APPENDIX B:

PROJECT DESCRIPTIONS BY METRO ID

DESCRIPTION OF PROJECTS
PROGRAMMED TO OBLIGATE SIGNIFICANT FUNDS
IN FISCAL YEARS 1995 - 1997
ORGANIZED BY METRO ID NO.

100
REGIONAL STP RESERVE
The Surface Transportation Program (STP) is a new block grant type program that may be used by the states and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. Transit capital projects are also eligible under this program. The Regional STP Reserve is currently at a $0 balance. However, an $11 million balance of expected FY 96 and 97 funds are being held in a new Region 2040 Reserve to implement projects appropriate to implementation of the Region 2040 land form decision expected in the summer of FY 94.

107
ODOT E4 RESERVE
These are funds allocated to ODOT Region 1 for application to prioritized projects meeting eligibility for use of this class of federal funds (limited largely to road related projects). The current balance is anticipated to be transferred to meet State obligations for the City of Portland Marine Drive widening project that is nearing completion.

126
METRO PLANNING
This project covers funding used by Metropolitan Service District's Transportation planning activity. Objectives and work descriptions are described in detail in the FY 1995 Unified Work Program.

141
CITY OF PORTLAND FY 93-94 ROAD REHABILITATION
These projects will improve road surfaces for safety (vehicle control and fuel economy). These routes are identified, at existing levels of use, in the Arterial Street Classification portion of the City of Portland's Comprehensive Plan.

Arterial streets deteriorate as a result of traffic use and heavy loads. This deterioration consists of alligatored pavement, rutting in the wheel tracks, pot holes, and base and sub-base failure. Timely repair is necessary to prevent the damage from becoming more extensive and the necessitation of more expensive repairs and reconstruction.

The proposed solutions are to cold plane the street surface, restore crown and construct overlay. Prior to overlaying, reconstruct failed base and sub-base and repair and seal cracks. In some cases, this reconstruction has not been performed in time, thus complete replacement of the base and repair of the sub-base is required. Curb replacement may be necessary as part of this reconstruction, where curbs have cracked or settled and no longer form an effective barrier to water entering the base and sub-base.

154
BUS PURCHASES (TRI-MET)
Tri-Met must continue to replace its buses for optimum service. Tri-Met anticipates replacement of its buses as described in Tri-Met's Capital Improvement Program. Tri-Met's scheduled bus replacement program had been to purchase and replace buses on a continuing and ongoing basis in order to completely replace the fleet every ten years. The average age of the bus fleet is now approximately 7 to 7 and 1/2 years. This compares favorably to a transit industry average fleet age of approximately 7 years. The buses are standard 40 foot size and all lift equipped.

160
92ND AVE - IDLEMAN TO COUNTY LINE (CLACKAMAS)
Preliminary engineering funds to widen this facility and to add sidewalks and bicycle facilities.

174
CITY OF GRESHAM Park and ride
This project will provide up to 600 park and ride spaces in Gresham at the Gresham Central Station. Secure bicycle parking and bicycle commuter amenities will also be provided. The need for additional park and ride spaces is supported by current overflow parking levels at he two existing Gresham lots and by demand studies showing a shortfall of up to 600 spaces in the next 15 years. Planning, environmental work and preliminary engineering will be locally funded and will be complete in early 1994. Construction will occur in 1995 to 1997.

176
SE WOODSTOCK BLVD. @ SE 39TH AVENUE
This is an ODOT Hazard Elimination System project. These are projects meeting several stringent criteria including that they cost less than $500,000 and are considered categorically exempt with respect to environmental issues under NEPA (e.g., no capacity increases, air pollutant impacts, wetland impacts, etc.)

192
BANFIELD STATIONS RETROFIT FOR LFLRVs
In order to comply with the requirements of the ADA, transit operators must provide modifications to facilities which accommodate differently abled patrons. Consequently, Tri-Met has signed contracts for ten (10) Banfield and twenty nine (29) Westside "low floor vehicles". This project raises stations platforms of the existing Banfield light rail transit MAX line two inches to enable differently abled patrons access to the new "low floor" light rail vehicles.

206
INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT
This project represents combined funding for construction of the Westside LRT to 185th and the planned extension of the Westside LRT to Hillsboro. The FTA has recently approved an

amendment of the Westside Full Funding Grant Agreement to incorporate the Extension project as part of the Westside program. This has cleared the way for Tri-Met to begin expenditure of local funds with assurance that these funds will be reimbursed by the FTA at a future date.

215
BANFIELD RETROFIT - OPERATIONS CONTROL
In order to complete the Banfield light rail project from Downtown Portland to Gresham, several system components were deferred. One of these projects was final work on an Operations Control Center that will provide the electronic equipment to improve coordination of Eastside train operations with the Westside light rail system currently under construction.

217
BANFIELD RETROFIT - DOUBLE TRACKING
In order to complete the Banfield light rail project from downtown Portland to Gresham, several system components were deferred. One of those projects was the installation of double tracking from Ruby Junction to Cleveland station. This project includes bridge structures, relocation of a utility pole; and additional platform at the Gresham Transit Center station; reconstruction of grade crossings; construction of the second track for 2.4 miles; with the necessary electrification and signal systems. Completion of this work will improve coordination of the Eastside train operations with the Westside light rail system currently under construction.

218
BANFIELD RETROFIT - RUBY JUNCTION EXPANSION
This project is necessary to complete the Banfield light rail project from Downtown to Gresham, several system components were deferred. One of these projects was the expansion of the Ruby Junction Maintenance facility. This project includes two additional yard storage tracks; an addition to the existing maintenance facility for maintenance of way activities and storage; shop modifications necessary for servicing low floor light rail vehicles ; and expansion of the non-revenue vehicle maintenance facility. These modifications are necessary for start-up and operation of the light rail system extended to the Westside.

222
I-84 AT N AVE PARK AND RIDE LOT
Tri-Met's light rail line provides frequent, all day service to the site. The n Ave MAX LRT station is located on the eastside of n and Wasco (signalized), immediately adjacent to the Banfield. Vehicular access to the site would therefore be excellent. Additionally, park and ride patrons could walk to the site using the n Ave overpass without having to cross a street.

225
I-84 - GATEWAY PARK AND RIDE LOT

Currently, 565 park and ride spaces exist at the Gateway Park and Ride lot. Approximately 475 of those spaces are being used. Usage has been increasing rapidly. Tri-Met estimates that there will be a shortage of 60 spaces in 1996 and 275 spaces short in 2005. The purpose of this project is to purchase approximately three acres and develop it as a 300 space Park and Ride lot.

231
OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY - MCVEY TO BURNHAM
This narrow, steep section of highway has no should forcing bicyclists to use a six foot sidewalk for two way traffic. The sidewalk is shared with pedestrians. Proposal: Add a shoulder to the uphill (SB) lane by building a retaining wall against the hillside.

232
OR-210 - SCHOLLS AT BEEF BEND ROAD - LEFT TURN REFUGE

234
OR-8 - TUALATIN VALLEY OVERLAY - 117TH TO 160TH
Tualatin Valley Highway through downtown Beaverton suffers from deteriorating pavement, curbs and sidewalks. Many intersections are lacking handicapped ramps. This results in inconvenient and unsafe conditions for motorists, bicyclists and pedestrians. Improvements that are necessary includes replacing curbs, sidewalks, add handicapped accessibility, add bike lanes, overlay some sections with 2" AC cold plane pavement, removal 2" and adding 4" AC 10" CTB & 8" AC in widening areas. Similar improvements are being or have been completed from 21st in Hillsboro to 160th Avenue.

240
OR-8 TUALATIN VALLEY HWY - BEAV/TIGARD HWY TO 117TH

253
US-26 - SYLVAN INTERCHANGE TO HIGHLANDS INTERCHANGE
The main arterial existing between downtown Portland and the western suburbs is the Sunset Highway and Highway 217. Traffic is at or above capacity now and is expected to increase in the coming years. Substandard ramp design locations cause cueing and weaving problems. This leads to unacceptable service on these mainline freeways. This project is one of six projects devoted to joint transit and highway improvements. This project will: build a soundwall in the vicinity of the Elm Lane neighborhood, realign SW Montgomery, rebuild intersections at Westgate/Montgomery & Skyline, 58th & Montgomery, and Westgate & Canyon Court, widen Sunset Highway westbound to accommodate fourth lane (truck lane) from the Zoo to Sylvan Interchange, remove existing viaducts, grind and overlay entire width of highway between westbound zoo off ramp and Sylvan Interchange, reconstruct and realign Canyon Court from Highland Road to Westgate Drive, mitigation to circulation and parking at French-American School: Improve north driveway as exit only and fourth leg of Montgomery/58th intersection; develop parking/bus circulation on the south side of the street.

254
US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHANGE
This project is one of six projects in the Sunset and Highway 217 corridors. It was broken into two phases as part of the State TIP reduction process undertaken in FY 94. The approved first phase will address westbound weave and merge safety problems by reconstruction of the Sylvan overcrossing and construction of an off-system collector-distributor road network. Preservation work on the mainline will also be undertaken. Upon completion of all work identified in the EIS the following improvements are anticipated:

Widen the fwy WB from Camelot Ct to Sylvan Interchange to three lanes. Widen Sunset EB from Camelot Ct to Sylvan Interchange to three lanes. Replace Sunset o'xing of Canyon Rd WB exit ramp. Replace structure at Camelot crossing to accommodate hwy widening. Build C-D system EB/WB from Camelot crossing to Sylvan Interchange. Construct new ramps at Sylvan, Canyon Road, and Camelot Court to tie into C-D system. Improvements & channelization on Canyon Rd and Canyon Ln. Realignment & channelization imprvmts on Scholls Fy & Skyline Blvd w/replacement of structure o'xing Sunset Hwy. Shift Raab Rd to the south, connect w/Scholls Fy south of existing connection. Realign Humphrey Blvd and connect it w/ Scholls Fy at new Raab Road Intersection. Shift Canyon Ct to the north and rebuild to west to Skyline Blvd. Build a new ramp structure over Canyon Rd for Eastbound C-D road. Construct a bicycle facility along the Sunset Hwy from Sylvan Interchange to Camelot Ct, including a new structure across West Sylvan Crk and wetlands. Cul-de-sac Canyon Dr at the Canyon Rd EB on-ramp to Sunset Hwy. Realign Camelot Ct to connect along Canyon Rd north of existing connection to improve approach road access spacing. Build soundwalls in the vicinities of Raab Rd and Camelot to Canyon on the south side of Sunset, and near Canyon Ct to SW 66th on the north side. Build a new structure for Raab Rd across East Sylvan Crk.

255
US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT INTERCHANGE
Construction of this project has been deferred to post-1998. It will add a third lane of capacity on the eastbound merge of Hwy 217 to US 26 in addition various right-of-way improvements including sound walls and reconstruction and widening of overpass structures.

256
US-26 - MURRAY ROAD TO HIGHWAY 217
EIS funding is allocated to this project in the current three-year approved program period. Extremely heavy congestion in a rapidly growing area of Washington County. Congestion will worsen with growth & location of a Westside Lightrail park and ride and station at the 217 interchange. The purpose of the project is to add a sixth lane to this limited access highway with ten foot inside and outside shoulders. Modify the SW Cedar Hills Blvd. structures. Widen 2 RCBC. Build soundwalls where needed. The braided ramps needed for an adequate design between Cedar Hills Blvd and 217 will also be constructed.

267
US26 - SUNSET HIGHWAY OVERLAY - STOREY CREEK TO 185TH
This project consists of a 3" overlay and a half inch leveling course (class "B" a.c.) throughout the entire length of the project. Cold plane pavement removal will be required in areas specified by the engineer. Bike path shoulders will be provided throughout the entire length of the project.

268
BEAVERTON HILLSDALE HIGHWAY @ 217
Currently this section between the north and southbound ramps of OR 217 is five lanes with left turn lanes sharing the length. There are signals at both ramp terminals. Traffic volumes have increased such that demand for left turns from the highway exceed existing storage. Vehicles wait in the left through lanes before making turns. During peak periods vehicles queue back onto the off ramps; unsafe maneuvers, then, occur.

This project would widen the highway to six lanes between the ramps with tapers on either side. The six lane section will give each turn lane storage for the full distance between the north and southbound ramps doubling the storage capacity. If possible a bike lane will be added.

270
METRO ADVANCE WARNING SIGNS - VAR HWYS - CLACK/MULT & WASH CTYS
These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

272
METRO AREA FREEWAYS DETECTION SYSTEM - VARIOUS HWYS - MULT CTY
These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

273
MOTORIST INFORMATION SYSTEM
These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facility corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

274
HISTORIC COLUMBIA RIVER HWY INTERPRETATIVE PANELS (MULT/ODOT)
Built over a ten year period (1913-1922) at the dawn of the automobile age, the Columbia River Highway was a remarkable technical and civil achievement of its time; a successful mix of sensitivity to magnificent Columbia River Gorge landscape and ambitious engineering.

Few visitors have an opportunity to appreciate the significance of the highway and the surrounding attractions because of the lack of interpretative information along the highway. This project seeks to fill this information gap by constructing a series of 30 panels long the highway in Multnomah and Hood River Counties to interpret the outstanding cultural, historical and natural resources.

275
OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)
This project is identified as an abandoned railroad right of way located in eastern Washington County, Oregon. It is located between SW Oleson Road and SW 92nd Avenue as shown on the attached site location map. The right of way as shown is divided into three sections. The Park District owns, operates and maintains the easterly and westerly most sections. The third parcel makes up the center and final section of this proposed linear park.

The intent of this project application is to dedicate Interim Enhancement Program funds with a local 20% match to acquire and develop the final section of this abandoned railroad right of way to create a pedestrian/bicycle path system to serve the regions residents.

This project goes above and beyond normal or customary transportation activities by providing (completing) a pedestrian/bicycle system that: 1. Replaces an unsafe and potentially life threatening situation on the street path system in the area. 2. Preserves a historic railroad right of way that played a critical role in the development of the economy and culture of Washington County. 3. Services the current day needs of the area by providing non-vehicular access to commercial centers.

277
SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)
During the past three years of operation, the viability of the trolley operation has been threatened by the poorly located terminal stations. The purpose of this project is to complete the improvements needed to finish the south end of the trolley line, and thus ensure its successful operation and enhancement. The extension will bring the trolley near the focal point of pedestrian activity, and adjacent to the proposed Tri-Met bus transit center, and a potential passenger railroad corridor that is included in the regional rail plan.

The project consists of two main elements: 1) construction of a station, trackage, siding and platform, and 2) construction of a car barn.

Regarding the station, the original purchase agreement with Southern Pacific provided only for the extension of the track into Lake Oswego, with no provision of station facilities. This project would provide the following: A) Buy back the original station site and B) Construct station trackage, including a siding and platforms.

The operation of the line with historic trolley equipment, up to 80 years old, makes it essential to provide an enclosed site where these vehicles can be stored, protected, and maintained out of the weather. Several sites have been identified. This project will accomplish: 1) Acquisition of the site. 2) Grading and trackwork. 3) Construct the car barn.

281
VEHICLE ACQUISITION FOR PRIVATE NON-PROFIT
This project is required by the Oregon Department of Transportation's Community Transportation Program. This new state program combines the discretionary portions of state cigarette tax money, FTA Section 18 and FTA Section 16(b). The grant application combines Tri-Met projects with projects submitted by private providers such as Volunteer Transportation, Inc. The project applications have been prioritized through a local review process which meets the requirements of the Community Transportation Program Handbook. The grant application contains a five-year projection of needs.

The Community Transportation Program Handbook requires that all projects be identified in an "approved transportation plan" preferably a regional plan. All projects included in the application are consistent with Tri-Met and regional planning priorities and documents, such as Tri-Met's ADA Complementary Paratransit Plan and draft Strategic Plan.

Volunteer Transportation, Inc. (VTI) is a private non-profit corporation organized to support and maintain effective and efficient volunteer transportation programs in Multnomah, Washington and Clackamas counties. VTI has received and reviewed applications for equipment from the following providers (listed in order of VTI's priorities): American Red Cross, Portland Impact, Mt. Hood Community Mental Health Center/Mt. Hood Medical Center/Powell Vista Manor, Clackamas Senior Transportation Consortium, Friendly House, Inc., Providence ElderPlace, Tualatin Valley Mental Health Center, and Seniors Ala Cart.

283
RESERVE RAIL MODERNIZATION
These funds are necessary to provide for capitals needs not identified, however anticipated in the Tri-Met Capital Improvement Program and Transportation Development Program related to upgrading of the region's LRT system..

284
MCLOUGHLIN BLVD.-PALMBLAD RD/SPRINGWTR CORRIDOR (CITY OF PTLD)
The Springwater Corridor is an abandoned rail corridor that extends 16.5 miles through southeast Portland from SE McLoughlin east to the community of Boring. The Corridor was

also known as the Portland Traction Company line and the Bellrose line. It was acquired by the City of Portland Park Bureau in February of 1990 and will complete the southern portion of the 40 Mile Loop. The corridor connects directly with the I-205 bike path as well as Tideman Johnson Park, Beggar's Tick Marsh, Powell Butte Nature Park and Gresham Main City Park.

The SCORP notes that 41% of the state's bicyclists reside in the Portland region with only 14% of the designated bikeways. In recreational surveys in both Portland and Gresham, 70% of adjacent residences favored development of the Corridor for recreation. Of those that did not favor development, 90% said that they would still use the Corridor if developed.

The existing gravel railbed will be surfaced to serve a wide variety of users. This multi-purpose trail will be twelve feet wide with gravel shoulders. Ten existing trestles will be decked and handrailed for increased public safety. Land will be acquired and developed to provide eight trailhead facilities, half of which will have equestrian accommodations. A separate equestrian trail will be built. Six major road crossings will have pedestrian activated cross walks installed and all minor intersections will be signed.

By constructing the trail within the existing right-of-way, the trail will preserve the linear integrity of this open space and not damage the surrounding wetland areas. Interpretive signage and informational kiosks will refer to the environmental, cultural, and historical amenities adjacent to the Corridor.

287
FANNO CREEK BIKEPATH (BEAVERTON)
The city plans to provide an extension of the Fanno Creek Bikeway system between Highway 217 and Scholls Ferry Road. This would be a continuation of the path system that begins on the south in the City of Tigard and extends nearly two miles north into Beaverton. This segment of new pathway is unique in the respect that it will provide both a continuation of the pathway along the Fanno Creek Greenway Trail and a potential alternative transportation corridor. It would provide a new pathway and transportation link between SW Allen Blvd. and Denney Road, and, it would provide an alternative to travelling SW Denney Road, east of Highway 217 (which is presently hazardous due to its narrow width and lack of full shoulders), between Highway 217 and Scholls Ferry Road.

This project provides pathway facilities for both pedestrian and bicyclists. It provides both scenic and natural qualities as well as an opportunity to provide new wetland features as a part of project mitigation. There is also an opportunity to convert a portion of railroad right-of-way into trail use. This project would include the acquisition of property, constructions of pathways, wetland/resource mitigation elements and the construction of two wood bridges spanning Fanno Creek.

295
TRI-MET RIDESHARE PROGRAM

This on-going project uses Federal-Aid Urban funds. The FY92-93 program includes several components: Further development of on-site transportation programs that encourage major employers to take part in transportation solutions. Continued park and ride development and promotion. Working with the State Transportation Demand Management Committee to develop TDM measures for the Metro area. Select and purchase new computer software to replace the 10 year old carpool match program. Adding address geocoding to the carpool matching program to provide quicker, more accurate carpool matches. Continued distribution of carpool promotional material. Development and distribution of Rideshare. Awareness Public Service Announcements (PSA's).

298
MARINE DRIVE WIDENING TO FOUR LANES
Marine Drive/N Portland Road serves as a principal route for employees and truck traffic from Rivergate Industrial District and adjacent North Portland industrial areas to I-5 at the Union/Marine Drive interchange, and other major area streets. The multi-phased project using FAIX and Federal-Aid Urban funds provides for a safe, efficient arterial street and truck route from Rivergate to I-5. The proposed facility will be designed to be compatible with the planned bridge over Oregon Slough to West Hayden Island. It will have four travel lanes, turn lanes as needed, bicycle lanes, and curbs, sidewalks, lighting, signalization, storm drainage and landscaping.

The project is broken into two units: Unit 1 will provide embankment work on bridge approaches 6 months prior to start of bridge/roadway construction to allow for settlement of the fill material at these approaches; Unit 2 will provide the construction and upgrade of the facility.

302
EASTBANK BIKE/PED WAY/BRIDGES, OMSI (CITY OF PORTLAND)
Two pedestrian/bicycle path components on the eastbank of the Willamette. The first component is the section between the Steel and Burnside Bridges. The second connects OMSI and the existing esplanade. Funding for these two segments now finalizes a constructed or committed system connecting McCall Waterfront Park across the Steel Bridge south to OMSI and connecting to the Springwater Corridor. These projects are unaffected by "Eastbank" freeway issues.

311
COMPLETE CEDAR CREEK TRAIL (SHERWOOD)
This project would complete 3,550 feet of bicycle/pedestrian trail in a heavily developed area of Sherwood.

312
SPRINGWATER TRAIL - BORING CONNECTION (CLACKAMAS)
The purpose of this project is to acquire one-half mile segment of the Springwater Corridor near Boring.

316
ROCK CREEK BIKE/PED PATHWAY (HILLSBORO)
This project provides funding for a bicycle/pedestrian path parallel to Rock Creek between Rock Creek Park (just north of Sunset Highway) to Evergreen. At Evergreen, the pathway connects with an existing bikeway.

318
INTERMODAL TRANSFER PARK (TROUTDALE)
Reconstruct Troutdale Community Park to include bicycle/pedestrian access; construct a bus shelter, and provide interpretive information including a kiosk.

321
112TH LINEAR PARK PATHWAY (WASHINGTON)
Funding for a 10-foot bicycle/pedestrian path, with a small bridge, within a linear park paralleling NW 112th south of Cornell Road. Some funds for right-of-way; no funding for park property.

330
MACS STUDIES (TWO)(ATMS)
These are funds reserved by ODOT to implement recommendations of Metropolitan Area Corridor Studies which are geared to system management rather than capacity enhancement solutions to congestion of significant state facitity corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

331
TSM INITIATIVES (ATMS)
These are funds reserved by ODOT to implement various system management rather than capacity enhancement solutions to congestion of significant state facitity corridors. During the STIP reduction process concluded in FY 94, these funds were reallocated to a reserve for implementation of capital investment recommendations contained in the Portland Area Advanced Traffic Management System (ATMS) Study.

345
I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS)
This project has been rescheduled from FY 1989. It has been delayed to post-1998 pending final design and reconsideration for approval by the Portland City Council. Developement funds have been allocated in the current three-year approved program period.

The project is coupled with other I-5 projects; NB/SB Banfield Access project and the Grand/MLK ramps. This project calls for construction of SB I-5 access at Water Avenue and improved access by NB traffic on I-5. It is expected that the Water Avenue on ramp will

relieve traffic on the Ross Island Bridge. The result, when all three projects are completed, would ultimately reflect less congestion on Grand and MLK Avenues.

366
BV/TUALATIN HWY: 99W - SW MCDONALD ST.
This route is a designated bikeway in the MSD regional bicycle plan. Existing narrow gravel shoulders are unacceptable for bicycle use. Install 5' bike lanes (minimum allowed) on both sides of the existing travel lanes. Signal loop replacement

367
BARBUR BLVD.: HAMILTON/MILES BIKEWAY
Construction of a bike lane along this segment of Barbur Blvd. Connects existing facilities and provides connection of the upper portion of Barbur Blvd. with Downtown Portland.

368
BV/TUALATIN HWY; LWR BOONES FERRY RD.-TUALATIN/SHERWOOD
SW Lower Boones Ferry Road/Tualatin/Sherwood Highway bike route through Tualatin does not properly separate bikes from motorized traffic. Track crossing is hazardous for bikes and cars. On street parking is not conducive to safe shoulder travel for bicyclists. Striping is inconsistent and/or non-existent. Tualatin River Bridge has substandard curbs with single tube rail in front of pedestrian walk. Upgrade the railroad crossing and the bridge ends. Restripe the roadway to include the bikelane. Eliminate on street parking in Tualatin.

376
I-405 EAST FREMONT BRIDGE APPROACH
This project will reconstruct the joints and restore the decks on the bridge and ramps. This project requires immediate attention because of severe deterioration of the bridge approach structure, including: a) deck shows traverse cracking with efflorescence, top surface shows rebar exposure; b) concrete wearing surface shows serious abrasion, map cracking and popouts; deck joints are banging loudly, the noise suppressors are falling apart.

381
REGIONAL 2040 RESERVE
These are funds which the region has committed to reserve for implementation of road and alternative mode projects found to be consistent with the land form recommendation which is anticipated from the Region 2040 analysis to be concluded in summer of FY 94. It is funded by allocation of Regional STP funds and State STP funds "added back" as a result of the STIP reduction process concluded in FY 94.

382
ALTERNATIVE MODE CONSTRUCTION RESERVE
These funds represent allocation of State STP funds "added back" as a result of the STIP reduction process concluded in FY 94. They are reserved for implementation of Transit

Oriented Development assistance, regionally significant bike and pedestrian projects and project recommendations resulting from the Congestion Management and Intermodal Management System Plans being prepared pursuant to ISTEA.

386
SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(III)
Accidents and congestion occur at this location because of the inability of motorists to anticipate conditions inside the tunnel. This project would provide advance warning of hazardous conditions by location of a programmable message sign upstream of the tunnel entrance able to advise motorists to slow or change lanes well prior to entering the tunnel.

403
I-5 - STAFFORD INTERCHANGE
Commercial and industrial development in this area has lowered the level of service of this interchange. Increases in auto traffic are also contributing to the congestion problem as residential and business (employment) development continues. This project will reconstruct the interchange to provide five travel lanes on the overcrossing structure and improve the ramp access to I-5; include loop on-ramps in NW and SE quadrants; relocate each diamond ramp, and widen the structure over I-5.Due to continued development, the commercial and industrial truck traffic has lowered the level of service in the area tremendously. Substantial increases in auto traffic are also contributing to the congestion problem as residential and business (employment) development continues.

The purpose of this project is to reconstruct the interchange to provide five travel lanes on the overcrossing structure and to improve the ramp access to I-5. To include loop on-ramps in NW and SE quadrants, relocate each diamond ramp, and to widen the structure over I-5.

410
US26 - SYLVAN INTERCHANGE TO VISTA RIDGE(ZOO INTERCHANGE)
This is one of several highway projects linked to construction of the Westside LRT. It would provide a truck climbing lane between the Zoo Interchange and the Sylvan Interchange. The climbing lane would segregate slow moving heavy truck traffic from faster smaller vehicles, thereby improving a significant hazard of the existing facility. This project was recommended for delay to post-1998. However, the funds dedicated by ISTEA to construct the project will only be available if obligated by the end of FY 94. In light of this development, the project was advanced for constuction.

452
MINIBUSES FOR EXPANDED SERVICE (TRI-MET)
Community based demand-responsive transit vehicles would be purchased for operation in areas which currently have no service. (Tri-Met)

472
I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287

Geologic subsidence has caused both northbound and southbound roadways to rotate towards the sinking median. Measurements indicate the inside edge of pavement has tilted as much as 18 inches below its design grade. This area of adverse grade frequently causes vehicles to track out of their intended lane. Investigation of storm sewers indicate deformed and settled manholes and pipes, which prevent proper drainage.

Geotechnical interpretation of field survey data yielded a recommendation to remove and replace 500 feet of southbound and 800 feet of northbound surfacing and base. The new pavement and base section will raise the inside lanes to the original design grade. Storm drainage will be replaced.

575
WILLAMETTE GREENWAY TRAIL PROGRAM
The willamette Greenway Trail Program is a major element of the City's Greenway Plan. The pathway will provide public access to the river. About one-third of the pathway on the west bank has been constructed and completion of the balance of the path on the west bank will provide a commuter/recreation bike route between Willamette Park and Downtown Portland. It will provide direct access to Johns Landing, the South Downtown Waterfront Area and the Riverfront Park. A 12 foot wide pathway is proposed with full illumination and structures where needed. Some of the route will cross or parallel railroad tracks; crossing protection may be required for the railroad crossings.

The project has been downscoped and the FAU funding reduced. Further project changes may be required to fit in with the funding noted above.

598
RESERVE 059837 REGIONAL CMAQ PROGRAM RESERVE
The Region has allocated 100 percent of projected CMAQ funds. However, it is expected that projects programmed in FY 96 will require more funds than will be allocated to the region in that year; FY 97 projects will require an equal amount less than projected to be available. In this instance, the overprogrammed project in FY 96 would require ODOT to make addtitional funds available with the expectation that equal amounts of funding allocated to this region in FY 97 would be used to fund other downstate projects.

603
NEIGHBORHOOD RIDE SHARE (CITY OF PORTLAND)

Local and national surveys have shown that one impediment to increased commuter ridesharing is the discomfort of riding with strangers. This project would test the effectiveness of neighborhood based, rather than employment based, rideshare matching and supporting programs as a way to overcome the barrier of sharing a ride with strangers and increase rideshare participation. A neighborhood cooperative would be established to initiate and operate the program with City of Portland staff assistance.

The project would last two years, beginning with the selection of a target neighborhood for the demonstration project. After the co-op is established, a baseline survey of the neighborhood would be conducted to determine travel patterns and modal choice. The final product would be a report analyzing effectiveness of the neighborhood co-op, documentation of its effect on vehicle occupancy, and its potential application in other settings.

604
WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNOMAH)
Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridgeheads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)

606
PEDESTRIAN TO TRANSIT ACCESS STUDY (CITY OF PORTLAND)
This is one of three similar projects (one each in the City of Portland, and Washington and Clackamas Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities These funds will be used to study, design and construct capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) involve study and design activities, with actual construction occurring during Phase III.

Phase 1 will examine the use of public transit within designated transit corridors, analyzed the factors that influence the choice to use or not use transit facilities, and identify capital improvements to the public right of way that will enhance pedestrian access to transit facilities. Phase 2 will complete design and preliminary engineering for prototype pedestrian-way capital projects that best demonstrate how to increase access to public transit and improve air quality.

608
PORTLAND REGIONAL TRANSPORATION MNGT ASSOC (DEQ)
The Governor's Task Force on Motor Vehicle Emission Reduction recommended a mandatory employer Trip Reduction Program (TRP). The Transportation Management Association (TMA) funded by this project would provide input in development of the TRP. The TMA would be a public/private partnership established to provide Transportation Demand Management programs and services to employers which will reduce trips to and from worksites. One TMA would be developed to address regional issues and two other localized TMAs would address central city and suburban business environment issues. The TMA will eventually be self-supporting, with a private sector Board of Directors. Public agency representation will continue in a advisory capacity.

609
TRANSIT ORIENTED DEVELOPMENT PROJECT (DEQ)

The TOD will incorporate new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access.

The TOD proposal for CMAQ funding was developed as a means of starting to implement one of the base strategies recommended by the Governor's Task Force on Motor Vehicle Emissions Reductions. The strategy includes pedestrian, bike, and transit friendly land use options for new construction projects. TOD projects are a new concept in the Portland Metropolitan area and represent a departure from typical development approaches commonly found locally. It is clear that developers are skeptical of this type of development and that some public leadership and financial incentives are necessary to accelerate its application.

The TOD projects will involve innovative steps to educate the development community and ultimately achieve the desired development patterns and trends. TODs are designed to incorporate mixed uses, increased density with nearby parks and transit, bike and pedestrian friendly amenities, while reducing single occupant vehicle use and associated emissions common to new development.

Reversing the strong trend of vehicle miles travelled per capita which is negating emission control technology achievements is a critical component of a cost effective strategy to ensure attainment of air quality standards in the Portland area. Promoting Transit Oriented Development offers the general public the opportunity to choose well designed, transit friendly neighborhoods, rather than typical, auto-oriented subdivisions. Implementation of several TODs which will reduce SOV travel through application of land use designs that include increased density, mixed uses, and transit, bike, and pedestrian friendly amenities.

610
PEDESTRIAN ENHANCEMENT FACILITIES/TRANSIT ACCESS STUDY (WASHINGTON) This is one of three similar projects (one each in the City of Portland, and Washington and Multnomah Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities. Currently, within developed portions of unincorporated Washington County, there are gaps in the existing sidewalk system. These gaps frequently are located in areas with potentially heavy pedestrian traffic. Such gaps in the pedestrian system create an unsafe and inconvenient pedestrian environment, discouraging the movement of pedestrians between developments and providing an obstacle to residents wishing to use transit.

This first round of funding would be used to identify critical gaps in the existing sidewalk system serving pedestrian access to regional transit facilities. In particular, opportunities would be identified to improve safety, convenience and comfort of pedestrian transit users, including enhancement of street crossings and linkages to and between residential and commercial areas. This phase would also provide design and preliminary engineering of suitable candidate projects. Funds to be allocated from FY 95, 96 and 97 CMAQ appropriations would be used to implement construction of highest priority projects.

612
SUNSET TRANSIT CENTER PEDESTRIAN & BICYCLE BRIDGE (TRI-MET)
This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)

613
PORTLAND REGIONAL RIDESHARE/TDM PROGRAM (TRI-MET)
The identified funds would support a substantial expansion of Tri-Met's current Transportation Demand Management (TDM) program and enable Tri-Met to actively develop and promote several key TDM initiatives. An Employer Outreach Program would initially focus on Downtown Portland commuter patterns and then expand to suburban job centers. The program would better identify rideshare service needs. It would also enhance the current Employee Transportation Coordinator (ETC) program which encourages creation of worksite alternative mode commute coordinators in medium and large firms. The ETC is a proven ingredient in successful efforts to increase non-SOV commuter travel. Tri-Met's Carpool Matching services would be expanded to facilitate two-person matches (rather than the current requirement of three-person matches). Other TDM services would also be enhanced including increased verification of the central city discount carpool program, employer incentives to develop guaranteed ride home programs and additional support for park and ride and park and pool lots. This project would also support Tri-Met participation in the Regional TMA program.

614
NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)
The traffic signals on 82nd Avenue in Portland have not been retimed in many years. The current timing pattern is outdated relative to current travel conditions which causes unnecessary stops and delay and excessive vehicular emissions. Of particular concern is the intersection of 82nd and Division which is identified as a CO "hotspot".

The proposed project includes retiming of the 27 signals on 82nd Avenue from NE Webster (exit to Portland Airport), south to SE Flavel (6.31 miles). Also included is installation of five loop count stations for monitoring traffic flows on 82nd Avenue and improved traffic detection at the 82nd and Division intersection.

615
PEDESTRIAN/BIKE ACCESS FOR MAX (MULTNOMAH)
This is one of three similar projects (one each in the City of Portland, and Washington and Multnomah Counties) to identify and correct impediments to increased pedestrian access to regional transit and LRT facilities.

The station area pedestrian environment is a critical element for the success of the regional light rail program. This project produces an action program that responds to long term goals for a supportive pedestrian environment in the MAX corridor and that addresses key

requirements of the State Transportation Planning Rule. This project aims to increase the pedestrian/bicycle mode of access to MAX, reduce vehicle miles traveled, among both current transit riders (park and ride plus kiss and ride) including future riders.

The project will identify a program for construction of pedestrian and bicycle facilities within the vicinity of twelve light rail stations. The project will identify those improvement strategies, packages of improvements, or station areas where the program can most effectively improve and maintain air quality.

617
CENTRAL CITY BIKEWAY FACILITIES (CITY OF PORTLAND)
This project is to: identify, refurbish and equip selected building sites to serve as bicycle commuter destination centers to attract additional bike ridership. City policies aim at increasing the modal share of bicycle travel to 10% over the next twenty years. One method to achieve this goal would be to provide facilities and amenities which would encourage bicycling.

Surveys done by the bicycling community support bicycle commuter destination centers. According to the survey twenty-one percent, of the respondents, indicated that lack of end trip facilities dissuades them from riding to the Central City. This project would reduce congestion, parking demand and improve air quality.

619
KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BIKEWAY (POP)
The Rivergate industrial area is experiencing a high number of trucks on North Lombard Street; truck traffic constitutes approximately 20% of the total traffic coming through North Lombard Street to Rivergate. A separated bicycle path will create a safer facility for bicycle users moving along North Lombard. The proposed bike path will be 12 feet wide and will connect the entrance of Rivergate with the entrance to Kelly Point Park (approximately 8,600 feet). No additional right-of-way is required to create this facility.

