

Tri-Met Memorandum  
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Date: August 11, 1993  
To: Andy Cotugno  
From: Bernie Bottomly  
Re: OTP Legislative Package: History and Post-mortem  
Errata

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Page 8, second paragraph, second sentence should read:

"A final proposal to strip the package of all taxes was rejected by the lobby group as not keeping faith with the coalition's agreement to move forward with a comprehensive and coordinated transportation plan."

Tri-Met Interoffice Memorandum

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Date: August 4, 1993

To: General Manager  
Asst. General Manager  
Executive Directors  
TMAC

From: Dick Feeney  
Bernie Bottomly

Re: OTP Legislative Package: History and Post-mortem

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The Oregon Transportation Plan was defeated at the Legislature.

The plan began as a pioneering effort to approach transportation funding in a comprehensive and coordinated way, involving a wide range of users and providers and having as its philosophical basis a "share the pain, share the gain" and "user pays" approach to developing funding sources.

In the end, we shared the pain rather than the gain. But the defeat of the package had more to do with political considerations, particularly the need to pass a \$2 billion sales tax package and a tax to fund health care reform, than any substantive shortcomings.

OTP Package Introduced

The original package contained the following component parts:

**Highway Measures**

HB 2415	4x4 gas tax increase and equivalent weight mile increases; \$1.5 billion over six years
HB 2416	A \$15 annual increase in vehicle registration fees; \$180 million over six years
HB 2421	A transportation access fee; \$84 million over six years
HB 2422	A studded tire fee; \$2 million over six years
HB 2423	A repeal of the gasohol exemption; \$85 million over six years
HB 2424	Expanding ODOT's bonding authority

**Transit Measures**

HB 2419	Emissions fee for the Portland area; \$425 million over six years
HB 2420	Payroll tax extension applying to Salem Transit only
HB 2428	State "in-lieu of" payments for transportation districts
HJR 7	Emissions fee for transit constitutional amendment
HJR 2425	Lottery funding for light rail
HB 2426	Establishing a rail fund; \$170 million in the biennium
HB 2427	Tire and battery tax for transit; \$32 million over six years
HB 3173	Statewide vehicle emission fee for transit; \$38 million over six years

#### **Aviation Measures**

HB 2417	Jet fuel tax
HB 2418	Aviation gas tax

#### **Ports and Rail Freight**

HB 2429	Lottery funding for marine rail
HB 3174	Rail rehabilitation

#### **Congestion Pricing**

#### **Bicycles**

HB 2430	Bicycle fees; \$6.6 million over six years
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A number of the proposals were given only limited consideration before being rejected: bicycle fee, transportation access fee and studded tire fee. The proposals were rejected because they were either too new (access fees) or carried too much negative political weight with particular constituencies (studded tires in eastern Oregon).

The package of bills was referred to the House Revenue Committee and subsequently to the Emission's Task Force (acting in the capacity of a subcommittee) chaired by Rep. Tom Brian.

#### **Emission Fee Opposed**

The Task Force considered both the need for a comprehensive state transportation funding system and the need for the Portland metropolitan area to respond to the mandates of the federal Clean Air Act.

The task force determined that Clean Air Act compliance could be attained without the implementation of an emissions fee -- a concept the task force considered too new and politically sensitive to be realistically considered.

In place of the emission fee the task force, with the support of the Revenue Committee chair, suggested the transit portion of the package be altered to include a \$20 registration fee for alternative transportation primarily transit; a change to the constitutional amendment to allow a tax on the ownership, operation or use of a motor vehicle; and local option authority to impose such a tax.

#### DEQ Initiatives

In addition, the task force suggested DEQ take steps to reduce auto related air pollution by increasing employer trip reduction targets and reducing parking ratios for new construction. These suggestions were introduced and passed in HB 2214.

The measure suggests to the Environmental Quality Commission a 10% reduction for employers between 50 and 99 employees and a 20% trip reduction for employers of 100 or more. In addition, the bills suggests the implementation of parking ratios for new development on a regional basis.

At the same time, the OTP coalition agreed to move the ethanol exemption repeal forward independently of the package. This decision was made because it was deemed relatively non-controversial and lent little political momentum to the rest of the package. The House passed the bill with a generous property tax exemption for Oregon ethanol producers, the Senate reduced the benefit. The bill was enacted.

#### Constitutional Amendment

The direction from the Revenue Committee chair was to restate and reinforce the constitutional limitation on the use of gas tax funds while allowing other vehicle taxes to be used for alternative transportation. Because of confusing language in the Constitution, the decision was made to delete the entire section, restating the gas tax limitation and adding the new language for vehicle registration uses.

Developing the language expanding the use of vehicle registration fees enough to be used by transit, but not so much that it would be available to school buses and a wide variety of other transportation or even non-transportation providers proved difficult.

In addition, the Port of Portland expressed an interest in expanding the language to allow funds to be used for multi-modal projects. Language was agreed upon which allowed a tax on the ownership, operation or use of a motor vehicle (except for gas taxes) which is intended to reduce traffic or air pollution or is used by the elderly or disabled.

#### Ballot Title

Additional thought and debate among the coalition and with committee members was associated with the ballot title. The coalition agreed that a legislatively imposed ballot title was preferable to one drafted by the Attorney General, given the fine line separating a favorable and unfavorable ballot title.

The ballot title bill proved to be a particularly thorny issue with members of the task force and committee, particularly Reps. Burton and Girod. Both believed the title should reflect the fact that "transit" was receiving considerable benefit from the package and both objected to the prominent language stating that the amendment did not impact the existing gas tax limitation.

Compromise was reached by including "transit" in the explanation portion of the ballot title and placing the restatement of the gas tax limitation second in the caption and question.

#### Fee Distribution - \$20 veh. reg.

At the insistence of the counties, mainly Grant County Judge Kevin Campbell, a formula was created whereby small counties received a substantial benefit under the distribution formula, mid-sized counties broke about even, and the larger counties received approximately 92 cents on the dollar.

Fees were proposed to be distributed under a complex formula with five percent going to ODOT for intercity transit, five percent being divided equally among the 36 counties, and the remaining 90 percent being divided among the counties based on vehicle registration. Funds were further allocated to transit and transportation districts by population.

Local jurisdictions received 100% of their allocation if they reached agreement between all the cities, counties and transit or transportation districts. If agreement could not be reached, 5% of their total reverted to ODOT for a competitive grant program to fund transit. Where MPOs exist, unanimous agreement was not required but only agreement by the MPO.

The benefits of the formula to rural and small counties were given some attention by rural legislators, but it is unclear whether those benefits were fully appreciated or caused votes to be swayed. It may have been responsible for the favorable of Reps. Norris and Baum who rarely vote for tax measures but who received considerable benefit from the formula.

## Gas Tax Issues and Weight Mile

The package (4x4 gas tax, \$15 vehicle registration fee for cars, \$20 vehicle registration fee for transit) was debated by the task force and, during the debate, it became evident that the weight mile increase to trucks would be substantial -- approximately 30%. It was at this point that the trucking industry (OTA) and the Automobile Club of Oregon (AAA) joined forces in a determined effort to kill the legislation.

Eventually they were able to recruit the Farm Bureau, National Federation of Independent Business, Safeway and others in their effort. The opposition, particularly OTA, was deemed to carry enough political weight to kill the package and Reps. Whitty and Burton (whose support was critical to passage out of subcommittee) insisted on adjustments.

A number of steps were taken to mitigate the weight mile increase to trucks. They were credited with an \$11 million overpayment from the previous biennium. More favorable tables were utilized in determining the weight mile assessments, and the industry was excused from the cost responsibility associated with two cents of the gas tax increase with the justification that those funds would be used for STP backfill and were not road related.

An additional effort was made, at the suggestion of the OTA, to generate some of the necessary revenue from an increase in the registration fee on trucks.

At about this same time, the Wall Street Journal printed a front page story highly critical of transit spending. The story quoted freely from the Pickrel Report and mentioned MAX specifically. A number of legislators, including task force member Whitty, expressed concerns with the package.

## Subcommittee Action

The package was considered by the subcommittee on the same day that President Clinton announced his proposed solution to the timber crisis in Oregon and Washington. The timber industry (represented by Ward Armstrong from OFIC and Craig Hanneman of Willamette Industries) appeared before the committee and objected to the package -- particularly the increased vehicle registration fee for trucks.

After a great deal of negotiation the package was amended to include no increase in truck registration fees and a 10.2 percent increase in weight mile fees.

In addition, it was agreed ODOT, in cooperation with the Revenue Committee and the participation of the truckers and other interested parties, would conduct a study of cost responsibility, tax evasion, and the weight mile system of taxing trucks. It was hoped that this approach would address the truckers desire to

someday do away with weight mile fees altogether. However the study was not sufficient to win trucker support.

### Labor Support

Two factors contributed to the fact that the AFL-CIO and the building trades unions were not actively supporting the effort to this point: the award of the Westside LRT project tunnel contract to a non-signatory union; and the efforts of the Amalgamated Transit Union to stymie union support. In addition, AFSCME and OPEU had asked AFL-CIO not to support any tax measures other than the sales tax so as not to dilute attention from their biggest issue.

Labor came around to support the package after the tunnel contractor signed a labor agreement with two of the building trades and it also became clear that the ATU legislation was dead. ATU's quiet opposition to the legislation, however, continued to be a negative factor in conversations with legislators throughout the session.

### Further Adjustments

A further adjustment reduced the gas tax to three cents for two years and moved the \$15 increase to January of 1993 from January of 1994. In addition, it was pointed out to the timber industry that they had a major severance tax benefit pending in the full Revenue Committee. The adjustments were sufficient to win the neutrality of the wood products industry but not that of OTA.

With a split vote the amended package was moved from Subcommittee to the full Revenue Committee. Reps Burton and Girod voted against moving to full Revenue, Reps Brian, Carter and Whitty voted in favor.

At full Committee the ballot title and the weight mile issues were again debated, however with Jones, Brian, Carter Federici, Shibley, Walden and Whitty voting in favor and Schoon, Adams, Burton, and Girod voting apposed the measure was successful.

### Vote

The bill moved to the floor with fractured support. The OTA/AAA group issued a number of inflammatory (and inaccurate) pieces and initiated a successful effort to generate constituent calls. The impact on legislators was apparent.

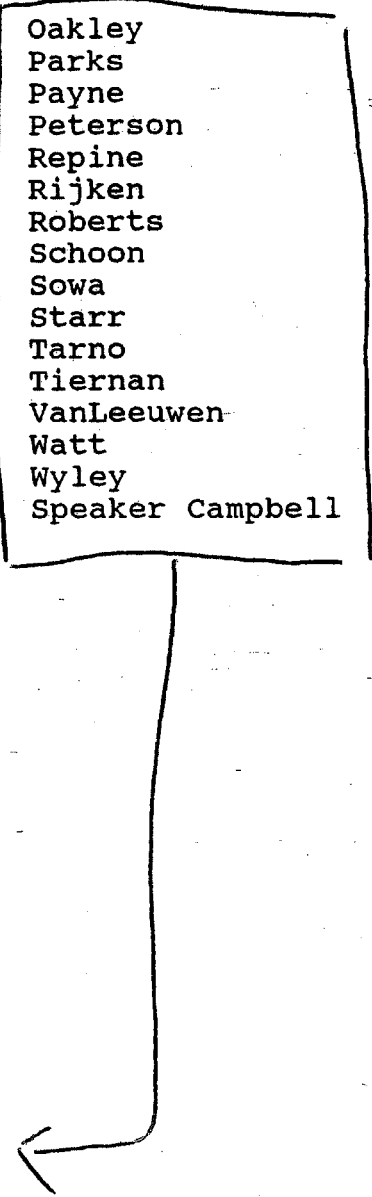
While reports from caucus meetings are second hand it appears that there were vocal and effective opponents of the package in both caucuses. In the Democratic caucus, Rep. Burton apparently spoke against the package on the grounds that it represented only a road program and not a comprehensive transportation package as promised. In the Republican caucus Rep. Tiernan reportedly spoke against the

package on the grounds that it was an unreasonable tax increase.

On the House floor the package failed 24 to 36:

Voting for the package:

Baker  
Baum  
Brian  
Brown  
Calouri  
Carter  
Edmunson  
Eighmey  
Federici  
Ford  
Gordly  
Hosticka  
Johnson  
Delna Jones  
Luke  
Mannix  
Norris  
Shibley  
Shields  
Shiprack  
Van Vliet  
Walden  
Whitty  
Wooten



Oakley  
Parks  
Payne  
Peterson  
Repine  
Rijken  
Roberts  
Schoon  
Sowa  
Starr  
Tarno  
Tiernan  
VanLeeuwen  
Watt  
Wyley  
Speaker Campbell

Voting against:

Adams  
Beyer  
Burton  
Clarno  
Courtney  
Dell  
Derfler  
Dominy  
Fisher  
Girod  
Hayden  
Denny Jones  
Josi  
Markham  
Mason  
McTeague  
Meek  
Milne  
Minnis  
Naito



After defeat of the package an effort was made to again revise downward the taxes, reducing the gas tax increase to two cents for two years, reducing the registration fee to \$15 and moving up the date and reducing the weight mile fee to zero.

