design may include substantial landscaped buffers where non-resource lands abut the right-of-way.

Although not all outlying towns are planned to absorb a significant share of growth in the Region 2040 growth concept, many are already experiencing growth today. The following issues are being examined as part of the current Neighbor Cities study, and will be further addressed during the Phase II RTP update:

- development of a landscape buffer policy for Green Corridors;
- coordination between state, regional and local jurisdictions on access issues in Green Corridors;
- development of a through-route policy that anticipates the effect of neighbor city growth on through-travel routes in these jurisdictions;
- development of land use IGAs with counties and neighbor cities; and
- possible incorporation of Neighbor City transportation recommendations into the RTP”.

31. Comment: Delete the fifth bullet under Regional Through Routes on page 14 of Chapter 1 (ODOT).

**TPAC Recommendation on Comment 31:** Disagree; instead, recommended revising as follows to address comment:

“...with the exception of McLoughlin Boulevard and US30 northwest of I-405 alternative routes,...”

32. Comment: Revised the second bullet under Major Arterial System on page 15 of Chapter 1 as follows (ODOT):

“~~Local~~ Vehicular access should be restricted to public streets and major traffic generators ~~to the greatest extent possible;~~ consistent with established access management standards; minor driveways...”

**TPAC Recommendation on Comment 32:** Agree; revise as proposed.

33. Comment: Delete the final bullet on page 15 of Chapter 1 regarding travel percentages; too arbitrary (ODOT).

**TPAC Recommendation on Comment 33:** Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort.

34. Comment: Delete third bullet on page 16 of Chapter 1 regarding parking on collectors (ODOT).

**TPAC Recommendation on Comment 34:** Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort. Further, the adopted Region 2040 concept may provide more specific direction on the placement of parking than has been addressed in past RTP efforts.

35. Comment: Change the second bullet on page 17 to read 8 to 10 (not 20) local street connections per mile; 20 connections seems too dense (ODOT).

**TPAC Recommendation on Comment 35:** Disagree; the range of 8-20 connections per mile was approved by JPACT as part of the Region 2040 Growth Concept. Twenty street connections per mile translates into the roughly 200 foot spacing that already occurs throughout most of downtown and east Portland.

36. Comment: The roadway functional classification system differs from federal urbanized classifications; differences in definitions should be clarified; second sentence of the last paragraph on page 13 of Chapter 1 does not reflect the proposed classification system (FHWA).

37. Comment: The reference to Federal-Aid-Urban should be removed from the last paragraph on page 13, since this program was eliminated with the passage of ISTEA (FHWA).

**TPAC Recommendation on Comments 36-37:** Agree; recommend the following text revisions:

- Add a chart to the functional classification discussion on page 14, Chapter 1, that correlates Metro and federal roadway classification systems.
- Revise last paragraph on page 13 of Chapter 1 to read:

~~“The regional, Principal, major and minor arterials, and the minor arterial, and collector systems and streets designated in local plans for transit service in the local comprehensive plans constitute the Federal Aid Urban system and, as such, are eligible for federal funding. The following are the regional functional classification categories:”~~

38. Comment: Need to correct references to principal arterials on page 15 of Chapter 1 and page 6 of Chapter 4 (FHWA).

**TPAC Recommendation on Comment 38:** Agree; revise both reference to read “regional through-routes.”



39. Comment: Reference to the “primary system” on page 7 of Chapter 4 should be deleted, since it was eliminated by ISTEA (FHWA).

**TPAC Recommendation on Comment 39:** Agree; revise second sentence of the first paragraph under National Highway System to read:

“The NHS is to consist primarily of existing Interstate routes, ~~and portions of the Primary System, including significant state highways...~~”

40. Comment: Need to add a definition for Access Oregon Highways to plan (FHWA).

**TPAC Recommendation on Comment 40:** Agree; add the following text to the Glossary section of the plan:

“Access Oregon Highways (AOH) - Three facilities have been proposed in the metropolitan area under this state funding initiative. They include the Mount Hood Parkway, Sunrise Highway and Western Bypass. The AOH program was initiated by the state in 1988 in an effort to focus limited transportation resources on key highway connections throughout Oregon.”

41. Comment: Some roadway classifications shown on Figure 4-1 are not consistent with federal classifications, and should be cross-checked with ODOT (FHWA).

**TPAC Recommendation on Comment 41:** Agree; staff will review Figure 4-1 and provide needed revisions for JPACT in the form of an amended map.

42. Comment: Delete "Boekman Road/I-5 Interchange" from page 28 of Chapter 8; ODOT is not considering this project (ODOT).

**TPAC Recommendation on Comment 42:** Agree; revise as proposed.

43. Comment: Need to refine access policies for arterials and collectors in Chapter 1 (Clackamas Co.).

**TPAC Recommendation on Comment 43:** Agree; these policies will be refined as part of the Phase II effort (see previous revision to Chapter 8 outstanding issues regarding street connectivity and access control).

44. Comment: Second and sixth bullets on page 17 of Chapter 1 should be consolidated to read “Local streets should be connected whenever possible to allow for local circulation by all modes as well as for property access” (Clackamas Co.).

**TPAC Recommendation on Comment 44:** Disagree; however, sixth bullet should be deleted, since it repeats the first bullet.

45. Comment: Change Figure 4-1 (Roadway Functional Class) to show Harmony Road west of 82nd and Lake Road from Hwy. 224 to Harmony as a Major Arterial (Clackamas Co.).

**TPAC Recommendation on Comment 45:** Agree; revise as proposed.

46. Comment: Change Figure 4-1 (Roadway Functional Class) to show 242nd from Powell to Highway 213 as a Major Arterial and 172nd, Foster and Tillstrom roads as Minor Arterials (Clackamas Co.).

**TPAC Recommendation on Comment 46:** Disagree; 242nd Avenue and Foster Road should continue to be designated as Minor Arterials until more detail on the extent of the possible urban reserve in the Damascus area is known (as part of the Phase II RTP process).

47. Comment: Change Figure 4-1 (Roadway Functional Class) to show 207th interchange between Sandy and Glisan as a Major Arterial and Sandy extended east to 207th as a Major Arterial; also, correct Mount Hood Parkway notation to read "East County Area" (Multnomah Co.).

**TPAC Recommendation on Comment 47:** Agree; revise as proposed.

48. Comment: Change Figure 4-1 (Roadway Functional Class) to show Morrison Bridge as a Major Arterial, based on its freeway connections to I-84 and I-5 (Multnomah Co.).

**TPAC Recommendation on Comment 48:** Agree; revise as proposed.

49. Comment: Change Figure 4-1 (Roadway Functional Class) to show McVey/Stafford Road from I-205 to Highway 43 as a Minor Arterial (Lake Oswego).

**TPAC Recommendation on Comments 49:** Agree; revise as proposed.

50. Comment: Emphasizing preservation and efficient use of existing facilities as the preferred approach in providing a transportation fails to consider suburban situations, where existing arterials are only two lanes wide, and a need exists to upgrade facilities; should be defined as a strategy, not a comprehensive approach (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 50:** Disagree; the emphasis on preservation and efficiency reflects provisions of the Congestion Management System and ISTEAs as a whole. The approach does not prohibit capacity improvements, but simply seeks to pursue other less costly remedies before adding capacity.

51. Comment: Remove the words “less auto capacity” from the description of Main Streets on page 11 of Chapter 1; Metro has previously indicated the Main Street design does not assume a reduction of capacity (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 51:** Agree; the Main Street discussion referred to in this comment is in the context of land use types, and the reference to auto capacity is only in a comparison to Corridors, which are envisioned as having greater auto capacity than Main Streets. This section does not set a maximum standard for specific Main Streets.

52. Comment: Discussion of local streets and connectivity in Chapter 1 is overly simplistic and imply that lack of local street connections is a sole factor in creating congestion on regional routes; need to consider land use patterns, travel demand and intersection spacing (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 52:** Agree; the local street discussion is incomplete, and will be key area of refinement as part of the Phase II effort. However, connectivity clearly offers improved travel options, both in terms of mode choice and travel path. The Region 2040 Growth Concept establishes policy direction for improving network connectivity, as well, with specific language on both connectivity and street spacing.

## **TRANSIT & TODs**

53. Comment: TODs should become models for sustainable development, including the incorporation of native plants and other water and energy saving design techniques (Vogel)

**TPAC Recommendation on Comment 53:** Agree; this urban design comment has been forwarded to Region 2040 staff for consideration.

54. Comment: Locate south/north light rail along I-205 from PDX to CTC; corridor is booming and Milwaukie route only duplicates existing bus service (LaClaire).

**TPAC Recommendation on Comment 54:** Disagree; the South/North alternatives analysis has identified the CTC/Milwaukie/Central City/Vancouver CBD route as the most promising route in terms of potential ridership. However, future extensions of high-capacity transit are proposed in this area, including a possible route along I-205 from PDX to Oregon City.

55. Comment: A future LRT loop through Clark County should be added, beginning at Gateway, crossing the Columbia adjacent to I-205, and linking Vancouver Mall, the Fourth Plain corridor, Clark College, downtown Vancouver, crossing

the Columbia along the South/North corridor and terminating at the Rose Quarter (Gould).

**TPAC Recommendation on Comments 55:** Disagree; future LRT in Clark County is currently proposed as part of the South/North study along I-5 to 134th and a possible future spur from downtown Vancouver to Vancouver Mall.

56. Comment: Add a feeder bus system in Hillsboro that supports light rail (Hillsboro).

**TPAC Recommendation on Comment 56:** Disagree; the Westside LRT and Hillsboro extension planning has already addressed the rerouting of existing bus service in the Westside corridor. However, the RTP is limited to bus service that is of regional significance (as shown in Figure 4-4).

57. Comment: Chapter 4 should include a detailed transit map of Portland CBD (Portland).

**TPAC Recommendation on Comment 57:** Agree; a detailed map of the CBD transit network will be completed as part of Phase II; recommend the following deletion from pages 11 and 12 of Chapter 4 until the detailed map is included in the plan:

“...which provide service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations are under consideration ~~and are shown in Figure 4-4.~~”

58. Comment: Replace Figure 4-4 with revised map recommended by Transit Work Team and Tri-Met; revise LRT in downtown Portland, which is incorrectly shown along Front Avenue (Tri-Met; City of Portland).

**TPAC Recommendation on Comment 58:** Agree; recommend adopted amended Figure 4-4, which also shows LRT in correct downtown alignment of LRT (note: a number of additional comments were submitted by agencies and individuals regarding the release version of Figure 4-4, and are addressed by the changes proposed in the revised version of the transit system map).

59. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

**TPAC Recommendation on Comment 59:** Agree; revise as proposed.

60. Comment: The extent of the “constrained” transit network is not clear in Chapter 7; a map of the financially constrained network should be included (DEQ).

**TPAC Recommendation on Comment 60:** Agree; new language in the Chapter 7 project matrix should clarify the extent of transit capital projects and service improvements that are assumed in the “constrained” network. However, due to the interim nature of the federal RTP, a map of the constrained system will not be completed during this phase of the update.

61. Comment: Revise Regional Trunkline section on page 19 of Chapter 1 to include the following (ODOT):

“should serve public attractions (such as stadiums, convention centers). In addition, new regional public attractions should be located on trunk lines (bus or LRT).”

**TPAC Recommendation on Comment 61:** Agree; revise with the following wording:

“...be located on, or near, trunk lines...”

62. Comment: Retain existing Park and Ride section on page 22 of Chapter 1 (ODOT).

**TPAC Recommendation on Comment 62:** Agree; retain as proposed.

63. Comment: Given the relatively slow schedule of future LRT improvements, the list of long-term projects on page 11 of Chapter 4 should be deleted, and studied more carefully during Phase II of the RTP update (ODOT).

**TPAC Recommendation on Comment 63:** Disagree; the referenced language is from the existing RTP (with the exception of a PDX extension), and can be revised in future updates, if necessary.

64. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

**TPAC Recommendation on Comment 64:** Agree; revise as proposed.

65. Comment: Transit discussion needs a clearer explanation of the assumptions used in determining the financially constrained system (Tri-Met).

**TPAC Recommendation on Comment 65:** Agree; project matrix in Chapter 7 should include this explanation above the constrained transit project list.

66. Comment: On page 4-11, move sentence “A Phase II extension of the South/North Corridor...” from third bullet describing 10-year priorities to section describing long term corridors that follows on page 4-11.

**TPAC Recommendation on Comment 66:** Agree; revise as proposed.

67. Comment: Revise second policy of Transit Objective 3 on page 18 of Chapter 1 to reflect the fact that the UGB contains a 20 year land supply, and not all areas are ready for transit service (O'Reilly).

**TPAC Recommendation on Comment 67:** Agree; revise as follows:

“Policy: Paratransit service should be in areas not served by fixed-route service in order to offer service throughout urbanized areas within the urban growth boundary.”

68. Comment: The plan’s major commitments to light rail and high-end transit services combined with a lack of apparent strategies for expanding funding does not seem to leave much for providing basic services necessary to adequately serve the region’s suburbs (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 68:** Agree; strategies for serving low density employment and residential areas with transit (regardless of urban or suburban setting) must be further refined in Phase II. However, a key lesson learned in the Region 2040 analysis of the growth concepts is that more transit service does not directly translate to more ridership, and that transit patronage is heavily influenced by land use.

## **BICYCLE & PEDESTRIAN**

69. Comment: Adopt an “affirmative action” policy that directs regional funds toward bringing bicycle and pedestrian networks to the level that has been built for automobiles (Burkholder).

**TPAC Recommendation on Comment 69:** Agree; such a policy is reflected in goals on pages 25-26 of Chapter 1, which seek to increase the modal share of bicycle trips through a range system improvements.

70. Comment: Create more tree-lined pedestrian and bicycle commuters paths that are separate from automobile routes (Vogel).

**TPAC Recommendation on Comment 70:** Agree; the pedestrian fund contained on page 1 of the Chapter 5 preferred project list targets major pedestrian upgrades for regional centers, corridors, town centers, station areas, main streets. These upgrades assume wide sidewalks and planting strips.

71. Comment: Trees are as important to the pedestrian experience as sidewalks; native trees, in particular, enhance walking and cycling while requiring less maintenance (Vogel).

**TPAC Recommendation on Comment 71:** Agree; specific design guidelines for planning strips may be addressed as part of the Phase II update effort.

72. Comment: Change bicycle system map designation on 181st from Burnside to Glisan to read “proposed” (Multnomah County).

**TPAC Recommendation on Comment 72:** Agree; change as proposed.

73. Comment: Place a higher priority on bicycle routes that encourage commuting, especially to the central city and regional centers, as opposed to more recreational routes (Gould).

**TPAC Recommendation on Comment 73:** Agree; this is the basic philosophy that guided development of the bicycle network proposed in Figure 4-5.

74. Comment: Do not delete “recreational opportunities” from first sentence in Regional Bicycle Network section on page 16 of Chapter 4 (Portland).

**TPAC Recommendation on Comment 74:** Agree; revise as proposed.

75. Comment: Correct the terms “aesthetic practical” and “aesthetic safe” in Bicycle Goal no. 1, Objective 1 (Clackamas Co.).

**TPAC Recommendation on Comment 75:** Agree; revise as follows:

- “1. Objective: Integrate the efforts of the state, counties and cities in the metro region to develop the most safe, cost effective, aesthetic and practical ~~and aesthetic-safe~~ system of regional bikeways.”

76. Comment: Bicycle network is incomplete/inadequate in a number of specific locations (a number of link-specific comments were submitted by agencies and individuals).

**TPAC Recommendation on Comment 76:** Agree; the bicycle system map shown in Figure 4-5 is a first draft by the Bicycle Work Team, and will be substantially revised as part of Phase II of the RTP update. The specific comments submitted will be considered by the Bicycle Work Team as part of their effort.

77. Comment: Don’t drop “quality of life” text from last bullet in Section C on page four of Chapter 1 (Burkholder).

**TPAC Recommendation on Comment 77:** Disagree; the revised wording provides a clearer idea of what is being protected, and reflects ISTEPA planning

factor emphasis on protecting natural resources as a fundamental and ongoing part of the transportation planning process.

78. Comment: Change Objective 1 of Goal 2, page 8 of Chapter 1 to read as follows (Burkholder):

~~“...improved corridor operational improvements (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques)~~ completion of bicycle and pedestrian facilities and transit service.”

**TPAC Recommendation on Comment 78:** Agree; however, revise as with the following modifications:

“...improved corridor operational systems ~~improvements~~ (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques) bicycle and pedestrian facilities and transit service.”

79. Comment: Make the following minor revisions to Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- NE 207th Ave - dashed green from I-84 to Sandy Blvd.
- SE 148th Ave - dashed purple from Stark St. to Powell Blvd.
- SE 129th Ave - dashed purple from Sunnyside Rd. to Happy Valley
- SE 82nd Ave - dashed purple
- South End Road - dashed purple Oregon City to Hwy. 99E
- Borland Road - dashed purple from West Linn to Clackamas Co. line
- Vancouver/Williams - dashed purple from Broadway to Lombard
- Jennifer Street - dashed purple from SE 82nd to SE 126th

**TPAC Recommendation on Comment 79:** Agree; revise as proposed.

80. Comment: Make the following minor deletions from Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- I-205 Clackamas County remove solid green
- Remove local bike lanes S. of Tualatin Rd.
- I-5 remove solid green
- Hwy. 99E Broadway to Lombard remove dashed purple.
- Remove Salmon St. and Lincoln St. solid red.

**TPAC Recommendation on Comment 80:** Agree; revise as proposed.



81. Comment: A number of major changes should be made in the Chapter 1 goals and objectives that establish bicycle travel as a preferred mode for certain trips, set criteria for bicycle travel routes and street design considerations (this abbreviated comment is a distillation of a number of separate, detailed comments) (Burkholder).
82. Comment: A number of major changes should be made to Figure 4-5 (Regional Bicycle Network) to reflect the 2040 Growth Concept and Transportation Planning Rule requirements (Burkholder).
83. Comment: The proposed Regional Bikeway Network is currently incomplete and several major additions/deletions are necessary (Clackamas).

**TPAC Recommendation on Comment 81-83:** Agree; however, the bicycle work team has not completed its review of these major issues, and therefore should consider them as part of the Phase II effort. Comments on the interim federal RTP will be the starting point for the bicycle work team as they begin refinement work in Phase II.

84. Comment: Replace references to "AASHTO" in Goals 1 and 2 on page 25 of Chapter 1 with "Oregon Bicycle and Pedestrian Plan" (Burkholder).
85. Comment: The State Bikeway Standards should be cited in lieu of AASHTO because they address more circumstances and go beyond AASHTO in some cases (Clackamas).

**TPAC Recommendation on Comment 84-85:** Agree; revise Goal 1 bullet 4 and Goal 2, bullet 1 to refer to the "Oregon Bicycle and Pedestrian Master Plan", strike AASHTO.

86. Comment: Is the RTP pedestrian interest in a system or program? Emphasis should be on a program (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 86:** Agree; the regional pedestrian program will focus on areas of regional interests, as opposed to specific alignments. Exceptions will include regional trails, corridors and main streets. The regional pedestrian program is not well developed, and will be better defined as part of the Phase II effort.

## **FREIGHT & INTERMODAL FACILITIES**

87. Comment: Should focus on alternatives (such as truck only lanes or exits) to increasing road capacity when addressing freight needs (Burkholder).

**TPAC Recommendation on Comment 87:** Agree; several intersection projects included in the Chapter 5 preferred system project list reflect this consideration. A more detailed evaluation of capacity-alternatives will be considered in Phase II of the update, and as new information becomes available from the Intermodal Management System.

88. Comment: Correct freight map to show 207th connector (not 201st) as freight route (Multnomah County).

**TPAC Recommendation on Comment 88:** Agree; correct as proposed.

89. Comment: Improve freight movement along Columbia Blvd., Interstate Avenue and Marine Drive near T-6, including better signaling, and overpass and intersection improvements (Lasher).

**TPAC Recommendation on Comment 89:** Agree; freight improvements in the Rivergate area are included in the Chapter 5 preferred system project list.

90. Comment: Consider moving AMTRAK station across river to Rose Quarter at the junction of light rail lines to allow faster travel through metro area, and lessen impact of high speed trains on residential development planned in River District (Gould).

**TPAC Recommendation on Comment 90:** Disagree; a significant investment in local and regional funds has been made to enhance the current train and bus intermodal area in NW Portland, including extension of the downtown transit mall to Union Station in 1994.

91. Comment: Change title of “Airports and Terminals” section on page 11 of Chapter 1 to “Intermodal Facilities (Port).

**TPAC Recommendation on Comment 91:** Agree; revise as proposed.

92. Comment: Revise third paragraph on page 5 of Chapter 4 to include freight/truck model in reference to use of IMS in future RTP updates (Port).

**TPAC Recommendation on Comment 92:** Agree; amend text as follows:

“...will be evaluated by the Intermodal Management System (IMS) and the regional freight/truck model currently under development...”

93. Comment: The freight “action items” on pages 8 and 9 of Chapter 4 constitute policies, and should be relocated to Chapter 1 (Port).

**TPAC Recommendation on Comment 93:** Agree; revise as proposed.

94. Comment (several): Specify freight considerations when describing multi-modal facilities throughout the federal RTP (Port).

**TPAC Recommendation on Comment 94:** Agree; recommend including the following additional objective under Goal 3, page 24 of Chapter 1:

**“4. Objective: Consider the movement of freight when conducting multi-modal transportation studies.”**

95. Comment: Opening in Section A of Chapter 5 is too passenger-oriented. Include the protection of the freight/intermodal network the preface to recommended improvements in Chapter 5 (Port).

**TPAC Recommendation on Comment 95:** Agree; recommend the following text revisions to the first paragraph on page 2 of Chapter 5:

**“...investments in automobile capacity. The recommended improvements also seek to protect and maintain the efficiency of the regional freight and intermodal system. This approach...**

96. Comment: The cost-effectiveness discussion following Priority 3 of local priority-setting on page 11 of Chapter 8 should include freight movement as a significant consideration (Lasher).

**TPAC Recommendation on Comment 96:** Agree; revise this section to include the following:

**“...give priority to options which reduce costs by increasing people or freight moving capacity.”**

97. Comment: Correct Figure 4-3 (Freight System Map) to show 207th freight route to the east along Glisan to 223rd (Multnomah Co.).

**TPAC Recommendation on Comment 97:** Agree; revise as proposed.

98. Comment: Delete reference to noise ordinances in freight system description on page 9 of Chapter 4, as per recent TPAC discussion (O'Reilly).

**TPAC Recommendation on Comment 98:** Agree; delete last bullet as proposed.

## **TRANSPORTATION SYSTEM MANAGEMENT**

99. Comment: A regional advanced traffic management system (ATMS) has not been adopted, and therefore the specific references contained in the fourth bullet

on page 14 and fifth bullet on page 15 of Chapter One are not appropriate and should be deleted (Portland):

**TPAC Recommendation on Comment 99:** Agree; recommend deleting second block of underscored text in the fourth bullet on page 14 and the first sentence in the fifth bullet on page 15 of Chapter 1, and adding a discussion of ATMS implementation to Chapter 8 (as an outstanding issue).

100. Comment: The transportation system management section in Chapter One should include a discussion of the basic signal system that serves all modes, is interconnected, creates safe crossing for all modes at intersections, and the importance of the system to capacity and safety for all modes (Portland).

**TPAC Recommendation on Comment 100:** Agree; recommend adding the following additional text to the bottom of the TSM section on page 28 of Chapter 1:

“Traffic Signal Coordination

The performance of the regional transportation system is heavily dependent on a coordinated approach to signalization between local and regional facilities. Though signalization approaches must vary, by definition, according to the specific needs of a given location, there are several considerations that are addressed throughout the system:

- all modes of travel are considered in the signal system design;
- the system is interconnected for maximum travel efficiency; and
- signals create safe crossings for each of the modes using an intersection.

101. Comment: Expand and clarify language throughout the document regarding TSM, particularly as it relates to Advanced Transportation Management Systems (ATMS).

**TPAC Recommendation on Comment 101:** Agree; Metro staff will incorporate such language in the final document.

## **TRANSPORTATION DEMAND MANAGEMENT**

102. Comment: Add the following new objective to Goal 1 on page 30 of Chapter 1 (Portland):

“5. Objective: Support private sector/local government initiatives to use TDM measures which allow the existing transportation system to handle increased development without adding capacity.”

**TPAC Recommendation on Comment 102: Agree.**

103. Comment: Do not delete flexible working hours section on page 16 of Chapter 4 unless covered elsewhere (Portland).

**TPAC Recommendation on Comment 103: Disagree; flexible working hours are covered in new text in the second bullet on page 14 of Chapter 4.**

104. Comment: RTP should establish disincentives for driving, such as congestion pricing, increased gasoline tax, auto registration surcharge and property tax on vehicles (Hymes).

**TPAC Recommendation on Comment 104: Disagree; the interim federal RTP contains a number of TDM measures, although congestion pricing is not included at this time. Over the next year, Metro will conduct a congestion pricing study, which may include programs recommended for adoption the RTP. Metro will also prepare a transportation funding package for consideration by the region's voters that could target new registration or gas tax revenues to a range of multi-modal system improvements.**

105. Comment: Need to better define regional and local roles in TDM strategies; introduction to TDM section in Chapter 1 defers implementation to local governments (Washington County Coordinating Committee).

**TPAC Recommendation on Comment 105: Disagree; most of the TDM programs are local by nature, and the TDM Subcommittee intended to focus implementation at the local level; most regional programs will be implemented by Tri-Met.**

## **AIR QUALITY**

106. Comment: Change the first bullet in the Air Quality section on page 4 of Chapter 6 to read (DEQ):

“Interagency coordination between Metro, ODOT, the Department of Environmental Quality (DEQ) and local jurisdictions to determine which minor arterials and other transportation projects having a significant regional impact should be considered regionally significant.”

**TPAC Recommendation on Comment 106: Agree; revise as proposed.**

107. Comment: Reword air quality conformity section to clarify relationship between Metro, ODOT, DEQ and USDOT (FHWA).

108. Comment: Change the first paragraph on page 6 of the Introduction to read (DEQ):

“Metro, FHWA and FTA make a joint determination that the federal RTP conforms to the Clean Air Act Amendments and EPA’s conformity regulations. The MPO makes the conformity determinations which is submitted to USDOT. USDOT then makes a conformity finding based on the determination made by Metro.”

**TPAC Recommendation on Comments 107-108:** Agree; revise as proposed.

109. Comment: Revised the first criterion on page 9 of Chapter 1 to read (DEQ):

“Performance Criterion: Hydrocarbon and nitrogen oxide emissions by transportation related sources...”

**TPAC Recommendation on Comment 109:** Agree; revise as proposed.

110. Comment: Add the following text at the end of the fourth paragraph on page 1 of Chapter 5 (DEQ):

“This process represented a first step toward establishment of a financially constrained system. As additional information is developed on overall system performance, and there is a better understanding of the needs to implement the land use goal of Region 2040, the modal mix and list of projects in the financially constrained transportation program may change significantly.”

**TPAC Recommendation on Comment 110:** Agree; revise as proposed.

111. Comment: Add the following text at the end of the third paragraph of the Preface (DEQ):

“The resulting financially constrained system should be seen as being transitional in nature, with significant changes possible as further refinements are made.”

**TPAC Recommendation on Comment 111:** Agree; revise as proposed.

112. Comment: Describe the conformity process to some degree of detail and define “regional significance” in terms of the transportation system and for air quality conformity. Also, describe the relationship of the RTP systems to the ozone and carbon monoxide maintenance plans (TPAC).

**TPAC Recommendation on Comment 112:** Agree; Metro staff will work with DEQ to include such language in the final document.

## FUTURE ANALYSIS & POLICY

113. Comment: Need to develop an improved measure of roadway congestion that considers more than peak hour demand to avoid over-building facilities (Burkholder).

**TPAC Recommendation on Comment 113:** Agree; the Congestion Management System (CMS) considers alternative measures for managing congestion. These alternatives will be considered as part of the Phase II effort.

114. Comment: Regional government needs to examine the use of financial incentives/disincentives in promoting TODs (Gould).

**TPAC Recommendation on Comment 114:** Agree; the allocation of TOD-related funding included in the RTP project lists will be based, in part, on a Phase II analysis of how public expenditures and policies can best leverage transit-oriented developments.

115. Comment: Fund studies of congestion pricing, user fees and other market-based strategies that put all forms of transportation on a level playing field in terms of funding and operating costs (Parker).

**TPAC Recommendation on Comment 115:** Agree; market-based strategies are identified on page 31 of Chapter 1 in the discussion of TDM strategies. Congestion pricing is discussed as an outstanding issue on page 27 of Chapter 8.

## LAND USE

116. Comment: Reference 20-year forecasts (instead of 2040 statistics) in Chapter 1, Section C (Clackamas Co.).

**TPAC Recommendation on Comment 116:** Agree; delete second sentence of last paragraph on page 1-4, and replace with the following:

“The regional forecast (intra-UGB) for the year 2015 predicts nearly 370,000 new residents and over 380,000 new jobs over 1990 levels for the Oregon portion of the metro area.”

## RTP RELATIONSHIP TO THE MTIP

117. Comment: Clarify the relationship between the RTP Financially Constrained list to the Metro Transportation Improvement Program (TPAC).

**TPAC Recommendation on Comment 117:** Agree; staff will include clarification language in Chapter 1, Introduction, and Chapter 8, Implementation, as follows:

The federal RTP identifies both a preferred and a financially constrained set of 20-year improvements. The preferred system is a 20-year blue print intended to address growth by generally maintaining current levels of roadway performance and providing improved levels of alternative mode choice. The constrained system reflects a set of projects the region anticipates it can afford to construct over twenty years given available revenues. ISTEA planning guidelines require that the entire RTP, including the constrained system, be evaluated at least every three years to reflect changing conditions.

The Metro Transportation Improvement Program (MTIP) is the region's three year funding document. The MTIP schedules and identifies funding sources, for projects of regional significance to be built over a three year period. Federal law requires that all projects using federal funds be included in the MTIP. In developing the MTIP, the region gives top priority to strategic transportation investments which leverage and reinforce the urban form outlined in Chapter 1, of this plan, and when adopted, the Regional Framework Plan. The MTIP is adopted both by the region's MPO and the Oregon Transportation Commission for inclusion into an integrated State TIP (STIP). The MTIP must be revised at least every two years.

Projects included in the MTIP must also be included in the financially constrained system. However, while the adopted financially constrained system should provide the basis for MTIP funding decisions, projects may also be selected for funding from the preferred system. In the event a project or projects are drawn from the preferred system for funding, the RTP constrained system will be amended to include the project or projects. In addition, when the constrained system is amended, financial constraint must be maintained either through identification of additional revenues or removal of other projects from the list. Except in the case of exempt projects (as defined by the federal and state conformity rules) any such action will require an air quality conformity determination (which is standard as part of the development of a new MTIP, see "Air Quality Conformity," below).





## METRO

Date: May 18, 1995

To: Metro Council and Interested Parties

From: Andrew C. Cotugno, Planning Director

RE: JPACT Recommendations on Comments Received Regarding the Interim Federal RTP

Attached are JPACT recommendations on comments received from citizens and agencies on the interim federal RTP. Comments are presented in summary form, but the original letter or testimony may be referenced according to the source that follows each comment in parenthesis (original testimony and letters are provided separately). JPACT recommends discussion of five specific comments contained in the "Discussion" section of this packet. JPACT recommends that the remaining comments be approved by general consent. Consent items follow the discussion section, and are grouped according to subject areas.

### **DISCUSSION ITEMS**

- Recommended discussion items 1

### **CONSENT ITEMS**

- General RTP Issues 4
- Multi-Modal Roadways 8
- Transit & TODs 16
- Bicycle & Pedestrian 19
- Freight and Intermodal Facilities 22
- Transportation System Management 24
- Transportation Demand Management 25
- Air Quality 26
- Future Analysis & Policy 28
- Land Use 28
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- Additional JPACT Amendments 29

JPACT recommendations follow each comment, with specific text revisions included where appropriate.



METRO

EXHIBIT 'B'

**Summary of Comments  
& JPACT Recommendations**

**DISCUSSION ITEMS**

1. Comment: The use of the term “accessibility” in lieu of mobility is not consistent with ISTEA, which specifically sets national goals for “mobility” (ODOT).

**JPACT Recommendation on Comment 1:** Disagree; the goal of “accessibility” was determined in conjunction with ODOT and other MPOs in Oregon as improvement on “mobility” as an objective the provision of adequate transportation services and facilities. Further, current performance measures in the RTP reflect accessibility rather than mobility. Accessibility is a better term for understanding direct urban transportation and land use relationships, although the comment correctly states that mobility is necessary for the transportation disadvantaged, and for certain through-movements in the region.

However, the concept of accessibility warrants further refinement, and the following language is recommended to address this need and the concerns expressed the comment:

- Add to end of first paragraph under “Civil Rights/Transportation Disadvantaged” on page 9 of Chapter 1:

“The RTP should provide for adequate levels of mobility and accessibility for these segments of the population.”

- Revise System Goal 1 on page 7 of Chapter 1 to read as follows:

“Provide adequate levels of accessibility and mobility within the region.”

- Add to last bullet of item no. 11 on page 27 of Chapter 8:

“to evaluate the quality of accessibility from place to place within the region by various modes, and to evaluate mobility for the transportation disadvantaged as required by the Federal ISTEA. These measures would...”

- Add to last paragraph on page 27 of Chapter 8:

“The accessibility measure, intended to provide access to and from various land uses and activities by various modes, would be balanced against mobility issues related to the need to move efficiently through and within the region.”

2. Comment: Replace “Cost/Benefit” paragraph on page 4 of Chapter 6 and page 27 of Chapter 8 with the following text (Tigard):

“Cost/Benefit. Cost/benefit analysis is a tool which helps identify projects that create the greatest social benefit and can help compare the impact of different travel modes. Metro will develop and test a cost/benefit method in 1995-96 that may be applicable to both the RTP and MTIP.”

**JPACT Recommendation on Comment 2:** Disagree; no change to the current text is recommended.

3. Comment: Replace the Goal 1 on page 27 of Chapter 1, and add as a first bullet on page 5 of Chapter 4, the following (Tri-Met):

“Promote walking as the preferred mode for personal trips.”

**JPACT Recommendation on Comment 3:** Agree; revise with the following modified language:

“Promote walking as the preferred mode for short trips.”

4. Comment: The policy link between the federal RTP and the Region 2040 Growth Concept is too weak; need an explicit policy connection (Tri-Met).

**JPACT Recommendation on Comment 4:** Agree; recommend adding the following text to the end of the first paragraph on page 1 of Chapter 2 and as a new bullet at the top of page 5 of Chapter 4:

“The region will give top priority to strategic transportation investments which leverage and reinforce the urban form outlined in this plan.”

5. Comment: There should be a better discussion in the Introduction about the roles of the different elements of the RTP, including plan goals, objectives and maps. What has the force of law, what is advisory and what is explanatory? What will be adopted by ordinance or resolution (Washington County)?

**JPACT recommendation on Comment 5:** agree; recommend the following new language be added to page 10 of the Introduction:

## F. Role of Federal RTP Goals, Objectives and Maps

This Interim Federal RTP, adopted by resolution, contains policies and projects which will be used to evaluate and implement transportation solutions for federal funding. The interim period is until adoption of a fully updated RTP after a completed 2040 Growth Concept. As such, the goals and objectives in this federal RTP are part of the fiscally constrained and air-quality tested federal plan. They are not the direct recommendations in a state functional plan to which local comprehensive plans are compared for regional plan consistency.

The federal funding process, then, works as it has when federal and state planning functions were accomplished within the same RTP. To qualify for federal funding, a project must be in the federal RTP and in the current TIP. Projects in the federal RTP will be consistent with federal RTP goals and objectives. For inclusion in the TIP, projects must be consistent with local land use comprehensive plans. In this manner, adopted local comprehensive plans may be affected indirectly by the federal RTP goals and objectives if local plans must be amended to reflect projects ready for inclusion in the TIP for current funding.

The federal RTP maps have the same effect. Projects for current funding in the TIP must be consistent with the federal RTP maps. Projects proposed for inclusion in the TIP which are not consistent with the federal RTP maps require an amendment to the maps in order to be included in the TIP. Whenever the federal RTP is amended, it must remain fiscally constrained and be tested for air quality conformity, and therefore, federal RTP maps may affect local land use comprehensive plans indirectly if fiscally constrained projects ready for inclusion in the TIP are not consistent with adopted local plans.

The relationship of the federal RTP goals, objectives and maps to the state RTP (1992 RTP) is indirect during the interim. During this period, much of the federal RTP will be a lesser included, fiscally constrained version of the 1992 RTP. To the extent that projects for current funding are included in the TIP, both local comprehensive plans and the 1992 RTP should not be inconsistent with the federal RTP. Any perceived inconsistencies between TIP projects and the 1992 RTP should be reviewed under the consistency process in Chapter 8 of the 1992 RTP for possible amendment of the state RTP prior to its full update.

In conclusion, interim federal RTP goals, objectives and maps do not have the effect of a transportation system plan (TSP) or transportation functional plan under state law. Therefore, RTP policies are not directly binding on local land use comprehensive plans. However, projects in the TIP must be consistent with both the federal RTP and local comprehensive plans to be federally funded.

# CONSENT ITEMS

## GENERAL RTP ISSUES

1. Comment: Change first sentence on page 3, Section C of Introduction (Portland):

“Many of the region’s transportation problems can be directly attributed to ~~one~~ two causes -- rapid growth and increasing VMT per capita.”

**JPACT Recommendation on Comment 1:** Agree.

2. Comment: Change first paragraph of vision statement on page 4 of Chapter 1 to read (Portland):

“The federal Regional Transportation Plan seeks to balance the need for continued ~~economic development~~ accessibility and protection of the region’s ~~natural~~ environment consistent with the goals set forth in the Regional Urban Growth Goals and Objectives (RUGGOs) and regional policy.”

**JPACT Recommendation on Comment 2:** Agree.

3. Comment: Third paragraph on page 5 of Chapter 1 states that IMS will serve as the primary tool for coordinating transportation modes, when the RTP itself serves this function (Portland):

**JPACT Recommendation on Comment 3:** Agree; recommend text change as follows:

“The Intermodal Management System (IMS) will be ~~the primary~~ an important new tool for coordinating transportation modes....”

4. Comment: Amend third bullet on page 1 of Chapter 3 as follows (Portland):

“...Columbia Corridor Study, Central City Transportation Management Plan (CCTMP), Sandy MACS and the Port of Portland...”

**JPACT Recommendation on Comment 4:** Agree.

5. Comment: Add a footnote to the various system maps in Chapter 4 that clarifies the maps as “preferred” systems that are subject to financial constraints. (ODOT).

**JPACT Recommendation on Comment 5:** Agree; recommend the following caption be added to the Chapter 4 maps:

“This map represents the region’s preferred transportation system, but significantly exceeds what can actually be improved with transportation revenue expected over the 20-year plan period.”

6. Comment: ISTEA description on page 3, Chapter 1 should be revised to reflect new “flexibility” not “priorities” in federal funding (ODOT).
7. Comment: ISTEA description on page 3, Chapter 1 should be revised to include the emphasis on freight movement included in ISTEA (Port).

**JPACT Recommendation on Comments 6-7:** Agree; revise as follows:

“...The act has led to changes in priorities... environmentally sound. The act also speaks to the importance of freight movement and intermodal connections in the nation’s economic health and global competitiveness.”

8. Comment: Add the following to the chronology on page 4 of Chapter 1 (ODOT):

“1992 The Oregon Transportation Commission adopted the Oregon Transportation Plan (OTP), the state’s first comprehensive transportation plan.”

**JPACT Recommendation on Comment 8:** Agree; revise as proposed.

9. Comment: Delete Federal Railroad Administration and Federal Transit Administration as members of TPAC on page 8 of Chapter 1 (FHWA).

**JPACT Recommendation on Comment 9:** Agree; revise as proposed

10. Comment: Replace the second chronology item on page 4 of Chapter 1 with the following (FHWA):

“1993 The Statewide Planning and Metropolitan Planning Final Rule (23CFR Part 450 and 49 CFR Part 613) is published in October. Although ODOT has the lead role in statewide planning, and Metro the lead in metropolitan planning, both sections apply to each agency. The Management and Monitoring Systems Interim Final Rule is published in December, and also applies to both agencies”

**JPACT Recommendation on Comment 10:** Agree; replace as proposed.

11. Comment: Add the following new objective to goal 2, page 8, Chapter 1 (Tigard):

**4. Objective: To develop a project specific list of solutions that maximizes the total social benefit of the public transportation investment.**

**JPACT Recommendation on Comment 11:** Disagree; recommend including this item as an “outstanding issue” in Chapter 8 for future consideration and refinement.

12. Comment: Revise last paragraph on Section B, page 3 of the Introduction to read (Metro counsel):

“The 1992 RTP revision has been found to be consistent with the Regional Urban Growth Goals and Objectives and statewide land use planning goals. It will remain the “state RTP,” Metro’s transportation functional plan, until 1996.”

**JPACT Recommendation on Comment 12:** Agree; revise as proposed.

13. Comment: Revise the State Planning Requirements section on page 6 of the introduction to read (Metro counsel):

“...(see also 1992 RTP Chapter 8, Section E),”

- then add:

“The 1992 RTP will remain as Metro’s functional plan for transportation under state law until amended and adopted as the regional TSP.”

**JPACT Recommendation on Comment 13:** Agree; revise as proposed.

14. Comment: Add the following new text to the third paragraph on page 2 of Chapter 2 (Metro counsel):

“This analysis is based upon the 2040 Growth Concept currently undergoing review, amendment and analysis before final adoption as part of regional goals and objectives. However, the following land use ~~components~~ concepts and associated growth forecasts ~~of~~ from the Region 2040 Concept Analysis are the long-range growth assumptions for the interim federal RTP:”

**JPACT Recommendation on Comment 14:** Agree; revise as proposed.

15. Comment: Add the following new before section B on page 2 of Chapter 8 (Metro counsel):

“This interim federal RTP has been separated from the 1992 RTP, which is now the “state RTP,” Metro’s state law-required transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has

a local plan consistency process in Chapter 8, section F. It allows Metro to review and respond to any possible local plan inconsistencies by amending its RTP to maintain local plan consistency with the state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992 RTP), metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated.”

**JPACT Recommendation on Comment 15:** Agree; revise as proposed.

16. Comment: Add the following objective to System Goal 3 on page 9 of Chapter 1 (O'Reilly):

“9. Objective: Provide safe, convenient options to driving for trips under 2 miles in length.”

**JPACT Recommendation on Comment 16:** Agree; however, no supporting data has been developed as part of the Phase I process to specify preferred travel modes by actual trip lengths. Recommend the following modified version of the proposed language, which can be further refined as part of the Phase II effort:

“9. Objective: Provide safe, convenient options to driving for short trips.”

17. Comment: Include language in the preface (or executive summary), the introduction, and in Chapter 8, Implementation which clearly explains the “decoupling” of the state and federal RTP (TPAC).

**JPACT Recommendation on Comment 17:** Agree; recommend the following text in preface, introduction, and Chapter 8:

“This interim federal RTP has been separated from the 1992 RTP, which is now the “state RTP.” Metro’s state law required a transportation functional plan. Local plans by state law must be consistent with the state RTP. That plan has a local plan consistency process in Chapter 8.F. It allows Metro to review and respond to any alleged local plan inconsistency by amending its RTP to maintain local plan consistency with state RTP. To the extent that this fiscally constrained interim federal RTP identifies policies or projects different from current local comprehensive plans that are, in turn, inconsistent with the state RTP (1992), Metro will consider an immediate amendment to its state RTP when local plans are amended. Since most projects in this constrained federal RTP are already in both the adopted TIP and adopted local comprehensive plans, few such consistency reviews are anticipated.”



## MULTI-MODAL ROADWAYS

18. Comment: Adopt guidelines for regionally-funded roadway facilities that ensure that pedestrian and bicycle movement is enhanced (Burkholder).

**JPACT Recommendation on Comment 18:** Agree; the roadway system components described in Chapter 1, pages 14-17 assume bicycle lanes on most regional routes, and bicycle and pedestrian connections where local street connections are not possible.

19. Comment: Need more research on the effect of different roadway configurations on pedestrian and bicycle mobility (Burkholder).

**JPACT Recommendation on Comment 19:** Agree; roadway design issues will be addressed in detail as part of the Phase II update effort.

20. Comment: Determine which areas now occupied with roads should be abandoned for other uses (McFarling).

**JPACT Recommendation on Comment 20:** Disagree; the RTP emphasizes efficient use of land resources through more effective use of existing and new regional roadways; further, local jurisdictions are the appropriate forum for addressing possible right-of-way vacations.

21. Comment: Initiate user fees to offset loss of property tax revenue from public use of right-of-way; initiate user fees to offset cost of storm sewers or other facilities necessitated by road construction (McFarling).

**JPACT Recommendation on Comment 21:** Disagree; storm sewers and other local facilities are funded locally according to the needs and conditions of individual jurisdictions.

22. Comment: Metro should look at options for regional and local funding options to provide additional funding for multi-modal roadway improvements (Hillsboro).

**JPACT Recommendation on Comment 22:** Agree; JPACT and the Metro Council have directed staff to proceed with an arterial street funding package that would be referred to voters of the region for approval.