The separated bike facility will provide convenient bike access from the surrounding residential neighborhoods to the industrial and recreational areas located within the Rivergate area. This project will implement the transportation element of the Comprehensive Plan by providing a bike facility.

620
PEDESTRIAN/BIKE XING ON STEEL BRIDGE
This project proposes to implement one element of the River Access and Transportation Program. The River Access and Transportation Program contains a number of elements that work together to unite the east and west banks of the Willamette River for pedestrians and bicyclist.

The pedestrian/bicycle crossing on the Steel Bridge will provide an essential barrier-free connection between downtown, Old Town, the Union Station area, and Tom McCall Waterfront Park on the west and the Oregon Convention Center, Arena, and Lloyd District on the east.

The pedestrian/bicycle crossing will begin on the west at the northernmost end of the Waterfront Park, crossing the Willamette on the lower level of the Steel Bridge. The crossing will be a cantilevered wood plank system on the upstream side of the bridge and will ramp up and over the Union Pacific Railroad and connect to a river overlook on the east shoreline.

The pedestrian/bicycle crossing on the Steel Bridge and a water taxi system (the water taxi system is a separate project and to be funded with public and private dollars) will provide a vital pedestrian/bicycle connections linking activity areas on the west and east sides of the river.

621
COLUMBIA SOUTH SHORE TRANSIT DEMO (PORT OF PTLD, TRI-MET)
The CMAQ funds will be used to assist Tri-Met in purchasing two new shuttle buses to provide enhanced transit service to the Columbia Corridor area. Operating assistance is not requested. Tri-Met is studying "innovative transit" options in the Columbia South Shore area to meet the needs of the present and continued industrial development. Transit service is not available to various employment centers located within the Columbia Corridor area. It is projected that the Columbia South Shore will ultimately accommodate approximately 100,000 employees and it will emerge as one of the major employment centers in Portland. Therefore, a need has been recognized to analyze a variety of transit alternatives to develop transit service which will eventually serve this area in the most efficient way.

Decreasing auto dependency for access to work is one of the main objectives of this project. The estimated reduction of 2.02 kg/day of HC an 10.05 kg/day of CO is anticipated.

622
OREGON CITY DOWNTOWN Park and ride (OREGON CITY)
The project will have a measurable air quality and reduced per capita vehicle miles travelled benefit by placing vehicles out of the business core and shuttling people to their destinations. This will eliminate the constant moving of vehicles in short term parking areas which are needed for short term shopping and visitors to the historic downtown district.

This project is consistent with the City's Transportation Master Plan and the recommendation of the City's Parking Advisory Committee. With the increasing centralization of County government in the downtown area, the need for this project is critical.

The Parking Advisory Committee has developed a parking program which will generate the revenue to operate and cover the City's requirement of matching funds. However, a project

of this size, serving the residents of the Tri-Cities and Clackamas County areas could not become a reality without CMAQ funding.

The City's parking program will discourage the park and re-park cycle and encourage the use of mass transit through the development of the downtown shuttle program.

623
ELECTRIC VEHICLE DEMO (DEQ)
Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

629
EASTSIDE BIKEWAY TRAIL LOOP (OMSI-SPRINGWATER)
Construction of a major urban bikeway/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)

633
STRAWBERRY LANE BIKE LANE (CLACKAMAS)
Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clack. Co.)

635
COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE (PORT OF PORTLAND)
This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)

637
HIGHWAY 217 CORRIDOR BIKE/PED FUND (WASHINGTON)
Phase I would focus on evaluation and prioritization of links needed to complete a continuous bike route parallel to Highway 217 in Washington County. The bike route generally follows Cedar Hills Blvd. and Hall Blvd. from the Sunset Highway to the I-5/I-205 interchange. Phase II would involve construction of high priority bike lanes identified in Phase I. (Washington Co.)

641
PORTLAND AREA TELECOMMUTING PROJECT
Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)

648
GRESHAM TRAFFIC SIGNAL COORDINATION & OPTIMIZATION PROJECT

Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times and improve traffic flow. (Gresham)

755 REGIONAL RESERVE

784
DBE TRAINING PROGRAM
Tri-Met has been awarded funding for a Disadvantaged Business Enterprise (DBE) Training Program to enable DBE's to participate in contracting opportunities available through the Westside Light Rail Project. The training program will be designed to provide DBE's information on contracting opportunities and the procurement process, bonding, and required certification. The program will include workshops conducted locally and at other locations within the region as well a production of a videotape to be distributed throughout the nation. The goal is to provide technical assistance to DBE's to increase their participation in Westside contraction opportunities.

824 SECTION 9 OPERATING PROGRAM
Section 9 funds may be used for both captical acquisition and operating. However, operating funds are limited by the federal government to a portion of all Section 9 revenues on an annual basis. In addition to Section 9 funds, Tri-Met relies on general revenues to fully fund operational needs of the agency.

828
OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO
This highway lacks left turn lanes causing severe congestion and a very high accident rate. The Environmental Impact Study has been completed. Right-of-way has been purchased. This is the second unit of the Main Street to 21st Avenue project. The Main Street - Shute Park unit was recently constructed, but requires hazard materials monitoring and removal of petroleum contaminants, which is a part of this project.
This project will add a fifth lane to complete the two phase project. A curb, sidewalk and signal interconnection will be added. Additionally, a bikepath one direction on each shoulder will be included.

855
BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER-MILNE
This project is intended to improve east-west access between the Oregon City Bypass and Warner-Milne Road, and surrounding land use development. The original design called for widening Beavercreek Road between Highway 213 and Maple Lane to 2 travel lanes, a continuous left turn lane, possibly additional channelization, curbs, sidewalks and paved shoulders. Beavercreek Road would be realigned to intersect Highway 213 at more of a right angle and would be extended through Red Soils complex to Warner Milne Road. Linn Avenue would be realigned and provided with a signal.

The project has been downscoped from that described and funds are needed in excess of those noted above. The first phase in implementation will upgrade Beavercreek Road as necessary to accommodate traffic on an interim basis with intersection and some roadway improvements. Future phases will be implemented accordingly.

864

NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)

This project will provide a new county arterial connecting 223rd Avenue with the planned I-84 Interchange in the vicinity of 207th Avenue. The need for improved access from east county to the interstate system has been identified in the county's Master Transportation Planning effort. Construction of this facility will relieve much of the traffic burden which currently exists in the 238th/242nd Avenue Corridor.

892

MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD

This project was originally intended to provide initial funding for a reconstruction of this section of McLoughlin Blvd. However, the City was unable to secure federal community block grant funding to complete planning and right of way acquisition necessary to fully implement the planned improvements. These funds will now be used to complete minor adustment of facility within the existing right of way. Ultimately, these improvements will coordinate with efforts to integrate the water-front, downtown Milwaukie and an LRT station with pedestrian oriented concepts upon completion of the South/North Corridor AA/EIS.

893

I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION

Increased traffic volumes have caused increased delay, congestion and safety problems during the peak hours. This project will construct an initial phase of a two phase solution which would provide a free flow freeway to freeway connection from I-5 to Highway 217.

896

LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT

All new light rail vehicles will be equipped with air conditioning, and it is desirable that the existing 26 Banfield LRV's also be air conditioned. When the 10 new Banfield cars presently under construction are ready to operate in revenue service, existing cars will be pulled from service for the air conditioning retrofit.

897

SPECIAL NEEDS TRANSPORTATION MINI-BUSES

Tri-Met's Special Needs Transportation (SNT) service provides door to door service to the elderly and disabled, using smaller van-type transit vehicles. Increased funding for this program is mandated by the federal American With Disabilities Act. These services are provided to those who are actually transit dependent.

902

JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE
This section of Johnson Creek Road is quite narrow and winding. This project is safety oreientd and will provide some widening of narrow lanes, together with bicycle and pedestrian facilitities. No new lanes will be built and only incidental capacity increase would result.

904
HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE

905
JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)
Clackamas County has earmarked FAIX funds for the PE portion of this project. Increasing accidents resulting from marginal signalization and increasing traffic volumes. Lack of full signalization and poor illumination adversely affect auto, bicycle, and pedestrian safety and adjacent neighborhood livability. Proposed solution is to provide traffic signal, left turn refuge, right turn, curb, sidewalk, bike path, and storm drainage.

907
I-205 BUSLANES WITHDRAWAL RESERVE(T)
These funds were made avialable as a result of the region's decision in th 1980's to withdraw an approved project which would have added a dedicated buslane to I-205. The funds are held in reserve pending deterimination of which transit related projects are appropriate for expenditure in this corridor. Once such projects are identified and funded, the funds may then be expended on other transit related purposes outside of the corridor. The fund balance does not reflect approximaztely $1.6 million which was "borrowed" from the account to fund South/North LRT Corridor planning work. These funds will be reimbursed from Tri-Met general revenues in the event that identified transit projects necessitate repayment

914
OR99W PACIFIC HWY WEST AT 124TH AVENUE - SIGNAL/REALIGN
The existing intersection of Highway 99W and Tualatin Road is controlled by stop signs only on Tualatin Road. Increasing traffic volumes and high speeds at this location makes movement across Highway 99W unsafe. The City of Tualatin also plans to extend 124th Avenue to this intersection, adding additional traffic volumes to the intersection. This project would realign the intersection and provide a traffic signal when the City of Tualatin extends 124th Avenue to Highway 99W. Tualatin Road will be relocated south and intersect with 124th Avenue East of Highway 99W. 124th Avenue should intersect at right angles, creating a safer intersection.

920 AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)
This project is mitigation of wetland impacts related to the Airport Way widening project. Rather than mitigate a number of small impacts generated by that project, the City is restoring one large portion of wetlands along this segment of the project alignment.

922
I-84 COLUMBIA RIVER HIGHWAY - 223RD AVENUE TO TROUTDALE
Substandard travel lanes, shoulder widths, ramps and interchanges exist along this section of the highway. This situation combined with the high traffic volumes and increased load limits which have distorted the cross-section of the roadway, has caused increased congestion and accidents in segments of the proposed project. Structure clearances are also substandard on the highway and at interchanges. The reconstruction of this section entails reconstructing the 238th drive interchange, constructing a new 238th Drive structure over UPRR and constructing a new UPRR structure over I-84. Widening this section of the freeway to six lanes has been deferred until post-1998.

934
OR208 (FARMINGTON RD.) - 209TH AVENUE TO 167TH (WASHINGTON)
This is the second phase of a planned widening of Farmington Blvd. from 209th to Murray. The current roadway lacks capacity for existing and projected traffic volumes. Additional through lanes and left turn lanes are required, as well as signalization at major intersections. PE/EIS is in progress, and calls for three lanes from 209th to 167th for which ROW funds are allocated in FY 95. A five lane widening is proposed from 167th to Murray with ROW funds ($3.35 million) allocated in FY 95 and construction funds ($5.1 million) allocated in FY 96. Both projects would upgrade and add signals at all major intersections. Washington County has committed $3,450,000 toward construction of the entire project.

942
OR-47: COUNCIL CREEK - QUINCE (HWY 47 BYPASS)
Hwy 47 is currently routed through the Downtown Forest Grove Central Business District and Pacific University Campus. Traffic is routed through four right angle turns, 5 signals and the one-way couplet of Hwy 8, Pacific and 19th Avenue. Maneuvering trucks, especially log trucks, is difficult and numerous loads of logs have been dropped at these intersections. The one way grid has resulted in vehicles traveling the wrong direction. The purpose is to continue the rerouting of Hwy 47 east of downtown Forest Grove by constructing a new road from Council Creek at the north UGB, southeast to Quince Street and then south to the existing Hwy 47 Bypass. Washington County will participate in the financing. MSTIP/2 Serial Levy has been approved.

944
OR208 (FARMINGTON RD.) - 167TH AVENUE TO MURRAY (WASHINGTON)
This is the first phase of a planned widening of Farmington Blvd. from 209th to Murray. The current roadway lacks capacity for existing and projected traffic volumes. Additional through lanes and left turn lanes are required, as well as signalization at major intersections. A five lane widening is proposed from 167th to Murray with ROW funds ($3.35 million) allocated in FY 95 and construction funds ($5.1 million) allocated in FY 96. The project EIS calls for three lanes from 209th to 167th for which ROW funds are allocated in FY 95. Both projects would upgrade and add signals at all major intersections. Washington County has committed $3,450,000 toward construction of the entire project.

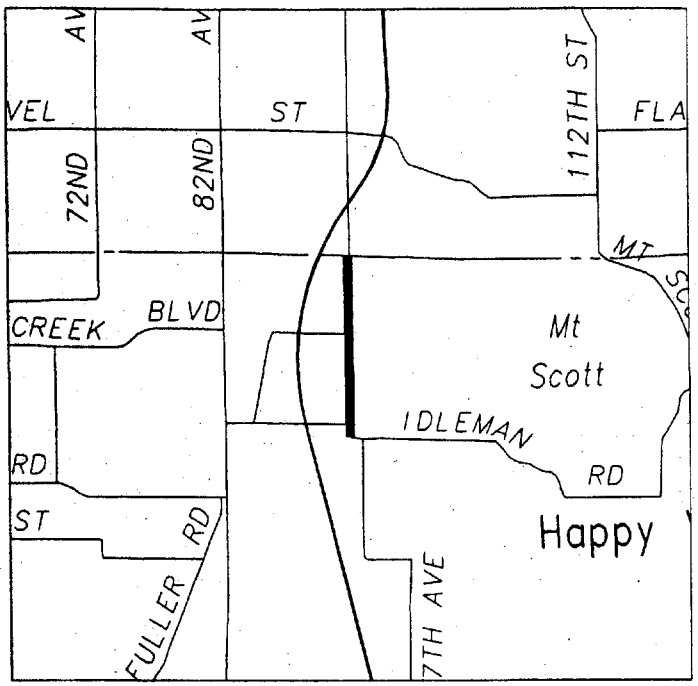
APPENDIX C:

PROJECT LOCATION MAPS BY METRO ID

The project locations maps were not complete at the time of publication of this Draft TIP. Additionally, not all projects which are scheduled to receive funding in the three-year approved program period can be mapped. A list of these unmappable projects will be included in the Final TIP.

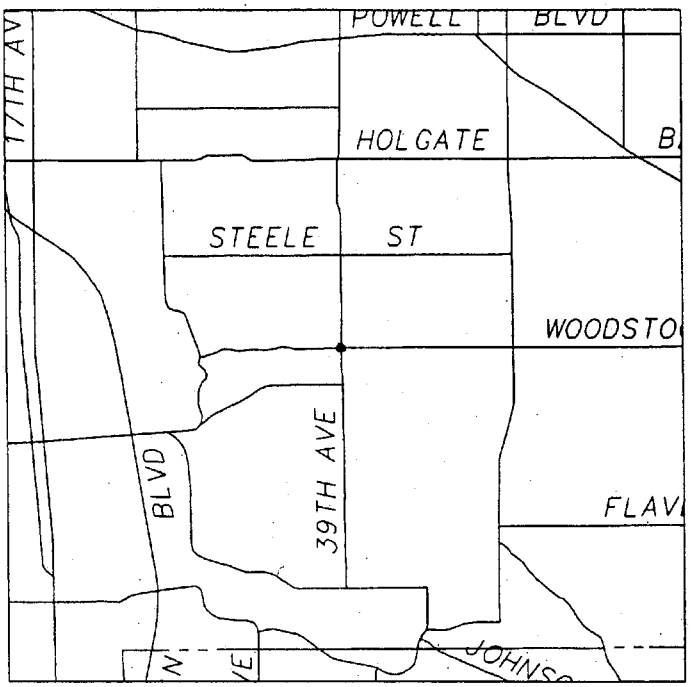
160

92ND AVE - IDLEMAN TO COUNTY LINE



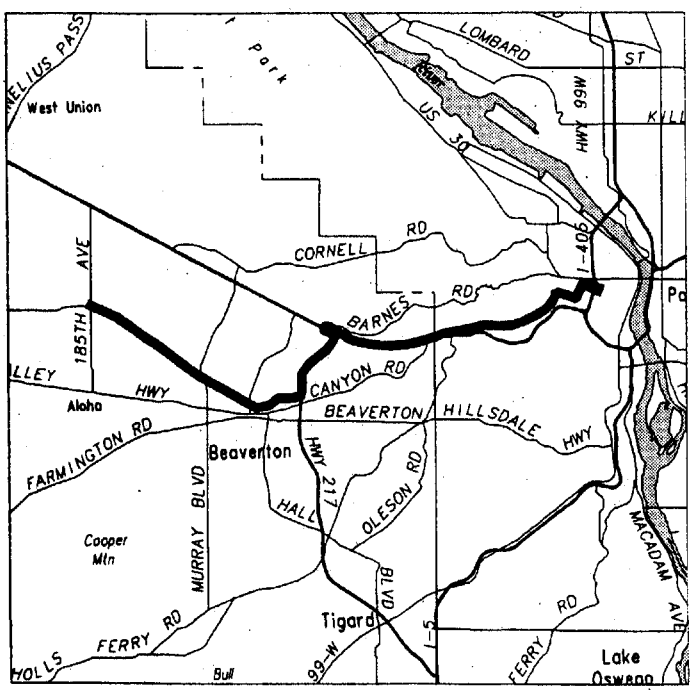
176

SE WOODSTOCK BLVD. @ SE 39TH AVE



206

INTEGRATED WESTSIDE/HILLSBORO LRT PROJECT

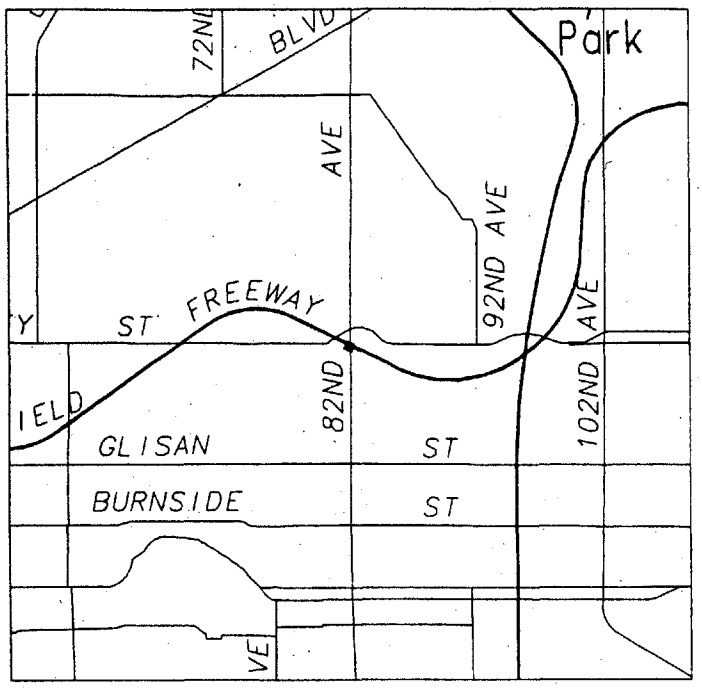


211

BEAVERTON/TUALATIN HWY @ SW WASH DR.

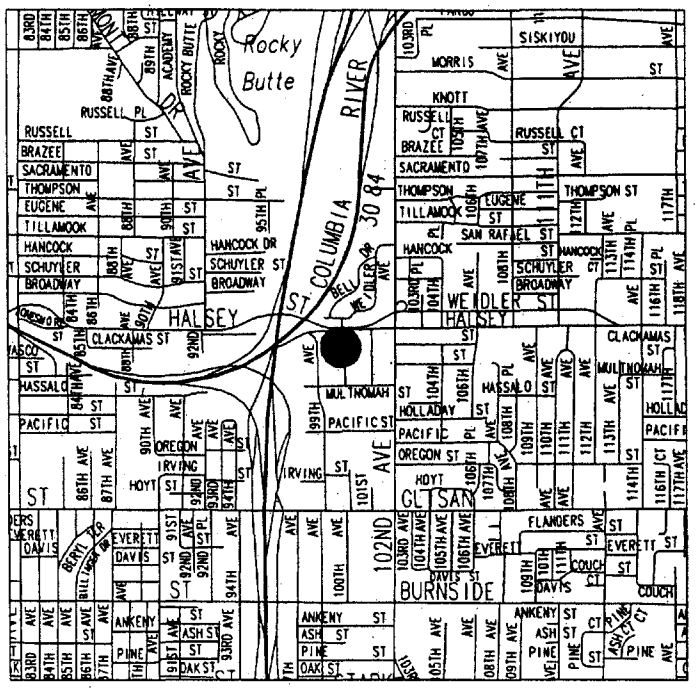
222

I-84 - I-I4 AT 82ND AVE PARK AND RIDE LOT



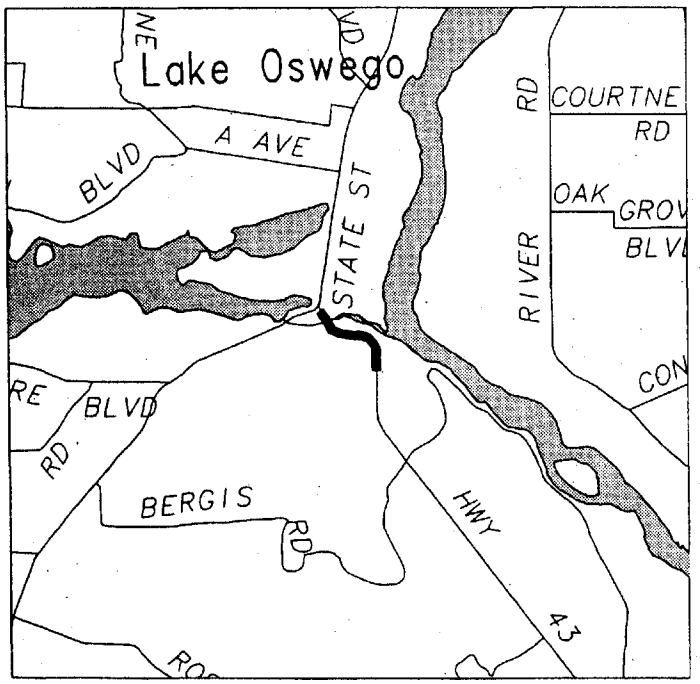
225

GATEWAY PARK AND PARK RIDE LOT



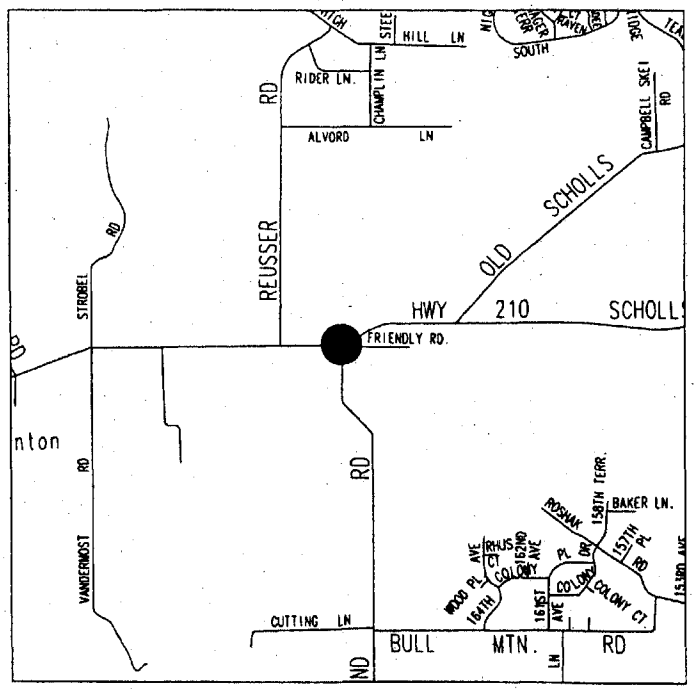
231

OR-43 OSWEGO HWY RETAINING WALL/BIKEWAY



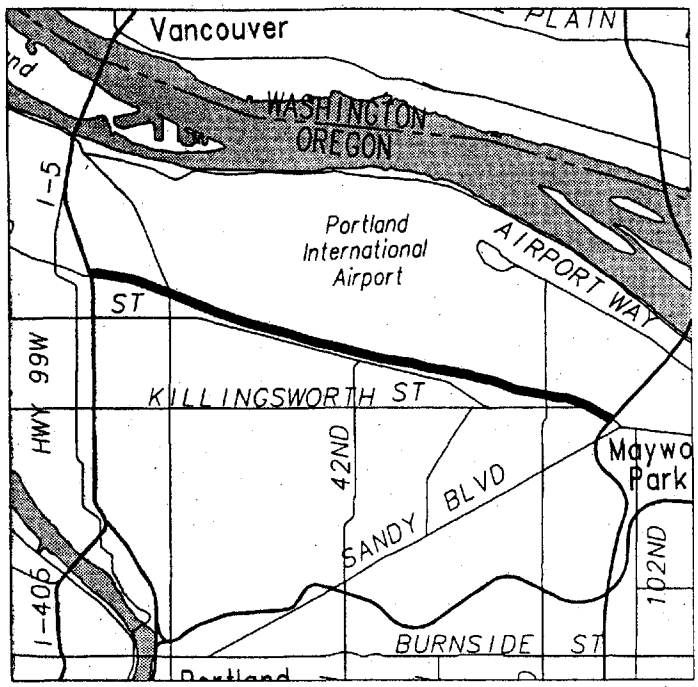
232

OR-210 - SCHOLLS AT BEEF BEND ROAD



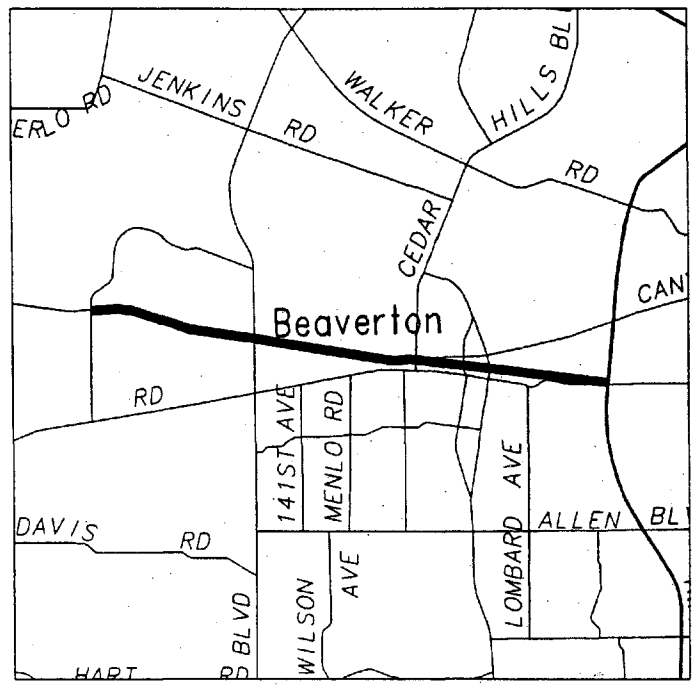
233

I-205 - COLUMBIA BLVD SOUTHBOUND ON-RAMP



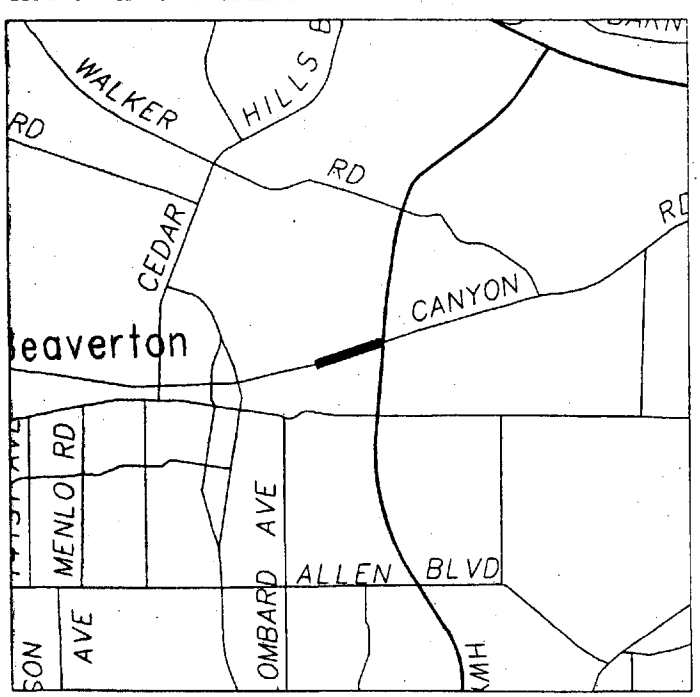
234

OR-8 TUALATIN VALLEY OVERLAY - 117TH TO 160TH



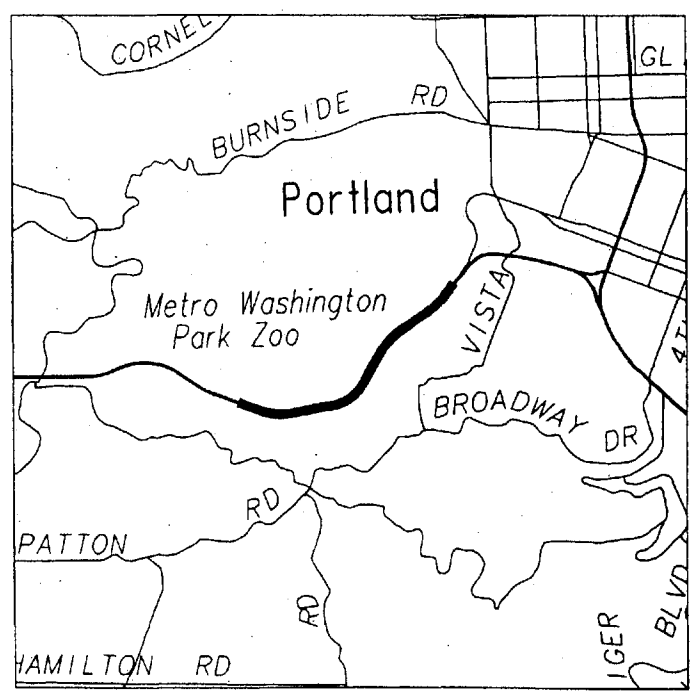
240

OR-8 TV HWY OVERLAY - 110TH TO 117TH



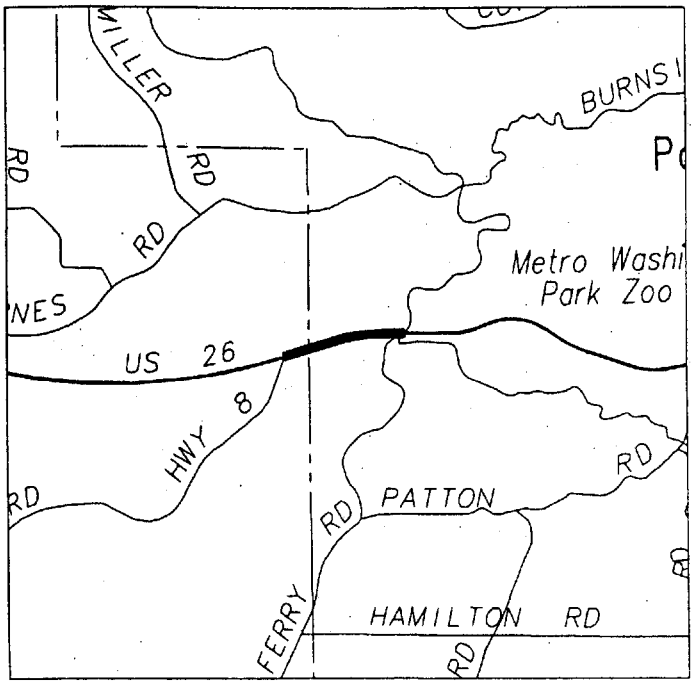
254

US-26 - CAMELOT INTERCHANGE TO SYLVAN INTERCHA



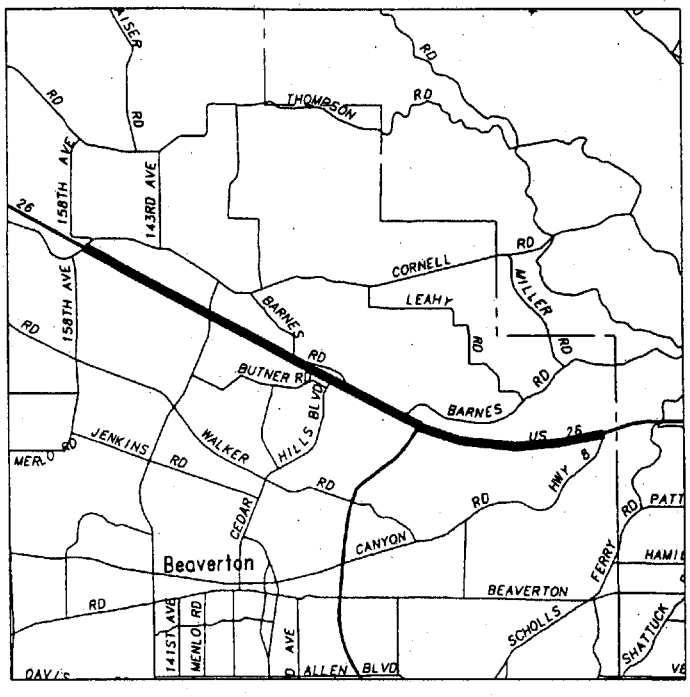
255

US-26 - BEAVERTON/TIGARD HIGHWAY TO CAMELOT IN



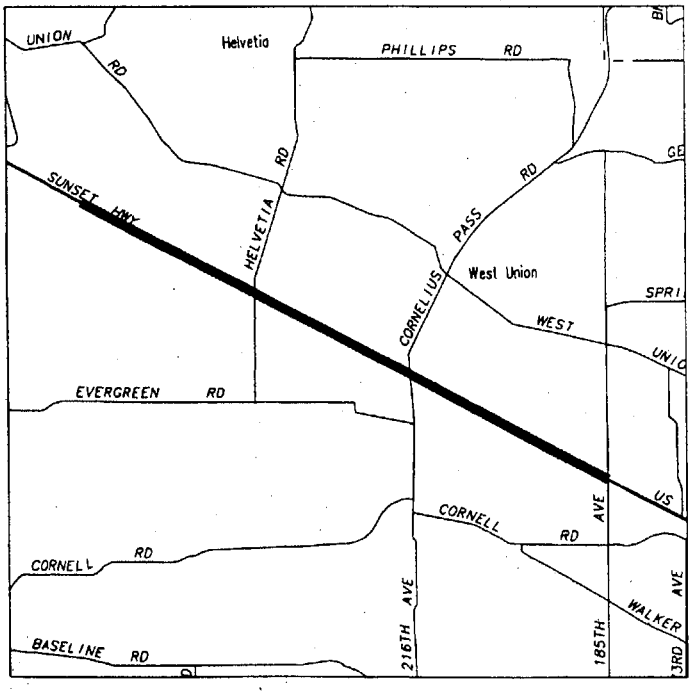
256

US-26 - MURRAY ROAD TO HIGHWAY 217



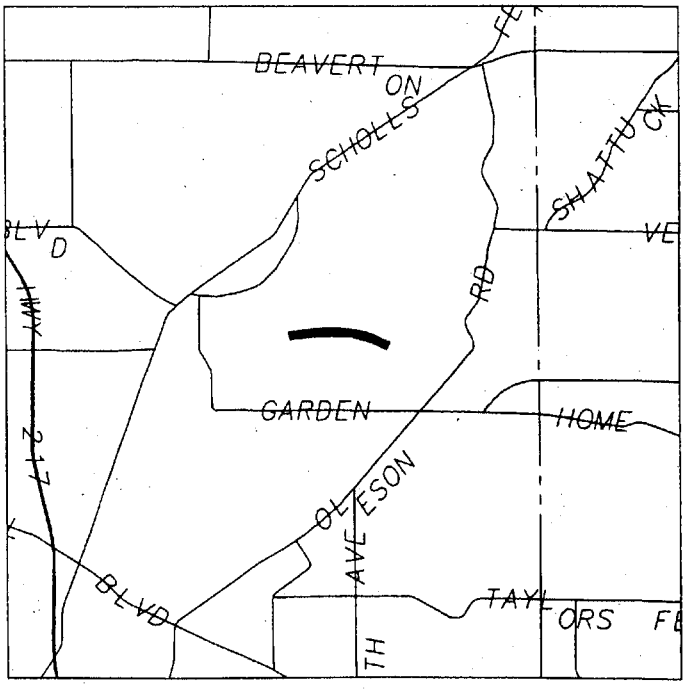
267

US26 - SUNSET HWY OVERLAY - STOREY CREEK TO 185



275

OREGON ELECTRIC RIGHT OF WAY (WASHINGTON)