By this time the sales tax debate was fully occupying the assembly and it was impossible to get further action on the package. A final proposal to strip the package of all taxes was rejected by ODOT as not keeping faith with the coalition's agreement to move forward with a comprehensive and coordinated transportation plan.

#### Wrap-up

The failure of the package was a major disappointment but it may have been ambitious to expect that a legislative session facing a \$2 billion sales tax vote, a major tax increase to fund health care, and major reductions in existing programs would have the political stomach to address a transportation tax package of this magnitude. In light of the list of imperatives facing the assembly, it is surprising that the package received as much consideration as it did.

A number of "mistakes" were made in pursuing passage of the bill: the decision to move the bill after the sales tax vote (this decision was made by Revenue Committee Chair Jones and agreed to by the OTP lobby group); the time and effort spent massaging agreements within the coalition rather than building political capital outside Salem; the slow and shallow mobilization of small transportation districts and port districts on behalf of the package; the inability to move the trucking industry to neutrality -- all contributed to the package's failure but none determined it.

In the end, the Republicans were unable to muster the necessary votes due to the opposition of their ranks to new taxes; the Democrats due to their unwillingness to pass a tax package in a Republican controlled body after having provided the necessary votes to pass the sales tax.

On the plus side, pursuit of the package engendered a statewide coalition of counties, cities, transit providers, highway officials and businesses. This is a positive development and should be nurtured. The failure of the coalition to generate significant grass roots supports signals the need to develop our respective constituencies more aggressively.

#### HJR 69

During the course of the session HJR 7 came into conflict with HJR 69, a petroleum industry bill to open the gas tax for the prevention and remediation of environmental damage caused by the delivery and storage of gasoline. The conflict was resolved with considerable effort and flexibility on the part of the coalition. The bill was amended before final passage in such a way as to imply that a wider interpretation of the taxes allowed under the

amendment -- perhaps including a vehicle emission fee. The amendment will go to the voters in May of 1994.

SJR 2

The constitutional amendment to open both the gas tax and vehicle registration fee to transit was defeated with the blessing of the coalition in general and Tri-Met in particular. The proponents of the amendment have promised an initiative campaign.

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The Oregonian

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# FORUM

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OPINION & COMMENTARY

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## **Tax-and-pave policy prolongs myth that road improvements aid society**

To the Editor: The Oregonian's lead editorial (July 25) endorsing the Oregon gasoline tax increase treats a common transportation myth as fact and presents misleading data. Expanding highway capacity as proposed by the Oregon Transportation Commission does not reduce traffic congestion but instead, after short periods of relief, creates more of it.

The illusion of convenience projected by a new road project merely entices people to move further from their jobs or to forgo public transport for the "convenience" of their cars. The obvious outcome is more single-occupant vehicles clogging more roads requiring still more pavement to "relieve congestion" — in an endless cycle of tax and pave.

Almost all roadway preservation — projected to cost \$14.7 billion, in 1991 dollars, over the next 20 years — can be paid for with existing gasoline and vehicle taxes. New taxes will mainly be used in more futile attempts to solve congestion with new construction.

**KELLY O'TOOLE**

*Northwest Portland*

Despite the high dependency on automobile transportation, Oregonians indicate a strong desire for public transit.

- \* The majority (55%) of residents would make more and better public transportation their top priority if they were the director of ODOT. This rates far above other transportation-related issues such as road maintenance and repair (19%), education and enforcement (2%) and environmental concerns (2%), on a top priority basis.
- \* This top priority is about evenly split between the desire for better, more available bus service (26%) and light or high-speed rail service (20%).
- \* One half of all Oregonians (50%) feel that it is "extremely" important that state funds be spent on local transit in cities.
- \* One in three (32%) feel that high speed passenger rail is also an "extremely" important area on which to spend state funds.

**OREGON DEPARTMENT OF  
TRANSPORTATION**

**Salem, Oregon**

**Customer Satisfaction and User Demand  
Statewide Assessment**

**March 1993**

**Prepared by:**

**Dawn Balmforth, Senior Project Director/Senior Analyst  
Transportation Division  
The Gallup Organization**

## PRIME CANDIDATES FOR ELIMINATION OR DELAYED CONSTRUCTION

## CONSTRUCTION

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## REGION 1

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
006	1-84 NE 181ST AVE - 223RD AVENUE COLUMBIA RIVER MULTNOMAH	M.P. 13.4- 15.2	00787	WIDEN TO 6 LANES, CONSTRUCT, INTERCHANGE @ 207TH, & NEW STRUCTURES AT 201ST & 223RD.	4,500 6,200 29,000	39,700	MODERN
016	US-26 CEDAR HILLS BLVD INCHGE - SW 76TH AVE SUNSET WASHINGTON	M.P. 68.3- 69.1	06597	WIDEN HIGHWAY	2,211 165 30,800	33,176	MODERN
017	US-26 SW 82ND PLACE (GOLF CREEK ACCESS ROAD) SUNSET WASHINGTON	M.P. 69.1	06596	CONSTRUCT ACCESS ROAD	67 2,300 950	3,317	MODERN
018	US-26 HIGHLANDS (ZOO) INTERCHANGE SUNSET MULTNOMAH	M.P. 72.3	06015	IMPROVE INTERCHANGE.	435 15 7,130	7,580	MODERN
029	OR-47 BANKS SCL - FOREST GROVE NCL NEHALEM WASHINGTON	M.P. 83.8- 88.9	01518	WIDEN AND REALIGN ROADWAY.	510 510 3,520	4,540	MODERN
044	OR-217 SUNSET HWY - TUALATIN VALLEY HWY BEAVERTON-TIGARD WASHINGTON	M.P. 0.0- 0.7	06598	WIDEN HWY 217, AND RECONSTRUCT INTERCHANGE RAMPS.	578 550 11,900	13,028	MODERN
***** FEDERAL FISCAL YEAR 1994 PROJECTS *****							
047	1-5 BOONES FERRY RD - COMMERCE CIRCLE (WILSONVILLE) PACIFIC WASHINGTON	M.P. 285.9	06023	CONSTRUCT CONNECTION BETWEEN BOONES FERRY RD & COMMERCE CIRCLE, & INSTALL SIGNAL.	840 820	1,660	MODERN
048	1-84 223RD AVENUE - TROUTDALE COLUMBIA RIVER MULTNOMAH	M.P. 15.2- 16.9	04738	WIDEN TO SIX LANES, REBUILD INTERCHANGES AND STRUCTURES.	2,306 6,720 31,500	40,526	MODERN
056	US-26 SYLVAN INCHGE - HIGHLANDS INCHGE SUNSET MULTNOMAH	M.P. 71.3- 72.3	06016	REPLACE STRUCTURES AT CAMELOT, CANYON ROAD AND ZOO INTERCHANGE.	586 840 9,870	11,296	MODERN
060	OR-8 SHUTE PARK - 21ST AVENUE (HILLSBORO) TUALATIN VALLEY WASHINGTON	M.P. 11.2- 11.9	05024	WIDEN HIGHWAY, CONSTRUCT NEW CURBS AND SIDEWALKS, AND BIKEWAY.	717 828 4,650	6,195	MODERN
***** FEDERAL FISCAL YEAR 1995 PROJECTS *****							
071	1-5 STAFFORD INTERCHANGE; COMB-1T PACIFIC WASHINGTON	M.P. 285.9-286.4	03271	RECONSTRUCT THE INTERCHANGE, IMPROVE RAMP ACCESS TO 1-5, & RECONSTRUCT BRIDGE OVER 1-5.	650 2,244 9,160	12,054	MODERN
073	1-5 1-5 @ HWY 217/KRUSE WAY INTERCHANGE, UNIT 1 PACIFIC WASHINGTON	M.P. 291.9-292.4	03277	CONSTRUCT A FREEWAY TO FREEWAY INTERCHANGE.	3,038 5,017 42,100	50,155	MODERN
078	US-26 CAMELOT INCHGE - SYLVAN INCHGE SUNSET MULTNOMAH	M.P. 70.0- 70.9	06017	WIDEN HWY BY 1 LANE, BUILD C-D SYSTEM EAST & WESTBOUND & IMPROVE CONNECTING ROADS.	3,386 13,422 58,500	75,308	MODERN
094	US-26 BEAVERTON/TIGARD HWY - CAMELOT INCHGE SUNSET WASHINGTON	M.P. 68.7- 70.3	06018	CONSTRUCT CLIMBING LANE & ON RAMP; COMPLETE ON-RAMP, REMOVE VIADUCT & OVERLAY HIGHWAY.	223 344 3,940	4,507	MODERN

over

CONSTRUCTION  
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REGION  
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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1996 PROJECTS *****							
097	OR-8 BEAVERTON/TIGARD HWY - 117TH AVE; TUALATIN VALLEY WASHINGTON	M.P. 2.9- 3.2	06131	REMOVE SIGNAL, RAISE MEDIAN AND WIDEN ROADWAY.	435 4,630	5,065	MODERN
099	OR-208 209TH - MURRAY (UNIT 1) FARMINGTON WASHINGTON	M.P. 5.3- 8.8	03279	WIDEN TO 4 LANES WITH A CONTINUOUS LEFT TURN LANE.	1,614 1,505 3,880	6,999	MODERN
100	OR-211 MP 26.5 - CLEAR CREEK CANYON WOODBURN-ESTACADA CLACKAMAS	M.P. 26.5- 26.9	04388	REALIGN CURVE.	215 287 3,300	3,802	MODERN
***** FEDERAL FISCAL YEAR 1997 PROJECTS *****							
103	I-5 WATER AVE RAMPS PACIFIC MULTNOMAH	M.P. 300.5-301.5	05697	BUILD WATER AVENUE AND MORRISON ONRAMPS.	19,300	19,300	MODERN
104	US-26 MURRAY ROAD - HWY 217 SUNSET WASHINGTON	M.P. 67.1- 69.1	06021	WIDEN ROADWAY TO SIX LANES.	2,758 5,393 18,200	26,351	MODERN
106	OR-47 COUNCIL CREEK - QUINCE (HWY 47 BYPASS) NEHALEM WASHINGTON	M.P. 88.5- 90.3	04364	REROUTE HWY EAST OF DOWNTOWN FOREST GROVE.	550 627 7,860	9,037	MODERN
***** FEDERAL FISCAL YEAR 1998 PROJECTS *****							
112	I-5 E MARQUAM INCHGE GRAND AV/MLK JR BLVD RAMPS PACIFIC MULTNOMAH	M.P. 300.5-301.5	00597	CONSTRUCT RAMPS FROM MARQUAM BRIDGE TO GRAND AND UNION AVE.	5,090 5,017 58,400	68,507	MODERN
114	I-205 E PORTLAND FWY @ SUNNYBROOK INTERCHANGE EAST PORTLAND FREEWAY CLACKAMAS	M.P. 13.5- 16.2	03346	CONSTRUCT SPLIT DIAMOND INTERCHANGE, INCLUDING NEW STRUCTURE, OVER I-205.	1,129 733 21,700	23,562	MODERN
Total					465,665		

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1829 FOR THE PURPOSE OF  
ENDORING THE REGION'S PRIORITY FY 95-97 CONGESTION  
MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR SUBMISSION TO  
THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION OF THESE  
PROJECTS

Date: August 2, 1993

Presented By: Andrew Cotugno

### PROPOSED ACTION

This resolution would establish the region's priority Congestion Mitigation/Air Quality (CMAQ) Program projects for funding in the 1995-2000 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with CMAQ program eligibility standards as listed in Section 149(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The resolution also acts to amend the 1992 Regional Transportation Plan (RTP) to include the priority CMAQ projects adopted through this resolution. The priority CMAQ projects are for consideration by the Oregon Transportation Commission (OTC). Upon OTC approval of the program, the Metro TIP will be amended. Exhibit A identifies the priority-funded projects selected by the TPAC TDM Subcommittee for funding in FY 95-97. Included in Exhibit B are the list of contingency CMAQ projects that would be recommended for funding if any of the priority projects are not able to be implemented. The contingency projects, except for funding additional Tri-Met buses for service expansion, are not prioritized at this time. Prioritization would occur through further subcommittee and TPAC analysis and would be brought back to JPACT/Metro Council via resolution.