23. Comment: Consider collector system for regional funding (Hillsboro).

**JPACT Recommendation on Comment 23:** Agree; with few exceptions, collector street are of local significance. Exceptions include areas where collectors function as a regional travel route or are part of an urban center or

corridor that is identified for special funding consideration as part of Region 2040 implementation. Collectors of regional significance should be reflected in Figure 4-1 of the RTP (Roadway Functional Class) and are eligible for regional funds. Other collectors that are not regionally significant may be funded if found to be consistent with the RTP, but are not specifically reflected in the plan. The process for determining eligibility and for prioritizing these collectors will be developed during Phase II of the RTP Update.

24. Comment: Western Bypass should be in RTP; improvements to Highway 217 are not an adequate alternative (Hillsboro).

**JPACT Recommendation on Comment 24:** Disagree; while the portion of the Western Bypass that connects I-5 to 99W is an important part of the Region 2040 concept (and is included in the RTP preferred network), the Western Bypass study has not concluded. Upon completion of the study, a recommended alternative for the entire Western Bypass corridor may be included in the RTP (consistent with the 1992 RTP).

25. Comment: Change second paragraph on page 1 of Chapter 5 to read as follows (Portland):

“...strategies to limiting future investments in ~~automobile~~ single-occupancy vehicle (SOV) capacity.”

**JPACT Recommendation on Comment 25:** Agree; revise as proposed.

26. Comment: Change first paragraph on page 2 of Chapter 6 to read as follows (Portland):

“...traditional objectives such as congestion relief, they also reflect goals to reduce the percentage of single occupant vehicle (SOV) travel...”

**JPACT Recommendation on Comment 26:** Agree; revise as proposed.

27. Comment: Revise eighth objective on page 9 of Chapter 1; as currently written, this objective implies that local streets may connect directly to major through routes or arterials, and does not reinforce a hierarchy of streets designed according to functional class (ODOT).

**JPACT Recommendation on Comment 27:** Disagree; the discussion of roadways by functional classification that follows in Chapter 1 provides guidelines for connections between various roadway classes. Further, there are many examples in the region of major through routes that successfully connect with local streets and accommodate through travel; conversely, there are many major routes that function poorly for through travel, despite sharp limits on local street connections. The purpose of this objective is to improve travel

options for all modes of travel, not just automobiles. However, more specific objectives and criteria for improved connectivity must be developed in Phase II of the RTP update, and this incomplete work should be noted with the following revisions to item no. 8 on page 25 of Chapter 8:

“8. Access Control Plans and Street Connectivity

“It is regional policy to improve travel options and accessibility by maximizing the number of local street connections to each other and to the regional network. However, the emphasis on increased street connectivity in the federal RTP raises a number of issues that must be addressed as part of the next update to the plan. Although the intent of improved connectivity is to increase travel route and mode options for short trips, the policy could also impact roadway efficiency. Further, improved connectivity will be especially difficult to achieve in developed communities, and strategies tailored to these areas must be developed.”

“In addition, ODOT and Metro will examine existing access control plans on the regional through-route ~~principal arterial~~ system and develop specific techniques to minimize direct property access. Major and minor multi-modal arterials will be examined by Metro ~~or the~~ in conjunction with local jurisdictions to develop guidelines for local street and property access to these facilities as resources are available. Additional policy development for access control is required.”

- In addition, for consistency within the RTP policy chapter, the following revision is recommended for the second bullet on page 17 of Chapter 1:

“The local street system should provide linkages to multi-modal arterials, collectors and other local streets at a density of 8-20 connections per mile.”

28. Comment: Objectives 7 and 8 on page 9 of Chapter 1 seem to be contradictory; recommend consolidating as a single objective. (Clackamas Co.).

**JPACT Recommendation on Comment 28:** Agree; delete existing objectives, and replace with the following consolidated objective:

“7. Objective: to improve local travel short trip options by increasing the number of local street connections to each other and the regional network, while discouraging through travel on the local system with appropriate street design.”

29. Comment: Delete second sentence in first paragraph on page 12 of Chapter 1 and replace with the following (ODOT):

“ISTEA specifies a planning process which calls for consideration of alternative modes.”

**JPACT Recommendation on Comment 29:** Agree; however, recommend with the following wording for the second and third sentences in this paragraph:

“ISTEA specifies a planning process which discourages projects which primarily benefit single occupancy vehicle (SOV) travel, and calls for consideration of alternative modes.”

- In addition, recommend the following revision to the third sentence in this paragraph:

“In particular, funding for projects that primarily benefit single-occupancy vehicle (SOV) auto travel on the roadway system ~~will~~ may be sharply limited...”

30. Comment: Delete references to regional through-routes outside the Metro UGB (ODOT).

**JPACT Recommendation on Comment 30:** Disagree; several segments of the regional throughway network extend outside the UGB, but are within Metro’s jurisdiction. In addition, Metro has also contracted to provide air quality analysis for areas outside the Metro boundary. In Phase II of the RTP update, elements of the plan relating to these areas, and issues involving neighboring cities, will be further refined in coordination with the affected cities, counties, DLC and ODOT. However, recommend the following revisions:

revise the third bullet on page 14, Chapter 1:

“Regional through-routes outside the Urban Growth Boundary should be treated as “Green Corridors” with very limited access ~~and substantial landscaped buffers that minimize views of non-resource rural activities.~~”

add the following outstanding issue to Chapter 8:

“Green Corridors and Neighbor Cities

The Region 2040 growth concept assumes a series of “Green Corridor” transportation links to neighboring cities that span rural reserves. These corridors feature high performance, limited access highways, high-quality transit, and bicycle and pedestrian facilities that give easy access to the neighboring cities while minimizing urban development pressure on the intervening rural landscape. The Green Corridor design may include substantial landscaped buffers where non-resource lands abut the right-of-way.

Although not all outlying towns are planned to absorb a significant share of growth in the Region 2040 growth concept, many are already experiencing growth today. The following issues are being examined as part of the current Neighbor Cities study, and will be further addressed during the Phase II RTP update:

- development of a landscape buffer policy for Green Corridors;
- coordination between state, regional and local jurisdictions on access issues in Green Corridors;
- development of a through-route policy that anticipates the effect of neighbor city growth on through-travel routes in these jurisdictions;
- development of land use IGAs with counties and neighbor cities; and
- possible incorporation of Neighbor City transportation recommendations into the RTP”.

31. Comment: Delete the fifth bullet under Regional Through Routes on page 14 of Chapter 1 (ODOT).

**JPACT Recommendation on Comment 31:** Disagree; instead, recommended revising as follows to address comment:

“...with the exception of McLoughlin Boulevard and US30 northwest of I-405 alternative routes,...”

32. Comment: Revised the second bullet under Major Arterial System on page 15 of Chapter 1 as follows (ODOT):

“~~Local~~ Vehicular access should be restricted to public streets and major traffic generators ~~to the greatest extent possible;~~ consistent with established access management standards; minor driveways...”

**JPACT Recommendation on Comment 32:** Agree; revise as proposed.

33. Comment: Delete the final bullet on page 15 of Chapter 1 regarding travel percentages; too arbitrary (ODOT).

**JPACT Recommendation on Comment 33:** Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort.

34. Comment: Delete third bullet on page 16 of Chapter 1 regarding parking on collectors (ODOT).

**JPACT Recommendation on Comment 34:** Disagree; this section is from the current RTP, and can be revised, if necessary, as part of the Phase II effort. Further, the adopted Region 2040 concept may provide more specific direction on the placement of parking than has been addressed in past RTP efforts.

35. Comment: Change the second bullet on page 17 to read 8 to 10 (not 20) local street connections per mile; 20 connections seems too dense (ODOT).

**JPACT Recommendation on Comment 35:** Disagree; the range of 8-20 connections per mile was approved by JPACT as part of the Region 2040 Growth Concept. Twenty street connections per mile translates into the roughly 200 foot spacing that already occurs throughout most of downtown and east Portland.

36. Comment: The roadway functional classification system differs from federal urbanized classifications; differences in definitions should be clarified; second sentence of the last paragraph on page 13 of Chapter 1 does not reflect the proposed classification system (FHWA).
37. Comment: The reference to Federal-Aid-Urban should be removed from the last paragraph on page 13, since this program was eliminated with the passage of ISTEA (FHWA).

**JPACT Recommendation on Comments 36-37:** Agree; recommend the following text revisions:

- Add a chart to the functional classification discussion on page 14, Chapter 1, that correlates Metro and federal roadway classification systems.
- Revise last paragraph on page 13 of Chapter 1 to read:

~~“The regional, Principal, major and minor arterials, and the minor arterial, and collector systems and streets designated in local plans for transit service in the local comprehensive plans constitute the Federal Aid Urban system and, as such, are eligible for federal funding. The following are the regional functional classification categories:”~~

38. Comment: Need to correct references to principal arterials on page 15 of Chapter 1 and page 6 of Chapter 4 (FHWA).

**JPACT Recommendation on Comment 38:** Agree; revise both reference to read “regional through-routes.”

39. Comment: Reference to the “primary system” on page 7 of Chapter 4 should be deleted, since it was eliminated by ISTEA (FHWA).

**JPACT Recommendation on Comment 39:** Agree; revise second sentence of the first paragraph under National Highway System to read:

“The NHS is to consist primarily of existing Interstate routes, ~~and portions of the Primary System, including~~ significant state highways...”

40. Comment: Need to add a definition for Access Oregon Highways to plan (FHWA).

**JPACT Recommendation on Comment 40:** Agree; add the following text to the Glossary section of the plan:

“Access Oregon Highways (AOH) - Three facilities have been proposed in the metropolitan area under this state funding initiative. They include the Mount Hood Parkway, Sunrise Highway and Western Bypass. The AOH program was initiated by the state in 1988 in an effort to focus limited transportation resources on key highway connections throughout Oregon.”

41. Comment: Some roadway classifications shown on Figure 4-1 are not consistent with federal classifications, and should be cross-checked with ODOT (FHWA).

**JPACT Recommendation on Comment 41:** Agree; staff will review Figure 4-1 and provide needed revisions for JPACT in the form of an amended map.

42. Comment: Delete "Boekman Road/I-5 Interchange" from page 28 of Chapter 8; ODOT is not considering this project (ODOT).

**JPACT Recommendation on Comment 42:** Agree; revise as proposed.

43. Comment: Need to refine access policies for arterials and collectors in Chapter 1 (Clackamas Co.).

**JPACT Recommendation on Comment 43:** Agree; these policies will be refined as part of the Phase II effort (see previous revision to Chapter 8 outstanding issues regarding street connectivity and access control).

44. Comment: Second and sixth bullets on page 17 of Chapter 1 should be consolidated to read “Local streets should be connected whenever possible to allow for local circulation by all modes as well as for property access” (Clackamas Co.).

**JPACT Recommendation on Comment 44:** Disagree; however, sixth bullet should be deleted, since it repeats the first bullet.

45. Comment: Change Figure 4-1 (Roadway Functional Class) to show Harmony Road west of 82nd and Lake Road from Hwy. 224 to Harmony as a Major Arterial (Clackamas Co.).

**JPACT Recommendation on Comment 45:** Agree; revise as proposed.

46. Comment: Change Figure 4-1 (Roadway Functional Class) to show 242nd from Powell to Highway 213 as a Major Arterial and 172nd, Foster and Tillstrom roads as Minor Arterials (Clackamas Co.).

**JPACT Recommendation on Comment 46:** Disagree; 242nd Avenue and Foster Road should continue to be designated as Minor Arterials until more detail on the extent of the possible urban reserve in the Damascus area is known (as part of the Phase II RTP process).

47. Comment: Change Figure 4-1 (Roadway Functional Class) to show 207th interchange between Sandy and Glisan as a Major Arterial and Sandy extended east to 207th as a Major Arterial; also, correct Mount Hood Parkway notation to read "East County Area" (Multnomah Co.).

**JPACT Recommendation on Comment 47:** Agree; revise as proposed.

48. Comment: Change Figure 4-1 (Roadway Functional Class) to show Morrison Bridge as a Major Arterial, based on its freeway connections to I-84 and I-5 (Multnomah Co.).

**JPACT Recommendation on Comment 48:** Agree; revise as proposed.

49. Comment: Change Figure 4-1 (Roadway Functional Class) to show McVey/Stafford Road from I-205 to Highway 43 as a Minor Arterial (Lake Oswego).

**JPACT Recommendation on Comments 49:** Agree; revise as proposed.

50. Comment: Emphasizing preservation and efficient use of existing facilities as the preferred approach in providing a transportation fails to consider suburban situations, where existing arterials are only two lanes wide, and a need exists to upgrade facilities; should be defined as a strategy, not a comprehensive approach (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 50:** Disagree; the emphasis on preservation and efficiency reflects provisions of the Congestion Management System and ISTEA as a whole. The approach does not prohibit capacity improvements, but simply seeks to pursue other less costly remedies before adding capacity.



51. Comment: Remove the words "less auto capacity" from the description of Main Streets on page 11 of Chapter 1; Metro has previously indicated the Main Street design does not assume a reduction of capacity (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 51:** Agree; the Main Street discussion referred to in this comment is in the context of land use types, and the reference to auto capacity is only in a comparison to Corridors, which are envisioned as having greater auto capacity than Main Streets. This section does not set a maximum standard for specific Main Streets.

52. Comment: Discussion of local streets and connectivity in Chapter 1 is overly simplistic and imply that lack of local street connections is a sole factor in creating congestion on regional routes; need to consider land use patterns, travel demand and intersection spacing (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 52:** Agree; the local street discussion is incomplete, and will be key area of refinement as part of the Phase II effort. However, connectivity clearly offers improved travel options, both in terms of mode choice and travel path. The Region 2040 Growth Concept establishes policy direction for improving network connectivity, as well, with specific language on both connectivity and street spacing.

## **TRANSIT & TODs**

53. Comment: TODs should become models for sustainable development, including the incorporation of native plants and other water and energy saving design techniques (Vogel)

**JPACT Recommendation on Comment 53:** Agree; this urban design comment has been forwarded to Region 2040 staff for consideration.

54. Comment: Locate south/north light rail along I-205 from PDX to CTC; corridor is booming and Milwaukie route only duplicates existing bus service (LaClaire).

**JPACT Recommendation on Comment 54:** Disagree; the South/North alternatives analysis has identified the CTC/Milwaukie/Central City/Vancouver CBD route as the most promising route in terms of potential ridership. However, future extensions of high-capacity transit are proposed in this area, including a possible route along I-205 from PDX to Oregon City.

55. Comment: A future LRT loop through Clark County should be added, beginning at Gateway, crossing the Columbia adjacent to I-205, and linking Vancouver Mall, the Fourth Plain corridor, Clark College, downtown Vancouver, crossing

the Columbia along the South/North corridor and terminating at the Rose Quarter (Gould).

**JPACT Recommendation on Comments 55:** Disagree; future LRT in Clark County is currently proposed as part of the South/North study along I-5 to 134th and a possible future spur from downtown Vancouver to Vancouver Mall.

56. Comment: Add a feeder bus system in Hillsboro that supports light rail (Hillsboro).

**JPACT Recommendation on Comment 56:** Disagree; the Westside LRT and Hillsboro extension planning has already addressed the rerouting of existing bus service in the Westside corridor. However, the RTP is limited to bus service that is of regional significance (as shown in Figure 4-4).

57. Comment: Chapter 4 should include a detailed transit map of Portland CBD (Portland).

**JPACT Recommendation on Comment 57:** Agree; a detailed map of the CBD transit network will be completed as part of Phase II; recommend the following deletion from pages 11 and 12 of Chapter 4 until the detailed map is included in the plan:

“...which provide service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations are under consideration ~~and are shown in Figure 4-4.~~”

58. Comment: Replace Figure 4-4 with revised map recommended by Transit Work Team and Tri-Met; revise LRT in downtown Portland, which is incorrectly shown along Front Avenue (Tri-Met; City of Portland).

**JPACT Recommendation on Comment 58:** Agree; recommend adopted amended Figure 4-4, which also shows LRT in correct downtown alignment of LRT (note: a number of additional comments were submitted by agencies and individuals regarding the release version of Figure 4-4, and are addressed by the changes proposed in the revised version of the transit system map).

59. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

**JPACT Recommendation on Comment 59:** Agree; revise as proposed.

60. Comment: The extent of the “constrained” transit network is not clear in Chapter 7; a map of the financially constrained network should be included (DEQ).

**JPACT Recommendation on Comment 60:** Agree; new language in the Chapter 7 project matrix should clarify the extent of transit capital projects and service improvements that are assumed in the “constrained” network. However, due to the interim nature of the federal RTP, a map of the constrained system will not be completed during this phase of the update.

61. Comment: Revise Regional Trunkline section on page 19 of Chapter 1 to include the following (ODOT):

“should serve public attractions (such as stadiums, convention centers). In addition, new regional public attractions should be located on trunk lines (bus or LRT).”

**JPACT Recommendation on Comment 61:** Agree; revise with the following wording:

“...be located on, or near, trunk lines...”

62. Comment: Retain existing Park and Ride section on page 22 of Chapter 1 (ODOT).

**JPACT Recommendation on Comment 62:** Agree; retain as proposed.

63. Comment: Given the relatively slow schedule of future LRT improvements, the list of long-term projects on page 11 of Chapter 4 should be deleted, and studied more carefully during Phase II of the RTP update (ODOT).

**JPACT Recommendation on Comment 63:** Disagree; the referenced language is from the existing RTP (with the exception of a PDX extension), and can be revised in future updates, if necessary.

64. Comment: Do not delete LRT corridors from funding discussion on page 21 of Chapter 8 (Portland).

**JPACT Recommendation on Comment 64:** Agree; revise as proposed.

65. Comment: Transit discussion needs a clearer explanation of the assumptions used in determining the financially constrained system (Tri-Met).

**JPACT Recommendation on Comment 65:** Agree; project matrix in Chapter 7 should include this explanation above the constrained transit project list.

66. Comment: On page 4-11, move sentence “A Phase II extension of the South/North Corridor...” from third bullet describing 10-year priorities to section describing long term corridors that follows on page 4-11.

**JPACT Recommendation on Comment 66:** Agree; revise as proposed.

67. Comment: Revise second policy of Transit Objective 3 on page 18 of Chapter 1 to reflect the fact that the UGB contains a 20 year land supply, and not all areas are ready for transit service (O'Reilly).

**JPACT Recommendation on Comment 67:** Agree; revise as follows:

“Policy: Paratransit service should be in areas not served by fixed-route service in order to offer service throughout urbanized areas within the urban growth boundary.”

68. Comment: The plan's major commitments to light rail and high-end transit services combined with a lack of apparent strategies for expanding funding does not seem to leave much for providing basic services necessary to adequately serve the region's suburbs (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 68:** Agree; strategies for serving low density employment and residential areas with transit (regardless of urban or suburban setting) must be further refined in Phase II. However, a key lesson learned in the Region 2040 analysis of the growth concepts is that more transit service does not directly translate to more ridership, and that transit patronage is heavily influenced by land use.

## **BICYCLE & PEDESTRIAN**

69. Comment: Adopt an “affirmative action” policy that directs regional funds toward bringing bicycle and pedestrian networks to the level that has been built for automobiles (Burkholder).

**JPACT Recommendation on Comment 69:** Agree; such a policy is reflected in goals on pages 25-26 of Chapter 1, which seek to increase the modal share of bicycle trips through a range system improvements.

70. Comment: Create more tree-lined pedestrian and bicycle commuters paths that are separate from automobile routes (Vogel).

**JPACT Recommendation on Comment 70:** Agree; the pedestrian fund contained on page 1 of the Chapter 5 preferred project list targets major pedestrian upgrades for regional centers, corridors, town centers, station areas, main streets. These upgrades assume wide sidewalks and planting strips.

71. Comment: Trees are as important to the pedestrian experience as sidewalks; native trees, in particular, enhance walking and cycling while requiring less maintenance (Vogel).

**JPACT Recommendation on Comment 71:** Agree; specific design guidelines for planning strips may be addressed as part of the Phase II update effort.

72. Comment: Change bicycle system map designation on 181st from Burnside to Glisan to read “proposed” (Multnomah County).

**JPACT Recommendation on Comment 72:** Agree; change as proposed.

73. Comment: Place a higher priority on bicycle routes that encourage commuting, especially to the central city and regional centers, as opposed to more recreational routes (Gould).

**JPACT Recommendation on Comment 73:** Agree; this is the basic philosophy that guided development of the bicycle network proposed in Figure 4-5.

74. Comment: Do not delete “recreational opportunities” from first sentence in Regional Bicycle Network section on page 16 of Chapter 4 (Portland).

**JPACT Recommendation on Comment 74:** Agree; revise as proposed.

75. Comment: Correct the terms “aesthetic practical” and “aesthetic safe” in Bicycle Goal no. 1, Objective 1 (Clackamas Co.).

**JPACT Recommendation on Comment 75:** Agree; revise as follows:

“1. Objective: Integrate the efforts of the state, counties and cities in the metro region to develop the most safe, cost effective, aesthetic and practical ~~and aesthetic safe~~ system of regional bikeways.”

76. Comment: Bicycle network is incomplete/inadequate in a number of specific locations (a number of link-specific comments were submitted by agencies and individuals).

**JPACT Recommendation on Comment 76:** Agree; the bicycle system map shown in Figure 4-5 is a first draft by the Bicycle Work Team, and will be substantially revised as part of Phase II of the RTP update. The specific comments submitted will be considered by the Bicycle Work Team as part of their effort.

77. Comment: Don’t drop “quality of life” text from last bullet in Section C on page four of Chapter 1 (Burkholder).

**JPACT Recommendation on Comment 77:** Disagree; the revised wording provides a clearer idea of what is being protected, and reflects ISTEPA planning

factor emphasis on protecting natural resources as a fundamental and ongoing part of the transportation planning process.

78. Comment: Change Objective 1 of Goal 2, page 8 of Chapter 1 to read as follows (Burkholder):

“...improved corridor operational improvements (~~including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques~~) completion of bicycle and pedestrian facilities and transit service.”

**JPACT Recommendation on Comment 78:** Agree; however, revise as with the following modifications:

“...improved corridor operational systems improvements (including application of Advanced Traffic Management System (ATMS) freeway and arterial management techniques) bicycle and pedestrian facilities and transit service.”

79. Comment: Make the following minor revisions to Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- NE 207th Ave - dashed green from I-84 to Sandy Blvd.
- SE 148th Ave - dashed purple from Stark St. to Powell Blvd.
- SE 129th Ave - dashed purple from Sunnyside Rd. to Happy Valley
- SE 82nd Ave - dashed purple
- South End Road - dashed purple Oregon City to Hwy. 99E
- Borland Road - dashed purple from West Linn to Clackamas Co. line
- Vancouver/Williams - dashed purple from Broadway to Lombard
- Jennifer Street - dashed purple from SE 82nd to SE 126th

**JPACT Recommendation on Comment 79:** Agree; revise as proposed.

80. Comment: Make the following minor deletions from Figure 4-5 (Bicycle System Map) (various local jurisdictions):

- I-205 Clackamas County remove solid green
- Remove local bike lanes S. of Tualatin Rd.
- I-5 remove solid green
- Hwy. 99E Broadway to Lombard remove dashed purple.
- Remove Salmon St. and Lincoln St. solid red.

**JPACT Recommendation on Comment 80:** Agree; revise as proposed.

81. Comment: A number of major changes should be made in the Chapter 1 goals and objectives that establish bicycle travel as a preferred mode for certain trips, set criteria for bicycle travel routes and street design considerations (this abbreviated comment is a distillation of a number of separate, detailed comments) (Burkholder).
82. Comment: A number of major changes should be made to Figure 4-5 (Regional Bicycle Network) to reflect the 2040 Growth Concept and Transportation Planning Rule requirements (Burkholder).
83. Comment: The proposed Regional Bikeway Network is currently incomplete and several major additions/deletions are necessary (Clackamas).

**JPACT Recommendation on Comment 81-83:** Agree; however, the bicycle work team has not completed its review of these major issues, and therefore should consider them as part of the Phase II effort. Comments on the interim federal RTP will be the starting point for the bicycle work team as they begin refinement work in Phase II.

84. Comment: Replace references to "AASHTO" in Goals 1 and 2 on page 25 of Chapter 1 with "Oregon Bicycle and Pedestrian Plan" (Burkholder).
85. Comment: The State Bikeway Standards should be cited in lieu of AASHTO because they address more circumstances and go beyond AASHTO in some cases (Clackamas).

**JPACT Recommendation on Comment 84-85:** Agree; revise Goal 1 bullet 4 and Goal 2, bullet 1 to refer to the "Oregon Bicycle and Pedestrian Master Plan", strike AASHTO.

86. Comment: Is the RTP pedestrian interest in a system or program? Emphasis should be on a program (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 86:** Agree; the regional pedestrian program will focus on areas of regional interests, as opposed to specific alignments. Exceptions will include regional trails, corridors and main streets. The regional pedestrian program is not well developed, and will be better defined as part of the Phase II effort.

## **FREIGHT & INTERMODAL FACILITIES**

87. Comment: Should focus on alternatives (such as truck only lanes or exits) to increasing road capacity when addressing freight needs (Burkholder).

**JPACT Recommendation on Comment 87:** Agree; several intersection projects included in the Chapter 5 preferred system project list reflect this consideration. A more detailed evaluation of capacity-alternatives will be considered in Phase II of the update, and as new information becomes available from the Intermodal Management System.

88. Comment: Correct freight map to show 207th connector (not 201st) as freight route (Multnomah County).

**JPACT Recommendation on Comment 88:** Agree; correct as proposed.

89. Comment: Improve freight movement along Columbia Blvd., Interstate Avenue and Marine Drive near T-6, including better signaling, and overpass and intersection improvements (Lasher).

**JPACT Recommendation on Comment 89:** Agree; freight improvements in the Rivergate area are included in the Chapter 5 preferred system project list.

90. Comment: Consider moving AMTRAK station across river to Rose Quarter at the junction of light rail lines to allow faster travel through metro area, and lessen impact of high speed trains on residential development planned in River District (Gould).

**JPACT Recommendation on Comment 90:** Disagree; a significant investment in local and regional funds has been made to enhance the current train and bus intermodal area in NW Portland, including extension of the downtown transit mall to Union Station in 1994.

91. Comment: Change title of "Airports and Terminals" section on page 11 of Chapter 1 to "Intermodal Facilities (Port).

**JPACT Recommendation on Comment 91:** Agree; revise as proposed.

92. Comment: Revise third paragraph on page 5 of Chapter 4 to include freight/truck model in reference to use of IMS in future RTP updates (Port).

**JPACT Recommendation on Comment 92:** Agree; amend text as follows:

"...will be evaluated by the Intermodal Management System (IMS) and the regional freight/truck model currently under development..."

93. Comment: The freight "action items" on pages 8 and 9 of Chapter 4 constitute policies, and should be relocated to Chapter 1 (Port).

**JPACT Recommendation on Comment 93:** Agree; revise as proposed.



94. Comment (several): Specify freight considerations when describing multi-modal facilities throughout the federal RTP (Port).

**JPACT Recommendation on Comment 94:** Agree; recommend including the following additional objective under Goal 3, page 24 of Chapter 1:

**“4. Objective: Consider the movement of freight when conducting multi-modal transportation studies.”**

95. Comment: Opening in Section A of Chapter 5 is too passenger-oriented. Include the protection of the freight/intermodal network the preface to recommended improvements in Chapter 5 (Port).

**JPACT Recommendation on Comment 95:** Agree; recommend the following text revisions to the first paragraph on page 2 of Chapter 5:

**“...investments in automobile capacity. The recommended improvements also seek to protect and maintain the efficiency of the regional freight and intermodal system. This approach...”**

96. Comment: The cost-effectiveness discussion following Priority 3 of local priority-setting on page 11 of Chapter 8 should include freight movement as a significant consideration (Lasher).

**JPACT Recommendation on Comment 96:** Agree; revise this section to include the following:

**“...give priority to options which reduce costs by increasing people or freight moving capacity.”**

97. Comment: Correct Figure 4-3 (Freight System Map) to show 207th freight route to the east along Glisan to 223rd (Multnomah Co.).

**JPACT Recommendation on Comment 97:** Agree; revise as proposed.

98. Comment: Delete reference to noise ordinances in freight system description on page 9 of Chapter 4, as per recent TPAC discussion (O'Reilly).

**JPACT Recommendation on Comment 98:** Agree; delete last bullet as proposed.

## **TRANSPORTATION SYSTEM MANAGEMENT**

99. Comment: A regional advanced traffic management system (ATMS) has not been adopted, and therefore the specific references contained in the fourth bullet

on page 14 and fifth bullet on page 15 of Chapter One are not appropriate and should be deleted (Portland):

**JPACT Recommendation on Comment 99:** Agree; recommend deleting second block of underscored text in the fourth bullet on page 14 and the first sentence in the fifth bullet on page 15 of Chapter 1, and adding a discussion of ATMS implementation to Chapter 8 (as an outstanding issue).

100. Comment: The transportation system management section in Chapter One should include a discussion of the basic signal system that serves all modes, is interconnected, creates safe crossing for all modes at intersections, and the importance of the system to capacity and safety for all modes (Portland).

**JPACT Recommendation on Comment 100:** Agree; recommend adding the following additional text to the bottom of the TSM section on page 28 of Chapter 1:

“Traffic Signal Coordination

The performance of the regional transportation system is heavily dependent on a coordinated approach to signalization between local and regional facilities. Though signalization approaches must vary, by definition, according to the specific needs of a given location, there are several considerations that are addressed throughout the system:

- all modes of travel are considered in the signal system design;
- the system is interconnected for maximum travel efficiency; and
- signals create safe crossings for each of the modes using an intersection.

101. Comment: Expand and clarify language throughout the document regarding TSM, particularly as it relates to Advanced Transportation Management Systems (ATMS).

**JPACT Recommendation on Comment 101:** Agree; Metro staff will incorporate such language in the final document.

## **TRANSPORTATION DEMAND MANAGEMENT**

102. Comment: Add the following new objective to Goal 1 on page 30 of Chapter 1 (Portland):

“5. Objective: Support private sector/local government initiatives to use TDM measures which allow the existing transportation system to handle increased development without adding capacity.”

**JPACT Recommendation on Comment 102: Agree.**

103. Comment: Do not delete flexible working hours section on page 16 of Chapter 4 unless covered elsewhere (Portland).

**JPACT Recommendation on Comment 103: Disagree; flexible working hours are covered in new text in the second bullet on page 14 of Chapter 4.**

104. Comment: RTP should establish disincentives for driving, such as congestion pricing, increased gasoline tax, auto registration surcharge and property tax on vehicles (Hymes).

**JPACT Recommendation on Comment 104: Disagree; the interim federal RTP contains a number of TDM measures, although congestion pricing is not included at this time. Over the next year, Metro will conduct a congestion pricing study, which may include programs recommended for adoption the RTP. Metro will also prepare a transportation funding package for consideration by the region's voters that could target new registration or gas tax revenues to a range of multi-modal system improvements.**

105. Comment: Need to better define regional and local roles in TDM strategies; introduction to TDM section in Chapter 1 defers implementation to local governments (Washington County Coordinating Committee).

**JPACT Recommendation on Comment 105: Disagree; most of the TDM programs are local by nature, and the TDM Subcommittee intended to focus implementation at the local level; most regional programs will be implemented by Tri-Met.**

## **AIR QUALITY**

106. Comment: Change the first bullet in the Air Quality section on page 4 of Chapter 6 to read (DEQ):

“Interagency coordination between Metro, ODOT, the Department of Environmental Quality (DEQ) and local jurisdictions to determine which minor arterials and other transportation projects ~~having a significant regional impact~~ should be considered regionally significant.”

**JPACT Recommendation on Comment 106: Agree; revise as proposed.**

107. Comment: Reword air quality conformity section to clarify relationship between Metro, ODOT, DEQ and USDOT (FHWA).

108. Comment: Change the first paragraph on page 6 of the Introduction to read (DEQ):

“Metro, FHWA and FTA make a joint determination that the federal RTP conforms to the Clean Air Act Amendments and EPA’s conformity regulations. The MPO makes the conformity determinations which is submitted to USDOT. USDOT then makes a conformity finding based on the determination made by Metro.”

**JPACT Recommendation on Comments 107-108:** Agree; revise as proposed.

109. Comment: Revised the first criterion on page 9 of Chapter 1 to read (DEQ):

“Performance Criterion: Hydrocarbon and nitrogen oxide emissions by transportation related sources...”

**JPACT Recommendation on Comment 109:** Agree; revise as proposed.

110. Comment: Add the following text to the project matrices in Chapters 5 and 7 and at the end of the fourth paragraph on page 1 of Chapter 5 (DEQ):

“This process represented a first step toward establishment of a financially constrained system. As additional information is developed on overall system performance, and there is a better understanding of the needs to implement the land use goal of Region 2040, the modal mix and list of projects in the financially constrained transportation program may change significantly.”

**JPACT Recommendation on Comment 110:** Agree; revise as proposed.

111. Comment: Add the following text at the end of the third paragraph of the Preface (DEQ):

“The resulting financially constrained system should be seen as being transitional in nature, with significant changes possible as further refinements are made.”

**JPACT Recommendation on Comment 111:** Agree; revise as proposed.

112. Comment: Describe the conformity process to some degree of detail and define “regional significance” in terms of the transportation system and for air quality conformity. Also, describe the relationship of the RTP systems to the ozone and carbon monoxide maintenance plans (TPAC).

**JPACT Recommendation on Comment 112:** Agree; Metro staff will work with DEQ to include such language in the final document.

## FUTURE ANALYSIS & POLICY

113. Comment: Need to develop an improved measure of roadway congestion that considers more than peak hour demand to avoid over-building facilities (Burkholder).

**JPACT Recommendation on Comment 113:** Agree; the Congestion Management System (CMS) considers alternative measures for managing congestion. These alternatives will be considered as part of the Phase II effort.

114. Comment: Regional government needs to examine the use of financial incentives/disincentives in promoting TODs (Gould).

**JPACT Recommendation on Comment 114:** Agree; the allocation of TOD-related funding included in the RTP project lists will be based, in part, on a Phase II analysis of how public expenditures and policies can best leverage transit-oriented developments.

115. Comment: Fund studies of congestion pricing, user fees and other market-based strategies that put all forms of transportation on a level playing field in terms of funding and operating costs (Parker).

**JPACT Recommendation on Comment 115:** Agree; market-based strategies are identified on page 31 of Chapter 1 in the discussion of TDM strategies. Congestion pricing is discussed as an outstanding issue on page 27 of Chapter 8.

## LAND USE

116. Comment: Reference 20-year forecasts (instead of 2040 statistics) in Chapter 1, Section C (Clackamas Co.).

**JPACT Recommendation on Comment 116:** Agree; delete second sentence of last paragraph on page 1-4, and replace with the following:

“The regional forecast (intra-UGB) for the year 2015 predicts nearly 370,000 new residents and over 380,000 new jobs over 1990 levels for the Oregon portion of the metro area.”

## RTP RELATIONSHIP TO THE MTIP

117. Comment: Clarify the relationship between the RTP Financially Constrained list to the Metro Transportation Improvement Program (TPAC).

**JPACT Recommendation on Comment 117:** Agree; staff will include clarification language in Chapter 1, Introduction, and Chapter 8, Implementation, as follows:

The federal RTP identifies both a preferred and a financially constrained set of 20-year improvements. The preferred system is a 20-year blue print intended to address growth by generally maintaining current levels of roadway performance and providing improved levels of alternative mode choice. The constrained system reflects a set of projects the region anticipates it can afford to construct over twenty years given available revenues. ISTEPA planning guidelines require that the entire RTP, including the constrained system, be evaluated at least every three years to reflect changing conditions.

The Metro Transportation Improvement Program (MTIP) is the region's three year funding document. The MTIP schedules and identifies funding sources, for projects of regional significance to be built over a three year period. Federal law requires that all projects using federal funds be included in the MTIP. In developing the MTIP, the region gives top priority to strategic transportation investments which leverage and reinforce the urban form outlined in Chapter 1, of this plan, and when adopted, the Regional Framework Plan. The MTIP is adopted both by the region's MPO and the Oregon Transportation Commission for inclusion into an integrated State TIP (STIP). The MTIP must be revised at least every two years.

Projects included in the MTIP must also be included in the financially constrained system. However, while the adopted financially constrained system should provide the basis for MTIP funding decisions, projects may also be selected for funding from the preferred system. In the event a project or projects are drawn from the preferred system for funding, the RTP constrained system will be amended to include the project or projects. In addition, when the constrained system is amended, financial constraint must be maintained either through identification of additional revenues or removal of other projects from the list. Except in the case of exempt projects (as defined by the federal and state conformity rules) any such action will require an air quality conformity determination (which is standard as part of the development of a new MTIP, see "Air Quality Conformity," below).

## **ADDITIONAL JPACT AMENDMENTS**

118. Comment: Recommend the following revisions/additions to the Roadway Functional Class map (Figure 4-1) (Washington County).

- Revise as regional through-route arterial:
- Highway 47 Bypass in Forest Grove

Add as major multi-modal arterial:

- East/West arterial in Beaverton from Highway 217 to Murray

Add as minor multi-modal arterials:

- Beef Bend/Elsner from 99W to Scholls
- 112th Avenue from Sunset to Cornell
- Walker Road from Murray to Cornell
- Bethany from West Union to Kaiser

**JPACT recommendation on Comment 118:** Agree; revise as proposed.

119. Comment: The discussion of “preferred” transit services in Chapter 1 should be complemented with a more detailed Chapter 7 description of what elements can actually be funded with the “constrained” 1.5% annual service increases (Washington County).

**JPACT recommendation on Comment 119:** Agree; recommend including a detailed discussion of the “constrained” transit system as part of updating Chapter 7 to reflect the final “constrained” system.

120. Comment: Revise National Highway System map (Figure 4-1) to reflect Forest Grove Bypass (Washington County).
121. Comment: Revise National Highway System map to show 242nd/Burnside as the NHS connection between I-84 and Highway 26 (City of Gresham)

**JPACT recommendation on Comment 120 and 121:** Agree; recommend the following text revision to Chapter 8 (Outstanding Issues):

15. Proposed National Highway System Revisions

The following revisions are proposed for the National Highway System map (Figure 4-1) during the next scheduled review:

- Forest Grove Bypass route on Highway 47 as “Other NHS Highway”
- 242nd Avenue/Burnside in place of 181st Avenue/Burnside as “Other NHS Highway”

122. Comment: Revise the bullet at the bottom of page 14 of Chapter 1 to include Highway 99W as a route that would not be upgraded to freeway standards (Washington County).

**JPACT recommendation on Comment 122:** Agree; revise as proposed.

123. Comment: The discussion of Main Streets in Chapter 1 is too detailed, given the lack of analysis that has been done at this time. Revise the top of page 11, Chapter 1 as follows (Washington County):

“...with street designs that ~~provide less auto capacity than Corridors, and~~ emphasize pedestrian, transit and bicycle travel.”

**JPACT recommendation on Comment 123:** Agree; the land use elements in this section will be developed in much more detail as part of the Phase II effort. Recommend revision as proposed.

124. Comment: Revise Transit System Map (Figure 4-4) to show Mcloughlin alignment from Milwaukie to Oregon City as a “red” line (indicating the high-speed transit network) (Washington County):

**JPACT recommendation on Comment 124:** Agree; revise as proposed.



## ODOT Constrained Project List

### TIP Committed

- US-26      Camelot - Sylvan (Phase 3)\*      *29.6 million*  
- Reconstruct Sunset mainline, replace Canyon Road overcrossing and add third lanes.
- US-26      Hwy 217 - Camelot\*      *8.747 million*  
- Add 3rd lane EB, noise walls, remove Wilshire on-ramps and close local accesses.
- OR-217      Sunset Hwy - TV Hwy NB\*      *24.15 million*  
Widen Highway and structure and complete ramp work.
- US-26      Murray Blvd. - Hwy. 217\*      *10.2 million*  
- Improve freeway and ramp operations by providing 6 through lanes between Highway 217 and Murray Blvd. interchanges and providing westbound braided ramps between ORE 217 and Cedar Hills Blvd. interchanges.
- I-5      @ Hwy. 217 (Phase 2)      *11.2 million*  
- Improve ramp and freeway operations by constructing Phase 2 of the project.

\* Westside Projects

### Completion of Committed Projects

- I-5      Wilsonville Interchange (Phase 2)      *6.479 million*  
- Complete the interchange improvements by lengthening the ramps and extending the storage lanes on Wilsonville Road to allow for improved traffic operations on the freeway and on Wilsonville Road.

### ATMS

- Advanced Traffic Monitoring System      *26.3 million*  
- The ATMS program will facilitate the transportation systems management element of the RTP by metering all freeway ramps, initiating an arterial street program, installing closed captioned television, and commencement of an operation center.

## Freight

- US-30B      NE 33rd or NE 60th      *8 million*  
- Provide a better connection between Columbia Blvd. and Lombard Street to facilitate east/west commercial (freight) traffic flow in the vicinity of NE 33rd or NE 60th.
- US-30B      Killingsworth @ Columbia      *9.82 million*  
- Widen railroad overpass to improve clearances for freight movement and provide for additional lanes on the north leg of the Columbia Blvd. / Killingsworth Street intersection.
- I-84          Troutdale Interchange - Jordan Interchange (Phase 1)      *7 million*  
- Phase 1 will widen the Sandy River Bridge and provide auxiliary lanes between the Troutdale and Jordan Interchanges to improve freeway and ramp operations.
- I-205          E. Portland Freeway @ Highway 224 (Sunrise Unit 1)  
(Listed under Safety and Congestion)

## 2040

- OR-217      TV Highway to 72nd      *96 million*  
- Widen to three lanes plus auxiliary lanes each direction.
- I-5          Greeley - N. Banfield (Phase 1)  
(Listed under Safety and Congestion)

## Safety and Congestion

- I-5          Greeley - N. Banfield (Phase 1)      *36 million*  
- Eliminate severe bottleneck conditions on I-5 southbound between Broadway and I-84 interchanges by constructing the first phase of a widening and ramp modification improvement to I-5 in the vicinity of the Memorial Coliseum / Oregon Convention Center. Phase 1 will consist of constructing frontage roads to facilitate traffic flow in the vicinity of the freeway. Phases 2 and 3 will braid the freeway ramps between Broadway and I-84 to improve freeway and ramp operations.
- I-205          E. Portland Freeway @ Highway 224 (Sunrise Unit 1)      *114 million*



ORE-10 (SW Beaverton-Hillsdale Hwy.) SW 65th to Hwy 217 6.075 million  
- Construct bicycle lanes and sidewalks

OR-99W (Barbur Blvd.) Terwilliger Blvd. to Multnomah Blvd. 3.3 million  
- Construct bicycle lanes and sidewalks

OR-99W (SW Barbur Blvd.) Hamilton St. to Front St. 1.9 million  
- Construct bicycle lanes and sidewalks

Hall Blvd. Oak St. to Pacific Hwy. 1 million  
- Construct bicycle lanes and sidewalks

I-205 Multi-use Trail Intersection Improvements 0.213 million  
- Improve several street crossings along the I-205 trail to improve bicycle access.

OR-8 (Canyon Road) SW 110th to SW Canyon Dr. 3.667 million  
- Construct sidewalks

#### Overmatch

US-26 Palmquist/Orient Drive 1 million  
Improve intersection.

US-26 Birdsdale to Eastman 4 million  
Widen to five lanes.

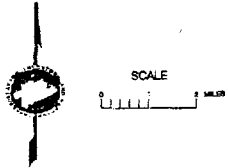
ORE-8 (TV Hwy) 209th/219th 2.5 million  
- Realign 209th on the south with 219th on the north to improve operations.

ORE-10 (Farmington) 209th Ave. -172nd Ave. 10.8 million  
- Provide a three-lane section to improve traffic flow and safety.

ORE-43 Terwilliger Intersection 1.1 million  
- Construct northbound left turn lane on State Street to Terwilliger; reconfigure Terwilliger at its intersection with State Street; install traffic signal.