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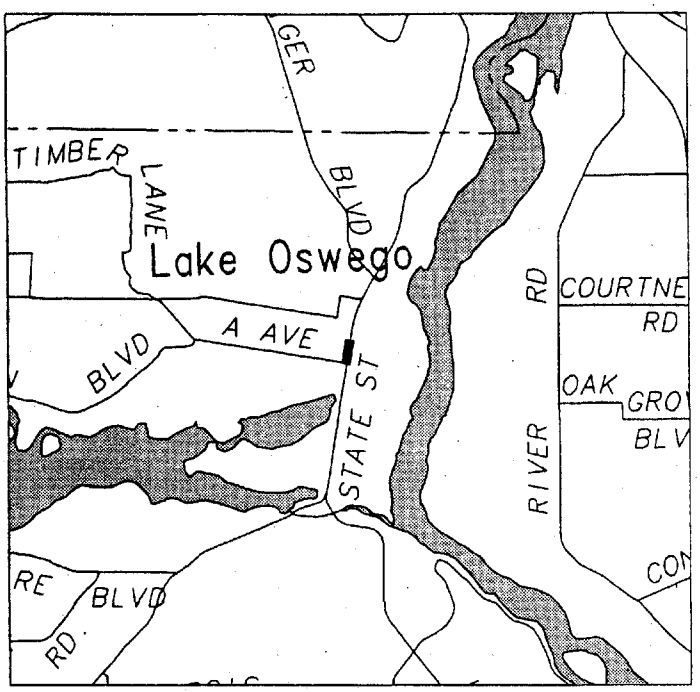
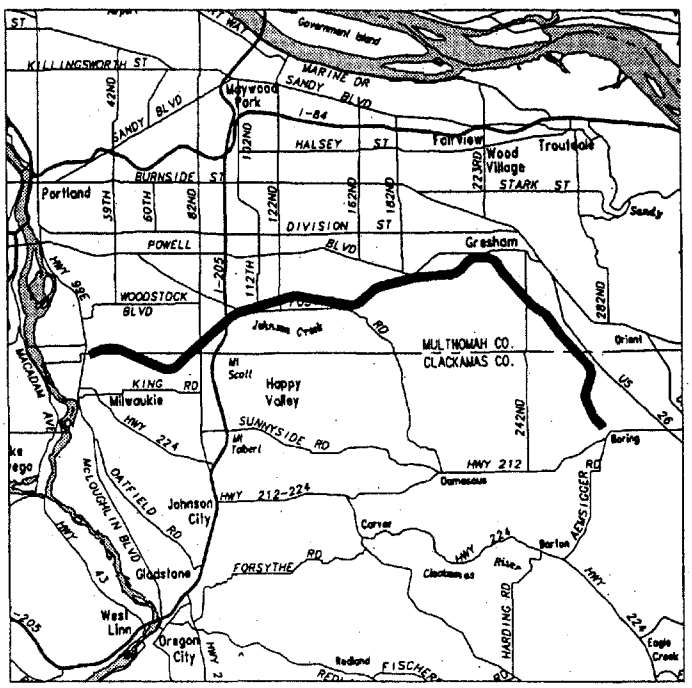
SOUTH TROLLEY EXTENSION PROJECT (LAKE OSWEGO)



284

MCLOUGHLIN BLVD. - PALMBLAD RD/SPRINGWTR CORR



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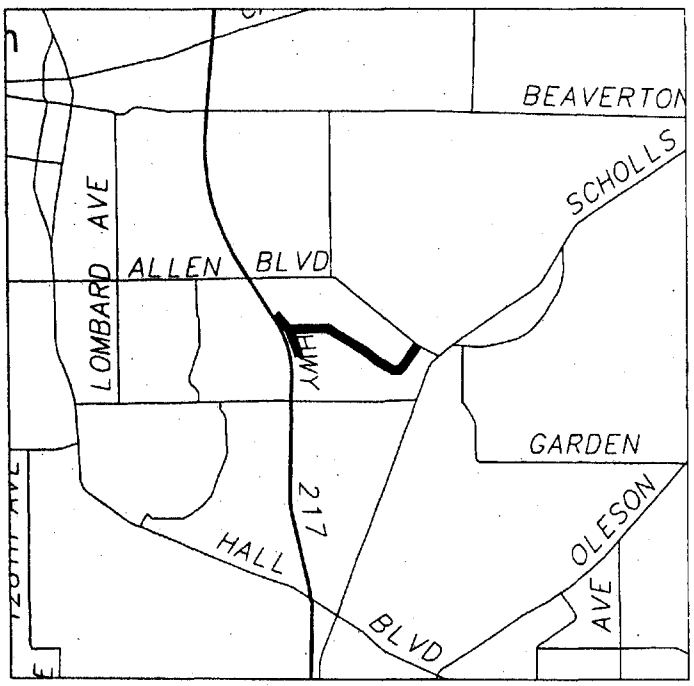
FANNO CREEK BIKEPATH (BEAVERTON)



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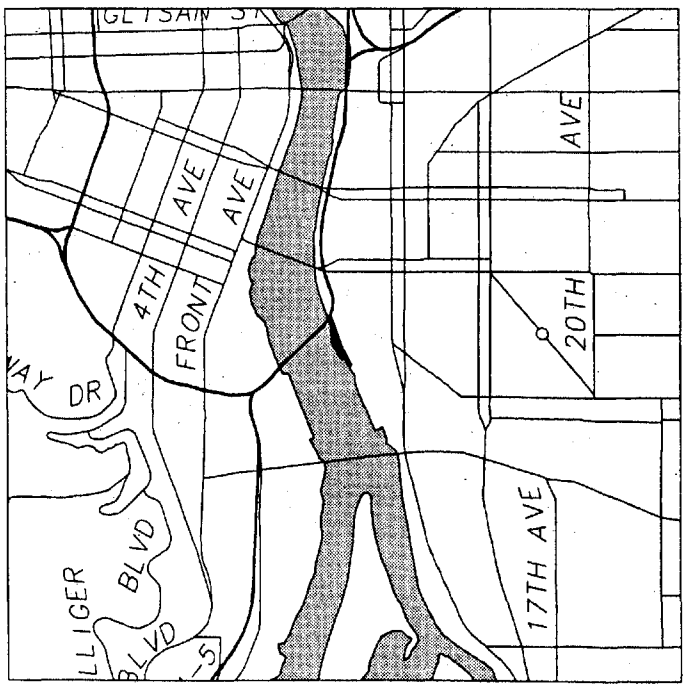

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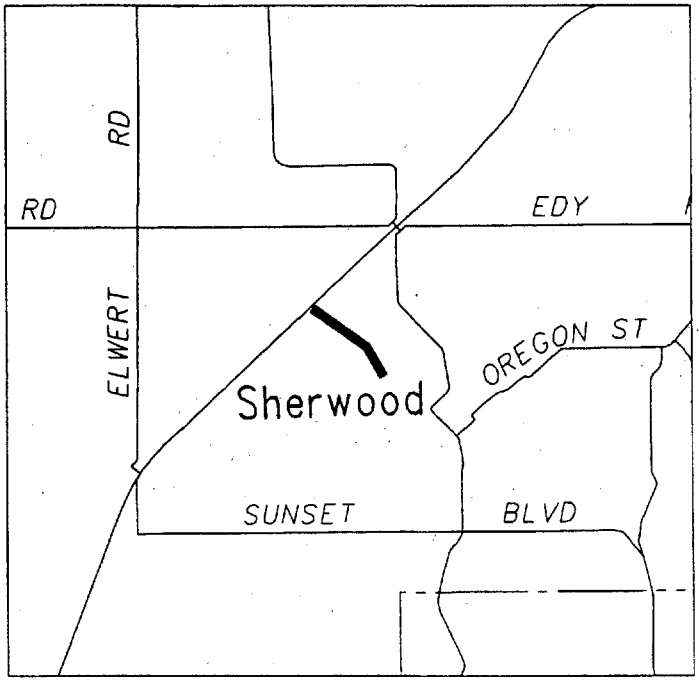

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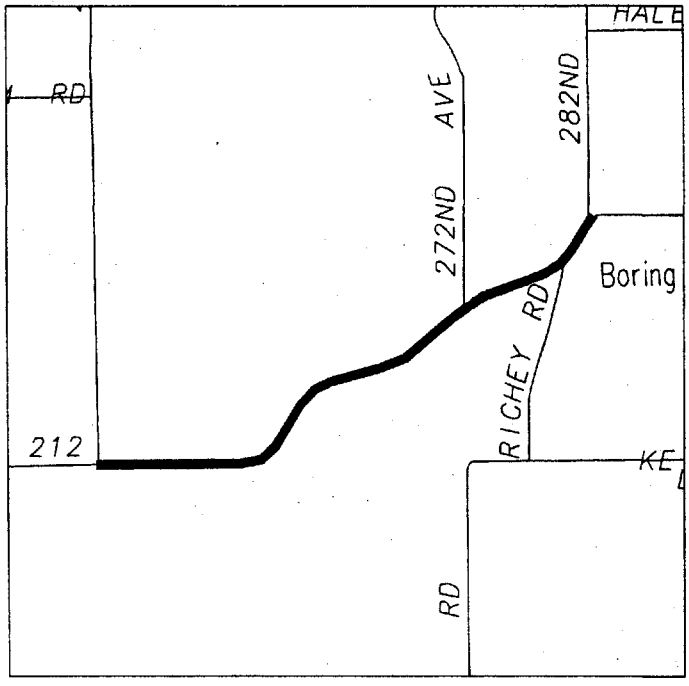

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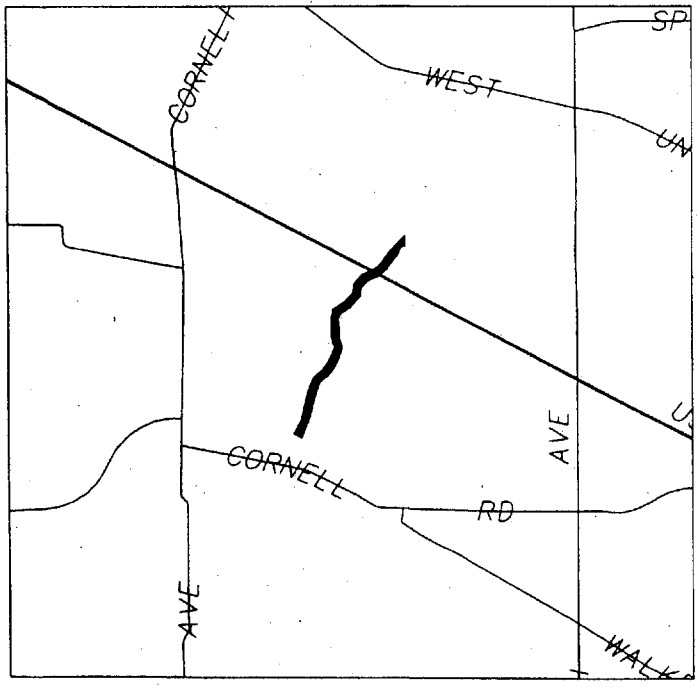

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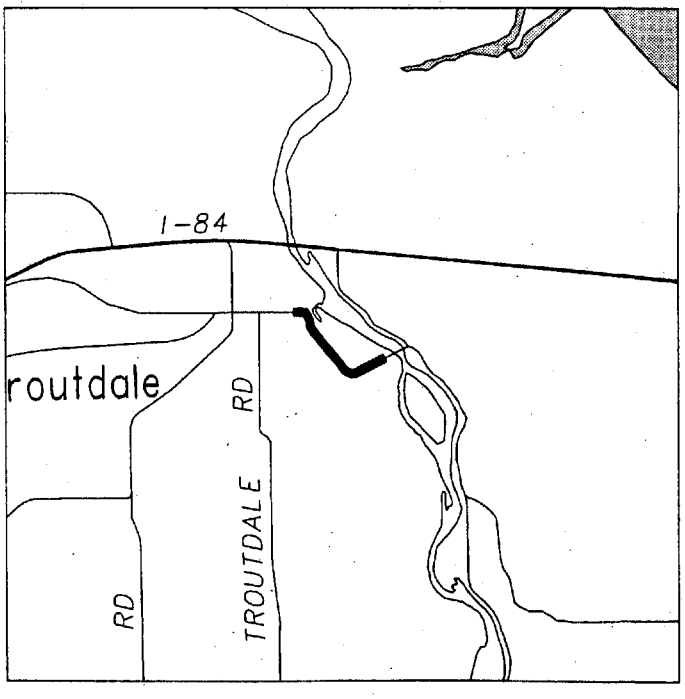

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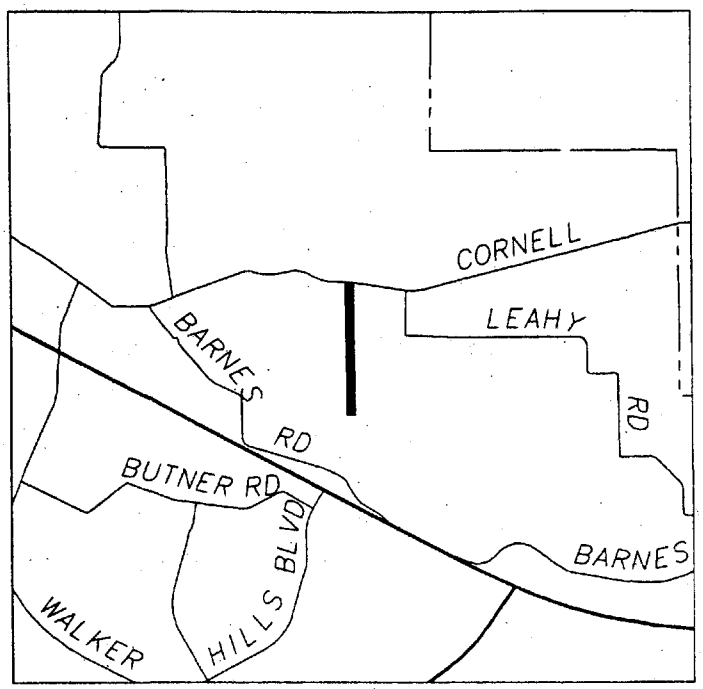

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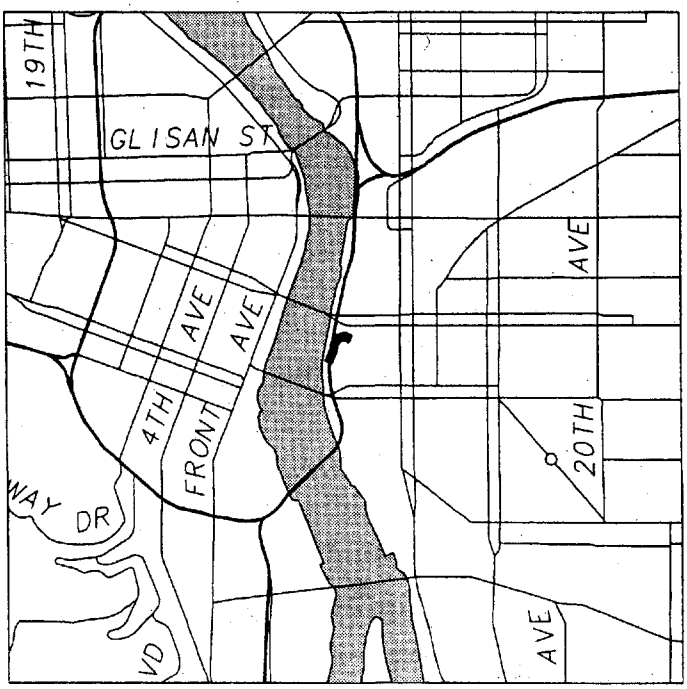
I-5 - E MARQUAM INTCHG (SE WATER AVE RAMPS) - (I



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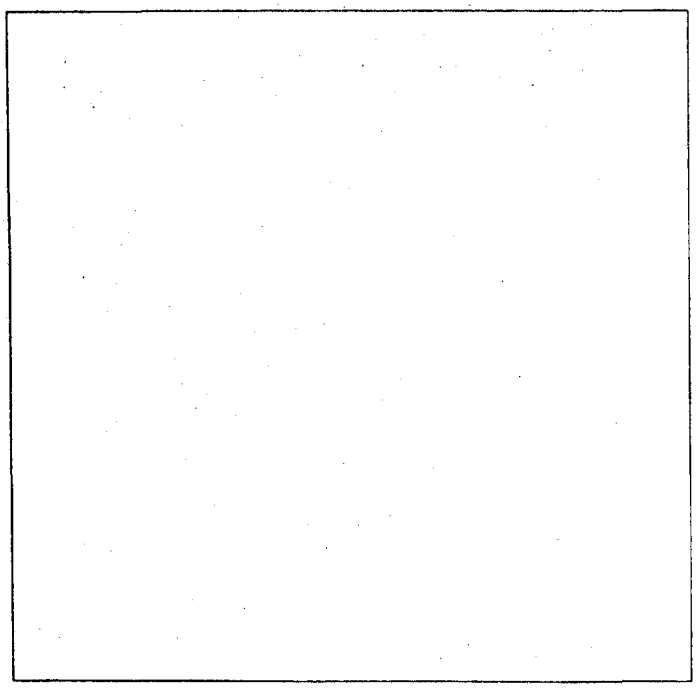
BV/TUALATIN HWY: 99W - SW MCDONALD ST. (BIKEW.



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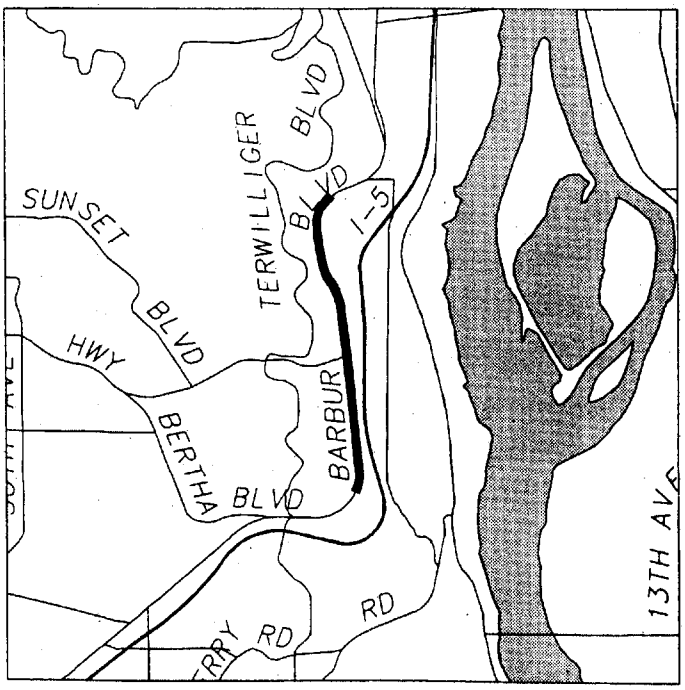
BARBUR BLVD.: HAMILTON/MILES BIKEWAY



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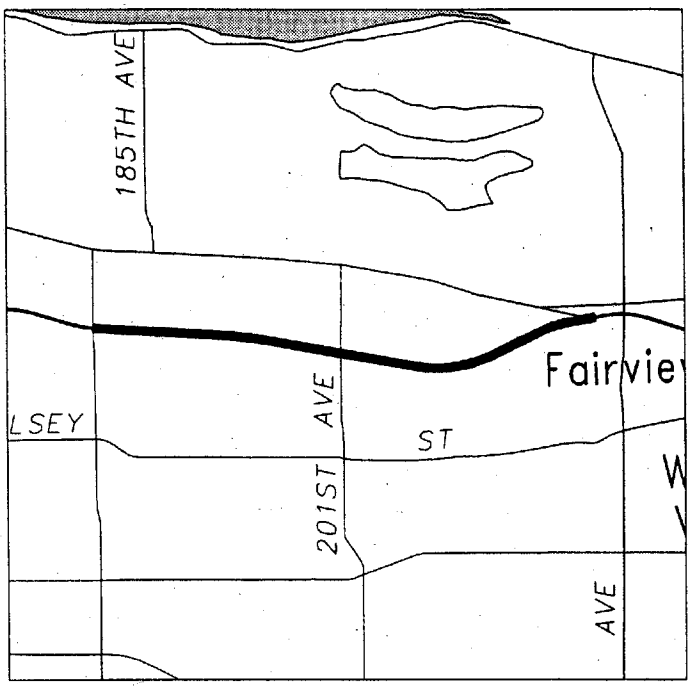
BV/TUALATIN HWY; LWR BOONES FERRY RD.

372

I-84 - WIDEN - 181ST to 223RD



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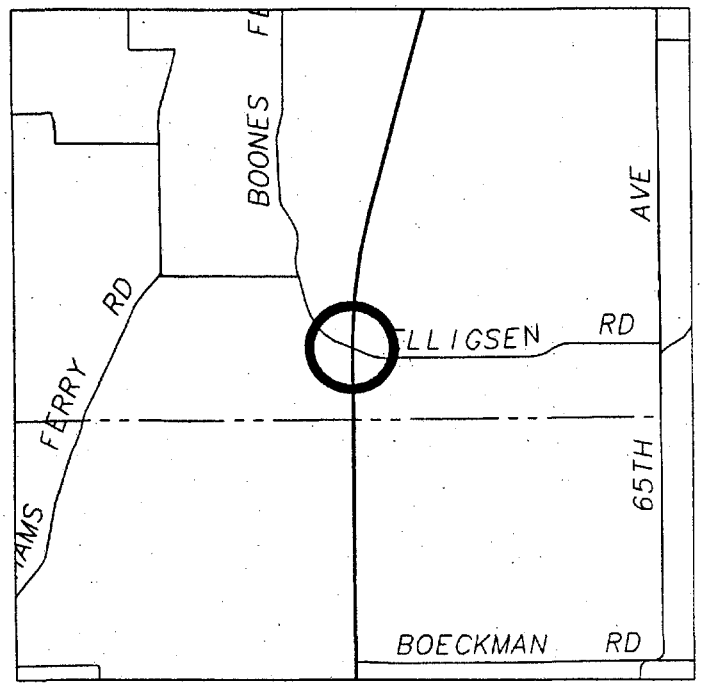
I-405 EAST FREMONT BRIDGE APPROACH

386

SUNSET HWY AT VISTA TUNNEL - MESSAGE SIGNING)

403

I-5 - STAFFORD INTERCHANGE



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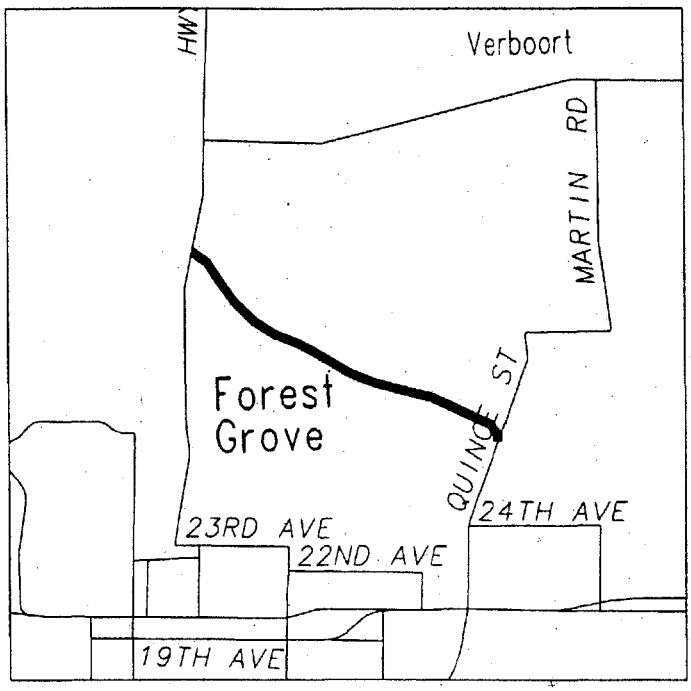
OR 47 - COUNCIL CREEK TO QUINCE



472

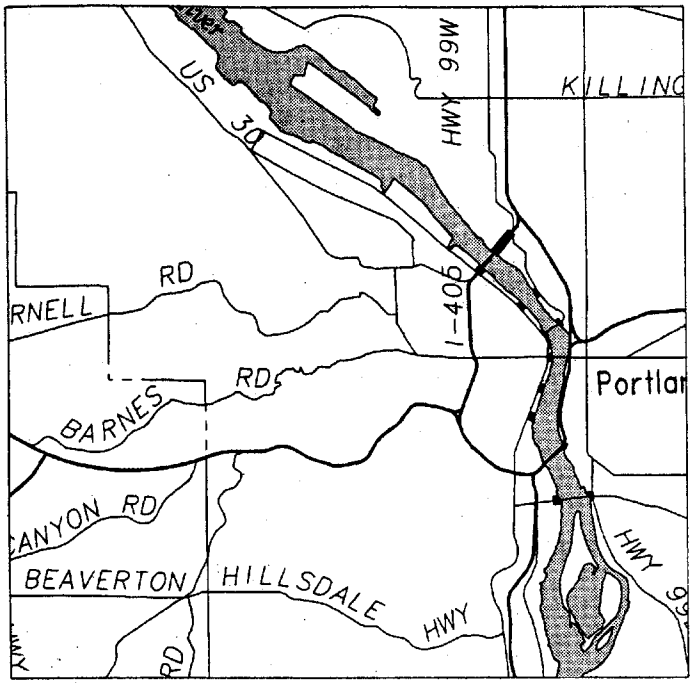
I-5 - GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSI

575

WILLAMETTE GREENWAY TRAIL PROGRAM

604

WILLAMETTE RIVER BRIDGES ACCESS STUDY (MULTNO



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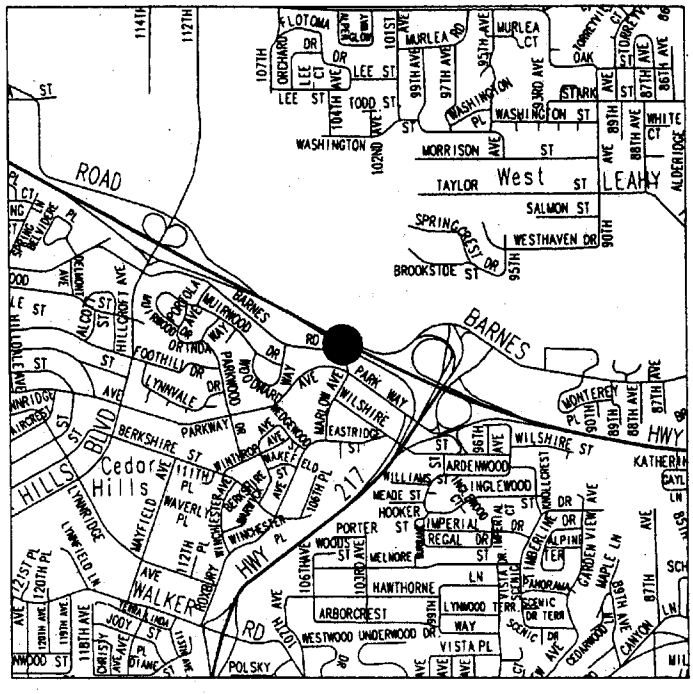
SUNSET T.C. PEDESTRIAN & BICYCLE BRIDGE



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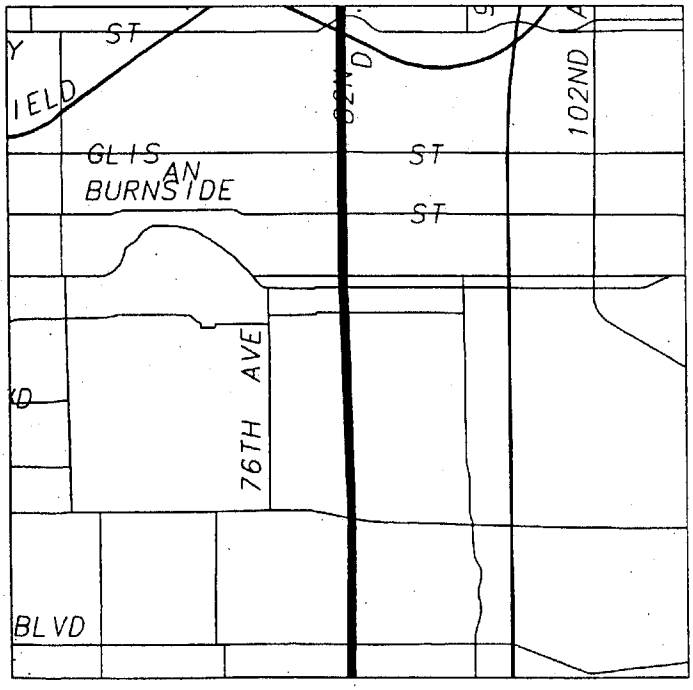
NE KILLINGSWORTH - SE FLAVEL (CITY OF PORTLAND)



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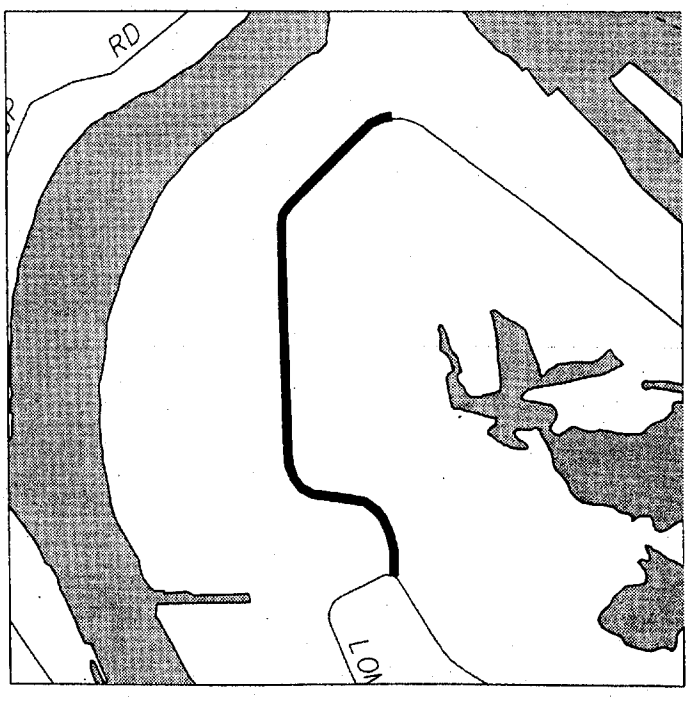
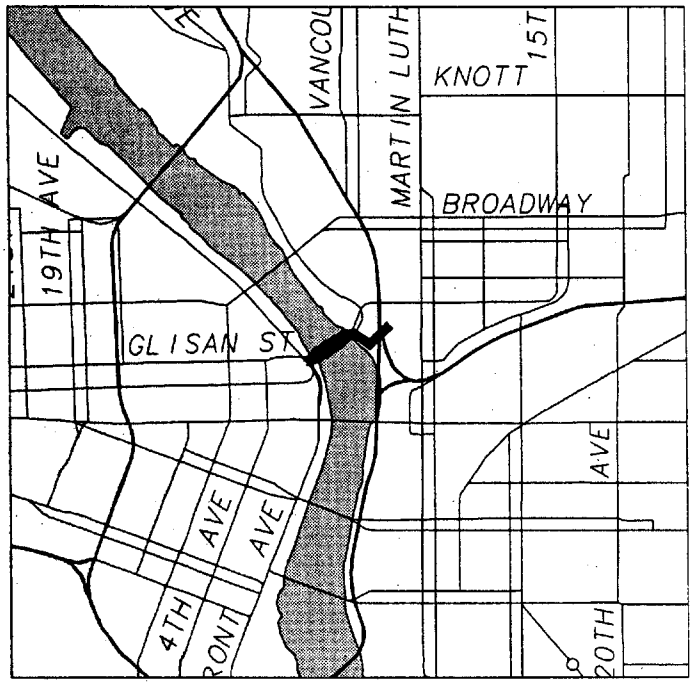
KELLY PT PK RD - N. RIVERGATE BLVD/N LOMBARD BI



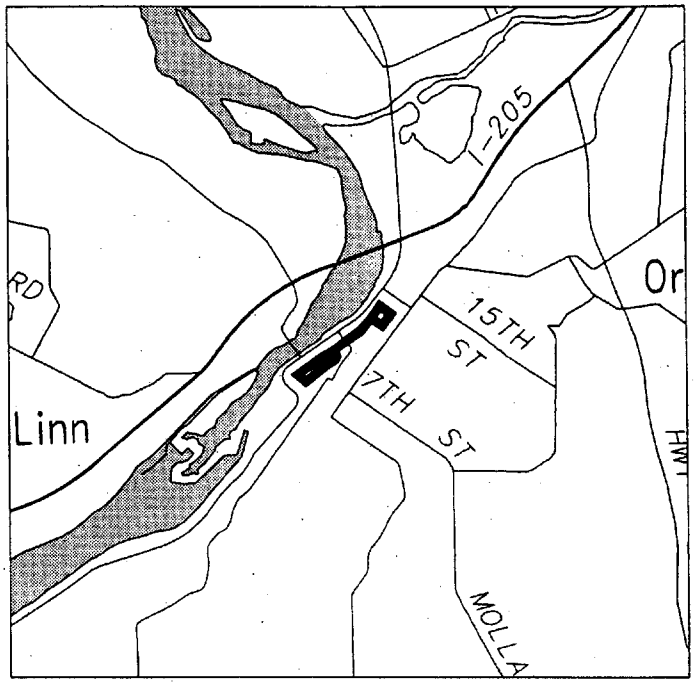
620

PEDESTRIAN/BIKE XING ON STEEL BRIDGE (CITY OF PO



622

OREGON CITY DOWNTOWN PARK & RIDE (OREGON CIT



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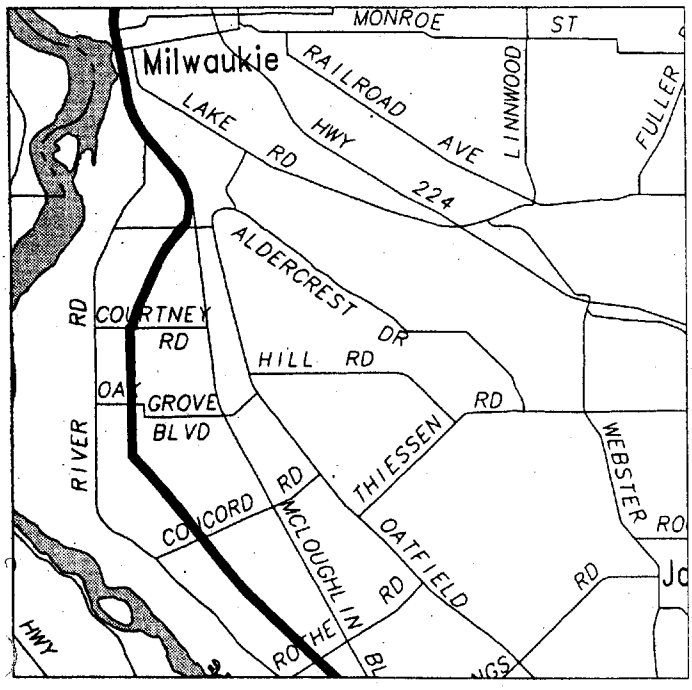