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

The Transportation Policy Alternatives Committee (TPAC) endorsed the priorities in Exhibit A for funding in FY 95-97 on July 30, 1993. The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to review and take action on the priorities on August 12, 1993. Metro Council action is scheduled for September 9, 1993.

## FACTUAL BACKGROUND AND ANALYSIS

### Programs

CMAQ funds, established under ISTEA, are apportioned to states based on a ratio which factors the severity of non-attainment status within a state for carbon monoxide (CO) and ozone and the aggregate population of the non-attainment areas. The amount for Oregon for FY 95-97 is approximately \$5.6 million per year. The Portland region is expected to receive approximately \$4.4 million per year for FY 95-97. CMAQ funds are restricted to CO and ozone non-attainment areas and, in certain instances, to PM-10 (particulate) non-attainment areas. Eligible projects under the program include (but are not limited to):

- Any transit or transit-related project or program contained in an approved SIP;
- Transportation Control Measures (TCMs) established by the CAAA (with exceptions);
- The development of transportation demand management programs; and
- The construction of bicycle and pedestrian facilities.

Other programs and projects may qualify if it is determined by EPA and FHWA that they are likely to contribute to the attainment of a National Ambient Air Quality Standard (NAAQS).

### Prior Activity

First round (FY 92-94) CMAQ project priorities were established by resolution (Resolution No. 1731A) in December 1992. The process for ranking projects was developed by the TPAC TDM Subcommittee at the request of TPAC. It included development of a critical path schedule, solicitation and review of projects for eligibility, development of ranking criteria, development of project-related descriptive information, application of ranking criteria and identification of project priorities.

The prioritization of FY 92-94 CMAQ projects included a maximum of \$1.5 million worth of projects that may overlap into the FY 95-97 funding cycle because of the obligation limits imposed by Congress. If this occurs, it will not endanger any of the current funded projects, but may delay funding for one or more projects to a later date.

### Portland Area CMAQ Priorities (FY 95-97)

The TDM Subcommittee met from April 1993 to July 1993 to prioritize the second round (FY 95-97) CMAQ projects. Projects were



submitted through sponsoring local governments and state agencies based on their individual capital priorities. The same criteria established by TPAC and described in detail in Resolution 93-1731A and accompanying staff report were used. Key results of the FY 95-97 process include:

- **Program Objectives.** Throughout development of the program it became clear that in addition to the technical rankings, clear program objectives were needed. Based on discussions at TPAC, the program objectives are:

1. *Developing projects which will enable the region to meet NAAQS by our attainment date.*

This objective is the primary purpose for the program under FHWA guidelines, and emphasizes short-term benefits. As such, each project was modeled for 1996, the year of our formal attainment date;

2. *Developing projects which address regional goals for completing regional system needs (particularly for bike projects); and*
3. *Developing projects which will assist in realizing long-term goals, particularly VMT per capita reductions tied to Rule 12, and implementation of a long-term Air Quality Maintenance Plan.*

- **Project Priorities.** Attachment A lists the FY 95-97 CMAQ project priority funding list and the selected contingent projects. The total funding request for the priority CMAQ list is approximately \$13.1 million.

- **Contingent Projects.** The contingent projects are listed in Attachment A. These projects were selected as back-up in case any of the priority projects drop off the list due to eligibility findings by FHWA, or implementation problems. The first priority contingent project recommended by TPAC is to fund additional buses for expanded service. The remaining projects would undergo further analysis by TPAC prior to a funding recommendation. A prioritized list of projects would then be recommended for JPACT/Metro Council approval. It is recommended that these projects also merit consideration for alternative mode funds as they come available. However, it was also recognized that alternative mode planning activities may change the region's priorities. Consequently, the resolution includes language which limits the region's commitment to these projects until further alternative mode planning has been completed.

- **Unfunded Projects.** Attachment B provides a list of the CMAQ projects not recommended for funding through the CMAQ

program. These projects either did not rank high enough for consideration based on administrative and technical criteria, or were found to not maximize regional priorities as set forth in the program objectives.

- Application of Ranking Criteria. This process included Subcommittee agreement on administrative scores, development of raw quantitative results, and the conversion of raw scores to a quantitative point scale. The same 100-point ranking system based on administrative (25 points total) and technical criteria (75 points total) used for FY 92-94 projects was used for FY 95-97 projects. The technical criteria emphasizes actual emission reductions and cost/benefit over the more "general" administrative criteria of "system completion," "local project support," and "potential long-term benefit."

Administrative and quantitative information related to project impacts on vehicle trips and/or VMT was developed by each applicant. All information was submitted to Metro for review and distribution to the TDM Subcommittee. The Subcommittee then reviewed the information and methodologies. Where appropriate, methodologies were adjusted to provide for consistency between competing projects. A summary of the criteria is included as Attachment C.

- Project Descriptions. CMAQ projects were placed onto one of four eligible category areas: Bicycle/Pedestrian (BPD); Transportation Demand Management (TDM); Transportation System Management (TSM); or Transit (TRS). There was also one miscellaneous project. A brief description of each project is included in Attachment D.

### Public Participation

As part of the solicitation phase of the program, local jurisdictions through project submittals were directed to identify priority projects which have had local review and adoption and, to the degree possible, have gone through public participation. In addition, Metro held a public workshop at Metro Regional Center to: (1) provide an overview of the CMAQ program; (2) review and receive comment on the project selection and ranking criteria; and (3) solicit additional projects and/or ideas to improve the overall program. Thirty-five citizens participated.

In general, workshop participants understood and supported the program administrative and technical criteria. With regard to program guidelines, a number of participants encouraged greater funding for bicycle and pedestrian projects, while one participant recommended additional funds be allocated for TSM activities.

Specifically, concerns were expressed for the following:

- *Southwest Portland.* A number of potential bike and pedestrian improvements were identified for Capitol Highway; PCC Sylvania to Hillsdale; Taylors Ferry Road; Garden Home Road; Multnomah Boulevard; Vermont Street; and, in particular, Oleson Road from Beaverton-Hillsdale Highway to Washington Square.
- *Sunset Highway Overcrossing.* The need for a bicycle and pedestrian overcrossing from the proposed Sunset Transit Center to Cedar Hills Boulevard was expressed.
- *Cedar Hills Boulevard Bike Lanes/Sidewalks.* Washington County residents participating at the workshop questioned the priority of this project and felt other more suitable needs could be found in the county for CMAQ funds. While there was general support for geographic distribution of funds, residents were not in favor of funding low-benefit projects based solely on that consideration.
- *Eastside Esplanade/Sullivan's Gulch Trail Loop.* Two participants expressed support for these two additional legs of Metro's Eastside Bikeway/Trail Loop proposal.
- *Security.* One participant expressed concern for planning for police, fire and emergency services' access to facilities, and for police patrolling of facilities. These type of expenditures are not specifically reflected in CMAQ project costs.
- *Cornell Road (NW Portland) Bike Lanes.* Funds to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- *Oleson Road Bike Lanes/Pedestrian Paths.* Funds to provide five-foot pedestrian paths and six-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.

The public workshop resulted in several good suggestions for potential CMAQ projects. Based on the administrative and technical analysis and regional objectives, only the Sunset Transit Center Pedestrian Bridge ranked at the lower end of the recommended projects (Project Number 028). Other projects recommended at the public workshop and analyzed for administrative and technical merit, but not recommended for funding were the Oleson Road Bike Lanes (Project 046 with 30

total points) and the NW Cornell Road Bike Lanes (Project 047 with 29 total points). The results of the public workshop were provided to TPAC at their July 30th meeting.

### Program Highlights

Program highlights of the work of the TDM Subcommittee and TPAC are provided below:

#### 1. Regionwide Distribution of Funds

During the first round of CMAQ funding (FY 92-94), JPACT approved a package of projects which ranked relatively high on their technical scores, but also reflected a balance between modes and location. Following that general policy lead, the TDM Subcommittee put forth a similar package for FY 95-97. Complicating the second round process was the volume of quality projects submitted (50 projects). Further, Federal guidelines require that the projects help the region reach attainment of NAAQS. Consequently, the forecast year for the emissions benefits (1996) follows our last attainment deadline of 1995. Thus, certain projects which will likely have a longer-term benefit did not rank as high as some others. Specifically, these include bike and some pedestrian projects not tied to MAX.

Metro staff recognizes the need to develop high ranking projects, particularly those which will help us come into attainment. Staff believes that this should be our number one priority. However, for the long-term, some modal and geographical balance should be included in the program. The balance will have a lasting effect and will help with our air quality maintenance strategy and with our VMT/capita reduction goals. As a result, the recommended package of priority projects is considered by TPAC to be beneficial in helping us with both the region's long-term and short-term objectives.

#### 2. \$3,000,000 Study Implementation Pool

TPAC recommends that \$3,000,000 be set aside to implement the results of the three CMAQ studies funded under round one priorities. Federal guidelines require a commitment to implementation in order to use CMAQ funds for studies. Consequently, the funding priority list in Attachment A reflects a place-holder amount of \$1,000,000 each for the Pedestrian to Transit: Phase III Study (Project No. 009); Pedestrian to MAX Capital Program (Project No. 010); and the Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (Project No. 021) to be used to implement study results.

### 3. Tri-Met Buses

TPAC recommends funding for 10 full-size buses (\$1,794,500) and 8 mini-buses (\$466,570). During the first round of CMAQ solicitation (FY 92-94), Tri-Met requested 24 buses for service expansion. The subcommittee through TPAC/JPACT/Metro Council resolution recommended funding for 21 buses to allow for the inclusion of other alternate mode projects in the final package. Tri-Met's request for the FY 95-97 cycle was 20 full-size buses based on their same estimate of cost (\$200,000 per bus) used for round one, and 15 mini-buses. The FY 95-97 recommendation by the Subcommittee was to reduce the request to 10 full-size and 8 mini-buses (total of 18 buses) in order to fund additional projects as discussed under "Regionwide Distribution of Funds" above.

### 4. Columbia Slough Intermodal Expansion Bridge

The TDM Subcommittee recommends funding the expansion bridge in the amount of \$1,000,000. This amount will be used to leverage \$2.1 million earmarked to the project under ISTEA demonstration funds; \$1.5 million of private railroad funds; \$1.5 million of Port of Portland funds, for a total project cost of \$6.1 million. The project would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminal without going through congested inner-city rail yards and neighborhoods. The Subcommittee determined that the project was eligible under ISTEA because of its contribution to the attainment of NAAQS. The best estimates of the emission reductions by the Port of Portland appear reasonable and take into account information from relevant studies on truck to rail movements.

Essentially, with the bridge constructed, rail would capture a greater market share of long-haul truck movement into and out of the region. The subsequent rail emissions would be substantially less than if the same freight were moved primarily by truck, as is currently the case. Because freight movement may be exempt from Rule 12 VMT reduction goals, technical points for VMT reduction were not assigned to this project by the Subcommittee in the ranking criteria.

At issue is the general use of CMAQ for freight purposes, as well as the use of regionally controlled public funds to benefit private carriers (which has public air quality benefits). TPAC recommends advancing the project forward as a priority funded project subject to an eligibility finding by FHWA/FTA; finalizing financial and project development arrangements with the Railroads; and ensuring public benefits.

### 5. Federal Funding Obligation Ceiling

ISTEA Section 1002 establishes a ceiling "of all obligations for federal-aid highways and highway safety construction

programs." This means that the sum total of all FHWA appropriations in any fiscal year for flexible funding programs, such as CMAQ, will be greater than the sum total of funds that may be obligated for that year. The gap between the sum of FHWA appropriations and the obligation ceiling is carried over as an unobligated balance, available for obligation in future years until the funds lapse. The actual funding obligation amount is set by Congress during October or November of each year. The obligation limit (ceiling) can vary from approximately 80-100 percent of authorization.

Eventually, one hundred percent of the CMAQ funds authorized by Congress will be spent. Due to the obligation limits for any given fiscal year, this may occur some time after the funding cycle ends in FY 97.

### Conclusions and Comments

Adoption of Resolution No. 93-1829 amends the RTP to include the region's priority CMAQ projects for FY 95-97.

As with first round CMAQ projects, actual programming and authorization for the use of CMAQ funds under ISTEA is dependent upon OTC action and obligation limits imposed by Congress. Consequently, the actual number of "fundable" projects may vary during any fiscal year. Project development delays may also alter the ability to fund certain projects. Recognizing these possibilities, the resolution notes that any changes to program priorities that are greater than 10 percent of the anticipated funding level will require reconsideration through Metro/JPACT resolution. Priority changes below that amount will be addressed by the TDM Subcommittee.