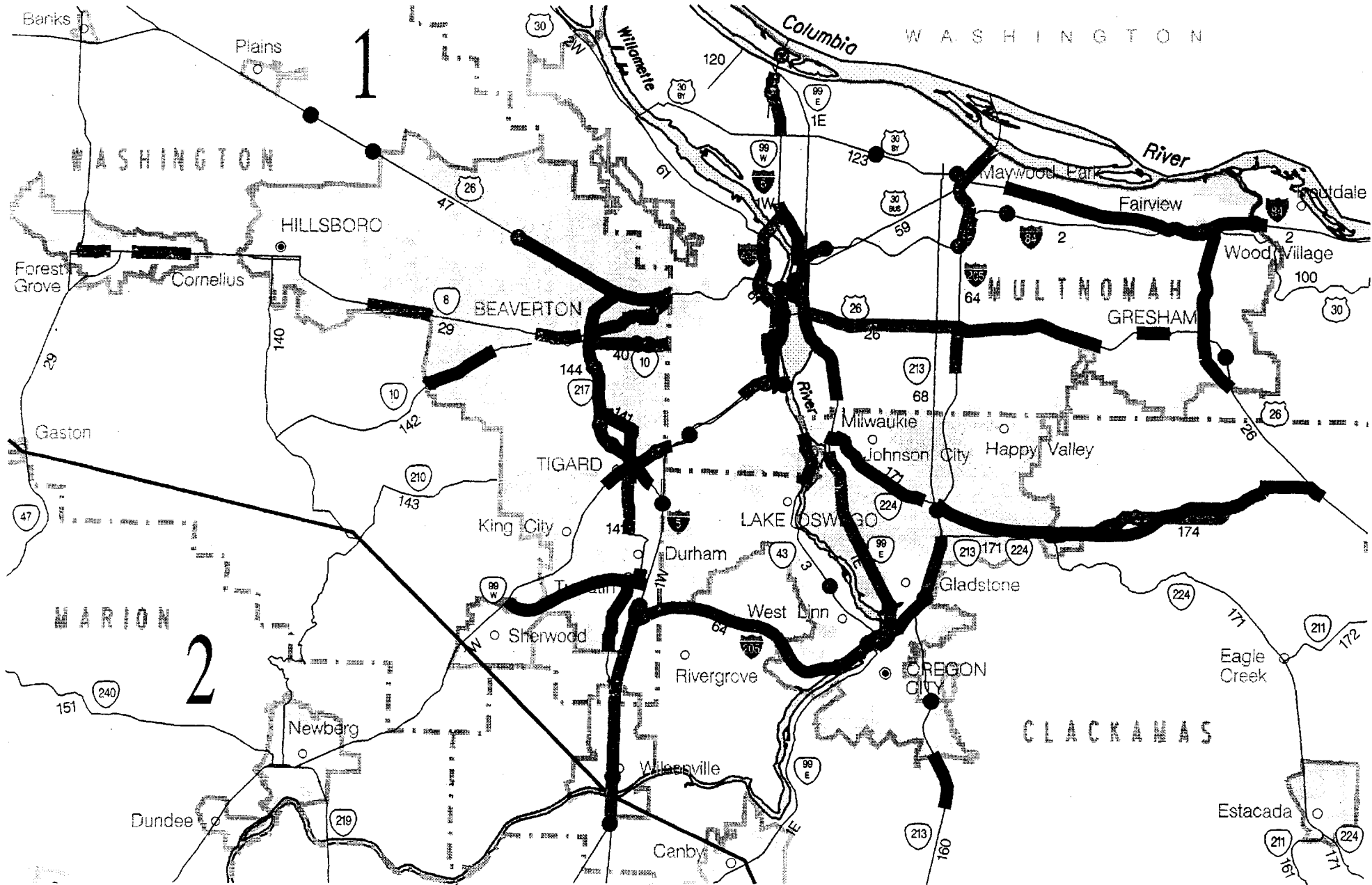
ORE-43 A Avenue Intersection 0.58 million  
- Improve turning radius from A Avenue for southbound turn onto Highway 43, restripe turning lanes, and upgrade signal.









# REGIONAL TRANSPORTATION PLAN PREFERRED NETWORK IMPROVEMENTS

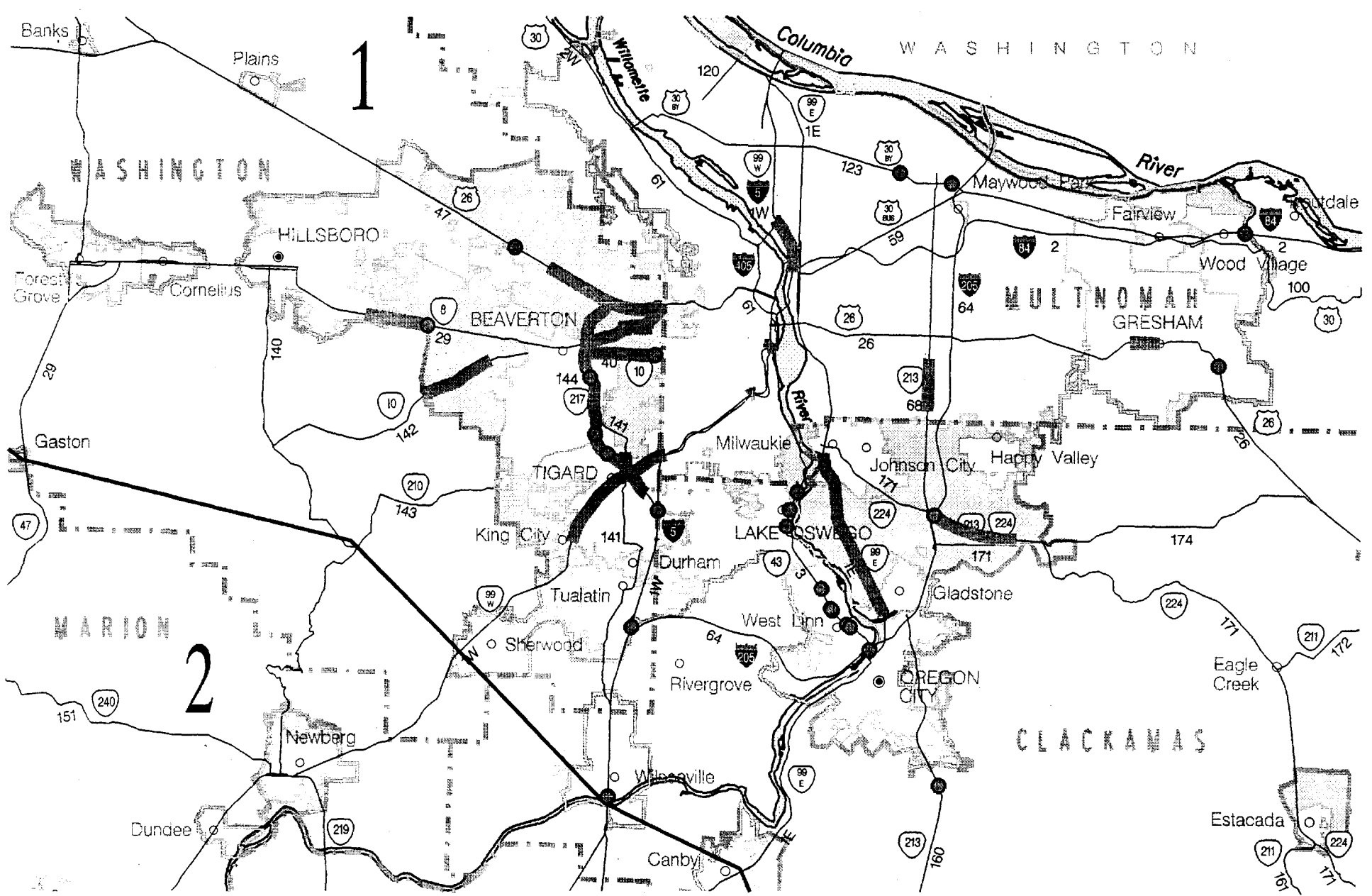
- REGION BOUNDARY
- EXISTING RTP NEEDS
- OTHER IDENTIFIED NEEDS
- CITY LIMIT
- URBAN GROWTH BOUNDARY



# REGIONAL TRANSPORTATION PLAN

## CONSTRAINED NETWORK IMPROVEMENTS

-  REGION BOUNDARY
-  CONSTRAINED PROJECTS
-  CITY LIMIT
-  URBAN GROWTH BOUNDARY







# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

*A=Added, D=Dropped, R=Revised													Project Cost (1995 Dollars)	Worst V/C	2nd Worst
A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements								
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM			
	Shared	30	5 Employer Shuttle Vans	Small employers (<50) in region	n/a	n/a					◆		\$134,375		
A	Tri-Met/Gresham	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	n/a	n/a	◆	□	◆				\$2,721,000		
	Tri-Met Total											\$147,099,190 (Target = 29,505,000)			
	ODOE	1	Regional Telecommute Proj.	Employers in region	n/a	n/a					◆		\$400,000		
	ODOE Total											\$400,000 (Target = \$0)			
A	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)		
D	Portland	6	NE Lombard	St Johns to Columbia Bv	3	3	□	◆	◆	◆			dropped	1.8	1.2
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		◆	\$1,500,000		
	Portland	8	N. Interstate	Columbia to Steel Br.	4	4	◆	◆	◆	□			\$1,100,000	0.8	
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□			\$2,963,000		
	Portland	17	92nd/Columbia RR xing	NE 92nd and Columbia	n/a	n/a		□	□	◆			\$9,820,000		
D	Portland	18	SE Jenne Rd	Foster to Powell	2	2		◆	□	□			dropped	1.1	0.9
R	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□			\$1,420,000	1.4	1.2
	Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		◆	\$1,400,000		
	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□			\$4,340,000	0.8	0.6
R	Portland	23	NE Sandy Bv	NE 12th to 39th Ave	4	4	◆	◆	◆	□			\$2,000,000	0.8	0.6
	Portland	24	Broadway/Weidler Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		◆	\$7,000,000		
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆			\$4,000,000		
	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆			\$11,900,000		
	Portland	27	W Burnside Redevelopment	River to NW 23rd	4	4	◆	◆	◆	□			\$4,000,000		
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□			\$2,900,000		
R	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□			\$10,000,000		
R	Portland	30	N Macadam District	SW Macadam, River, Carruthers, South	unknown	unknown	◆	□	◆	□			\$10,000,000		
	Portland	31	Grand Avenue Bridgeheads	SE Grand, Belmon Morrison to Hawthorne	varies	varies	◆	◆	◆	◆			\$4,000,000		
	Portland	32	Water Avenue Extension	SE Divison Place to OMSI	0	2	◆	◆	◆	◆			\$3,000,000		
	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capital Hwy Bertha to Sunset	5	5	◆	◆	◆	□			\$3,500,000		
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□			\$785,000	1.2	
	Portland	37	Capital Hwy	SW Bertha bv to Barbur	2	2	◆	◆	□	□			\$6,000,000	0.8	0.6
	Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	0	2	◆	◆	◆	□		◆	\$400,000		
R	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		◆	\$1,500,000		
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□			\$615,000	1.3	
R	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□			\$25,000,000		
R	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		◆	\$9,000,000		
R	Portland	48	TMA's Parking Management	Citywide	n/a	n/a						◆	\$1,000,000		
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000		
R	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000		
D	Portland	51	148th Ave. Bike Lanes	Powell Blvd. to Marine Dr.	4	4		◆					dropped		
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000		
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500		
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000		
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000		

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆				\$50,000		
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆				\$250,000		
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆				\$100,000		
D	Portland	63	Gen. City Vanpool (10 Vans)	Major Portland employers	n/a	n/a					□	dropped		
D	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆	dropped		
R	Portland	65	Seismic Improvements	Citywide structures	n/a	n/a						\$15,500,000		
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a					◆	\$5,000,000		
R	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆				\$200,000		
A	ODOT/Portland	112	82nd Ave (Hwy 213)	Crystal to Shiller (50% share)	n/a	n/a		◆	◆		◆	\$2,750,000		
<b>Portland Total</b>											<b>\$155,355,500</b> (Target = \$38,734,000) (other rev. sources)			
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a								
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla intersection	3	5	◆	□	□	◆		\$930,000	0.8	
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5	□	◆	□	◆		\$1,700,000		
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆			\$7,500,000		
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□			\$5,050,000		
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood intersection	2	3		◆	□			\$750,000	0.8	
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆			\$9,950,000	0.8	0.4
	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a						\$8,400,000		
	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a					◆	\$2,800,000		
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□			\$1,210,000	0.6	0.4
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□			\$4,610,000	1.1	0.7
	Clackamas	11	Stafford Road	Stafford/Borland Road intersection	2	4		□	□			\$990,000	0.7	0.6
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆		\$5,210,000	0.8	0.8
	Clackamas	13	Sunnyside Road	172nd to Highway 212	2	3		◆	◆			\$2,120,000	0.6	0.5
	Clackamas	14	Sunnyside Road	Stevens to 172nd	3	5		◆	◆			\$23,500,000	1.8	1.3
	Clackamas	15	Jennings Road	Oatfield to Roots Road	2	3		□	□			\$3,810,000	1.0	0.7
D	Clackamas	16	Jennings Road	River Road to Oatfield				□	□			dropped	0.8	0.6
	Clackamas	17	Rosemont Road	Stafford to Parker	2	3		□	□	◆		\$2,350,000	0.9	0.8
D	Clackamas	18	Childs Road	Stafford to 65th	2	3		□	□			dropped	0.7	0.3
D	Clackamas	19	Stafford Road	Stafford/Rosemont intersection	2	3		◆	□	◆		dropped	0.9	0.6
	Clackamas	20	Price Fuller Road	Harmony to King	2	3		□	□			\$2,620,000	0.4	0.2
	Clackamas	21	Stafford Road	I-205 to Rosemont	2	3		◆	□			\$3,180,000	0.8	0.6
	Clackamas	22	Harmony Road	Sunnyside to Highway 224	3	5		□	□			\$4,170,000	1.1	1.0
	Clackamas	23	Beavercreek Road	Highway 213 to Molalla Avenue	2	5		□	□	□		\$3,200,000	0.8	0.8
	Clackamas	24	Molalla Avenue	Beavercreek to C.C.C.	2	5		□	□			\$3,210,000	0.8	0.6
D	Clackamas	25	Beavercreek Road	Highway 213 to Henriot	2	5		□	□			dropped	1.5	1.0
	Clackamas	26	Carman Drive	I-5 to Quarry	2	3		□	□			\$2,520,000	1.0	0.3
	Clackamas	27	Sunnybrook Road	82nd to 93rd Avenue	2	5		□	◆			\$1,550,000	0.7	0.4
D	Clackamas	28	Roots Road	I-205 to Webster	0	3		◆	□			dropped	0.7	0.4
	Clackamas	29	82nd Drive	Highway 212 to Lawnfield	3	5		◆	□			\$4,390,000	0.6	0.4
	Clackamas	30	Monterey	82nd to I-205	2	5		□	◆	□		\$1,000,000	0.4	0.3
D	Clackamas	31	Parker Road	Rosemont to Sunset	2	3		□	□			dropped	0.2	0.2
	Clackamas	32	Clackamas Road	Webster to Johnson	2	3		□	□			\$1,330,000	0.4	0.3

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# Chapter 7 Project Matrix

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
	Clackamas	33	Otty Road	82nd to 92nd Avenue	2	3		□	□			\$1,330,000	0.8	0.2
	Clackamas	34	Concord Road	River Road to Oatfield	2	3		◆	□			\$2,440,000	0.4	0.2
D	Clackamas	35	Johnson Road	Lake Road to Roots	2	3		□	□			dropped	0.8	0.3
D	Clackamas	36	Abemethy Road	Hwy 213 to Main Street	2	5		□	□			dropped	0.6	0.6
D	Clackamas	37	242nd Avenue	Highway 212 to Multnomah Co. line	2	3		□	□			dropped		
	Clackamas	38	Idleman Road	Johnson Creek ext. to Mt. Scott Blvd.	2	2		□	□			\$3,220,000	1.3	0.6
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□			\$2,530,000	1.0	0.7
	Clackamas	40	Johnson creek extension	92nd to Idleman	0	3		◆	□	□		\$2,930,000		
	Clackamas	41	142nd Avenue	Sunnyside to Highway 212	2	3		□	□			\$2,500,000	0.8	0.7
	Clackamas	42	Summer Lane extension	122nd to 152nd Avenue	0	3		□	□			\$3,830,000		
	Clackamas	43	Mather Road	97th to 122nd Avenue	2	3		□	□			\$2,670,000	1.1	1.0
D	Clackamas	44	Monterey	82nd to Price-Fuller	0	2		□	◆			dropped		
	Clackamas	45	152nd Avenue	Sunnyside Road to Highway 212	2	3		□	□			\$2,510,000	0.7	0.5
D	Clackamas	46	98th Avenue	Lawnfield to Mather	0	3		□	□			dropped	0.9	0.4
	Clackamas	47	Mt.Scott/King Avenue	Idleman to 132nd Avenue	2	3		□	□			\$1,740,000	0.9	0.7
R	Clackamas	48	Warner Milne Bike Lanes	Central Point Rd. to OR213	n/a	n/a		◆				\$350,000		
R	Clackamas	49	Boones Ferry Bike Lanes	Kruse Way to County Line	n/a	n/a		◆				\$1,000,000		
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆				\$260,000		
	Clackamas	52	Railroad Ave. Bike Lanes	Harrison to Harmony	n/a	n/a		◆				\$1,000,000		
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆			\$1,014,000		
	Clackamas	54	Lake Rd. Bike Lanes	SE 21st to Oatfield Rd.	n/a	n/a		◆				\$780,000		
R	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆				\$99,900		
R	Clackamas	56	Carmen Drive Bikeway	I-5 to Quarry Road	n/a	n/a		◆				\$675,000		
R	Clackamas	57	South End Road	Warner-Parrott to UGB	n/a	n/a		◆				\$250,000		
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		◆	□			\$1,050,000		
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a					◆	\$100,000		
A	Clackamas	60	Kruse Way Intersection Imp.	Carman Drive	n/a	n/a					◆	\$100,000		
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a					◆	\$200,000		
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a					◆	\$240,000		
A	Clackamas	63	Hwy 43 Intersection Imp.	Cherry Street	n/a	n/a					◆	\$820,000		
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a					◆	\$400,000		
A	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)	n/a	n/a		◆	◆		◆	\$290,000		
A	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)	n/a	n/a		◆	◆		◆	\$641,000		
A	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)	n/a	n/a		◆	◆		◆	\$610,000		
A	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)	n/a	n/a		◆	◆		◆	\$82,500		
A	ODOT/ClackCo	88	Hwy 43	Falling Street (50% share)	n/a	n/a		◆	◆		◆	\$100,000		
A	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)	n/a	n/a		◆	◆		◆	\$75,000		
A	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal (50% share)	n/a	n/a		◆	◆		◆	\$60,000		
A	ODOT/ClackCo	110	Hwy 213 Interchange	Beaver Creek Road (50% share)	n/a	n/a						\$5,000,000		
<b>Clackamas Total</b>											<b>\$148,947,400</b>			
											<b>(Target = \$41,349,000)</b>			
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a						(other rev. sources)		
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆			\$1,350,000	0.8	0.7
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆			\$1,430,000	1.0	0.6

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
	Multnomah	3	207th Ave Connector	Halsey St to Glisan St/223rd Ave	0	5		◆	□			\$7,720,000	0.9	0.6
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆			\$2,700,000	0.6	0.3
	Multnomah	5	257th Ave	Bull Run Rd to Division St	2	5		◆	□			\$1,245,000		
	Multnomah	6	223rd Ave	Glisan St to Halsey St	3	5		◆	◆	□		\$1,540,000	1.1	0.7
	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a						\$16,000,000		
	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a					◆	\$5,300,000		
	Multnomah	9	Powell Valley Rd	Burnside rd to Kane Rd.	2	5		□	□			\$1,160,000	0.8	0.5
	Multnomah	10	242nd Ave	Powell Blvd to Burnside Rd	2	5		◆	□			\$1,255,000	0.9	0.5
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆			\$1,900,000	1.1	0.9
	Multnomah	14	162nd Ave	Glisan St to Halsey St	3	5		□	□			\$1,780,000	1.0	0.6
	Multnomah	15	257th Avenue	Powell Valley Road to Bull Run Road	2	5		□	□			\$1,235,000		
	Multnomah	16	NE Glisan St	202nd Ave to 207th Ave	2	5		□	□	□		\$2,200,000	0.9	0.7
	Multnomah	17	Orient Dr	Kane Rd. to Anderson Rd.	2	5		□	□			\$2,345,000		
	Multnomah	18	Palmquist Rd	242nd Drive to Mt. Hood Hwy	2	5		□	□			\$2,060,000	1.0	1.0
	Multnomah	19	NE Glisan St	223rd Ave to 242nd Dr	2	5		□	□	□		\$3,250,000	0.8	0.7
	Multnomah	20	257th Ave	Orient Dr to Powell Valley Rd	2	5		□	□			\$1,045,000	1.0	0.4
	Multnomah	21	242nd Ave	Palmquist Rd to Powell Blvd	2	5		□	□			\$2,390,000	0.5	0.4
	Multnomah	23	190th Ave	Butler Rd to Highland Drive	3	5		□	□			\$1,875,000	0.9	0.9
	Multnomah	24	NE Halsey St	223rd Ave to 238th Dr	2	5		◆	◆			\$1,870,000	0.8	0.6
	Multnomah	25	NE Halsey St	238th Dr to Columbia River Hwy	2	5		◆	◆			\$3,240,000	1.4	0.5
	Multnomah	26	Division Drive	268th Ave to Troutdale Road	2	3		□	□			\$770,000	0.4	0.3
	Multnomah	27	242nd Ave Connector	Glisan St to Sandy Blvd	0	5		□	◆			\$2,000,000		
	Multnomah	28	162nd Ave	Halsey St to I - 84	5	5		□	□			\$725,000	1.0	0.5
	Multnomah	29	Division St	257th Ave to 268th Ave	5	3		□	◆			\$2,420,000	0.6	
	Multnomah	32	Division Street	198th Avenue to Waltula Avenue	5	5		□	◆			\$210,000	0.8	
	Multnomah	33	Division Street Bike Lanes	182nd Ave. to Kane Road	5	5		◆				\$100,000		
	Multnomah	34	Burnside Street Bike Lanes	181st Ave. to 196th Ave.	4	4		◆				\$344,000		
D	Multnomah	37a	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges								dropped		
R	Multnomah	37b	Hawthorne Bridge Sidewalks & Phase 1 Overrun	Hawthorne Bridge	n/a	n/a		◆				\$2,000,000		
	Multnomah	38	Civic N'hd Central Collector	Burnside to Division	0	2		□	□	□		\$2,049,000		
	Multnomah	39	Civic N'hd Station Plaza	LRT tracks @ Central Collector	n/a	n/a		□	□	□		\$1,200,000		
D	Multnomah	41	Selwood Bridge	Selwood to Highway 43	n/a	n/a		◆	◆	◆	□	moved to bridges		
D	Multnomah	42	MultCo Bridges - Seismic	Central City	n/a	n/a		◆	◆	◆	◆	moved to bridges		
D	Multnomah	43	MultCo Bridge Program	Central City	n/a	n/a		◆	◆	◆	◆	moved to bridges		
A	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)	n/a	n/a		◆			◆	\$500,000		
A	ODOT/MultCo	56	Powell Widening	Birdsdale to Eastman (50% share)	n/a	n/a						\$2,000,000		
<b>Multnomah Total</b>											<b>\$79,208,000</b>			
											<b>(Target = \$36,412,000)</b>			
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a						(other rev. sources)		
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□			\$4,104,000	0.8	0.6
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆			\$3,023,000	0.7	0.6
	Washington	9	Cornelius Pass	Sunset Hwy. to West Union	2	5		◆	□	◆		\$3,698,000	0.9	0.4
	Washington	10	Murray	Millikan to Jenkins	2	4		◆	◆	◆		\$7,685,000	0.1	1.3
	Washington	11	Cornell	Arrington to Baseline/Main	2	5		◆	◆	◆		\$2,539,700	0.7	0.4

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆		\$787,600	1.3	0.7
	Washington	13	Barnes	Hwy. 217 to 117th	2	5		◆	◆			\$5,612,000	1.2	1.2
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆			\$2,610,000	1.4	1.0
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆			\$12,180,000	1.1	0.7
	Washington	17	Barnes	Saltzman (@ Cornell) to Future 119th	0	5		□	◆			\$2,184,000	1.1	1.1
	Washington	18	Brookwood	Airport to Baseline	0	5		◆	◆			\$5,956,000		
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆			\$2,755,000	1.3	1.1
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□			\$9,875,000	1.2	1.2
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□		\$1,682,000	1.3	1.3
	Washington	22	Baseline	Lisa to 231st	2	3		◆	◆			\$15,921,000	0.7	0.6
	Washington	23	Baseline	Brookwood to 231st	2	3		◆	◆			\$2,869,000	0.9	
	Washington	24	Baseline	185th to 216th	2	5		◆	◆			\$2,439,000	1.4	1.3
	Washington	25	Cornell	Hwy. 26 to Saltzman	2	5		◆	◆			\$3,358,000	1.0	
	Washington	26	Murray	Science Park Drive to Cornell	3	5		◆	◆			\$2,838,000	1.2	
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆			\$5,381,000	0.5	0.4
	Washington	32	185th	Germantown Rd. to Cornelius Pass	0	2		◆	□			\$725,000		
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆			\$3,147,000	1.0	0.7
	Washington	36	Barnes	Leahy to Hwy. 217	2	5		◆	◆			\$1,784,000	1.1	1.1
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□			\$2,671,000	1.2	1.0
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□		\$1,204,000	1.1	0.1
	Washington	39	Nyberg/Sw 65th	I-5 to Borland	2	5		◆	□			\$2,045,000		
	Washington	40	Allen	217 to Western	3	5		□	◆	◆		\$275,352	0.8	0.7
	Washington	41	Greenway/Hall	Greenway/Hall intersection	n/a	n/a		□	◆	◆		\$81,000		
	Washington	42	East Main	10th to Brookwood	2	3		□	◆			\$5,769,000	1.1	0.9
	Washington	43	Cedar Hills	Huntington to Butner	3	5		□	◆			\$959,000	0.1	0.0
	Washington	44	Cedar Hills	Walker to Huntington	3	5		◆	◆			\$181,000	0.8	0.8
	Washington	45	Allen/Western	Allen/Western intersection	3	5		◆	◆	◆		\$40,000	0.9	
	Washington	46	Allen	Murray to Main	3	5		□	◆			\$3,067,000	1.3	1.0
	Washington	49	Allen	Lombard to King	3	5		□	◆			\$4,775,636	1.0	0.9
	Washington	51	Greenburg	217 to Hall	3	5		□	◆			\$1,270,000	1.0	1.0
	Washington	52	E/W Arterial	Hocken to Murray	0	5		◆	◆			\$1,678,000		
	Washington	54	Hall	Scholls Ferry to Greenburg	3	5		◆	◆			\$361,400	1.1	0.8
	Washington	55	Cedar Hills	Tv Hwy. to Hall	3	5		◆	◆			\$1,249,410	0.5	0.4
	Washington	59	Hall/99w Intersection		n/a	n/a		◆	◆	◆		\$715,000		
	Washington	61	Boones Ferry	Tualatin River Bridge to Sager	2	3		◆	◆			\$1,021,000	1.1	0.8
	Washington	62	E/W Arterial	Millican	0	3		◆	□	□		\$2,328,000		
	Washington	65	Durham	Hall to Boones Ferry	2	3		◆	□			\$658,000	1.3	0.7
	Washington	66	Jenkins	Cedar Hills to Murray	2	3		◆	□	□		\$2,813,000	1.3	1.1
	Washington	67	Denney	217 to Scholls Ferry	2	3		□	□			\$1,610,800	0.6	0.5
	Washington	68	92nd	Garden Home to Allen	2	3		□	□			\$522,000		
	Washington	71	Oleson	Hall to B-H Hwy.	2	3		◆	□			\$2,396,134	0.9	0.8
	Washington	72	Garden Home	Multnomah Blvd. to 92nd	2	3		◆	◆			\$3,306,000	0.8	0.6
	Washington	73	185th	I.V. Hwy. to Farmington	2	3		◆	◆			\$3,600,000	1.0	1.0
	Washington	75	170th Avenue	Riger to Alexander	2	3-5		□	□			\$9,851,000	1.3	1.1

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
	Washington	76	West Union	143rd to Cornelius Pass	2	3		□	□			\$12,593,000	0.8	0.6
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□			\$5,140,000	1.2	1.1
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□			\$3,472,000	0.9	0.7
	Washington	82	Multnomah	Mult. Co. Line to Garden Home	2	3		□	◆			\$1,088,000	1.2	0.9
	Washington	83	170th	Alexander to Baseline	2	3		□	□			\$5,032,000	1.3	1.3
	Washington	84	Wilsonville/Sunset	Old Hwy. 99w to Murdock	2	3		□	□			\$4,742,000	0.7	0.6
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆				\$1,000,000		
	Washington	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆				\$2,845,000		
	Washington	90	Ground Level Retail space	Criminal Justice Facility in Hillsboro	n/a	n/a					□	\$1,000,000		
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a					□	\$2,220,544		
	Washington	92	Evergreen	Shute to 25th	2	3						\$4,796,000	0.7	0.7
	Washington	93	Murray	TV Hwy. to Allen	n/a	n/a					◆	\$100,000		
	Washington	94	Farmington	Murray to Hocken	?	5						\$2,522,000	1.2	1.0
R	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆				\$370,000		
A?	ODOT/WashCo	71	TV Highway	209th/219th (50% share)	n/a	n/a		◆	◆		◆	\$1,250,000		
A?	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)	n/a	n/a		◆	◆		◆	\$6,000,000	1.2	1.0
A?	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)								\$5,400,000		
<b>Washington Total</b>											<b>\$217,181,576</b> <b>(Target = \$175,655,000)</b>			
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)		
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆		\$2,400,000		
	Port	2	South Rivergate	Columbia/Lombard Intersection				◆	□	◆		\$950,000		
	Port	3	North Marine Drive	T-6 Entrance				◆	□	◆		\$500,000		
	Port	4	Going Street	Going Street Rail Crossing	4	5		□	□	◆		\$2,600,000		
	Port	5	Airport Way eastbound	PDX to I-205 Phase I	2	3		◆	◆	◆		\$1,348,000		
	Port	6	Alderwood Street	Alderwood Street to Clark Road	0	3		□		◆		\$2,100,000		
	Port	7	International Parkway	International Parkway to Cascades	0	3		□		◆		\$1,100,000		
	Port	8	Comfoot Road	47th Avenue to Airtrans Road	2	3		□		◆		\$344,000		
	Port	9	Comfoot Road	NE 47th Ave/Comfoot Intersection				□		◆		\$682,000		
	Port	10	Hayden Is Bridge	Rivergate to Hayden Island	0	4		□		◆		\$20,000,000		
	Port	11	Airport Way	Cascade/Airport Way overcrossing	0	4		◆		◆		\$15,600,000		
	Port	12	NE 33rd Avenue	33rd/Marine Drive Intersection				◆		◆		\$130,000		
	Port	13	NE 92nd Avenue	NE 92nd/Columbia Blvd/Alderwood	2	5		□		◆		\$75,000,000		
	Port	14	82nd Ave	82nd Avenue/Airport Way				◆		◆		\$18,900,000		
	Port	15	International Pkwy	International Pkwy/Alderwood conn.	0	3				◆		\$1,600,000		
	Port	16	International Pkwy	International Parkway to Alderwood	0	3				◆		\$1,000,000		
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆		\$3,970,000		
	Port	28	Industrial area TMAs	Swan Island	n/a	n/a	□				◆	\$250,000		
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆		\$886,000		
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆		\$340,000		
	Port/Portland	31	Columbia/Lombard	Rail Overcrossing	n/a	n/a				◆		\$15,000,000		
	Port/WashCo	32	Scholls Fy. Interconnect	Nimbus to Highway 217	n/a	n/a				◆		\$35,000		
	Port/WashCo	33	99W Intersection Improve.	99W/124th/Tualatin Rd. Intersection	n/a	n/a				◆		\$5,000,000		
	Port/WashCo	34	Tualatin Road	Teton Road to 115th	2	3		□	□	◆		\$4,000,000		

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

Date: 5/12/95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
<b>Port Total</b>											\$173,735,000			
(Target = \$14,753,000)														
<b>TOTAL FOR NON-STATE FACILITIES (Target = \$351,160,000)</b>											<b>\$936,754,666</b>			
<b>TOTAL NON-STATE W/O TRANSIT</b>											<b>\$789,655,476</b>			
<b>A</b>	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□		\$44,794,000		
<b>A</b>	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆		\$37,115,000		
<b>A, R</b>	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆		\$152,414,000		
<b>Bridges TOTAL</b>											<b>\$234,323,000</b>			
(Target = \$114,868,000)														
<b>A</b>	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)		
<b>R</b>	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)				◆			◆	\$500,000		
<b>A</b>	ODOT	4	I-5 Ramp Metering	Metro area								\$1,675,000		
<b>A</b>	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)								\$6,479,000		
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit								\$2,000,000		
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)								\$11,200,000		
<b>R</b>	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield (Phase 1)								\$36,000,000		
<b>A</b>	ODOT	21	I-84 Ramp Metering	East Portland								\$1,050,000		
<b>R</b>	ODOT	28	I-84 Widening	Troutdale intchg-Jordan intchg (Phase 1)								\$7,000,000		
<b>A</b>	ODOT	29	I-205 Ramp Metering	East Portland								\$1,980,000		
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)								\$114,000,000		
<b>A</b>	ODOT	40	Interstate-205	I-205 Trail (several crossings)				◆	□		◆	\$213,000		
<b>A</b>	ODOT	41	I-405 Ramp Metering	Central City								\$1,000,000		
<b>A</b>	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road								\$1,250,000		
	ODOT	47	Sunset Interconnect	Cornell to Bethany								\$25,000		
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217								\$10,200,000		
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot								\$8,747,000		
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)								\$29,600,000		
<b>R</b>	ODOT/MultCo	56	Powell Widening	Birdsdale to Eastman (50% share)								\$2,000,000		
	ODOT	58	US 30 Bypass Realign	NE 60th								\$8,000,000		
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia								\$9,820,000		
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.								\$3,667,000		
<b>D</b>	ODOT	66	Canyon Rd. Pedestrian Imp.	110th to Canyon Dr.								dropped		
	ODOT	69	TV Hwy Interconnect	209th to Brookwood								\$300,000		
<b>R?</b>	ODOT/WashCo	71	TV Highway	209th/219th (50% share)				◆	◆		◆	\$1,250,000		
<b>R</b>	ODOT	72	BH Hwy Bike Lanes and Ped. Improvements	65th to Hwy 217								\$6,075,000		
<b>D</b>	ODOT	73	BH Hwy Pedestrian Imp.	Scholls to 65th								duplicate		
<b>D</b>	ODOT	76	BH Hwy Bike Lanes	Scholls to Hwy 217								duplicate		
<b>D</b>	ODOT	76	BH Hwy Pedestrian Imp.	Scholls to Hwy 217								duplicate		
<b>R?</b>	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)				◆	◆		◆	\$6,000,000		

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	Worst V/C	2nd Worst
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM			
R?	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)								\$5,400,000		
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring								\$20,000		
R	ODOT/ClackCo	83	Hwy 43 Intersection	Terwilliger Intersection (50% share)				◆	◆		◆	\$550,000		
R	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)				◆	◆		◆	\$290,000		
R	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)				◆	◆		◆	\$641,000		
R	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)				◆	◆		◆	\$610,000		
R	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)				◆	◆		◆	\$82,500		
R	ODOT/ClackCo	88	Hwy 43	Failing Street (50% share)				◆	◆		◆	\$100,000		
R	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)				◆	◆		◆	\$75,000		
R	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal (50% share)				◆	◆		◆	\$60,000		
R	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City								\$2,500,000		
D	ODOT	96	McLoughlin Bike Lanes	Harrison St. to Oregon City								dropped		
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Improvements	Front to Hamilton St.								\$1,900,000		
D	ODOT	99	Barbur Blvd Ped Improv.	Front to Hamilton St.								duplicate		
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Improvements	Terwilliger to Multnomah St.								\$3,300,000		
D	ODOT	103	Barbur Blvd Ped Improv.	Terwilliger to Multnomah St.								duplicate		
R	ODOT/ClackCo	110	Hwy 213 Interchange	BeaverCreek Road (50% share)								\$5,000,000		
R	ODOT/Portland	112	82nd Ave (Hwy 213)	Crystal to Shiller (50% share)				◆	◆		◆	\$2,750,000		
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)								\$24,150,000		
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange								\$96,000,000		
	ODOT	115	Hwy 217 Ramp Meter	Allen								\$25,000		
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls								\$341,000		
	ODOT	117	Hwy 217 Ramp Meter	Greenburg								\$25,000		
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Improvements	Oak St to Pacific Hwy West								\$1,000,000		
D	ODOT	122	Hall Blvd Ped Improv.	Oak St to Pacific Hwy West								duplicate		
A	ODOT	127	Hardware & Software	Traffic Management Operations Center								\$6,788,000		
A	ODOT	128	Enhance	Traffic Management Operations Center								\$431,000		
A	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region								\$5,200,000		
A	ODOT	131	CCTV	Metro region								\$6,691,000		
D	ODOT	136	Sunset Drive (Hwy 47)	University to Beal				□	□			dropped		
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road								\$1,000,000		
ODOT Total											<b>\$434,960,500</b>			
											(Target = \$435,736,000)			
<b>REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)</b>											<b>\$1,606,038,166</b>			
<b>Total Target = \$901,764,000</b>														

◆ = Element of Primary Regional Significance  
□ = Element of Secondary Regional Significance



# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Metro	1	Peninsula Crossing Trail	Columbia R. to Willamette R.	n/a	n/a		◆					\$16,300,000
	Metro	2	BN Rails-to-Trails	Sauvie Isl. to Beaverton/Hillsboro Area	n/a	n/a		◆					
	Metro	3	PTC Multi-Use Trail	OMSI to Springwater Corridor	n/a	n/a		◆					
	Metro	4	PTC Multi-Use Trail	Milwaukie to Gladstone	n/a	n/a		◆					\$570,000
	Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a					◆		\$7,000,000
	Various	6	Major Ped Upgrade (39 mi.)	Central City/Regional Centers	n/a	n/a	◆		◆				\$20,500,000
	Various	7	Major Ped Upgrade (13 mi.)	Town Centers	n/a	n/a	◆		◆				\$6,800,000
	Various	8	Major Ped Upgrade (53 mi.)	Corridors & Station Communities	n/a	n/a	◆		◆				\$27,700,000
	Various	9	Major Ped Upgrade (9 mi.)	Main Streets	n/a	n/a	◆		◆				\$4,800,000
	Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	◆				◆		\$200,000
	Shared	11	Regional Center TMA's	Gresham, Hillsboro, Milwaukie & Ore. C	n/a	n/a	□				◆		\$1,237,000
<b>Metro Total</b>											<b>\$85,107,000</b>		
A	Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007.	Throughout Tri-Met service area	n/a	n/a	◆						(other rev. sources)
R	Tri-Met	1a	Continue Bus & LRT Service increase of 1.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆						\$54,878,040
A	Tri-Met	1b	South/North LRT capital costs	Clackamas County to Clark County, W	n/a	n/a	◆						(other rev. sources)
A	Tri-Met	1c	LRT extension	Portland Airport to Oregon City	n/a	n/a	◆						(other rev. sources)
A	Tri-Met	1d	LRT extension	to Tigard	n/a	n/a	◆						(other rev. sources)
	Tri-Met	2	3 buses special service	Special events and employment centers	n/a	n/a	◆				□		\$774,000
	Tri-Met	3	Transit marketing program	Metro region	n/a	n/a	◆				◆		\$967,500
	Tri-Met	4	Expand Carpool Service	Large employers in Metro region	n/a	n/a					◆		\$53,750
	Tri-Met	5	Regional Vanpool Program (28 vans)	Large employers in Metro region	n/a	n/a					◆		\$425,700
	Tri-Met	6	Barbur Fast Link	Downtown Portland to Tigard	n/a	n/a	◆						\$14,400,000
	Tri-Met	7	Division Fast Link	Downtown Portland to Gresham	n/a	n/a	◆						\$6,950,000
	Tri-Met	8	BH Hwy. Fast Link	Downtown Portland to Beaverton TC	n/a	n/a	◆						\$4,500,000
	Tri-Met	9	82nd Ave. Fast Link	Clackamas TC to Parkrose	n/a	n/a	◆						\$4,350,000
	Tri-Met	10	Killingsworth Fast Link	Parkrose to Swan Island	n/a	n/a	◆						\$2,450,000
	Tri-Met	11	Western Circumferential Fast Link	Sunset TC to Oregon City TC	n/a	n/a	◆						\$9,500,000
	Tri-Met	12	T.V. Hwy. Fast Link	Beaverton TC to Forest Grove	n/a	n/a	◆						\$7,125,000
	Tri-Met	13	Hawthorne/Belmont Fast Link (alternatives)	Downtown Portland to Outer SE Portland	n/a	n/a	◆						\$4,000,000
	Tri-Met	14	Sandy Blvd. Fast Link	Downtown Portland to Parkrose	n/a	n/a	◆						\$3,400,000
	Tri-Met	15	Northwest Portland Fast Link	Downtown to Montgomery Park	n/a	n/a	◆						\$2,100,000
	Tri-Met	16	St. John's Fast Link	St. John's to Downtown	n/a	n/a	◆						\$5,200,000
	Tri-Met	17	Tualatin Fast Link	Tigard to Tualatin	n/a	n/a	◆						\$2,000,000
D	Tri-Met	18	600 Park&Ride Spaces	I-5 South	n/a	n/a	◆				□		under construction
	Tri-Met	19	150 Park&Ride Spaces	Lake Oswego	n/a	n/a	◆				□		\$807,325
	Tri-Met	20	210 Park&Ride Spaces	Progress/Scholls Ferry Rd.	n/a	n/a	◆				□		\$1,128,750