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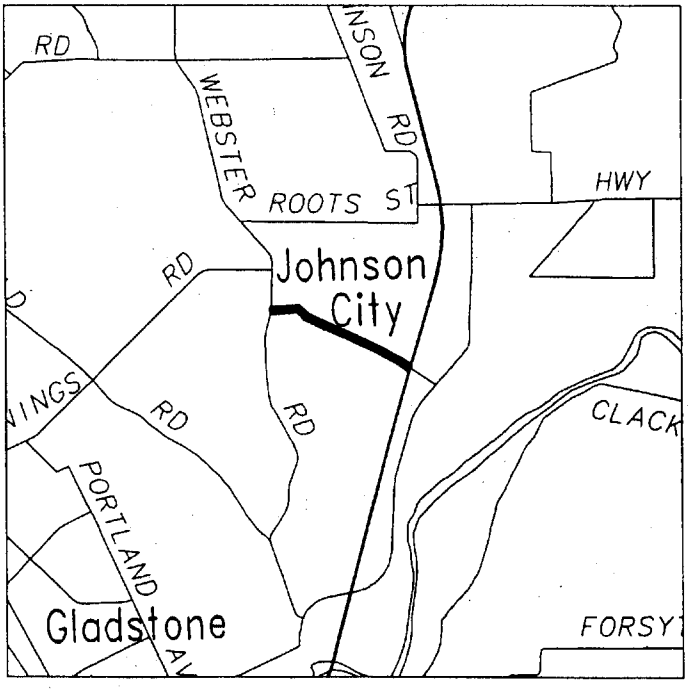

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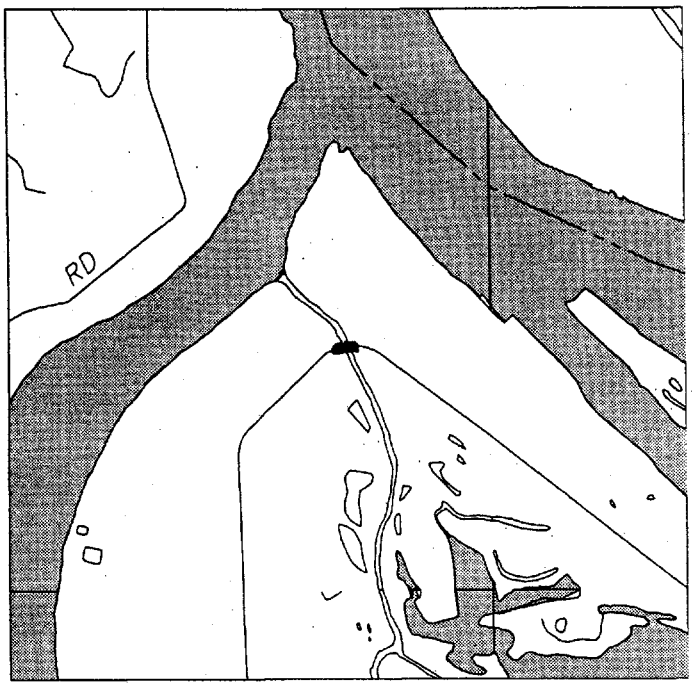
COLUMBIA SLOUGH INTERMODAL EXPANSION BRIDGE



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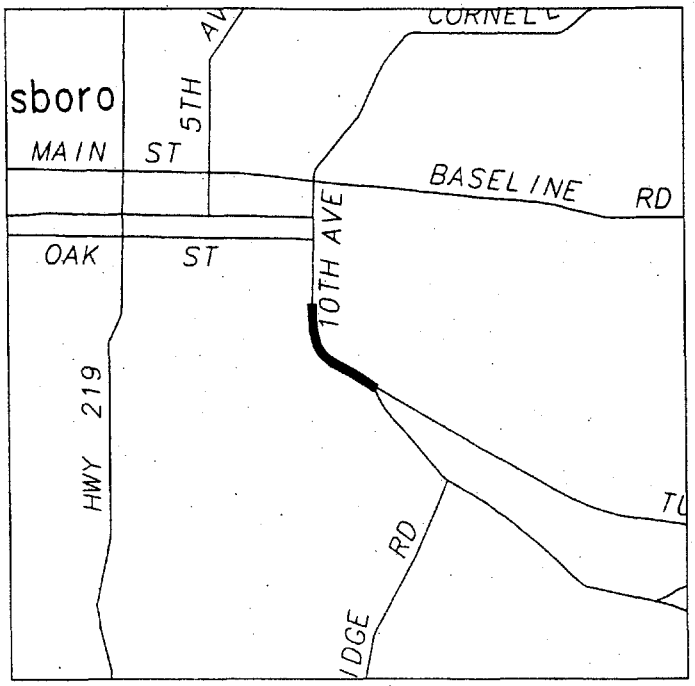
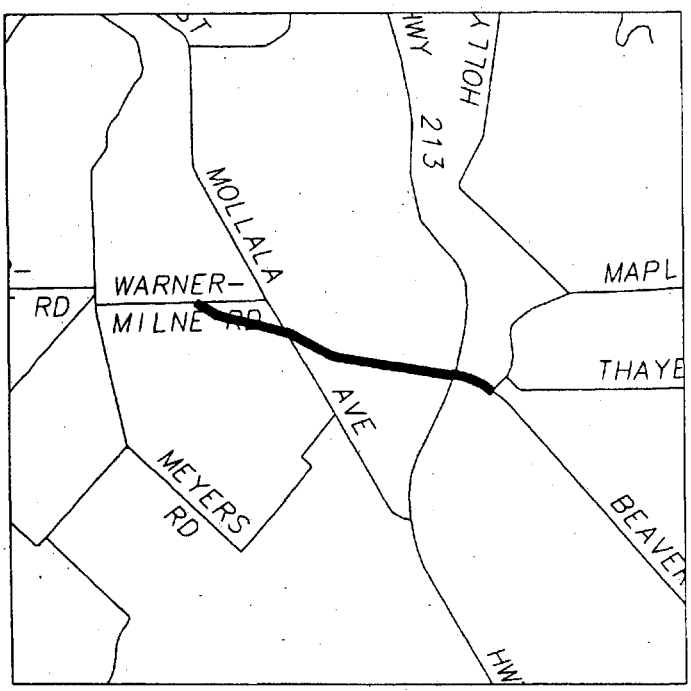
OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HI



855

BEAVERCREEK RD EXT (RED SOILS)



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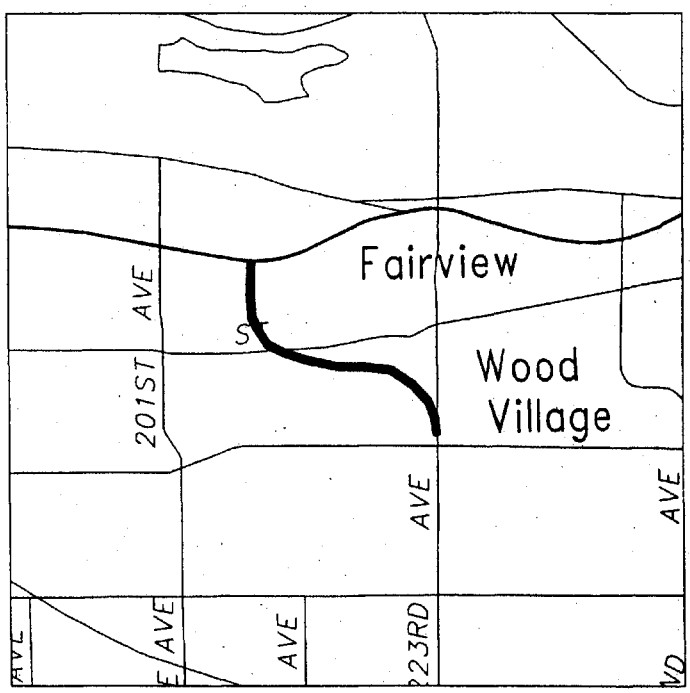
NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/2



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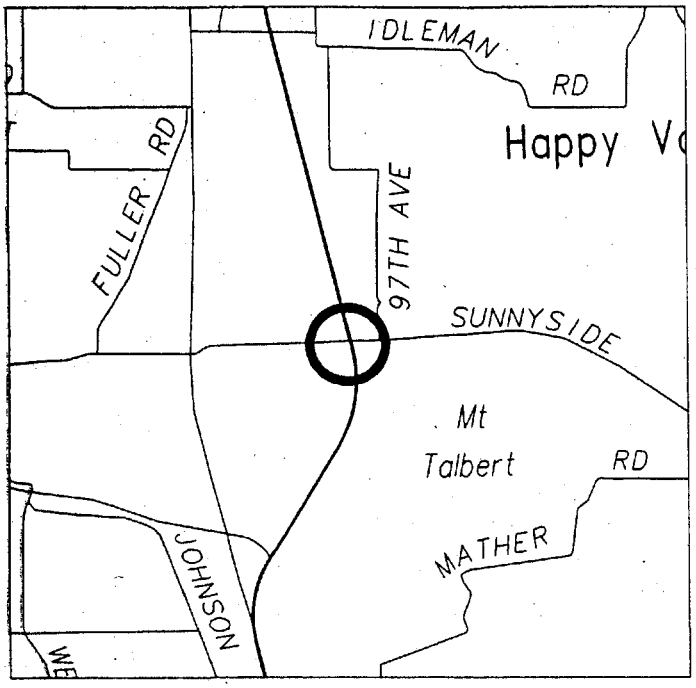

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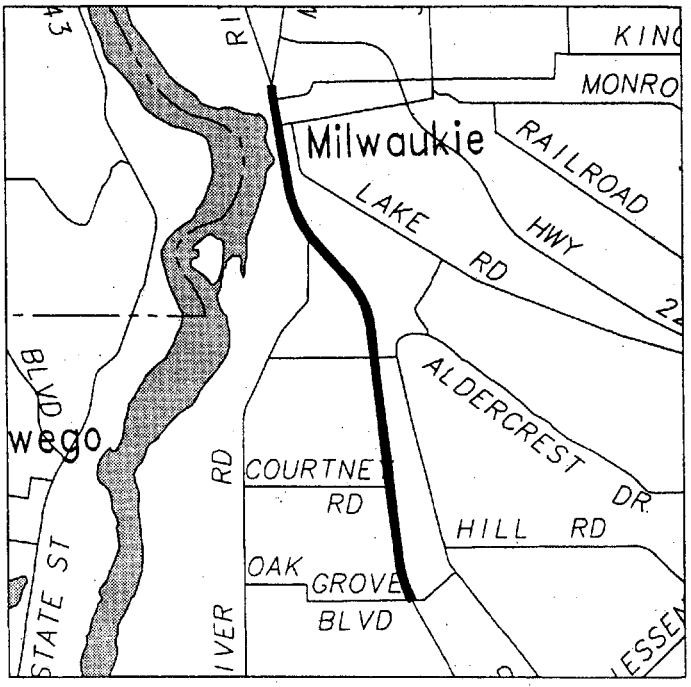
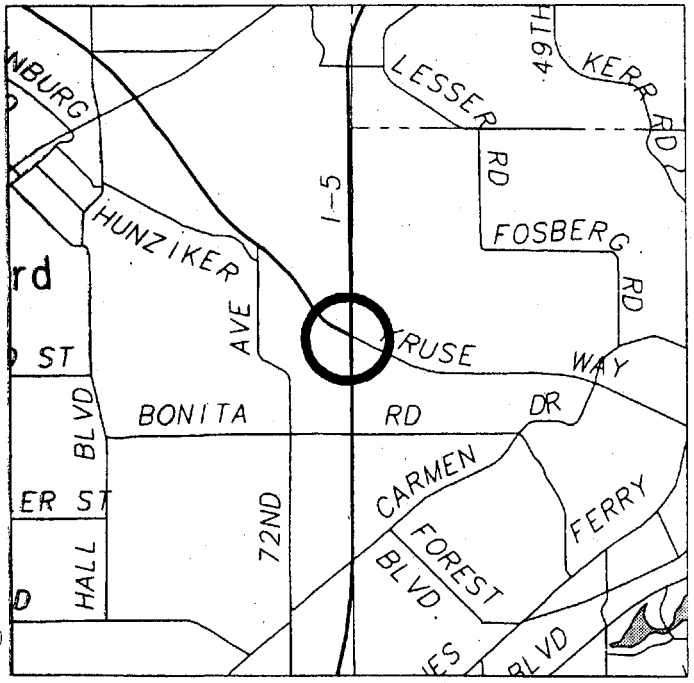
MCLOUGHLIN BOULEVARD - HARRISON - MLW CBD



893

I-5 - AT HIGHWAY 217/KRUSE WAY INTERCHANGE CONI



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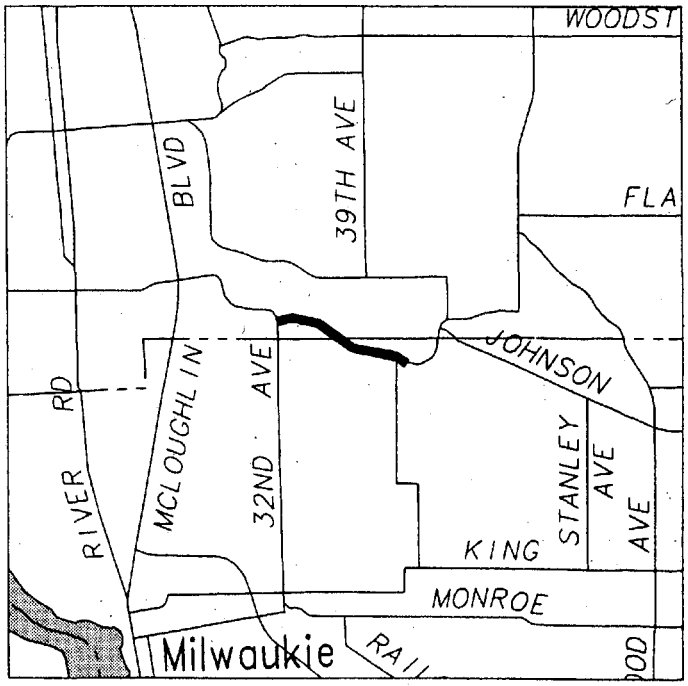
JOHNSON CREEK BLVD - 32ND AVE - 45TH AVE



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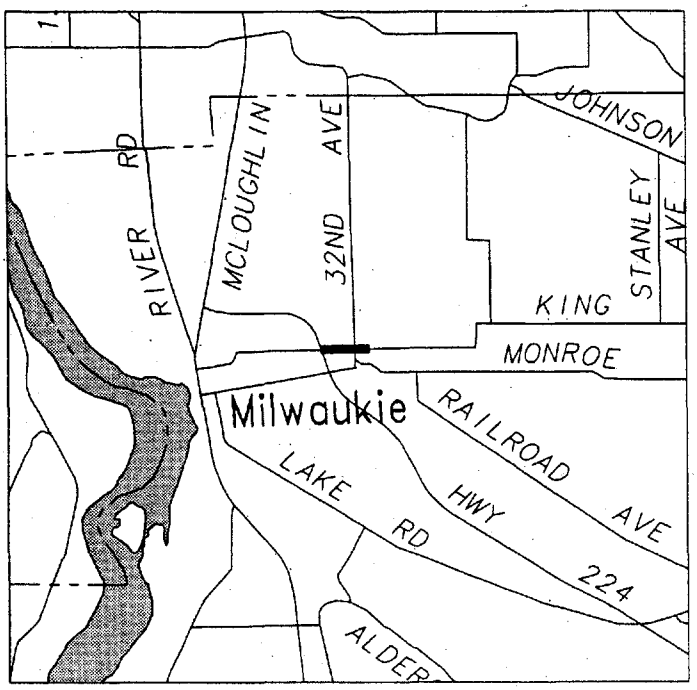
HARRISON STREET - HWY 224 TO 32ND AVE



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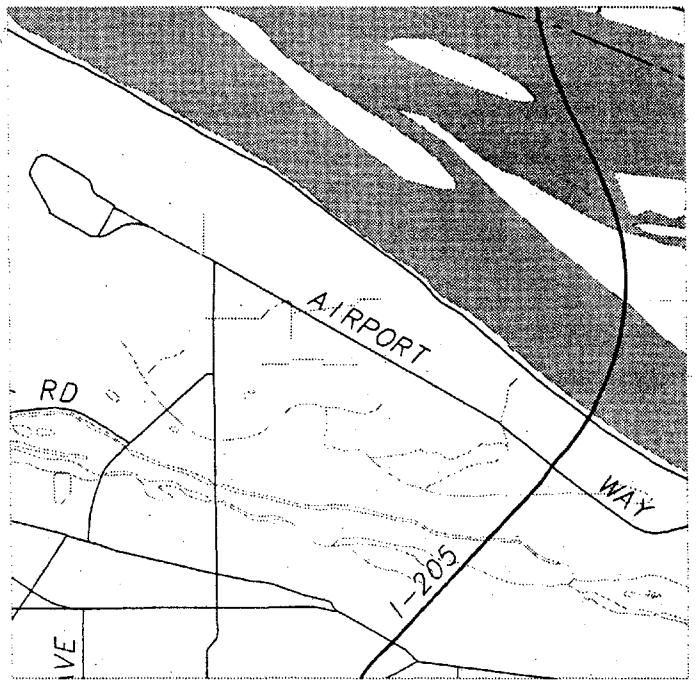
AIRPORT WAY WETLAND MITIGATION



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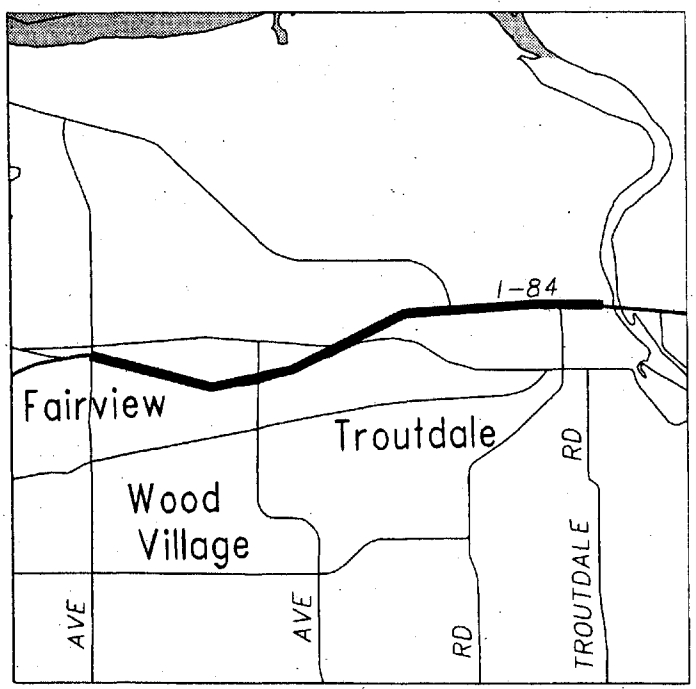
I-84 COLUMBIA RIVER HIGHWAY - 223RD TO TROUTDAL



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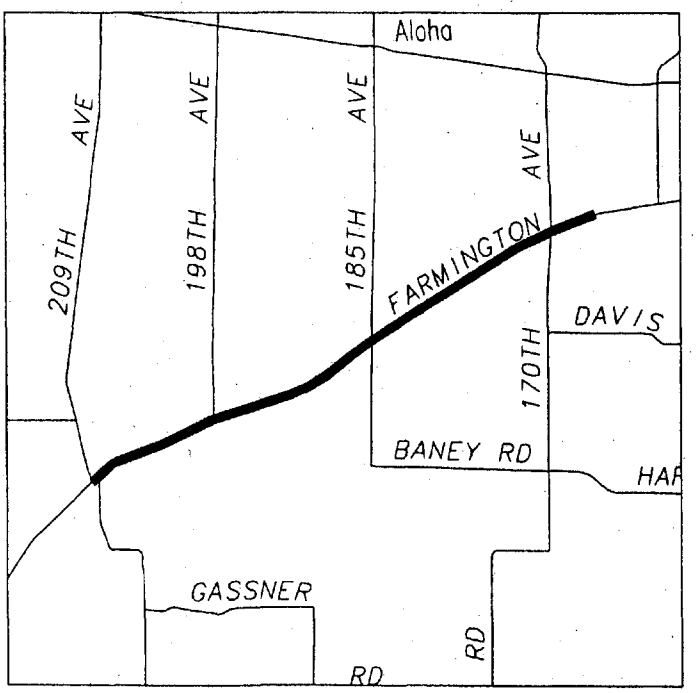
OR208 - 209TH AVENUE TO 167TH (WASHINGTON)



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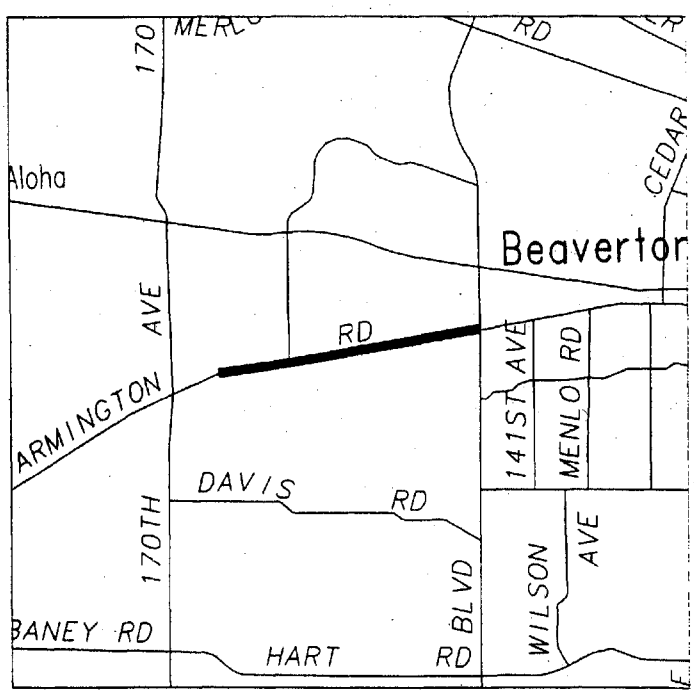
OR208 - 167TH AVENUE TO MURRAY



APPENDIX D:

DISCUSSION OF 15 ISTEA PLANNING FACTORS

ISTEA PLANNING FACTORS

ISTEA amended Federally required procedures governing MPO adoption of the TIP by requiring the document to address 15 planning factors. This discussion occurs below based on the factors as stated in the Metropolitan Planning Rule contained in 23 CFR Part 450.

SECTION 450.116(a)(1) *Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently (including an analysis of existing conditions of travel, transportation facilities, vehicle fuel consumption, and systems management).*

Discussion:

The TIP implements policies and programs evaluated and adopted in the Regional Transportation Plan. System preservation is one of three central policies of the RTP, together with provision of cost effective mobility for the Region's citizens and accommodation of economic development needs. The RTP analyzes current and projected transportation conditions, defines the current and committed transportation network and calculates fuel consumption expected to result from system operation under current and anticipated conditions.

The FY 1995-1997 Approved Program of projects continues the momentum established in the FY 94 TIP of dedicating significant resources under the:

- State and Regional STP programs,
- Transportation Enhancement,
- CMAQ and
- State Gas Tax programs,

to obtain more efficient use of the existing vehicular and transit network, in part:

- by better integration of multiple travel modes within the existing right-of-way,
- by better integration of transit with bicycle and pedestrian use and
- by application of demand reduction, access control and transportation systems management techniques to the existing network of arterials and highways.

During the 1994 fiscal year, ODOT and Metro cooperatively worked to fiscally constrain the State 1995-1998 construction program by eliminating approximately $173 million of projects. The single most important guiding criteria in this process was retention of system preservation projects (at the expense of system expansion projects). Metro then developed both technical and administrative criteria for selection of system expansion projects to keep and to cut from the program. Five technical factors were considered which included project relationship to:

1. Congestion relief
2. Safety enhancement
3. Economic development benefits
4. Cost/benefit; and
5. Benefits to the bike/pedestrian system, freight movement and transit operations.

Numerous suggestions for supplemental "administrative" criteria were received from members of the public in the course of Metro's public involvement meetings. Metro refined these suggestion to five supplementary criteria in consultation with ODOT and members of the TIP Subcommittee of TPAC. The objective of these criteria was to consider critical project information not easily accounted for by the technical criteria. They addressed the following considerations:

1. Had significant public and/or private match money been committed to project phases in anticipation of ODOT participation in the project?

2. Was there a high probability that the project would proceed as currently scheduled, or might it "slip" beyond the four year time period for which the current Six-Year Program is over-committed?

3. Had the project proceeded to right-of-way acquisition? (e.g., were significant resources already committed to the project.)

4. Did the project specifically target enhancement of the region's ability to transport commodities or goods?

5. Lastly, was the project strongly linked to safe and efficient operation of the Westside Corridor Project?

Additional policy direction guiding the cuts included strengthened consistency with federal and state directives contained in ISTEA, the Clean Air Act, the Oregon Transportation Plan and the Goal 12, State Transportation Planning Rule, to reduce reliance on Single Occupant Vehicle travel, increase multi-modal transportation options and improve air quality. The Metro recommendation creates a program that:

- Maintains and preserves existing transportation infrastructure investment;
- Funds critical safety projects; and
- Funds those regionally significant highway projects that are:

a. of critical need to the multi-modal transportation system

b. substantially supported by local overmatch made in anticipation of state completion;

c. likely to proceed on schedule;

d. linked to construction and enhanced operation of the Westside LRT;

e. important to the flow of commodities and goods; and

f. justified by high technical ranking.

Of the $173 million of program reductions, $36 million has been reallocated to alternative mode projects which further strengthen the region's multi-modal goals. Twenty-seven million is scheduled to directly support core transit programs. Approximately $7 million will be used to fund construction of projects benefiting other travel modes and freight movement.

SECTION 450.116(a)(2) *Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.*

Discussion:

The RTP establishes the region's overall strategies for compliance with policies related to energy conservation, (including the Fifth Biennial Oregon Energy Plan that will be addressed in the FY 94 RTP Update). The core of these policies is to diminish use of single occupant vehicles for commuting and general purpose trips. Secondarily, increasing efficiency of the transportation network to diminish delay and corresponding fuel consumption is also emphasized.

The TIP implements these goals through programming of funds to a variety of projects. Diversion efforts have traditionally been focused on use of FTA program funds to increase transit use. Under ISTEA, the region has made use of flexible funding opportunities to program Regional STP and CMAQ funds to planning and construction of new LRT capacity and provision of greater peak period and demand responsive transit service. Enhancement and CMAQ funds have also been dedicated to more fundamental approaches to reduction of SOV travel. Funding is provided for a diverse set of projects including bikes on transit, a regional public/private transportation management association, regional and neighborhood-based rideshare

SECTION 450.116(a)(5) *Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133.*

Discussion:

The Metro FY 1995 TIP programs approximately $5.2 million of Transportation Enhancement funds allocated to ODOT Region 1 in FY 95-97 (projected) to 11 projects which emphasize pedestrian and bicycle improvement of the region's multi-modal system. The funds were programmed by ODOT in consultation with Metro. This programming allocates all currently appropriated and projected Transportation Enhancement funds in the region.

SECTION 450.116(a)(6) *The effect of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance).*

Discussion:

Consideration of this factor is beyond the scope and purpose of the TIP and is addressed in the RTP.

SECTION 450.116(a)(7) *International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities).*

Discussion:

Consideration of this factor is largely beyond the scope and purpose of the TIP and is addressed in the RTP. Also, completion of the Intermodal Management System will greatly refine the RTP's analysis of the freight and goods movement elements of this factor.

It can be noted that the TIP has targeted significant improvement of the arterial network in the Columbia South Shore industrial area of Portland between I-5 and

Portland International Airport. Widening of Marine drive from Rivergate to I-5 is in the final stages of completion. The improvements have largely been targeted at improving freight truck access to and from Port of Portland facilities and I-5 and I-205. Regional STP funds have been allocated to study and design improvements to the Columbia Blvd/Lombard Street freight corridor. Additionally, ISTEA Demonstration funds, CMAQ dollars and other private and Port of Portland funds have been allocated to construct a heavy rail bridge improving access to critical Port facilities.

The first phase of the Intermodal Management System planning is nearly completion to identify key system components and implement an inventory of needed system improvements.

SECTION 450.116(a)(8) *Connectivity of roads within metropolitan planning areas with roads outside of those areas.*

Discussion:

The RTP is consistent with the Oregon Highway Plan in the designation of routes into and through the Metropolitan area. Principal arterial routes (in the RTP), National Highway System Routes and Routes of Statewide and Interstate Significance (in the State Plan) serve the same general purpose. These are as follows:

- Interstate 5 (southern Oregon and north and south continental U.S.)
- Interstate 84 (eastern Oregon and continental U.S.)
- U.S. 26 (western and eastern Oregon)
- Interstate 205 (bypass facility north into Washington State)
- U.S 30 (Columbia River to the Pacific Ocean)
- Hwy 99W (Willamette Valley)

These facilities fall within ODOT's principle jurisdiction, therefore, ODOT programming for these facilities occurs in consultation with Metro. A balance is sought between provision of urban access to these facilities and maintaining an adequate flow of intra- and interstate traffic through the region on the facilities. ODOT and the region have approached this task with a balance of interchange and mainline capacity improvements, operational modifications, IVHS management techniques and TDM programs. Within the three-year approved program period, the I-5, I-84 and U.S. 26 corridors are scheduled for significant attention.

The I-5 corridor will be improved in the region's southern reach with reconstruction of the Stafford Interchange, corresponding improvement of local access necessitated by the interchange and improvement of the 217/Kruse Way Interchange. This portion of I-5 has been the subject of a pilot incident response program which, in later phases, is planned to expand throughout the corridor. Final funding for the Tigard Park & Ride lot is provided in the program to help divert SOV traffic from the corridor in conjunction with Tri-Met's regional rideshare program and employer based trip reduction programs facilitated by ODOT.

In the middle reaches of the corridor (i.e., through downtown Portland), investigation of pavement subsidence at I-5 milepost 287 and bridge-and-ramp pavement, joint and deck repair categorical funds are programmed, in addition to implementation of variable message signing and other TSM/IVHS projects. Beyond the three-year Approved Program period consensus is being sought as to the need for and the design of long planned improvements on the East Bank portion of I-5. Planned construction of the Water Street southbound I-5 access ramps has been postponed indefinitely, pending resolution of these issues. Planned construction of the MLK ramp projects has been deferred to ROW acquisition in post-1998.

In the northern portion of the corridor, significant resources are programmed to improve truck routing within the Columbia South Shore industrial area. Major improvements to Marine Drive and Airport Way are nearing completion. Investigation will proceed within the three-year Approved Program period of freight movement issues in the Lombard/Columbia Boulevard corridor and of connection with and diversion from I-5.

Interstate System completion projects will widen portions of the I-84 corridor from 181st to Troutdale within the program period, together with providing adequate local connection to the system via interchange construction and reconstruction at 207th, 223rd and 238th. A deficient railroad overcrossing east of 238th will also be reconstructed and car/rail conflicts will be eliminated by reconstruction of the 238th interchange These structural improvements will be complemented by operation of the Gateway Park & Ride facility, Tri-Met's regional rideshare program and refinement of the ramp meter access control system in the corridor after startup of the Freeway Operations Management Center.

The three-year Approved Program period will witness the beginning of reconstruction of nearly all the mainline and interchanges of U.S. 26 within the region in conjunction with the Westside LRT program. High on this list will be construction of a truck climbing lane from the Zoo Interchange to beyond a reconstructed Sylvan

Interchange. Serious safety problems now occurring at the westbound-bound weave and exit between Sylvan and Canyon Road will also be remedied, together with completion of major preservation work to restore the badly rutted portions of US 26 at this location.

Even with these and other improvements, and assuming full operation of the Westside LRT to 185th starting in 1997, system operation during peak periods is expected to reach LOS F conditions along some stretches of the mainline and at some interchanges. For this reason, funds are programmed for variable message signing at the Vista Ridge Tunnel and the facility is identified as a high priority for implementation of surveillance, incident response and access control techniques in a regional IVHS system study completed in FY 93.

Corridor Studies are underway affecting connections to U.S. 26 on the east and between I-5, 99W and U.S. 26 on the west.

SECTION 450.116(a)(9) *Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (each management system will identify prioritized facility needs, policies, and strategies that will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan and statewide plans and TIPs).*

Discussion:

The referenced management systems are in the early phases of development. As they are completed, the RTP will incorporate system improvement recommendations as appropriate. Once prioritized in the Plan document, individual projects will be programmed in the TIP.

SECTION 450.116(a)(10) *Preservation of rights-of-way for construction of future transportation corridors.*

Discussion:

Three projects: 1) the Oregon Electric Right-of-Way purchase; and 2)the Lake Osewgo Trolley extension; and 3) the OMSI to Springwater portion of the Eastbank Trail project respond to this planning factor. Each project is funded with Enhancement program funds. Each project has, as one purpose, preservation of rail right-of-way suitable for potential expansion of the Regional LRT system but are being planned initially for joint use as bike and pedestrian trails.

SECTION 450.116(a)(11) *Enhancement of the efficient movement of freight.*

Discussion:

The RTP balances the importance of enhancing the region's freight movement capability relative to alternative investment of scarce transportation dollars. The Intermodal Management System now being developed will greatly refine the policy and technical basis for these allocation decisions. As previously stated, the Marine Drive, and Airport Way improvements nearing completion are mostly oriented to this goal and system studies of the Lombard/Columbia Boulevard corridor represent the next phase of programmed investment in this topic. It is anticipated that goods movement beyond the Columbia South Shore area, including issues associated with major inland distribution centers, will receive additional analysis and programming attention as part of the IMS study work.

SECTION 450.116(a)(12) *The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement (operating and maintenance costs must be considered in analyzing transportation alternatives).*

Discussion:

ODOT and the local jurisdictions within the Metropolitan boundary maintain Pavement and Bridge Management Systems which evaluate life-cycle costs as a factor in programming construction of new facilities in capital improvement programs. Local bridge, tunnel and pavement projects included in the TIP must also be included in approved Capital Improvement Programs of local jurisdictions. ODOT applies these factors for all of its projects.

The planned Update of the RTP (November, 1994) will reflect consideration of system preservation cost evaluations mandated by ISTEA. It is possible that these requirements may limit funding available to implement the current committed regional network.

SECTION 450.116(a)(13) *The overall social, economic, energy, and environmental effects of transportation decisions (the analysis shall give consideration to the effects and impact of the plan on the natural and man made environment, be based on adequate consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and shall place appropriate emphasis on consideration of transportation-related air quality*

problems and in support of the requirements of 23 U.S.C. 109(h), and sections 5(h)(2) and 14 of the Federal Transit Act (49 U.S.C. 1604(h)(2) and 1610), and section 174(b))).

Discussion:

The RTP is the appropriate forum for full consideration of these global issues. The TIP addresses this factor in two limited respects. First, the network of projects expected to result from implementation of programmed facilities is modelled for conformity with the State Implementation Plan for Attainment and Maintenance of the National Ambient Air Quality Standards. The Interim Conformity Guidelines require not only that transportation investment decisions given effect by the TIP do not interfere with attainment of the NAAQS, but that the TIP will also contribute to attainment of the Standards.

Second, all projects programmed in the TIP, whether or not they expect to use federal funds, are reviewed under NEPA standards. Therefore, while the RTP is the principle forum for evaluation of "whole system" interaction with environmental considerations stated in the planning factor, the TIP programming process is relied upon by the RTP as one means of assuring mitigation of potential adverse effects of Plan implementation.

SECTION 450.116(a)(14) *Expansion, enhancement, and increased use of transit services.*

Discussion:

The RTP and Tri-Met's Strategic Plan are the appropriate forums for full consideration of this factor.

The TIP reports the FTA program in full which is dedicated to furtherance of these goals in accord with Tri-Met prioritization criteria and Regional consensus regarding transit and LRT goals and objectives. Metro's recommended STIP reductions allocate an additional $27 million to support Tri-Met's core capital program.

The region has "flexed" nearly $41 million of the total of $69 million of State controlled STP funds allocated to the Portland region to directly support:

- construction of the Hillsboro LRT Extension project ($22 million);
- improved ground transportation connections to the LRT system ($9 million); and

. miscellaneous transit capital needs ($9 million).

This equals almost 60 percent of the total State STP allocation to Portland. Metro had allocated an additional $22 million of Regional STP funds to directly support construction of the Hillsboro LRT Extension and another $9 million to improve ground transit connections to the LRT after service startup. This equals nearly 53 percent of the region's directly controlled STP funding.