The TDM Subcommittee and TPAC determined the priority-funded projects cover a broad range of eligible activities and emphasize in a practical way the actual emission reductions with high benefits to cost. The projects also reflect equity in regional distribution and mode choice. These combined objectives directly respond to the intent of ISTEA and the TPAC parameters established for the CMAQ program.

### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1829.

MH:RL:lmk  
93-1829.RES  
8-2-93

## CMAQ Round 2: FY 95-97

Funding Priority List  
(Preliminary)

## ATTACHMENT A

8/3/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mil/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
PRIORITY FUNDED PROJECTS											
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,860,566	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,160	18.82	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.84	241.02	\$0.02	23	83
004	Buses for service expansion (10 vehicles)	Tri-Met	TRS	\$1,794,500	\$5,329,500	2,957,178	15.86	78.78	\$0.10	21	82
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$5,829,500	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (8 vehicles)	Tri-Met	TRS	\$430,880	\$6,080,180	951,852	5.11	25.36	\$0.08	22	75
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$7,080,180	1,089,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$8,080,180	988,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,483	\$8,300,643	450,000	2.41	11.89	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptlid Parks	BPD	\$584,000	\$8,884,643	472,870	2.54	12.58	\$0.21	23	60
018	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$8,875,843	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$9,875,843	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,800	\$10,205,443	207,815	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$10,675,843	285,139	1.58	7.86	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Burner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$898,000	\$11,571,843	323,879	1.74	8.63	\$0.47	22	50
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$11,571,843							
PRIORITY CONTINGENT PROJECTS											
004a	First Priority - Additional Buses for service expansion (maximum of 10 vehicles)	Tri-Met	TRS	TBD	\$11,571,843	2,957,178	15.86	78.78	\$0.10	21	82
006a	Additional Mini-buses (maximum of 7 vehicles)	Tri-Met	TRS	TBD	\$11,571,843	951,852	5.11	25.36	\$0.08	22	75
008a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$11,571,843	1,089,878	5.74	28.50	\$0.18	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$11,571,843	988,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$11,571,843	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,815	\$11,697,458	540,741	2.80	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$11,977,458	207,815	1.11	5.53	\$0.23	20	52

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt.; TSM - Transp. System Mgmt.; TRS - Transit; MSC - Misc.

\*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)

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

**CMAQ Round 2: FY 95-97**  
**Unfunded Project List**  
**(Preliminary)**

**ATTACHMENT B**

8/3/93

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ REQUEST*2	Cumulative CMAQ Total	VMt (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
007	Automatic Vehicle Location (AVL) System	Tri-Met	TRS	\$852,388	\$852,388	1,774,308	9.52	47.27	\$0.08	15	73
008	Arterial street capacity conversion - pedestrian improvements	PDOT	BPD	\$880,000	\$1,732,388	1,882,917	9.08	45.10	\$0.08	16	73
011	Eastside Bikeway/Trail Loop (Eastbank Esplanade)	Metro/ Ptd Parks	BPD	\$800,000	\$2,532,388	768,175	4.12	20.48	\$0.18	23	68
012	Pedestrian parkway improvements	PDOT	BPD	\$1,800,000	\$4,132,388	1,329,308	7.13	35.41	\$0.21	18	67
014	Central city arterial street bike lanes	PDOT	BPD	\$180,000	\$4,312,388	416,044	2.23	11.08	\$0.07	22	68
015	Eastside Bikeway/Trail Loop (Sullivan's Gulch)	Metro/ Ptd Parks	BPD	\$420,000	\$4,732,388	472,670	2.54	12.59	\$0.15	23	63
018	SE bicycle routes connection to Eastbank Esplanade	PDOT	BPD	\$80,000	\$4,792,388	151,030	0.81	4.02	\$0.07	23	59
020	Bikes on Tri-Met	Tri-Met	TRS	\$125,815	\$4,918,003	224,308	1.20	5.88	\$0.10	20	57
022	NE 201st Ave. bicycle/pedestrian connector	Mult. Co.	BPD	\$120,000	\$5,038,003	157,085	0.84	4.19	\$0.13	21	54
024	Transit corridor operations demonstration project/signal improvements	PDOT	TRS	\$381,331	\$5,419,334	285,718	1.59	7.88	\$0.14	19	54
025	Sunset Transit Center pedestrian improvements	Tri-Met	BPD	\$320,000	\$5,739,334	243,184	1.30	6.48	\$0.23	21	53
028	McLoughlin Blvd.: Harrison to SPRR Crossing (Milwaukie) - signal improvements	Clack. Co.	TSM	\$288,175	\$6,008,509	0	2.51	23.31	\$0.10	18	52
029	Burnside Bridge/SE Ankeny Street bikeway connection	PDOT	BPD	\$140,000	\$6,148,509	113,885	0.81	3.04	\$0.21	22	51
030	Concord Ave.: Outfield to River Rd. - bike lanes	Clack. Co.	BPD	\$180,000	\$6,308,509	173,012	0.83	4.61	\$0.16	20	51
031	Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks	ODOT	BPD	\$476,000	\$6,784,509	200,894	1.08	5.35	\$0.41	23	51
033	Barnes Road: St. Vincents Hospital to Catlin Gable School - signal improvements	Wash. Co.	TSM	\$22,431	\$6,806,940	0	0.42	4.08	\$0.05	15	49
034	Murray Blvd: Science Park to Cornell Road - bike lanes	Wash. Co.	BPD	\$49,638	\$6,856,578	43,589	0.23	1.16	\$0.19	21	48
035	Greeley Avenue bikeway improvement	PDOT	BPD	\$84,000	\$6,840,578	69,205	0.37	1.84	\$0.21	22	48
036	NE 188th Ave./Rockwood MAX Transit Center Enhancement	Gresham	BPD	\$580,000	\$7,500,578	188,889	1.01	5.03	\$0.51	21	47
037	Front Avenue bicycle path	PDOT	BPD	\$180,000	\$7,680,578	85,898	0.48	2.28	\$0.32	21	45
038	NE 185th Avenue bikeway	PDOT	BPD	\$172,000	\$7,832,578	103,807	0.58	2.77	\$0.28	17	45
039	SW Bortha Blvd bikeway	PDOT	BPD	\$280,000	\$8,112,578	138,410	0.74	3.88	\$0.35	19	45
040	CCTMP Congestion Monitoring System: Phase I - signal improvements	PDOT	TSM	\$224,313	\$8,336,891	0	0.55	5.68	\$0.37	21	44
041	Washington St.: 14th and 15th (Oregon City) - signal improvements	Clack. Co.	TSM	\$35,890	\$8,372,781	0	0.22	1.88	\$0.14	13	42
042	US 26 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements	ODOT	TSM	\$152,533	\$8,525,314	0	0.58	5.87	\$0.23	16	42
043	Cornell Road: 158th to 179th - bike lanes	Wash. Co.	BPD	\$285,086	\$8,820,400	75,433	0.40	2.01	\$0.67	21	40
044	Baseline Road: 185th to 231st - bike lanes	Wash. Co.	BPD	\$900,582	\$9,720,983	134,950	0.72	3.80	\$1.14	21	40
045	NW 185th Ave./Springville Rd.: Tamarack-PCC bike lanes	Wash. Co.	BPD	\$1,012,400	\$10,733,383	102,423	0.55	2.73	\$1.69	20	36

\*1:BPD=Bicycle/Pedestrian; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit; MSC=Misc.

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



## CMAQ Round 2: FY 95-97

Unfunded Project List  
(Preliminary)

## ATTACHMENT B

8/3/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
046	Oleason Road: bike lanes and pedestrian paths	Wash. Co.	BPD	\$425,818	\$11,158,001	88,513	0.37	1.83	\$1.08	14	30
047	Cornell Road (NW Portland) - bike lanes	PDOT	BPD	\$414,400	\$11,573,401	22,148	0.12	0.59	\$3.20	19	29
048	Commuter electric auto park-and-ride/Transit pass project	PDOT	TRS	\$242,258	\$11,815,659	25,000	0.13	0.67	\$1.68	14	26
049	CCTMP transit priority treatments - signal improvements	PDOT	TRS	\$289,175	\$12,084,833	2,920	0.02	0.08	\$15.79	18	23
050	Gresham Parking and Demand Management Plan	Gresham	TDM	\$80,753	\$12,165,586	Not Avail.	NA	NA	NA	19	19
TOTAL CMAQ FUNDING REQUEST				\$12,165,586							

\*1:BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.

\*2:Match-89.725%/10.275% (except for Bike/Ped at 80%/20%)

## ATTACHMENT C

### CMAQ Round 2 Regional Ranking Criteria

<u>Administrative</u>		<u>Possible Points</u>
1.	System Completion	5
2.	Critical Funds	5
3.	Local Commitment	5
4.	Long-Term Potential	<u>10</u>
Subtotal		25
<u>Technical</u>		
1.	VMT Reduction	15
2.	HC Reduction (kg/day)	25
3.	CO Reduction (kg/day)	5
4.	Cost Effectiveness (\$/kg/year)	<u>30</u>
Subtotal		<u>75</u>
<u>Total</u>		<u>100</u>

**CMAQ PROJECT DESCRIPTIONS**  
**Round 2: FY 95-97**

Project

Code No. Project Description and Lead Agency

- 001     Transit-Oriented Development (TOD) - Phase II - The TOD will incorporate new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
- 002     Regional TDM - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)
- 003     Columbia Slough Intermodal Expansion Bridge - 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)
- 004     Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 005     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)
- 006     Mini-buses - Community based demand-responsive transit services would be provided for some areas which currently have no service. (Tri-Met)
- 007     Automatic Vehicle Location (AVL) System - Funding for the installation of AVL technology on transit vehicles. Vehicle information could be used to affect traffic signals and freeway ramp-metering signals to give transit vehicles priority and increase their operating speeds. (Tri-Met)
- 008     Arterial street capacity conversion - pedestrian improvements - Funds to retrofit some arterial streets by decreasing excess vehicular capacity and constructing bicycle, pedestrian, and transit improvements. (PDOT)

## ATTACHMENT D

- 009     Pedestrian to Transit: Phase III - Funds for the study, design and construction of 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. (PDOT)
- 010     Pedestrian to MAX Capital Program - Evaluation of 12 suburban MAX stations from Gateway to Cleveland to develop a priority plan for pedestrian and bicycle improvements. (Gresham)
- 011     Eastside Bikeway/Trail Loop (Eastbank Esplanade) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Eastbank Esplanade. (Metro/Portland Parks)
- 012     Pedestrian parkway improvements - Construction of non-traditional pedestrian pathways along arterial streets that do not have existing curbs, gutters or sidewalks and are poorly suited to traditional sidewalk designs. (PDOT)
- 013     Swan Island Transit Demonstration - Funds to provide innovative transit service to serve the island's employment centers, which are currently not served by transit. (Port of Portland)
- 014     Central city arterial street bike lanes - Funds to retrofit six lane miles of arterial streets within the Central City area with bike lanes. (PDOT)
- 015     Eastside Bikeway/Trail Loop (Sullivan's Gulch) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment is a trail along I-84 through Sullivan's Gulch from the Eastbank Esplanade to NE 47th. (Metro/Portland Parks)
- 016     Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 017     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)
- 018     SE bicycle route connection to Eastbank Esplanade - Eliminate conflicts between bicyclists and pedestrians by providing separate facilities for each mode between the Eastbank Esplanade and SE Water Avenue. (PDOT)

## ATTACHMENT D

- 019 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 020 Bikes on Tri-Met - Bike racks would be purchased and installed on all Tri-Met routes to provide new options to access the system and increase ridership. (Tri-Met)
- 021 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - 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.)
- 022 NE 201st Ave. bicycle/pedestrian connector - Modification of NE 201st Avenue to provide bicycle lanes and sidewalks. This project would link existing bikeways on NE Halsey and NE Sandy and provide a safe pedestrian undercrossing of I-84 and the railroad line. (Multnomah Co.)
- 023 Strawberry Lane: Webster to I-205 - bike lanes - 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. (Clackamas Co.)
- 024 Transit corridor operations demonstration project/signal improvements - Identification and implementation of improvements to reduce transit travel times on corridors outside of the Central City. Possible improvements include signal prioritization, adjustment of bus stop location, and special bus lanes. (PDOT)
- 025 Sunset Transit Center pedestrian improvements - Construction of pedestrian improvements in the vicinity of the planned westside transit center to link it to surrounding mixed use development and encourage pedestrian access to the transit system. (Tri-Met)
- 026 McLoughlin Blvd.: Harrison to SPRR Crossing (Milwaukie)- signal improvements - Relocation of traffic signals from Jackson and Jefferson Streets to Monroe and Washington Streets and intertie with existing and proposed signals. (Clackamas Co.)