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# Chapter 5 F Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Tri-Met	21	400 Park&Ride Spaces	Barbur Blvd.	n/a	n/a	◆				□		\$1,290,000
	Tri-Met	22	450 Park&Ride Spaces	99 E	n/a	n/a	◆				□		\$1,451,250
	Tri-Met	23	2250 Additional Park&Ride Spaces	Not yet determined	n/a	n/a	◆				□		\$10,200,000
	Tri-Met	24	Regional TSM Projects	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	25	Accessible Transit Stops	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	26	Gresham Parking Structure	Gresham	n/a	n/a	□						\$4,837,500
	Tri-Met	27	Maintenance Facility Expansion	Not yet determined	n/a	n/a	◆						\$18,000,000
	Tri-Met	28	Rideshare/Transit Info	Regional Centers, Employment Center	n/a	n/a	◆				◆		\$322,500
	Tri-Met	29	Millikan Way Development	SW Murray Blvd. to SW Hocken Street	2	3	□	□	□		□		\$3,332,500
	Shared	30	5 Employer Shuttle Vans	Small employers (<50) in region	n/a	n/a	□				◆		\$134,375
<b>A</b>	Tri-Met/Gresham	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	n/a	n/a	◆	□	◆				\$2,721,000
<b>Tri-Met Total</b>												<b>\$175,299,190</b>	
	ODOE	1	Regional Telecommute Proj.	Employers in region	n/a	n/a					◆		\$400,000
<b>ODOE Total</b>												<b>\$400,000</b>	
<b>A</b>	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)
	Portland	1	Marine Dr.	Slough to 2.5 Mi. East	3	5		◆	□	◆			\$2,781,000
	Portland	2	Hayden Island Br.	Marine Dr to W. Hayden Isl	0	2		◆	□	◆			\$20,000,000
	Portland	3	S Rvergate RR Overcross	Lombard, Burgard, Columbia	0	2		□	□	◆			\$12,000,000
	Portland	4	N. Janzen-Hayden Isl. Dr.	W. Hayden Isl to E. of I-5	5	5	◆	□	□	□			\$2,000,000
	Portland	5	NE 11-13 th Connector	NE 11th to Columbia Bv	0	3	◆	□	□	□			\$32,500
	Portland	6	NE Lombard	St Johns to Columbia Bv	3	3	□	◆	◆	◆			\$10,000,000
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		◆	\$1,500,000
	Portland	8	N. Interstate	Columbia to Steel Br.	4	4	◆	◆	◆	□			\$1,100,000
	Portland	9	NE 47th	Columbia to Cornfoot	n/a	n/a	□	□	□	◆			\$1,650,000
	Portland	10	NE Cornfoot	47th to Alderwood	n/a	n/a	□	□	□	◆			\$3,700,000
	Portland	11	NE 92nd Ave	Fremont to Halsey	2	2	◆	□	□	□			\$1,250,000
	Portland	12	NE 122nd	Sandy to Marine Dr	n/a	n/a	◆	□	□	◆			\$5,500,000
	Portland	13	NE Sandy	122nd to 185th Ave	n/a	n/a	◆	◆	□	◆			\$30,000,000
	Portland	14	NE 138th Ave	Marine Dr to Sandy	n/a	n/a		□	□	□			\$102,000
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□			\$2,963,000
	Portland	16	158th	Marine Dr to Sandy	n/a	n/a		□	□	□			\$7,300,000
	Portland	17	92nd/Columbia RR xing	NE 92nd and Columbia	n/a	n/a		□	□	◆			\$9,820,000
	Portland	18	SE Jenne Rd	Foster to Powell	2	2		◆	□	□			\$3,500,000
	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□			\$5,500,000
	Portland	20	SE Lent's Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		◆	\$1,400,000
	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□			\$4,340,000
	Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	4	4	◆	◆	◆	□			\$5,000,000
	Portland	23	NE Sandy Bv	NE 12th to 39th Ave	4	4	◆	◆	◆	□			\$15,000,000
	Portland	24	Broadway/Weldler Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		◆	\$7,000,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆			\$4,000,000
	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆			\$11,900,000
	Portland	27	W Burnside Redevelopment	River to NW 23rd	4	4	◆	◆	◆	□			\$4,000,000
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□			\$2,900,000
	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□			\$30,000,000
	Portland	30	N Macadam District	SW Macadam,River, Carruthers, South	unknown	unknown	◆	□	◆	□			\$15,000,000
	Portland	31	Grand Avenue Bridgeheads	SE Grand, Belmon Morrison to Hawthorn	varies	varies	◆	◆	◆	◆			\$4,000,000
	Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2	◆	◆	◆	◆			\$3,000,000
	Portland	33	SE 11th/12th SP Rail Xing	SE Division to Milwaukie	4	4	◆	◆	◆	◆			\$10,000,000
	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capital Hwy Bertha to Sunset	5	5	◆	◆	◆	□			\$3,500,000
	Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	2	2	□	□	□	□			\$5,500,000
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□			\$785,000
	Portland	37	Capital Hwy	SW Bertha bv to Barbur	2	2	◆	◆	□	□			\$12,000,000
	Portland	38	Taylor's Ferry Rd	SW Terwilliger to Spr Garden	2	2	□	□	□	□			\$2,620,000
	Portland	39	Taylor's Ferry Rd	SW Spr Garden to SW 35th	2	2	□	□	□	□			\$3,000,000
	Portland	40	SW Terwilliger	Taylor's Ferry to Boones Ferry	2	2	□	◆	◆	□			\$2,000,000
	Portland	41	SW Boones Ferry Rd	Terwilliger to City Limits	2	2	□	◆	□	□			\$2,000,000
	Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	0	2	◆	◆	◆	□		◆	\$400,000
	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		◆	\$4,000,000
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□			\$615,000
	Portland	45	Powell Butte/Mt Scott Coll.	SE Powell Butte/Mt Scott area	2	2	□	◆	□	□			\$25,000,000
	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□			\$30,000,000
	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		◆	\$10,000,000
	Portland	48	TMA's Parking Management	Citywide	n/a	n/a					◆		\$5,000,000
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
	Portland	51	148th Ave. Bike Lanes	Powell Blvd. to Marine Dr.	4	4		◆					\$2,963,000
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
	Portland	55	Marine Drive Bike Lanes	NE 33rd Ave to MLK Blvd.	n/a	n/a		◆					\$5,000,000
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
	Portland	60	Columbia/Lombard	47th, 92nd connections	n/a	n/a		◆		◆			\$10,000,000
	Portland	61	Columbia Blvd	South Rivergate to I-5 Interette	n/a	n/a		□		◆			\$250,000
	Portland	62	NE 33rd Avenue	Columbia/Lombard Interchange	n/a	n/a				◆			\$15,000,000
	Portland	63	Cen. City Vanpool (10 Vans)	Major Portland employers	n/a	n/a					□		\$132,000
	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆		\$330,000
	Portland	65	Seismic Improvements	Citywide structures	n/a	n/a							\$31,000,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5, .2/95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
A	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
A	Portland	68	Willamette River Bridges Bike/Ped. Imp.	Burnside Bridge Ramps	n/a	n/a		◆	◆				\$2,140,000
<b>Portland Total</b>												<b>\$419,436,000</b>	
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla Intersection	3	5		□	□	◆			\$930,000
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5		◆	□	◆			\$1,700,000
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				\$7,500,000
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□				\$5,050,000
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Unwood Intersection	2	3		◆	□				\$750,000
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆				\$9,950,000
	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$8,400,000
	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$2,800,000
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				\$1,210,000
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□				\$4,610,000
	Clackamas	11	Stafford Road	Stafford/Borland Road Intersection	2	4		□	□				\$990,000
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆			\$5,210,000
	Clackamas	13	Sunnyside Road	172nd to Highway 212	2	3		◆	◆				\$2,120,000
	Clackamas	14	Sunnyside Road	Stevens to 172nd	3	5		◆	◆				\$23,500,000
	Clackamas	15	Jennings Road	Oatfield to Roots Road	2	3		□	□				\$3,810,000
	Clackamas	16	Jennings Road	River Road to Oatfield				□	□				\$2,200,000
	Clackamas	17	Rosemont Road	Stafford to Parker	2	3		□	□	◆			\$2,350,000
	Clackamas	18	Childs Road	Stafford to 65th	2	3		□	□				\$4,240,000
	Clackamas	19	Stafford Road	Stafford/Rosemont Intersection	2	3		◆	□	◆			\$520,000
	Clackamas	20	Price Fuller Road	Harmony to Kling	2	3		□	□				\$2,620,000
	Clackamas	21	Stafford Road	I-205 to Rosemont	2	3		◆	□				\$3,180,000
	Clackamas	22	Harmony Road	Sunnyside to Highway 224	3	5		□	□				\$4,170,000
	Clackamas	23	Beavercreek Road	Highway 213 to Molalla Avenue	2	5		□	□	□			\$3,200,000
	Clackamas	24	Molalla Avenue	Beavercreek to C.C.C.	2	5		□	□				\$3,210,000
	Clackamas	25	Beavercreek Road	Highway 213 to Henrikel	2	5		□	□				\$3,980,000
	Clackamas	26	Carman Drive	I-5 to Quarry	2	3		□	□				\$2,520,000
	Clackamas	27	Sunnybrook Road	82nd to 93rd Avenue	2	5		□	◆				\$1,550,000
	Clackamas	28	Roots Road	I-205 to Webster	0	3		◆	□				\$3,510,000
	Clackamas	29	82nd Drive	Highway 212 to Lawnfield	3	5		◆	□				\$4,390,000
	Clackamas	30	Monterey	82nd to I-205	2	5		□	◆	□			\$1,000,000
	Clackamas	31	Parker Road	Rosemont to Sunset	2	3		□	□				\$2,920,000
	Clackamas	32	Clackamas Road	Webster to Johnson	2	3		□	□				\$1,330,000
	Clackamas	33	Otty Road	82nd to 92nd Avenue	2	3		□	□				\$1,330,000
	Clackamas	34	Concord Road	River Road to Oatfield	2	3		◆	□				\$2,440,000
	Clackamas	35	Johnson Road	Lake Road to Roots	2	3		□	□				\$5,440,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Clackamas	36	Abemethy Road	Hwy 213 to Main Street	2	5		<input type="checkbox"/>	<input type="checkbox"/>				\$2,800,000
	Clackamas	37	242nd Avenue	Highway 212 to Multnomah Co. line	2	3		<input type="checkbox"/>	<input type="checkbox"/>				\$3,430,000
	Clackamas	38	Idleman Road	Johnson Creek ext. to Mt. Scott Blvd.	2	2		<input type="checkbox"/>	<input type="checkbox"/>				\$3,220,000
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		<input checked="" type="checkbox"/>	<input type="checkbox"/>				\$2,530,000
	Clackamas	40	Johnson creek extension	92nd to Idleman	0	3		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			\$2,930,000
	Clackamas	41	142nd Avenue	Sunnyside to Highway 212	2	3		<input type="checkbox"/>	<input type="checkbox"/>				\$2,500,000
	Clackamas	42	Summer Lane extension	122nd to 152nd Avenue	0	3		<input type="checkbox"/>	<input type="checkbox"/>				\$3,830,000
	Clackamas	43	Mather Road	97th to 122nd Avenue	2	3		<input type="checkbox"/>	<input type="checkbox"/>				\$2,670,000
	Clackamas	44	Monterey	82nd to Price Fuller	0	2		<input type="checkbox"/>	<input checked="" type="checkbox"/>				\$920,000
	Clackamas	45	152nd Avenue	Sunnyside Road to Highway 212	2	3		<input type="checkbox"/>	<input type="checkbox"/>				\$2,510,000
	Clackamas	46	98th Avenue	Lawnfield to Mather	0	3		<input type="checkbox"/>	<input type="checkbox"/>				\$1,480,000
	Clackamas	47	Mt.Scott/King Avenue	Idleman to 132nd Avenue	2	3		<input type="checkbox"/>	<input type="checkbox"/>				\$1,740,000
	Clackamas	48	Warner Mline Bike Lanes	Central Point Rd. to OR213	n/a	n/a		<input checked="" type="checkbox"/>					\$350,000
	Clackamas	49	Boones Ferry Bike Lanes	Kruse Way to County Line	n/a	n/a		<input checked="" type="checkbox"/>					\$1,000,000
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		<input checked="" type="checkbox"/>					\$260,000
	Clackamas	51	Concord Road Bike Lanes	River Road to Oatfield Road	n/a	n/a		<input checked="" type="checkbox"/>					\$160,000
	Clackamas	52	Railroad Ave. Bike Lanes	Harrison to Harmony	n/a	n/a		<input checked="" type="checkbox"/>					\$1,000,000
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				\$1,014,000
	Clackamas	54	Lake Rd. Bike Lanes	SE 21st to Oatfield Rd.	n/a	n/a		<input checked="" type="checkbox"/>					\$780,000
A	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		<input checked="" type="checkbox"/>					\$99,900
A	Clackamas	56	Carmen Drive Bikeway	I-5 to Quarry Road	n/a	n/a		<input checked="" type="checkbox"/>					\$675,000
A	Clackamas	57	South End Road	Warner-Parrott to UGB	n/a	n/a		<input checked="" type="checkbox"/>					\$250,000
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		<input checked="" type="checkbox"/>	<input type="checkbox"/>				\$1,050,000
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a						<input checked="" type="checkbox"/>	\$100,000
A	Clackamas	60	Kruse Way Intersection Imp.	Carman Drive	n/a	n/a						<input checked="" type="checkbox"/>	\$100,000
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a						<input checked="" type="checkbox"/>	\$200,000
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a						<input checked="" type="checkbox"/>	\$240,000
A	Clackamas	63	Hwy 43 Intersection Imp.	Cherry Street	n/a	n/a						<input checked="" type="checkbox"/>	\$820,000
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a						<input checked="" type="checkbox"/>	\$400,000
A	Clackamas	65	147th	Sunnyside to 142nd									\$750,000
A	Clackamas	66	Jennifer/135th	130th to 135th/Jennifer to Hwy 212									\$1,380,000
A	Clackamas	67	Leland Road	Meyers Road to UGB									\$2,310,000
A	Clackamas	68	Wilamette Falls Drive	Hwy 43 to 10th									\$2,800,000
A	Clackamas	69	132nd	King Road to Clatsop									\$1,700,000
A	Clackamas	70	Foster Road	Hwy 212 to Troge									\$2,150,000
A	Clackamas	71	102nd/Industrial Way	Hwy 212 to Lawnfield									\$1,640,000
A	Clackamas	72	Mather	122nd to 132nd									\$1,280,000
A	Clackamas	73	Mather	Industrial Way to 98th									\$560,000
A	Clackamas	74	82nd Drive	Hwy 212 to Gladstone, Phase 2									\$4,550,000
A	Clackamas	75	Happy Valley access road	Valley View Terr. to Mt. Scott									\$2,300,000
A	Clackamas	76	Monterey extension	Stevens to Valley View									\$2,450,000

◆ = Element of Primary Regional Significance  
□ = Element of Secondary Regional Significance

# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

*A=Added, D=Dropped, R=Revised				Roadway Lanes		Modal Elements						Project Cost	
A,D,R	Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)
A	Clackamas	77	Holcomb	Abemethy to Bradley									\$1,760,000
A	Clackamas	78	King Road	132nd to 147th									\$1,010,000
A	Clackamas	79	Lake Road	Hwy 224 to Milwaukie City Limits									\$740,000
A	Clackamas	80	Oatfield Road	Webster to 82nd									\$1,200,000
A	Clackamas	81	Abemethy Road	Washington/Abemethy									\$554,000
<b>ClackCo Total</b>													<b>\$202,822,900</b>
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆				\$1,350,000
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆				\$1,430,000
	Multnomah	3	207th Ave Connector	Halsey St to Gilsan St/223rd Ave	0	5		◆	□				\$7,720,000
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆				\$2,700,000
	Multnomah	5	257th Ave	Bull Run Rd to Division St	2	5		◆	□				\$1,245,000
	Multnomah	6	223rd Ave	Gilsan St to Halsey St	3	5		◆	◆	□			\$1,540,000
	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a							\$16,000,000
	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$5,300,000
	Multnomah	9	Powell Valley Rd	Burnside rd to Kane Rd.	2	5		□	□				\$1,160,000
	Multnomah	10	242nd Ave	Powell Blvd to Burnside Rd	2	5		◆	□				\$1,255,000
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆				\$1,900,000
D	Multnomah	12	Corbett Hill Rd	1200' S of I-84 to 2200' S of I-84	2	2		□	◆				dropped
R	Multnomah	13	Cherry Park Rd	242nd Dr. to 257th Ave	2	5		□	□				(other rev. sources)
	Multnomah	14	162nd Ave	Gilsan St to Halsey St	3	5		□	□				\$1,780,000
	Multnomah	15	257th Avenue	Powell Valley Road to Bull Run Road	2	5		□	□				\$1,235,000
	Multnomah	16	NE Gilsan St	202nd Ave to 207th Ave	2	5		□	□	□			\$2,200,000
	Multnomah	17	Orient Dr	Kane Rd. to Anderson Rd.	2	5		□	□				\$2,345,000
	Multnomah	18	Palmquist Rd	242nd Drive to Mt. Hood Hwy	2	5		□	□				\$2,060,000
	Multnomah	19	NE Gilsan St	223rd Ave to 242nd Dr	2	5		□	□	□			\$3,250,000
	Multnomah	20	257th Ave	Orient Dr to Powell Valley Rd	2	5		□	□				\$1,045,000
	Multnomah	21	242nd Ave	Palmquist Rd to Powell Blvd	2	5		□	□				\$2,390,000
D	Multnomah	22	Gornelius Pass Road	Mile Post 2 to 3550' N of Skyline	2	2		□	□				dropped
	Multnomah	23	190th Ave	Butler Rd to Highland Drive	3	5		□	□				\$1,875,000
	Multnomah	24	NE Halsey St	223rd Ave to 238th Dr	2	5		◆	◆				\$1,870,000
	Multnomah	25	NE Halsey St	238th Dr to Columbia River Hwy	2	5		◆	◆				\$3,240,000
	Multnomah	26	Division Drive	268th Ave to Troutdale Road	2	3		□	□				\$770,000
	Multnomah	27	242nd Ave Connector	Gilsan St to Sandy Blvd	0	5		□	◆				\$2,000,000
	Multnomah	28	162nd Ave	Halsey St to I - 84	5	5		□	□				\$725,000
	Multnomah	29	Division St	257th Ave to 268th Ave	5	3		□	◆				\$2,420,000
D	Multnomah	30	Gornelius Pass Rd	Mile Post 2 to Highway 30	2	2		□	□				dropped
D	Multnomah	31	Gornelius Pass Rd	County Line to Skyline Blvd	2	2		□	□				dropped
	Multnomah	32	Division Street	198th Avenue to Wallula Avenue	5	5		□	◆				\$210,000
	Multnomah	33	Division Street Bike Lanes	182nd Ave. to Kane Road	5	5		◆					\$100,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Multnomah	34	Burnside Street Bike Lanes	181st Ave. to 196th Ave.	4	4		◆					\$344,000
	Multnomah	35	223rd Ave. Bike Lanes	Halsey St. to Marine Dr.	2	3		◆					\$162,300
D	Multnomah	36	185th Ave. Bike Lanes	Sandy Blvd. to Marine Dr.	2	2		◆					dropped
R	Multnomah	37a	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridge	n/a	n/a		◆					\$2,200,000
R	Multnomah	37b	Hawthorne Bridge Sidewalks & Phase 1 Overruns	Hawthorne Bridge	n/a	n/a		◆					\$2,000,000
	Multnomah	38	CMc N'hd Central Collector	Burnside to Division	0	2	□	□	□		□		\$2,049,000
	Multnomah	39	Civic N'hd Station Plaza	LRT tracks @ Central Collector	n/a	n/a	□	□	□		□		\$1,200,000
D	Multnomah	40	CMc N'hd MAX Station	New LRT Station @ CMc N'hd									moved to Tri-Met
D	Multnomah	41	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			moved to bridges
D	Multnomah	42	MultCo Bridges—Solmie	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
D,R	Multnomah	43	MultCo Bridges—Preservation	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
A	Multnomah	44	Edgefield Station TOD	Halsey between 223rd and 238th	n/a	n/a							not available
A	Multnomah	45	Railroad Bridge Overcrossing	Over 201st Ave. (@ I-84)	n/a	n/a							other rev. sources
A	Multnomah	46	Intersection Improvements	Various locations	n/a	n/a							other rev. sources
A	Multnomah	47	181st/I-84 Interchange Improvements	Improvements to ramps and 181st	var.	var.							other rev. sources
A	Multnomah	48	181st Widening	I-84 EB ramp to Halsey Street	2	3							other rev. sources
A	Multnomah	49	Powell Boulevard Widening	136th to Gresham CL		5		□	□				other rev. sources
A	Multnomah	50	162nd Ave. Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	51	162nd Ave. Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	52	181st Intersection Improvement	San Rafael Street	n/a	n/a							other rev. sources
A	Multnomah	53	181st Intersection Improvement	Halsey Street	n/a	n/a							other rev. sources
A	Multnomah	54	181st Intersection Improvement	Gilson Street	n/a	n/a							other rev. sources
A	Multnomah	55	181st Intersection Improvement	Burnside Street	n/a	n/a							other rev. sources
A	Multnomah	56	181st Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	57	182nd Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	58	185th Intersection Improvement	Sandy Boulevard	n/a	n/a							other rev. sources
A	Multnomah	59	202nd/Birdsdale Int. Improvement	Powell Boulevard	n/a	n/a							other rev. sources
A	Multnomah	60	223rd/Falview Int. Improvement	Gilson Street	n/a	n/a							other rev. sources
A	Multnomah	61	Regner Road Int. Improvement	Roberts Avenue	n/a	n/a							other rev. sources
A	Multnomah	62	Burnside Street Int. Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	63	242nd/Hogan Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	64	242nd/Hogan Int. Improvement	Palmquist Road	n/a	n/a							other rev. sources
A	Multnomah	65	257th Ave./Kane Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	66	257th Ave./Kane Int. Improvement	Powell Valley Road	n/a	n/a							other rev. sources
A	Multnomah	67	262nd Avenue/Barnes Int. Improvement	Orient Drive	n/a	n/a							other rev. sources
	<b>MultCo Total</b>											<b>\$79,070,300</b>	
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a		◆	◆	□			(other rev. sources)
	Washington	1	Evergreen Pky Ext.	Cornelius Pass to Shute Road	0	5		◆	◆	□			\$7,428,848
	Washington	2	Lombard	Canyon to Center Street	0	3		□	◆				\$849,002
	Washington	3	112th	Cedar Hills Interchange	2	3		◆	◆	◆			\$7,500,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Washington	4	143rd	West Union to Kaiser	0	3		□	□			\$1,400,000
	Washington	5	124th	99w to Tualatin-Sherwood	2	3		□	◆	◆		\$9,542,000
	Washington	6	125th	Brockman to Hall	0	3		□	□			\$4,130,280
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□			\$4,104,000
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆			\$3,023,000
	Washington	9	Cornellus Pass	Sunset Hwy. to West Union	2	5		◆	□	◆		\$3,698,000
	Washington	10	Murray	Millikan to Jenkins	2	4		◆	◆	◆		\$7,685,000
	Washington	11	Cornell	Arrington to Baseline/Main	2	5		◆	◆	◆		\$2,539,700
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆		\$787,600
	Washington	13	Barnes	Hwy. 217 to 117th	2	5		◆	◆			\$5,612,000
	Washington	14	Cornell	158th to Barnes	2	3		◆	◆			\$3,979,000
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆			\$2,610,000
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆			\$12,180,000
	Washington	17	Barnes	Saltzman (@ Cornell) to Future 119th	0	5		□	◆			\$2,184,000
	Washington	18	Brookwood	Airport to Baseline	0	5		◆	◆			\$5,956,000
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆			\$2,755,000
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□			\$9,875,000
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□		\$1,682,000
	Washington	22	Baseline	Usa to 231st	2	3		◆	◆			\$15,921,000
	Washington	23	Baseline	Brookwood to 231st	2	3		◆	◆			\$2,869,000
	Washington	24	Baseline	185th to 216th	2	5		◆	◆			\$2,439,000
	Washington	25	Cornell	Hwy. 26 to Saltzman	2	5		◆	◆			\$3,358,000
	Washington	26	Murray	Science Park Drive to Cornell	3	5		◆	◆			\$2,838,000
	Washington	27	Road Rehab Program	County-wide	n/a	n/a						\$15,200,000
	Washington	28	Signal Rehab Program	County-wide	n/a	n/a					◆	\$5,000,000
	Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		◆	□			\$9,062,000
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆			\$5,381,000
	Washington	31	New Bethany	West Union to Kaiser	0	3		◆	◆			\$6,409,000
	Washington	32	185th	Germantown Rd. to Cornellus Pass	0	2		◆	□			\$725,000
	Washington	33	Walker	Stuckl to 185th	2	5		□	◆			\$2,301,000
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆			\$3,147,000
	Washington	35	Walker	Murray to 185th	2	5		◆	◆			\$10,150,000
	Washington	36	Barnes	Leahy to Hwy. 217	2	5		◆	◆			\$1,784,000
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□			\$2,671,000
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□		\$1,204,000
	Washington	39	Nyberg/Sw 65th	I-5 to Borkand	2	5		◆	□			\$2,045,000
	Washington	40	Allen	217 to Western	3	5		□	◆	◆		\$275,352
	Washington	41	Greenway/Hall	Greenway/Hall Intersection	n/a	n/a		□	◆	◆		\$81,000
	Washington	42	East Main	10th to Brookwood	2	3		□	◆			\$5,769,000
	Washington	43	Cedar Hills	Huntington to Butner	3	5		□	◆			\$959,000
	Washington	44	Cedar Hills	Walker to Huntington	3	5		◆	◆			\$181,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/12, 95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Washington	45	Allen/Western	Allen/Western Intersection	3	5		◆	◆	◆		\$40,000
	Washington	46	Allen	Menlo to Main	3	5		□	◆			\$3,067,000
	Washington	47	Allen	Murray to Menlo	3	5		□	◆			\$150,000
	Washington	48	E/W Arterial	117th to 110th	0	5		□	◆			\$14,202,000
	Washington	49	Allen	Lombard to King	3	5		□	◆			\$4,775,636
	Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆			\$2,483,331
	Washington	51	Greenburg	217 to Hall	3	5		□	◆			\$1,270,000
	Washington	52	E/W Arterial	Hocken to Murray	0	5		◆	◆			\$1,678,000
	Washington	53	N. Arterial Connector	Hwy 47 to Gales Creek Rd.	0	3		◆	□			\$4,376,000
	Washington	54	Hall	Scholls Ferry to Greenburg	3	5		◆	◆			\$361,400
	Washington	55	Cedar Hills	Tv Hwy. to Hall	3	5		◆	◆			\$1,249,410
	Washington	56	110th	E/W Arterial to Canyon	2	3		◆	□			\$100,000
	Washington	57	125th	Brockman to Scholls Ferry	2	5		◆	□			\$5,590,000
	Washington	58	119th	Barnes to Cornell	2	5		◆	□			\$2,415,000
	Washington	59	Hall/99w Intersection		n/a	n/a		◆	◆	◆		\$715,000
	Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		◆	◆			\$2,483,331
	Washington	61	Boones Ferry	Tualatin River Bridge to Sagert	2	3		◆	◆			\$1,021,000
	Washington	62	E/W Arterial	Millikan/Hocken to Cedar Hills	0	3		◆	□	□		\$2,328,000
	Washington	63	Hall	Greenburg to Durham	2	3		◆	□			\$10,000,000
	Washington	64	Boones Ferry	Sagert to Tualatin-Sherwood	2	3		◆	□			\$4,490,000
	Washington	65	Durham	Hall to Boones Ferry	2	3		◆	□			\$668,000
	Washington	66	Jenkns	Cedar Hills to Murray	2	3		◆	□	□		\$2,813,000
	Washington	67	Denney	217 to Scholls Ferry	2	3		□	□			\$1,610,800
	Washington	68	92nd	Garden Home to Allen	2	3		□	□			\$522,000
	Washington	69	198th	Kinnaman to T.V. Hwy.	2	5		□	□			\$1,240,200
	Washington	70	209th	Farmington to T.V. Hwy.	2	5		□	□			\$8,026,000
	Washington	71	Oleson	Hall to B-H Hwy.	2	3		◆	□			\$2,396,134
	Washington	72	Garden Home	Multnomah Blvd. to 92nd	2	3		◆	◆			\$3,306,000
	Washington	73	185th	T.V. Hwy. to Farmington	2	3		◆	◆			\$3,600,000
	Washington	74	Saltzman	Cornell to Lakdlaw	2	3		□	□			\$6,351,000
	Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□			\$9,851,000
	Washington	76	West Union	143rd to Cornelius Pass	2	3		□	□			\$12,593,000
	Washington	77	Thompson	Mult. Co. Line to 143rd	2	3		□	□			\$7,439,000
	Washington	78	Martin/Cornelius Schefflin realignment	Martin/Cornelius Schefflin	2	2		□	□			\$3,720,000
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□			\$5,140,000
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□			\$3,472,000
	Washington	81	Old Hwy. 99w	Wilsonville Rd. to Hwy. 99w	2	3		◆	◆			\$638,000
	Washington	82	Multnomah	Mult. Co. Line to Garden Home	2	3		□	◆			\$1,088,000
	Washington	83	170th	Alexander to Baseline	2	3		□	□			\$5,032,000
	Washington	84	Wilsonville/Sunset	Old Hwy. 99w to Murdock	2	3		□	□			\$4,742,000
D	Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□			moved to ODOT

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# Chapter 5 F. Project Matrix

## Projects Recommended for Preferred Network

Date: 5/12/95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R'	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Washington	86	Evergreen Road Bike Lanes	Shute Rd. to 1st Avenue	2	2		◆				\$704,000
	Washington	87	Baseline Rd. Bike Lanes	174th Ave. to 231st Ave.	2	?		◆				\$1,296,980
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆				\$1,000,000
	Washington	89	Farmington Rd., Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆				\$2,845,000
	Washington	90	Ground Level Retail space	Criminal Justice Facility in Hillsboro	n/a	n/a					□	\$1,000,000
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a					□	\$2,220,544
	Washington	92	Evergreen	Shute to 25th	2	3						\$4,796,000
	Washington	93	Murray	TV Hwy. to Allen	n/a	n/a					◆	\$100,000
	Washington	94	Farmington	Murray to Hocken	?	5						\$2,522,000
A	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆				\$370,000
<b>WashCo Total</b>											<b>\$362,817,548</b>	
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆		\$2,400,000
	Port	2	South Rivergate	Columbia/Lombard Intersection				◆	□	◆		\$950,000
	Port	3	North Marine Drive	T-6 Entrance				◆	□	◆		\$500,000
	Port	4	Going Street	Going Street Rail Crossing	4	5		□	□	◆		\$2,600,000
	Port	5	Airport Way eastbound	PDX to I-205 Phase I	2	3		◆	◆	◆		\$1,348,000
	Port	6	Alderwood Street	Alderwood Street to Clark Road	0	3		□		◆		\$2,100,000
	Port	7	International Parkway	International Parkway to Cascades	0	3		□		◆		\$1,100,000
	Port	8	Comfoot Road	47th Avenue to Airtrans Road	2	3		□		◆		\$344,000
	Port	9	Comfoot Road	NE 47th Ave/Comfoot Intersection				□		◆		\$682,000
	Port	10	Hayden Is Bridge	Rivergate to Hayden Island	0	4		□		◆		\$20,000,000
	Port	11	Airport Way	Cascade/Airport Way overcrossing	0	4		◆		◆		\$15,600,000
	Port	12	NE 33rd Avenue	33rd/Marine Drive Intersection				◆		◆		\$130,000
	Port	13	NE 92nd Avenue	NE 92nd/Columbia Blvd/Alderwood	2	5		□		◆		\$75,000,000
	Port	14	82nd Ave	82nd Avenue/Airport Way				◆		◆		\$18,900,000
	Port	15	International Pkwy	International Pkwy/Alderwood conn.	0	3				◆		\$1,600,000
	Port	16	International Pkwy	International Parkway to Alderwood	0	3				◆		\$1,000,000
	Port	17	Rivergate rail	Phase 1, A & B Rail Yard						◆		\$1,300,000
	Port	18	Rivergate rail	T-6 Rail Yard expansion						◆		\$4,200,000
	Port	19	Rivergate rail	North Rivergate Wye						◆		\$4,000,000
	Port	20	Rivergate rail	Slough Rail Bridge						◆		\$7,200,000
	Port	21	Rivergate rail	South Rivergate/T-5 trackage						◆		\$4,400,000
	Port	22	Rivergate rail	Ramsey Rail Yard						◆		\$525,000
	Port	23	Rivergate rail	South Rivergate Rail Yard Development						◆		\$1,750,000
	Port	24	Rivergate rail	Phase 2, A & B Rail Yard						◆		\$4,500,000
	Port	25	Hayden Island rail	Hayden Island Rail						◆		\$20,000,000
	Port	26	Columbia River Channel	Portland to Pacific Ocean Study						◆		\$1,500,000
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆		\$3,970,000
	Port	28	Industrial area TMA's	Swan Island	n/a	n/a	□				◆	\$250,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/12, 2025  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆		\$886,000
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆		\$340,000
	Port/Portland	31	Columbia/Lombard	Rail Overcrossing	n/a	n/a				◆		\$15,000,000
	Port/Wash. Co.	32	Scholls Fy. Interconnect	Nimbus to Highway 217	n/a	n/a				◆		\$35,000
	Port/Wash. Co.	33	99W Intersection Improve.	99W/124th/Tualatin Rd. Intersection	n/a	n/a				◆		\$5,000,000
	Port/Wash. Co.	34	Tualatin Road	Teton Road to 115th	2	3		□	□	◆		\$4,000,000
<b>Port Total</b>											<b>\$223,110,000</b>	
<b>TOTAL FOR NON-STATE FACILITIES</b>											<b>\$1,548,062,938</b>	
<b>TOTAL NON-STATE W/O TRANSIT</b>											<b>\$1,372,763,748</b>	
A	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□		\$44,794,000
A	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆		\$37,115,000
A, R	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆		\$152,414,000
<b>Bridges TOTAL</b>											<b>\$234,323,000</b>	
A	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)
	ODOT	1	Mt. Hood Parkway	I-84 to US 26								\$190,000,000
R	ODOT	2	US 26	Palmquist/Orient Intersection				◆			◆	\$1,000,000
	ODOT	3	I-5 to 99W Connector	Tualatin area								\$167,000,000
	ODOT	4	I-5 Ramp Metering	Metro area								\$1,675,000
	ODOT	5	I-5 Interchange Improve.	Charbonneau Interchange								\$10,000,000
	ODOT	6	I-5 Auxiliary Lanes	I-205 to Charbonneau								\$13,200,000
	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)								\$6,479,000
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit								\$2,000,000
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)								\$11,200,000
	ODOT	10	I-5 SB Auxiliary Lanes	SB from Capital Hwy to OR99W								\$1,500,000
	ODOT	11	I-5 Interchange Improve.	Capitol Hwy Interchange								\$12,000,000
R	ODOT	12	I-5 Interchange Improve.	Terwilliger								\$5,000,000
	ODOT	13	I-5 Auxiliary Lanes	Terwilliger to Ross Island Bridge								\$8,000,000
	ODOT	14	I-5 Climbing Lanes	Hood-Terwilliger								\$50,000,000
	ODOT	15	I-5 Ramp Construction	Marquam Bridge/Grand/MLK								\$55,700,000
	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield								\$110,000,000
	ODOT	17	I-5 Ramp Improvement	Water Avenue								\$23,414,000
	ODOT	18	I-5 Widening	Lombard to Swift/Delta								\$20,000,000
R	ODOT	19	I-5 Interchange Imp.	Columbia Blvd.								\$20,000,000
	ODOT	20	I-5 Interchange Imp.	Hayden Island Interchange								\$35,000,000
	ODOT	21	I-84 Ramp Metering	East Portland								\$1,050,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/1, 95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	ODOT	22	I-84 Widening	Interstate-5 to NE 16th									\$2,500,000
	ODOT	23	I-84 Ramp Improvement	Lloyd Blvd ramp									\$500,000
	ODOT	24	I-84 Ramp Improvement	I-205 SB ramp									\$700,000
	ODOT	25	I-84 Widening	EB Halsey to NB I-205									\$5,000,000
R	ODOT	26	I-84 Interchange Imp.	I22nd									\$15,000,000
	ODOT	27	I-84 Widening	238th to 257th									\$7,400,000
	ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg									\$15,000,000
	ODOT	29	I-205 Ramp Metering	East Portland									\$1,980,000
	ODOT	30	I-205 Auxiliary Lanes	I-5 - West Linn									\$40,000,000
	ODOT	31	I-205 Climbing Lanes	SB from Willamette River to 10th									\$8,000,000
	ODOT	32	I-205 Interchange Imp.	Highway 43 Interchange									\$6,000,000
	ODOT	33	I-205 Bridge Widening	Willamette River Bridge									\$75,000,000
R	ODOT	34	I-205 Improvements	Gladstone to West Linn									\$40,000,000
	ODOT	35	I-205 Auxiliary Lanes	OR212/224-82nd Dr									\$7,000,000
	ODOT	36	I-205 Interchange Imp.	Gladstone Interchange									\$5,000,000
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)									\$114,000,000
	ODOT	38	I-205 Auxiliary Lanes	Powell to Foster									\$7,000,000
	ODOT	39	I-205 Widening	Columbia River to I-84 Interchange									\$5,300,000
R	ODOT	40	Interstate-205	I-205 Trail (several crossings)				◆	□			◆	\$213,000
	ODOT	41	I-405 Ramp Metering	Central City									\$1,000,000
	ODOT	42	I-405 Auxiliary/Ramps	Central City									\$100,000,000
	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road									\$1,250,000
	ODOT	44	Sunset Interchange Imp.	Jackson Road									\$6,500,000
	ODOT	45	Sunset Interchange Imp.	Helvetia Interchange									\$2,500,000
	ODOT	46	Sunset Widening	Murray to Cornell/158th									\$7,700,000
	ODOT	47	Sunset Interconnect	Cornell to Bethany									\$25,000
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217									\$10,200,000
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot									\$8,747,000
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)									\$29,600,000
	ODOT	51	Powell Bike Lanes	Ross Island Bridge to 50th									\$4,544,000
	ODOT	52	Powell Pedestrian Improve.	Ross Island Bridge to 50th									\$784,000
R	ODOT	53	Powell Bike Lanes	I-205 to 74th St.									\$2,000,000
	ODOT	54	Powell Pedestrian Improve.	I-205 to 50th									\$713,000
	ODOT	55	Powell Improvements	I-205-NE181st									\$25,700,000
	ODOT	56	Powell Widening	Birdsdale to Eastman									\$3,600,000
D	ODOT	57	Powell Intersecton Imp.	Palmquist/Orient Intersecton									duplicate
R	ODOT	58	US 30 Bypass Realign	NE 60th									\$8,000,000
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia									\$9,820,000
	ODOT	60	US 30 Bypass Widening	NE122nd-NE181st									\$5,100,000
R	ODOT	61	US 30 Bypass Widening	NE181st-NE244th									\$5,000,000
	ODOT	62	US 30 Bypass Bridge Imp.	244th									\$0

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	ODOT	63	Canyon Road Bike Lanes	Canyon Dr. to Sunset Hwy.								\$3,929,000
	ODOT	64	Canyon Rd. Pedestrian Imp.	Canyon Dr. to Sunset Hwy.								\$4,309,000
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.								\$3,667,000
	ODOT	66	Canyon Rd. Pedestrian Imp.	110th to Canyon Dr.								\$413,000
	ODOT	67	TV Hwy Bike Lanes	Murray Blvd to 117th								\$2,367,000
	ODOT	68	TV Hwy Pedestrian Imp.	Murray Blvd to 117th								\$319,000
	ODOT	69	TV Hwy Interconnect	209th to Brookwood								\$300,000
	ODOT	70	TV Hwy Signal Replacement	Cornellus								\$650,000
	ODOT	71	TV Highway	209th/219th				◆	◆		◆	\$2,500,000
R	ODOT	72	BH Hwy Bike Lanes and Ped. Improvements	65th to Hwy 217								\$6,075,000
D	<del>ODOT</del>	<del>73</del>	<del>BH Hwy Pedestrian Imp.</del>	<del>Scholls to 65th</del>								duplicate
	ODOT	74	BH Hwy Signal Replacement	78th & Laurelwood								\$300,000
D	<del>ODOT</del>	<del>75</del>	<del>BH Hwy Bike Lanes</del>	<del>Scholls to Hwy 217</del>								duplicate
D	<del>ODOT</del>	<del>76</del>	<del>BH Hwy Pedestrian Imp.</del>	<del>Scholls to Hwy 217</del>								duplicate
	ODOT	77	BH Highway	BH/Scholls Ferry/Oleson				◆	◆		◆	\$12,000,000
	ODOT	78	Farmington Road Widening	209th Ave to 172nd Ave								\$10,808,000
	ODOT	79	Hwy 47 Signal Replmt	Forest Grove couplet								\$1,300,000
	ODOT	80	Hwy 43 Intersection Imp.	Taylor's Ferry								\$600,000
	ODOT	81	Hwy 43 Interconnect	Riverdale to Briarwood								\$1,255,000
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring								\$20,000
	ODOT	83	Hwy 43 Intersection	Terwilliger Intersection				◆	◆		◆	\$1,100,000
	ODOT	84	Hwy 43 Intersection	A' Avenue Intersection				◆	◆		◆	\$580,000
	ODOT	85	Hwy 43 Intersection	McVey/Green Street Intersection				◆	◆		◆	\$1,282,500
	ODOT	86	Hwy 43 Realignment	West 'A' Street Realignment				◆	◆		◆	\$1,220,000
	ODOT	87	Hwy 43	Willamette Falls Drive				◆	◆		◆	\$165,000
	ODOT	88	Hwy 43	Falling Street				◆	◆		◆	\$200,000
	ODOT	89	Hwy 43	Pimlico Street				◆	◆		◆	\$150,000
	ODOT	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal				◆	◆		◆	\$120,000
	ODOT	91	McLoughlin Widening	Ross Island Bridge to Tacoma								\$25,000,000
	ODOT	92	MLK/Grand/McLoughlin Bike Lanes	Multnomah St. to Tacoma St.								\$5,000
	ODOT	93	MLK/Grand/McLoughlin Pedestrian Imp.	Multnomah St. to Tacoma St.								\$735,000
	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City								\$3,000,000
	ODOT	95	McLoughlin Bike Lanes	Harrison St. to Oregon City								\$5,000
	ODOT	96	McLoughlin Intersection	Arlington								\$500,000
	ODOT	97	Barbur Blvd Widening	SB Front St O'xing								\$6,000,000
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Improvements	Front to Hamilton St.								\$1,900,000
D	<del>ODOT</del>	<del>99</del>	<del>Barbur Blvd Ped Improv.</del>	<del>Front to Hamilton St.</del>								duplicate
	ODOT	100	Barbur Blvd Intersection	Hamilton								\$4,500,000
	ODOT	101	Barbur Blvd Widening	Hamilton-Capitol								\$3,200,000
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Improvements	Terwilliger to Multnomah St.								\$3,300,000
D	<del>ODOT</del>	<del>103</del>	<del>Barbur Blvd Ped Improv.</del>	<del>Terwilliger to Multnomah St.</del>								duplicate

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/12/95  
Version 2.2

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	ODOT	104	Pacific Hwy Widening	I-5 Main								\$9,000,000
	ODOT	105	Pacific Hwy Signal Imp.	Tigard Cinemas								\$100,000
	ODOT	106	Hwy 212 Improvements	Rock Cr to Mt Hood Hwy (Sunrise)								\$75,435,000
	ODOT	107	Hwy 212 Widening	Rock Cr to Boring (Sunrise)								\$5,000,000
	ODOT	108	Hwy 212 Climbing Lane	East of Rock Cr (Sunrise)								\$3,500,000
	ODOT	109	Hwy 212 Signal Imp.	Royer Road								\$200,000
R	ODOT	110	Hwy 213 Interchange	BeaverCreek Road								\$10,000,000
	ODOT	111	Hwy 213 Widening	Clackamas CC to Leland								\$3,800,000
	ODOT	112	82nd Ave (Hwy 213)	Crystal to Shiller				◆	◆		◆	\$5,500,000
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)								\$24,150,000
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange								\$96,000,000
	ODOT	115	Hwy 217 Ramp Meter	Allen								\$25,000
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls								\$341,000
	ODOT	117	Hwy 217 Ramp Meter	Greenburg								\$25,000
	ODOT	118	Hwy 224 Widening	McLoughlin to 37th								\$56,000,000
	ODOT	119	Hwy 224 Widening	37th to Johnson								\$40,000,000
	ODOT	120	Hwy 224 New Construc.	I-205 to Rock Cr Jct (Sunrise)								\$82,923,000
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Improvement	Oak St to Pacific Hwy West								\$1,000,000
D	<del>ODOT</del>	<del>122</del>	<del>Hall Blvd Ped Improv.</del>	<del>Oak St to Pacific Hwy West</del>								duplicate
	ODOT	123	Hall Blvd Widening	Scholls to Durham								\$4,700,000
	ODOT	124	Boones Ferry Widening	Tualatin City Limits								\$5,100,000
D	<del>ODOT</del>	<del>125</del>	<del>Forest Grove North Arterial</del>	<del>Hwy 47 to Guinea</del>				□	□			In TIP
	ODOT	126	Fiber Optic Cable	Freeways								\$19,941,000
	ODOT	127	Hardware & Software	Traffic Management Operations Center								\$6,788,000
	ODOT	128	Enhance	Traffic Management Operations Center								\$431,000
	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region								\$5,200,000
	ODOT	130	Incident Response	Metro region								\$6,400,000
	ODOT	131	CCTV	Metro region								\$6,691,000
	ODOT	132	HAR	Metro region								\$1,000,000
	ODOT	133	Install CMS	Metro region								\$1,250,000
	ODOT	134	Misc.	Metro region								\$69,000
	ODOT	135	Protective Buying Fund	Metro region								\$20,000,000
	ODOT	136	Sunset Drive (Hwy 47)	University to Beal				□	□			\$2,443,000
A	ODOT	137	Hwy 99W Bike Lanes	Hall Blvd. to Greenburg St.				◆				\$500,000
A	ODOT	138	TV Hwy Blkeway Corridor	10th Ave. to 1st Ave./OR 219				◆				\$1,000,000
A	ODOT	139	Willamette River Bridges Bike/Ped. Imp.	Ross Island and St. John's Bridges				◆	□			\$850,000
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road								\$1,000,000
ODOT Total											\$1,932,730,500	
<b>REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)</b>											<b>\$3,715,116,438</b>	

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# Revenue Sources for the RTP

- Federal Revenue
  - Federal Highway Trust Fund
  - Federal Transit Section 9 Funds (routine capital/operating)
  - Federal Transit Section 3 Funds (discretionary capital)
- State Highway Trust Fund (distributed through city/county/state allocation)
  - State Gas Tax
  - State Weight/Mile Tax
  - Vehicle Registration Fee
- Other State (e.g., LRT lottery funds)
- Local Revenues
  - local gas tax revenues (Mult. Co., Wash. Co.)
  - local system development charges or transportation fees
  - local bonding (e.g., MSTIP; LRT)

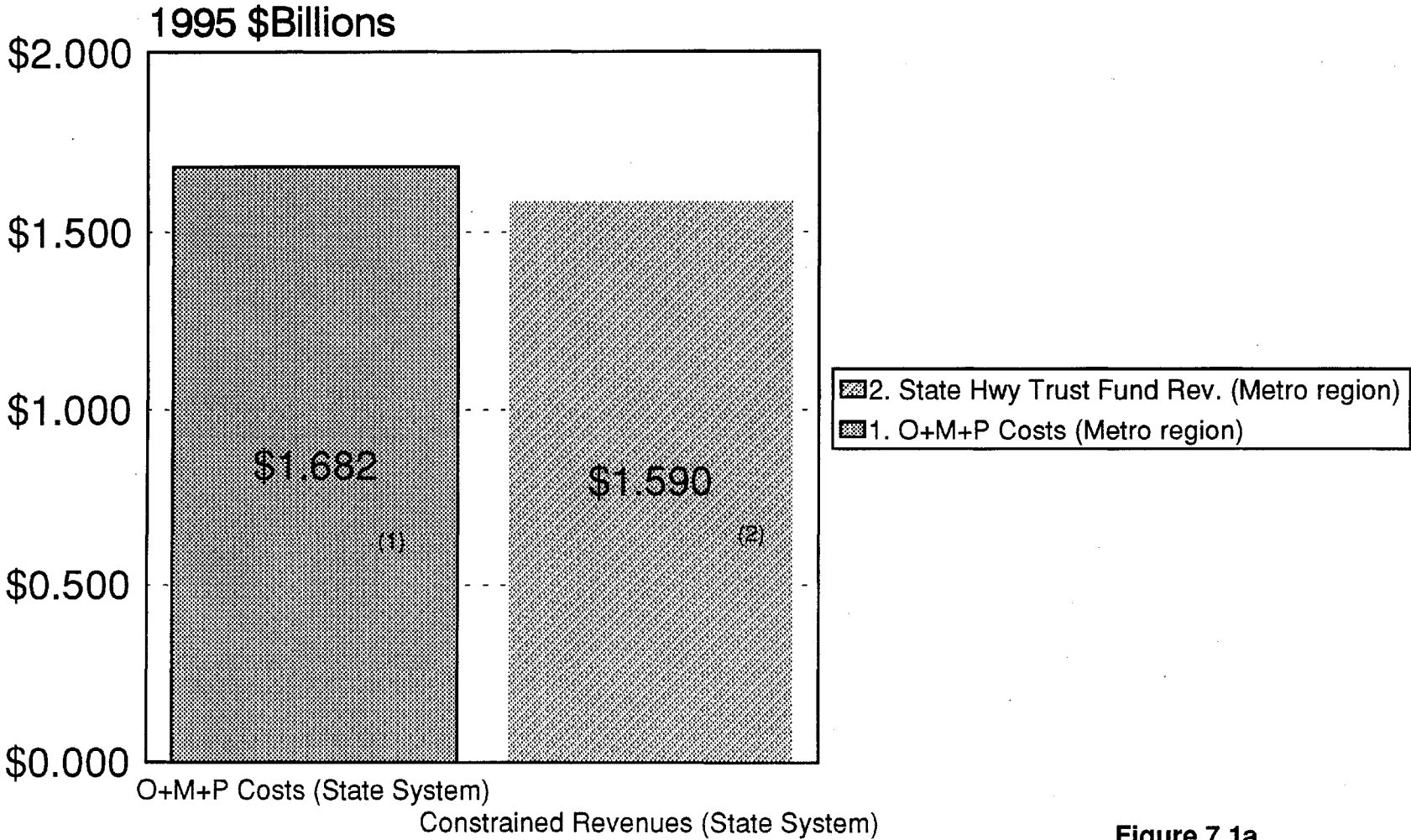
# System Costs for the RTP

- Operating, Maintenance and Preservation (OM&P)
  - State
  - Non-State
- System Expansion
  - State
  - Non-State