Transit has been allocated nearly 30 percent of the region's CMAQ funding ($8 million) for bus purchases to increase peak period service increases. Nearly $3.5 million has been allocated to support implementation of Transit Oriented Development projects to help increase system ridership. Nearly $2.5 million of additional CMAQ funds were allocated to projects which will increase pedestrian and bicycle access to the transit system and over $600,000 more was allocated to complete a park & ride facility. In total, nearly 60 percent of the region's CMAQ allocation was allocated to direct and indirect support of transit.

SECTION 450.116(a)(15) *Capital investments that would result in increased security in transit systems.*

Discussion:

No projects are currently programmed to address this specific issue.

APPENDIX E:

ATTACHMENTS OF THE METRO PLANNING SELF-CERTIFICATION

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

RESOLUTION NO. 94-1917
Introduced by JPACT

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

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

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

BE IT RESOLVED,

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

ADOPTED by the Metro Council this ____ day of _____, 1994.

_____
Judy Wyers, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this

____ day of _____, 1994.

_____
State Highway Engineer

EXHIBIT A

Metro
Self-Certification

1. Metropolitan Planning Organization Designation

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

Metro is a regional government with 13 directly elected Councilors and an elected Executive Officer. In the November 1992 general election, the Metro Charter was passed, reducing the elected Councilors to seven, effective January 1995. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT. The Charter created a new local government committee, the Metro Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro takeover of Tri-Met.

2. Agreements

a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds is in effect.

b. An agreement between Tri-Met, Public Transit Division of the ODOT and Metro setting policies regarding special needs transportation.

c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds and Metro and Tri-Met for use of FTA funds.

e. Bi-State Resolution -- Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

f. Bi-State Transportation Planning -- Metro and RTC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high-capacity transit corridor planning and priority setting.

3. Geographic Scope

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

4. Transportation Plan

The RTP was adopted on July 1, 1982. The document had one housekeeping update in 1984, a major update in 1989, and was revised in 1991. An update to incorporate new elements of the ISTEA in 1991 is scheduled for 1994. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1995. A rigorous review process is followed during updates which allows for extensive citizen and technical comment. The short-range Transit Development Plan, the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met Board in January 1988 and is currently being updated, although a completion date has not been set.

5. Transportation Improvement Program

The FY 1994 Transportation Improvement Program (TIP), adopted in September 1993, embodies a number of changes from previous year TIP's. The changes reflect fuller integration of new programming requirements mandated by ISTEA. The FY 1994 TIP features a three-year approved program of projects. The first year of projects (FY 1994) are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program (FY 1995 and FY 1996 projects) without processing formal TIP amendments as was required previous to ISTEA. This flexibility should reduce the need for multiple amendments throughout the year. Partly for this reason, no significant amendment of the FY 1994 TIP is anticipated. Additionally though, adoption of the FY 1995 TIP will more closely follow the state TIP adoption schedule, with finalization of the new TIP expected in July 1994. The FY 1995 TIP will see programming of major reductions in the state modernization program and final programming of anticipated FY 1995-97 CMAQ and Transportation Enhancement Program funds.

6. Issues of Interstate Significance

The Bi-State Study was completed in FY 1994. The study generated recommendations which will be further analyzed as part of the update to the RTP. Unresolved issues may require additional separate analysis or study. Metro continues to participate on bi-state transportation and air quality issues. The South/North Transit Corridor Study AA/DEIS is being conducted with the close cooperation of Clark County jurisdictions.

7. Public Involvement

Metro maintains a continuous public involvement process which provides public access to key decisions and supports early and continuing involvement. Interactive public participation methods encourages the exchange of ideas and information. This includes the establishment of Citizen Advisory Committees; community outreach efforts such as workshops, and project specific activities; the use of communication methods such as newsletters, fact sheets, meeting notices, and press releases and mailings. A full citizens involvement policy is under development and will be adopted prior to the end of FY 1994.

Major transportation projects have detailed citizen involvement plans focused specifically on the special needs of the project.

The South/North Transit Corridor Study involves 15 jurisdictions. An extensive regional public involvement plan is supported by supplemental local citizen participation efforts. These include geographical working groups, neighborhood/community stakeholder outreach, business contact programs, media education efforts, the development of differing levels of informational material and opportunities for input in addition to extensive decision-making processes for recommendations made throughout the study.

The Willamette River Bridge Crossing (Southeast Corridor - Phase II) includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

8. Air Quality

The Oregon Legislature passed HB 2214 which directs and authorizes the Environmental Quality Commission to adopt a specific air quality maintenance plan for the Portland area, patterned after the recommendations of the State Motor Vehicle Task Force.

A key point in the bill is the substitution of regulatory measures for the proposed market-based vehicle emission fee. Most notably are the limits placed on the construction of new parking associated with employment, retail and commercial facilities. In addition, the bill provides for a more stringent employer trip reduction program than originally proposed by the State Task Force. These two regulatory programs are expected to provide reductions in vehicle miles traveled (VMT) similar to what may have been achieved by the proposed vehicle emission fee. They are also complimentary to and will help achieve the goals of the LCDC TPR 12 which includes VMT and parking space per capita reduction targets.

9. Civil Rights

Metro's Title VI tri-annual report was submitted in September 1992 and is still in review. An ODOT/FHWA on-site review was held in March 1993 and certification approved. Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO) and citizen participation all have programs in place which have been FTA-certified.

10. Elderly and Handicapped

The Americans with Disabilities Act Joint Complementary Transit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. (The 1994 Plan Update was approved by Metro as in conformance with the RTP.)

11. Disadvantaged Business Enterprise Program

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. The annual goal for all DOT-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

12. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

Tri-Met also contracts for demand-responsive, and neighbor service with private entities such as ATC, Dave Transportation Systems, Inc., Larson Transportation Services, Inc., taxis and Buck Medical Services. Tri-Met also coordinates with those agencies using federal programs (FTA's 16(b)(2)) to acquire vehicles. Service providers in this category are coordinated by Volunteer Transportation, Inc. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Dave Transportation Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service.

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APPENDIX F:

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CONFORMITY NETWORK TABLE

RTP Project List for 1990 through 2010

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Multnomah County							
* 936	162nd Ave.: Burnside to Glisan	Widen to 5 lanes	1600	1800				
936	181st Ave.: I-84 to Sandy Blvd.	Widen to 5 lanes	900	2400				
LOC	1st: Burnside to 256th	Upgrade	700		900			
864	207th Connector: I-84 to Glisan/223rd	New facility -- 5 lanes	--			2200		
RTP	223rd Ave.: Glisan to Marine Dr.	Widen to 3 lanes	900					1200
864	223rd Ave.: Glisan to MKC	Widen to 3 lanes	900	1100				
936	223rd Ave.: Stark to Glisan	Widen to 5 lanes	1800	1800				
936	238th/242nd Ave.: Arata to Glisan	Widen to 4 lanes	900	1400/1800				
138	242nd Ave. & Glisan	Add turn lanes	1800	1800				
138	242nd Ave.: 23rd to Division	Widen to 5 lanes	900	1800				
936	242nd Ave.: Powell to Burnside	Temporary constraint due to construct'n	1000		900			
936	242nd Ave.: Powell to Burnside	Widen to 5 lanes	1000			1800		
936	257th Ave.: 1st to Division	Widen to 5 lanes	900		1800			
139	257th Ave.: Powell Valley to 1st	Widen to 5 lanes	900		1800			
RTP	60th Ave.: Columbia Blvd. to Lombard St.	New Overpass	900				2000	
860	Airport Way: I-205 to 122nd Ave.	Widen to 5 lanes	1200/2400	2400				
858	Airport Way: I-5 to Sandy	New facility -- 5 lanes	--	2400				
RTP	Barbur Blvd.: Hamilton to B.H. Hwy.	SB climbing lane	2400					3600/3800
RTP	Barbur Blvd.: SW 3rd to 49th Ave.	TSM	1800/2400					2400
RTP	Bertha: Vermont to Barbur Blvd.	Upgrade	900					1200
936	Burnside & 242nd Ave.	Left turn lanes	1000	1200				
RTP	B.H. Hwy.: Barbur Blvd. to Terwilliger	WB climbing lane	1400/700					1400
936	Division & Troutdale Rd.	Add turn lanes	700/900			800/1000		
936	Foster Rd.: 122nd to 128th Ave.	Widen to 5 lanes	900	1800				
936	Foster Rd.: 128th to 136th Ave.	Widen to 5 lanes	900	1800				
RTP	Foster: 135th Ave. to Jenne Rd.	Widen	900					1200
RTP	Glisan St.: 223 Ave. to 242nd Ave.	Widen to 3-5 lanes	900					1800
911	Graham Rd.: Columbia Scenic Hwy. to I-84	Widen too 5 lanes	1800	1800				
RTP	Halsey St.: 202nd Ave. to Columbia Hwy.	Widen to 3 lanes	900					1200
936	Halsey & 238th Ave.	Signal upgrade, turn lane	1400			1600		
936	Halsey: 190th to 201st	Widen to 5 lanes	900	1800				
936	Hogan & Johnson Creek Bridge	Realignment	700	900				

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Multnomah County							
RTP	Jenne Rd.: Foster Rd. to powell Blvd.	Widen	700					900
RTP	Kane: Division to Palmquist	Widen to 3 lanes	900					1800
RTP	Lombard/Burgard: Fessenden to Columbia	Widen to 5 lanes	900					1800
RTP	McLoughlin: Harold to Tacoma	Widen to 6 lanes	3600					4500
RTP	McLoughlin: Ross Is Br. to Harold	Widen to 6 lanes plus reversible	4500					5500
RTP	Mt. Hood Parkway: I-84 to Hwy 26	New primary connection, (Hogan)	1800					4000
298	N. Marine Drive: Rivergate to I-5	Widen to 4 lanes	1200	2400				
RTP	Orient Dr.: US 26 to 267th Ave.	Widen to 3 lanes	900					1400
936	Orient & 282nd	Widen to 3 lanes approaches	700/900	900				
RTP	Powell Blvd.: I-205 to Eastman	Widen to 5 lanes	900					1800
RTP	Sandy Blvd.: I-205 to 244th Ave.	Widen to 3 lanes	1200					1800
RTP	So. Shore Artrls: 122, 148, 158th N of Sandy	Widen	1800					900/1800
844	Stark St.: 223rd to 242nd Ave.	Widen to 5 lanes	1800	1800				
134	Tacoma St. & 99E I/C: 17th to 32nd Ave.	Upgrade	700/900		1200			
360	Terwilliger Bridge	New overpass structure -- 2 lanes	700		900			

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Washington County							
RTP	110th Ave.: B.H. Hwy. to Canyon Rd.	Widen to 3 lanes	1200					1800
RTP	110th: E.W Arterial to Canyon Rd.	Widen to 3 lanes	500					900
n813	112th Ave.: @ Cedar Hills	Widen to 3 lanes and extend to Cedar Hills	500				1200	
LOC	121st Ave.: Scholls to N. Dakota	Widen to 3 lanes	700	900				
LOC	125th Ave.: Brockman to Hall Blvd.	New facility -- 3 lanes	--		900			
LOC	125th to 121st Connector: N of Scholls	New facility -- 3 lanes	--			900		
RTP	155th Ave.: Beard to Weir	Widen to 3 lanes	500				900	
RTP	155th Ave.: Davis to Hart Rd.	Widen to 3 lanes	500				900	
LOC	155th Ave.: Sexton Mtn. to Hart Rd.	Widen to 3 lanes	500		900			
LOC	155th: Beard to Sexton	Widen to 3 lanes	500	900				
RTP	170th Ave.: Farmington to Merlo	Widen to 3 lanes	700/900					900/1200
n810	174th Ave.: So. of West Union Rd to Laidlaw Extn'sn	Realign and extend to new connection	900/--				900	
* 937	185th Ave.: Rock Creek to TV Hwy.	Upgrade	1800	2400				
MSTIP	185th Ave.: Bronson to Tamarack	Widen to 3 lanes	700		900			
RTP	216th/219th Ave.: TV Hwy. to Cornelius Pass	Widen to 5 lanes	900/1200					2400
RTP	229th/231st Ave.: Evergreen to Baseline	Widen to 3 lanes	700					1200
RTP	99W: Main to Tualatin Rd.	TSM	1800					2100
RTP	Allen Blvd.: Hwy.217 to Western	Widen to 5 lanes	1800				2000	
RTP	Allen Blvd.: Lombard to King	Widen to 5 lanes	1800				2000	
RTP	Allen Blvd.: Menlo to Main	Widen to 5 lanes	1800				2000	
93	Allen Blvd.: Murray to Menlo	Widen to 5 lanes	1800			2000		
n821	Amberglen Prkwy: Guatama Rd/206th Ave & Stucki Rd	Add new 3 lane road	--			900		
RTP	Barnes Ext.: Cedar Hills to Cornell Rd.	Widen to 5 lanes	900/1200					1800
95	Barnes Rd.: Cedar Hills to Cornell	New facility	--		1200			
RTP	Barnes Rd.: Hwy. 217 to Cedar Hills Rd.	Widen to 5 lanes, realign	900					1800
RTP	Barnes Rd.: Miller to Leahy	Widen to 5 lanes	900				1800	
937	Baseline Rd.: 158th to 170th Ave.	New facility -- 5 lanes	--			1200		
937	Baseline Rd.: 170th to 185th Ave.	Widen to 5 lanes	700/900			1200		
937	Baseline Rd.: Brookwood to 231st Ave.	Widen to 3 lanes	900			1000		
RTP	Baseline: 211th to 231st Ave.	New alignment	900				1200/1800	
MSTIP	Beef Bend Rd.: 99W to 125th	Widen to 3 lanes	700			900		
MSTIP	Beef Bend Rd.: 131st to 99W	Widen to 3 lanes	700			900		
RTP	Beef Bend Ext.: Scholls to 99W	2-lane upgrade	700					900
937	Beef Bend Ext.: to Edy	New Facility -- 3 lanes	--	900				
LOC	Bonita Rd.: Hall to Fanno Creek Bridge	Widen to 3 lanes	700	900				
RTP	Boones Ferry: Tualatin Riv. Br. to Sagert	Widen to 3 lanes	900					1200
RTP	Brookwood: Baseline Rd. to TV Hwy.	Widen to 3 lanes	700					900
RTP	Brookwood: Cornell Rd. to Baseline Rd.	New facility -- 3 lanes	--					1200
25	B.H. Hwy. & Hwy 217	Widen to 6 lanes	1800	2000				

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Washington County							
240	T/V Hwy (Canyon Rd.): 117th to Hwy. 217	Widen to 6 lanes w/access control	1800				2700	
n819	Cedar Hills Blvd./Sunset Hwy Interchange	Reconfigure interchange	4400		6600			
RTP	Cedar Hills: TV Hwy. to Hall Blvd.	Widen to 5 lanes	1800					2400
RTP	Cornelius Pass Rd.: Sunset Hwy. to W. Union	Widen to 5 lanes	1200					2400
MSTIP	Cornell Rd.: 158th to Barnes Rd.	Widen to 3 lanes	900			1200		
MSTIP	Cornell Rd.: 185th to 158th Ave.	Widen to 5 lanes	900				2100	
171	Cornell Rd.: Cornelius Pass to John Oleson	Widen to 5 lanes	700		2400			
LOC	Davis Rd.: Murray to 155th Ave.	Widen to 3 lanes	700			800		
RTP	Denney Rd.: Hwy. 217 to Scholls	Widen to 3 lanes	900				1000	
937	Durham Rd.: 99W to Hall Blvd.	Widen to 3 lanes	900	1100				
937	Durham: Boones to 72nd	New facility -- 3 lanes	--	900				
937	Durham: Hall to Boones	Widen to 3 lanes	900			1000		
MSTIP	E Main: 24th to Brookwood	Widen to 3 lanes	700		900			
MSTIP	E Main: 10th to 24th	Widen to 3 lanes	700				900	
n822	Evergreen Prkwy E. Extn'sn: Cornell Rd	Add new 4 lane extension	--		1800			
MSTIP	Evergreen: Shute Rd. to 25th	Widen to 3 lanes	900	1200				
RTP	E/W Arterial: 117th to 110th Ave.	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Cedar Hills to Watson/Hall	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hall Blvd. to 117th Ave.	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hocken to Cedar Hills	New facility -- 5 lanes	--					1800
RTP	E/W Arterial: Hocken to Murray Blvd.	Widen to 5 lanes	900				1800	
934	Farmington Rd.: 209th to 167th	Widen to 3 lanes	900				1200	
944	Farmington Rd.: Murray to 167th	Widen to 5 lanes	900				2400	
LOC	Greenburg Rd.: 99W to Cascade	Widen to 3 lanes	900	1100				
RTP	Greenburg Rd.: Tiedman to Hall Blvd.	Widen to 5 lanes	900				1800	
RTP	Greenway & Hall Blvd.	Add turn lanes @ Greenway approach	700				900	
830	Hall Blvd.: Allen to Greenway	Widen to 5 lanes	1800	1800				
RTP	Hall Blvd.: Scholls to Durham Rd.	Widen to 3 lanes	700/900/1200					1200
RTP	Hart Rd.: Murray Blvd. to 155th Ave.	Widen to 3 lanes	700				800	
RTP	Jenkins: Murray Blvd. to 158th Ave.	Widen to 5 lanes	700				1800	
MSTIP	Jenkins Ext.: 158th to 170th	New facility -- 3 lanes	--		900			
n812	Kaiser Rd: West Union Rd.	Realign roadway	900			900		
n811	Laidlaw Rd Extn'sn: West from Kaiser Rd.	Extend 3 lane rd	--			900		
n811b	Laidlaw Rd Extn'sn: West from 168th	Extend 3 lane rd	--				900	
RTP	Lombard: Canyon Rd. to E/W Arterial	New facility -- 3 lanes	--				900	
LOC	Lombard: Canyon Rd. to Farmington Rd.	New facility -- 5 lanes	--			1800		
400	Murray Blvd.: Allen to Scholls	Widen to 4-5 lanes	1200	2400				
RTP	Murray Blvd.: Millikan to Jenkins	Widen overpass to 4 lanes	1200				2400	
RTP	Murray Blvd.: Old Scholls to New Scholls	New facility -- 3 lanes	--				900	

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Washington County							
RTP	Murray Blvd.: Sunset Hwy. to Cornell Rd.	Widen to 5 lanes	900				1800	
RTP	Murray Blvd.: TV Hwy. to Allen	TSM	1800					2400
n809	New Bethany Blvd.: West Union Rd. and Kaiser Rd.	New facility -- 3 lanes	--			900		
RTP	Nimbus: Cirrus to Denney Rd.	New facility -- 3 lanes	--					900
RTP	Nora Rd.: 155th Ave. to Weir (Reusser?)	Widen to 3 lanes	500					700
RTP	Nyberg/SW 65th Ave.: I-5 to Borland	Widen, realign	900				1800	
RTP	Old Scholls: Murray to Bypass	Widen to 5 lanes	700/900					1800
MSTIP	Old Scholls: New Scholls to 175th	Widen to 3 lanes	700			900		
875	Scholls Ferry Rd.: Murray to Fanno Creek	Widen to 5 lanes	700/900	2100				
881	Scholls Ferry: Hwy. 217 to Fanno Creek	Widen to 6 lanes	1800	2700				
LOC	Sexton Mtn. Dr.: 155th Ave. SW to Nora	New facility -- 3 lanes	--			700		
LOC	Sexton Mtn. Dr.: 155th to Murray	New facility -- 3 lanes	--			700		
RTP	Taylors Ferry: Oleson to Washington Dr.	New facility -- 3 lanes	--				900	
MSTIP	Tualatin-Sherwood Hwy.: Boones to Teton	Widen to 5 lanes	1800	1800				
MSTIP	Tualatin-Sherwood Hwy.: Teton to 99W	Widen to 3 lanes	1400	1400				
RTP	TV Hwy.: Murray Blvd. to 21st Ave.	TSM	1900					2100
n815	Walker Rd.: Murray to 185th	Widen to 5 lanes	900					1800
RTP	Walker Rd.: 185th Ave. to Corenll Rd.	New Facility -- 5 lanes	900				1800	
RTP	Hwy 99W: I-5 to Main	Widen to 6 lanes	1400/1800					2400

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Arterials							
	Clackamas County							
RTP	122nd Ave.: Sunnyside to Hubbard	Widen to 3 lanes	700				900	
578	82nd Dr.: Gladstone I/C to Hwy. 212	Widen to 3 lanes	900/1200		1200			
578	82nd Dr.: Hwy. 212/224 to Gladstone I/C	Widen to 4-5 lanes	900/1200					1800
160	92nd Ave.: Idleman to Mult. Co. Line	Widen to 3 lanes	700				900	
136	99E: Clatsop to Hwy. 224	Widen to 6 lanes	1800		3600			
855	Beavercreek & Molalla	Realign intersect'n, new signal, widen to 5 lar	900			1800		
68	Boones Ferry: Jean to Madronna	Widen to 5 lanes	1400/1800	1800				
490	Evelyn Overpass: 82nd to Evelyn/Jennifer	New facility -- 2 lanes	--	900				
RTP	Jennings: Oatfield to Webster	Urban Standards	700					900
905	Johnson Creek Blvd. & Linwood	Signalize, add left turn lanes	900			1100		
RTP	Johnson Creek Blvd.: 45th to 82nd Ave.	Widen to 3 lanes	900				1200	
RTP	King Rd. & Linnwood	Add left turn lanes	1400				1800	
RTP/CO	Monterey OXing: Monterey to new Frontage Rd.	New facility -- 3 lanes	--		900			
RTP	Stafford Rd. & Borland	Signalize, add left turn lanes	700				900	
769	Sunnybrook Ext.: I-205 to Sunnyside at 108th	New facility -- 5 lanes	--			1800		
CO	Sunnyside Rd. & 132nd	Signalize, turn lanes	900	1100				
161	Sunnyside Rd.: 122nd to 152nd	Widen to 5 lanes	900					1800
161	Sunnyside Rd.: 152nd to 172nd	Widen to 3-5 lanes	900					1800
RTP	Sunnyside Rd.: 172nd to Hwy. 212	Realign intersection, signalize	900				1200	
77	Sunnyside Rd.: Stevens to I-205 NB ramp	Add right turn lane	2400	2400				
161	Sunnyside Rd.: Sunnybrook to 122nd Ave.	Widen to 5 lanes	1200				1800	
RTP	Webster & Theissen	Add turn lane	900				1100	
RTP	Theissen: Oatfield to Webster	Urban standards	700					900

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Freeways							
	Multnomah County							
345	I-5: E Marquam I/C	SB Water Ave. ramp	--			1200		
345	I-5: E Marquam I/C	Banfield access	--		2800/3500			
345	I-5: E Marquam I/C	Grand/MLK Jr ramps	--				1400	
** 394	I-5: Greeley Ramps to N Banfield I/C	Widen to 6 lanes	3500/5250					6200
360	I-5: Multnomah to Terwilliger	NB weave and braid	--			1200		
*** 315	I-5: Portland Blvd. to Columbia Blvd.	Widen to 6 lanes	3600/4500	5400/6200				
*** 322	I-5: Swift I/C to Delta Park I/C	Widen to 6 lanes	4400/5000	3600/5400				
372	I-84: 181st to 223rd	Widen to 6 lanes	3700		6000			
922	I-84: 223rd to Troutdale	Widen to 6 lanes	4000				6000	
251	Sunset Hwy.: Jefferson St. to zoo	Remove restrictions (zoo to Canyon)	6800				6600/7800	
255	Sunset Hwy.: Scholls to Canyon Rd.	Canyon Rd. C-D system	6600		4500/4700		6600/7800	
255	Sunset Hwy.: Zoo to Scholls	Widen to 4 lanes	6600		5000/6000		6600/7000	

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Freeways							
	Washington County							
RTP	Hwy 217: Hall Blvd. to Hall OXing	Auxiliary lanes	4500					5200
258	Hwy 217: Sunset Hwy. to TV Hwy.	Widen to 8 lanes	5200				7200	
RTP	Hwy 217: TV Hwy to Hall Blvd.	Widen to 6 lanes	4500					6000
876	I-5 & I-205 I/C: WB to NB lane	Widen to 2 lanes	1500	3000				
256	Sunset Hwy.: Canyon Rd. to Hwy. 217	Widen to 6 lanes	4100	3300	3300	6100		
256	Sunset Hwy.: Hwy. 217 to Cornell Rd.	Widen to 6 lanes	4400	4400		5100		6000

TIP #	Project	Description	1990	1993	1995	1996	2000	2010
	Freeways							
	Clackamas County							
RTP	Hwy 212: Chitwood to Royer	Widen to 4-5 lanes	1500					2400
RTP	Hwy 212: Rock Creek to Chitwood	Widen to 4 lanes	1500					2400
RTP	Hwy 212: School Rd. to 290th Ave. (Boring)	Widen to 4-5 lanes, new alignment	900					2400
RTP	Hwy 224: 37th Ave. to Webster	Widen to 6 lanes; Freeman/Rusk I/C	2400					2700
RTP	Hwy 224: Lawnfield to 135th Ave.	New facility -- 4 lanes						3500
RTP	Hwy 224: McLoughlin to 37th Ave.	Widen to 6 lanes, close Monroe I/C	2100					2700
RTP	Hwy 224: Webster to Johnson	Widen to 6 lanes	2100					2700
RTP/CO	I-205 Frontage Rd.: Sunnyside to 92nd	New facility E of I-205 -- 2 lanes				900		
RTP	I-205: Hwy 224 I/C	Widen to 6 lanes, relocate SB I-205 ramp	1800					3000
876	I-5: Upper Boones to I-205	Add auxiliary lanes	6300	7200				

* Metro ID #936 and #937 refer to Locally Funded Projects of Multnomah and Washington Counties, respectively.

** Metro ID #934 refers to ODOT Development Projects not otherwise carried in the TIP by line item.

*** ODOT Region 1 staff have confirmed that MetroID #315 and #322 were consolidated with other I-5 work. The capacities indicated were provided as part of other I-5 work.

LOCAL PROJECT LIST

TIP #	Project	Description	1990	1993	1995	1996	2000
	Arterials						
	Multnomah County						
* 936	162nd Ave.: Burnside to Glisan	Widen to 5 lanes	1600	1800			
936	181st Ave.: I-84 to Sandy Blvd.	Widen to 5 lanes	900	2400			
LOC	1st: Burnside to 256th	Upgrade	700		900		
936	223rd Ave.: Stark to Glisan	Widen to 5 lanes	1800	1800			
936	238th/242nd Ave.: Arata to Glisan	Widen to 4 lanes	900	1400/1800			
936	242nd Ave.: Powell to Burnside	Temporary constraint due to construct'n	1000		900		
936	242nd Ave.: Powell to Burnside	Widen to 5 lanes	1000			1800	
936	257th Ave.: 1st to Division	Widen to 5 lanes	900		1800		
936	Burnside & 242nd Ave.	Left turn lanes	1000	1200			
936	Division & Troutdale Rd.	Add turn lanes	700/900			800/1000	
936	Foster Rd.: 122nd to 128th Ave.	Widen to 5 lanes	900	1800			
936	Foster Rd.: 128th to 136th Ave.	Widen to 5 lanes	900	1800			
936	Halsey & 238th Ave.	Signal upgrade, turn lane	1400			1600	
936	Halsey: 190th to 201st	Widen to 5 lanes	900	1800			
936	Hogan & Johnson Creek Bridge	Realignment	700	900			
	Washington County						
n813	112th Ave.: @ Cedar Hills	Widen to 3 lanes and extend to Cedar Hills	500	0	0	0	1200
LOC	121st Ave.: Scholls to N. Dakota	Widen to 3 lanes	700	900			
LOC	125th Ave.: Brockman to Hall Blvd.	New facility -- 3 lanes	--		900	0	
LOC	125th to 121st Connector: N of Scholls	New facility -- 3 lanes	--			900	
LOC	155th Ave.: Sexton Mtn. to Hart Rd.	Widen to 3 lanes	500		900		
LOC	155th: Beard to Sexton	Widen to 3 lanes	500	900			
n810	174th Ave.: So. of West Union Rd to Laidlaw Extn'sn	Realign and extend to new connection	900/--	0	0	0	900
* 937	185th Ave.: Rock Creek to TV Hwy.	Upgrade	1800	2400			
MSTIP	185th Ave.: Bronson to Tamarack	Widen to 3 lanes	700		900		
n821	Amberglen Prkwy: Guatama Rd/206th Ave & Stucki Rd	Add new 3 lane road	--	0	0	900	0
937	Baseline Rd.: 158th to 170th Ave.	New facility -- 5 lanes	--			1200	
937	Baseline Rd.: 170th to 185th Ave.	Widen to 5 lanes	700/900			1200	
937	Baseline Rd.: Brookwood to 231st Ave.	Widen to 3 lanes	900			1000	
MSTIP	Beef Bend Rd.: 99W to 125th	Widen to 3 lanes	700			900	
MSTIP	Beef Bend Rd.: 131st to 99W	Widen to 3 lanes	700			900	
937	Beef Bend Ext.: to Edy	New Facility -- 3 lanes	--	900			
LOC	Bonita Rd.: Hall to Fanno Creek Bridge	Widen to 3 lanes	700	900			
n819	Cedar Hills Blvd./Sunset Hwy Interchange	Reconfigure interchange	4400	0	6600	0	0
MSTIP	Cornell Rd.: 158th to Barnes Rd.	Widen to 3 lanes	900			1200	
MSTIP	Cornell Rd.: 185th to 158th Ave.	Widen to 5 lanes	900				2100
LOC	Davis Rd.: Murray to 155th Ave.	Widen to 3 lanes	700			800	
937	Durham Rd.: 99W to Hall Blvd.	Widen to 3 lanes	900	1100			
937	Durham: Boones to 72nd	New facility -- 3 lanes	--	900			
937	Durham: Hall to Boones	Widen to 3 lanes	900			1000	

LOCAL PROJECT LIST (cont'd)

TIP #	Project	Description	1990	1993	1995	1996	2000
	Arterials						
	Washington County						
MSTIP	E Main: 24th to Brookwood	Widen to 3 lanes	700		900		
MSTIP	E Main: 10th to 24th	Widen to 3 lanes	700				900
n822	Evergreen Prkwy E. Extn'sn: Cornell Rd	Add new 4 lane extension	--	0	1800	0	0
MSTIP	Evergreen: Shute Rd. to 25th	Widen to 3 lanes	900	1200			
LOC	Greenburg Rd.: 99W to Cascade	Widen to 3 lanes	900	1100			
MSTIP	Jenkins Ext.: 158th to 170th	New facility -- 3 lanes	--		900		
n812	Kaiser Rd: West Union Rd.	Realign roadway	900	0	0	900	0
n811	Laidlaw Rd Extn'sn: West from Kaiser Rd.	Extend 3 lane rd	--	0	0	900	0
n811b	Laidlaw Rd Extn'sn: West from 168th	Extend 3 lane rd	--	0	0	0	900
n809	New Bethany Blvd.: West Union Rd. and Kaiser Rd.	New facility -- 3 lanes	--	0	0	900	0
MSTIP	Tualatin-Sherwood Hwy.: Boones to Teton	Widen to 5 lanes	1800	1800			
MSTIP	Tualatin-Sherwood Hwy.: Teton to 99W	Widen to 3 lanes	1400	1400			
n815	Walker Rd.: Murray to 185th	Widen to 5 lanes	900	0	0	0	0
	Clackamas County						
RTP/CO	Monterey OXing: Monterey to new Frontage Rd.	New facility -- 3 lanes	--		900		
CO	Sunnyside Rd. & 132nd	Signalize, turn lanes	900	1100			
RTP/CO	I-205 Frontage Rd.: Sunnyside to 92nd	New facility E of I-205 -- 2 lanes	--			900	

WESTSIDE LRT PROJECT FUNDING HISTORY APPENDIX

Major milestones which directly supported the Westside to 185th grant application and negotiations with FTA for the terms of a Full-Funding Agreement (FFA) include the following:

In summer 1991, local jurisdictions formally committed funds under the terms of the regional compact. Total amount of the compact funds is $21 million.

In July 1991, Tri-Met and the Oregon Department of Transportation completed an intergovernmental agreement for the state portion of the local match.

In August 1991, the Final Environmental Impact Statement (FEIS) was published.

In November 1991, the Record of Decision (ROD) was issued by UMTA for the Westside Project, reflecting the completion and satisfaction of National Environmental Protection Act (NEPA) requirements.

In November 1991, UMTA approved Tri-Met request for a Letter of No Prejudice for final engineering and design and right-of-way acquisition.

Tri-Met and FTA concluded negotiation of the Westside FFGA in September of 1992. The FFGA addresses program costs to extend light rail service to SW 185th. The original cost estimates and construction plan were revised on several occasions. The SDEIS estimate of $489.5 million in 1990 dollars was revised to $522.4 million in the FEIS and has been further refined to $505.6 million. The latest reduction reflects a combination of deletions and deferrals of project elements. The Requirements Summary table, below, shows costs by major categories in both 1990 and projected "Year of Expenditure " dollars.

Requirements Summary

Cost Elements	1990 Dollars	Year of Expenditure Dollars
Right-of-Way*	42.4	48.2
Alignment Preparation	88.0	125.3
Tunnel	78.0	112.8
Track Materials	10.1	11.6
Electrification, Signals, Communications	32.1	49.3
Stations and Park-and-Ride Lots	30.1	33.2
Operations Facility and Equipment	12.3	17.0
Light Rail Vehicles	56.6	79.7
Engineering & Construction Management	92.2	22.4
Design and Construction Contingency	63.8	91.6
Interim Financing Costs		1.2
Total Project Requirements	505.6	692.3

* Right-of-Way estimate is in 1992 dollars.