## ATTACHMENT D

- 027 Johnson/McKinley: I-205 to Webster - bike lanes - Construction of bike lanes on Johnson/McKinley/Lake roads from the Webster bike lanes to the I-205 bike paths. (Clackamas Co.)
- 028 Sunset Transit Center pedestrian/bike bridge - 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)
- 029 Burnside Bridge/SE Ankeny Street bikeway connection - This project would finance construction of a safer connection for bicyclists between the Burnside Bridge and the existing Ankeny Street bikeway. (PDOT)
- 030 Concord Ave.: Oatfield to River Rd. - bike lanes - Completion of the bike/pedestrian way on Concord Avenue between River Road and Oatfield. (Clackamas Co.)
- 031 Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks - Construction of bike lanes on Barbur Boulevard between Sheridan and Hamilton, including restriping, tunnel structure, sidewalks and other improvements. (ODOT)
- 032 Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks - Construction of sidewalks and bike lanes on both sides of Cedar Hills Boulevard between Parkway Avenue and Butner Road. The project would provide a north-south connection to the east-west feeder system and sidewalks to the south that currently exist. (Washington Co.)
- 033 Barnes Road: St. Vincent's Hospital to Catlin Gable School - signal improvements - Funds to install interconnected conduit and wiring, and upgrade controller software for signals at this location. (Washington Co.)
- 034 Murray Blvd: Science Park to Cornell Road - bike lanes - Construction of six-foot bike lanes on both sides of Murray Boulevard between Science Park Drive and Cornell Road. The project would connect existing bike lanes on Murray Boulevard and programmed bike lanes on Cornell Road. (Washington Co.)
- 035 Greeley Avenue bikeway improvement - This project would provide a direct connection along Greeley Avenue between North Portland and the Central Business District via the Broadway Bridge. (PDOT)

## ATTACHMENT D

- 036 NE 188th Ave./Rockwood MAX Transit Center Enhancement - Design and construction of improvements to the MAX Transit Center to make pedestrian/bicycle access more convenient and attractive. Proposed improvements include shelters, benches, lighting, and other pedestrian/bicycle amenities. (Gresham)
- 037 Front Avenue bicycle path - This project will increase capacity for north-south bicycle travel within the Central City and reduce conflict between pedestrians and bicyclists along the Waterfront Park/Harbor Wall esplanade. (PDOT)
- 038 NE 185th Avenue bikeway - This project would complete the addition of bicycle lanes on NE 185th Avenue between NE Marine Drive and NE Sandy Boulevard. (PDOT)
- 039 SW Bertha Blvd. bikeway - This project would connect the two existing bikeways on SW Bertha Boulevard and SW Beaverton-Hillsdale Highway between SW Vermont and SW Capitol Highway. (PDOT)
- 040 CCTMP Congestion Monitoring System: Phase I - signal improvements - This project includes the installation of count station vehicle detectors at 15 to 20 locations in the Central City, improving the ability of the City to monitor traffic volumes and congestion in the area. (PDOT)
- 041 Washington St.: 14th and 15th (Oregon City) - signal improvements - Replacement of separate mechanical signal controllers at these intersections with a single computerized controller to smooth traffic flow. (Clackamas Co.)
- 042 US 26 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements - Funds to design and construct integrated signal detectors and controllers to improve traffic flow and reduce delays in the corridor. (ODOT)
- 043 Cornell Road: 158th to 179th - bike lanes - Construction of six-foot bike lanes on both sides of Cornell Road between NW 158th and NW 179th Avenues. The project would connect existing bike lanes on 158th and programmed bike lanes on Cornell Road west of 179th Avenue and east of 158th Avenue. (Washington Co.)
- 044 Baseline Road: 185th to 231st - bike lanes - Construction of six-foot bike lanes on both sides of Baseline Road between NW 185th and NW 231st Avenues. The project would connect existing bike lanes on 185th and programmed bike lanes on Baseline Road between 231st and Main Street in Hillsboro. (Washington Co.)

## ATTACHMENT D

- 045 NW 185th Ave./Springville Rd.: Tamarack-PCC bike lanes - Construction of bike lanes on both sides of NW 185th Avenue between Tamarack Way and Springville Road, and on both sides of Springville Road between NW 185th Avenue and the entrance to the PCC Rock Creek Campus. The project connects programmed bike lanes on NW 185th from Sunset Highway to Tamarack Way. (Washington Co.)
- 046 Oleson Road - bike lanes and pedestrian paths - Funds to provide five-foot pedestrian paths and six-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.
- 047 Cornell Road (NW Portland) - bike lanes - Funds to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- 048 Commuter electric auto park-and-ride/transit pass project - Modest range electric vehicles would be leased to commuters with a monthly transit pass included in the lease. Commuters would use the vehicles to commute from home to a park-and-ride lot, where the car would be connected to a recharging station, while the commuter boarded a bus or light rail for the remainder of their commute. (PDOT)
- 049 CCTMP transit priority treatments - signal improvements - This project would identify and implement improvements to reduce transit travel times on corridors in the Central City. (PDOT)
- 050 Gresham Parking and Demand Management Plan - Transportation System Plan Study to develop a demand management program. Strategies to be evaluated include ridesharing programs and parking, parking policies and fees, transit pass subsidies, and flexible working hours. (Gresham).



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 93-1829
THE REGION'S PRIORITY FY 95-97	)	
MITIGATION/AIR QUALITY PROGRAM	)	Introduced by
PROJECTS FOR SUBMISSION TO THE	)	Councilor Van Bergen
OREGON TRANSPORTATION COMMISSION	)	
FOR INCLUSION OF THESE PROJECTS	)	

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

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

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

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

WHEREAS, the State is currently programming CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-2000 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, TPAC and the TPAC TDM Subcommittee developed a priority ranking of CMAQ projects for inclusion in the Regional Transportation Plan (RTP) and in future Transportation Improvement Programs covering FY 95, 96, and 97, and for forwarding to the Oregon Transportation Commission for consideration in the

1995-2000 Six-Year TIP update; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include CMAQ elements as contained in Exhibits A and B.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibit A as the region's priorities for inclusion in the 1995-2000 ODOT Six-Year TIP for the second three years of the program (FY 95-97).

3. That the Metro Council adopts the CMAQ projects identified in Exhibit B as a contingency list in the event projects in Exhibit A cannot be implemented. The number one contingency priority project is to fund up to 10 additional Tri-Met buses for service expansion. The contingency list should also be considered for other alternative mode funds as they may become available. The contingency list shall expire upon completion of regional alternative mode planning activities.

4. That staff be directed to forward the CMAQ priorities in testimony during the appropriate hearings on the 1995-2000 Six-Year TIP update by the Oregon Transportation Commission.

5. That staff further be directed to continue work with the State and local jurisdictions and agencies to incorporate into the RTP appropriate CMAQ-related implementation measures which result from the 1993 Oregon Legislature, Metro's Transportation Demand Management Study, the Region 2040 Study, regular updates to the RTP and State Implementation Plan, and other system planning activities, as necessary.

6. That prior to obligation of federal CMAQ funds,

appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

ADOPTED by the Metro Council this \_\_\_\_ day of September, 1993.

Judy Wyers, Presiding Officer

**CMAQ Round 2: FY 95-97**  
Priority Funding Projects

**EXHIBIT A**  
8/3/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,680,556	48.48	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.82	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.84	241.02	\$0.02	23	83
004	Buses for service expansion (10 vehicles)	Tri-Met	TRS	\$1,784,500	\$5,329,500	2,957,176	15.88	78.78	\$0.10	21	82
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$5,629,500	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (8 vehicles)	Tri-Met	TRS	\$430,880	\$6,060,380	951,852	5.11	25.36	\$0.08	22	75
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$7,060,380	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$8,060,380	988,058	5.19	25.79	\$0.18	23	70
018	Portland Area Telecommuting Project	ODOE	TDM	\$240,483	\$8,300,863	450,000	2.41	11.99	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Prid Parks	BPD	\$584,000	\$8,884,863	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$81,200	\$8,966,063	165,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$9,966,063	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Cleck. Co.	BPD	\$228,800	\$10,205,443	207,615	1.11	5.53	\$0.18	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$10,675,843	295,139	1.58	7.86	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$886,000	\$11,571,843	323,879	1.74	8.83	\$0.47	22	50
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>				<b>\$11,571,843</b>							

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt.; TSM - Transp. System Mgmt.; TRS - Transit; MSC - Misc.

\*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)

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

**CMAQ Round 2: FY 95-97**  
**Priority Contingent Projects**

**EXHIBIT B**  
8/3/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
004a	First Priority - Additional Buses for service expansion	Tri-Met	TRS	TBD	\$0	2,957,176	15.86	78.78	\$0.10	21	82
008a	Additional Mini-buses	Tri-Met	TRS	TBD	\$0	951,852	5.11	25.38	\$0.08	22	75
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$0	1,068,878	5.74	28.50	\$0.18	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$0	868,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$0	470,378	2.52	12.53	\$0.38	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,815	\$125,815	540,741	2.90	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$405,815	207,815	1.11	5.53	\$0.23	20	52

\*1:BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.

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

## ADDENDUM

### FOR RESOLUTION NO. 93-1829

#### Proposed Resolves for JPACT Consideration:

1. That a total of \$3 million be set aside for implementation of projects identified during the study phase for: Project No. 009 - Pedestrian to Transit: Phase III; Project No. 010 - Pedestrian to MAX Capital Program; and Project No. 021 - Willamette River Bridges Improvement Package (bike lanes, sidewalks and wheelchair ramps). A portion of the \$3 million will be allocated to each project. The specific allocation to construction projects resulting from the three studies will be subject to approval by JPACT/Metro Council resolution.
2. That all projects for construction of pedestrian or bicycle facilities shall conform to the standards established in the federal ADA Access Guidelines and with the performance standards found in the State of Oregon's "Best Management Practices" for the Goal 12 Transportation Planning Rule.
3. That companies participating in the Portland Area Telecommuting project (Project No. 016) provide adequate information and project data to the Oregon Department of Energy (ODOE) that enables ODOE to complete a written evaluation of the extent of involvement in the Portland area; the degree of success or failure in meeting project goals; and the degree of success relative to reducing vehicle emissions in the Portland area.

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1829 FOR THE PURPOSE OF ENDORSING THE REGION'S PRIORITY FY 95-97 CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR SUBMISSION TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION OF THESE PROJECTS

Date: August 11, 1993

Presented By: Andrew Cotugno

## PROPOSED ACTION

This resolution would establish the region's priority Congestion Mitigation/Air Quality (CMAQ) Program projects for funding in the 1995-2000 Oregon Department of Transportation (ODOT) Six-Year Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with CMAQ program eligibility standards as listed in Section 149(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The resolution also acts to amend the 1992 Regional Transportation Plan (RTP) to include the priority CMAQ projects adopted through this resolution. The priority CMAQ projects are for consideration by the Oregon Transportation Commission (OTC). Upon OTC approval of the program, the Metro TIP will be amended. Exhibit A identifies the priority-funded projects selected by the TPAC TDM Subcommittee for funding in FY 95-97. Included in Exhibit B are the list of contingency CMAQ projects that would be recommended for funding if any of the priority projects are not able to be implemented. The contingency projects are not prioritized at this time. Prioritization would occur through further subcommittee and TPAC analysis and would be brought back to JPACT/Metro Council via resolution.

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

The Joint Policy Advisory Committee on Transportation (JPACT) endorsed the priorities in Exhibit A for funding in FY 95-97 on August 12, 1993. Metro Planning Committee review and action is scheduled for August 24, 1993. Metro Council action is scheduled for September 9, 1993.

## FACTUAL BACKGROUND AND ANALYSIS

### Programs

CMAQ funds, established under ISTEA, are apportioned to states based on a ratio which factors the severity of non-attainment status within a state for carbon monoxide (CO) and ozone and the aggregate population of the non-attainment areas. The amount for Oregon for FY 95-97 is approximately \$5.6 million per year. The Portland region is expected to receive approximately \$4.4 million per year for FY 95-97. CMAQ funds are restricted to CO and ozone non-attainment areas and, in certain instances, to PM-10 (particulate) non-attainment areas. Eligible projects under the program include (but are not limited to):

- Any transit or transit-related project or program contained in an approved State Implementation Plan (SIP);
- Transportation Control Measures (TCMs) established by the CAAA (with exceptions);
- The development of transportation demand management programs; and
- The construction of bicycle and pedestrian facilities.

Other programs and projects may qualify if it is determined by EPA and FHWA that they are likely to contribute to the attainment of a National Ambient Air Quality Standard (NAAQS).