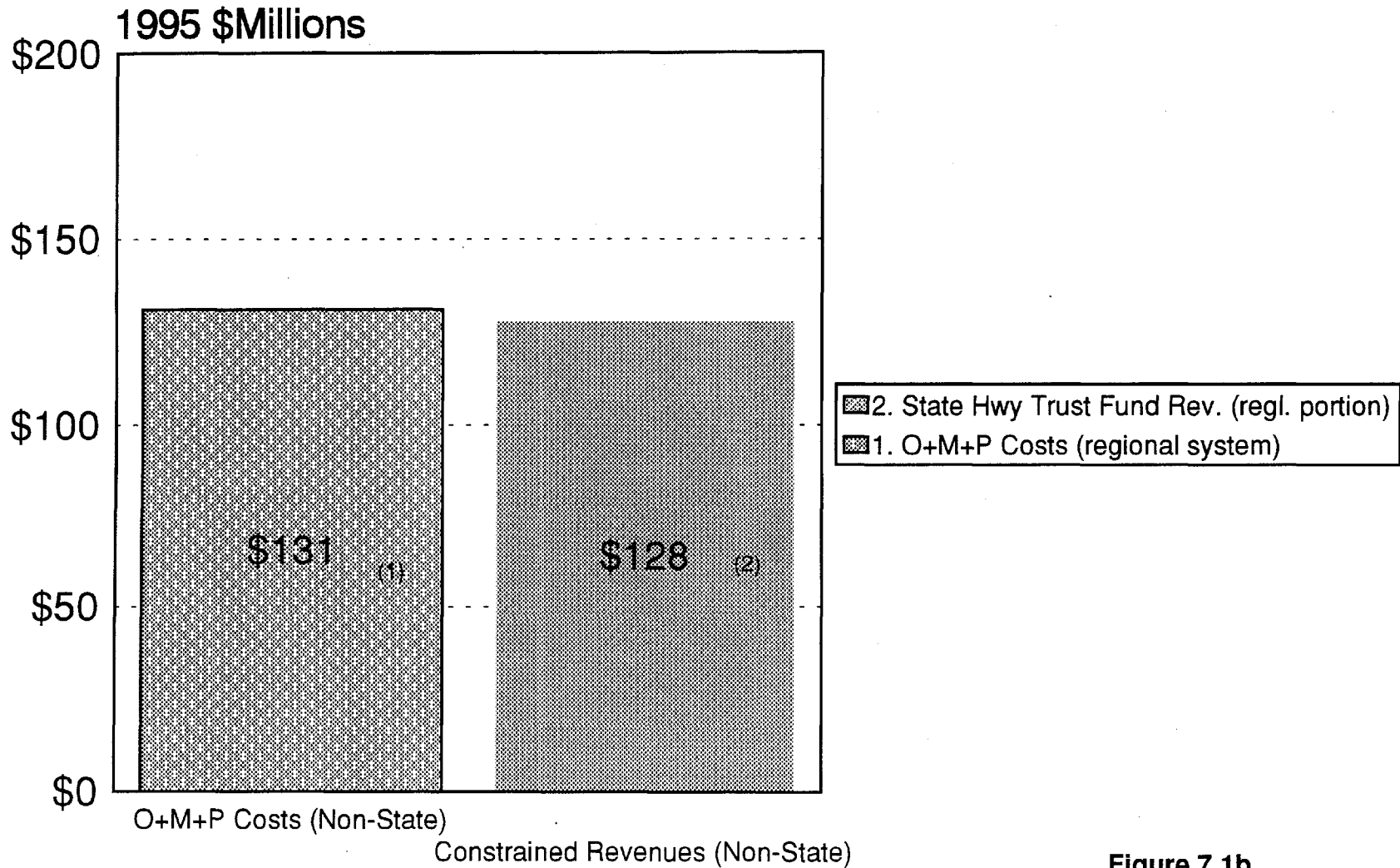
# O+M+P Costs and State Highway Trust Fund Revenues - State System

(Totals for Period: Federal Fiscal Years 1999-2015)



**Figure 7.1a**  
5/17/95

**O+M+P Costs and State Highway Trust Fund Revenues**  
**- Non-State Regionally Significant System**  
(Totals for Period: Federal Fiscal Years 1999-2015)



**Figure 7.1b**  
5/17/95

# RTP System Costs and Revenues (exc. transit)

(Totals for Period: Federal Fiscal Years 1999-2015)

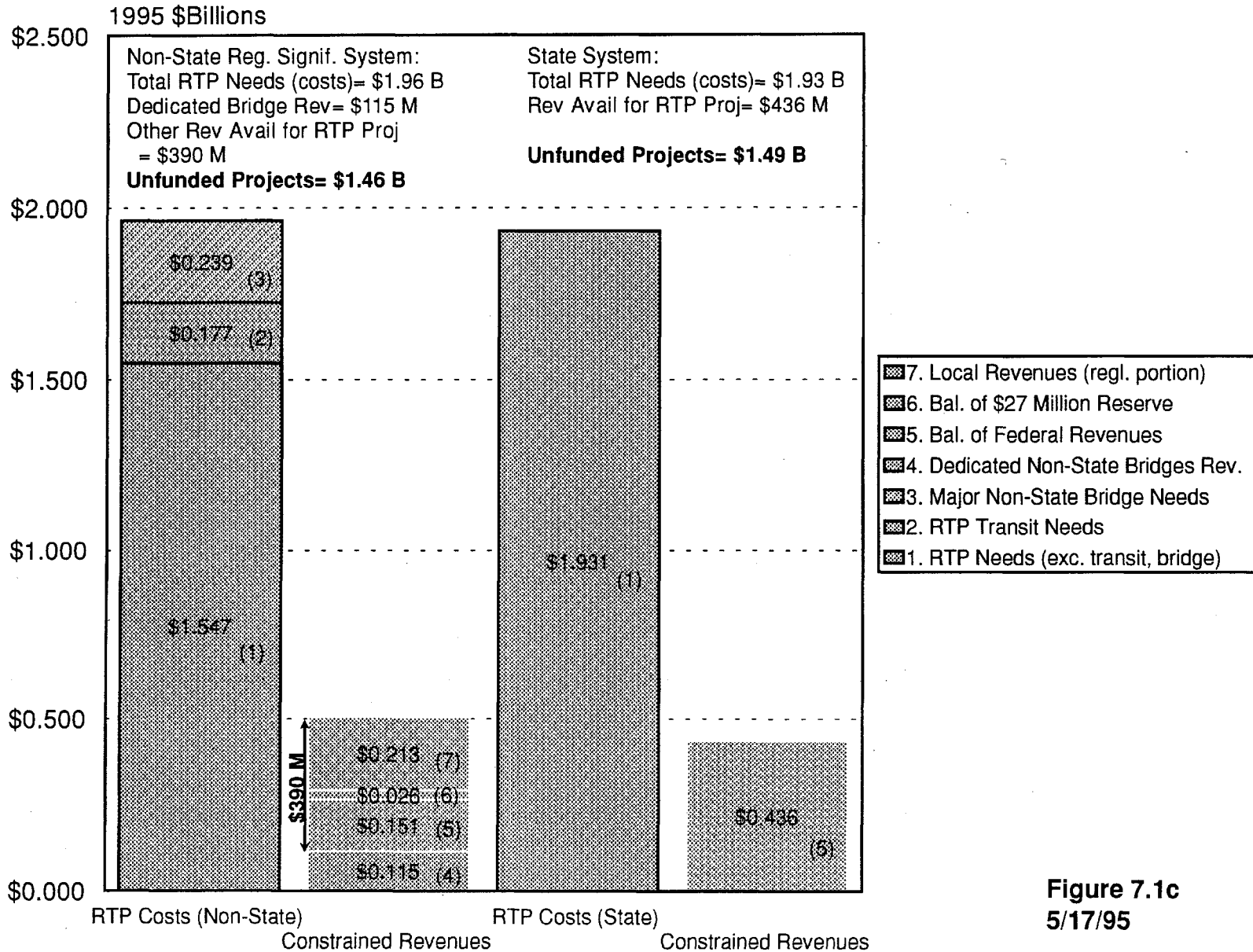


Figure 7.1c  
5/17/95

**Targets for RTP Financially Constrained Revenues**  
(Totals are in 1995 \$M and Cover the Period Federal FY's 1999-2015)

<b>Jurisdiction</b>	<b>Share of Regional Allocation</b>	<b>Locally-generated Revenues</b>	<b>Total Constrained RTP Target</b>
City of Portland	\$29.505	\$9.228	\$38.734
Clackamas County	\$29.505	\$11.844	\$41.349
Multnomah County (excluding major bridges set-aside)	\$29.505	\$6.907	\$36.412
Washington County	\$29.505	\$185.210	\$214.715
Tri-Met	\$29.505	\$0.000	\$29.505
Port	\$14.753	\$0.000	\$14.753
Metro/Shared	\$14.753	\$0.000	\$14.753
<b>Totals for Non-State Facilities (w/o Major Bridges)</b>	<b>\$177.031</b>	<b>\$213.189</b>	<b>\$390.220</b>
Major Non-State Bridges (HBR and Local - dedicated to bridges)	\$89.368	\$25.500	\$114.868
<b>Totals for Non-State Facilities</b>	<b>\$266.399</b>	<b>\$238.689</b>	<b>\$505.088</b>
ODOT (includes roadways and bridges)	\$435.736	\$0.000	\$435.736
<b>Totals for Regional Transportation System</b>	<b>\$702.135</b>	<b>\$238.689</b>	<b>\$940.824</b>

**Table 7.1**  
5/17/95



**METRO**

**EXHIBIT 'B' ADDENDUM**

## **Additional Comments & Staff Recommendations**

### **JPACT DISCUSSION ITEM**

5. Comment: There should be a better discussion in the Introduction about the roles of the different elements of the RTP, including plan goals, objectives and maps. What has the force of law, what is advisory and what is explanatory? What will be adopted by ordinance or resolution (Washington County)?

**Staff recommendation on Comment 5:** agree; recommend the following new language be added to page 10 of the Introduction:

#### F. Role of Federal RTP Goals, Objectives and Maps

This Interim Federal RTP, adopted by resolution, contains policies and projects which will be used to evaluate and implement transportation solutions for federal funding. The interim period is until adoption of a fully updated RTP after a completed 2040 Growth Concept. As such, the goals and objectives in this federal RTP are part of the fiscally constrained and air-quality tested federal plan. They are not the direct recommendations in a state functional plan to which local comprehensive plans are compared for regional plan consistency.

The federal funding process, then, works as it has when federal and state planning functions were accomplished within the same RTP. To qualify for federal funding, a project must be in the federal RTP and in the current TIP. Projects in the federal RTP will be consistent with federal RTP goals and objectives. For inclusion in the TIP, projects must be consistent with local land use comprehensive plans. In this manner, adopted local comprehensive plans may be affected indirectly by the federal RTP goals and objectives if local plans must be amended to reflect projects ready for inclusion in the TIP for current funding.

The federal RTP maps have the same effect. Projects for current funding in the TIP must be consistent with the federal RTP maps. Projects proposed for inclusion in the TIP which are not consistent with the federal RTP maps require an amendment to the maps in order to be included in the TIP. Whenever the federal RTP is amended, it must remain fiscally constrained and be tested for air quality conformity, and therefore, federal RTP maps may affect local land use

comprehensive plans indirectly if fiscally constrained projects ready for inclusion in the TIP are not consistent with adopted local plans.

The relationship of the federal RTP goals, objectives and maps to the state RTP (1992 RTP) is indirect during the interim. During this period, much of the federal RTP will be a lesser included, fiscally constrained version of the 1992 RTP. To the extent that projects for current funding are included in the TIP, both local comprehensive plans and the 1992 RTP should not be inconsistent with the federal RTP. Any perceived inconsistencies between TIP projects and the 1992 RTP should be reviewed under the consistency process in Chapter 8 of the 1992 RTP for possible amendment of the state RTP prior to its full update.

In conclusion, interim federal RTP goals, objectives and maps do not have the effect of a transportation system plan (TSP) or transportation functional plan under state law. Therefore, RTP policies are not directly binding on local land use comprehensive plans. However, projects in the TIP must be consistent with both the federal RTP and local comprehensive plans to be federally funded.

## **JPACT CONSENT ITEMS**

118. Comment: Recommend the following revisions/additions to the Roadway Functional Class map (Figure 4-1) (Washington County).

Revise as regional through-route arterial:

- Highway 47 Bypass in Forest Grove

Add as major multi-modal arterial:

- East/West arterial in Beaverton from Highway 217 to Murray

Add as minor multi-modal arterials:

- Beef Bend/Elsner from 99W to Scholls
- 112th Avenue from Sunset to Cornell
- Walker Road from Murray to Cornell
- Bethany from West Union to Kaiser

**Staff recommendation on Comment 118:** Agree; revise as proposed.

119. Comment: The discussion of “preferred” transit services in Chapter 1 should be complemented with a more detailed Chapter 7 description of what elements can actually be funded with the “constrained” 1.5% annual service increases (Washington County).

**Staff recommendation on Comment 119:** Agree; recommend including a detailed discussion of the “constrained” transit system as part of updating Chapter 7 to reflect the final “constrained” system.

120. Comment: Revise National Highway System map (Figure 4-1) to reflect Forest Grove Bypass (Washington County).
121. Comment: Revise National Highway System map to show 242nd/Burnside as the NHS connection between I-84 and Highway 26 (City of Gresham)

**Staff recommendation on Comment 120 and 121:** Agree; recommend the following text revision to Chapter 8 (Outstanding Issues):

15. Proposed National Highway System Revisions

The following revisions are proposed for the National Highway System map (Figure 4-1) during the next scheduled review:

- Forest Grove Bypass route on Highway 47 as “Other NHS Highway”
- 242nd Avenue/Burnside in place of 181st Avenue/Burnside as “Other NHS Highway”

122. Comment: Revise the bullet at the bottom of page 14 of Chapter 1 to include Highway 99W as a route that would not be upgraded to freeway standards (Washington County).

**Staff recommendation on Comment 122:** Agree; revise as proposed.

123. Comment: The discussion of Main Streets in Chapter 1 is too detailed, given the lack of analysis that has been done at this time. Revise the top of page 11, Chapter 1 as follows (Washington County):

“...with street designs that ~~provide less auto capacity than Corridors, and~~ emphasize pedestrian, transit and bicycle travel.”

**Staff recommendation on Comment 123:** Agree; the land use elements in this section will be developed in much more detail as part of the Phase II effort. Recommend revision as proposed.



METRO

Date: May 9, 1995

To: Rod Monroe, JPACT Chair

From: *AC* Andrew C. Cotugno, Planning Director

Re: Region 2040 Reserve Public Hearing (Resolution No. 95-2139)

On May 4, 1995, the Metro Council conducted a public hearing on an initial narrowing of candidate projects for the \$27 million of Region 2040 Reserve funds. Most of the testimony was in support of projects already reflected in this resolution. As such, adoption of the resolution would be consistent with that testimony. There was, however, testimony in support of the following projects that are not currently reflected in Resolution No. 95-2139:

CRXt 11 . . .	Highway 43/A Street/Failing . . . . .	\$1,094,645
CRXt 13 . . .	Highway 43/Failing Street . . . . .	140,000
PRX 3 . . . .	SE Foster Road - 162 to Jenne Road. . . . .	2,112,900
PF 4. . . . .	Marine Drive Widening to Terminal 6 . . . . .	2,400,000
PP 1. . . . .	Hillsdale Pedestrian Improvements -	
	Phases II and III . . . . .	600,000
MP 4. . . . .	Gresham Ped. to MAX - Phase II. . . . .	481,000
WTOD 2. . . .	Beaverton Creek Master Plan . . . . .	<u>1,000,000</u>
		\$7,828,545

JPACT and the Metro Council should consider the public testimony and decide whether or not to add any of these projects to the initial narrowing reflected in Resolution No. 95-2139. If the resolution is amended, they will be considered further as subsequent narrowing decisions are made.

ACC:lmk

Attachment  
 CC: JPACT  
 Metro Council



## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2139 FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$1.026 MILLION TO VARIOUS PLANNING ACTIVITIES AND TO SET PRIORITIES FOR THE REGION 2040 RESERVE

Date: April 21, 1995

Presented by: Andrew Cotugno

### PROPOSED ACTION

Adoption of this resolution would approve allocation of \$1.029 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 96 Unified Work Program (see Exhibit A of the Resolution). It would also approve, for further deliberation, a list of projects totaling approximately \$50.3 million to which the residual Region 2040 Reserve (and miscellaneous other unallocated or unobligated funds) will be considered further.

### FACTUAL BACKGROUND AND ANALYSIS

Source of Funds. In January of 1994, Metro and ODOT jointly approved reduction of the ODOT Six-Year Program in order to balance the program against available revenue. More was cut than was needed. After addressing priority transit needs, including Hillsboro LRT Extension related expenses, the excess -- \$16 million -- was stored in a Region 2040 and an Alternative Mode Reserve fund for allocation to projects supportive of the Region 2040 Land Use Concept under development at that time.

Additionally, Metro transferred the balance of anticipated FY 96 and FY 97 regional STP funds -- approximately \$11 million -- into a consolidated Region 2040 Reserve fund.

Solicitation and Public Participation. On January 18, 1995, Metro initiated allocation of the 2040 Reserve and Alternative Mode funds at the Metro Transportation Fair. The funds were described and a set of draft intermodal technical and administrative project selection criteria were circulated for comment. In February, Metro announced a six week solicitation period for project nominations from the region's jurisdictions and operating agencies. Projects totaling approximately \$150 million were nominated (roughly \$30 million for each county, the City of Portland and the Port of Portland). Staff applied the technical criteria to these projects and on April 14, 17 and 18, Metro, Council and JPACT hosted public meetings throughout the region to solicit public testimony on the resulting project rankings.

Technical and Administrative Criteria. The originally released technical criteria were revised based on comments received from the Transportation Fair and from TPAC during regular and special meetings throughout February and March. The final technical criteria evaluated eight transportation modes based on five

common factors including use potential, safety, support of 2040 land use concept, cost-effectiveness and support of multiple travel modes. The administrative criteria focused on implementation feasibility, public and jurisdiction support (including overmatch), phasing potential, regional equity and relationship to other scheduled projects. JPACT endorsed the criteria during its regular March meeting.

TIP Subcommittee Recommendation. Staff evaluated the testimony received at the April public meetings and then applied administrative considerations to develop a recommended list of \$27 million worth of projects. Additionally, some \$2.7 million of miscellaneous other regional funds that to date are either unobligated or unallocated to specific projects, including CMAQ, MACS implementation and "Old" FAU funds, were identified to support some projects.

This list was then submitted to the TIP Subcommittee for discussion on April 26. The Subcommittee made two recommendations. First, they recommended allocation of funds to support Metro's FY 96 planning program. These projects require grant approvals by July 1 and account for \$1.026 million of the total of \$27 million of reserve funds.

Secondly, the Subcommittee recommended expanding the \$27 million list to retain a variety of projects of importance to individual jurisdictions. They recommended that this expanded project list be evaluated by TPAC and JPACT before arriving at a final recommendation for the remaining \$26 million. This will delay the recommendation by approximately one month, leading to a final allocation decision and adoption by Metro in late June rather than late May.

TPAC Action. TPAC considered the resolution at its April 28 meeting and took two actions. First, it approved allocation of Metro's planning funds in order to ensure that July 1, 1995 grants are released. Second, it concurred with the TIP Subcommittee recommendation to refine the original \$150 million of project nominations to a "short list" of approximately \$50 million (see Exhibit B of the resolution). TPAC noted that it would be particularly important for jurisdictions to assess the phasing potential of each project on the list to ensure that critical project objectives are met at the least cost to the total program. This might include reduction of a request for full construction to meeting PE and right-of-way needs, or reducing project requests to construct only critical links. Staff will work with the jurisdictions to obtain this information and to revise requested funds appropriately.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2139.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 95-2139
THE FY 1995 METRO TRANSPORTATION	)	
IMPROVEMENT PROGRAM TO ALLOCATE	)	Introduced by
\$1.026 MILLION TO VARIOUS PLANNING)	)	Rod Monroe, Chair
ACTIVITIES AND TO SET PRIORITIES	)	JPACT
FOR THE REGION 2040 RESERVE	)	

WHEREAS, Metro and ODOT jointly agreed to creation of a \$27.19 million Region 2040 and Alternative Mode Reserve account during the last update of the Metro and ODOT Transportation Improvement Programs (MTIP and STIP) funded with both regional and state STP reserve funds; and

WHEREAS, Metro and ODOT have identified \$2.8 million of miscellaneous additional transportation funds, including some program funds never allocated to specific projects and some project funds never obligated; and

WHEREAS, Metro solicited its regional partners for bicycle, pedestrian, freight, transit, road expansion and preservation, transportation demand management, and transit-oriented development project nominations selected from previously approved local plans and programs that reflect support of the Region 2040 Land Use goals and objectives approved by Metro Council in December 1994; and

WHEREAS, Approximately \$150 million of such project nominations were received; and

WHEREAS, Metro staff applied technical and administrative multi-modal ranking criteria to prioritize these nominated projects; and

WHEREAS, Metro sponsored a widely advertised Transportation

Fair in January and four widely advertised public meetings held throughout the region in April and has held numerous advertised meetings of TPAC, JPACT and the Metro Council inbetween during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to allocate \$1.026 million to the list of projects identified in Exhibit A.

2. That the list of projects totaling approximately \$48.4 million dollars identified in Exhibit B be further considered as the basis of a final recommendation for allocation of the remaining \$26.16 million of Region 2040 Implementation Program funds.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_,  
1995.

J. Ruth McFarland, Presiding Officer

95-2139.RES  
5-3-95  
TW:lmk

# EXHIBIT A

## REGION 2040 RESERVE ALLOCATION (Funds To Support Metro FY 96 Planning Program)

### Planning

Metro ISTEА/Rule 12 Planning	\$525,000
Commodity Flow	\$170,000
Local Technical Assistance	\$75,000
Westside Station Area Planning	\$209,000
I-5/Hwy 217 Study	\$50,000
<b>TOTAL 2040 RESERVE ALLOCATED</b>	<b>\$1,029,000</b>
<b>REGION 2040 RESERVE</b>	<b>\$27,190,000</b>
<b>BALANCE</b>	<b>\$26,161,000</b>

EXHIBIT

REGION 2040 RESERVE ALLOCATION - SHORT LIST

PROJECTS		SUMMARY OF ADMINISTRATIVE CONSIDERATIONS	
Rank	Roadway Projects		
of 48			
1	Sunnyside Rd.	\$5,000,000	
2	Murray Signal Interconnect	\$31,000	
3	238th/Halsey	\$376,531	
4	99W/Tualatin Rd.	\$4,486,000	
6	Scholls Ferry Signal Interconnect	\$31,000	
7	I-5 SB/Front Ramp Metering	\$90,000	
8	Greenburg/Mapleleaf	\$358,900	
9	Murray N. Signal Interconnect	\$9,000	
10	Hwy. 43/Willamette Falls	\$115,500	ODOT-MACS SUPPLEMENT
11	<b>Johnson Crk. Blvd Phase II</b>	<b>\$1,272,301</b>	Add-back by request; transfer of FAU funds requested from McLoughlin Blvd. project
12	Sandy Blvd. Signal Interconnect	\$167,000	ATMS projects were ranked as package of 5 @ \$1 M.
12	Powell Signal Interconnect	\$50,000	ATMS projects were ranked as package of 5 @ \$1 M.
12	TV Highway Signal Interconnect	\$250,000	ATMS projects were ranked as package of 5 @ \$1 M.
12	<b>Division Sig Interconnect (60th/SE 257th)</b>	<b>\$186,000</b>	ATMS projects were ranked as package of 5 @ \$1 M.
13	<b>I-5/I-84 Ramp Metering</b>	<b>\$449,000</b>	ODOT ATMS Program priority; provides infill of existing I-5/I-84 ramp metering
24	Hwy. 43 Signal Interconnect	\$1,122,000	ODOT-MACS SUPPLEMENT; included for regional equity
30	<b>Water Ave Extension</b>	<b>\$1,600,000</b>	Technical rank needs re-evaluation
38	Hwy. 43/A Avenue	\$406,000	ODOT-MACS SUPPLEMENT
na	Lovejoy Ramp Removal - PE	\$1,054,000	Unranked "Planning" project
na	<b>McLoughlin-Harrison thru Milw. CBD</b>	<b>\$833,000</b>	FAU-STP SUPPLEMENT: Unobligated funds currently allocated to hi ranked, "no go" regional FAU project.
	REGIONAL 2040 RESERVE TOTAL	\$15,410,732	
	ODOT-MACS/FAU-STP	\$2,476,500	
Rank	Reconstruction Projects		
of 6			
1	<b>Hawthorne Brdg Deck Structure</b>	<b>\$5,159,200</b>	HBR funds now committed to Hawthorne Brdg painting
2	<b>I-5/Kruse Way Reconstruct</b>	<b>\$1,200,000</b>	
4	<b>SW Front Avenue</b>	<b>\$2,368,720</b>	
	REGIONAL 2040 RESERVE TOTAL	\$8,727,920	

Bold projects are add-backs to original \$27 million staff recommendation



**Exhibit . . . Page 3)**

**Rank | Pedestrian Projects**

of 24

1	Pacific Ave. - Forest Grove	\$91,000	
2	Hillsdale - Phase I	\$520,000	
3	<b>Woodstock Blvd</b>	<b>\$200,000</b>	Highest priority/cost of three phases; rank reflects all three phases as single project
9	A Avenue - Lake Oswego	\$8,000	
11	<b>Cully Blvd Bike &amp; Ped</b>	<b>\$1,680,000</b>	
16	<b>Broadway/Weidler</b>	<b>\$2,500,000</b>	
19	<b>Springwater Corridor (190th Phase)</b>	<b>\$204,700</b>	Highest priority of 3 phases; rank reflects 3 phases as single project
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$5,203,700</b>	

**Rank | TOD Projects**

of 7

1	Metro TOD Program	\$4,500,000	Funding for site acquisition/revolving fund and site improvements to encourage TODs
4	Gresham N/S Collector	\$1,844,000	Collector is essential element to leverage initial TOD-oriented site development.
7	Hillsboro Ground Floor Retail	\$1,000,000	Recommended to avoid lost opportunity in parking structure
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$7,344,000</b>	

**Rank | Planning**

NA

	Metro ISTE/Rule 12 Planning	\$525,000	FY 97 program funding only
	Commodity Flow	\$220,000	FY 97 program funding only
	Local Technical Assistance	\$75,000	FY 97 program funding only
	Westside Station Area Planning	\$209,000	Final 1/3rd of request
	I-5/Hwy 217 Study	\$60,000	Amount dependent upon cost-sharing between participating jurisdictions
	Clackamette Cove Master Plan	\$60,000	
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$1,149,000</b>	

<b>REGIONAL 2040 RESERVE GRAND TOTAL</b>	<b>\$47,576,352</b>
<b>ODOT-MACS/CMAQ/FAU</b>	<b>\$2,725,500</b>
<b>GRAND TOTAL</b>	<b>\$50,301,852</b>



M E M O R A N D U M



**METRO**  
600 NE Grand, Portland, OR 97232  
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 12, 1995

To: JPACT

From: *MH*  
Mike Hoglund, Transportation Planning Manager

Subject: \$27 Million Regional Reserve; Mill Avenue/Henry Street  
Connection Project

Attached is a letter from Beaverton Mayor Rob Drake requesting that JPACT include the Mill Avenue/Henry Street Connection Project in the Region 2040 Reserve Allocation - Short List (Resolution No. 95-2139, Exhibit B). Mayor Drake will move inclusion of the project at the May 18 meeting. Consistent with the process to ultimately identify a \$27 million Region 2040 capital program, any additions or deletions to the Exhibit B short list at this time are subject to JPACT approval.

As noted in Mayor Drake's letter, the project has been re-ranked using transit oriented development (TOD) criteria. The City noted that the project is a key component of its development objectives for the area near the Beaverton Central Light Rail Transit Station. Consistent with other projects ranked as TODs as part of this exercise, Metro staff agrees the project should be ranked as a TOD.

As a result of the new ranking, the project has a technical score of 81 (third of eight TOD proposals). Addition of the \$1.7 million dollar project will increase the Region 2040 short list total to around \$49.3 million. The TOD list would increase from \$7.34 million to about \$9.1 million. The attached letter provides more information for your consideration.

MH



## CITY of BEAVERTON


4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

**ROB DRAKE**  
**MAYOR**

### MEMORANDUM

Date: May 11, 1995

To: JPACT Members

From: Rob Drake,   
Mayor of Beaverton

Re: TOD Ranking for the Mill Avenue/Henry Street Connection Project  
Submitted by Beaverton for Funding by the FY '96 Metropolitan  
Transportation Improvement Program (MTIP)

The Mill Avenue/Henry Street Connection Project was submitted by Beaverton for funding in the amount of \$1,740,665 by the FY '96 Metropolitan Transportation Improvement Program. The nomination form requested identification of "Project Type" and we identified both the "Transit Oriented Development" category and the "Road Expansion" category. The project was ranked as a "Road Expansion" project and as such did not rank high and is not included in Exhibit B to Resolution 95-2139, Region 2040 Reserve Allocation - Short List.

The Mill Avenue/Henry Street Connection is more appropriately a TOD project and I have requested that it be ranked as such by METRO staff. Staff today assigned a score of 81 to the project, ranking it third among the submitted TOD projects. I will propose a motion at our May 18th meeting to add the Mill Avenue/Henry Street Connection Project to the Region 2040 Reserve Allocation - Short List, Exhibit B for Metro Resolution No. 95-2139. I expect to continue advocating for the project throughout the ranking and selection process.

I would like to share with you my thoughts regarding this vital project. The Mill Avenue/Henry Street Connection will provide access to the Beaverton Central Light Rail Transit Station, access not now available. The City owns a nine acre site surrounding the Station and it is our intent to develop the site in phase with the opening of Light Rail Transit through Beaverton. We expect to lead TOD development throughout the Beaverton Regional Center. This project is one of the first critical links in that process.

**The Beaverton Regional Center is identified in the 2040 Transportation Prioritization Criteria as a high priority location for transportation investments. The Mill/Henry Connection meets four of the six types of investments described in the Criteria as priority transportation investments, five when characterized as a transit facility, which we do because the project is integral to our transit access system.**

**I believe that a regional commitment to building ridership and transit oriented development in the Beaverton Regional Center is critical to the success of the Westside Light Rail Project.**

**cc: Beaverton City Council  
METRO Executive Mike Burton**

May 11, 1995

Andrew Cotugno  
Metro  
600 N.E. Grand Ave.  
Portland, Or 97232

Dear Mr. Cotugno:

Recently the Oregon Department of Energy (ODOE) submitted a proposal for expanded funding of the Portland area telecommuting project under FY 96 STP funds. We understood that this type of project is a priority in the 2040 regional plan and specifically is included as a recommended strategy in the Regional Transportation Plan. We are disappointed to learn that after administrative and technical criteria were applied, ODOE's telecommuting project was not included in either list of recommended projects.

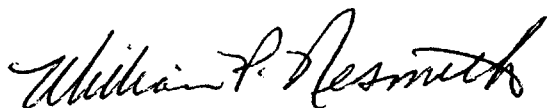
Telecommuting is an effective tool to reduce single occupancy vehicle trips. It reduces fuel use, cuts traffic congestion and helps maintain cleaner air. Telecommuting also helps increase employee productivity and satisfaction. Portland area businesses and government agencies support ODOE's activities in telecommuting.

We believe that the Portland area has a large potential for increased telecommuting activity. Continued funding of ODOE's project would help us tap this potential and quantify results.

We respectfully request that Metro reconsider and include the telecommuting proposal on its second list of proposals to receive further discussion by J-PACT. If this is not possible, in an effort to be more effective in future proposals, we would appreciate a copy of Metro's documentation that shows how administrative criteria were applied to submitted proposals. Please include information on how Metro quantified scores and used them to rank competing proposals.

I would welcome the opportunity to discuss this proposal and Metro's process for decision making with you. You may reach me at (503) 378-5268.

Sincerely,



William P. Nesmith  
Administrator  
Conservation Resources Division

John A. Kitzhaber  
Governor



625 Marion Street NE  
Salem, OR 97310  
(503) 378-4040  
FAX (503) 373-7806  
Toll-Free 1-800-221-8035

**We're planning our future—and you're invited to help!**

## 1995 CityMoves Transportation Forum

**"Come on down" to City Hall for a live call-in forum on transportation, growth and livability. It's your chance to tune in to the future.**

**Date:** Thursday, June 1

**Time:** 6:00 to 7:00 p.m. OPEN HOUSE

7:00 to 9:00 p.m. LIVE FORUM

**Location:** Gresham City Council Chambers or live on MCTV's Channel 30

Join our Transportation System Citizens Advisory Committee and technical team to learn about the City's plan to make Gresham a more livable, healthy community that is less dependent on the automobile. Now in the second year of our long-range Transportation System Plan (TSP), to be adopted in 1996, we're looking at ways to improve traffic flow, encourage a concentration of development around transit, control our off-street parking supply and expand transit service to our community.

On Thursday evening, June 1, come to City Hall or join us live on MCTV cable television (Channel 30) for a lively three hours of education, discussion and debate on these crucial transportation and land use issues. You'll learn about all five studies now under way, what options are being considered and how they affect you, your business and your community. Your views are requested—call-in or come down in person!

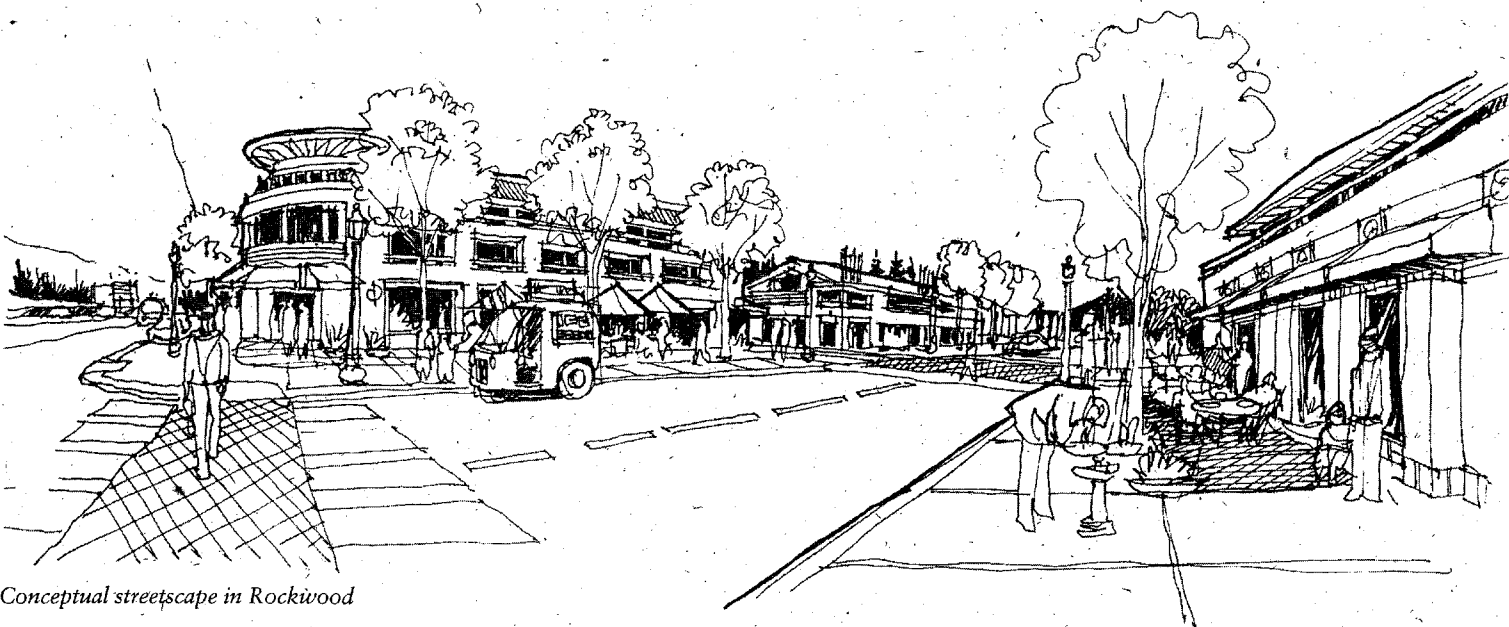


City of Gresham  
Transportation System Citizens Advisory Committee (CAC)  
Community Development Department  
Department of Environmental Services  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813  
(503) 669-2817

♻️ Printed on Recycled Paper

**CITY Moves**

CITY OF GRESHAM  
Community Development Department  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813



Conceptual streetscape in Rockwood

# Moves

GRESHAM'S TRANSPORTATION SYSTEM PLAN MAY 1995

## Round of transportation studies launched

A series of transportation-related studies is under way in the second phase of the City of Gresham's long-range Transportation System Plan (TSP). The work is focusing on transit, traffic signalization, parking and special land use studies.

Each of the studies is scheduled to be completed by July 1995. The results will be folded into the TSP, which is a 20-year master plan for a balanced system of automobiles, mass transit, carpools, commercial vehicles, bicycles and pedestrian movement to serve Gresham's growth and development. The studies, still in progress, are summarized on pages 2 and 3.

The City needs your input and ideas. There are several ways to do that:

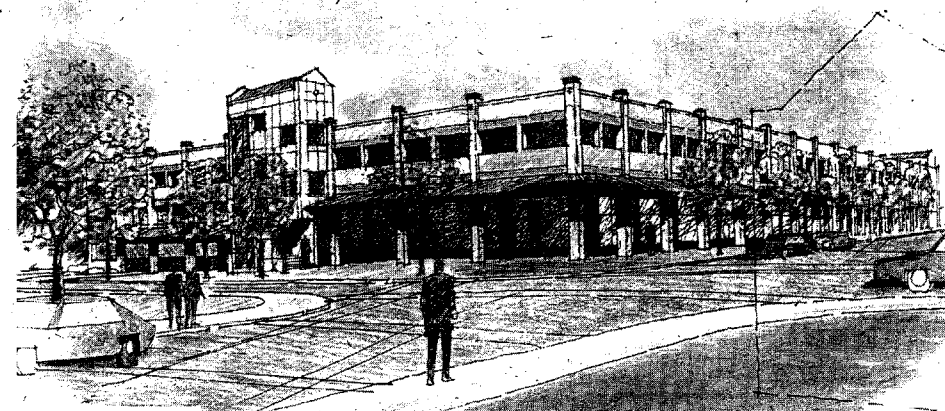
- Review and comment on these studies during the 1995 CityMoves Transportation Forum on Thursday evening, June 1, at City Hall. The event will be televised live on MCTV's Channel 30.

- Fill out and return the enclosed questionnaire.

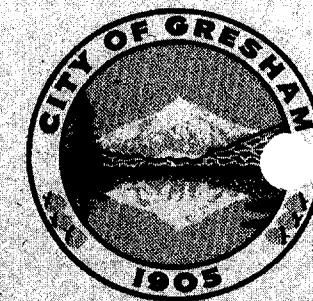
The TSP is scheduled to be adopted by the City Council in 1996-97. It is being overseen by an 8-member Citizens Advisory Committee (CAC). It was kicked off last July with a Transportation Fair and Summit (see sidebar).

During this phase of work, planners are zeroing in on parking standards, long-range transit options, land use alternatives that support transit and other alternatives to single-occupant vehicles, and improving traffic flow by upgrades in traffic signals.

"We're trying to build our plan around responsible transportation choices that will reduce dependence on the automobile," says Lloyd Culbertson, CAC chair. "There is an important link between land use, transit, parking and traffic flow. These studies will help us understand that linkage and give us models to follow."



Future MAX parking garage, Central Station, scheduled to open in 1996.



## CITYMoves TRANSPORTATION FAIR & SUMMIT WINS PLANNING AWARD

Last year's CityMoves Transportation Fair and Summit was not only a hit with Gresham citizens, it was an award-winner too. The event, held last July 9, has won a Special Achiever in Planning Award from the Oregon Chapter of the American Planning Association (APA).

The award was presented to the City on March 31. It recognizes the unprecedented public participation by approximately 3,000 people in the high-energy kickoff for the City's Transportation System Plan (TSP). The APA cited the fair's unusual merit, creativity, presentation and execution, and potential for use in other places. The fair was held at Gresham's Main City Park and the summit at West Gresham Grade School.

## TRANSPORTATION STUDIES

### Long-Range Transit Plan

CONSULTANT:  
**Jarrett Walker**  
Nelson\Nygaard/227-3463

PROJECT MANAGER:  
**Sandra Doubleday**  
City of Gresham/669-2816

### Traffic Signal Optimization

CONSULTANT:  
**William Kloos**  
Kittelson & Assoc./228-5230

PROJECT MANAGER:  
**Dave Rouse**  
City of Gresham/669-2430

### Parking Standards

CONSULTANT:  
**Beverly Bookin**  
BRW Inc./232-5787

PROJECT MANAGER:  
**Sandra Doubleday**  
City of Gresham/669-2816

### Land Use Alternatives

CONSULTANT:  
**Dennis Egner**  
SRI-Shapiro/274-9000

PROJECT MANAGER:  
**Brian Shetterly**  
City of Gresham/669-2529

### Rockwood Center Mixed Use Plan

CONSULTANT:  
**Jeff Tashman**  
Tashman Associates Team/  
245-7828

PROJECT MANAGER:  
**Brian Shetterly**  
City of Gresham/669-2529

## East County Long-Range Transit Plan

One of the key studies for Gresham's Transportation System Plan (TSP) is the Long-Range Transit Plan being developed by Nelson\Nygaard Associates in cooperation with Fairview, Troutdale, Wood Village and Multnomah County. This study will produce a 20-year transit vision, including proposals for improved service, new transit corridors and potential expansions for the light rail system in East Multnomah County.

Today, light rail provides the best transit service for Gresham, with 15-minute or better intervals all day and very high ridership. Not surprisingly, the highest-use stations are those served by park-and-ride lots or with significant amounts of nearby commercial or residential development. Bus ridership and service levels are dramatically lower. Only four bus lines serving Gresham provide 30-minute-interval service all day. In addition, there is a significant "imbalance" between north-south and east-west service. None of north-south corridors has better service than every 60 minutes; moreover, the corridors are often "fragmented."

Of considerable significance to future transit service is Metro's 2040 regional plan, which proposes that Gresham be one of about 10 "regional centers." These areas will have increased density and serve as major subregional transit centers. The proposed Rockwood and Troutdale "town centers" would add additional transit demand, as would the rapidly growing Damascus and Happy Valley areas.

The 2040 plan also calls for mixed-use "station areas" near a light rail or high-capacity transit station. "Corridors" also would be developed along streets with good transit service.

Initial results of the long-range transit study suggest that:

- All east-west arterials in Gresham have a clear need for better fixed-route transit service. In particular, Halsey, Stark, Division and Powell need expanded service.
- North-south arterials are generally much weaker than east-west arterials. Several, such

as 181st/182nd and 257th/Kane have near-term service needs. In addition, 223rd/ Eastman has a clear service need south of Sandy Boulevard and 228th/242nd/Hogan needs improved service between Stark and Palmquist.

Later, the study will examine possible light rail extensions, including a downtown loop or extension to Mt. Hood Community College, and other transit improvements.

## East County Traffic Signal Optimization

Improving traffic flow on arterials is a critical issue for East County cities. The Traffic Signal Coordination and Optimization Study will help do that by developing an area-wide traffic signal master plan for Gresham and East Multnomah County.

This work, being done by Kittelson & Associates, includes two pilot signal improvement projects—181st between I-84 and Glisan, and Burnside between Eastman Parkway and Powell Blvd. Both of these pilots, which involve better signal coordination, have been installed and are being tested.

The plan calls for upgrading and interconnecting about 80 signals in the study area, about 70 of which are inside Gresham. The study will include recommendations for system design, management strategies, design engineering and an implementation plan. Overall project cost could exceed \$2 million, but will result in projected benefits to the public (in terms of fuel and time savings) in excess of \$19 million. The improvements will result in fewer travel hours, fewer stops and starts, and reduced air pollution from motor vehicles.

## Parking Standards Study

Although the automobile will remain a predominant mode of transportation in Gresham, there is a community-wide effort to encourage compact, walkable development and alternatives to single-occupant vehicle (SOV) use as a means of reducing congestion, urban sprawl and air pollution.

Based on these objectives and the statewide goal of reducing off-street parking by 10% per

capita in metro areas over the next 20 years, the Parking Standards Study is revising minimum and considering implementing maximum parking standards for all land uses in Gresham. The study, being prepared by BRW Inc. and consultant Beverly Bookin, is proposing parking ratios that won't adversely affect the economic viability of new land uses or result in a spillover of parking onto neighboring streets.