METRO STIP CUT/ADD RECOMMENDATION AND ALTERNATIVE MODE ALLOCATION

	CONSTRUCTION PROJECTS	COST	KEEP	CUT
1	I-5: @ 217/Kruseway	43.40	13.40	30.00
*2	*T/V Hwy: 160th Avenue - 110th Avenue*	*8.40*	*2.70*	*5.70*
*3	*US 26: Beaverton/Tigard Hwy - Camelot*	*7.24*		*7.24*
4	I-5: E. Marquam Grand Ave/MLK Jr. Ramps	50.00		50.00
5	US 26: Murray Road - 217	20.30		20.30
6	Farmington: 167th - Murray Blvd.	5.18	5.18	
7	I-5: Stafford Interchange	7.90	7.90	
*8	*I-5: Water Avenue Ramps (Esplanade)*	*19.00*	*1.80*	*17.20*
9	I-205: @ Sunnybrook Interchange	18.20	18.20	
*10	*US 26: Camelot Int - Sylvan Int*	*66.20*	*50.00*	*16.20*
11	99W: @ 124th	1.00		1.00
12	I-205: @ Glisan N&S Bound	0.37		0.37
13	*US 26: Sylvan Int - Highlands Int*	*9.40*		*9.40*
14	I-84: 223rd - Troutdale	29.00	22.00	7.00
15	OR-47: Council Creek - Quince (Hwy 47 Bypass)	7.13	7.13	
*16	*T/V Hwy: Shute Park - 21st*	*4.65*	*4.65*	
*17	*US 30B: Columbia Blvd. - I-205 (Turn Lanes)*	*0.44*	*0.44*	
18	217: NB Off-Ramp @ Scholls Hwy	0.27		0.27
19	VAR: Metro Advance Warning Signs (ATMS)	1.21	1.21	
20	VAR: Metro Area Freeways Detection Sys. (ATMS)	1.43	1.43	
21	VAR: Motorist Information System (ATMS)	1.10	1.10	
22	Two Additional MACS (ATMS)	6.62	3.31	3.31
23	Various TSM Intiatives (ATMS)	1.54	0.77	0.77
24	Sandy MACS	4.41	4.41	
25	BV/Tualatin Hwy: Lower Boones Ferry Rd. - Tualatin/Sherwood (Bikeway)	0.24	0.24	
26	BV/Tualatin Hwy: 99W - SW McDonald St. (Bikew	0.39	0.39	
27	OR-43: Mcvey Avenue - Burnham (Bikeway)	0.44	0.44	
28	Barbur Blvd.: Hamilton/Miles (Bikeway)	1.50	1.50	
29	I-84: Gateway Park & Ride Lot	0.96	0.96	
30	I-205: Columbia River/N.E. Failing (landscaping)	1.97		1.97
31	U.S. 30B: Linnton/Sauvie Is. Brdg. (rockfall)	1.79		1.79
32	I-205: Willamette Rv. Bridge Ice Detector	0.17		0.17
33	Excess Bid for Three FY 93 WS LRT Projects	11.50	11.50	
	TOTAL	333.35	160.66	172.69
	TARGET			136.50
	BALANCE FOR PROGRAMMING TO ALT. MODES			36.19

*Staff recommendation has changed regarding these projects

**Of which $229.46 is Hardship ROW which has been removed from Subtotal

	DEVELOPMENT PROJECTS	CONSTR. COST	CURRENT STATUS	RECOMMENDED STATUS	NEW COST
	Construction Elements Deferred to Developmer				
1	*T/V Hwy: 160th - 110th*	*5.70*	*Constr.*	*ROW*	*5.70*
*2	*I-5/217/Kruse Way (Unit 1)*	*30.00*	*Constr.*	*ROW*	*10.00*
*3	*US 26: Beaverton/Tigard Hwy - Camelot*	*7.24*	*Constr.*	*ROW*	*7.24*
4	U.S. 26: Murray to 217	20.30	Constr.	H/ROW**	20.30
5	I-5: Marquam Ramps	50.00	Constr.	Study/EIS	0.00
6	99W @ 124th	1.00	Constr.	ROW	1.00
7	I-205: Glisan N & S Bound Ramps	0.37	Constr.	FIN. DESIGN	0.37
*8	*Water Ramps (SB Access Alternative)*	*17.20*	*Constr.*	*Study/EIS*	*0.00*
9	*U.S. 26: Camelot to Sylvan*	*16.20*	*Constr.*	*ROW*	*16.20*
10	217: NB Off-ramsp @ Scholls Hwy	0.27	Constr.	FIN. DESIGN	0.27
11	*US 26: Sylvan Int - Highlands Int*	*9.40*	*Constr.*	*ROW*	*9.40*
12	I-84: 223rd/Troutdale	7.00	Constr.	DELETE	0.00
13	Various MACS & TSM Projects (ATMS)	4.08	Constr.	ROW	4.08
	Development Program ROW Projects				
14	217: Sunset - T.V. Hwy	20.60	ROW	EIS	20.60
15	I-5: 217/Kruse Way Interchange (Unit 2)	37.00	ROW	EIS	0.00
16	Farmington: 209th-Murray Phase 2	2.67	ROW	ROW	2.67
17	MP 4.1 - Dabney Park (Rockfall)	3.86	ROW	ROW	3.86
	Develop. Program Hardship ROW Projects				
18	Mt. Hood Parkway: I-84 - US 26	27.60	H/ROW	H/ROW**	27.60
	Sunrise Corridor:				
19	Sunrise Corridor: I-205 - Rock Creek Jct	85.30	H/ROW	H/ROW**	85.30
20	Sunrise Corridor: Rock Creek Jct - Mt. Hood Hwy	31.36	H/ROW	H/ROW**	31.36
21	I-205: Sunrise Interchange	64.90	H/ROW	H/ROW**	64.90
	Development Program Final Design Projects				
22	I-5: Wilsonville Interchange	12.60	FIN. DES.	FIN. DESIGN	12.60
	Development Program EIS Projects				
23	99E: SE Harold-SE Tacoma Interchange	6.44	EIS	DELETE	0.00
24	99E: MLK/Grand Viaduct-SE Harold	6.42	EIS	DELETE	0.00
25	I-5: Greeley Ramp- No. Banfield Interchange (Unit 2)	33.50	EIS	EIS	33.50
26	217: TV Hwy-72nd Ave Interchange	38.20	EIS	EIS	38.20
27	Western Bypass Corridor EIS	0.00	EIS	EIS	0.00
				SUBTOTAL**	158.445
				TARGET	307.000
				BALANCE	148.555
	Metro Suggested Adds to Develop. Element				
1	Regionally Significant Bike Program	??	NA	ROW	??
2	Regionally Significant Pedestrian Program	??	NA	ROW	??
*3	*ISTEA Mng't Systems Plans & CMS projects*	*??*	*NA*	*ROW*	*??*
4	Two 10-Minute Transit Corridors	??	NA	ROW	??
5	Transit Oriented Development Program	??	NA	FIN. DESIGN	??
6	Hwy/Arterial/Transit ATMS Program	20.00	NA	ROW	20.00
7	S/N FEIS/Final Design	1800.00	NA	FIN. DESIGN	1800.00

Key to Abbreviations

Funding Sources

AOH	Access Oregon Highways
BIKE	State Bikeway Program
CDR	Community Development Revenue Sharing
CMAQ	Congestion Mitigation/Air Quality Program (State or Regional)
EDA	Economic Development Administration
FAIX	Federal-Aid Interstate Transfer
FAI	Federal-Aid Interstate
FAP	Federal-Aid Primary
FAU	Federal-Aid Urban
FRC	Federal-Aid to Railroad Crossings
FSI	Federal-Aid Safety
HBR	Highway Bridge Replacement/Rehabilitation
HES	Hazard Elimination System
LOC	Local Funds (i.e., general, bonds, tax)
NHS	National Highway System Program
SEC-3	FTA Capital Grant
SEC-9	FTA Operating Assistance
ST	State Funding
STM	State Modernization Program
STP	Surface Transportation Program (State or Regional)
TE	Transportation Enhancement Program

Project Elements

CAP	Capital Equipement Funds
CONST	Construction Funds
OPRTG	Operationg Funds
OTHER	Miscellaneous Funds
PE	Preliminary Engineering
RESRV	Reserve Funds
R/W	Right-of-Way Funds

Federal-Aid Descriptors

LOCAL	Not on Federal-Aid System
MISC	Miscellaneous disignation
N/A	Not applicable or not available
TBD	To be determined

Agencies

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IRC	Intergovernmental Resource Center (Clark County, WA)
MPO	Metropolitan Planning Organization (Metro)
ODOT	Oregon Department of Transportation
USDOT	U.S. Department of Transportation
OSHD	Oregon State Highway Division

Other

DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
FEIS	Final Environmental Impact Statement
FY	Fiscal Year
HCT	High-Capacity Transit
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LRT	Light Rail Transit
LRV	Light Rail Vehicle
RTP	Regional Transportation Plan
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
TIP	Tranportation Improvement Program
TSM	Transportation System Management
TDP	Transit Development Plan

APPENDIX G:

DRAFT TABLE OF REGIONALLY SIGNIFICANT LOCAL PROJECTS

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1965 FOR THE PURPOSE OF ENDORSING THE RECOMMENDATIONS OF THE NORTHWEST SUBAREA TRANSPORTATION STUDY

Date: May 31, 1994 Presented by: Michael Hoglund

PROPOSED ACTION

This resolution endorses the recommendations contained in the *Northwest Subarea Transportation Study Alternatives Analysis and Recommendations Report*. The resolution further directs Metro staff to work with ODOT, Tri-Met, the City of Portland, and Washington County to develop Memoranda of Understanding for implementation of study recommendations through local plans and capital programming processes.

TPAC reviewed the study recommendations at its May 27 meeting and recommends approval of Resolution No. 94-1965.

FACTUAL BACKGROUND AND ANALYSIS

Study Purpose and Approach

The Northwest Subarea Transportation Study was initiated in 1991 to address traffic problems related to existing and future travel between Washington County and the City of Portland and within the study area. The study focus was on east-west traffic in the Cornell/Barnes/Burnside corridor. Also analyzed were north-south travel, internal circulation, transit service, and transportation systems and demand management strategies. Attachment A summarizes the study and includes a study area map.

Modified Study Approach

The initial study objective was to develop transportation strategies that would significantly enhance mobility and relieve the congestion problems within the subarea. Strategies were to examine the potential of new facilities or expansions to the existing street system for their ability to achieve currently adopted service standards and reduce neighborhood traffic infiltration. However, a number of actions at the federal, state, and local level required a modified approach to the study.

The modified approach was based on a number of "planning in transition" issues that are more appropriately being addressed through Metro's Region 2040 planning process and the update to the RTP. First, to meet State Transportation Planning Rule (TPR) requirements and goals, the Region 2040 Study is examining regional land use and transportation options that may result in recommendations that alter the need for additional major transportation facilities in the study area. Any such decisions coming from the Northwest Subarea Study were determined to have been premature.

Second, uncertainties associated with federal planning requirements also limited the study scope. The Intermodal Surface Transportation Efficiency Act (ISTEA) requires that in non-attainment areas for carbon monoxide or ozone (such as the Metro area), and pursuant to the Clean Air Act, congestion management systems (CMS) be developed before significant single-occupant vehicle (SOV) projects using federal funds can be advanced. At a minimum, a CMS shall include "an appropriate analysis of all reasonable travel demand reduction strategies and operational management strategies for the corridor in which an SOV facility is proposed." The proposed rule in ISTEA also states, "this analysis must demonstrate how far such strategies can go in eliminating the need for additional SOV capacity in the corridor." The CMS is essentially being developed in conjunction with, and will focus on, the updated RTP. As a result, any proposals for new SOV facilities as part of the Northwest Subarea Study and prior to the RTP Update would also be premature at this time.

Consequently, the modified approach, developed jointly between Metro staff, the Study Citizens Advisory Committee (CAC), and the Study Technical Advisory Committee (TAC), limited the number and scope of study alternatives. The approach was to group the study alternatives into two categories. These included:

- First sequence alternatives consisting of a no-build scenario, TSM/TDM type scenarios and transit improvement scenarios. Those types of alternatives were considered to be consistent with current planning policy and would be necessary regardless of the Region 2040 decision.

- Second sequence alternatives included arterial improvement scenarios and scenarios with new regional facilities. These alternatives could be greatly influenced by Region 2040 and RTP decisions.

Consistent with the modified approach, first sequence alternatives were evaluated against the study's identified performance criteria and were considered in the recommended package of projects, as appropriate. Second sequence alternatives were <u>not</u> evaluated against the study criteria, and performance measurements were used for informational purposes only. Second sequence alternatives were not considered for inclusion in the recommended package. The study TAC and CAC recommend that second sequence alternatives be forwarded for review as part of the RTP update, as appropriate.

<u>Evaluation Methodology</u>

Study alternatives were evaluated against a number of qualitative and quantitative criteria. The criteria were grouped into three main categories:

1. Neighborhood and Environmental Impacts. These criteria examined each alternative's impacts on the built and natural

environment and through traffic within the Cornell and Barnes/Burnside Corridor.

2. Clean Air Act and TPR Objectives. Criteria included vehicle miles of travel, energy consumption, and emissions of hydrocarbons, carbon monoxide, and nitrogen oxides.

3. Transit and System Performance. Criteria included vehicle hours of delay, transit ridership, and number of drive-alone vehicles.

Each of the above criteria were weighted and assigned points. Project costs were estimated and a modified cost/benefit analysis was developed. Only projects meeting study objectives and having a significant (as tested) impact on traffic or operations were included in the study recommendations.

Study Recommendations

Attachment A to the staff report is the study's *Executive Summary Report*. The report includes the study goals and objectives, summarizes the study process, provides an overview of previous study reports, and lists and describes study recommendations. The report also includes an analysis of the ability of the recommendations to meet study objectives. Recommendations begin on page 4 and are summarized in the table and maps in the back of the report.

Finally, the study also recommends that the local projects in the preferred alternative be reviewed and implemented through local capital improvement programs, or (for transit projects) Tri-Met's Annual Service Plan. To ensure such review, it is proposed that memoranda of understanding (MOUs) between Metro and the local jurisdictions be developed. The MOUs would include a commitment from the implementing agency or jurisdiction to review the recommendations as part of their capital programming activities.

Public Involvement/Local Coordination

The study included ongoing technical and citizen advisory committees. Attachment B lists the members. In addition, outreach efforts include two public meetings in the study area (one to discern issues and problems and a second to present findings and recommendations); a regular newsletter sent to interested persons; and periodic presentations to interested organizations. Attachment C is a summary of public comment from a December 1993 public meeting to discuss preliminary study recommendations.

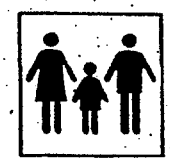
Schedule

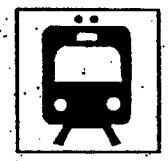
JPACT will review recommendations June 9; the Metro Planning Committee public hearing is June 16; and Metro Council action is June 23.

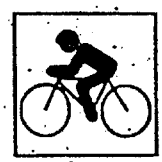
EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 94-1965.

ATTACHMENT







Executive Summary

Northwest Subarea Transportation Study

March 30, 1994

METRO

600 NE Grand Ave.
Portland, OR 97232
(503) 797-1700

94140SG

3-30-94

Northwest Subarea Transportation Study's Executive Summary

This Executive Summary highlights the key findings of the Northwest Subarea Transportation Study. Complete information on the results of this study are found in the Alternatives Analysis and Recommendations Report.

Study Purpose

The Northwest Subarea Transportation Study was initiated in early 1991 to address problems related to existing and future traffic movements between Washington County and the City of Portland. The study focuses on east-west traffic in the Cornell/Barnes/Burnside corridor, but also examines north-south travel patterns along with transit service, transportation systems management, and demand management strategies.

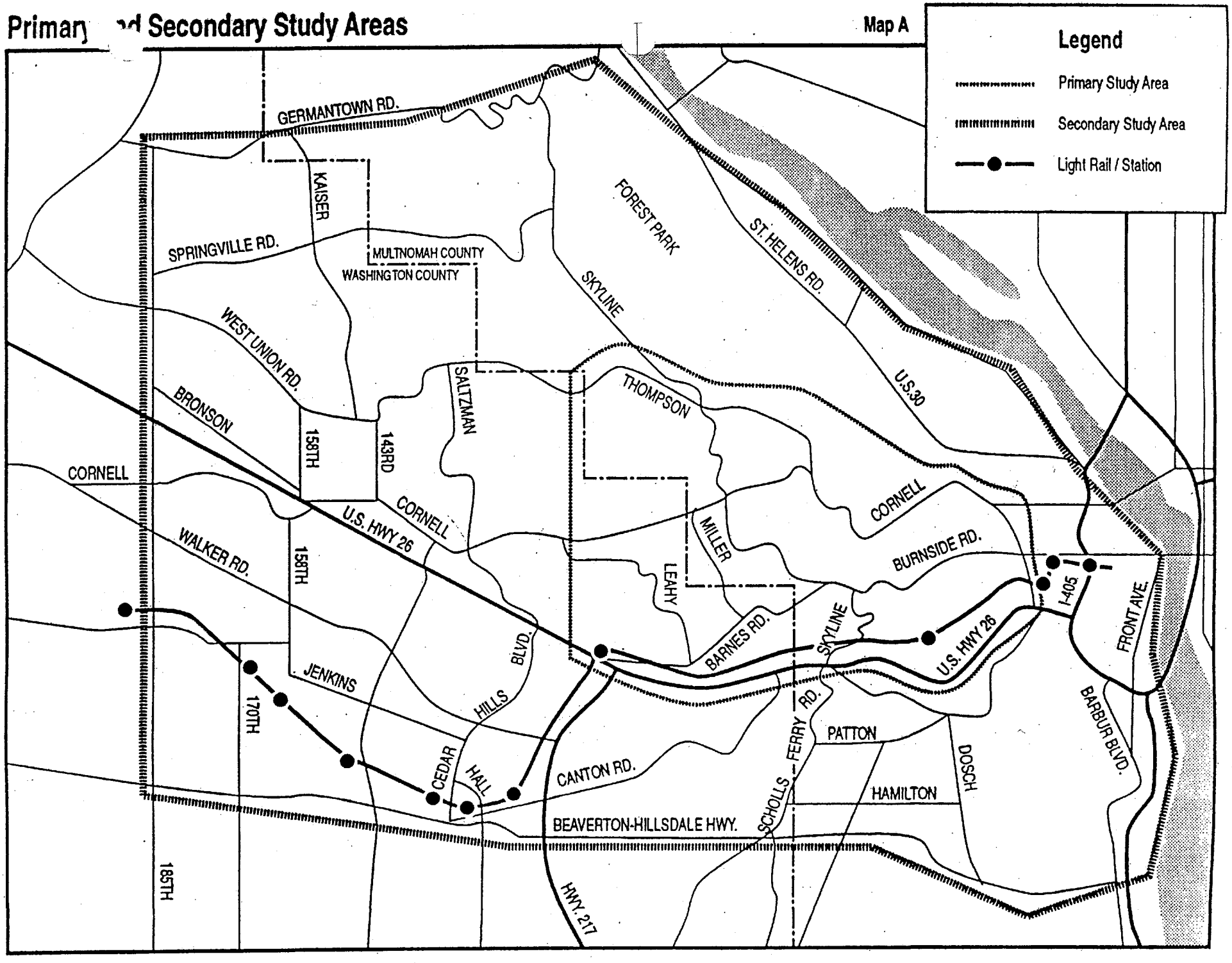
Map A (next page) identifies the Northwest Subarea Transportation Study's primary and secondary study areas. The primary study area represents the major area of focus. This area experiences traffic infiltration due to increasing congestion on east-west facilities such as the Sunset Highway and Barnes-Burnside. The primary study area is also an area which has not previously undergone a comprehensive transportation analysis. Such an analysis has been requested by local residents and governments since the late 1970's and is noted as an issue area within the Regional Transportation Plan (RTP).

The secondary study area represents an additional area of potential transportation mitigation and further defines a travel shed which impacts the primary study area. Potential traffic solutions for the study have concentrated on both the primary and secondary study areas.

Study Reports

The Northwest Subarea Transportation Study has resulted in five reports:

1. Background Report. Completed in February of 1991, this report includes a list of study issues, goals and objectives; a compendium of existing and historical transportation information; and a summary of transportation policies, plans, and programs which influence the study area.
2. Base Year (1988) Conditions Report. This report was completed in December of 1991 and includes 1988 base year information (volumes, capacities, v/c ratios) and a through trip methodology which evaluates study area travel patterns and identifies problem areas using a number of evaluation tools.
3. Forecast Year (2010) Conditions Report. Completed in February of 1992, this report includes projected 2010 future year information (volumes, capacities, v/c ratios). The same through trip methodology and evaluation tools that were used in the 1988 Conditions Report were applied. In addition,


Primary and Secondary Study Areas
Map A
Legend
Primary Study Area
Secondary Study Area
Light Rail / Station
GERMANTOWN RD.
KAISER
SPRINGVILLE RD.
MULTNOMAH COUNTY
WASHINGTON COUNTY
FOREST PARK
ST. HELENS RD.
SKYLINE
WEST UNION RD.
BRONSON
CORNELL
158TH
143RD
SALTZMAN
THOMPSON
U.S.30
U.S. HWY 26
WALKER RD.
MILLER
LEAHY
BURNSIDE RD.
I-405
FRONT AVE.
BARNES RD.
SKYLINE
JENKINS
BLVD.
HILLS
170TH
CEDAR
HALL
CANTON RD.
FERRY RD.
PATTON
HAMILTON
DOSCH
BARBUR BLVD.
SCHOLLS
BEAVERTON-HILLSDALE HWY.
185TH
HWY. 217

a comparison to the 1988 Conditions Report for each of the evaluation tools was completed.

4. Alternatives Development and Evaluation Methodology Report This report was completed in May of 1993 and accomplished three study tasks. First, it described the future (2010) transportation issues and problems that this study was designed to address. These issues and problems include: congestion and resulting through traffic within the study area, locally generated traffic and poor access to the Sunset Highway, the lack of public transit in the primary study area, natural and geographic constraints, and capacity constraints on the Sunset Highway. Second, this report developed several alternative scenarios intended to address study area problems. Third, it developed an evaluation methodology to evaluate and determine which alternative scenario (or combination of scenarios) will most effectively address the study issues and transportation problems. Evaluation required consistency with federal, state, regional, and local transportation goals and objectives.

5. Alternatives Analysis and Recommendations Report This report was completed in March of 1994 and accomplished three study tasks. First, it provided a detailed system level alternatives analysis. The alternatives analysis applied evaluation measures related to through traffic, the natural and built environment, transit ridership, vehicle miles of travel, vehicle hours of delay, vehicle emissions, energy consumption, and project costs. Second, this report defined a preferred alternative. The evaluation criteria was reapplied to measure improvement to system performance. Third, the report recommends an implementation strategy for the preferred alternative and identifies implications for the Regional Transportation Plan (RTP).

Study Process

Assisting Metro staff were a Citizens Advisory Committee (CAC) consisting of study area neighborhood associations, business groups, and interested parties. A Technical Advisory Committee (TAC) consisting of local jurisdictions and transportation agencies assisted staff with technical data and policy decisions. Two public meetings were held with residents and business people in the area to discuss the study issues and recommendations, and obtain their feedback.

Study Goals and Objectives

The study goals and objectives are:

Goal- Recommend an efficient, cost-effective, and integrated transportation network for the Northwest Subarea study areas, which enhances mobility, reduces peak congestion, improves auto and pedestrian safety, enhances neighborhood livability, and protects natural resources while maintaining access to business and jobs; and complies with state and federal regulations and is sensitive to local plans and policies.

Objective #1- Identify transportation improvements that reduce the negative impacts on neighborhoods by minimizing inappropriate through traffic and providing more alternative transportation options.

Objective #2- Identify transit improvements designed to provide better access to the Westside Light Rail Transit (LRT), and provide efficient transit service to some parts of the study area that would otherwise be under served.

Objective #3- Identify an adequate arterial/collector street system, for both east-west and north-south access, that supports the anticipated levels of development north of the Sunset Highway and facilitates connections to adjacent areas.

Objective #4- Identify bicycle and pedestrian improvements that enhance transit usage, connect to the regional bike network, connect to transit networks and major activity centers, and encourage the use of bicycling and walking for short trips.

Objective #5- Identify, as appropriate, potential access improvements to Westside LRT and the Sunset Highway, west of Highway 217, that facilitate regional traffic.

These goals and objectives recognize that the westside of the region suffers from a general lack of east-west travel capacity. However, any solutions to that problem must await completion of the Region 2040 Study. Following Region 2040, a decision may be made to comprehensively address that problem.

Policy Objectives/ Planning Guidelines

Initially the study envisioned recommending a preferred alternative that would significantly enhance mobility and resolve the congestion problems within the corridor. This preferred alternative could have potentially recommended new facilities or major capacity increases on existing facilities in order to achieve currently adopted level of service standards. However, a number of new policy objectives/ policy guidelines placed corridor capacity expansion beyond the scope of the study.

Essentially, the study team, including staff, the CAC, and the TAC, limited the study alternatives due to uncertainty associated with a number of "planning in transition" issues that are being comprehensively addressed through Metro's Region 2040 planning process and the subsequent update to the RTP. As required in the State Transportation Planning Rule 12, Region 2040 is examining regional land use and transportation options that may result in recommendations that alter the need for additional major transportation facilities. The Region 2040 recommendations may suggest land use scenarios for the Northwest Subarea study area that range anywhere from no-growth

(due to terrain and service provision constraints); to high density development (due to its relative central location and access to regional transportation facilities). Results and recommendations for Region 2040, and an updated RTP, will not be complete until May of 1995, hence the term "planning in transition". As a result, major capital projects, particularly those that could influence land use or would be influenced by land use, were not considered for inclusion as study recommendations.

Furthermore, uncertainties associated with new federal and state planning guidelines also limited the study scope. The Intermodal Surface Transportation Efficiency Act (ISTEA) requires that in non attainment areas for carbon monoxide or ozone (like Portland) pursuant to the Clean Air Act, interim and /or final Congestion Management Systems (CMS) plans be developed before significant single occupant vehicle (SOV) projects using Federal funds can be advanced. At a minimum, the interim CMS shall include "an appropriate analysis of all reasonable travel demand reduction strategies and operational management strategies for the corridor in which a SOV facility is proposed." The proposed rule in ISTEA also states, "this analysis must demonstrate how far such strategies can go in eliminating the need for additional SOV capacity in the corridor."

Vehicle miles of travel (VMT) per capita reduction goals are also required by the State's Transportation Rule 12. For the Portland area, Rule 12 requires regional and local transportation plans be designed to support the objectives of reducing regional VMT per capita by 10 percent within 20 years of adoption of a plan; and by 20 percent within 30 years of adoption. These requirements will influence decisions to construct projects that add SOV capacity in a corridor.

As a result of these policy objectives and planning guidelines, the study grouped alternative scenarios into two categories. First sequence alternatives consisted of a no build scenario, TSM type scenarios and transit improvement scenarios. Second sequence alternatives consisted of major capital improvement projects (expanding capacity), and included arterial improvement scenarios, and scenarios with new regional facilities. First sequence alternatives were evaluated against the study's identified performance criteria. Second sequence alternatives were <u>not</u> evaluated against the study criteria, and performance measurements were used for informational purposes only. The study recommendation is to implement a preferred alternative that combines the best elements from the first sequence alternatives. The system alternatives from the second sequence will be forwarded for consideration as part of the next update of the RTP.

<u>Study Recommendations</u>

Attached to this executive summary (for quick reference) is a table which lists each project the study is recommending, and three maps that show the

location of these projects. The table provides a brief description, the name of the implementing agency, a recommended time frame for implementation, and a cost estimate for each of the projects.

The study is recommending for implementation into the RTP and local plans, a "preferred alternative" which includes the following transportation projects:

1) Access/ safety improvement projects that are oriented towards improving safety, access, and traffic circulation. These projects are not to be considered as required safety mitigation projects. Access/ safety improvement projects include:

- Signalizing the intersections at Macleay/ Tichner and Burnside, provide left turn bays, and provide left turn restrictions at Maywood and Burnside.
- Improving the intersection at NW Barnes and Burnside.
- Signalizing the intersection at SW Skyline and Burnside.
- Signalizing the intersection at NW Skyline and Burnside.
- Providing a right turn lane at SW Barnes and Miller Road for westbound Barnes traffic, and a separate signal phase for southbound Miller traffic.
- Realigning and improving the intersection at Capitol Highway and Sunset Drive, including a left turn bay for westbound traffic to access Wilson High School.

2) Adding bicycle and pedestrian improvement projects that are consistent with RTP and State Transportation Rule 12 objectives. These projects are designed to improve walk and bike access for short, localized trips. The local implementation of these bicycle and pedestrian facilities will seek to provide continuous, convenient, and safe facilities. Bicycle and pedestrian improvement projects include:

- General bicycle/pedestrian improvements on Burnside (segments of sidewalks and bike facilities), from NW 23rd to SW Barnes, to improve access to transit.
- A continuation of the bike lane on Barnes Road from Leahy Road to Burnside.
- A bicycle/pedestrian lane on Cornell Road from Westover to Miller.
- A bicycle/pedestrian lane on Cornell Road from Miller to 112th.
- A connecting bikeway on Miller Road.
- A bicycle/pedestrian lane on the Barnes Road Extension from Highway 217 to 112th.
- A bikeway on Leahy Road between Cornell Road and Barnes Road.

3) Installing bike lockers at Westside LRT stations and transit stations with park and ride lots.

4) Adding privately run express transit service, from Forest Heights to the downtown Portland transit mall via Miller Road and Barnes/ Burnside, with service every 15 minutes during the peak hours only.

5) Increasing bus service on the existing line #20 that runs on Barnes/ Burnside, with service every 15 minutes during both the peak and off peak hours.

6) Adding TSM improvement projects on Beaverton-Hillsdale Highway from Bertha Blvd. to Scholls Ferry Road. Includes a bypass lane for through eastbound traffic from Beaverton-Hillsdale Highway to Capitol Highway.

7) Adding an exit lane from I-405 southbound to Sunset Highway westbound. Widening will occur at the east end of the project, with re-striping along the rest of the ramp.

8) Adjusting the signal phasing at NW Cornell and Miller Road during the peak hours, with the intent of discouraging through traffic on Cornell east of Miller, while maintaining a safe and well balanced intersection. (Local implementation of these adjustments will be dependent upon additional analysis of this intersection).

9) Increasing bus service on eight of the future lines that feed into the Westside LRT. Service on five of these lines would be provided every 15 minutes during the peak, and every 20 minutes during the off peak. Service on the other three lines would be provided every 15 minutes during the peak, and every 30 minutes during the off peak.

10) Adding a feeder bus to the Westside LRT that runs from Rock Creek Community College, through Bethany via West Union Road, to the Sunset Transit Station, with service every 15 minutes during the peak and every 20 minutes during the off peak hours.

11) Providing additional bus shelters at selected locations along the existing line #20 route, west of NW 23rd and Burnside.

For long term implementation, the study is also recommending new bus service, which would run on Cornell Road from Downtown Portland to Oak Hills (NW 153rd and Oak Hills Dr.) with stops at Forest Heights, through Tri-Met's Annual Service Plan.

The study supports regional efforts to examine various land use mixes for their ability to reduce and shorten trips taken by auto. In particular, the study supports Region 2040 efforts to define a long-term urban form and transit related development activities. The land use factors used in this study implied that a better mix of land uses would reduce travel demand by auto.

The level of travel reduction and shortening of trips will need additional study. Any long term solution to auto travel demand is likely to include transportation demand management (TDM) programs as well as a better mix of land uses.

The study is recommending that the local projects in the preferred alternative be reviewed and implemented through local capital improvement programs, or (for transit projects) Tri-Met's Annual Service Plan. Regional projects within the preferred alternative are recommended for review and implementation as part of the RTP update for Rule 12.

Analysis of the study's ability to meet its goals and objectives
The following is an assessment of how well the recommendations work towards accomplishing each study goal and objective:

Goal - Recommend an efficient, cost-effective, and integrated transportation network for the Northwest Subarea study areas, which enhances mobility, reduces peak congestion, improves auto and pedestrian safety, enhances neighborhood livability, and protects natural resources while maintaining access to business and jobs; and complies with state and federal regulations and is sensitive to local plans and policies.

The preferred alternative does little to reduce peak congestion and enhance mobility. These problems may be resolved through a combination of restructuring regional land use development, aggressive congestion management plans, and providing the necessary capacity to accommodate travel demand in this corridor. These are regional issues that will be dealt with in the Region 2040 study and the RTP update, and were beyond the scope of this study.

Considering the "planning in transition" issues that restricted major capacity expansion traffic solutions, the study adequately addresses the primary goal. The preferred alternative provides an integrated transportation network that combines intersection improvements (TSM projects) and additional transit service with elements of a transportation demand management (TDM) program. The preferred alternative enhances neighborhood livability by allowing better access to major city traffic streets, reducing through traffic in the neighborhoods along Cornell, and providing safer auto and pedestrian crossings at key intersections. The study used a process that measured cost effectiveness of each first sequence alternative.

Objective #1- Identify transportation improvements that reduce the negative impacts on neighborhoods by minimizing inappropriate through traffic and providing more alternative transportation options.

The preferred alternative reduces through traffic by nearly 12 percent on Cornell, and by over 11 percent on Burnside. Overall, these reductions enable the preferred alternative to meet the objective of minimizing inappropriate through traffic.

The study meets the objective of providing alternative transportation options by providing improved access to existing transit, and additional bicycle and pedestrian facilities. The study also addresses the issue of increasing carpooling and vanpooling efforts.

Objective #2- Identify transit improvements designed to provide better access to the Westside LRT, and provide efficient transit service to some parts of the study area that would otherwise be under served.

The preferred alternative provides better access to the Westside LRT by improving service on some feeder buses, and providing bicycling facilities to (and bike lockers at) LRT stations. The new transit service for the Bethany area provides service to an area that would otherwise be under served, while meeting transit service standards. The new transit service on Cornell Road (from Downtown Portland to Oak Hills) also serves an area that would otherwise be under served. Overall, the study recommendations meet objective #2.

Objective #3- Identify an adequate arterial/collector street system, for both east-west and north-south access, that supports the anticipated levels of development north of the Sunset Highway and facilitates connections to adjacent areas.

The study determined that the east-west arterial/ collector street system north of the Sunset Highway (Cornell and Burnside) would provide adequate capacity in 2010 if not burdened with through traffic. The north-south street system in the primary study area provides adequate capacity and access even with the through traffic it carries. However, some trips must travel out of direction to access the Sunset Highway. With the current policy restrictions on the distances between interchanges on the Sunset Highway, and the geographical constraints, the study did not seek a solution to the out of direction movements.

Objective #4- Identify bicycle and pedestrian improvements that enhance transit usage, connect to the regional bike network, connect to transit networks and major activity centers, and encourage the use of bicycling and walking for short trips.

The preferred alternative provides additional bicycle and pedestrian facilities that connect to the transit network and major activity centers (i.e. downtown, Sunset Transit Center, and Forest Heights). The bicycle and pedestrian

improvements on Cornell, Miller, and Barnes Road complete an important connection in the regional bike network. The new facilities should encourage bicycling and walking for short trips. No adjustment to the regional bicycle system is recommended.

Objective #5- Identify, as appropriate, potential access improvements to Westside LRT and the Sunset Highway, west of Highway 217, that facilitate regional traffic.

Beyond the transit and bicycle access improvements to the Westside LRT that were shown under objective #2, the study does not propose any additional access to the Sunset Highway or LRT.