### Prior Activity

First round (FY 92-94) CMAQ project priorities were established by resolution (Resolution No. 1731A) in December 1992. The process for ranking projects was developed by the TPAC TDM Subcommittee at the request of TPAC. It included development of a critical path schedule, solicitation and review of projects for eligibility, development of ranking criteria, development of project-related descriptive information, application of ranking criteria and identification of project priorities.

The prioritization of FY 92-94 CMAQ projects included 21 projects totaling \$11,579,749 being recommended by JPACT/Metro Council resolution for funding in ODOT's Six-Year Program. This total amount was \$432,454 less than the FY 92-94 allocation of \$12,012,203. These unused funds from the first round will overlap into the FY 95-97 funding cycle because of the obligation limits imposed by Congress. However, this overlap will not endanger any of the current funded projects.



### Portland Area CMAQ Priorities (FY 95-97)

The TDM Subcommittee met from April 1993 to July 1993 to prioritize the second round (FY 95-97) CMAQ projects. Projects were submitted through sponsoring local governments and state agencies based on their individual capital priorities. The same criteria established by TPAC and described in detail in Resolution 93-1731A and accompanying staff report were used. Key results of the FY 95-97 process include:

- **Program Objectives.** Throughout development of the program, it became clear that in addition to the technical rankings, clear program objectives were needed. Based on discussions at TPAC, the program objectives are:

1. *Developing projects which will enable the region to meet NAAQS by our attainment date.*

This objective is the primary purpose for the program under FHWA guidelines, and emphasizes short-term benefits. As such, each project was modeled for 1996, the year of our formal attainment date;

2. *Developing projects which address regional goals for completing regional system needs (particularly for bike projects); and*

3. *Developing projects which will assist in realizing long-term goals, particularly VMT per capita reductions tied to Rule 12, and implementation of a long-term Air Quality Maintenance Plan.*

- **Project Priorities.** Attachment A lists the FY 95-97 CMAQ project priority funding list and the selected contingent projects established by JPACT. The total funding request for the priority CMAQ list is approximately \$13.1 million.

- **Contingent Projects.** The contingent projects are listed in Attachment A. These projects were selected as back-up in case any of the priority projects drop off the list due to eligibility findings by FHWA, or implementation problems. If this occurs, a prioritized list of contingent projects would be developed and recommended for JPACT/Metro Council approval via resolution. It is recommended that these projects also merit consideration for alternative mode funds as they come available. However, it was also recognized that alternative mode planning activities may change the region's priorities. Consequently, the resolution includes language which limits the region's commitment to these projects until further alternative mode planning has been completed.

- **Unfunded Projects.** Attachment B provides a list of the CMAQ projects not recommended for funding through the CMAQ program. These projects either did not rank high enough for consideration based on administrative and technical criteria or were found to not maximize regional priorities as set forth in the program objectives.
- **Application of Ranking Criteria.** This process included Subcommittee agreement on administrative scores, development of raw quantitative results, and the conversion of raw scores to a quantitative point scale. The same 100-point ranking system based on administrative (25 points total) and technical criteria (75 points total) used for FY 92-94 projects was used for FY 95-97 projects. The technical criteria emphasizes actual emission reductions and cost/benefit over the more "general" administrative criteria of "system completion," "local project support," and "potential long-term benefit."

Administrative and quantitative information related to project impacts on vehicle trips and/or VMT was developed by each applicant. All information was submitted to Metro for review and distribution to the TDM Subcommittee. The Subcommittee then reviewed the information and methodologies. Where appropriate, methodologies were adjusted to provide for consistency between competing projects. A summary of the criteria is included as Attachment C.

- **Project Descriptions.** CMAQ projects were placed onto one of four eligible category areas: Bicycle/Pedestrian (BPD); Transportation Demand Management (TDM); Transportation System Management (TSM); or Transit (TRS). There was also one miscellaneous project. A brief description of each project is included in Attachment D.
- Attachment E provides a summary of the total six-year CMAQ program funding by jurisdiction and project type.

### Public Participation

As part of the solicitation phase of the program, local jurisdictions through project submittals were directed to identify priority projects which have had local review and adoption and, to the degree possible, have gone through public participation. In addition, Metro held a public workshop at Metro Regional Center to: (1) provide an overview of the CMAQ program; (2) review and receive comment on the project selection and ranking criteria; and (3) solicit additional projects and/or ideas to improve the overall program. Thirty-five citizens participated.

In general, workshop participants understood and supported the program's administrative and technical criteria. With regard to program guidelines, a number of participants encouraged greater

funding for bicycle and pedestrian projects, while one participant recommended additional funds be allocated for TSM activities.

Specifically, concerns were expressed for the following:

- *Southwest Portland.* A number of potential bike and pedestrian improvements were identified for Capitol Highway; PCC Sylvania to Hillsdale; Taylors Ferry Road; Garden Home Road; Multnomah Boulevard; Vermont Street; and, in particular, Oleson Road from Beaverton-Hillsdale Highway to Washington Square.
- *Sunset Highway Overcrossing.* The need for a bicycle and pedestrian overcrossing from the proposed Sunset Transit Center to Cedar Hills Boulevard was expressed.
- *Cedar Hills Boulevard Bike Lanes/Sidewalks.* Washington County residents participating at the workshop questioned the priority of this project and felt other more suitable needs could be found in the county for CMAQ funds. While there was general support for geographic distribution of funds, residents were not in favor of funding low-benefit projects based solely on that consideration.
- *Eastside Esplanade/Sullivan's Gulch Trail Loop.* Two participants expressed support for these two additional legs of Metro's Eastside Bikeway/Trail Loop proposal.
- *Security.* One participant expressed concern for planning for police, fire and emergency services' access to facilities and for police patrolling of facilities. These type of expenditures are not specifically reflected in CMAQ project costs.
- *Cornell Road (NW Portland) Bike Lanes.* Funds should be provided to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- *Oleson Road Bike Lanes/Pedestrian Paths.* Funds should be provided for 5-foot pedestrian paths and 6-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.

The public workshop resulted in several good suggestions for potential CMAQ projects. Based on the administrative and technical analysis and regional objectives, only the Sunset Transit Center Pedestrian Bridge ranked at the lower end of the recommended projects (Project Number 028). Other projects recommended at the public workshop and analyzed for

administrative and technical merit, but not recommended for funding, were the Oleson Road Bike Lanes (Project 046 with 30 total points) and the NW Cornell Road Bike Lanes (Project 047 with 29 total points).

### Program Highlights

Program highlights of the work of the TDM Subcommittee and TPAC are provided below:

#### 1. Regionwide Distribution of Funds

During the first round of CMAQ funding (FY 92-94), JPACT approved a package of projects which ranked relatively high on their technical scores, but also reflected a balance between modes and location. Following that general policy lead, the TDM Subcommittee put forth a similar package for FY 95-97. Complicating the second round process was the volume of quality projects submitted (50 projects). Further, federal guidelines require that the projects help the region reach attainment of NAAQS. Consequently, the forecast year for the emissions benefits (1996) follows our last attainment deadline of 1995. Thus, certain projects which will likely have a longer-term benefit did not rank as high as some others. Specifically, these include bike and some pedestrian projects not tied to MAX.

Metro staff recognizes the need to develop high ranking projects, particularly those which will help us come into attainment. Staff believes that this should be our number one priority. However, for the long term, some modal and geographical balance should be included in the program. The balance will have a lasting effect and will help with our air quality maintenance strategy and with our VMT/capita reduction goals. As a result, the recommended package of priority projects is considered by TPAC to be beneficial in helping us with both the region's long-term and short-term objectives.

#### 2. \$3,000,000 Study Implementation Pool

JPACT recommends that \$3 million be set aside to implement the results of the three CMAQ studies funded under round one priorities. Federal guidelines require a commitment to implementation in order to use CMAQ funds for studies. Consequently, the funding priority list in Attachment A reflects a place-holder amount of \$1 million each for the Pedestrian to Transit: Phase III Study (Project No. 009); Pedestrian to MAX Capital Program (Project No. 010); and the Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (Project No. 021) to be used to implement study results.

### 3. Tri-Met Buses

JPACT recommends funding for 20 full-size buses (\$3,589,000) and 10 mini-buses (\$538,350). During the first round of CMAQ solicitation (FY 92-94), Tri-Met requested 24 buses for service expansion. The subcommittee through TPAC/JPACT/Metro Council resolution recommended funding for 21 buses to allow for the inclusion of other alternate mode projects in the final package. Tri-Met's request for the FY 95-97 cycle was 20 full-size buses based on their same estimate of cost (\$200,000 per bus) used for round one and 15 mini-buses. The FY 95-97 recommendation by the Subcommittee was to reduce the request to 10 full-size and 8 mini-buses (total of 18 buses) in order to fund additional projects as discussed under "Regionwide Distribution of Funds" above. TPAC approved and forwarded this recommendation to JPACT with a caveat that additional buses be the top priority in the event additional CMAQ funds become available for any reason (e.g., due to project ineligibilities, additional federal funds, etc.). Consequently, JPACT recommended funding an additional 10 full-size buses and two additional mini-buses with additional CMAQ funds that represent a 100 percent federal obligation over time.

### 4. Columbia Slough Intermodal Expansion Bridge

The TDM Subcommittee recommends funding the expansion bridge in the amount of \$1 million. This amount will be used to leverage \$2.1 million earmarked to the project under ISTEA demonstration funds; \$1.5 million of private railroad funds; \$1.5 million of Port of Portland funds, for a total project cost of \$6.1 million. The project would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminal without going through congested inner-city rail yards and neighborhoods. The Subcommittee determined that the project was eligible under ISTEA because of its contribution to the attainment of NAAQS. The best estimates of the emission reductions by the Port of Portland appear reasonable and take into account information from relevant studies on truck-to-rail movements.

Essentially, with the bridge constructed, rail would capture a greater market share of long-haul truck movement into and out of the region. The subsequent rail emissions would be substantially less than if the same freight were moved primarily by truck, as is currently the case. Because freight movement may be exempt from Rule 12 VMT reduction goals, technical points for VMT reduction were not assigned to this project by the Subcommittee in the ranking criteria.

At issue is the general use of CMAQ for freight purposes, as well as the use of regionally controlled public funds to

benefit private carriers (which has public air quality benefits). TPAC recommends advancing the project forward as a priority-funded project subject to an eligibility finding by FHWA/FTA; finalizing financial and project development arrangements with the railroads; and ensuring public benefits.

#### 5. Federal Funding Obligation Ceiling

ISTEA Section 1002 establishes a ceiling "of all obligations for federal-aid highways and highway safety construction programs." This means that the sum total of all FHWA appropriations in any fiscal year for flexible funding programs, such as CMAQ, will be greater than the sum total of funds that may be obligated for that year. The gap between the sum of FHWA appropriations and the obligation ceiling is carried over as an unobligated balance, available for obligation in future years until the funds lapse. The actual funding obligation amount is set by Congress during October or November of each year. The obligation limit (ceiling) can vary from approximately 80-100 percent of authorization.

Eventually, 100 percent of the CMAQ funds authorized by Congress will be spent. Due to the obligation limits for any given fiscal year, this may occur some time after the funding cycle ends in FY 97.

#### TPAC Action

TPAC reviewed the TDM Subcommittee's recommended list of projects at their July 30, 1993 meeting. Based on their discussion and review, TPAC recommended the following:

- Addition of the Sunset Transit Center - Pedestrian/Bike Bridge (Project No. 028) to the funding priority list (Exhibit A);
- Maintain the Cedar Hills Boulevard Bike Lanes (Project 032) as a priority-funded project (Exhibit A);
- Drop the Barbur Boulevard Bike Lane (Project No. 031) from the priority-funded list and moving it to the unfunded list; and
- Set aside \$3 million for implementation of construction projects identified during the study phase for Project No. 009 (Pedestrian to Transit - Phase III); Project No. 010 (Pedestrian to MAX Capital Program); and Project No. 021 (Willamette River Bridges Improvement Package).

#### JPACT Action

On August 12, 1993, JPACT recommended adoption of Resolution No. 1829 with the following additions:

- New resolves 6, 7, and 8 be added to Resolution No. 1829.

- The unallocated CMAQ funds from FY 92-97 (\$432,454) and the unallocated CMAQ funds from FY 95-97 (\$1,512,459) be used to purchase additional buses for Tri-Met. This action results in an additional 10 full-size buses and two mini-buses being recommended for funding as priority projects (Project No. 004 and Project No. 006) bringing the total request to 20 full size buses and 10 mini-buses.