The study shows that developers sometimes build more parking than is required, but that they frequently respond favorably to incentives to reduce the amount of parking provided. Hence, the study is proposing several incentives, including an across-the-board 10% reduction in the minimum required spaces as a right of development. (The city already allows a 10% reduction when a development is within 1/4-mile of a transit stop.) Other reductions would be possible based on various criteria, including demonstration of need. Existing uses could reduce their parking supply to provide pedestrian amenities, additional landscaping or transit-related features.

Another concept is to pool parking for uses that are willing to share the resource. This can occur in mixed-used developments or with uses that need the parking at different times, such as a church next to an office or retail store. This pooling results in fewer required parking spaces.

## Land Use Alternatives Study

Land use location and density directly influence transportation patterns and transit usage. In a study being undertaken by a team headed by SRI/Shapiro, the city is evaluating the types and potential location of commercial and residential development that will be supportive of transit and other alternatives to the automobile.

The first step was a community workshop in January that considered the "visual preferences" of citizens for various development types and designs. Based on these findings and existing land use patterns, opportunities for more extensive development and new development types throughout the city are being considered.

Among other things, the study shows that the city is deficient in neighborhood commercial development south of Powell. It also shows that significant portions of the city are not within 1/4-mile of transit service and that current city policy may facilitate "linear" commercial development along major streets.

Several concepts are being discussed, including an option for concentrating commercial and higher density residential development in "nodes" along transit streets. This would include increased development intensity—encouraged through public incentives—and buildings that are oriented toward the street. Strong pedestrian connections to nearby neighborhoods would be encouraged. Also being considered are mixed uses at sites presently zoned for larger multi-family residential projects.

## Rockwood Mixed-Use Plan

With central Rockwood as its focus, this planning process is designed to create transportation-efficient land uses emphasizing mixed-use development. The planning area includes the triangle bounded by Burnside, Stark and NE 181st, as well as the NE 181st corridor from Stark to I-84.

The team of Tashman Associates, Stastny Architects and the Sedway Kotin Mouchly Group is developing a concept plan that will: (1) encourage mixed uses, including residential and commercial in the same or a nearby building, (2) increase residential density to support efficient transit service, (3) provide for a variety of housing types (including row houses, infill dwellings and apartments), (4) improve pedestrian connections, and (5) recommend new design guidelines to influence the scale, placement and appearance of developments in central Rockwood.

Among other things, the project team will analyze the economics of potential development types and illustrate options for achieving an urban density, mixed-used development. The project team is being assisted by a task force made up of Rockwood-area business owners, residents and interested citizens.

## TRANSPORTATION SYSTEM CITIZENS ADVISORY COMMITTEE (CAC)

**Lloyd Culbertson, Chair/**  
661-7777

**Boyd Brown, Vice-Chair**

**Charles Becker**

**Carl Culham**

**Kimberly Fitzgerald**

**Lila Leathers**

**Emmanuel Jaramillo,**  
Student Member

### City Council Liaison

**Jack Gallagher/666-8816**

### Community Development Department

**Richard Ross, AICP/669-2378**  
Transportation Planning  
Manager

**Sandra Doubleday/669-2816**  
Transportation Planner

**Jane Leeson/669-2821**  
Community Involvement  
Coordinator

**Lana Moore/669-2817**  
Secretary

### Department of Environmental Services

**Dave Rouse/669-2430**  
Transportation Division Manager

**Jay McCoy/669-2686**  
Transportation Engineer

**Liberty Lane/669-2541**  
Customer Service Manager



Transportation Planning Department

City of Gresham

701 NE Hood

Gresham, OR 97030

Transportation Planning Department

City of Gresham

701 NE Hood

Gresham, OR 97030

### Your Thoughts Count!

The City of Gresham is developing a long-range Transportation System Plan (TSP). This "Traffic Guide" is one way city planners are collecting public input about important issues affecting Gresham's long-term growth and development. Currently, there are five important transportation and land use studies under way as part of the TSP. Please help us by answering the following questions related to these studies.

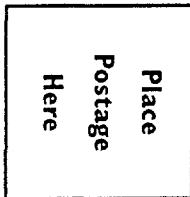
Your comments will be kept confidential. For more information, call the City of Gresham at 669-2817.

When you are done, please return this Traffic Guide questionnaire to:

Transportation Planning Department  
City of Gresham  
701 NE Hood  
Gresham, OR 97030



City of Gresham, Oregon  
Transportation System Citizens Advisory Committee  
Community Development Department  
Department of Environmental Services



### Parking Standards Study

1 As a general rule, do you have difficulty finding off-street parking within Gresham at the places you regularly visit (grocery store, other retail stores, doctor's office, work, theater, etc.)?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

2 If there were fewer parking spaces where you work or shop, which of the following alternatives would you be willing to use?

(CHECK AS MANY AS YOU'D LIKE)

- walking
- bicycling
- transit
- carpools

3 Would you be in favor of the City of Gresham reducing off-street parking requirements if that meant property owners could devote more of their site to additional development, landscaping, or pedestrian and/or transit features, such as shelters or benches?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

4 Would you be in favor of the City of Gresham adopting maximum parking standards to prevent the over-building of parking?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

### Traffic Signal Optimization Study

5 How important is it in your opinion to improve the flow of traffic (increase average speed, reduce waiting time at traffic lights) on East Multnomah County's major arterial streets?

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

6 How important is it in your opinion to reduce air pollution from vehicles by reducing the number of stops and decreasing delays on major arterial streets?

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**7** Would you favor improving the flow of traffic and reducing air pollution on major arterial streets even if it meant occasionally longer waits to enter arterials from side streets?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

**8** Would you support the City and County investing several million dollars to coordinate traffic signals at major intersections if it meant improved air quality and traffic flow on major arterials?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

## Long-Range Transit Study

**9** How important do you believe it is to increase transit service to Gresham and East Multnomah County?

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**10** Please rate the importance of the following transit improvements:

**10.1** More bus shelters

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**10.2** Extension of MAX service to Mt. Hood Community College

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**10.3** Gresham historic downtown shuttle to/from MAX

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**10.4** Increasing east-west bus service to every 15 minutes during the day

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**10.5** Increasing north-south bus service

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

## Land-Use Alternatives Study

**11** Do you believe it is a good idea to mix housing with businesses along Gresham's major streets?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

**12** Would you consider living in housing that is within walking distance of retail areas, offices and transit services?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

**13** As Gresham grows, do you think it would be a good idea for new commercial and multi-family development to be clustered at key locations rather than along major streets as in existing strip malls?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

**14** Do you think it is a good idea to allow small neighborhood businesses, such as small grocery stores and dry cleaners, into neighborhoods if they could be made to "fit in"?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

## Rockwood Center Mixed-Use Plan

**15** Which of the following types of housing would you like to see in the Rockwood area in the future: (CHECK AS MANY AS YOU'D LIKE)

- Row houses
- Condos
- Apartments
- Attached units with parking underneath
- Other: \_\_\_\_\_

**16** Would you consider living in housing located above or behind new commercial businesses in Rockwood, if it were convenient to bus or light rail services?

- Yes
- No
- Don't know/No opinion
- Other: \_\_\_\_\_

**17** How important do you feel it is to make streets and sidewalks in the Rockwood area safer and more pleasant for pedestrians?

- Very important
- Somewhat important
- Not important
- Don't know/No opinion

**18** Which of the following types of development do you think would be most important and desirable in the Rockwood area over the next 25 years: (CHECK AS MANY AS YOU'D LIKE)

- Retail stores with ample parking
- Retail stores with less parking that are convenient to bus or light rail
- Commercial offices with ample parking
- Commercial offices with less parking that are convenient to bus or light rail
- Multi-unit residential
- Single-family residential
- Mixed residential/office/retail development
- Light manufacturing or industrial
- Parks and open spaces
- Transit amenities (bus shelters, MAX stations, bus benches, etc.)





City of Cornelius  
1355 N. Barlow Street  
P.O. Box 607  
Cornelius, Oregon 97113

Phone: 503/357-9112  
FAX: 503/357-7775

## Cornelius - TualitanValley Highway Corridor Enhancement Plan

### INTRODUCTION

The City of Cornelius has struggled to develop a cohesive Commercial Core area around a state highway system which functionally divides the City. Through the Commercial Core the highway consists of two separate corridors of one way traffic, 250 feet apart. 35,000 cars a day roll through Cornelius and 90% do not stop in the community. Because of the divided highway and the tremendous traffic flow, vehicular and pedestrian movement between the two sides of the community is very difficult. Current circumstances are as outlined below.

### TRIMET

Tri Met currently has regular and express along T.V. Highway. Their transit stops are located at fairly regular intervals, but lack shelters and other amenities to make them more attractive. There is also lack of complete sidewalks serving the stops. Further, the buses currently stop in the travel lanes and several stops, which interfere with traffic flow. A more desirable situation would be to have bus pull-out lanes, which enhanced transit stops.

### PEDESTRIAN/BIKES

There is currently a designed bike lane along the full length of T.V. Highway through Cornelius. However, the pathway has irregular paving and is not consistently well marked (paint).

There are also segments of sidewalks, but the sidewalks have many missing links and vary in pavement and width. More importantly though, before curbs and sidewalks can be installed, storm drainage improvements must be designed, as much of the highway is sewed by ditches. Further, storm system improvements will trigger commercial access decisions.

### ACCESS MANAGEMENT

The highway services the City's commercial district. The City has designated the area along the Adair/Baseline concept as the Commercial Core. This area is targeted for major enhancement, following a pedestrian and transit oriented land use and design.

A major concern within this area for the city, ODOT, land owners and business owners is access management.

We need to decide now, where and how access will be provided for the commercial core. We need curb and sidewalk improvements, which requires storm system design decisions and we need to relocate and enhance transit stops to encourage ridership and to minimize traffic flow conflicts.

We believe now is the time to act. The current grant program provides an excellent opportunity to bring the City, ODOT and Tri Met together to design and deliver an improvement package that will enhance not only the highway, but also transit access, commercial access, pedestrian circulation, and local circulation. We believe such a plan will set the stage for leveraging both public (multi agency) and private dollars to deliver needed improvements.

### GRANT REQUEST

We are asking for funding for only one project. But, one very important project that will set the stage for significant improvements in the city/regional transportation system.

Specifically we are asking for \$60,000 to fund the preparation of a coordinated highway design plan and improvement program.

**We're planning our future—  
and you're invited to help!**

## **Gresham's 20-Year Transportation System Plan**

**A long-range plan to assure our continued  
growth and livability while encouraging travel  
alternatives and reducing vehicle miles traveled.**

### **How to stay informed**

Get on the TSP mailing list by calling 669-2817. Regular information about the Transportation System Plan process will be sent to those on the list.



City of Gresham  
Transportation System Citizens Advisory Committee (CAC)  
Community Development Department  
Department of Environmental Services  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813  
(503) 669-2817

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**CITY  
Moves**

CITY OF GRESHAM  
Community Development Department  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813

# Moves

GRESHAM'S TRANSPORTATION SYSTEM PLAN

## **TSP—What is it? Why do we need it?**

Gresham's long-range Transportation System Plan (TSP), when completed in 1996, will be a master plan for how the City will grow and prosper over the next 20 years using a balanced system of automobiles, transit, carpools and vanpools, commercial vehicles, bicycles and pedestrian movement—and perhaps even “non-travel” along the Information Superhighway.

This Plan is an important tool for maintaining our quality of life and is required by the State of Oregon's Transportation Planning Rule. This rule mandates that the City of Gresham prepare a comprehensive TSP by May, 1996. Among other things, the Transportation Planning Rule requires that, in the Portland metropolitan area, local governments and Metro create “multi-modal” transportation system plans that will reduce per capita vehicle miles traveled by 10% in 20 years and 20% in 30 years.

Metro's Regional Transportation Plan is due to be completed in May 1995. The City's plan must be consistent with the regional plan and coordinated with related transportation plans of the Oregon Department of Transportation, Tri-Met, Multnomah County and other local governments.

### **Why do we need it?**

Planning ahead is always important. The region's decision to implement the Banfield

light rail project, for instance, was a significant planning decision for Gresham.

But, the present-day MAX and Tri-Met bus system isn't enough by itself to meet state and regional goals for reducing automobile dependency, alleviating congestion and maintaining air quality. Over the next four decades, our metropolitan region may grow by as much as one million people—about 2/3rds of whom will move here from elsewhere.

Gresham is a high growth area. This growth represents a serious challenge to our transportation system—and to our quality of life. If we plan transportation and land use together, we may be able to accommodate growth with few undesirable impacts. Plan poorly—or not at all—and everyone will experience negative impacts.

Gresham's 1993 Transportation Choices survey revealed people's interest in alternative ways to commute, shop and recreate. We have a high utilization of light rail, especially in the Rockwood area, and growing interest in bicycle and pedestrian trips for shopping, commuting and neighborhood services.

However, Gresham has a long way to go. In some of our neighborhoods, 80% of our commuters travel alone in their cars to and from work or school. Most of these commuters, however, do not make stops on



## **TSP PLAN ELEMENTS**

According to the state Transportation Planning Rule, the Gresham Transportation System Plan must include:

- **A determination of transportation needs**
- **A Road Plan for a network of arterials and collectors**
- **A Public Transportation Plan which, among other things, takes into account the needs of the “transportation disadvantaged”**
- **A Bicycle and Pedestrian Plan for a network of bicycle and pedestrian routes**
- **An Air, Rail, Water and Pipeline (e.g., natural gas) Plan**
- **A Transportation System Management and Demand Management Plan**
- **A Parking Plan**
- **Policies and land use regulations to implement the TSP**
- **A Transportation Financing Program**

## WHO IS THE CAC?

The Transportation System Citizen Advisory Committee (CAC) is seven citizens appointed by the City Council to oversee transportation plan development and implementation in Gresham, and to make recommendations to the City Council.

### CAC Members:

**LLOYD CULBERTSON,**  
Chair  
General Manager,  
Horizon Industries



**BOYD BROWN,**  
Vice-Chair  
School Teacher,  
Sacramento School



**DENNIS ANDERSON**  
Viking Industries  
Chair, Gresham 2020  
Implementation  
Committee



**CHARLES BECKER**  
Former City Councilor  
Chair, Mt. Hood  
Parkway Citizens  
Advisory Committee



**CARL CULHAM**  
Contract Specialist,  
U.S. Small Business  
Administration



their way home from work, so that a personal need to drive a car should not present a barrier to using carpools, buses, MAX or some other alternative in the future.

### Reducing auto dependency

The Transportation System Plan aims to identify improvements to our overall transportation system, to increase the number of options available to people, and to encourage our citizens to make wise transportation and land use choices. According to the Transportation Planning Rule, Gresham's TSP must "establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs."

A significant focus of the TSP will be measures to encourage reduced reliance on the automobile.

In metropolitan areas, the Transportation Planning Rule mandates no increase in per capita vehicle miles traveled over the first 10 years of the plan, then per capita reductions of 10% within 20 years and 20% within 30 years.

In addition, the TSP must contain a parking plan that achieves a 10% reduction in the number of parking spaces per capita over the 20-year planning period.

Metro is required, in its Regional Transportation Plan, to specify measurable objectives for (1) an increase in the share of non-automobile trips, (2) an increase in average automobile occupancy, and (3) a decrease, where appropriate, in the number or length of automobile trips through demand management programs, land use measures or other means.

These challenging goals will require significant increased use of transit and other transportation alternatives, such as bicycles, carpools and pedestrian travel.

Certain land use policies—such as locating employment and services closer to where people live and encouraging transit-oriented development—also can help meet these goals.

### Steps in the planning process

Initial activity for the long-range TSP begins in the summer of 1994. This coincides with City Council adoption of Transportation/Land Use Development Standards—a 1994 mandated element of the TSP. These standards support development that is more friendly to transit, pedestrian and bicycle use.

During 1994-95, the City will create a foundation for the TSP by conducting a comprehensive inventory of the current transportation system in Gresham, including road systems, pedestrian improvements, transit, bicycle facilities, off-street parking and other transportation facilities.

In addition, the City will begin two special studies—a long-range transit plan and a land use alternatives study—during 1994-95. Both of these studies will be important elements in a final TSP.

### Key questions must be addressed:

- How will we get to work, to shopping and to recreation in the future?
- How can we reduce our reliance on the automobile and still prosper?
- What's the regional picture and how do we fit in?
- What's best for Gresham?
- How does community growth need to change in order to meet the goals outlined in the Transportation Planning Rule?

At the same time, the CAC will be reviewing plans by other agencies, including Metro, Multnomah County, Tri-Met and the Oregon Department of Transportation. Multnomah County will be preparing a functional street classification study and developing an East County pedestrian plan. Metro, meanwhile, is preparing the Regional Transportation Plan (RTP). Gresham's TSP must be consistent with the regional plan.

In 1995-96, the focus will turn to preparing the required plan elements in light of the regional plan and other studies. In the fall of 1995, it is anticipated that Plan alternatives will be ready for public review and comment. By early 1996, a draft TSP

## How can you be involved?

Gresham's Transportation System Plan (TSP) will be developed with the help of the entire community. Beginning with the July 9, 1994 Transportation Summit and Fair, citizens and community leaders will have many opportunities to help identify priorities and the transportation system improvements that will be contained in the TSP.

Leading the process is a 7-member Transportation System Citizens Advisory Committee (CAC), created by the Gresham City Council in 1993 to oversee transportation plan development and implementation. The CAC will develop and recommend a TSP to the Planning Commission and City Council in early 1996. The current schedule anticipates Council adoption by May 1996.

Your input is critical to our success. In addition to participating in the 1994 kick-off activities for the planning process, citizens may participate in several other ways:

Attend regular or special CAC meetings on the Transportation System Plan. The

should be ready for public review before being passed on to the Planning Commission and City Council for final action.

### A vision for the future

Gresham's Transportation System Plan, in concert with other local and regional plans, will define how transportation and growth can be connected to maintain and enhance our quality of life. It will define our position in the region and set the stage for our continued growth and prosperity.

To be effective, our planning must involve citizens who share the vision of Gresham as a healthy, livable community. Please join with us to plan our future.

CAC meets on the first and third Thursdays of the month at 6:30 p.m. at Gresham City Hall. Call 669-2817 for meeting information.

**2 Participate in special workshops and public meetings regarding required plan elements.** These workshops and meetings will be publicly announced. These will occur periodically throughout the two-year planning process.

**3 Send written comments to the CAC or City transportation planning staff at any time during the process.** Mail should be addressed to: Transportation System Plan, Community Development Department, City of Gresham, 1333 NW Eastman Parkway, Gresham, OR 97030-3813.

**4 Testify at formal public hearings held by the CAC, Planning Commission or City Council.** Times and dates of these public hearings will be announced publicly, and sent to all citizens on the TSP mailing list.



**JACQUIE PANCOAST**  
Office Manager,  
Prestige Dolls  
Liaison, Bike Task Force



**KARI STANLEY**  
Director of Marketing,  
Legacy Mt. Hood Medical  
Center  
Representative, Gresham  
Area Chamber of Commerce



**SCOTT CURTS**  
Student Member, Gresham  
High School

## CAC LIAISONS

**JACK GALLAGHER**  
City Council Liaison

**VICKI THOMPSON**  
Planning Commission Liaison

Community Development  
Department

**RICHARD ROSS, AICP**  
Lead Transportation Planner

**SANDRA DOUBLEDAY**  
Transportation Planner

**LANA MOORE**  
Secretary

Department of Environmental  
Services

**DAVE ROUSE**  
Transportation-Program  
Manager

**HENRY YOUNG**  
Transportation Engineering  
Technician

**LIBERTY LANE**  
Customer Service Manager

# AN INTER-VALLEY PRESERVATION AREA COALITION EFFORT

## FOSTER ROAD RE-ALIGNMENT - Phase One, (S.E. 162nd Avenue to Jenne Road)

**WE NEED YOUR HELP !!**     **DRAFT**

### **Explanation:**

METRO has a \$27,000,000 Regional Reserve Fund for The Transportation Improvement Program. Foster Road Re-Alignment Project did not make METRO'S "short-list". It was dropped by the City of Portland, before JPACT (Metro sub-committee) had a chance to consider it.

**Fortunately:** This Transportation Improvement Program has just been superseded, with a very short but extended deadline and expanded re-review by JPACT/METRO, with an even shorter deadline and review for the City (May 15, 1995), by METRO. We have a chance to reinstate and reposition our ranking for with the City and METRO, for Foster Road Re-alignment consideration.

We need to hand-deliver a strong, unified, forward-thinking and positive message, simultaneously to the City, JPACT and METRO.

There are three (3) criteria for rating: 1. Technical Ranking; 2. Local Government; 3. Public Testimony.

**First,** we need to inform the City of Portland Office of Transportation and Commissioner Blumenauer, that we want the "project" reinstated. That we are focused on the accident rating points omission; That we are focused on Foster Road as a METRO 2040 issue; Focused on the "Short List"; Focused on METRO'S involvement; Focused on their time-frame of Monday, May 15, 1995.

**Second,** we need immediately, tremendous **write-in support** to increase our "ranking points" on all other issues outside of safety, i.e., 2040 issues.

**Officials indicate we may have a good case.**

### **Method:**

The decision route is CITY to JPACT to METRO. Rather than trying to push this project through we want to pull-it-through. We will demonstrate clearly and collectively, we have, in a Foster Road Re-Alignment project now, a major, METRO-link issue, that includes the City and links directly to METRO'S 2040 Framework.

**Write on as many of the issues listed below as your comfortable with and in their order of importance (number one (1) being the most important). We want to work with City of Portland, JPACT and METRO. Feel free to include your own perspective(s) too, as additional follow-up items.**

**Issues:**

1. **Gateway** - What do you want for the "Inter-Valley-Region if we do get the project? Still preserve the way of life? Preserve the existing rural atmosphere? Leave a legacy? METRO has the legal authority to make regional changes, and they will. In order to achieve preservation, yet meet the increasing growth demands, we have to take the responsibility for our own destiny, as a region, into our own hands. METRO'S effort is a laudable, pioneering effort, but the fact is that nobody knows what is going to occur in our Inter-Valley-Region. There are overlays and proposals for overlays, with all kinds of projections, but no one is on the ground in the unincorporated areas, except the developers. Think about it! We need our own "Future Vision", regional and neighborhood planning and plans.

2. **Qualification** - Based on a rating system of 100 points. Data used illustrated Foster Road Re-alignment Rating at 51 points. We got no points at all for safety, (in actuality we are ranked as # 80 out of 350 for safety problems in the entire Metro area); (we are ranked # 3 for safety problems in the City of Portland). We are entitled to 20 points for safety, bringing our value to 71 points, putting us in the top 1/3 for consideration rather than the current 51 points, which puts us only halfway

**Safety**, may seem to most, to be a foremost issue, and it is important. However, this is a "**ranked project**" and we are already entitled to those very costly, 20 points.

3. **Connectivity** - "The City supports a regional form composed of mixed-use centers which are served by an inter-connected transportation network. "Transit First" - "Develop transit as the preferred form of person trips to and from downtown and all regional activity centers". "Transit shall serve all trip types, reduce transit travel times on the regional system". "They shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors". This "means bicycle and pedestrian routes, facilities and improvements which are: "reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips. (Excerpts from the Transportation Element (TE) and, Transportation Planning Rule (TPR).

4. **Foster Road is a major arterial in METRO'S 2010, 2020 & 2040 Regional plan(s) for an inter-valley region, consisting of area(s) East of City of Portland, but including The Pleasant Valley Neighborhood Association's district - Southwest & Southeast of Gresham - West of Boring, but including Boring - North of Clackamas River - Damascus - City of Happy Valley, and everything in between.**

Foster Road is City of Portland's only major "inter-connected transit" arterial to this huge "Inter-Valley-Region", Regional Development Area, which here, includes Portland City Limits.

5. **Congestion** - Foster Road - Our and the City's only METRO 2040 region arterial link road, desperately needs to have implemented now, all the "Roadways Program" strategies in-place, to "reduce congestion" in the following areas:
  - a. Occurring on Foster Road collectors at Jenne Road - Southbound, S.E. 162nd Northbound, Barbara Welch - Northbound and every avenue, road, lane and drive in between.
  - b. Occurring on Foster, METRO'S only arterial link road, - Eastbound at Jenne Road, S.E. 162nd - Westbound
  
6. **The "Inter-Valley-Region's" view** of Foster Road is, that it's the only arterial linkage between three, proposed METRO town centers: Located in or near the LENTS, PLEASANT VALLEY and DAMASCUS corridor (Foster) also, currently a preferred arterial linkage between the Mount Hood Corridor and the City of Portland, in both directions, as it is now (i.e. skiers).

Foster Road is the only reasonable corridor into "downtown" Portland and I-205, for thousands of tax paying Oregonians, living through-out the Inter-Valley-Regional area, and beyond, using a great variety of different and convergent collectors.

Foster Road between Jenne Road and S.E. 162nd is a high-risk, bottleneck section of the "inter-connecting transit arterial" corridor; Getting worse!
  
7. **Postponing** this project now moves us in the opposite direction. We will not be ready. Development is not waiting for METRO, it has already started. It would be difficult at best, to comprehend the chaos if Foster Road Re-Alignment began while the development is in full-swing.

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2139A FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$1.026 MILLION TO VARIOUS PLANNING ACTIVITIES AND TO SET PRIORITIES FOR THE REGION 2040 RESERVE

Date: April 21, 1995

Presented by: Andrew Cotugno

### PROPOSED ACTION

Adoption of this resolution would approve allocation of \$1.029 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 96 Unified Work Program (see Exhibit A of the Resolution). It would also eliminate the current allocation of funds to implement ATMS priorities within the region's various MACS corridors. The balance of these funds -- \$3.2 million -- would instead be allocated to a Highway 43 MACS Corridor Reserve fund to implement projects that will be determined after completion of the OR 43 MACS Corridor Study in late FY 96 or early FY 97. Finally, it would approve, for further deliberation, a list of projects totaling approximately \$52.1 million to which the residual Region 2040 Reserve (and miscellaneous other unallocated or unobligated funds) will be considered further.

### FACTUAL BACKGROUND AND ANALYSIS

Source of Funds. In January of 1994, Metro and ODOT jointly approved reduction of the ODOT Six-Year Program in order to balance the program against available revenue. More was cut than was needed. After addressing priority transit needs, including Hillsboro LRT Extension related expenses, the excess -- \$16 million -- was stored in a Region 2040 and an Alternative Mode Reserve fund for allocation to projects supportive of the Region 2040 Land Use Concept under development at that time.

Additionally, Metro transferred the balance of anticipated FY 96 and FY 97 regional STP funds -- approximately \$11 million -- into a consolidated Region 2040 Reserve fund.

Solicitation and Public Participation. On January 18, 1995, Metro initiated allocation of the 2040 Reserve and Alternative Mode funds at the Metro Transportation Fair. The funds were described and a set of draft intermodal technical and administrative project selection criteria were circulated for comment. In February, Metro announced a six week solicitation period for project nominations from the region's jurisdictions and operating agencies. Projects totaling approximately \$150 million were nominated (roughly \$30 million for each county, the City of Portland and the Port of Portland). Staff applied the technical criteria to these projects and on April 14, 17 and 18, Metro, Council and JPACT hosted public meetings throughout the region to solicit public testimony on the resulting project rankings.



Technical and Administrative Criteria. The originally released technical criteria were revised based on comments received from the Transportation Fair and from TPAC during regular and special meetings throughout February and March. The final technical criteria evaluated eight transportation modes based on five common factors including use potential, safety, support of 2040 land use concept, cost-effectiveness and support of multiple travel modes. The administrative criteria focused on implementation feasibility, public and jurisdiction support (including overmatch), phasing potential, regional equity and relationship to other scheduled projects. JPACT endorsed the criteria during its regular March meeting.

TIP Subcommittee Recommendation. Staff evaluated the testimony received at the April public meetings and then applied administrative considerations to develop a recommended list of \$27 million worth of projects. Additionally, some \$2.7 million of miscellaneous other regional funds that to date are either unobligated or unallocated to specific projects, including CMAQ, MACS implementation and "Old" FAU funds, were identified to support some projects.

This list was then submitted to the TIP Subcommittee for discussion on April 26. The Subcommittee made two recommendations. First, they recommended allocation of funds to support Metro's FY 96 planning program. These projects require grant approvals by July 1 and account for \$1.026 million of the total of \$27 million of reserve funds.

Secondly, the Subcommittee recommended expanding the \$27 million list to retain a variety of projects of importance to individual jurisdictions. They recommended that this expanded project list be evaluated by TPAC and JPACT before arriving at a final recommendation for the remaining \$26 million. This will delay the recommendation by approximately one month, leading to a final allocation decision and adoption by Metro in late June rather than late May.

TPAC Action. TPAC considered the resolution at its April 28 meeting and took two actions. First, it approved allocation of Metro's planning funds in order to ensure that July 1, 1995 grants are released. Second, it concurred with the TIP Subcommittee recommendation to refine the original \$150 million of project nominations to a "short list" of approximately \$50 million (see Exhibit B of the resolution). TPAC noted that it would be particularly important for jurisdictions to assess the phasing potential of each project on the list to ensure that critical project objectives are met at the least cost to the total program. This might include reduction of a request for full construction to meeting PE and right-of-way needs, or reducing project requests to construct only critical links. Staff will work with the jurisdictions to obtain this information and to revise requested funds appropriately.

JPACT Action. JPACT considered the resolution at its May 18 meeting. The main motion to adopt the resolution was approved with several amendments discussed below:

1. Three OR 43 Projects. JPACT approved two amendments to the resolution relative to these projects. First, the three OR 43 projects identified in Exhibit B of the resolution (technically ranked 10th, 28th and 38th of 48 projects) were removed from the short list. Second, the resolution was amended to allocate \$3.2 million of ODOT MACS Implementation Reserve funds to a newly created Highway 43 MACS Corridor Study Implementation Reserve. The intent is that three projects will be considered within the OR 43 MACS Study for implementation and will compete against other Highway 43 Corridor projects for receipt of the newly earmarked reserve funds. This process would also apply to two other OR 43 projects which were ranked (38th and 46th of 48) but not recommended by TPAC for further consideration. Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
2. Mill/Henry Street LRT Connection. JPACT approved amendment of Exhibit B to include this project on the "short list." It had previously been ranked as a road expansion project (No. 35 of 48). At the request of the City of Beaverton, staff re-ranked it as a Transit-Oriented Development project where it placed third out of eight projects. Further discussion of this action is contained in Attachment 3 of this Staff Report.
3. Beaverton Creek Master Plan. JPACT amended Exhibit B to include this TOD project on the short list (fourth ranked of eight projects). Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
4. Cornelius Tualatin Valley Highway Corridor Study. JPACT approved amendment of Exhibit B to include this unranked study project contingent on the Legislature failing to fund the second round TGM grant program. It was noted that the second round TGM grants would be the most appropriate funding mechanism for this study.
5. Foster Road: 162nd to Jenne Road. JPACT approved amendment of Exhibit B to include this project on the short list (17th ranked of 48). Attachment 2 discusses the project further but overstates costs of the currently proposed phase which would require only \$600,000 (not \$2.1 million).
6. Portland Area Telecommute. A motion to include this project on the short list was defeated, largely because CMAQ funds have been allocated to a similar project. The sentiment was that results of the currently funded project should be published before dedicating additional funds to the same type of novel project (see Attachment 4).

The Chair discussed three other projects which received testimony at the May 4 Metro Council hearing: the Marine Drive widening to Terminal 6; the Hillsdale pedestrian improvements - Phases I and II; and the Gresham pedestrian to MAX - Phase II project. No

motions were made to amend the short list to include any of the three projects. In the case of the Marine Drive project, the Port of Portland representative acknowledged that the other freight projects already on the list were of higher priority. It was noted that the highest priority and most expensive of the Hillsdale projects was already on the list. A City of Gresham representative acknowledged that the \$1 million of CMAQ funds allocated to the first phase of the pedestrian to MAX program was sufficient for the time being.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2139.



## METRO

Date: May 16, 1995  
To: JPACT  
From: *AC* Andy Cotugno, Planning Director  
Re: Region 2040 Reserve - Short List

It is recommended that JPACT consider two adjustments to the Region 2040 Reserve "Short List" as follows:

1. Delete Highway 43 projects from consideration. ODOT has a \$3.2 million "Metropolitan-Area Corridor Study" (MACS) reserve fund that they are prepared to commit to the Highway 43 MACS Corridor Study, scheduled to be completed later this year. All of the candidate Highway 43 projects now under consideration could be considered through that MACS study. A TIP amendment to incorporate those projects would be required at that time. The appropriate action at this time would be as follows:
  - a. Delete Highway 43 projects from the "Short List" as reflected on Exhibit B.
  - b. Add a Resolve to the resolution as follows:

"That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study."
2. Beaverton Creek TOD project should be considered further as an element of the Metro TOD Program or, if a Metro TOD Program is not funded, as a stand-alone project. It ranked well through this process but negotiations are still underway with the developers regarding the conditions for receipt of these funds and CMAQ funds previously allocated to this project. If the conditions are met, it is an appropriate project to consider for funding.

ACC:lmk



METRO

ATTACHMENT 2

Date: May 9, 1995

To: Rod Monroe, JPACT Chair

From: *AC* Andrew C. Cotugno, Planning Director

Re: Region 2040 Reserve Public Hearing (Resolution No. 95-2139)

On May 4, 1995, the Metro Council conducted a public hearing on an initial narrowing of candidate projects for the \$27 million of Region 2040 Reserve funds. Most of the testimony was in support of projects already reflected in this resolution. As such, adoption of the resolution would be consistent with that testimony. There was, however, testimony in support of the following projects that are not currently reflected in Resolution No. 95-2139:

CRxt 11 . . .	Highway 43/A Street/Failing . . . . .	\$1,094,645
CRxt 13 . . .	Highway 43/Failing Street . . . . .	140,000
PRX 3 . . . .	SE Foster Road - 162 to Jenne Road. . .	2,112,900
PF 4. . . . .	Marine Drive Widening to Terminal 6 . .	2,400,000
PP 1. . . . .	Hillsdale Pedestrian Improvements - Phases II and III . . . . .	600,000
MP 4. . . . .	Gresham Ped. to MAX - Phase II. . . . .	481,000
WTOD 2. . . .	Beaverton Creek Master Plan . . . . .	<u>1,000,000</u>
		\$7,828,545

JPACT and the Metro Council should consider the public testimony and decide whether or not to add any of these projects to the initial narrowing reflected in Resolution No. 95-2139. If the resolution is amended, they will be considered further as subsequent narrowing decisions are made.

ACC:lmk

Attachment  
 CC: JPACT  
 Metro Council

## M E M O R A N D U M

**METRO**600 NE Grand, Portland, OR 97232  
Phone (503) 797-1700/Fax (503) 797-1794

Date: May 12, 1995

To: JPACT

From: *MH*  
Mike Hoglund, Transportation Planning Manager

Subject: \$27 Million Regional Reserve; Mill Avenue/Henry Street  
Connection Project

Attached is a letter from Beaverton Mayor Rob Drake requesting that JPACT include the Mill Avenue/Henry Street Connection Project in the Region 2040 Reserve Allocation - Short List (Resolution No. 95-2139, Exhibit B). Mayor Drake will move inclusion of the project at the May 18 meeting. Consistent with the process to ultimately identify a \$27 million Region 2040 capital program, any additions or deletions to the Exhibit B short list at this time are subject to JPACT approval.

As noted in Mayor Drake's letter, the project has been re-ranked using transit oriented development (TOD) criteria. The City noted that the project is a key component of its development objectives for the area near the Beaverton Central Light Rail Transit Station. Consistent with other projects ranked as TODs as part of this exercise, Metro staff agrees the project should be ranked as a TOD.

As a result of the new ranking, the project has a technical score of 81 (third of eight TOD proposals). Addition of the \$1.7 million dollar project will increase the Region 2040 short list total to around \$49.3 million. The TOD list would increase from \$7.34 million to about \$9.1 million. The attached letter provides more information for your consideration.

MH



## CITY of BEAVERTON


4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

**ROB DRAKE**  
**MAYOR**

### MEMORANDUM

**Date:** May 11, 1995

**To:** JPACT Members

**From:** Rob Drake,   
Mayor of Beaverton

**Re:** TOD Ranking for the Mill Avenue/Henry Street Connection Project  
Submitted by Beaverton for Funding by the FY '96 Metropolitan  
Transportation Improvement Program (MTIP)

The Mill Avenue/Henry Street Connection Project was submitted by Beaverton for funding in the amount of \$1,740,665 by the FY '96 Metropolitan Transportation Improvement Program. The nomination form requested identification of "Project Type" and we identified both the "Transit Oriented Development" category and the "Road Expansion" category. The project was ranked as a "Road Expansion" project and as such did not rank high and is not included in Exhibit B to Resolution 95-2139, Region 2040 Reserve Allocation - Short List.

The Mill Avenue/Henry Street Connection is more appropriately a TOD project and I have requested that it be ranked as such by METRO staff. Staff today assigned a score of 81 to the project, ranking it third among the submitted TOD projects. I will propose a motion at our May 18th meeting to add the Mill Avenue/Henry Street Connection Project to the Region 2040 Reserve Allocation - Short List, Exhibit B for Metro Resolution No. 95-2139. I expect to continue advocating for the project throughout the ranking and selection process.

I would like to share with you my thoughts regarding this vital project. The Mill Avenue/Henry Street Connection will provide access to the Beaverton Central Light Rail Transit Station, access not now available. The City owns a nine acre site surrounding the Station and it is our intent to develop the site in phase with the opening of Light Rail Transit through Beaverton. We expect to lead TOD development throughout the Beaverton Regional Center. This project is one of the first critical links in that process.

**The Beaverton Regional Center is identified in the 2040 Transportation Prioritization Criteria as a high priority location for transportation investments. The Mill/Henry Connection meets four of the six types of investments described in the Criteria as priority transportation investments, five when characterized as a transit facility, which we do because the project is integral to our transit access system.**

**I believe that a regional commitment to building ridership and transit oriented development in the Beaverton Regional Center is critical to the success of the Westside Light Rail Project.**

**cc: Beaverton City Council  
METRO Executive Mike Burton**



# Oregon

May 11, 1995

DEPARTMENT OF  
ENERGY

Andrew Cotugno  
Metro  
600 N.E. Grand Ave.  
Portland, Or 97232

Dear Mr. Cotugno:

Recently the Oregon Department of Energy (ODOE) submitted a proposal for expanded funding of the Portland area telecommuting project under FY 96 STP funds. We understood that this type of project is a priority in the 2040 regional plan and specifically is included as a recommended strategy in the Regional Transportation Plan. We are disappointed to learn that after administrative and technical criteria were applied, ODOE's telecommuting project was not included in either list of recommended projects.

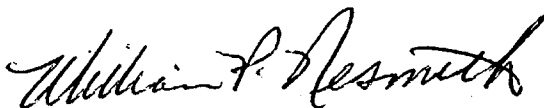
Telecommuting is an effective tool to reduce single occupancy vehicle trips. It reduces fuel use, cuts traffic congestion and helps maintain cleaner air. Telecommuting also helps increase employee productivity and satisfaction. Portland area businesses and government agencies support ODOE's activities in telecommuting.

We believe that the Portland area has a large potential for increased telecommuting activity. Continued funding of ODOE's project would help us tap this potential and quantify results.

We respectfully request that Metro reconsider and include the telecommuting proposal on its second list of proposals to receive further discussion by J-PACT. If this is not possible, in an effort to be more effective in future proposals, we would appreciate a copy of Metro's documentation that shows how administrative criteria were applied to submitted proposals. Please include information on how Metro quantified scores and used them to rank competing proposals.

I would welcome the opportunity to discuss this proposal and Metro's process for decision making with you. You may reach me at (503) 378-5268.

Sincerely,



William P. Nesmith  
Administrator  
Conservation Resources Division

John A. Kitzhaber  
Governor



625 Marion Street NE  
Salem, OR 97310  
(503) 378-4040  
FAX (503) 373-7806  
Toll-Free 1-800-221-8035

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 95-2139A
THE FY 1995 METRO TRANSPORTATION	)	
IMPROVEMENT PROGRAM TO ALLOCATE	)	Introduced by
\$1.026 MILLION TO VARIOUS PLANNING	)	Rod Monroe, Chair
ACTIVITIES AND TO SET PRIORITIES	)	JPACT
FOR THE REGION 2040 RESERVE	)	

WHEREAS, Metro and ODOT jointly agreed to creation of a \$27.19 million Region 2040 and Alternative Mode Reserve account during the last update of the Metro and ODOT Transportation Improvement Programs (MTIP and STIP) funded with both regional and state STP reserve funds; and

WHEREAS, Metro and ODOT have identified \$4.2 million of miscellaneous additional transportation funds, including some program funds never allocated to specific projects and some project funds never obligated; and

WHEREAS, Metro solicited its regional partners for bicycle, pedestrian, freight, transit, road expansion and preservation, transportation demand management, and transit-oriented development project nominations selected from previously approved local plans and programs that reflect support of the Region 2040 Land Use goals and objectives approved by Metro Council in December 1994; and

WHEREAS, Approximately \$150 million of such project nominations were received; and

WHEREAS, Metro staff applied technical and administrative multi-modal ranking criteria to prioritize these nominated projects; and

WHEREAS, Metro sponsored a widely advertised Transportation

Fair in January and four widely advertised public meetings held throughout the region in April and has held numerous advertised meetings of TPAC, JPACT and the Metro Council inbetween during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to allocate \$1.026 million to the list of projects identified in Exhibit A.

2. That the list of projects totaling approximately \$48.4 million dollars identified in Exhibit B be further considered as the basis of a final recommendation for allocation of the remaining \$26.16 million of Region 2040 Implementation Program funds.

3. That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_,  
1995.

J. Ruth McFarland, Presiding Officer

**EXHIBIT A**

**REGION 2040 RESERVE ALLOCATION**  
(Funds To Support Metro FY 96 Planning Program)

Planning

Metro ISTE/Rule 12 Planning	\$525,000
Commodity Flow	\$170,000
Local Technical Assistance	\$75,000
Westside Station Area Planning	\$209,000
I-5/Hwy 217 Study	\$50,000
<b>TOTAL 2040 RESERVE ALLOCATED</b>	<b>\$1,029,000</b>
<b>REGION 2040 RESERVE</b>	<b>\$27,190,000</b>
<b>BALANCE</b>	<b>\$26,161,000</b>

# EXHIBIT E

## REGION 2040 RESERVE ALLOCATION - SHORT LIST (Excludes funds allocated to Metro FY 96 Planning Program)

PROJECTS			SUMMARY OF ADMINISTRATIVE CONSIDERATIONS	
<u>Rank   Roadway Projects</u>				
of 48				
1	Sunnyside Rd.	\$5,000,000	Phasing potential not yet assessed	
2	Murray Signal Interconnect	\$31,000		
3	238th/Halsey	\$376,531		
4	99W/Tualatin Rd.	\$4,486,000	Phasing potential not yet assessed	
6	Scholls Ferry Signal Interconnect	\$31,000		
7	I-5 SB/Front Ramp Metering	\$90,000		
8	Greenburg/Mapleleaf	\$358,900		
9	Murray N. Signal Interconnect	\$9,000		
10	Hwy. 43/Willamette Falls	\$115,500	JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects.	
11	<b>Johnson Crk. Blvd Phase II</b>	<b>\$1,272,301</b>	Add-back by request; potential overmatch from FAU funds.	
12	Sandy Blvd. Signal Interconnect	\$167,000	ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M.	
12	Powell Signal Interconnect	\$50,000	ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M.	
12	TV Highway Signal Interconnect	\$250,000	ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M; multiple jurisdiction benefit	
12	<b>Division Sig Interconnect (60th/SE 257th)</b>	<b>\$186,000</b>	ATMS arterial corridor priority; projects ranked as package of 5 @ \$1 M; multiple jurisdiction benefit	
13	<b>I-5/I-84 Ramp Metering</b>	<b>\$449,000</b>	ATMS Program priority; provides infill of existing I-5/I-84 ramp metering	
17	<b>Foster Road: 162nd to Jenne</b>	<b>\$600,000</b>	Added by JPACT; original lower ranking was in error; strong public support	
24	Hwy. 43 Signal Interconnect	\$1,122,000	JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects.	
30	<b>Water Ave Extension</b>	<b>\$1,600,000</b>		
38	Hwy. 43/A Avenue	\$406,000	JPACT approved removal from 2040 allocation process; eligible for new \$3.2 M earmark for OR 43 MACS projects.	
na	Lovejoy Ramp Removal - PE	\$1,054,000	Unranked "Planning" project	
na	<b>McLoughlin-Harrison thru Milw. CBD</b>	<b>\$833,000</b>	FAU-STP SUPPLEMENT: Unobligated funds currently allocated to hi ranked reg. FAU project.	
	REGIONAL 2040 RESERVE TOTAL	\$16,010,732		
	FAU-STP	\$833,000		
	PROJECTS MOVED TO OR-43 EARMARK	\$1,643,500		
<u>Rank   Reconstruction Projects</u>				
of 6				
1	<b>Hawthorne Brdg Deck Structure</b>	<b>\$5,159,200</b>	Hawthorne Brdg subject to extensive structural weakening; phasing potential under analysis	
2	<b>I-5/Kruse Way Reconstruct</b>	<b>\$1,200,000</b>		
4	<b>SW Front Avenue</b>	<b>\$2,368,720</b>	Phasing potential not yet assessed	
	REGIONAL 2040 RESERVE TOTAL	\$8,727,920		

Bold projects are add-backs to original \$27 million staff recommendation

Exhibit B ge 2)

Rank | Freight Projects

of 6

1	<b>COP/Port Columbia/N. Lombard OXing (PE)</b>	<b>\$987,000</b>	Port add-back due to logical relationship to Columbia/Burgard Intersection project planning
3	N. Columbia Blvd./N.Burgard Intersection	\$886,000	
4	NE Columbia Blvd. Improvements	\$250,000	
5	<b>Lower Albina OXing (PE)</b>	<b>\$600,000</b>	Originally ranked as \$4 M construction request
	REGIONAL 2040 RESERVE TOTAL	\$2,723,000	

Rank | TDM Projects

of 6

1	Regional TDM Program	\$718,000	
2&3	CentralCity/Regional TMA		
	a. CMAQ Unallocated*	\$207,000	CMAQ SUPPLEMENT: Reallocated from former Cedar Hills bicycle project CMAQ priority.
	b. Candidate Project Total*	\$580,000	Total of nominated Central City/Regional Center TMA projects competing for allocations.
5	Swan Island TMA	\$150,000	
	REGIONAL 2040 RESERVE TOTAL	\$1,448,000	
	CMAQ	\$207,000	

Rank | Transit Projects

NA

	Transit Finance Task Force	\$320,000	
5	<b>Gresham LRT Station</b>	<b>\$1,500,000</b>	Tech. score from TOD criteria; 10-year ridership projection higher than all current Gresham stations combined
	REGIONAL 2040 RESERVE TOTAL	\$1,820,000	

Rank | Bike Projects

of 19

1	Hawthorne Bridge Bike Lanes	\$1,560,000	Cannot be added to super-structure until painting and deck restoration complete.
2	Barbur @ Front Bike Lanes	\$1,440,000	Critical link between two completed system legs accessing Downtown to West Hills
3	<b>Walker Rd Bikeway Improvement</b>	<b>\$296,000</b>	
4	<b>Gateway &amp; Hollywood bike Access</b>	<b>\$400,000</b>	Phasing potential not yet assessed
	REGIONAL 2040 RESERVE TOTAL	\$3,696,000	

\* Programming of any new TMA funds should be coordinated with DEQ's TMA Program currently authorized at \$897,250 of CMAQ funding.