Final NWS Recommendations

Number	Location	Description	Implementing Agency	Timing			Cost Estimates
				5 year (CIP)	10 year	10-20 year	
Access/ Safety Improvement Projects							
1	Burnside at Macleay/ Tichner	Signalize intersections and provide left turn bays on Burnside	City of Portland	X			*** $150,000
2	Burnside at NW Barnes	Improve intersection (signage)	City of Portland	X			$5,000
3	Burnside at SW Skyline	Signalize intersection	City of Portland	X			$474,500
4	Burnside at NW Skyline	Signalize intersection	City of Portland		X		$200,000
5	SW Barnes at Miller	Provide right turn lane for westbound, and separate signal phase for southbound	Washington County	X			$41,500
6	SW Capitol Highway at Sunset Drive	Realign the intersection, include left turn bay to Wilson High School	City of Portland		X		$1,000,000
						Sub Total	$1,871,000
Transportation Systems Management (TSM) Projects							
7	Beaverton-Hillsdale Hwy. at Bertha/Capitol	Eastbound bus bypass lane from Beaverton-Hillsdale Hwy. to Capitol	City of Portland	X			$25,000
8	I-405 at Sunset Highway	Add SB to WB exit ramp, widen at east end and restripe rest of ramp	ODOT		X		$290,000
9	Cornell at Miller	Adjust signal phasing to discourage through traffic on Cornell, monitor	City of Portland	X			$2,000
						Sub Total	$317,000
Bicycle and Pedestrian Projects							
10	Burnside from NW Macleay to SW Barnes	Add segments of bike facilities and sidewalks	City of Portland		X		$500,000
11	Burnside near NW Barnes	Add a pedestrian overpass	City of Portland		X		$500,000
12	SW Barnes from Leahy to Burnside	Add a bike lane	Washington County	X			$208,000
13	Cornell from Westover to Miller	Add bicycle/pedestrian lane	City of Portland	X			$518,000
14	Cornell from Miller to112th	Add bicycle/pedestrian lanes	Washington County	X			* $500,000
15	Miller Road	Add a bikeway	City of Portland /Washington County		X		$71,000
16	Barnes Road Extention from Hwy.217 to 112th	Add bicycle/pedestrian lanes	Washington County	X			$327,000
17	Leahy Road	Add a bikeway		X			$667,000
						Sub Total	$3,291,000

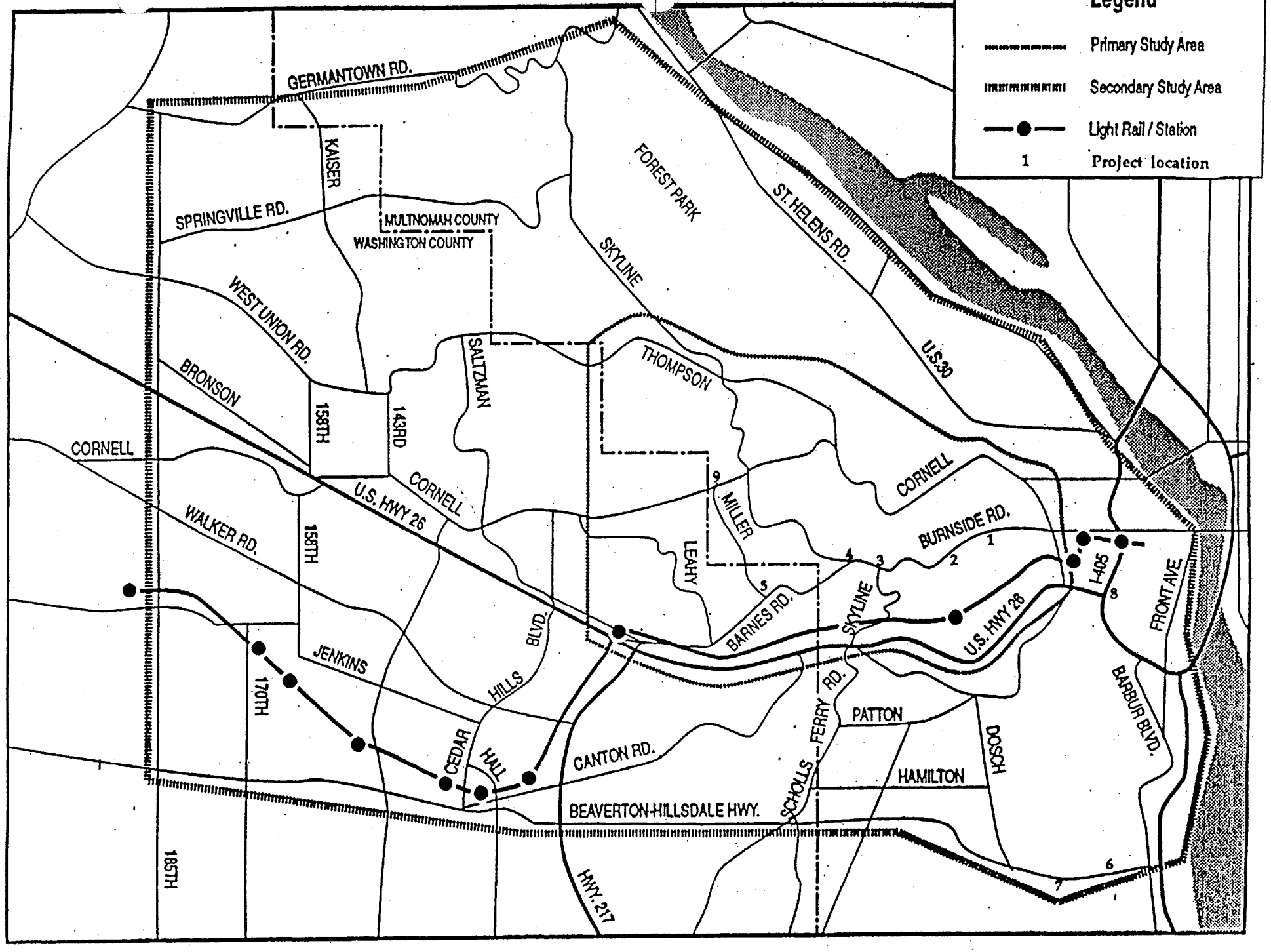
EXHIBIT A
Page 1

Number	Location	Description	Implementing Agency	Timing			Cost Estimates
				5 year (CIP)	10 year	10-20 year	
Transit Projects							
18	Burnside/Barnes west of NW 23rd	Increase transit service on the existing line #20 to 15 min. service during both peak and off peak.	Tri-Met		X		** $486,300
19	Various locations to Westside LRT	Increase transit service on 5 feeder bus lines to 15 min. service during peak and 20 min. during off peak.	Tri-Met		X		** $630,500
20	Various locations to Westside LRT	Increase transit service on 3 feeder bus lines to 15 min. service during peak and 30 min. during off peak.	Tri-Met		X		** $400,800
21	Bethany Area to Westside LRT	Add a feeder bus line from Rock Creek Community College (via West Union Road and Saltzman) to the Sunset Transit Station, with 15 minute service during peak and 20 minute service during off peak.	Tri-Met		X		** $806,000
22	Burnside and Barnes	Provide additional bus shelters at selected locations along the existing line #20 route, west of NW 23rd and Burnside.	Tri-Met		X		$22,400
23	Westside LRT stations and Park and Ride lots	Install bike lockers	Tri-Met		X		$35,500
24	Oak Hills to downtown Portland	Add new bus line on Cornell Road, with stops at Forest Heights.	Tri-Met			X	** $835,400
25	Forest Heights to downtown Portland	Maintain privately run express transit with 15 min. service during peak hours only.	Forest Heights and City of Portland	X			$0
						Sub Total	$57,900
						Sub Total **	$3,159,000
						Grand Total	$5,536,900

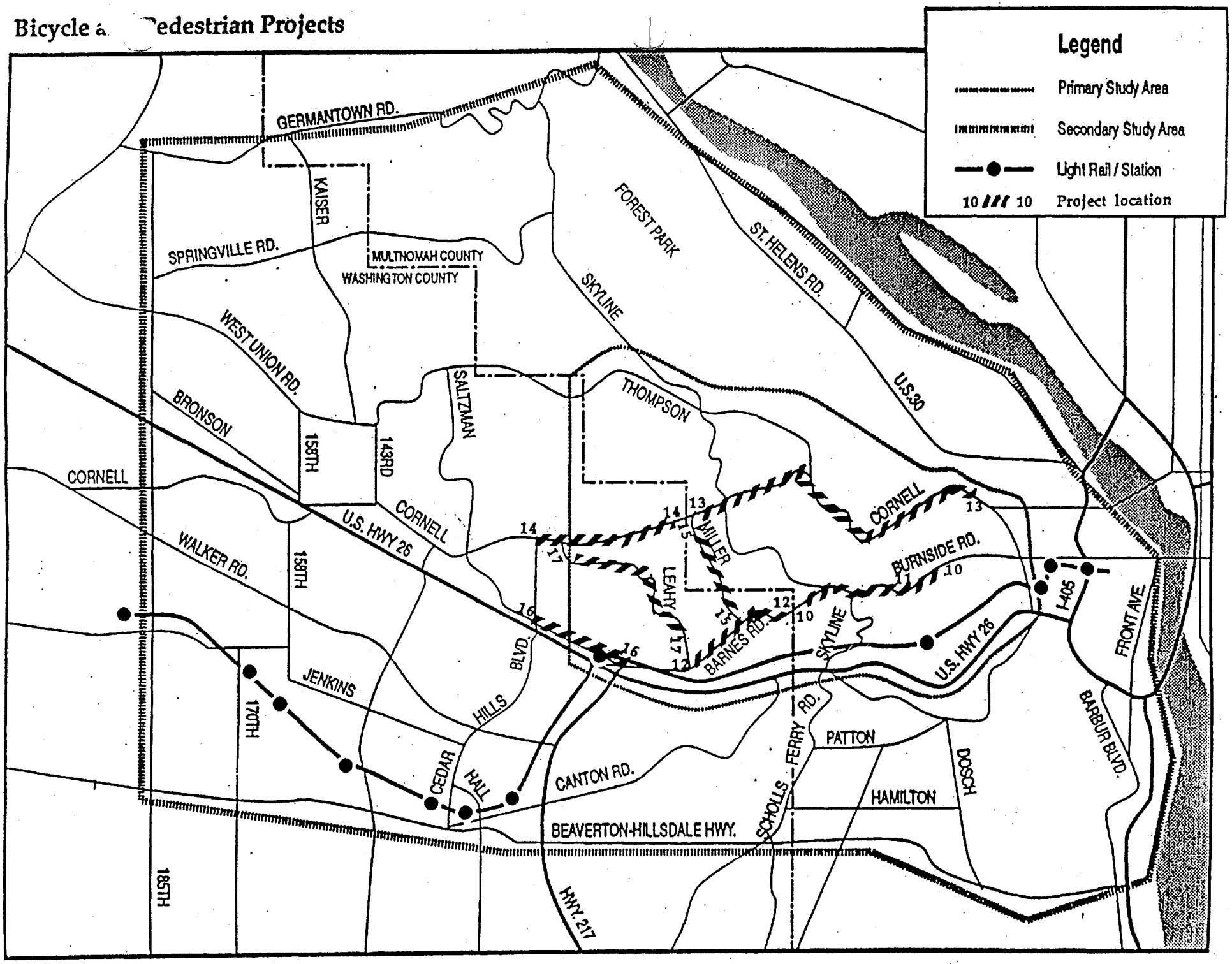
The scope of this project is subject to change, and may result in a new cost estimate.
Project costs are per year estimates to provide transit service.
* This project has been completed and will be operational in March of 1994.
Note: All above cost estimates are systems planning level estimates, not engineering estimates.

EXHIBIT A
Page 2

Access [illegible]fety Improvement and TSM Projects



Bicycle a[illegible]edestrian Projects



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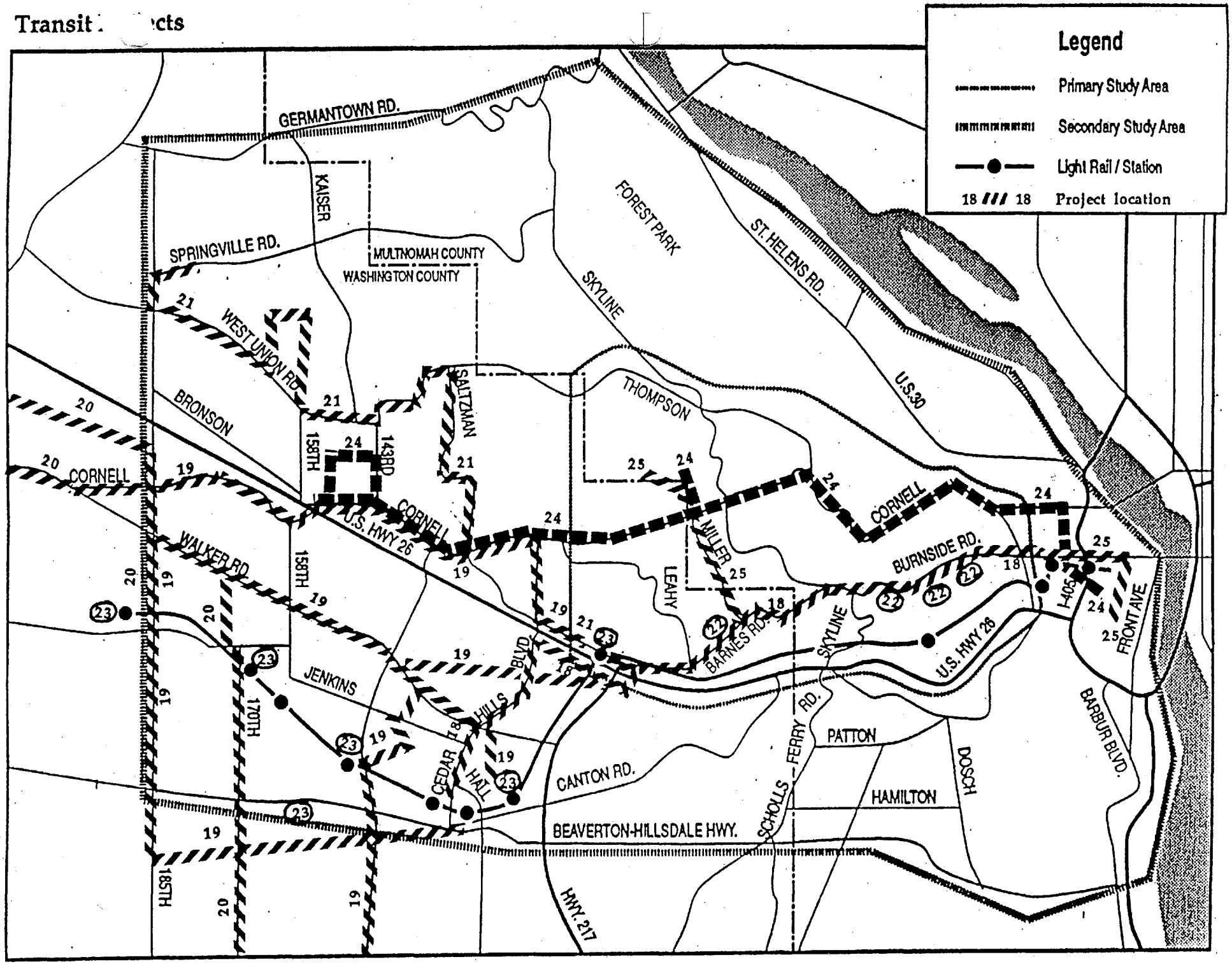
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CANTON RD.
FERRY RD.
PATTON
DOSCH
BARBUR BLVD.
HAMILTON
SCHOLLS
BEAVERTON-HILLSDALE HWY.
HWY. 217
185TH
170TH

TECHNICAL ADVISORY COMMITTEE

Andy Back	Washington County
Blair Crumpacker	Washington County
Jennifer Gerlach	Tri-Met
Dan Layden	Multnomah County
Dennis Mitchell	ODOT
Rick Root	City of Beaverton
Laurel Wentworth	City of Portland
Dave Williams	ODOT

CITIZEN ADVISORY COMMITTEE

Members

Betty Atteberry	Sunset Corridor Association
Selwyn Bingham	NW Industrial Neighborhood Association
John Breiling	CPO 7
Richard E. Caplan	Nob Hill Business Association
Charlotte Corkran	Oregon Environmental Council
Candice Deming	SW Hills Residential League
Earl Grove	Forest Park Neighborhood Association
Chet Grycko	At-Large
David Lokting	Arlington Heights Neighborhood Association
Eugene Lynch	Sylvan-Highlands Neighborhood Association
Gerald Parady	Citizens for the Canyon
John Phillips	Hillside Neighborhood Association
Ron Poplin	Homes Association of Cedar Hills
Larry Preuss	CPO 1
Chuck South	Leahy Neighborhood Association
Ellen Vanderslice	Northwest District Association
Hubert Walker	Friends of Forest Park
Ken Zinsli	St. Vincent's Hospital

Alternates

Gordon Baker & John Thompson	Arlington Heights Neighborhood Association
Barbara Divine	SW Hills Residential League
Mitch Luckett	Friends of Forest Park
Marcy McInelly	Forest Park Neighborhood Association
Gail Neuburg & Cristine James	Hillside Neighborhood Association
Micki Rosen	Sylvan-Highlands Neighborhood Association
Chuck Weswig	Homes Association of Cedar Hills
Chris Wrench	Northwest District Association

Summary of Key Issues from NW Subarea Study's December 13, 1993 Public Meeting

Issue #1 - Should the Cornell/Miller intersection be the only intersection on Cornell that delays through traffic with a signal phasing change? Should staff look at changing the signal phasing on Cornell at intersections west of Miller? Should signal phasing changes be considered at the intersection of Cornell and Murray?

Staff is currently looking at signal phasing changes at Cornell and 112th, Cornell and Barnes/Saltzman, along with Cornell and Miller; in order to discourage through traffic on Cornell. At each of these intersections the through movement will be assumed to have an additional 15 seconds of red time over the existing (or normal) red time, and the north/south movement will have an additional 15 seconds of green time. The intent of this approach is to spread the additional delay for through trips on Cornell over three different intersections, instead of having a 45 second delay at only Cornell and Miller. This approach should reduce the probability that drivers will violate a signal and thus create a safety problem. Changes to the signal phasing at Cornell and Murray were not considered due to the level of congestion that currently exists at this intersection during peak hours.

Issues #2- The neighborhood at the east end of Cornell is negatively impacted by through traffic. What other neighborhoods and transportation functions are legitimately served by Cornell?

Staff's answer is that Cornell between Miller and NW 28th (in the City of Portland) is classified as a Neighborhood Collector. With this classification, this portion of Cornell should serve as the street that collects neighborhood traffic from Forest Heights, and the Forest Park and Hillside neighborhoods, and carry it between these neighborhoods and to adjacent neighborhood districts (i.e.. NW Portland). However, the portion of Cornell west of Miller is classified as a Minor Arterial by Washington County, and as such it serves a broader area.

Issue #3- The study's recommendations on bicycle improvement projects received favorable comments at the public meeting. As requested at the public meeting, the Alternatives Analysis and Recommendation Report could add language to provide an adequate number of bike lane signs as part of the recommendations for bicycle and pedestrian improvement projects.

Staff agrees that the Alternatives Analysis and Recommendations Report will add language that recommends an adequate number of signs for the designation of new bicycle and pedestrian facilities.

Issue #4- Should the study consider more bus service on Leahy Road? A comment at the public meeting was that the current service runs too infrequently.

Currently the NW Subarea Study recommendations do not include additional transit service on Leahy. Preliminary transit analysis shows little new ridership could be obtained from additional service on the line #60. Metro staff will check with Tri-Met to see if they have considered additional service on Leahy.

Issue #5- Will changing the signal phasing at Cornell and Miller (by 45 seconds for the through movement) during the peak hours create traffic and safety problems? Will this change result in insufficient storage space in the eastbound right turn lane on Cornell?

The issue will be considered in more detail after the City of Portland performs a level of service (LOS) analysis on this intersection. The impact of this scenario on the LOS at other intersections within Washington County (i.e. Cornell/112th, Cornell/Saltzman, etc.) will also be analyzed. Results of this analysis will be discussed at the March 2nd NW Subarea TAC meeting.

Issue # 6- Should signal changes at Cornell/112th, Cornell/Saltzman, and Cornell/Murray be examined for their effectiveness in discouraging through traffic on Cornell?

Yes, signal changes will be considered for these intersection (except Cornell/Murray) and for Cornell/Miller. The impacts on LOS at all these intersections (plus the Barnes/Miller and Cornell/Miller intersection) will be analyzed for a scenario that includes 15 seconds of delay (during the peak hours only) for through movements at Cornell/Miller, Cornell/112th, Cornell/Saltzman, and for westbound to southbound movements at Cornell/112th.

Issue #7- Should signal changes at Cornell/Saltzman and Cornell/Murray become part of the NW Subarea study's recommendations?

This decision will be made after the analysis of the two scenarios mentioned above, and the discussion of this analysis at the March TAC meeting.

Issue #8- What are Forest Heights obligations to provide privately run transit service from Forest Heights to downtown Portland? Is Forest Height obligated to provide the service indefinitely, or for a limited time?

Condition Q clearly states Forest Heights agreement to provide privately run transit service to downtown Portland every 15 minutes during the peak

hours only. According to Tri-Met and the City of Portland this requirement is not limited to a specific time period.

Issue #9- Dave Miller would like more information on the traffic impacts, neighborhood impacts, and modeling assumptions for the alternatives (second sequence) with a new tunnel/arterial under Forest Park. He owns a house near Cornell and 112th which could be directly impacted by such an alternative.

Information on the modeling assumptions (in a simplified and condensed form) will be provided to Dave when this becomes available. Traffic and neighborhood impacts will not be considered for any second sequence alternatives, since these alternatives were not evaluated for consideration as study recommendations.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE RECOMMENDATIONS OF THE NORTHWEST SUBAREA TRANSPORTATION STUDY	))))	RESOLUTION NO. 94-1965 Introduced by the Planning Committee

WHEREAS, The Northwest Subarea Transportation Study was initiated in 1991 and was intended to address transportation issues in an area generally located north of the Sunset Highway between northwest Portland and NW 112th Avenue; and

WHEREAS, The initial study objective was to develop and analyze transportation strategies that would significantly enhance mobility and relieve the congestion problems within the study area; and

WHEREAS, The study determined that the congestion problems were a result of significant travel demand passing through the study area; and

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires comprehensive, multi-modal, and coordinated transportation planning; and

WHEREAS, The State Transportation Planning Rule (TPR) requires coordinated transportation and land use planning at the regional level; and

WHEREAS, As a result of ISTEA and the TPR, study alternatives for major capital projects, particularly those that would provide for single-occupant vehicle capacity (SOV), were eliminated for consideration as part of the Northwest Subarea Transportation Study; and

WHEREAS, The study concluded that any SOV projects or other major capital projects should be identified through the next update to the Regional Transportation Plan or subsequent refinements; and

WHEREAS, The study identified a package of relatively low-cost transit, system and demand management, and bicycle and pedestrian improvements to enhance study area mobility and reduce through traffic in the study area neighborhoods; now therefore

BE IT RESOLVED:

1. That the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorse the Northwest Subarea Transportation Study recommendations as identified in Exhibit A.

2. That JPACT and the Metro Council encourage Metro staff to work with responsible study area agencies and jurisdictions to implement study recommendations through Memoranda of Understanding.

ADOPTED by the Metro Council this _____ day of _____, 1994.

_____
Judy Wyers, Presiding Officer

TPAC Recommendation
94-1965.RES
5-31-94/MH:lmk

Final NWS Recommendations

Number	Location	Description	Implementing Agency	Timing			Cost Estimates
				5 year (CIP)	10 year	10-20 year	
Access/ Safety Improvement Projects							
1	Burnside at Macleay/ Tichner	Signalize intersections and provide left turn bays on Burnside	City of Portland	X			*** $150,000
2	Burnside at NW Barnes	Improve intersection (signage)	City of Portland	X			$5,000
3	Burnside at SW Skyline	Signalize intersection	City of Portland	X			$474,500
4	Burnside at NW Skyline	Signalize intersection	City of Portland		X		$200,000
5	SW Barnes at Miller	Provide right turn lane for westbound, and separate signal phase for southbound	Washington County	X			$41,500
6	SW Capitol Highway at Sunset Drive	Realign the intersection, include left turn bay to Wilson High School	City of Portland		X		$1,000,000
						Sub Total	$1,871,000
Transportation Systems Management (TSM) Projects							
7	Beaverton-Hillsdale Hwy. at Bertha/Capitol	Eastbound bus bypass lane from Beaverton-Hillsdale Hwy. to Capitol	City of Portland	X			$25,000
8	I-405 at Sunset Highway	Add SB to WB exit ramp, widen at east end and restripe rest of ramp	ODOT		X		$290,000
9	Cornell at Miller	Adjust signal phasing to discourage through traffic on Cornell, monitor	City of Portland	X			$2,000
						Sub Total	$317,000
Bicycle and Pedestrian Projects							
10	Burnside from NW Macleay to SW Barnes	Add segments of bike facilities and sidewalks	City of Portland		X		$500,000
11	Burnside near NW Barnes	Add a pedestrian overpass	City of Portland		X		$500,000
12	SW Barnes from Leahy to Burnside	Add a bike lane	Washington County	X			$208,000
13	Cornell from Westover to Miller	Add bicycle/pedestrian lane	City of Portland	X			$518,000
14	Cornell from Miller to112th	Add bicycle/pedestrian lanes	Washington County	X			* $500,000
15	Miller Road	Add a bikeway	City of Portland /Washington County		X		$71,000
16	Barnes Road Extention from Hwy.217 to 112th	Add bicycle/pedestrian lanes	Washington County	X			$327,000
17	Leahy Road	Add a bikeway		X			$667,000
						Sub Total	$3,291,000

EXHIBIT A
Page 1

Number	Location	Description	Implementing Agency	Timing			Cost Estimates
				5 year (CIP)	10 year	10-20 year	
Transit Projects							
18	Burnside/Barnes west of NW 23rd	Increase transit service on the existing line #20 to 15 min. service during both peak and off peak.	Tri-Met		X		** $486,300
19	Various locations to Westside LRT	Increase transit service on 5 feeder bus lines to 15 min. service during peak and 20 min. during off peak.	Tri-Met		X		** $630,500
20	Various locations to Westside LRT	Increase transit service on 3 feeder bus lines to 15 min. service during peak and 30 min. during off peak.	Tri-Met		X		** $400,800
21	Bethany Area to Westside LRT	Add a feeder bus line from Rock Creek Community College (via West Union Road and Saltzman) to the Sunset Transit Station, with 15 minute service during peak and 20 minute service during off peak.	Tri-Met		X		** $806,000
22	Burnside and Barnes	Provide additional bus shelters at selected locations along the existing line #20 route, west of NW 23rd and Burnside.	Tri-Met		X		$22,400
23	Westside LRT stations and Park and Ride lots	Install bike lockers	Tri-Met		X		$35,500
24	Oak Hills to downtown Portland	Add new bus line on Cornell Road, with stops at Forest Heights.	Tri-Met			X	** $835,400
25	Forest Heights to downtown Portland	Maintain privately run express transit with 15 min. service during peak hours only.	Forest Heights and City of Portland	X			$0
						Sub Total	$57,900
						Sub Total **	$3,159,000
						Grand Total	$5,536,900

The scope of this project is subject to change, and may result in a new cost estimate.

* Project costs are per year estimates to provide transit service.

** This project has been completed and will be operational in March of 1994.

Note: All above cost estimates are systems planning level estimates, not engineering estimates.

EXHIBIT A
Page 2

Draft Multi-Modal Road Program

REGIONAL ELEMENTS								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
90	Columbia Corridor	Capacity Modernization	$15.54M	$15.54M (NHS?)	Bike/Pedestrian	Early Segment $6M	Portland	Portland/ODOT
91	Reg. Bike/Ped. Ptld.	Bike/Pedestrian Improvement	$4.45M	Local/State/Federal	$4.45M Bike/Ped.	Early/Middle/Late	Portland	Portland
92	Reg. Bike/Ped. E.M.C.	" "	$1.40M	" "	$1.40M Bike/Ped.	" "	East Mult. Co.	Local Agency
93	Reg. Bike/Ped B/H	" "	$2.34M	" "	$2.34M Bike/Ped.	" "	Beav./Hillsboro/Wa. Co.	Local Agency
94	Reg. Bike/Ped T/T	" "	$.94M	" "	$.94M Bike/Ped.	" "	Tigard/Tualatin/Wa. Co.	Local Agency
95	Reg. Bike/Ped. LO/WL	" "	$.35M	" "	$.35M Bike/Ped.	" "	Lake Oswego/West Linn	Local Agency
96	Reg. Bike/Ped. M/OC	" "	$2.22M	" "	$2.22M Bike/Ped.	" "	Milw./Oregon City/Clack. Co.	Local Agency
100	Broadway Bridge	Bridge Rehab./Seismic Retro	$18.6M	$20M Fed. Bridge Program	$.03M Bike/Ped.	Middle/Late	Portland	Multnomah County
101	Burnside Bridge	Seismic Retro	$3.7M			Middle	Portland	Multnomah County
102	Sellwood Bridge	Replacement Set-Aside	$8.0M	Seek $40M State/Fed. Match	$2.40M Bike/Ped.	Late	Portland	Multnomah County
103	Central Beav. Circulation	Road Element of Plan	$15.0M		Road/Transit/Bike/ Ped.	Late	Beaverton	Beaverton
104	Central Tigard Circulation	Road Element of Plan	$5.0M		" "	Late	Tigard	Tigard
105	Central Milwaukie Circulation	" "	$7.5M		" "	" "	Milwaukie	Milwaukie/ODOT
110	Central Gresham Circulation	Road Element of Plan	$7.5M		Road/Transit/Bike/ Ped.	" "	Gresham	Gresham
106	Barbur Fastlink	Road Transit Improvement	$5.1M	Transit $5.1M/ODOT	Pedestrian	Late	Ptld./Wa. Co.	T.M/Ptld./ODOT/Tig.
107	Beav. Hillsdale Hwy. Fastlink (Alternative Hawthorne)	" "	$1.5M	Transit $1.5M/ODOT	Pedestrian	Late	Ptld./Wa. Co.	T.M./Ptld./Wa. Co./Beaverton

REGIONAL ELEMENTS CONT.								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
108	82nd Avenue Fastlink	" "	$5.1M	Transit $5.1M/ODOT	Pedestrian	Late	Ptld./Clack. Co.	T.M/Ptld./ODOT/Clack. Co.
109	Sunset T.C./L.O. Fastlink	" "	$2.3M	Transit $2.3M/ODOT	Pedestrian	Late	B.H/Tigard/Tualatin/L.O.	T.M./ODOT/Local Agencies

SUBAREA ELEMENTS								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
201	West Burnside	Reconstruction/I-405 - 23rd Ave.	$1.4M				Portland/Mult. Co.	City of Portland
202	SW Front	Reconstruction/I-405 - Burnside	$4.1M				" "	" "
203	SW 1st	Reconstruction/I-405 - Col. St.	$1.0M				" "	" "
204	N. Hayden Island	Reconstruction/Jantzen Dr. - Farr	$1.0M				" "	" "
205	NE 122nd	Reconstruction/Glisan to Shaver	$1.4M				" "	" "
206	SE Holgate	Reconstruction 42nd to 52nd	$.6M				" "	" "
207	42nd Avenue	Prescott to Columbia	$.4M				" "	" "
208	SE Division	6th to 29th	$.6M				" "	" "
209	High Accident Locations	Signal & Rd. Improvements City-Wide	$8.0M		Bike/Ped.		" "	" "
210	Lovejoy Ramps	Removal	$5.75M	$5.75M/ODOT	" "		" "	" "
211	Arterial and Collector	Traffic Management	$19M		" "		" "	" "

SUBAREA ELEMENTS CONT.

No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
97	Ped./Bike City-Wide	City-Wide Improvements	$2.0M		Bike/Ped.		Portland	Portland
215	Neighborhood Businesses	Neigh. Busines/Central Redevelopment	$9.35M		" "		" "	" "
212	NE 223rd/Coll. Project	Sandy -Glisan/3 Lane/2 Lane/RR Bridge	$3.20M	Private $.35M/Local $.35M	Bike/Ped. $.150M	Early	E.M.C.	Multnomah County
213	NE Halsey Arterial Imp.	NE 201st/NE 238th/ Reconstruction to 3-5 lanes	$2.96M		Bike/Ped. $.150M	Middle	" "	" "
214	SE Foster	Turn Lanes and Up to Standard/143rd to Jenne Rd.	$13M		Bike/Ped. $.750M	" "	" "	" "
301	Stafford/Borland	Signal/Turn Lanes	$1.3M		Bike/Ped. $.13M	Early	West Linn/Lake Oswego	Clackamas County
302	Hwy. 43/Will. Fall Dr.	Signal/Intersection Work	$.1M	$.1M/ODOT	Bike/Ped. $.01M	" "	" "	ODOT/West Linn
303	West Linn	To Be Determined	$2.0M		Road/Bike/Ped./ Transit	Late	" "	West Linn
304	Hwy. 43/McVey	Left Turn Lanes/Signal	$.675M	$.675M/ODOT	Bike/Ped. $.0675M	Middle	Lake Oswego/West Linn	ODOT/Lake Oswego
305	Hwy. 43/Terwilliger	Left Turn Lanes/Signal	$.550M	$.550M/ODOT	Bike/Ped. $.055M	" "	" "	" "
306	Boones Ferry/Kruseway	Widen to 5 Lanes to Madronna	$1.2M		Bike/Ped. $.12M	Late	" "	Lake Oswego
307	Boones Ferry/Jean	Widen to 5 Lanes to Madronna	$1.5M		Bike/Ped. $.15M	Early	" "	" "
308	Hwy. 43	To I-205/To County Line	$2.265M	$2.265M/ODOT	Bike/Ped. $.226M	Late	West Linn/Lake Oswego	ODOT
309	92nd/Idleman to M.C.L.	Widen/Add Turn Lanes	$1.385M		Bike/Ped. $.138M	Early		Clackamas County
310	McLoughlin Blvd./Harrison - SPRR	Relocate Signals/Interties	$1.21M	$.933 STP	Bike/Ped. $.121M	" "	Milwaukie	ODOT
311	82nd Drive/Arlington	Traffic Signal	$.125M		Bike/Ped. $.-13M	" "	" "	Gladstone
312	McLoughlin/Arlington/ River	Realign Intersection/Upgrade Signal	$.375M	$.375/ODOT	Bike/Ped. $.038M	Middle	" "	" "

SUBAREA ELEMENTS CONT.								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
313	Sunnyside	I-205 to 152nd/Widen to 5 Lanes	$19.465M		Ped./Bike $1.95M	Late	" "	Clackamas County
314	122nd	Sunnyside to Hubbard/ Reconstruct & Widen	$4.610M		Ped./Bike $.461M	Middle	" "	" "
417	Wilsonville Road	Boeckman to Town Center/Reconstruct & Widen	$1.2M		Ped./Bike $.120M	" "	Wilsonville	Wilsonville
418	Wilsonville Road	Boeckman to Town Center East	$.320M		Ped./Bike $.032M	" "	" "	" "
315	Oatfield/Webster - 82nd	Widen to 3 Lanes/Add Signal	$.5M		Bike/Ped. $.05M	Middle	Gladstone	Clackamas Co./Gladstone
316	Beav. Creek Road	Widen to 5 Lanes/Molalla Ave. - Hwy. 213 Int.	$6.0M		Bike/Ped. $.06M	" "	Oregon City	Clackamas Co./Oregon CIty
317	122nd/129th/Sunnyside	Widen to 3 Lanes to King	$2.53M		Bike/Ped. $.253M	Late	Happy Valley	Clackamas Co/Happy Valley
318	142nd/Sunnyside	Widen to 3 Lanes to 212th	$2.6M		Bike/Ped. $.260M	Middle	" "	Clackamas County
319	152nd/Sunnyside	Reconstruction & Widen to 212th	$2.51M		Ped./Bike $.251M	" "	" "	" "
320	Abernethy Road	Realign/Replace Bridge/Washington - Main	$4.31M		Bike/Ped. $.431M	" "	Oregon City	Clackams Co./Oregon CIty
321	Beavercreek Road	Widen to 5 Lanes	$2.5M		Bike/Ped. $.250M	Late	" "	" "
322	82nd Drive	Widen to 3 Lanes/212th - Jennifer	$2.5M		Bike Lanes $.250M	" "	" "	" "
323	Jennings/McLoughlin	Widen to Arterial Standards to Webston	$4.5M		Bike/Ped. $.450M	" "	" "	Clackamas County
324	Johnson Creek Blvd.	Widen to 3 Lanes/45th to 82nd Avenue	$5.21M		Bike/Ped. $.521M	" "	" "	" "
401	Baseline/170th - 231st	Widen to 3-5 Lanes	$14.666		Bike $.789M/Ped. $.290	Early	Beav./Hillsboro	Washington County

SUBAREA ELEMENTS CONT.								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
402	Boones Ferry/Tualatin - Sherwood Rd. - Lower Boones Ferry	Widen to 3 Lanes/Turn Lanes/Bridge (seismic)	$2.455M	$2.455M/ODOT	Bike $.342M/Ped. $.126M	" "	" "	" "
403	Farmington - 173rd/209th	Widen to 3-5 Lanes	$7.6M	$7.6M/ODOT	Bike $.623M/Ped. $.229M	" "	" "	ODOT
404	Murray Road/Farmington - Terman	Widen/RR Work/ Signals/ Bridge Seismic	$5.04M		Bike $.187M/Ped. $.690M	" "	" "	Washington County
405	Barnes/Saltzman - Cedar Hills	Reconstruction & Widen/Signals	$3.3M		Bike $.232M/Ped. $.85M	Early	Beav./Hillsboro	Washington County
406	B.H./Olson/Scholls Int.	Modify Intersection	$4.0M	$4.0M/ODOT	Bike $.055M/Ped. $.020M	" "		ODOT/Washington Co.
407	170th/Farmington - Baseline	Widen 3 Lanes/Signals/RR Crossing/Bridge Seismic	$6.772M		Bike $.580M/Ped. $.213M	Middle	Beav./Hillsboro	Washington Co.
408	216th/219th/TV Hwy. - Cornell Rd.	To Cornell Road/Realign/Widen to 3 Lanes/Bridge	$8.788M		Bike $.745M/Ped. $.274M	" "	" "	" "
409	Murray/Science - Cornell	Widen to 5 Lanes	$1.5M		Bike $.055M/Ped. $.020M	" "	" "	" "
410	Sunset/Beale - University	Widen to 3 Lanes	$3.0M		Bike $.276M/Ped. $.102M	" "	" "	" "
411	Walker Road/Mayfield - Murray Blvd.	Widen to 3 Lanes	$4.6M		Bike $.414M/Ped. $.152M	" "	" "	" "
412	Hall @ 99W Intersection	Double Left Turn/Widen Hall to 5 Lanes	$1.09M	$1.09M/ODOT	Bike $.082M/Ped. $.030M	" "	Tigard/Tualatin	ODOT
413	72nd Avenue/99W - Boones Ferry	Reconstruct and Signalize at 4 Intersections	$2.065M		Bike $.253M/Ped. $.093M	" "	" "	
414	Cornell/158th - 179th	Widen to 5 Lanes & Overlay	$2.0M		Bike $.298M/Ped. $.110M	" "	Beav./Hillsboro	Washington Co.