Also, as a result of extensive discussions and public comment at JPACT concerning the CMAQ solicitation and evaluation process, the following was recommended:

- That a comprehensive multi-modal planning process be developed between Metro and local jurisdictions.
- That this process would include expanded public participation during the initial stages to identify and choose potential projects for analysis and funding.
- That with such a process in place, a more comprehensive examination of local priorities such as the Cedar Hills Bike Lanes (Project No. 032) could be undertaken relative to other identified alternatives in a particular jurisdiction.
- In addition, JPACT recommended that the planning process should be used to facilitate future programming of funds for multi-modal projects.

#### Conclusions and Comments

Adoption of Resolution No. 93-1829 amends the RTP to include the region's priority CMAQ projects for FY 95-97.

The priority-funded projects cover a broad range of eligible activities and emphasize in a practical way the actual emission reductions with high benefits to cost. The projects also reflect equity in regional distribution and mode choice. These combined objectives directly respond to the intent of ISTEA and the TPAC parameters established for the CMAQ program.

As with first round CMAQ projects, actual programming and authorization for the use of CMAQ funds under ISTEA is dependent upon OTC action and obligation limits imposed by Congress. Consequently, the actual number of "fundable" projects may vary during any fiscal year. Project development delays may also alter the ability to fund certain projects. Recognizing these possibilities, the resolution notes that any changes to program priorities that are greater than 10 percent of the anticipated funding level will require reconsideration through Metro/JPACT resolution. Priority changes below that amount will be addressed by the TDM Subcommittee.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1829.

## CMAQ Round 2: FY 95-97

Funding Priority List  
(Preliminary)

## ATTACHMENT A

8/12/93

PROJECT INFORMATION	TECHNICAL DATA					ADMIN.	FINAL				
CODE	NAME	AGENCY	TYPE <sup>1</sup>	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST <sup>2</sup>	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
PRIORITY FUNDED PROJECTS											
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,680,556	46.48	230.72	\$0.04	24	88
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.82	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.84	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.58	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,862,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	POOT	BPD	\$1,000,000	\$9,862,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,862,350	968,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.98	\$0.08	18	81
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptd Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	80
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$81,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Cleck. Co.	BPD	\$229,800	\$12,107,813	207,615	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	295,139	1.58	7.86	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$896,000	\$13,474,013	323,878	1.74	8.63	\$0.47	22	50
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$13,474,013							
PRIORITY CONTINGENT PROJECTS											
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$13,474,013	1,189,815	6.38	31.70	\$0.08	22	76
009a	Pedestrian to Transit: Phase III (additional funding)	POOT	BPD	TBD	\$13,474,013	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$13,474,013	968,056	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$13,474,013	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,815	\$13,599,828	540,741	2.90	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Cleck. Co.	BPD	\$280,000	\$13,879,828	207,615	1.11	5.53	\$0.23	20	52

<sup>1</sup>BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.<sup>2</sup>Match-89.725%/10.275% (except for Bike/Ped at 80%/20%)

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



## CMAQ Round 2: FY 95-97

Unfunded Project List  
(Preliminary)

## ATTACHMENT B

8/12/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE NO.	NAME	AGENCY	TYPE <sup>1</sup>	CMAQ REQUEST <sup>2</sup>	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
007	Automatic Vehicle Location (AVL) System	Tri-Met	TRS	\$852,388	\$852,388	1,774,308	8.52	47.27	\$0.08	15	73
008	Arterial street capacity conversion - pedestrian improvements	PDOT	BPD	\$880,000	\$1,732,388	1,882,917	9.08	45.10	\$0.09	16	73
011	Eastside Bikeway/Trail Loop (Eastbank Esplanade)	Metro/ Pdd Parks	BPD	\$800,000	\$2,532,388	768,175	4.12	20.46	\$0.18	23	68
012	Pedestrian parkway improvements	PDOT	BPD	\$1,800,000	\$4,132,388	1,328,308	7.13	35.41	\$0.21	18	67
014	Central city arterial street bike lanes	PDOT	BPD	\$180,000	\$4,312,388	416,044	2.23	11.08	\$0.07	22	68
015	Eastside Bikeway/Trail Loop (Sullivan's Gulch)	Metro/ Pdd Parks	BPD	\$420,000	\$4,732,388	472,870	2.54	12.59	\$0.15	23	63
018	SE bicycle routes connection to Eastbank Esplanade	PDOT	BPD	\$60,000	\$4,792,388	151,030	0.81	4.02	\$0.07	23	59
020	Bikes on Tri-Met	Tri-Met	TRS	\$125,815	\$4,918,003	224,306	1.20	5.98	\$0.10	20	57
022	NE 201st Ave. bicycle/pedestrian connector	Mult. Co.	BPD	\$120,000	\$5,038,003	157,085	0.84	4.19	\$0.13	21	54
024	Transit corridor operations demonstration project/signal improvements	PDOT	TRS	\$381,331	\$5,419,334	295,718	1.59	7.88	\$0.14	19	54
025	Sunset Transit Center pedestrian improvements	Tri-Met	BPD	\$320,000	\$5,739,334	243,184	1.30	6.48	\$0.23	21	53
028	McLaughlin Blvd.: Harrison to SPRR Crossing (Milwaukie) - signal improvements	Clack. Co.	TSM	\$289,175	\$6,008,509	0	2.51	23.31	\$0.10	16	52
029	Burnside Bridge/SE Ankeny Street bikeway connection	PDOT	BPD	\$140,000	\$6,148,509	113,885	0.61	3.04	\$0.21	22	51
030	Concord Ave.: Outfield to River Rd. - bike lanes	Clack. Co.	BPD	\$180,000	\$6,308,509	173,012	0.83	4.61	\$0.18	20	51
031	Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks	ODOT	BPD	\$478,000	\$6,786,509	200,884	1.08	5.35	\$0.41	23	51
033	Barnes Road: St. Vincent's Hospital to Catlin Gable School - signal improvements	Wash. Co.	TSM	\$22,431	\$6,808,940	0	0.42	4.09	\$0.05	15	49
034	Murray Blvd: Science Park to Cornell Road - bike lanes	Wash. Co.	BPD	\$48,638	\$6,856,578	43,599	0.23	1.16	\$0.19	21	48
035	Greeley Avenue bikeway improvement	PDOT	BPD	\$84,000	\$6,940,578	89,205	0.37	1.84	\$0.21	22	48
036	NE 188th Ave./Rockwood MAX Transit Center Enhancement	Gresham	BPD	\$580,000	\$7,500,578	188,889	1.01	5.03	\$0.51	21	47
037	Front Avenue bicycle path	PDOT	BPD	\$180,000	\$7,680,578	85,898	0.48	2.29	\$0.32	21	45
038	NE 185th Avenue bikeway	PDOT	BPD	\$172,000	\$7,832,578	103,807	0.56	2.77	\$0.28	17	45
039	SW Bartha Blvd bikeway	PDOT	BPD	\$280,000	\$8,112,578	138,410	0.74	3.89	\$0.35	19	45
040	CCTMP Congestion Monitoring System: Phase I - signal improvements	PDOT	TSM	\$224,313	\$8,336,891	0	0.55	5.86	\$0.37	21	44
041	Washington St.: 14th and 15th (Oregon City) - signal improvements	Clack. Co.	TSM	\$35,890	\$8,372,781	0	0.22	1.88	\$0.14	13	42
042	US 26 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements	ODOT	TSM	\$152,533	\$8,525,314	0	0.58	5.67	\$0.23	16	42
043	Cornell Road: 158th to 179th - bike lanes	Wash. Co.	BPD	\$285,086	\$8,820,400	75,433	0.40	2.01	\$0.67	21	40
044	Baseline Road: 185th to 231st - bike lanes	Wash. Co.	BPD	\$900,582	\$9,720,983	134,950	0.72	3.80	\$1.14	21	40
045	NW 185th Ave./Springville Rd.: Tamarack-PCC bike lanes	Wash. Co.	BPD	\$1,012,400	\$10,733,383	102,423	0.55	2.73	\$1.89	20	38

<sup>1</sup>BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.<sup>2</sup>Match-89.725%/10.275% (except for Bike/Ped at 80%/20%)

## ATTACHMENT C

### CMAQ Round 2 Regional Ranking Criteria

<u>Administrative</u>		<u>Possible Points</u>
1.	System Completion	5
2.	Critical Funds	5
3.	Local Commitment	5
4.	Long-Term Potential	<u>10</u>
Subtotal		25
<u>Technical</u>		
1.	VMT Reduction	15
2.	HC Reduction (kg/day)	25
3.	CO Reduction (kg/day)	5
4.	Cost Effectiveness (\$/kg/year)	<u>30</u>
Subtotal		<u>75</u>
<u>Total</u>		<u>100</u>

ATTACHMENT D

CMAQ PROJECT DESCRIPTIONS  
Round 2: FY 95-97

Project

Code No. Project Description and Lead Agency

- 001 Transit-Oriented Development (TOD) - Phase II - The TOD will incorporate new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
- 002 Regional TDM - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)
- 003 Columbia Slough Intermodal Expansion Bridge - 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)
- 004 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 005 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)
- 006 Mini-buses - Community based demand-responsive transit services would be provided for some areas which currently have no service. (Tri-Met)
- 007 Automatic Vehicle Location (AVL) System - Funding for the installation of AVL technology on transit vehicles. Vehicle information could be used to affect traffic signals and freeway ramp-metering signals to give transit vehicles priority and increase their operating speeds. (Tri-Met)
- 008 Arterial street capacity conversion - pedestrian improvements - Funds to retrofit some arterial streets by decreasing excess vehicular capacity and constructing bicycle, pedestrian, and transit improvements. (PDOT)

## ATTACHMENT D

- 009     Pedestrian to Transit: Phase III - Funds for the study, design and construction of 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. (PDOT)
- 010     Pedestrian to MAX Capital Program - Evaluation of 12 suburban MAX stations from Gateway to Cleveland to develop a priority plan for pedestrian and bicycle improvements. (Gresham)
- 011     Eastside Bikeway/Trail Loop (Eastbank Esplanade) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Eastbank Esplanade. (Metro/Portland Parks)
- 012     Pedestrian parkway improvements - Construction of non-traditional pedestrian pathways along arterial streets that do not have existing curbs, gutters or sidewalks and are poorly suited to traditional sidewalk designs. (PDOT)
- 013     Swan Island Transit Demonstration - Funds to provide innovative transit service to serve the island's employment centers, which are currently not served by transit. (Port of Portland)
- 014     Central city arterial street bike lanes - Funds to retrofit six lane miles of arterial streets within the Central City area with bike lanes. (PDOT)
- 015     Eastside Bikeway/Trail Loop (Sullivan's Gulch) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment is a trail along I-84 through Sullivan's Gulch from the Eastbank Esplanade to NE 47th. (Metro/Portland Parks)
- 016     Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 017     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)
- 018     SE bicycle route connection to Eastbank Esplanade - Eliminate conflicts between bicyclists and pedestrians by providing separate facilities for each mode between the Eastbank Esplanade and SE Water Avenue. (PDOT)

## ATTACHMENT D

- 019 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 020 Bikes on Tri-Met - Bike racks would be purchased and installed on all Tri-Met routes to provide new options to access the system and increase ridership. (Tri-Met)
- 021 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - 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.)
- 022 NE 201st Ave. bicycle/pedestrian connector - Modification of NE 201st Avenue to provide bicycle lanes and sidewalks. This project would link existing bikeways on NE Halsey and NE Sandy and provide a safe pedestrian undercrossing of I-84 and the railroad line. (Multnomah Co.)
- 023 Strawberry Lane: Webster to I-205 - bike lanes - 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. (Clackamas Co.)
- 024 Transit corridor operations demonstration project/signal improvements - Identification and implementation of improvements to reduce transit travel times on corridors outside of the Central City. Possible improvements include signal prioritization, adjustment of bus stop location, and special bus lanes. (PDOT)
- 025 Sunset Transit Center pedestrian improvements - Construction of pedestrian improvements in the vicinity of the planned westside transit center to link it to surrounding mixed use development and encourage pedestrian access to the transit system. (Tri-Met)
- 026 McLoughlin Blvd.: Harrison to SPRR Crossing (Milwaukie)- signal improvements - Relocation of traffic signals from Jackson and Jefferson Streets to Monroe and Washington Streets and intertie with existing and proposed signals. (Clackamas Co.)