**Exhibit B Page 3)**

**Rank | Pedestrian Projects**

of 24

1	Pacific Ave. - Forest Grove	\$91,000	
2	Hillsdale - Phase I	\$520,000	Highest priority/cost of three phases; rank reflects all three phases as single project
3	<b>Woodstock Blvd</b>	<b>\$200,000</b>	
9	A Avenue - Lake Oswego	\$8,000	
11	<b>Cully Blvd Bike &amp; Ped</b>	<b>\$1,680,000</b>	
16	<b>Broadway/Weidler</b>	<b>\$2,500,000</b>	
19	<b>Springwater Corridor (190th Phase)</b>	<b>\$204,700</b>	Highest priority of 3 phases; rank reflects 3 phases as single project
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$5,203,700</b>	

**Rank | TOD Projects**

of 7

1	Metro TOD Program	\$4,500,000	Land resale leverages program; agency land ownership leverages public/private development agreements
3	<b>Mill Ave./Henry St. Connection to LRT</b>	<b>\$1,740,655</b>	Added by JPACT; originally ranked as Road Expansion, re-ranked as TOD
4	<b>Beaverton Creek Master Plan</b>	<b>\$2,220,544</b>	Added by JPACT
5	Gresham N/S Collector	\$1,844,000	Collector is essential to leverage initial TOD-oriented site development.
8	Hillsboro Ground Floor Retail	\$1,000,000	Staff recommended priority reduced if garage retail elements can be phased to market demand
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$11,305,199</b>	

**Rank | Planning**

NA

	Metro ISTE/Rule 12 Planning	\$525,000	FY 97 program funding only
	Commodity Flow	\$220,000	FY 97 program funding only
	Local Technical Assistance	\$75,000	FY 97 program funding only
	Westside Station Area Planning	\$209,000	FY 97 program funding only
	I-5/Hwy 217 Study	\$60,000	
	Clackamette Cove Master Plan	\$60,000	
	<b>Cornelius Tualatin Valley Hwy Corridor Stu</b>	<b>\$60,000</b>	Added by JPACT; eligible for funding if legislature does not renew TGM Grant program
	<b>REGIONAL 2040 RESERVE TOTAL</b>	<b>\$1,209,000</b>	

<b>REGIONAL 2040 RESERVE GRAND TOTAL</b>	<b>\$52,143,551</b>
<b>CMAQ/FAU</b>	<b>\$1,040,000</b>
<b>GRAND TOTAL</b>	<b>\$53,183,551</b>

# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

*A=Added, D=Dropped, R=Revised				Roadway Lanes		Modal Elements					Project Cost		
A,D,R*	Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)
	Metro	1	Peninsula Crossing Trail	Columbia R. to Willamette R.	n/a	n/a		◆					\$16,300,000
	Metro	2	BN Rails-to-Trails	Sauvie Isl. to Beaverton/Hillsboro Area	n/a	n/a		◆					
	Metro	3	PTC Multi-Use Trail	OMSI to Springwater Corridor	n/a	n/a		◆					
	Metro	4	PTC Multi-Use Trail	Milwaukie to Gladstone	n/a	n/a		◆					\$570,000
	Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a	◆				◆		\$7,000,000
	Various	6	Major Ped Upgrade (39 mi.)	Central City/Regional Centers	n/a	n/a	◆		◆				\$20,500,000
	Various	7	Major Ped Upgrade (13 mi.)	Town Centers	n/a	n/a	◆		◆				\$6,800,000
	Various	8	Major Ped Upgrade (53 mi.)	Corridors & Station Communities	n/a	n/a	◆		◆				\$27,700,000
	Various	9	Major Ped Upgrade (9 mi.)	Main Streets	n/a	n/a	◆		◆				\$4,800,000
	Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	◆				◆		\$200,000
	Shared	11	Regional Center TMAs	Gresham, Hillsboro, Milwaukie & Ore. City	n/a	n/a	□				◆		\$1,237,000
<b>Metro/Misc. Total</b>													<b>\$85,107,000</b>
A	Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007. Continue Bus & LRT Service Increase of 1.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆						(other rev. sources)
R	Tri-Met	1a	South/North LRT capital costs	Throughout Tri-Met service area	n/a	n/a	◆						\$54,878,040
A	Tri-Met	1b	LRT extension	Clackamas County to Clark County, WA	n/a	n/a	◆						(other rev. sources)
A	Tri-Met	1c	LRT extension	Portland Airport to Oregon City	n/a	n/a	◆						(other rev. sources)
A	Tri-Met	1d	LRT extension	to Tigard	n/a	n/a	◆						(other rev. sources)
	Tri-Met	2	3 buses special service	Special events and employment centers	n/a	n/a	◆				□		\$774,000
	Tri-Met	3	Transit marketing program	Metro region	n/a	n/a	◆				◆		\$967,500
	Tri-Met	4	Expand Carpool Service	Large employers in Metro region	n/a	n/a	◆				◆		\$53,750
	Tri-Met	5	Regional Vanpool Program (28 vans)	Large employers in Metro region	n/a	n/a	◆				◆		\$425,700
	Tri-Met	6	Barbur Fast Link	Downtown Portland to Tigard	n/a	n/a	◆						\$14,400,000
	Tri-Met	7	Division Fast Link	Downtown Portland to Gresham	n/a	n/a	◆						\$6,950,000
	Tri-Met	8	BH Hwy. Fast Link	Downtown Portland to Beaverton TC	n/a	n/a	◆						\$4,500,000
	Tri-Met	9	82nd Ave. Fast Link	Clackamas TC to Parkrose	n/a	n/a	◆						\$4,350,000
	Tri-Met	10	Killingsworth Fast Link	Parkrose to Swan Island	n/a	n/a	◆						\$2,450,000
	Tri-Met	11	Western Circumferential Fast Link	Sunset TC to Oregon City TC	n/a	n/a	◆						\$9,500,000
	Tri-Met	12	T.V. Hwy. Fast Link	Beaverton TC to Forest Grove	n/a	n/a	◆						\$7,125,000
	Tri-Met	13	Hawthorne/Belmont Fast Link (alternatives)	Downtown Portland to Outer SE Portland	n/a	n/a	◆						\$4,000,000
	Tri-Met	14	Sandy Blvd. Fast Link	Downtown Portland to Parkrose	n/a	n/a	◆						\$3,400,000
	Tri-Met	15	Northwest Portland Fast Link	Downtown to Montgomery Park	n/a	n/a	◆						\$2,100,000
	Tri-Met	16	St. John's Fast Link	St. John's to Downtown	n/a	n/a	◆						\$5,200,000
	Tri-Met	17	Tualatin Fast Link	Tigard to Tualatin	n/a	n/a	◆						\$2,000,000
	Tri-Met	18	250 Addl. Park&Ride Spaces	I-5 South	n/a	n/a	◆				□		\$1,209,500
	Tri-Met	19	150 Park&Ride Spaces	Lake Oswego	n/a	n/a	◆				□		\$807,325
	Tri-Met	20	210 Park&Ride Spaces	Progress/Scholls Ferry Rd.	n/a	n/a	◆				□		\$1,128,750

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Tri-Met	21	400 Park&Ride Spaces	Barbur Blvd.	n/a	n/a	◆				□		\$1,290,000
	Tri-Met	22	450 Park&Ride Spaces	99 E	n/a	n/a	◆				□		\$1,451,250
	Tri-Met	23	2250 Additional Park&Ride Spaces	Not yet determined	n/a	n/a	◆				□		\$10,200,000
	Tri-Met	24	Regional TSM Projects	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	25	Accessible Transit Stops	Throughout Tri-Met Service area	n/a	n/a	◆						\$4,000,000
	Tri-Met	26	Gresham Parking Structure	Gresham	n/a	n/a	□						\$4,837,500
	Tri-Met	27	Maintenance Facility Expansion	Not yet determined	n/a	n/a	◆						\$18,000,000
	Tri-Met	28	Rideshare/Transit Info	Regional Centers, Employment Centers	n/a	n/a	◆				◆		\$322,500
	Tri-Met	29	Millikan Way Development	SW Murray Blvd. to SW Hocken Street	2	3	□	□	□		□		\$3,332,500
	Shared	30	5 Employer Shuttle Vans	Small employers (<50) in region	n/a	n/a	□				◆		\$134,375
A	Tri-Met/Gresham	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	n/a	n/a	◆	□	◆				\$2,721,000
<b>Tri-Met Total</b>												<b>\$176,508,690</b>	
	ODOE	1	Regional Telecommute Project	Employers in region	n/a	n/a					◆		\$400,000
<b>ODOE Total</b>												<b>\$400,000</b>	
A	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)
	Portland	1	Marine Dr.	Slough to 2.5 Mi. East	3	5		◆	□	◆			\$2,781,000
	Portland	2	Hayden Island Br.	Marine Dr to W. Hayden Isl	0	2		◆	□	◆			\$20,000,000
	Portland	3	S Rivergate RR Overcross	Lombard, Burgard, Columbia	0	2		□	□	◆			\$12,000,000
	Portland	4	N. Janzen-Hayden Isl. Dr.	W. Hayden Isl to E. of I-5	5	5	◆	□	□	□			\$2,000,000
	Portland	5	NE 11-13 th Connector	NE 11th to Columbia Bv	0	3	◆	□	□	□			\$32,500
	Portland	6	NE Lombard	St Johns to Columbia Bv	3	3	□	◆	◆	◆			\$10,000,000
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		◆	\$1,500,000
	Portland	8	N. Interstate	Columbia to Steel Br.	4	4	◆	◆	◆	□			\$1,100,000
	Portland	9	NE 47th	Columbia to Cornfoot	n/a	n/a	□	□	□	◆			\$1,650,000
	Portland	10	NE Cornfoot	47th to Alderwood	n/a	n/a	□	□	□	◆			\$3,700,000
	Portland	11	NE 92nd Ave	Fremont to Halsey	2	2	◆	□	□	□			\$1,250,000
	Portland	12	NE 122nd	Sandy to Marine Dr	n/a	n/a	◆	□	□	◆			\$5,500,000
	Portland	13	NE Sandy	122nd to 185th Ave	n/a	n/a	◆	◆	□	◆			\$30,000,000
	Portland	14	NE 138th Ave	Marine Dr to Sandy	n/a	n/a		□	□	□			\$102,000
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□			\$2,963,000
	Portland	16	158th	Marine Dr to Sandy	n/a	n/a		□	□	□			\$7,300,000
	Portland	17	92nd/Columbia RR xing	NE 92nd and Columbia	n/a	n/a		□	□	◆			\$9,820,000
	Portland	18	SE Jenne Rd	Foster to Powell	2	2		◆	□	□			\$3,500,000
	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□			\$5,500,000
	Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		◆	\$1,400,000
	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□			\$4,340,000
	Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	4	4	◆	◆	◆	□			\$5,000,000
	Portland	23	NE Sandy Bv	NE 12th to 39th Ave	4	4	◆	◆	◆	□			\$15,000,000
	Portland	24	Broadway/Weidler Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		◆	\$7,000,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆			\$4,000,000
	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆			\$11,900,000
	Portland	27	W Burnside Redevelopment	River to NW 23rd	4	4	◆	◆	◆	□			\$4,000,000
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□			\$2,900,000
	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□			\$30,000,000
	Portland	30	N Macadam District	SW Macadam, River, Caruthers, South	unknown	unknown	◆	□	◆	□			\$15,000,000
	Portland	31	Grand Avenue Bridgeheads	SE Grand, Belmon Morrison to Hawthorne	varies	varies	◆	◆	◆	◆			\$4,000,000
	Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2	◆	◆	◆	◆			\$3,000,000
	Portland	33	SE 11th/12th SP Rail Xing	SE Division to Milwaukie	4	4	◆	◆	◆	◆			\$10,000,000
	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capitol Hwy Bertha to Sunset	5	5	◆	◆	◆	□			\$3,500,000
	Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	2	2	□	□	□	□			\$5,500,000
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□			\$785,000
	Portland	37	Capitol Hwy	SW Bertha Bv to Barbur Bv	2	2	◆	◆	□	□			\$12,000,000
	Portland	38	Taylor's Ferry Rd	SW Terwilliger to Spring Garden	2	2	□	□	□	□			\$2,620,000
	Portland	39	Taylor's Ferry Rd	SW Spr Garden to SW 35th	2	2	□	□	□	□			\$3,000,000
	Portland	40	SW Terwilliger	Taylor's Ferry to Boones Ferry	2	2	□	◆	◆	□			\$2,000,000
	Portland	41	SW Boones Ferry Rd	Terwilliger to City Limits	2	2	□	◆	□	□			\$2,000,000
	Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	0	2	◆	◆	◆	□		◆	\$400,000
	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		◆	\$4,000,000
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□			\$615,000
	Portland	45	Powell Butte/Mt Scott Corl.	SE Powell Butte/Mt Scott area	2	2	□	◆	□	□			\$25,000,000
	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□			\$30,000,000
	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		◆	\$10,000,000
	Portland	48	TMA's Parking Management	Citywide	n/a	n/a					◆		\$5,000,000
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
	Portland	51	148th Ave. Bike Lanes	Powell Blvd. to Marine Dr.	4	4		◆					\$2,963,000
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
	Portland	55	Marine Drive Bike Lanes	NE 33rd Ave to MLK Blvd.	n/a	n/a		◆					\$5,000,000
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
	Portland	60	Columbia/Lombard	47th, 92nd connections	n/a	n/a		◆		◆			\$10,000,000
<b>D</b>	Portland	<b>61</b>	<b>Columbia Blvd</b>	<b>South Rivergate to I-5 Interchange</b>	n/a	n/a				◆			moved to Port
	Portland	62	NE 33rd Avenue	Columbia/Lombard Interchange	n/a	n/a				◆			\$15,000,000
	Portland	63	Gen. City Vanpool (10 Vans)	Major Portland employers	n/a	n/a					□		\$132,000
	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆		\$330,000
	Portland	65	Seismic Improvements	Citywide structures	n/a	n/a							\$31,000,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
A	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
A	Portland	68	Willamette River Bridges Bike/Ped. Imp.	Burnside Bridge Ramps	n/a	n/a		◆	◆				\$2,140,000
A	Portland	69	Gateway/Hollywood Bike Improvements	Connections to town/regl centers, LRT	n/a	n/a		◆					\$400,000
<b>Portland Total</b>												<b>\$419,586,000</b>	
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla Intersection	3	5		□	□	◆			\$930,000
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5		◆	□	◆			\$1,700,000
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				\$7,500,000
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□				\$5,050,000
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intersection	2	3		◆	□				\$1,020,000
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆				\$9,950,000
	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$8,400,000
	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$2,800,000
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				\$1,210,000
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□				\$4,610,000
	Clackamas	11	Stafford Road	Stafford/Borland Road Intersection	2	4		□	□				\$990,000
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆			\$5,210,000
	Clackamas	13	Sunnyside Road	172nd to Highway 212	2	3		◆	◆				\$2,120,000
	Clackamas	14	Sunnyside Road	Stevens to 172nd	3	5		◆	◆				\$23,500,000
	Clackamas	15	Jennings Road	Oatfield to Roots Road	2	3		□	□				\$3,810,000
	Clackamas	16	Jennings Road	River Road to Oatfield				□	□				\$2,200,000
	Clackamas	17	Rosemont Road	Stafford to Parker	2	3		□	□	◆			\$2,350,000
	Clackamas	18	Childs Road	Stafford to 65th	2	3		□	□				\$4,240,000
	Clackamas	19	Stafford Road	Stafford/Rosemont Intersection	2	3		◆	□	◆			\$520,000
	Clackamas	20	Price Fuller Road	Harmony to King	2	3		□	□				\$2,620,000
	Clackamas	21	Stafford Road	I-205 to Rosemont	2	3		◆	□				\$3,180,000
	Clackamas	22	Harmony Road	Sunnyside to Highway 224	3	5		□	□				\$4,170,000
	Clackamas	23	Beavercreek Road	Highway 213 to Molalla Avenue	2	5		□	□	□			\$3,200,000
	Clackamas	24	Molalla Avenue	Beavercreek to C.C.C.	2	5		□	□				\$3,210,000
	Clackamas	25	Beavercreek Road	Highway 213 to Henricl	2	5		□	□				\$3,980,000
	Clackamas	26	Carman Drive	I-5 to Quarry	2	3		□	□				\$2,520,000
	Clackamas	27	Sunnybrook Road	82nd to 93rd Avenue	2	5		□	◆				\$1,550,000
	Clackamas	28	Roots Road	I-205 to Webster	0	3		◆	□				\$3,510,000
	Clackamas	29	82nd Drive	Highway 212 to Lawnfield	3	5		◆	□				\$4,390,000
	Clackamas	30	Monterey	82nd to I-205	2	5		□	◆	□			\$1,000,000
	Clackamas	31	Parker Road	Rosemont to Sunset	2	3		□	□				\$2,920,000
	Clackamas	32	Clackamas Road	Webster to Johnson	2	3		□	□				\$1,330,000
	Clackamas	33	Otty Road	82nd to 92nd Avenue	2	3		□	□				\$1,330,000
	Clackamas	34	Concord Road	River Road to Oatfield	2	3		◆	□				\$2,440,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Clackamas	35	Johnson Road	Lake Road to Roots	2	3		□	□				\$5,440,000
	Clackamas	36	Abernethy Road	Hwy 213 to Main Street	2	5		□	□				\$2,800,000
	Clackamas	37	242nd Avenue	Highway 212 to Multnomah Co. line	2	3		□	□				\$3,430,000
	Clackamas	38	Idleman Road	Johnson Creek ext. to Mt. Scott Blvd.	2	2		□	□				\$3,220,000
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□				\$2,530,000
	Clackamas	40	Johnson creek extension	92nd to Idleman	0	3		◆	□	□			\$2,930,000
	Clackamas	41	142nd Avenue	Sunnyside to Highway 212	2	3		□	□				\$2,500,000
	Clackamas	42	Summer Lane extension	122nd to 152nd Avenue	0	3		□	□				\$3,830,000
	Clackamas	43	Mather Road	97th to 122nd Avenue	2	3		□	□				\$2,670,000
	Clackamas	44	Monterey	82nd to Price Fuller	0	2		□	◆				\$920,000
	Clackamas	45	152nd Avenue	Sunnyside Road to Highway 212	2	3		□	□				\$2,510,000
	Clackamas	46	98th Avenue	Lawnfield to Mather	0	3		□	□				\$1,480,000
	Clackamas	47	Mt.Scott/King Avenue	Idleman to 132nd Avenue	2	3		□	□				\$1,740,000
	Clackamas	48	Warner Mine Bike Lanes	Central Point Rd. to OR213	n/a	n/a		◆					\$350,000
	Clackamas	49	Boones Ferry Bike Lanes	Kruse Way to County Line	n/a	n/a		◆					\$1,000,000
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆					\$260,000
	Clackamas	51	Concord Road Bike Lanes	River Road to Oatfield Road	n/a	n/a		◆					\$160,000
	Clackamas	52	Railroad Ave. Bike Lanes	Harrison to Harmony	n/a	n/a		◆					\$1,000,000
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆				\$1,014,000
	Clackamas	54	Lake Rd. Bike Lanes	SE 21st to Oatfield Rd.	n/a	n/a		◆					\$780,000
A	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆					\$100,000
A	Clackamas	56	Carmen Drive Bikeway	I-5 to Quarry Road	n/a	n/a		◆					\$675,000
A	Clackamas	57	South End Road	Warner-Parrott to UGB	n/a	n/a		◆					\$250,000
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		◆	□				\$1,272,000
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a						◆	\$100,000
A	Clackamas	60	Kruse Way Intersection Imp.	Carman Drive	n/a	n/a						◆	\$100,000
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a						◆	\$200,000
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a						◆	\$240,000
A	Clackamas	63	Hwy 43 Intersection Imp.	Cherry Street	n/a	n/a						◆	\$820,000
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a						◆	\$400,000
A	Clackamas	65	147th	Sunnyside to 142nd									\$750,000
A	Clackamas	66	Jennifer/135th	130th to 135th/Jennifer to Hwy 212									\$1,380,000
A	Clackamas	67	Leland Road	Meyers Road to UGB									\$2,310,000
A	Clackamas	68	Willamette Falls Drive	Hwy 43 to 10th									\$2,800,000
A	Clackamas	69	132nd	King Road to Clatsop									\$1,700,000
A	Clackamas	70	Foster Road	Hwy 212 to Troge									\$2,150,000
A	Clackamas	71	102nd/Industrial Way	Hwy 212 to Lawnfield									\$1,640,000
A	Clackamas	72	Mather	122nd to 132nd									\$1,280,000
A	Clackamas	73	Mather	Industrial Way to 98th									\$560,000
A	Clackamas	74	82nd Drive	Hwy 212 to Gladstone, Phase 2									\$4,550,000
A	Clackamas	75	Happy Valley access road	Valley View Terr. to Mt. Scott									\$2,300,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/1, /95  
Version 3.0

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
A	Clackamas	76	Monterey extension	Stevens to Valley View								\$2,450,000
A	Clackamas	77	Holcomb	Abernethy to Bradley								\$1,760,000
A	Clackamas	78	King Road	132nd to 147th								\$1,010,000
A	Clackamas	79	Lake Road	Hwy 224 to Milwauke City Limits								\$740,000
A	Clackamas	80	Oatfield Road	Webster to 82nd								\$1,200,000
A	Clackamas	81	Abernethy Road	Washington/Abernethy								\$554,000
<b>ClackCo Total</b>											<b>\$203,315,000</b>	
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a						(other rev. sources)
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆			\$1,350,000
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆			\$1,430,000
	Multnomah	3	207th Ave Connector	Halsey St to Gilsan St/223rd Ave	0	5		◆	□			\$7,720,000
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆			\$2,700,000
	Multnomah	5	257th Ave	Bull Run Rd to Division St	2	5		◆	□			\$1,245,000
	Multnomah	6	223rd Ave	Gilsan St to Halsey St	3	5		◆	◆	□		\$1,540,000
	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a						\$16,000,000
	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a					◆	\$5,300,000
	Multnomah	9	Powell Valley Rd	Burnside rd to Kane Rd.	2	5		□	□			\$1,160,000
	Multnomah	10	242nd Ave	Powell Blvd to Burnside Rd	2	5		◆	□			\$1,255,000
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆			\$1,900,000
D	Multnomah	12	Corbett Hill Rd	1200' S of I-84 to 2200' S of I-84	2	2		□	◆			dropped
R	Multnomah	13	Cherry Park Rd	242nd Dr. to 257th Ave	2	5		□	□			(other rev. sources)
	Multnomah	14	162nd Ave	Gilsan St to Halsey St	3	5		□	□			\$1,780,000
	Multnomah	15	257th Avenue	Powell Valley Road to Bull Run Road	2	5		□	□			\$1,235,000
	Multnomah	16	NE Gilsan St	202nd Ave to 207th Ave	2	5		□	□	□		\$2,200,000
	Multnomah	17	Orient Dr	Kane Rd. to Anderson Rd.	2	5		□	□			\$2,345,000
	Multnomah	18	Palmquist Rd	242nd Drive to Mt. Hood Hwy	2	5		□	□			\$2,060,000
	Multnomah	19	NE Gilsan St	223rd Ave to 242nd Dr	2	5		□	□	□		\$3,250,000
	Multnomah	20	257th Ave	Orient Dr to Powell Valley Rd	2	5		□	□			\$1,045,000
	Multnomah	21	242nd Ave	Palmquist Rd to Powell Blvd	2	5		□	□			\$2,390,000
D	Multnomah	22	Gornelius Pass Road	Mile Post 2 to 3550' N of Skyline	2	2		□	□			dropped
	Multnomah	23	190th Ave	Butler Rd to Highland Drive	3	5		□	□			\$1,875,000
	Multnomah	24	NE Halsey St	223rd Ave to 238th Dr	2	5		◆	◆			\$1,870,000
	Multnomah	25	NE Halsey St	238th Dr to Columbia River Hwy	2	5		◆	◆			\$3,240,000
	Multnomah	26	Division Drive	268th Ave to Troutdale Road	2	3		□	□			\$770,000
	Multnomah	27	242nd Ave Connector	Gilsan St to Sandy Blvd	0	5		□	◆			\$2,000,000
	Multnomah	28	162nd Ave	Halsey St to I - 84	5	5		□	□			\$725,000
	Multnomah	29	Division St	257th Ave to 268th Ave	5	3		□	◆			\$2,420,000
D	Multnomah	30	Gornelius Pass Rd	Mile Post 2 to Highway 30	2	2		□	□			dropped
D	Multnomah	31	Gornelius Pass Rd	County Line to Skyline Blvd	2	2		□	□			dropped
	Multnomah	32	Division Street	198th Avenue to Wallula Avenue	5	5		□	◆			\$210,000

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Multnomah	33	Division Street Bike Lanes	182nd Ave. to Kane Road	5	5		◆					\$100,000
	Multnomah	34	Burnside Street Bike Lanes	181st Ave. to 196th Ave.	4	4		◆					\$344,000
	Multnomah	35	223rd Ave. Bike Lanes	Halsey St. to Marine Dr.	2	3		◆					\$162,300
D	Multnomah	36	185th Ave. Bike Lanes	Sandy Blvd. to Marine Dr.	2	2		◆					dropped
D	Multnomah	37a	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges	n/a	n/a		◆					moved to bridges
D	Multnomah	37b	Hawthorne Bridge Sidewalks & Phase 1 Overrun	Hawthorne Bridge	n/a	n/a		◆					moved to bridges
	Multnomah	38	Civic N'hd Central Collector	Burnside to Division	0	2	□	□	□		□		\$2,049,000
	Multnomah	39	Civic N'hd Station Plaza	LRT tracks @ Central Collector	n/a	n/a	□	□	□		□		\$1,200,000
D	Multnomah	40	Civic N'hd MAX Station	New LRT Station @ Civic N'hd									moved to Tri-Met
D	Multnomah	41	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			moved to bridges
D	Multnomah	42	MultCo Bridges - Selmie	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
D,R	Multnomah	43	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆			moved to bridges
A	Multnomah	44	Edgefield Station TOD	Halsey between 223rd and 238th	n/a	n/a							not available
A	Multnomah	45	Railroad Bridge Overcrossing	Over 201st Ave. (@ I-84)	n/a	n/a							other rev. sources
A	Multnomah	46	Intersection Improvements	Various locations	n/a	n/a							other rev. sources
A	Multnomah	47	181st/I-84 Interchange Improvements	Improvements to ramps and 181st	var.	var.							other rev. sources
A	Multnomah	48	181st Widening	I-84 EB ramp to Halsey Street	2	3							other rev. sources
A	Multnomah	49	Powell Boulevard Widening	136th to Gresham CL		5		□	□				other rev. sources
A	Multnomah	50	162nd Ave. Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	51	162nd Ave. Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	52	181st Intersection Improvement	San Rafael Street	n/a	n/a							other rev. sources
A	Multnomah	53	181st Intersection Improvement	Halsey Street	n/a	n/a							other rev. sources
A	Multnomah	54	181st Intersection Improvement	Gilman Street	n/a	n/a							other rev. sources
A	Multnomah	55	181st Intersection Improvement	Burnside Street	n/a	n/a							other rev. sources
A	Multnomah	56	181st Intersection Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	57	182nd Intersection Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	58	185th Intersection Improvement	Sandy Boulevard	n/a	n/a							other rev. sources
A	Multnomah	59	202nd/Birdsdales Int. Improvement	Powell Boulevard	n/a	n/a							other rev. sources
A	Multnomah	60	223rd/Fairview Int. Improvement	Gilman Street	n/a	n/a							other rev. sources
A	Multnomah	61	Regner Road Int. Improvement	Roberts Avenue	n/a	n/a							other rev. sources
A	Multnomah	62	Burnside Street Int. Improvement	Division Street	n/a	n/a							other rev. sources
A	Multnomah	63	242nd/Hogan Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	64	242nd/Hogan Int. Improvement	Palmquist Road	n/a	n/a							other rev. sources
A	Multnomah	65	257th Ave./Kane Int. Improvement	Stark Street	n/a	n/a							other rev. sources
A	Multnomah	66	257th Ave./Kane Int. Improvement	Powell Valley Road	n/a	n/a							other rev. sources
A	Multnomah	67	262nd Avenue/Barnes Int. Improvement	Orient Drive	n/a	n/a							other rev. sources
A	Multnomah	68	Halsey St. Intersection Improvement	238th Ave.	n/a	n/a							\$350,000
	<b>MultCo Total</b>											<b>\$75,220,300</b>	

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Date: 5/1, /95  
Version 3.0

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a						(other rev. sources)
	Washington	1	Evergreen Pky Ext.	Cornellus Pass to Shute Road	0	5		◆	◆	□		\$7,428,848
	Washington	2	Lombard	Canyon to Center Street	0	3		□	◆			\$849,002
	Washington	3	112th	Cedar Hills Interchange	2	3		◆	◆	◆		\$7,500,000
	Washington	4	143rd	West Union to Kaiser	0	3		□	□			\$1,400,000
	Washington	5	124th	99w to Tualatin-Sherwood	2	3		□	◆	◆		\$9,542,000
	Washington	6	125th	Brockman to Hall	0	3		□	□			\$4,130,280
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□			\$4,104,000
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆			\$3,023,000
	Washington	9	Cornellus Pass	Sunset Hwy. to West Union	2	5		◆	□	◆		\$3,698,000
	Washington	10	Murray	Millikan to Jenkins	2	4		◆	◆	◆		\$7,685,000
	Washington	11	Cornell	Arrington to Baseline/Main	4	5		◆	◆	◆		\$2,539,700
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆		\$787,600
	Washington	13	Barnes	Hwy. 217 to 117th	2	5		◆	◆			\$5,612,000
	Washington	14	Cornell	158th to Barnes	2	3		◆	◆			\$3,979,000
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆			\$2,610,000
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆			\$12,180,000
	Washington	17	Barnes	Saltzman (@ Cornell) to Future 119th	2	5		□	◆			\$2,184,000
	Washington	18	Brookwood	Airport to Baseline	0-3	3-5		◆	◆			\$5,956,000
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆			\$2,755,000
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□			\$9,875,000
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□		\$1,682,000
	Washington	22	Baseline	177th to 231st	2	3-5		◆	◆			\$15,921,000
	Washington	23	Baseline	Brookwood to 231st	2	3		◆	◆			\$2,869,000
	Washington	24	Baseline	185th to 216th	2	5		◆	◆			\$2,439,000
	Washington	25	Cornell	Hwy. 26 to Saltzman	2-3	5		◆	◆			\$3,358,000
	Washington	26	Murray	Science Park Drive to Cornell	3	5		◆	◆			\$2,838,000
	Washington	27	Road Rehab Program	County-wide	n/a	n/a						\$15,200,000
	Washington	28	Signal Rehab Program	County-wide	n/a	n/a					◆	\$5,000,000
	Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		◆	□			\$9,062,000
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆			\$5,381,000
	Washington	31	New Bethany	West Union to Kaiser	0	3		◆	◆			\$6,409,000
	Washington	32	185th	Germantown Rd. to Cornellus Pass	0	2		◆	□			\$725,000
	Washington	33	Walker	Stuckl to 185th	2	5		□	◆			\$2,301,000
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆			\$3,147,000
	Washington	35	Walker	Murray to 185th	2	5		◆	◆			\$10,150,000
	Washington	36	Barnes	Leahy to Hwy. 217	2	5		◆	◆			\$1,784,000
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□			\$2,671,000
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□		\$1,204,000
	Washington	39	Nyberg/Sw 65th	I-5 to Borland	2	5		◆	□			\$2,045,000
	Washington	40	Allen	217 to Western	3	5		□	◆	◆		\$275,352

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Washington	41	Greenway/Hall	Greenway/Hall Intersection	n/a	n/a		□	◆	◆		\$81,000
	Washington	42	East Main	10th to Brookwood	2	3		□	◆			\$5,769,000
	Washington	43	Cedar Hills	Huntington to Butner	3	5		□	◆			\$959,000
	Washington	44	Cedar Hills	Walker to Huntington	3	5		◆	◆			\$181,000
	Washington	45	Allen/Western	Allen/Western Intersection	3	5		◆	◆	◆		\$40,000
	Washington	46	Allen	Menlo to Main	3	5		□	◆			\$3,067,000
	Washington	47	Allen	Murray to Menlo	3	5		□	◆			\$150,000
	Washington	48	E/W Arterial	117th to 110th	0	5		□	◆			\$14,202,000
	Washington	49	Allen	Lombard to King	3	5		□	◆			\$4,775,636
	Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆			\$2,483,331
	Washington	51	Greenburg	217 to Hall	3	5		□	◆			\$1,270,000
	Washington	52	E/W Arterial	Hocken to Murray	2	5		◆	◆			\$1,678,000
	Washington	53	N. Arterial Connector	Hwy 47 to Gales Creek Rd.	0	3		◆	□			\$4,376,000
	Washington	54	Hall	Scholls Ferry to Greenburg	3	5		◆	◆			\$361,400
	Washington	55	Cedar Hills	Tv Hwy. to Hall	3	5		◆	◆			\$1,249,410
	Washington	56	110th	E/W Arterial to Canyon	2	3		◆	□			\$100,000
	Washington	57	125th	Brockman to Scholls Ferry	2	5		◆	□			\$5,590,000
	Washington	58	119th	Barnes to Cornell	2	5		◆	□			\$2,415,000
	Washington	59	Hall Intersection Improvement	99W	n/a	n/a		◆	◆	◆		\$715,000
	Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		◆	◆			\$2,483,331
	Washington	61	Boones Ferry	Tualatin River Bridge to Sagert	2	3		◆	◆			\$1,021,000
	Washington	62	Millikan	Hocken to Cedar Hills	0	3		◆	□	□		\$2,328,000
	Washington	63	Hall	Greenburg to Durham	2	3		◆	□			\$10,000,000
	Washington	64	Boones Ferry	Sagert to Tualatin-Sherwood	2	3		◆	□			\$4,490,000
	Washington	65	Durham	Hall to Boones Ferry	2	3		◆	□			\$668,000
	Washington	66	Jenkins	Cedar Hills to Murray	2	3		◆	□	□		\$2,813,000
	Washington	67	Denney	217 to Scholls Ferry	2	3		□	□			\$1,610,800
	Washington	68	92nd	Garden Home to Allen	2	3		□	□			\$522,000
	Washington	69	198th	Kinnaman to T.V. Hwy	2	5		□	□			\$1,240,200
	Washington	70	209th	Farmington to T.V. Hwy.	2	5		□	□			\$8,026,000
	Washington	71	Oleson	Hall to B-H Hwy.	2	3		◆	□			\$2,396,134
	Washington	72	Garden Home	Multnomah Blvd. to 92nd	2	3		◆	◆			\$3,306,000
	Washington	73	185th	T.V. Hwy. to Farmington	2	3		◆	◆			\$3,600,000
	Washington	74	Saltzman	Cornell to Laidlaw	2	3		□	□			\$6,351,000
	Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□			\$9,851,000
	Washington	76	West Union	143rd to Cornelius Pass	2	3		□	□			\$12,593,000
	Washington	77	Thompson	Mult. Co. Line to 143rd	2	3		□	□			\$7,439,000
	Washington	78	Martin/Cornelius Schefflin realignment	Martin/Cornelius Schefflin	2	2		□	□			\$3,720,000
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□			\$5,140,000
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□			\$3,472,000
	Washington	81	Old Hwy. 99w	Wilsonville Rd. to Hwy. 99w	2	3		◆	◆			\$638,000

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					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
	Washington	82	Multnomah	Mult. Co. Line to Garden Home	2	3		□	◆			\$1,088,000
	Washington	83	170th	Alexander to Baseline	2	3		□	□			\$5,032,000
	Washington	84	Wilsonville/Sunset	Old Hwy. 99w to Murdock	2	3		□	□			\$4,742,000
	Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□			\$2,443,000
	Washington	86	Evergreen Road Bike Lanes	Shute Rd. to 1st Avenue	2	2		◆				\$704,000
	Washington	87	Baseline Rd. Bike Lanes	174th Ave. to 231st Ave.	2	?		◆				\$1,296,980
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆				\$1,000,000
	Washington	89	Farmington Rd., Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆				\$2,845,000
	Washington	90	Ground Level Retail space	Criminal Justice Facility In Hillsboro	n/a	n/a				□		\$1,000,000
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a				□		\$2,220,544
	Washington	92	Evergreen	Shute to 25th	2	3						\$4,796,000
	Washington	93	Murray	TV Hwy. to Allen	n/a	n/a					◆	\$100,000
	Washington	94	Farmington	Murray to Hacken	?	5						\$2,522,000
A	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆				\$370,000
A	Washington	96	Oleson Road Bike Lanes and Ped. Impr.	Fanno Creek to Garden Home	n/a	n/a		◆	◆			\$1,550,000
A	Washington	97	Oleson Road Bike Lanes and Ped. Impr.	Garden Home to Hall Blvd.	n/a	n/a		◆	◆			\$2,246,000
A	Washington	98	Tualatin	Teton to 115th	2	3						\$4,000,000
A	Washington	99	TV Hwy Signals	Locations In Cornelius	n/a	n/a					◆	\$596,000
A	Washington	100	Millikan Way	Purchase and Development			◆					\$2,480,000
A	Washington	101	Signal Interconnections	Various Locations	n/a	n/a					◆	\$100,000
A	Washington	102	Walker	Westfield to Murray								\$1,796,000
A	Washington	103	BPA Easement Bike and Ped. Imp.	East of 158th, Division to Laldlaw	n/a	n/a		□	□			\$1,000,000
A	Washington	104	Scholls Ferry Pedestrian Impr.	Hall to B-H Hwy	n/a	n/a			◆			\$1,000,000
<b>WashCo Total</b>											<b>\$380,028,548</b>	
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆		\$2,400,000
	Port	2	South Rivergate	Columbia/Burgard Intersection				◆	□	◆		\$950,000
	Port	3	North Marine Drive/T-6 Entrance	T-6 Entrance Intersection				◆	□	◆		\$500,000
	Port	4	Golng Street	Golng Street Rail Crossing	4	5		□	□	◆		\$2,600,000
	Port	5	Airport Way eastbound	PDX to I-205 Phase I	2	3		◆	□	◆		\$1,348,000
	Port	6	Alderwood Street Extension	Alderwood Street to Clark Road	0	3		□	□			\$2,100,000
	Port	7	International Parkway Extension (Phase 1)	International Parkway to Cascades	0	3		□	□			\$1,100,000
	Port	8	Cornfoot Road	47th Avenue to Airtrans Road	2	3		□		◆		\$344,000
	Port	9	Cornfoot Road	NE 47th Ave/Cornfoot Intersection				□		◆		\$682,000
	Port	10	Hayden Is Bridge	Rivergate to Hayden Island	0	4		□		◆		\$20,000,000
	Port	11	Airport Way	Cascade/Airport Way overcrossing	0	4		◆		□		\$15,600,000
	Port	12	NE 33rd Avenue	33rd/Marine Drive Intersection				◆		◆		\$130,000
R	Port	13	NE 92nd Avenue	NE 92nd/Columbia Blvd/Alderwood	2	5		□		◆		\$750,000
	Port	14	82nd Ave	82nd Avenue/Airport Way				◆		◆		\$18,900,000
	Port	15	Cascades	International Pkwy/Alderwood conn.	0	3				□		\$1,600,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
	Port	16	International Pkwy Extension (Phase 2)	International Parkway to Alderwood	0	3				□			\$1,000,000
	Port	17	Rivergate rail	Phase 1, A & B Rail Yard						◆			\$1,300,000
	Port	18	Rivergate rail	T-6 Rail Yard expansion						◆			\$4,200,000
	Port	19	Rivergate rail	North Rivergate Wye						◆			\$4,000,000
	Port	20	Rivergate rail	Slough Rail Bridge						◆			\$7,200,000
	Port	21	Rivergate rail	South Rivergate/T-5 trackage						◆			\$4,400,000
	Port	22	Rivergate rail	Ramsey Rail Yard						◆			\$525,000
	Port	23	Rivergate rail	South Rivergate Rail Yard Development						◆			\$1,750,000
	Port	24	Rivergate rail	Phase 2, A & B Rail Yard						◆			\$4,500,000
	Port	25	Hayden Island rail	Hayden Island Rail						◆			\$20,000,000
	Port	26	Columbia River Channel	Portland to Pacific Ocean Study						◆			\$1,500,000
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆			\$3,970,000
	Port	28	Industrial area TMAs	Swan Island	n/a	n/a	□				◆		\$250,000
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆			\$886,000
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆			\$340,000
	Port/Portland	31	Columbia/Lombard	South Rivergate Rail Overcrossing	n/a	n/a				◆			\$15,000,000
	Port/Wash. Co.	32	Scholls Fy. Interconnect	Nimbus to Highway 217	n/a	n/a				◆			\$35,000
	Port/Wash. Co.	33	99W Intersection Improve.	99W/124th/Tualatin Rd. Intersection	n/a	n/a				◆			\$5,000,000
	Port/Wash. Co.	34	Tualatin Road	Teton Road to 115th	2	3		□	□	◆			\$4,000,000
A	Port	35	North Lombard	Purdy to Ramsay	3	5				◆			\$1,500,000
A	Port	36	Columbia River Channel	Deepen, Portland to Pacific Ocean	n/a	n/a				◆			\$17,500,000
A	Port	37	T-4 Rail Loop	Berth 414/415	n/a	n/a				◆			\$1,500,000
A	Port	38	T-5 Rail Loop	Phase 1	n/a	n/a				◆			\$2,000,000
A	Port	39	T-5 Rail Loop Extension	Phase 2	n/a	n/a				◆			\$2,500,000
A	Port	40	A & B Rail Yard Overcrossing	North Marine Drive	n/a	n/a				◆			\$750,000
A	Port	41	North Columbia Blvd. Signal Intertie	South Rivergate to I-5	n/a	n/a				◆			\$100,000
A	Port	42	I-205/Columbia Blvd.	Interchange (2 phases)	n/a	n/a				◆			\$13,500,000
A	Port	43	Cornfoot Road Extension	47th Ave. Into SW Quadrant	0	3				□			\$7,000,000
A	Port	44	Cornfoot Road	Alderwood/Cornfoot Intersection	n/a	n/a				◆			\$600,000
A	Port	45	PDX Enplaning Roadway	PDX Terminal	4	8				◆			\$11,000,000
A	Port/Portland	46	Columbia Blvd Signal Improvements	South Rivergate to I-5 Intertie	n/a	n/a				◆			\$250,000
<b>Port Total</b>												<b>\$207,060,000</b>	
<b>TOTAL FOR NON-STATE FACILITIES</b>												<b>\$1,547,225,538</b>	
<b>TOTAL NON-STATE W/O TRANSIT</b>												<b>\$1,370,716,848</b>	