SUBAREA ELEMENTS CONT.								
No.	Project	Description	Program Funding	Proposed Other Funding	Alternative Mode Element	Timing	Area	Jurisdiction
415	Old Scholls/Murray - Scholls	Reconstruct/Widen to 3 Lanes	$4.22M		Bike $.358M/Ped. $.132M	Later	Tigard/Tualatin	" "
416	Brookwood/Baseline - Cornell	Construct New 3 Lane Road/Widen Existing/Overpass LRT	$4.1M		Bike $.259M/Ped. $.095M	" "	Beav./Hillsboro	" "

TRANSPORTATION FUNDIN/ ROGRAM CANDIDATES
WASHINGTON COUNTY

WITH ODOT COST SHARE

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a/o 5/23/94

FOR COST-SHARED PROJECTS, ESTIMATED COMPONENT COSTS ARE TOTAL, PROJECT COST IS COUNTY ONLY.

PROJECT TITLE	TIMING	ESTIMATED DESIGN COST ($000)	ESTIMATED RT OF WAY COST ($000)	ESTIMATED CONSTRUCTION COST ($000)	ESTIMATED PROJECT COST ($000)	SCOPE OF WORK	JUSTIFICATION	PROJECT LENGTH (FEET)	BIKE COST (NOTE 1)	PED COST (NOTE 1)
Baseline Rd/170th - 231st	EARLY	$2,194	$1,500	$10,972	$14,666	Curve realignments; widen to 5 lanes 170th-219th, rest to 3 lanes, 5 phase signal at 197th, modify signal at 205th, replace 3 bridges to seismic stds) and install one retaining wall, bikeways and sidewalks.	Improve safety and reduce congestion. Last link in east-west arterial. Access to light rail. Transit route. Improve seismic safety of 3 bridges. Provides relief to TV Hwy and Hwy 26. 10 minute corridor.	14300	$789,360	$290,433
Boones Ferry Rd/Tualatin-Sherwood Rd to Lower Boones Ferry Rd	EARLY	$785	$200	$3,925	$2,455 (2)	Widen to 3 lanes w/ rt turn lanes, dual left & 5 phase signal @ Tualatin Rd, reconstruct bridge over Tualatin River (to seismic standards) bikeways and sidewalks. ODOT share costs 50/50. Total project cost $4.91 million	Improves safety, circulation and freight movement. Improves transit route in commercial area adjacent to I-5. Completes Tigard-Tualatin-Durham-Sherwood bike route. Seismic safety. Encourages downtown Tualatin development.	6200	$342,240	$125,922
Farmington/173d - 209th.	EARLY	$0	$4,500	$10,700	$7,600 (2)	Widen to 5 lanes to 185th, 3 lanes to 209th, plus bike lanes and sidewalks. ODOT share costs 50/50. Total project cost $13.2 million.	Improves auto/truck route to/from Beaverton & Hwy 217, access to transit center. Regional E-W bike route. Original MSTIP-1 project. 10 minute corridor.	11300	$623,760	$229,503
Murray Blvd/Farmington - Terman	EARLY	$799	$250	$3,994	$5,043	Widen to west side for turn lanes/bike lanes Farmington-TV Hwy, modify SPRR Xing, replace 8 phase signal @ TV Hwy; North of TV Hwy widen to 4 lanes and widen BNRR overpass (incl seismic retrofit), and add bike lanes and sidewalks.	Feeder for fast-link transit, light rail, removes last choke point in major N-S auto, truck, bike route from Scholls Ferry Rd to Hwy 26. Improves seismic safety. Transit route. Encourages station area development.	3400	$187,680	$69,054
Barnes/Saltzman - Cedar Hills Blvd	EARLY	$500	$400	$2,400	$3,300	Reconstruct Saltzman to 119th, widen remainder to 5 lanes, 5 phase signal at Saltzman, 8 phase at 119th, plus bike lanes and sidewalks.	Bike/ped link from transit center to points west, via Cornell. Transit street, tie to fast-link transit. Supports Sunset Transit Center area development.	4200	$231,840	$85,302
B-H Hwy/Oleson/Scholls Intersection	MID				$4,000 (2)	Modify intersection to improve safety/optimize traffic flow, incl bike and pedestrian facilities. Located just west (1000') of Portland/County boundary. ODOT share costs 50/50. Total project cost $8 million.	Major choke point in regional arterials. Candidate for fast-link transit route. Regional transit trunk & freight. route. Last link in B-H Hwy/Scholls Ferry/Oleson bike routes. Study of intersection was funded in MSTIP-1.	1000	$55,200	$20,310
170th Ave/Farmington Rd - Baseline Rd	MID	$1,004	$750	$5,018	$6,772	Widen to 3 lanes with intersection improvements at TV Hwy, 8 phase signals at Blanton and TV Hwy, reconstruct RR Xing, replace one bridge (to seismic stds), bike lanes & sidewalks.	Major N-S feeder to light rail, park and ride. Freight route and proposed transit street. Encourages station area development. 10 minute corridor.	10500	$579,600	$213,255
216th/219th/TV Hwy - Cornell Rd	MID	$1,265	$1,000	$6,523	$5,788	Curve realignments, widen to 3 lanes. Three 8 phase signals, replace one bridge (to seismic stds). Bikeway and sidewalks.	Improve safety. Last link on major N-S route Sunset to TV Hwy. Major freight route to Hwy 30 via Cornelius Pass (tunnel restriction on Hwy 26). Link to light rail and other E-W transit routes.	13500	$745,200	$274,185
Murray/Science Park - Cornell	MID	$100	$1,000	$400	$1,500	Widen to 5 lanes, overlay existing, incl bike lanes and sidewalk.	With other Murray project on list, completes links all modes from Cornell/Hwy 26, to Scholls Ferry Rd.	1000	$55,200	$20,310

(Continued)

TRANSPORTATION FUNDING PROGRAM CANDID. S
WASHINGTON COUNTY

WITH ODOT COST SHARE

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a/o 5/23/94

FOR COST-SHARED PROJECTS, ESTIMATED COMPONENT COSTS ARE TOTAL, PROJECT COST IS COUNTY ONLY.

PROJECT TITLE	TIMING	ESTIMATED DESIGN COST ($000)	ESTIMATED RT OF WAY COST ($000)	ESTIMATED CONSTRUCTION COST ($000)	ESTIMATED PROJECT COST ($000)	SCOPE OF WORK	JUSTIFICATION	PROJECT LENGTH (FEET)	BIKE COST (NOTE 1)	PED COST (NOTE 1)
Sunset/Beale - University	MID	$450	$360	$2,190	$3,000	Widen to 3 lanes with bike lanes and sidewalks	Main N-S route, all modes, to North from center of Forest Grove.	5000	$276,000	$101,550
Walker Rd/Mayfield - Murray Blvd	MID	$800	$540	$3,260	$4,600	Widen to 3 lanes, add bike lanes and sidewalks.	Improve safety/relieve congestion. Transit street. Major link in Hillsboro/Hwy 217 bike route. Ties together major residential/comm'l centers w/ employment centers (e.g. Nike, Tek, etc)	7500	$414,000	$152,325
Hall Blvd at 99W	MID	$197	$1,000	$987	$1,092 (2)	Widen Hall to 5 lanes for 1500 ft, double left turn on 99W ODOT share cost 50/50, total project cost $2.184 million.	Improves safety/relieves congestion, all modes, 99W/Hwy 217 area. Potential light rail support.	1500	$82,800	$30,465
72d Ave/99W - Boones Ferry/ 4 intersections	MID	$261	$500	$1,304	$2,065	Widen to add turn lanes at four intersections	Improves safety/relieves congestion, all modes, 99W/I-5/ Kruse Way/Hwy 217 area. Potential light rail support.	4600	$253,920	$93,426
Cornell/158th-179th	MID	$500	$0	$1,500	$2,000	Widen to 5 lanes, and overlay existing 3 lanes. Bikeways and sidewalks.	Improves final link in Cornell, from Barnes to Hillsboro. Freight & transit trunk routes, links to park and ride, light rail, Hillsboro Airport industrial area. 10 minute corridor.	5400	$298,080	$109,674
Old Scholls Ferry Rd/Murray to Scholls Ferry Realignment	LATER	$645	$350	$3,225	$4,220	Modify signal at Teal, install 5 phase signal at Scholls realignment, lower crest of hill for sight distance, bikeways and sidewalks.	Freight route, extends key E-W bikeway.	6500	$358,800	$132,015
Brookwood/Baseline-Cornell	LATER	$505	$200	$3,395	$4,100	Construct new 3 lane road and widen existing portion to 3 lanes, incl bike lanes and sidewalks, and overpass for road	Major N-S link, TV Hwy to Hillsboro Airport industrial area. Enhances access to light rail, transit, freight & bike routes.	4700	$259,440	$95,457
TOTAL		$10,005	$12,550	$59,793	$75,201			100600	$5,553,120	$2,043,186

TOTAL BY TIMING	# PROJ							
EARLY	5	$4,278	$6,850	$31,991	$33,064	39400	$2,174,880	$800,214
MID	9	$4,577	$5,150	$21,182	$33,817	50000	$2,760,000	$1,015,500
LATER	5	$1,150	$550	$6,620	$8,320	11200	$618,240	$227,472

NOTES:

1. Does not include right-of-way costs.
2. County contribution to ODOT project.
3. All projects are consistent with 2040 planning to date.

TRANSPORTATION FUNDING PROGRAM CANDIDATES
WASHINGTON COUNTY

WITH ODOT COST SHARE

L:\..\GM\TFPADDED
a/o 5/23/94

FOR COST-SHARED PROJECTS, ESTIMATED COMPONENT COSTS ARE TOTAL, PROJECT COST IS COUNTY ONLY.

PROJECT TITLE	TIMING	ESTIMATED DESIGN COST ($000)	ESTIMATED RT OF WAY COST ($000)	ESTIMATED CONSTRUCTION COST ($000)	ESTIMATED PROJECT COST ($000)	SCOPE OF WORK	JUSTIFICATION	PROJECT LENGTH (FEET)	BIKE COST (NOTE 1)	PED COST (NOTE 1)
PROPOSED ADDITIONAL PROJECTS:										
Small Cities Program					$500	Provides funding for Gaston, Banks and North Plains for improvements to City streets.				
Brookwood/TV Hwy - Baseline		$740	$590	$3,470	$4,800	Widen to 3 lanes with bike lanes and sidewalks. Seismic retrofit one bridge.	Major N-S link, TV Hwy to Hillsboro Airport industrial area. Enhances access to light rail, transit, freight & bike routes. Supports station area development.	8300	$458,160	$168,573
W. Union/143d - 185th		$1,150	$463	$5,987	$7,600	Widen to 3 lanes, turn lanes and signal at 185th, plus bike lanes and sidewalks.	Transit route, key E-W bike link. 10 minute corridor in part.	13000	$717,600	$264,030
Improve intersections SR 8 thru Cornelius		$102	$0	$1,594	$1,696	Install trafic signals at 4th (2), 19th/20th (2), and 26th (1); replace existing signals (2) at 10th, replace existing pedestrian signals at 14th. Interconnect all.	North-south movement on grid is difficult; this project improves that, especially for bikes and peds, while maintaining efficiency of the east-west regional arterial.	NA		
Beef Bend Rd/King Arthur - 131st		$50	$700	$2,383	$3,133	Widen to 3 lanes, sidewalk one side. Qualifies as bikeway w/ 14' outside lanes.		3100		62961
Ridder Rd/Graham's Ferry - County Line					$238	Widen to 3 lanes from 25th Ave to Graham's Ferry. Realign intersection of Ridder with Clutter and Garden Acres roads.	Corrects safety problems with geometry on a major freight route. Cooperative venture in LID with City of Wilsonville and local firms, for County's share in LID. Wide outside lanes qualifies as bikeway.	4200		
Lombard/LRT Station - Center					$1,628	Improve to ultimate				
Lombard/Broadway - Farmington					$1,429	Improve to ultimate				
Allen Blvd/Murray - Hwy 217					$3,717	Improve to ultimate				
East/West Arterial/Hocken - Cedar Hills (CONTINUED)					$2,101	Improve to ultimate				

TRANSPORTATION FUNDING PROGRAM CANDIDATES
WASHINGTON COUNTY

WITH ODOT COST SHARE

L:\..\GM\TFPADDED
a/o 5/23/94

FOR COST-SHARED PROJECTS, ESTIMATED COMPONENT COSTS ARE TOTAL, PROJECT COST IS COUNTY ONLY.

PROJECT TITLE	TIMING	ESTIMATED DESIGN COST ($000)	ESTIMATED RT OF WAY COST ($000)	ESTIMATED CONSTRUCTION COST ($000)	ESTIMATED PROJECT COST ($000)	SCOPE OF WORK	JUSTIFICATION	PROJECT LENGTH (FEET)	BIKE COST (NOTE 1)	PED COST (NOTE 1)
170th-173d/Baseline-Walker					$4,576	Construct realignments and upgrade existing to C-1 (3 lanes, sidewalks, wide outside lanes as bikeways).				
Lower Boones Ferry Rd/Upper Boones - Bridgeport		$32	$680	$508	$1,220	Upgrade to A-9 (3 lanes and sidewalks) by widening 1000' from 24' width, ading 1000' curb and sidewalk one side, add'l rt turn lane, overlay all.	Improve efficiency and safety. Pedestrians will have place to be, wide outside lanes qualify as bikeway.			20310
N. Arterial Connector/Hwy 47-Gales Creek		$184	$1,300	$2,892	$4,376	Construct new road, 3 lanes, bikelanes and sidewalks (A-8).	Divert through traffic around downtown Forest Grove, alleviating safety problems.	5000	276000	101550
Glencoe at Hwy 26					$200	Construct traffic signals at EB and WB off ramps of Hwy 26.	Alleviates congestion, corrects safety problem caused by lack of sight distance.	NA		
Hall Blvd/Durham - Scholls Ferry Rd		$650	$1,428	$10,183	$12,261	Upgrade Hall from Scholls to Greenburg to A-4, Greenburg to Durham to A-6 (ultimate) incl bikelanes and sidewalks, four add'l traffic signal.	Relieves congestion and increases safety, feeds proposed light rail route. Provides N-S bike route to Washington Square.	22200	1225440	450882
Boones Ferry/Norwood-Tual. Sherwood R		$214	$2,100	$3,345	$5,659	Widen to 3 lanes with bike lanes and sidewalks (A-6), install traffic signal at Graham's Ferry Rd.	Relieves congestion and improves safety.Relieves congestio and increases safety. Supports proposed light rail line. Provides Tualatin-Wilsonville bike route.	10500	579600	213255
Beef Bend/131st - 150th		$109	$408	$1,722	$2,239	Widen to 42', 3 lanes (C-1)	Relieves congestion and improves safety.	5100		
Tualatin Rd/Boones Ferry - 99W		$248	$1,428	$3,878	$5,554	Widen to 3 lanes (C-3) incl bikelanes and sidewalks.	Relieves congestion and improves safety.	11900	656880	241689
TOTALS		$3,479	$9,097	$35,962	$62,927			83300	$3,913,680	$1,523,250

DRAFT

BACKGROUND SHEET FOR PUBLIC IMPROVEMENT STRATEGY AND SCHEDULE FOR DEVELOPING PRIORITY TRANSPORTATION PROJECTS AND FUNDING PROPOSALS

What:

In order to address growth in the region, Metro and local jurisdictions are attempting to identify priority transportation projects needing immediate funding. At the conclusion of the public involvement process, a funding proposal will be adopted by the Joint Policy Advisory Committee on Transportation (JPACT), an advisory committee to the Metro Council.

Public Meeting Schedule: (tentative)

June 21, 1994	11:30 a.m. -1:30 p.m.	Central Portland	Portland Conference Center
June 21, 1994	7:00 p.m. - 9:00 p.m.	East Mult. County	Mt. Hood Community College
June 21, 1994	7:00 p.m. - 9:00 p.m.	Washington County	Valley Conference Center
June 22, 1994	7:00 p.m. - 9:00 p.m.	Clackamas County	OIT (uncomfirmed)

Public comment will be sought at additional steps in the program development process.

Background:

Continued development within the Portland region will rely on a greater degree of density than currently being experienced . This will demand that mobility objectives be met by increased transit ridership; a more efficient arterial network for autos, freight movement and improved access to light rail, an expanded bus system; an expanded light rail system and increased reliance on alternative modes. The provision of these improvements is critical for maintaining a livable region.

JPACT is seeking to identify immediate priority transportation improvements. The proposed multi-modal transportation program is to be an integral element of the state and regional funding initiatives. The road element is being designed to address the priority regional road needs as well as the diverse subarea road needs. The proposed LRT element is critical for both maintaining mobility and a livable community. All of the elements are needed for a successful growth management strategy to reinforce land use patterns being described in the 2040 planning process.

The proposed program is designed to emphasize multi-modal travel and address different land use circumstances such as community centers, major traffic streets, transit routes and main streets. The proposed program is to be designed to facilitate all forms of travel including rail

and bus transit, pedestrian, bicycle as well as auto and trucks. In some areas, the proposed improvements are to develop needed road networks including freight routes. In others, the program addresses critical preservation and rehabilitation needs where these improvements are a higher need than road expansion and modernization. Seismic bridge work is especially important.

Metro and local jurisdictions have identified over $300 million in bridge, road, arterial and bus and LRT access needs for review and comment. Additionally, the regional and state funding share of the proposed south/north LRT project is being addressed in order to meet the federal schedule for authorizing a 50 percent federal share.

The purpose of the public process is to consider the growth issues facing the region and receive public comment on a regional program for urban mobility including the funding of the regional share of the South/North light rail line and to seek public advice on determining other urban mobility priorities needed to meet growth. JPACT will develop a proposed improvement program and funding strategy including proposals for the 1995 Oregon Legislative session, federal reauthorization legislation and a proposed 1994 regional funding measure based upon the advice received.

TS:lmk
BACKGRTR.OL
6-8-94

Public Meeting Notice

Managing Growth and Future Transportation
JPACT Town Hall Meetings

Metro's Joint Policy Advisory Committee on Transportation (JPACT) is seeking public input regarding regional growth and future transportation. The Committee is sponsoring a series of four (4) town meetings throughout the region.

Issues to be discussed include the projected growth in the region and how this growth will impact our transportation system. Participants will be asked to provide input on urban mobility priorities with regard to expansion of the light rail (MAX) system, road, bridge, bike, pedestian and freight circulation projects. This input will be used by JPACT to finalize a funding proposal now under consideration.

Meetings have been scheduled at the following dates, times and locations. Persons interested in attending one of the meetings or receiving additional information should contact Gina Whitehill-Baziuk or Ted Spence at 797-1750.

June 21, 11:30 a.m. to 1:30p.m.
Portland Conference Center - Ballroom
1020 NE Third (across from OCC)
Portland, OR

June 21, 7:00 p.m. to 9:00 p.m.
Mt. Hood Community College - Town & Gown Room
26000 SE Stark
Gresham, OR

June 21, 7:00 p.m. to 9:00 p.m.
Valley Conference Center - Community Room
9368 SW Beaverton Hillsdale Hwy.
Beaverton, OR

June 22, 7:00 p.m. to 9:00 p.m.
Oregon Technical Institute - Conference Center
7726 SE Harmony Road
Clackamas, OR

M E M O R A N D U M

METRO

DATE: June 8, 1994

TO: Joint Policy Advisory Committee on Transportation

FROM: Andy Cotugno

RE: Draft Public Involvement Strategy and Schedule
Managing Growth and Future Transportation
A Series of JPACT Town Hall Meetings

Summary:

Growth. Regional mobility. Priorities. Funding. These are the key issues identified during last week's JPACT Finance Committee meeting. In an effort to initiate public discussion and solicit comments regarding how we should best proceed, which road and transit projects are considered number one priorities, and what funding proposals might have the greatest degree of support, four JPACT sponsored town hall meetings or workshops are being scheduled.

Meeting schedule (tentative):

June 21, 1994	11:30 a.m. -1:30 p.m.	Central Portland	Portland Conference Center
June 21, 1994	7:00 p.m. - 9:00 p.m.	East Mult. County	Mt. Hood Community College
June 21, 1994	7:00 p.m. - 9:00 p.m.	Washington County	Valley Conference Center
June 22, 1994	7:00 p.m. - 9:00 p.m.	Clackamas County	OIT (uncomfirmed)

Meeting Format:
While all members of JPACT are encouraged to attend as many of these meetings as possible, the following JPACT Finance Committee members are requested to attend and facilitate the four meetings.

June 21 - Central Portland (noon)

Earl Blumenauer - facilitator
Tanya Collier
Rod Monroe
Dave Lohman
David Sturdevant

June 21 - East Mult. Cty (evening)

Rod Monroe - facilitator
Tanya Collier
Earl Blumenauer
Dave Lohman

June 21 - Washington Cty (evening)	June 22 - Clackamas Cty (evening)
Roy Rogers - facilitator	Ed Lindquist - facilitator
Jon Kvistad	Roy Rogers
Ed Lindquist	Jon Kvistad
Tom Walsh	Tom Walsh
	David Sturdevant

In addition, it is recommended that a support person be available from Metro, Tri-Met and the local jurisdiction for that area.

The meetings will be designed to be informal, to encourage discussion and to generate a meaningful dialogue between JPACT Finance Committee members, members of the represented citizenry and staff. To facilitate these objectives the following rough agenda is recommended:

Agenda:

1. Set the context of the (series of) meetings. Answer the questions: Why are we here? Where will these workshops lead JPACT and the community? What do we plan to do with the comments and information received from each of the meetings? What is the process for further involvement?

2. Introduction of growth concerns. Explanation of how transportation relates to these growth concerns.

3. Introduction of the transportation "candidates" to date. List/discuss the preferred or priority projects that have been identified thus far. Ask for input on these and other priority projects.

4. Discussion of what funding proposals are or have been on the table to date. What works? What doesn't? Why?

5. (Repeat) What's next? A schedule of things to come.

Logistics (rough):

The room will be set- up theater style. JPACT members to be seated at the same level with the "audience" in the front of the circle or staged area. The facilitator will be seated in the center of the JPACT members and will be responsible for keeping the meeting rolling (with staff assistance). Pertinent information, displays, maps etc. will be visibly posted for review/reference.

The target is 50-75 people per meeting.

Staff will provide a cordless microphone to members of the audience wishing to participate in

the discussion. The facilitator and other JPACT members will also have lapel microphones.

Staff from Metro, Tri-Met, and the local jurisdiction will be seated at a side table or area to assist in the dialogue, answer questions, and provide assistance to JPACT members as needed.

Comments and suggestions will be documented.

An information table will include such things as background information, fact sheets, South/North, 2040 and Arterial Fund information including a list and map of possible mobility projects to be considered for funding w/descriptions

Notification:
General notice for all four meetings to be inserted in the Sunday, June 12 and June 19 editions of the Oregonian.
Targeted meeting notices to be placed in Gresham Outlook, Hillsboro Argus, The Valley Times, and The (Clackamas) Review.

Interested attendees representing neighborhoods, the business community, special interest groups, etc. are being compiled (See attached for first generation of names and organizations from each area.).
In addition, notices will be sent to the TIP mailing list (cross referenced with names identified from each area.) These people will be called and asked to participate. They will also be sent a meeting notice and a more in depth fact sheet. (See attached.)

Members of the media from each area will be invited to attend and will be informed of all meetings. A Press release and Advisory will follow the general public notice.

Draft Schedule:

June 8	Identify/reserve locations
June 9	Strategy to be reviewed at JPACT meeting
June 10	Finalize "Notice", submit to Oregonian
June 10	Submit notices to other newspapers
June 10	Finalize lists, make phone calls, labels, begin mailing notices
June 13	Complete phoning and mailing
June 10	News Release mailed
June 13-17	Prepare informational material/displays if needed
June 17	Press Advisory
June 21/22	Meetings

WASHINGTON COUNTY CONTACTS FOR TOWN HALL MEETING RE GROWTH ISSUES

Karla L. Forsythe
Beaverton Chamber of Commerce
4800 SW Griffith Dr., Suite 100
Beaverton, OR 97005
644-0123

Mike Matteucci
Beaverton Neighborhood Office
4755 SW Griffith Dr.
Beaverton, OR 97076-4755
526-2243

Shirley Huffman
Hillsboro Chamber of Commerce
334 SE 5th
Hillsboro, OR 97123
648-1102

Jon Chandler
Common Ground
Home Builders of Metro Portland
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035
684-1880

Anne Weaver
Sensible Transportation Options for People
15405 SW 116th Ave., #202B
Tigard, OR 97224-2600
624-6083

Betty Atteberry
Sunset Corridor Association
15455 NW Greenbrier Parkway
Beaverton, OR 97006
645-4410
Fax 629-4821

Mary Tobias
Tualatin Valley Economic Development Corporation
10200 SW Nimbus Ave., Suite G-3
Tigard, OR 97223
620-1142
Fax 624-0641

Linda Gray
Washington County CPO's
Courthouse
Hillsboro, OR 97124
681-7073

Sally Bunnell, President
Washington County Public Affairs Forum
PO Box 165
Beaverton, OR 97075
644-4916

Laurie Luce, Program Chair
Aloha Business Association
Unique Publications
20545 SW TV Highway, Suite 201
Aloha, OR 97007
591-1327

Bicycle Transportation Alliance
PO Box 9072
Portland, OR 97207-9072

Adele Newton
League of Women Voters
7700 SW Alden
Portland, OR 97223
244-8366

Cynthia Balzola
Washington Co. Ass'n. of Realtors
19283 SW Martinazzi
Tualatin, OR 97062
692-0250

Neighborhood Associations

Burton Meadows
Andy Alexander
645-6118
13224 NW James Arthur Ct.
Portland 97229

Bauer Woods
Carl Dyess
2905 NW Bauer Woods Dr.
Portland 97229

Cedar Hills
Laura
292-1259
1515 SW Marlow
Beaverton 97005

Cornell Meadows (Cedar Mill)
Nancy Roche
645-9107
1795 NW 143rd, #8

Forest Hills Village
Brian Murray
671-0822

Highland Park
Doris Stark
643-5965
7320 SW 140th
Beaverton 97005

Ironwood
Steve Taylor
645-6328
3245 NW 113th

Oak Hills
Tom Davis
645-6042
15550 NW Norwich St.

Oak Hills Newsletter
Julie Bride
645-0865
2335 NW 145th
Beaverton 97006

Rock Creek
Sam Campagna
19270 NW Athena
Portland 97229
645-7568

Terra Linda
Mark Knutson
w537-7000
1480 NW 130th

Waterhouse
Jan Gardner
w245-4815
1035 NW 161st Pl.
Beaverton 97006

MEDIA
Tualatin Valley Community Access (TVCA)
Marc Ivanish
Government Affairs
629-8534

[redacted]

OR JIZATION	CHAIR/STAFF	FAX CHAIR/STAFF
Economic Development Commission	Barbara McGee/Gary Kuhn	659-1593/635-8946
Marketing Committee	Terry Williams/David Seigneur	657-2304/650-3987
International Trade Council	Eduard Wolters/Renate Mengelberg	684-0898/650-3987
Planning Commission	Bill Merchant/Planning Department	650-3418/650-3418
[redacted]		
[redacted]		
[redacted]		
Private Industry Council	Ken Bartus/Sandy Carter	682-6072/635-8946
Business Roundtable	James Bean/Dave Seigneur	226-7697/650-3987
[redacted]		
[redacted]		
North Clackamas Employers Assoc.	Jim Osterman/Victoria Zukowski	653-4201/650-8944
[redacted]		

North Clackamas Chamber	Barbara Cordell
C.C. Citizens for LRT	Jim Justice
Sunnyside 205 Corridor Association	Jack Smith
Oregon City Chamber	Lowell Miles

Regional Transportation Program Timeline

(This time assumes that the entire Metro regional consultative process is followed. Both Tri-Met Board and Metro Council deadlines are shown for final referral)

Program Development

May 26	Clackamas Co.	Transportation coordinating committee review of program.
June 4	JPACT Finance	Review proposal.
June 6	Multnomah Co.	Transportation Coordinating Committee, review of program.
"	Washington Co.	
June 7	Metro	Last opportunity for notice of June 22-29 public hearings.
June 10	OTFC	Steering Committee. Report on focus groups, polling.
June 21 & 22	Metro	Public workshops.
June 24	JPACT Finance	Finalize recommendations.
June 27	OTFC Policy Committee	Review recommendations.

Recommended Adoption

July 14	JPACT	Adopt package and IGA recommendation.
July 21	Metro Planning	Worksession on JPACT recommendation & recommend adoption of IGA
July 26	Washington Co. Commission	Adopt IGA.
July 27	Tri-Met Board	Adopt IGA.
	City of Portland	Adopt IGA.
July 28	Clackamas Co. Commission	Adopt IGA.
"	Mult. Co. Commission	"
August 4	Metro Planning	Work session on JPACT recommendation, review draft documents.

August 10	Port of Portland Commission	Adopt IGA.	
August 11	JPACT	Respond to IGA adoption process if necessary.	
			Referral *(Metro)*
August 11	*Metro Council*	*First reading of tax ordinance, refer ordinance, referral resolution, ballot title and explanatory statement to Planning and Finance Committees. Adopt IGA.*	
August 17	*Metro Finance*	*Hearing and recommend referral to Metro Council.*	
August 18	*Metro Planning*	*Hearing and recommended referral by Metro Council.*	
August 25	*Metro Council*	*Pass resolution placing the issue on the ballot.*	
August 26	*Mult. Elections*	*Official notice of ballot title issued.*	
			Referral (Tri-Met)
August 31	**Tri-Met Board**	**Final action.**	
September 1	**Mult. Elections**	**Official notice of ballot title issued.**	
			(both)
September 8	Mult. Elections	Last date to submit ballot title to Multnomah County Elections.	
September 12	Mult. Elections	Last date to submit pro/con arguments to the voter's pamphlet.	
September 14	Tax Supervising & Conservation Commission	Filing deadline for November bond vote.	
September 19	Mult. Elections	Last date to appeal ballot title if title filed on last day.	
November 8	Election day.		

CITY OF GRESHAM

Community Development Department
Building & Planning Division
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 661-3000
FAX (503) 669-7446

Lois' copies attached for TPAC JPACT Metro Council cc Gina Sherrie

May 12, 1994

Andy Cotugno, Planning
METRO
600 NE Grand
Portland, OR 97232

Dear Andy:

On behalf of the City of Gresham, I'd like to thank you and your organization for agreeing to be a co-sponsor of the July 9th Gresham Transportation Fair and Summit. It promises to be an exciting, entertaining event that will help us launch our long-range Transportation System Plan with significant public attention and input.

In addition to the variety of ways your organization will help us put on this event, we'd appreciate it if you would help us publicize the event. We hope that you will have a newsletter or other promotional vehicle reaching out to your constituents prior to July 9th. Accordingly, we have enclosed a brief news item which you may feel free to edit and use as you see fit.

If you would like more information, or if you would like to enclose a promotional flyer in any material you distribute, please contact Dean Smith of Dean Smith & Associates, our public involvement consultants. He can be reached at (503) 248-1933.

By the end of May, we also will have a brochure available which details the many activities and events in both the Transportation Fair and the associated Transportation Summit. You will receive copies of the brochure at that time.

We look forward to your participation in the events.

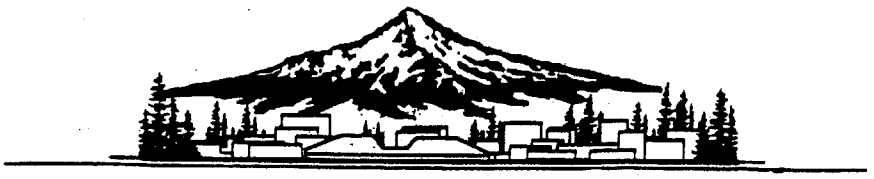
Sincerely,

Richard N Ross

Richard N. Ross, AICP
Lead Transportation Planner

RR/lsm

Attachment



Community Development Department
City of Gresham

FOR IMMEDIATE RELEASE

Contact: Lana Moore
City of Gresham
(503) 669-2817

Mark Your Calendars for Gresham's July 9 Transportation Fest

The City of Gresham is conducting a major Transportation Fair and Summit on Saturday, July 9th, as a public kick-off for its long-range Transportation System Plan (TSP). The festive event will feature workshops and hands-on activities for all ages.

It is being co-sponsored by [NAME OF YOUR ORGANIZATION].

The day features two events in one--a summit conference and a fair. The summit will be held from 8:30 a.m. to 12:30 p.m. at West Gresham Grade School, 330 W. Powell Blvd. The fair will be from 11 a.m. to 3 p.m. at the nearby Gresham Main City Park, W. Powell and Main Street.

The morning summit conference will include a keynote speaker, panel discussion, discussion groups and workshops. The fair will have displays of a wide range of transportation modes, including antique and futuristic vehicles, bicycles, skateboards and walking gear. There also will be Volkswalks, demonstrations and hands-on activities for children and adults.

A feature will be a pavilion-sized "big top" under which dozens of public agencies and interest groups will display state-of-the-art thinking about transportation and urban development. A "design charrette" featuring the visionary work of local architects and planners also is scheduled. Citizens will be asked to respond to the ideas presented.

Also sponsoring the event are Portland General Electric Co., Northwest Natural Gas, Tri-met, Oregon Department of Transportation, Oregon Department of Environmental Quality, METRO and a number of business and community groups in the Gresham area.

"Our objective is to involve business, neighborhood and transportation leaders to the summit as well as to attract the general citizenry, including children, to the activities in the park," says Lloyd Culbertson, Chairman of the city's Transportation Citizen Advisory Committee (CAC), which is

-more-

overseeing the TSP. "We want all segments of our community to be represented and to tell us what they think we should be considering as we develop our plan".

The TSP is a two-year planning process required by Oregon's Transportation Planning Rule. It requires that cities and counties reduce vehicle miles traveled and encourage other modes of travel, including transit, bicycle and pedestrian. The TSP, which is expected to be adopted in 1996, will include transportation policies as well as a capital improvement plan for the city.

Both the fair and the summit are free of charge. Advance registration for the summit, however, is required. To register or receive more information, call Lana Moore, Gresham Department of Community Development, 669-2817.

COMMITTEE MEETING TITLE JPACT

DATE 6-9-94

NAME	AFFILIATION
GREGORY A. GREEN	DEQ
Mike Lindberg	City of Portland
TANYA COLLIER	MULT. CTY
Ed Lindquist	Clackamas Co.
Andy Cotugno	metro
Rod Monroe	Metro Council
Craig J Tomnitz	Cities of Clackamas Co.
Susan McLain	Metro
R. E. Pollard	VANCOUVER
Tom Walsh	Tri-Met
Les White	C-TRAN
Mike Thorne	Port
Dave Lohman	Port
DRUCE WARNER	ODOT
Keith Ahola	WSDOT
Jon Kvistad	Metro Council
ROB DRAKE	CITIES OF WASHINGTON CO.
BERNIE GIUSTO	" " MULTNOMAH "
Peter T Fry	CEIC
Jack BURNS	CEIC
GB ARRINGTON	TRI-MET
Gail Ryder	Metro
J PAT FEENEY	Tri-Met

V

COMMITTEE MEETING TITLE JPACT

DATE 6-9-94

NAME	AFFILIATION
Ted Spence	Metro
[illegible]	ODOT
[illegible] Bob	MCCI
Dave Yaden	Consultant-Tri-Met
DAVE WILLIAMS	ODOT
XAVIER FALCONI	LAKE OSWEGO
Gina Whitehill-Baziuk	Metro
[illegible]	Metro
Mary Legry	WSDOT
Jennifer Ball	Corkern Fiskum & McCormick
Mike Hoglund	Metro
Gordon Oliver	Oregonian
LEON SKILES	METRO
Terry Whisler	METRO
Kathy Busse	Mult. Co.
ROD SANDOZ	CLACKAMAS COUNTY
Roy Rogers	WASH. CTY.