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

*A=Added, D=Dropped, R=Revised					Roadway Lanes		Modal Elements					Project Cost	
A,D,R*	Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)
A	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□			\$44,794,000
A	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆			\$37,115,000
A, R	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆			\$152,414,000
A	Bridges/MultCo	4	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges	n/a	n/a		◆					\$2,200,000
A	Bridges/MultCo	5	Hawthorne Bridge Sidewalks & Phase 1 Overrun	Hawthorne Bridge	n/a	n/a		◆					\$2,000,000
<b>Bridges TOTAL</b>													<b>\$238,523,000</b>
A	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
	ODOT	1	Mt. Hood Parkway	I-84 to US 26									\$190,000,000
R	ODOT	2	US 26	Palmquist/Orient Intersection				◆				◆	\$1,000,000
	ODOT	3	I-5 to 99W Connector	Tualatin area									\$167,000,000
	ODOT	4	I-5 Ramp Metering	Metro area									\$1,860,000
	ODOT	5	I-5 Interchange Improve.	Charbonneau Interchange									\$10,000,000
	ODOT	6	I-5 Auxillary Lanes	I-205 to Charbonneau									\$13,200,000
	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)									\$6,479,000
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit									\$2,000,000
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)									\$11,200,000
	ODOT	10	I-5 SB Auxillary Lanes	SB from Capital Hwy to OR99W									\$1,500,000
	ODOT	11	I-5 Interchange Improve.	Capitol Hwy Interchange									\$12,000,000
R	ODOT	12	I-5 Interchange Improve.	Terwilliger									\$5,000,000
	ODOT	13	I-5 Auxillary Lanes	Terwilliger to Ross Island Bridge									\$8,000,000
	ODOT	14	I-5 Climbing Lanes	Hood-Terwilliger									\$50,000,000
	ODOT	15	I-5 Ramp Construction	Marquam Bridge/Grand/MLK									\$55,700,000
	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield									\$110,000,000
	ODOT	17	I-5 Ramp Improvement	Water Avenue									\$23,414,000
	ODOT	18	I-5 Widening	Lombard to Swift/Delta									\$20,000,000
R	ODOT	19	I-5 Interchange Imp.	Columbia Blvd.									\$20,000,000
	ODOT	20	I-5 Interchange Imp.	Hayden Island Interchange									\$35,000,000
	ODOT	21	I-84 Ramp Metering	East Portland									\$1,170,000
	ODOT	22	I-84 Widening	Interstate-5 to NE 16th									\$2,500,000
	ODOT	23	I-84 Ramp Improvement	Lloyd Blvd ramp									\$500,000
	ODOT	24	I-84 Ramp Improvement	I-205 SB ramp									\$700,000
	ODOT	25	I-84 Widening	EB Halsey to NB I-205									\$5,000,000
R	ODOT	26	I-84 Interchange Imp.	122nd									\$15,000,000
	ODOT	27	I-84 Widening	238th to 257th									\$7,400,000
	ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg									\$15,000,000
	ODOT	29	I-205 Ramp Metering	East Portland									\$2,200,000
	ODOT	30	I-205 Auxillary Lanes	I-5 - West Linn									\$40,000,000
	ODOT	31	I-205 Climbing Lanes	SB from Willamette River to 10th									\$8,000,000
	ODOT	32	I-205 Interchange Imp.	Highway 43 Interchange									\$6,000,000
	ODOT	33	I-205 Bridge Widening	Willamette River Bridge									\$75,000,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\* A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
R	ODOT	34	I-205 Improvements	Gladstone to West Linn									\$40,000,000
	ODOT	35	I-205 Auxillary Lanes	OR212/224-82nd Dr									\$7,000,000
	ODOT	36	I-205 Interchange Imp.	Gladstone Interchange									\$5,000,000
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)									\$114,000,000
	ODOT	38	I-205 Auxillary Lanes	Powell to Foster									\$7,000,000
	ODOT	39	I-205 Widening	Columbia River to I-84 Interchange									\$5,300,000
R	ODOT	40	Interstate-205	I-205 Trall (several crossings)				◆	□			◆	\$213,000
	ODOT	41	I-405 Ramp Metering	Central City									\$1,100,000
	ODOT	42	I-405 Auxillary/Ramps	Central City									\$100,000,000
	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road									\$1,400,000
	ODOT	44	Sunset Interchange Imp.	Jackson Road									\$6,500,000
	ODOT	45	Sunset Interchange Imp.	Helvetia Interchange									\$2,500,000
	ODOT	46	Sunset Widening	Murray to Cornell/158th									\$7,700,000
	ODOT	47	Sunset Interconnect	Cornell to Bethany									\$25,000
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217									\$10,200,000
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot									\$8,747,000
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)									\$29,600,000
	ODOT	51	Powell Bike Lanes	Ross Island Bridge to 50th									\$4,544,000
	ODOT	52	Powell Pedestrian Imp.	Ross Island Bridge to 50th									\$784,000
R	ODOT	53	Powell Bike Lanes	I-205 to 74th St.									\$2,000,000
	ODOT	54	Powell Pedestrian Imp.	I-205 to 50th									\$713,000
	ODOT	55	Powell Improvements	I-205-NE 181st									\$25,700,000
	ODOT	56	Powell Widening	Birdsdale to Eastman									\$3,600,000
D	<del>ODOT</del>	<del>57</del>	<del>Powell Intersection Imp.</del>	<del>Palmquist/Orient Intersection</del>									duplicate
R	ODOT	58	US 30 Bypass Realign	NE 60th									\$8,000,000
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia									\$9,820,000
	ODOT	60	US 30 Bypass Widening	NE122nd-NE181st									\$5,100,000
R	ODOT	61	US 30 Bypass Widening	NE181st-NE244th									\$5,000,000
	ODOT	62	US 30 Bypass Bridge Imp.	244th									\$0
	ODOT	63	Canyon Road Bike Lanes	Canyon Dr. to Sunset Hwy.									\$3,929,000
	ODOT	64	Canyon Rd. Pedestrian Imp.	Canyon Dr. to Sunset Hwy.									\$4,309,000
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.									\$3,667,000
	ODOT	66	Canyon Rd. Pedestrian Imp.	110th to Canyon Dr.									\$413,000
	ODOT	67	TV Hwy Bike Lanes	Murray Blvd to 117th									\$2,367,000
	ODOT	68	TV Hwy Pedestrian Imp.	Murray Blvd to 117th									\$319,000
	ODOT	69	TV Hwy Interconnect	209th to Brookwood									\$300,000
	ODOT	70	TV Hwy Signal Replacement	Cornelius									\$650,000
	ODOT	71	TV Highway	209th/219th				◆	◆			◆	\$2,500,000
R	ODOT	72	BH Hwy Bike Lanes and Ped. Imp.	65th to Hwy 217									\$6,075,000
D	<del>ODOT</del>	<del>73</del>	<del>BH Hwy Pedestrian Imp.</del>	<del>Beholls to 65th</del>									duplicate
	ODOT	74	BH Hwy Signal Replacement	78th & Laurelwood									\$300,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

Date: 5/1/95  
Version 3.0

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
D	ODOT	75	BH Hwy Bike Lanes	Sehells to Hwy 217								duplicate
D	ODOT	76	BH Hwy Pedestrian Imp.	Sehells to Hwy 217								duplicate
	ODOT	77	BH Highway	BH/Scholls Ferry/Oleson				◆	◆			\$12,000,000
	ODOT	78	Farmington Road Widening	209th Ave to 172nd Ave								\$10,808,000
	ODOT	79	Hwy 47 Signal Replmt	Forest Grove couplet								\$1,300,000
	ODOT	80	Hwy 43 Intersection Imp.	Taylor's Ferry								\$600,000
	ODOT	81	Hwy 43 Interconnect	Riverdale to Briarwood								\$1,255,000
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring								\$20,000
	ODOT	83	Hwy 43 Intersection	Terwilliger Intersection				◆	◆			\$1,100,000
	ODOT	84	Hwy 43 Intersection	A' Avenue Intersection				◆	◆			\$580,000
	ODOT	85	Hwy 43 Intersection	McVey/Green Street Intersection				◆	◆			\$1,282,500
	ODOT	86	Hwy 43 Realignment	West 'A' Street Realignment				◆	◆			\$1,220,000
	ODOT	87	Hwy 43	Willamette Falls Drive				◆	◆			\$165,000
	ODOT	88	Hwy 43	Falling Street				◆	◆			\$200,000
	ODOT	89	Hwy 43	Pimlico Street				◆	◆			\$150,000
	ODOT	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal				◆	◆			\$120,000
	ODOT	91	McLoughlin Widening	Ross Island Bridge to Tacoma								\$25,000,000
	ODOT	92	MLK/Grand/McLoughlin Bike Lanes	Multnomah St. to Tacoma St.								\$5,000
	ODOT	93	MLK/Grand/McLoughlin Pedestrian Imp.	Multnomah St. to Tacoma St.								\$735,000
	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City								\$3,000,000
	ODOT	95	McLoughlin Bike Lanes	Harrison St. to Oregon City								\$5,000
	ODOT	96	McLoughlin Intersection	Arlington								\$500,000
	ODOT	97	Barbur Blvd Widening	SB Front St O'xing								\$6,000,000
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Imp.	Front to Hamilton St.								\$1,900,000
D	ODOT	99	Barbur Blvd Ped Improv.	Front to Hamilton St.								duplicate
	ODOT	100	Barbur Blvd Intersection	Hamilton								\$4,500,000
	ODOT	101	Barbur Blvd Widening	Hamilton-Capitol								\$3,200,000
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Imp.	Terwilliger to Multnomah St.								\$3,300,000
D	ODOT	103	Barbur Blvd Ped Improv.	Terwilliger to Multnomah St.								duplicate
	ODOT	104	Pacific Hwy Widening	I-5-Main								\$9,000,000
	ODOT	105	Pacific Hwy Signal Imp.	Tigard Cinemas								\$100,000
	ODOT	106	Hwy 212 Improvements	Rock Cr to Mt Hood Hwy (Sunrise)								\$75,435,000
	ODOT	107	Hwy 212 Widening	Rock Cr to Borling (Sunrise)								\$5,000,000
	ODOT	108	Hwy 212 Climbing Lane	East of Rock Cr (Sunrise)								\$3,500,000
	ODOT	109	Hwy 212 Signal Imp.	Royer Road								\$200,000
R	ODOT	110	Hwy 213 Interchange	BeaverCreek Road								\$10,000,000
	ODOT	111	Hwy 213 Widening	Clackamas CC to Leland								\$3,800,000
	ODOT	112	82nd Ave (Hwy 213)	Crystal to Shiller				◆	◆			\$5,500,000
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)								\$24,150,000
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange								\$96,000,000
	ODOT	115	Hwy 217 Ramp Meter	Allen								\$25,000

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# Chapter 5 Project Matrix

## Projects Recommended for Preferred Network

\*A=Added, D=Dropped, R=Revised

A,D,R	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls									\$341,000
	ODOT	117	Hwy 217 Ramp Meter	Greenburg									\$25,000
	ODOT	118	Hwy 224 Widening	McLaughlin to 37th									\$56,000,000
	ODOT	119	Hwy 224 Widening	37th to Johnson									\$40,000,000
	ODOT	120	Hwy 224 New Construc.	I-205 to Rock Cr Jct (Sunrise)									\$82,923,000
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Imp.	Oak St to Pacific Hwy West									\$1,000,000
D	<del>ODOT</del>	<del>122</del>	<del>Hall Blvd Ped Improv.</del>	<del>Oak St to Pacific Hwy West</del>									duplicate
	ODOT	123	Hall Blvd Widening	Scholls to Durham									\$4,700,000
	ODOT	124	Boones Ferry Widening	Tualatin City Limits									\$5,100,000
D	<del>ODOT</del>	<del>125</del>	<del>Forest Grove North Arterial</del>	<del>Hwy 47 to Guinee</del>				□	□				In TIP
	ODOT	126	Fiber Optic Cable	Freeways									\$19,941,000
	ODOT	127	Hardware & Software	Traffic Management Operations Center									\$6,788,000
	ODOT	128	Enhance	Traffic Management Operations Center									\$431,000
	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region									\$5,200,000
	ODOT	130	Incident Response	Metro region									\$6,400,000
	ODOT	131	CCTV	Metro region									\$6,691,000
	ODOT	132	HAR	Metro region									\$1,000,000
	ODOT	133	Install CMS	Metro region									\$1,250,000
	ODOT	134	Misc.	Metro region									\$69,000
	ODOT	135	Protective Buying Fund	Metro region									\$20,000,000
D	<del>ODOT</del>	<del>136</del>	<del>Sunset Drive (Hwy 47)</del>	<del>University to Beal</del>				□	□				moved to WashCo
A	ODOT	137	Hwy 99W Bike Lanes	Hall Blvd. to Greenburg St.				◆					\$500,000
A	ODOT	138	TV Hwy Bikeway Corridor	10th Ave. to 1st Ave./OR 219				◆					\$1,000,000
A	ODOT	139	Willamette River Bridges Bike/Ped. Imp.	Ross Island and St. John's Bridges				◆	□				\$850,000
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road									\$1,000,000
<b>ODOT Total</b>												<b>\$1,931,062,500</b>	
<b>REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)</b>												<b>\$3,716,811,038</b>	

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
R	Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a	◆				◆	\$4,500,000
R	Various	6	Major Ped Upgrade (5 mi.)	Central City/Regional Centers	n/a	n/a	◆		◆			\$2,640,000
R	Various	7	Major Ped Upgrade (4 mi.)	Town Centers	n/a	n/a	◆		◆			\$2,112,000
R	Various	8	Major Ped Upgrade (4 mi.)	Corridors & Station Communities	n/a	n/a	◆		◆			\$2,112,000
R	Various	9	Major Ped Upgrade (4 mi.)	Main Streets	n/a	n/a	◆		◆			\$2,112,000
R	Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	◆				◆	\$718,000
R	Shared	11	Regional Center TMAs	Gresham, Hillsboro, Milwaukie & Ore. City	n/a	n/a	□				◆	\$334,000
<b>Metro/Misc. Total</b>											<b>\$14,528,000</b> <b>(Target = \$14,753,000)</b>	
R	Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007.	Throughout Tri-Met service area	n/a	n/a	◆					(other rev. sources)
R	Tri-Met	1a	Bus & LRT Service Increase of 0.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆					\$28,005,000
A	Tri-Met	1b	South/North LRT capital costs	Clackamas County to Clark County, WA	n/a	n/a	◆					(other rev. sources)
A	Tri-Met/Gresham	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	n/a	n/a	◆	□	◆			\$1,500,000
<b>Tri-Met Total</b>											<b>\$29,505,000</b> <b>(Target = \$29,505,000)</b>	
	ODOE	1	Regional Telecommute Project	Employers in region	n/a	n/a					◆	\$400,000
<b>ODOE Total</b>											<b>\$400,000</b> <b>(Target = \$0)</b>	
A	Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a						(other rev. sources)
	Portland	7	St Johns Business District	Burlington to	varies	varies	◆	□	◆	□		\$1,500,000
	Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	□		\$2,963,000
R	Portland	19	SE Foster Bv	136th to City Limits	2	3		◆	◆	□		\$600,000
	Portland	20	SE Lents Business District	90th to 96th, Foster/Woodstock	varies	varies	◆	□	◆	□		\$1,400,000
R	Portland	21	57th/Cully Bv	NE Sandy to Lombard	2	2	◆	□	◆	□		\$1,700,000
R	Portland	24	Broadway/Weidler Corridor	I-5 to NE 28th	varies	varies	◆	◆	◆	□		\$2,900,000
	Portland	25	Lower Albina RR Xing	Interstate to Russell	0	2		□	□	◆		\$4,000,000
R	Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NE 14th	4	5	◆	◆	◆	◆		\$2,830,000
	Portland	28	SW Front Avenue	Steel Br to I-405	5	5	◆	◆	◆	□		\$2,900,000
R	Portland	29	S. Portland Improvements	SW Front I-405 to Barbur	varies	varies	◆	◆	◆	□		\$1,000,000
	Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2	◆	◆	◆	◆		\$3,000,000
R	Portland	34	Hillsdale Town Ctr Ped Dist	SW Capitol Hwy Bertha to Sunset	5	5	◆	◆	◆	□		\$550,000
	Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	□	□	□		\$785,000
R	Portland	37	Capitol Hwy	SW Bertha Bv to Barbur Bv	2	2	◆	◆	□	□		\$500,000
	Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	0	2	◆	◆	◆	□		\$400,000
R	Portland	43	Woodstock Business Dist	SE 39th to SE 50th	varies	varies	◆	□	◆	□		\$200,000
	Portland	44	SE Tacoma	SE 28th to 32nd	2	2	□	◆	◆	□		\$615,000
R	Portland	46	Road Rehabilitation Program	City wide	varies	varies	◆□	◆□		□		\$1,000,000
R	Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a	◆□	◆□		□		\$1,000,000

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
R	Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
	Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
	Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
	Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
	Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
	Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
	Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
A	Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□				◆		\$300,000
	Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
R	Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
A	Portland	69	Gateway/Hollywood Bike Improvements	Connections to town/regl centers, LRT	n/a	n/a		◆					\$400,000
<b>Portland Total</b>												<b>\$38,505,500</b>	
												<b>(Target = \$38,734,000)</b>	
A	Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Clackamas	1	Beavercreek Road	Beavercreek/Molalla intersection (Ph. 1)	3	5	◆	□	□	◆			(other rev. sources)
	Clackamas	2	Highway 212	SPRR to 135th frontage	5	5	□	◆	□	◆			(other rev. sources)
	Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				(other rev. sources)
	Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		◆	□				(other rev. sources)
	Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood intersection	2	3		◆	□				(other rev. sources)
	Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆				(other rev. sources)
R	Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$1,500,000
R	Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$500,000
	Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				(other rev. sources)
	Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		□	□				\$4,610,000
	Clackamas	11	Stafford Road	Stafford/Botland Road intersection	2	4		□	□				\$990,000
	Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	□	◆			\$5,210,000
R	Clackamas	14	Sunnyside Road	Stevens to 152nd	3	5		◆	◆				\$20,000,000
	Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□				\$2,530,000
	Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆					\$260,000
	Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆				\$1,014,000
R	Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆					\$100,000
A	Clackamas	58	SE Johnson Creek Bv	SE 36th to 45th	2	2		◆	□				\$1,272,000
A	Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a						◆	\$100,000
A	Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a						◆	\$200,000
A	Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a						◆	\$240,000
A	Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a						◆	\$400,000
R	ODOT/ClackCo	83	Hwy 43 Intersection	Terwilliger Intersection (50% share)	n/a	n/a		◆	◆			◆	\$550,000
A	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)	n/a	n/a		◆	◆			◆	\$290,000
A	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)	n/a	n/a		◆	◆			◆	\$641,000
A	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)	n/a	n/a		◆	◆			◆	\$610,000

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

\*A=Added, D=Dropped, R=Revised

A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)	
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
A	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)	n/a	n/a		◆	◆			◆	\$82,500
A	ODOT/ClackCo	88	Hwy 43	Falling Street (50% share)	n/a	n/a		◆	◆			◆	\$100,000
A	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)	n/a	n/a		◆	◆			◆	\$75,000
A	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal (50% share)	n/a	n/a		◆	◆			◆	\$60,000
<b>Clackamas Total</b>											<b>\$41,334,500</b>		
											<b>(Target = \$41,349,000)</b>		
A	Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
	Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5		◆	◆				\$1,350,000
	Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		□	◆				\$1,430,000
	Multnomah	3	207th Ave Connector	Halsey St to Gilsan St/223rd Ave	0	5		◆	□				\$7,720,000
	Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5		◆	◆				\$2,700,000
	Multnomah	6	223rd Ave	Gilsan St to Halsey St	3	5		◆	◆	□			\$1,540,000
R	Multnomah	7	Road Rehab Program	County-wide	n/a	n/a							\$14,163,000
R	Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$1,300,000
	Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆	◆				\$1,900,000
	Multnomah	32	Division Street	198th Avenue to Wallula Avenue	5	5		□	◆				\$210,000
	Multnomah	38	Civic N'hd Central Collector	Burnside to Division	0	2	□	□	□		□		\$2,049,000
	Multnomah	39	Civic N'hd Station Plaza	LRT tracks @ Central Collector	n/a	n/a	□	□	□		□		\$1,200,000
A	Multnomah	68	Halsey St. Intersection Improvement	238th Ave.	n/a	n/a							\$350,000
A	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)	n/a	n/a		◆				◆	\$500,000
<b>Multnomah Total</b>											<b>\$36,412,000</b>		
											<b>(Target = \$36,412,000)</b>		
A	Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
A	Washington	5	124th	99w to Tualatin-Sherwood	2	3		□	◆	◆			\$9,542,000
	Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□				\$4,104,000
	Washington	8	Cornell	179th to Bethany	2	5		◆	◆				\$3,023,000
	Washington	9	Cornelius Pass	Sunset Hwy. to West Union	2	5		◆	□	◆			\$3,698,000
R	Washington	10	Murray	Millikan to Terman	2	4		◆	◆	◆			\$4,682,000
	Washington	11	Cornell	Arrington to Baseline/Main	4	5		◆	◆	◆			\$2,539,700
	Washington	12	Cornell	185th to Shute	5	7		◆	◆	◆			\$787,600
	Washington	15	Barnes	Miller to Mult. Co. Line	2	5		□	◆				\$2,610,000
	Washington	16	216th	Baseline to Cornell	2	5		◆	◆				\$12,180,000
	Washington	17	Barnes	Saltzman (@ Cornell) to Future 119th	2	5		□	◆				\$2,184,000
	Washington	18	Brookwood	Airport to Baseline	0-3	3-5		◆	◆				\$5,956,000
	Washington	19	Barnes	Miller to Leahy	0	5		◆	◆				\$2,755,000
	Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□				\$9,875,000
	Washington	21	Jenkins	Murray to 158th	2	5		◆	□	□			\$1,682,000
	Washington	22	Baseline	177th to 231st	2	3-5		◆	◆				\$15,921,000
	Washington	24	Baseline	185th to 216th	2	5		◆	◆				\$2,439,000
R	Washington	25	Cornell	Hwy. 26 to Saltzman	2-3	5		◆	◆				\$7,163,000
A	Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		◆	□				\$9,062,000
	Washington	30	216th/219th	TV Highway to Baseline	2	3		□	◆				\$5,381,000

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# Chapter 7 Project Matrix

## Projects Recommended for Financially Constrained Network

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project Cost (\$1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
	Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆				\$3,147,000
A	Washington	35	Walker	Murray to 185th	2	5		◆	◆				\$10,150,000
	Washington	37	Cornell	Murray to Saltzman	2	3		◆	□				\$2,671,000
	Washington	38	158th	Jenkins to Baseline	3	5		◆	□	□			\$1,204,000
	Washington	40	Allen	217 to Western	3	5		□	◆	◆			\$275,352
	Washington	46	Allen	Menlo to Main	3	5		□	◆				\$3,067,000
A	Washington	47	Allen	Murray to Menlo	3	5		□	◆				\$150,000
A	Washington	48	E/W Arterial	117th to 110th	0	5		□	◆				\$14,202,000
A	Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆				\$2,483,331
	Washington	51	Greenburg	217 to Hall	3	5		□	◆				\$1,270,000
	Washington	52	E/W Arterial	Hocken to Murray	2	5		◆	◆				\$1,678,000
	Washington	59	Hall Intersection Improvement	99W	n/a	n/a		◆	◆	◆			\$715,000
A	Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		◆	◆				\$2,483,331
	Washington	62	Millikan	Hocken to Cedar Hills	0	3		◆	□	□			\$2,328,000
	Washington	66	Jenkins	Cedar Hills to Murray	2	3		◆	□	□			\$2,813,000
	Washington	73	185th	T.V. Hwy. to Farmington	2	3		◆	◆				\$3,600,000
	Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□				\$9,851,000
	Washington	79	Evergreen	25th to Glencoe	2	3		◆	□				\$5,140,000
	Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□				\$3,472,000
	Washington	83	170th	Alexander to Baseline	2	3		□	□				\$5,032,000
A	Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□				\$2,443,000
	Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆					\$1,000,000
	Washington	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆					\$2,845,000
	Washington	90	Ground Level Retail space	Criminal Justice Facility in Hillsboro	n/a	n/a					□		\$1,000,000
	Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a					□		\$2,220,544
	Washington	92	Evergreen	Shute to 25th	2	3							\$4,796,000
A	Washington	95	Walker Rd. Bikeway Improvement	173rd to 185th Ave.	n/a	n/a		◆					\$370,000
A	Washington	96	Oleson Road Bike Lanes and Ped. Impr.	Fanno Creek to Garden Home	n/a	n/a		◆	◆				\$1,550,000
A	Washington	97	Oleson Road Bike Lanes and Ped. Impr.	Garden Home to Hall Blvd.	n/a	n/a		◆	◆				\$2,246,000
A	Washington	98	Tualatin	Teton to 115th	2	3							\$4,000,000
A	Washington	99	TV Hwy Signals	Locations in Cornelius	n/a	n/a						◆	\$596,000
A	Washington	100	Millikan Way	Purchase and Development			◆						\$2,480,000
A	Washington	101	Signal Interconnections	Various Locations	n/a	n/a						◆	\$100,000
A	Washington	102	Walker	Westfield to Murray									\$1,796,000
A	Washington	103	BPA Easement Bike and Ped. Imp.	East of 158th, Division to Laidlaw	n/a	n/a		□	□				\$1,000,000
A	Washington	104	Scholls Ferry Pedestrian Impr.	Hall to B-H Hwy	n/a	n/a			◆				\$1,000,000
A	ODOT/WashCo	71	TV Highway	209th/219th (50% share)	n/a	n/a		◆	◆			◆	\$1,250,000
A	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)	n/a	n/a		◆	◆			◆	\$6,000,000
A	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)									\$5,400,000
<b>Washington Total</b>												<b>\$223,038,858</b>	
												<b>(Target = \$214,715,000)</b>	

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A,D,R*	Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project Cost (1995 Dollars)
					Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	
A	Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)
	Port	1	North Marine Dr	North Rivergate Section	3	5		◆	□	◆		\$2,400,000
	Port	3	North Marine Drive	T-6 Entrance				◆	□	◆		\$500,000
R	Port	4	Going Street	Going Street Rail Crossing	4	5		□	□	◆		\$1,600,000
	Port	5	Airport Way eastbound	PDX to I-205 Phase 1	2	3		◆	□	◆		\$1,348,000
R	Port	6	Alderwood Street	Alderwood Street to Clark Road (P.E.)	0	3		□		◆		\$300,000
R	Port	10	Hayden Is Bridge	Rivergate to Hayden Island (P.E.)	0	4		□		◆		\$2,500,000
	Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3				◆		\$3,970,000
R	Port	28	Industrial area TMAs	Swan Island	n/a	n/a	□				◆	\$150,000
	Port/Portland	29	Burgard/Columbia	Intersection	n/a	n/a		□		◆		\$886,000
	Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□		◆		\$340,000
R	Port/Portland	31	Columbia/Lombard	Rail Overcrossing (P.E.)	n/a	n/a				◆		\$1,100,000
A	Port/Portland	46	Columbia Blvd Signal Improvements	South Rivergate to I-5 intertie	n/a	n/a				◆		\$250,000
<b>Port Total</b>											<b>\$15,344,000</b>	
(Target = \$14,753,000)												
<b>TOTAL FOR NON-STATE FACILITIES (Target = \$390,220,000)</b>											<b>\$399,067,858</b>	
<b>TOTAL NON-STATE W/O TRANSIT</b>											<b>\$369,562,858</b>	
A	Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	◆	◆	◆	□		\$44,794,000
A,R	Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	◆	◆	◆	◆		\$10,267,000
A,R	Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	◆	◆	◆	◆		\$57,817,000
A	Bridges/MultCo	5	Hawthorne Bridge Sidewalks & Phase 1 Overruns	Hawthorne Bridge	n/a	n/a		◆				\$2,000,000
<b>Bridges TOTAL</b>											<b>\$114,868,000</b>	
(Target = \$114,868,000)												
A	ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a						(other rev. sources)
R	ODOT/MultCo	2	US 26	Palmquist/Orient Intersection (50% share)				◆			◆	\$500,000
A	ODOT	4	I-5 Ramp Metering	Metro area								\$1,860,000
A	ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)								\$6,479,000
	ODOT	8	I-5 Exit Improvement	Northbound I-205 exit								\$2,000,000
	ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)								\$11,200,000
R	ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield (Phase 1)								\$38,000,000
A	ODOT	21	I-84 Ramp Metering	East Portland								\$1,170,000
R	ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg (Phase 1)								\$7,000,000
A	ODOT	29	I-205 Ramp Metering	East Portland								\$2,200,000
	ODOT	37	I-205 Interchange	Clackamas (Sunrise)								\$114,000,000
A	ODOT	40	Interstate-205	I-205 Trail (several crossings)				◆	□		◆	\$213,000
A	ODOT	41	I-405 Ramp Metering	Central City								\$1,100,000
A	ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Road								\$1,400,000
	ODOT	47	Sunset Interconnect	Cornell to Bethany								\$25,000

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*A=Added, D=Dropped, R=Revised												Roadway Lanes		Modal Elements					Project Cost
A,D,R*	Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)						
	ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217									\$10,200,000						
	ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot									\$8,747,000						
	ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)									\$29,600,000						
	ODOT	58	US 30 Bypass Realign	NE 60th									\$8,000,000						
	ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia									\$9,820,000						
	ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.									\$3,667,000						
	ODOT	69	TV Hwy Interconnect	209th to Brookwood									\$300,000						
R	ODOT/WashCo	71	TV Highway	209th/219th (50% share)				◆	◆			◆	\$1,250,000						
R	ODOT	72	BH Hwy Bike Lanes and Ped. Improvements	65th to Hwy 217									\$6,075,000						
R	ODOT/WashCo	77	BH Highway	BH/Scholls Ferry/Oleson (50% share)				◆	◆			◆	\$6,000,000						
R	ODOT/WashCo	78	Farmington Road Widening	209th Ave to 172nd Ave (50% share)									\$5,400,000						
	ODOT	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring									\$20,000						
R	ODOT/ClackCo	83	Hwy 43 Intersection	Terwilliger Intersection (50% share)				◆	◆			◆	\$550,000						
R	ODOT/ClackCo	84	Hwy 43 Intersection	'A' Avenue Intersection (50% share)				◆	◆			◆	\$290,000						
R	ODOT/ClackCo	85	Hwy 43 Intersection	McVey/Green Street Intersection (50% share)				◆	◆			◆	\$641,000						
R	ODOT/ClackCo	86	Hwy 43 Realignment	West 'A' Street Realignment (50% share)				◆	◆			◆	\$610,000						
R	ODOT/ClackCo	87	Hwy 43	Willamette Falls Drive (50% share)				◆	◆			◆	\$82,500						
R	ODOT/ClackCo	88	Hwy 43	Falling Street (50% share)				◆	◆			◆	\$100,000						
R	ODOT/ClackCo	89	Hwy 43	Pimlico Street (50% share)				◆	◆			◆	\$75,000						
R	ODOT/ClackCo	90	Hwy 43 Signal Imp.	Joile Point Traffic Signal (50% share)				◆	◆			◆	\$60,000						
R	ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City									\$2,500,000						
R	ODOT	98	Barbur Blvd Bike Lanes and Ped. Improvements	Front to Hamilton St.									\$1,900,000						
R	ODOT	102	Barbur Blvd Bike Lanes and Ped. Improvements	Terwilliger to Multnomah St.									\$3,300,000						
R	ODOT/ClackCo	110	Hwy 213 Interchange	BeaverCreek Road (50% share)									\$5,000,000						
R	ODOT/Portland	112	82nd Ave (Hwy 213)	Crystal to Shiller (50% share)				◆	◆			◆	\$2,750,000						
	ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)									\$24,150,000						
	ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange									\$96,000,000						
	ODOT	115	Hwy 217 Ramp Meter	Allen									\$25,000						
	ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls									\$341,000						
	ODOT	117	Hwy 217 Ramp Meter	Greenburg									\$25,000						
R	ODOT	121	Hall Blvd Bike Lanes and Pedestrian Improvement	Oak St to Pacific Hwy West									\$1,000,000						
A	ODOT	127	Hardware & Software	Traffic Management Operations Center									\$6,788,000						
A	ODOT	128	Enhance	Traffic Management Operations Center									\$431,000						
A	ODOT	129	TSM&TDM, signal timing on surface streets	Metro region									\$5,200,000						
A	ODOT	131	CCTV	Metro region									\$6,691,000						
A	ODOT	140	99W Signal Interconnect	I-5 to Durham Road									\$1,000,000						
<b>ODOT Total</b>												<b>\$435,735,500</b>							
												<b>(Target = \$435,736,000)</b>							
<b>REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)</b>												<b>\$949,671,358</b>							
<b>Total Target = \$940,824,000</b>																			

◆ = Element of Primary Regional Significance  
□ = Element of Secondary Regional Significance

May 11, 1995

Andrew Cotugno  
Metro  
600 N.E. Grand Ave.  
Portland, Or 97232

Dear Mr. Cotugno:

Recently the Oregon Department of Energy (ODOE) submitted a proposal for expanded funding of the Portland area telecommuting project under FY 96 STP funds. We understood that this type of project is a priority in the 2040 regional plan and specifically is included as a recommended strategy in the Regional Transportation Plan. We are disappointed to learn that after administrative and technical criteria were applied, ODOE's telecommuting project was not included in either list of recommended projects.

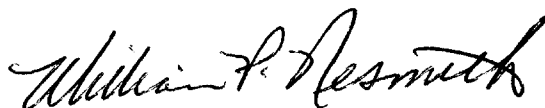
Telecommuting is an effective tool to reduce single occupancy vehicle trips. It reduces fuel use, cuts traffic congestion and helps maintain cleaner air. Telecommuting also helps increase employee productivity and satisfaction. Portland area businesses and government agencies support ODOE's activities in telecommuting.

We believe that the Portland area has a large potential for increased telecommuting activity. Continued funding of ODOE's project would help us tap this potential and quantify results.

We respectfully request that Metro reconsider and include the telecommuting proposal on its second list of proposals to receive further discussion by J-PACT. If this is not possible, in an effort to be more effective in future proposals, we would appreciate a copy of Metro's documentation that shows how administrative criteria were applied to submitted proposals. Please include information on how Metro quantified scores and used them to rank competing proposals.

I would welcome the opportunity to discuss this proposal and Metro's process for decision making with you. You may reach me at (503) 378-5268.

Sincerely,



William P. Nesmith  
Administrator  
Conservation Resources Division

John A. Kitzhaber  
Governor



625 Marion Street NE  
Salem, OR 97310  
(503) 378-4040  
FAX (503) 373-7806  
Toll-Free 1-800-221-8035



METRO

Date: May 16, 1995  
 To: JPACT  
 From: *AC* Andy Cotugno, Planning Director  
 Re: Region 2040 Reserve - Short List

It is recommended that JPACT consider two adjustments to the Region 2040 Reserve "Short List" as follows:

1. Delete Highway 43 projects from consideration. ODOT has a \$3.2 million "Metropolitan-Area Corridor Study" (MACS) reserve fund that they are prepared to commit to the Highway 43 MACS Corridor Study, scheduled to be completed later this year. All of the candidate Highway 43 projects now under consideration could be considered through that MACS study. A TIP amendment to incorporate those projects would be required at that time. The appropriate action at this time would be as follows:
  - a. Delete Highway 43 projects from the "Short List" as reflected on Exhibit B.
  - b. Add a Resolve to the resolution as follows:  
 "That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study."
2. Beaverton Creek TOD project should be considered further as an element of the Metro TOD Program or, if a Metro TOD Program is not funded, as a stand-alone project. It ranked well through this process but negotiations are still underway with the developers regarding the conditions for receipt of these funds and CMAQ funds previously allocated to this project. If the conditions are met, it is an appropriate project to consider for funding.

ACC:lmk



METRO

May 8, 1995

The Honorable Bob Packwood  
United States Senate  
259 Russell Senate Office Building  
Washington, D.C. 20510

Re: Resolution Urging Continued AMTRAK Funding

Dear Senator Packwood:

Metro is the regional government serving the urban areas of the three counties surrounding Portland, Oregon. There are more than one million residents in this region and the area is expected to grow by a half-million more people in the next 50 years, thus the challenge and responsibility facing Metro. By charter, our greatest task is to plan for the region's livability through regional land use planning and growth management, including better transportation mobility.

Metro is an active member of the Cascadia Project, a public-private sector group in the Northwest advocating improvements to the Vancouver, B.C. to Eugene, Oregon rail corridor. The Metro region is served by the West Coast Burlington Northern-Union Pacific mainline. The mainline is used by AMTRAK for its West Coast Starlight service.

The Metro Council, at its May 4, 1995 meeting, adopted the attached resolution in support of AMTRAK funding and a strengthened federal, state and AMTRAK partnership. This will ensure that rail capacity and efficiencies are maintained and enhanced for passengers and freight movement in the Pacific Northwest corridor. The resolution was recommended for adoption by the Joint Policy Advisory Committee on Transportation (JPACT), a committee of local elected officials and transportation agency directors.

Investment in AMTRAK, especially for this corridor, is a vital element of the statewide and regional economy and transportation system. It is compatible with the region's commitment to continue to build a comprehensive intermodal transportation system. Freight movement has historically sparked the region's

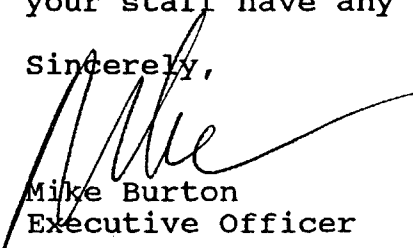
The Honorable Bob Packwood  
May 8, 1995  
Page 2

economic growth. The Portland area has the largest exporting port on the West Coast and the second largest distribution center. Distribution is an industry rather than simply a service to the local economy. We must continue to view transportation, distribution and related services as an engine for prosperity and work to keep it running smoothly.

The planned improvements to the AMTRAK mainline benefit both passenger and freight rail systems. There are fewer dollars to spend on building increased highway capacity. This indicates a return to rail to maintain global competitiveness for our ports and industries, as well as helping to meet the mobility needs of our residents and visitors. Only with a balanced transportation system can our region continue to grow, prosper and maintain our high standard of livability.

Your support is very much appreciated. Please call if you or your staff have any questions or need more information.

Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT





## METRO

May 8, 1995

The Honorable Mark Hatfield  
United States Senate  
711 Hart Senate Office Building  
Washington, D.C. 20510

Re: Resolution Urging Continued AMTRAK Funding

Dear Senator Hatfield:

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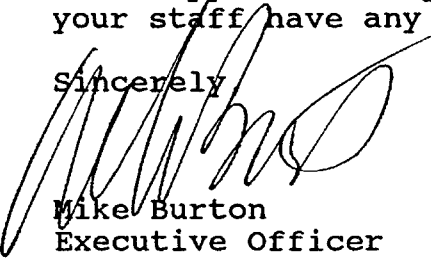
The Honorable Mark Hatfield  
May 8, 1995  
Page 2

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Your support is very much appreciated. Please call if you or your staff have any questions or need more information.

Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT



## METRO

May 8, 1995

The Honorable Elizabeth Furse  
United States Congress  
316 Cannon Building  
Washington, D.C. 20515

Re: Resolution Urging Continued AMTRAK Funding

Dear Representative Furse:

Metro is the regional government serving the urban areas of the three counties surrounding Portland, Oregon. There are more than one million residents in this region and the area is expected to grow by a half-million more people in the next 50 years, thus the challenge and responsibility facing Metro. By charter, our greatest task is to plan for the region's livability through regional land use planning and growth management, including better transportation mobility.

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The Honorable Elizabeth Furse  
May 8, 1995  
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Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT



METRO

May 8, 1995

The Honorable Ron Wyden  
United States Congress  
1111 Longworth Building  
Washington, D.C. 20515

Re: Resolution Urging Continued AMTRAK Funding

Dear Representative Wyden:

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The Honorable Ron Wyden  
May 8, 1995  
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Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT



## METRO

May 8, 1995

The Honorable Jim Bunn  
United States Congress  
1517 Longworth Building  
Washington, D.C. 20515

Re: Resolution Urging Continued AMTRAK Funding

Dear Representative Bunn:

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The Honorable Jim Bunn  
May 8, 1995  
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Your support is very much appreciated. Please call if you or your staff have any questions or need more information.

Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT





METRO

May 8, 1995

The Honorable Peter DeFazio  
United States Congress  
1233 Longworth House  
Washington, D.C. 20515

Re: Resolution Urging Continued AMTRAK Funding

Dear Representative DeFazio: *John*

Metro is the regional government serving the urban areas of the three counties surrounding Portland, Oregon. There are more than one million residents in this region and the area is expected to grow by a half-million more people in the next 50 years, thus the challenge and responsibility facing Metro. By charter, our greatest task is to plan for the region's livability through regional land use planning and growth management, including better transportation mobility.

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The Honorable Peter DeFazio

May 8, 1995

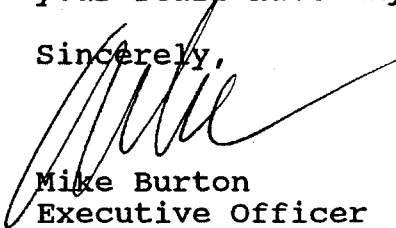
Page 2

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Your support is very much appreciated. Please call if you or your staff have any questions or need more information.

Sincerely,



Mike Burton  
Executive Officer

Enclosures  
CC: JPACT



METRO

May 8, 1995

The Honorable Cedric Hayden  
Oregon State Representative  
H-480, State Capitol  
Salem, OR 97310

Dear Representative Hayden: *Cedric*

I am encouraged by your interest in high-speed rail in the Pacific Northwest. For your information, attached is a resolution of support for funding AMTRAK which we have sent to our federal Congressional delegation. Your support in a similar fashion would be appropriate.

Although we heartily endorse AMTRAK and high-speed rail as an important connection between cities in the Pacific Northwest, it is not a substitute for South/North light rail in the Portland region. While it is very effective in connecting passengers to the Portland metropolitan area, it is very ineffective in serving passengers within the area. In fact, the two complement one another quite nicely, since light rail provides the distribution system for passengers arriving in Portland by AMTRAK on high-speed rail.

Sincerely,

*Mike Burton*  
Mike Burton  
Executive Officer

MB:ACC:lmk

Enclosure



**METRO**

Date: May 8, 1995

To: Executive Directors  
Cascadia Corridor Regional Councils

From: Mike Burton, Executive Officer

A handwritten signature in cursive script, appearing to read 'Mike Burton', written over the 'From:' line.

Re: Resolution and Correspondence regarding AMTRAK Funding in  
Cascadia Corridor

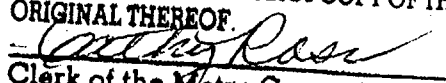
Enclosed for your information and use are copies of letters and a resolution adopted by the Metro Council and the Joint Policy Advisory Committee on Transportation. These materials went to chairs of affected committees in the House and Senate, as well as to our Oregon representatives and senators.

Metro's charter says that our major task is planning for regional livability, including transportation mobility. For this reason, we are in support of continued funding for AMTRAK. Despite the current climate in the nation's capitol, we need to voice our region's needs to our delegation and appropriate committees.

Please feel free to call me at (503) 797-1502 or call our Planning Director, Andy Cotugno, at (503) 797-1763.

MB:ACC:lmk

Enclosures

I HEREBY CERTIFY THAT THE FOREGOING  
IS A COMPLETE AND EXACT COPY OF THE  
ORIGINAL THEREOF.  
  
Clerk of the Metro Council

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 95-2135  
CONTINUED FUNDING FOR AMTRAK )  
SERVICES ) Introduced by  
Rod Monroe, Chair  
JPACT

WHEREAS, Metro's goal is to promote regionwide livability and transportation mobility through partnerships with the public and private sectors; and

WHEREAS, Metro is the region's Metropolitan Planning Organization working cooperatively through JPACT (the Joint Policy Advisory Committee on Transportation) to decide on future transportation improvements; and

WHEREAS, Metro views transportation, distribution and related services as an engine for prosperity as well as citizen mobility; and

WHEREAS, Increased use of passenger trains will help to reduce America's reliance on imported oil, contribute to our region's economic vitality and enhance our global competitiveness; and

WHEREAS, Local Oregon communities are developing multi-modal facilities to link AMTRAK with regional and interstate transit services; and

WHEREAS, The states of Oregon and Washington have forged a federal/state partnership with AMTRAK and will soon have invested a combined total of \$83 million in state AMTRAK and Freight Mobility Enhancement projects for incremental development of high speed rail; and

WHEREAS, The above improvements will improve facilities and capacities for increased freight traffic providing added relief to highway congestion; and

WHEREAS, AMTRAK President Thomas Downs has instituted major reforms to make AMTRAK more productive and encourage public-private partnerships; and

WHEREAS, Enhancement of AMTRAK services and the development of high-speed rail in the Cascadia Corridor of the Pacific Northwest can promote international tourism (the Two Nation Vacation concept) and reduce the need for auto trips and short-haul flights, extending the useful lives of Interstate 5 and the Vancouver, B.C., Seattle-Tacoma and Portland international airports; and

WHEREAS, Federal investment in AMTRAK has fallen over the last decade while it has increased for highways and airports; and

WHEREAS, States may use federal Highway Trust Fund money as an 80 percent match for a variety of non-highway programs, but are prohibited from using such moneys for AMTRAK projects; now, therefore,

BE IT RESOLVED,


That we urge our state and federal representatives to:

- Maintain federal and state capital investments in the Northwest Rail Corridor;
- Continue AMTRAK services and projected expansions on the Eugene-Portland-Seattle-Vancouver, B.C. rail corridor;
- Encourage and support constructive AMTRAK/state partnerships like those developed by the states of Oregon and

Washington;

- Give states the flexibility to use federal Highway Trust Fund moneys on AMTRAK if they so choose; and
- Include a strong AMTRAK system in any plans for a National Transportation System.

ADOPTED by the Metro Council this 4 day of May,  
1995.

  
Ruth McFarland, Presiding Officer

GWB:lmk  
95-2135.RBS  
4-13-95