## ATTACHMENT D

- 027 Johnson/McKinley: I-205 to Webster - bike lanes - Construction of bike lanes on Johnson/McKinley/Lake roads from the Webster bike lanes to the I-205 bike paths. (Clackamas Co.)
- 028 Sunset Transit Center pedestrian/bike bridge - 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)
- 029 Burnside Bridge/SE Ankeny Street bikeway connection - This project would finance construction of a safer connection for bicyclists between the Burnside Bridge and the existing Ankeny Street bikeway. (PDOT)
- 030 Concord Ave.: Oatfield to River Rd. - bike lanes - Completion of the bike/pedestrian way on Concord Avenue between River Road and Oatfield. (Clackamas Co.)
- 031 Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks - Construction of bike lanes on Barbur Boulevard between Sheridan and Hamilton, including restriping, tunnel structure, sidewalks and other improvements. (ODOT)
- 032 Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks - Construction of sidewalks and bike lanes on both sides of Cedar Hills Boulevard between Parkway Avenue and Butner Road. The project would provide a north-south connection to the east-west feeder system and sidewalks to the south that currently exist. (Washington Co.)
- 033 Barnes Road: St. Vincent's Hospital to Catlin Gable School - signal improvements - Funds to install interconnected conduit and wiring, and upgrade controller software for signals at this location. (Washington Co.)
- 034 Murray Blvd: Science Park to Cornell Road - bike lanes - Construction of six-foot bike lanes on both sides of Murray Boulevard between Science Park Drive and Cornell Road. The project would connect existing bike lanes on Murray Boulevard and programmed bike lanes on Cornell Road. (Washington Co.)
- 035 Greeley Avenue bikeway improvement - This project would provide a direct connection along Greeley Avenue between North Portland and the Central Business District via the Broadway Bridge. (PDOT)

## ATTACHMENT D

- 036 NE 188th Ave./Rockwood MAX Transit Center Enhancement - Design and construction of improvements to the MAX Transit Center to make pedestrian/bicycle access more convenient and attractive. Proposed improvements include shelters, benches, lighting, and other pedestrian/bicycle amenities. (Gresham)
- 037 Front Avenue bicycle path - This project will increase capacity for north-south bicycle travel within the Central City and reduce conflict between pedestrians and bicyclists along the Waterfront Park/Harbor Wall esplanade. (PDOT)
- 038 NE 185th Avenue bikeway - This project would complete the addition of bicycle lanes on NE 185th Avenue between NE Marine Drive and NE Sandy Boulevard. (PDOT)
- 039 SW Bertha Blvd. bikeway - This project would connect the two existing bikeways on SW Bertha Boulevard and SW Beaverton-Hillsdale Highway between SW Vermont and SW Capitol Highway. (PDOT)
- 040 CCTMP Congestion Monitoring System: Phase I - signal improvements - This project includes the installation of count station vehicle detectors at 15 to 20 locations in the Central City, improving the ability of the City to monitor traffic volumes and congestion in the area. (PDOT)
- 041 Washington St.: 14th and 15th (Oregon City) - signal improvements - Replacement of separate mechanical signal controllers at these intersections with a single computerized controller to smooth traffic flow. (Clackamas Co.)
- 042 US 26 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements - Funds to design and construct integrated signal detectors and controllers to improve traffic flow and reduce delays in the corridor. (ODOT)
- 043 Cornell Road: 158th to 179th - bike lanes - Construction of six-foot bike lanes on both sides of Cornell Road between NW 158th and NW 179th Avenues. The project would connect existing bike lanes on 158th and programmed bike lanes on Cornell Road west of 179th Avenue and east of 158th Avenue. (Washington Co.)
- 044 Baseline Road: 185th to 231st - bike lanes - Construction of six-foot bike lanes on both sides of Baseline Road between NW 185th and NW 231st Avenues. The project would connect existing bike lanes on 185th and programmed bike lanes on Baseline Road between 231st and Main Street in Hillsboro. (Washington Co.)

## ATTACHMENT D

- 045 NW 185th Ave./Springville Rd.: Tamarack-PCC bike lanes - Construction of bike lanes on both sides of NW 185th Avenue between Tamarack Way and Springville Road, and on both sides of Springville Road between NW 185th Avenue and the entrance to the PCC Rock Creek Campus. The project connects programmed bike lanes on NW 185th from Sunset Highway to Tamarack Way. (Washington Co.)
- 046 Oleson Road - bike lanes and pedestrian paths - Funds to provide five-foot pedestrian paths and six-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.
- 047 Cornell Road (NW Portland) - bike lanes - Funds to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- 048 Commuter electric auto park-and-ride/transit pass project - Modest range electric vehicles would be leased to commuters with a monthly transit pass included in the lease. Commuters would use the vehicles to commute from home to a park-and-ride lot, where the car would be connected to a recharging station, while the commuter boarded a bus or light rail for the remainder of their commute. (PDOT)
- 049 CCTMP transit priority treatments - signal improvements - This project would identify and implement improvements to reduce transit travel times on corridors in the Central City. (PDOT)
- 050 Gresham Parking and Demand Management Plan - Transportation System Plan Study to develop a demand management program. Strategies to be evaluated include ridesharing programs and parking, parking policies and fees, transit pass subsidies, and flexible working hours. (Gresham).



**FUNDING PRIORITY TOTALS**  
Breakdown by Jurisdiction and Project Type

**ATTACHMENT E**

8/12/93

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY JURISDICTION</b>						
Clackamas County	1	\$160,000	1	\$229,600	2	\$389,600
DEQ	4	\$3,059,623	1	\$1,835,000	5	\$4,894,623
Gresham	1	\$64,000	2	\$1,300,000	3	\$1,364,000
Metro	0	\$0	2	\$675,200	2	\$675,200
Multnomah County	2	\$144,000	1	\$1,000,000	3	\$1,144,000
ODOE	0	\$0	1	\$240,463	1	\$240,463
ODOT	0	\$0	0	\$0	0	\$0
Oregon City	1	\$520,405	0	\$0	1	\$520,405
PDOT	5	\$1,972,272	1	\$1,000,000	6	\$2,972,272
Port of Portland	2	\$409,725	1	\$1,000,000	3	\$1,409,725
Tri-Met	4	\$5,049,724	4	\$5,297,750	8	\$10,347,474
Washington County	1	\$200,000	1	\$896,000	2	\$1,096,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$13,474,013</b>	<b>36</b>	<b>\$25,053,762</b>

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY PROJECT TYPE</b>						
Bicycle/Pedestrian: Transit-supportive	4	\$488,000	3	\$2,470,400	7	\$2,958,400
Bicycle/Pedestrian: Other	5	\$2,200,000	5	\$2,800,800	10	\$5,000,800
Transit Oriented Development: Phases I & II	1	\$1,646,454	1	\$1,835,000	2	\$3,481,454
Transp. Demand Mgmt. (TDM): Other	6	\$2,667,525	2	\$940,463	8	\$3,607,988
Transit	4	\$4,477,278	2	\$4,127,350	6	\$8,604,628
Transp. System Mgmt. (TSM)	1	\$100,492	1	\$300,000	2	\$400,492
Columbia Slough Intermodal Expansion Bridge	0	\$0	1	\$1,000,000	1	\$1,000,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$13,474,013</b>	<b>36</b>	<b>\$25,053,762</b>

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 93-1829
THE REGION'S PRIORITY FY 95-97	)	
CONGESTION MITIGATION/AIR QUALITY)		Introduced by
PROGRAM PROJECTS FOR SUBMISSION	)	Councilor Van Bergen
TO THE OREGON TRANSPORTATION COM-	)	
MISSION FOR INCLUSION OF THESE	)	
PROJECTS	)	

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

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

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

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

WHEREAS, the state is currently programming CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-2000 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, TPAC and the TPAC TDM Subcommittee developed a priority ranking of CMAQ projects for inclusion in the Regional Transportation Plan (RTP) and in future Transportation Improvement Programs covering FY 95, 96, and 97, and for forwarding to

the Oregon Transportation Commission for consideration in the 1995-2000 Six-Year TIP update; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include CMAQ elements as contained in Exhibits A and B.
2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibit A as the region's priorities for inclusion in the 1995-2000 ODOT Six-Year TIP for the second three years of the program (FY 95-97).
3. That the Metro Council adopts the CMAQ projects identified in Exhibit B as a contingency list in the event projects in Exhibit A cannot be implemented. The contingency list would be prioritized through JPACT/Metro Council resolution before any of the projects would be recommended for funding. The contingency projects should also be considered for other alternative mode funds as they may become available. The contingency list shall expire upon completion of regional alternative mode planning activities.
4. That staff be directed to forward the CMAQ priorities in testimony during the appropriate hearings on the 1995-2000 Six-Year TIP update by the Oregon Transportation Commission.
5. That staff further be directed to continue work with the state and local jurisdictions and agencies to incorporate into the RTP appropriate CMAQ-related implementation measures which result from the 1993 Oregon Legislature, Metro's Transportation Demand Management Study, the Region 2040 Study, regular updates to the RTP and State Implementation Plan, and other system planning activities, as necessary.

6. That a total of \$3 million be set aside for implementation of projects identified during the study phase for: Project No. 009 - Pedestrian to Transit: Phase III; Project No. 010 - Pedestrian to MAX Capital Improvement Program; and Project No. 021 - Willamette River Bridges Improvement Package (bike lanes, sidewalks and wheelchair ramps). A portion of the \$3 million will be allocated to each project. The specific allocation to construction projects resulting from the three studies will be subject to approval by JPACT/Metro Council resolution.

7. That all projects for construction of pedestrian or bicycle facilities shall conform to the standards established in the federal ADA Access Guidelines and with the performance standards found in the State of Oregon's "Best Management Practices" for the Goal 12 Transportation Planning Rule.

8. That companies participating in the Portland Area Telecommuting project (Project No. 016) provide adequate information and project data to the Oregon Department of Energy (ODOE) that enables ODOE to complete a written evaluation of the extent of involvement in the Portland area; the degree of success or failure in meeting project goals; and the degree of success relative to reducing vehicle emissions in the Portland area.

ADOPTED by the Metro Council this \_\_\_\_\_ day of September, 1993.

Judy Wyers, Presiding Officer

**CMAQ Round 2: FY 95-97**  
Priority Funding Projects

**EXHIBIT A**

8/12/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mil/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,556	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	78
008	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	988,058	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.89	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Pdd Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$228,600	\$12,107,613	207,815	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	295,139	1.58	7.86	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$896,000	\$13,474,013	323,879	1.74	8.63	\$0.47	22	50
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>				\$13,474,013							

\*1:BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt; TSM-Transp. System Mgmt; TRS-Transit; MSC-Misc.

\*2:Match-89.725%/10.275% (except for Bike/Ped at 80%/20%)

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

**CMAQ Round 2: FY 95-97**  
**Priority Contingent Projects**

**EXHIBIT B**

8/12/83

Object	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
008a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$0	1,189,815	6.38	31.70	\$0.08	22	76
008a	Pedestrian to Transit: Phase III (additional funding)	POOT	BPD	TBD	\$0	1,089,878	5.74	28.50	\$0.18	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$0	908,058	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$0	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,815	\$125,815	540,741	2.80	14.41	\$0.04	19	66
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$405,815	207,815	1.11	5.53	\$0.23	20	52

\*1:BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.

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

2. Develop mitigation plans. Mitigation plans would be prepared for impact areas. Mitigation plans would be developed for noise and vibration, traffic, wetlands, hydrology and water quality. Parametrix \$162,000, Steve Siegel \$3,000;
3. 106 documentation and section 4(f) Preparation of determination of effect forms and Section 4(f) analysis will be prepared. Parametrix \$19,000.
4. FEIS preparation Prepare the FEIS to reflect changes due to the selection of the locally preferred alternative, mitigation plans and responses to comments. Parametrix \$64,500, Steve Siegel \$32,000.
5. Management Associated work related to the management of the FEIS and coordination with Tri-Met's Preliminary Engineers and associated consultants. \$45,000.
6. LPA Report Preparation Work associated with the completion of the Locally Preferred Alternative Report and the Land Use Final Order. Steve Siegel \$5,500

**FUNDING PRIORITY TOTALS**  
Breakdown by Jurisdiction and Project Type

TOTALS12.XLS  
8/11/93

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY JURISDICTION</b>						
Clackamas County	1	\$160,000	1	\$229,600	2	\$389,600
DEQ	4	\$3,059,623	1	\$1,835,000	5	\$4,894,623
Gresham	1	\$64,000	2	\$1,300,000	3	\$1,364,000
Metro	0	\$0	2	\$675,200	2	\$675,200
Multnomah County	2	\$144,000	1	\$1,000,000	3	\$1,144,000
ODOE	0	\$0	1	\$240,463	1	\$240,463
ODOT	0	\$0	0	\$0	0	\$0
Oregon City	1	\$520,405	0	\$0	1	\$520,405
PDOT	5	\$1,972,272	1	\$1,000,000	6	\$2,972,272
Port of Portland	2	\$409,725	1	\$1,000,000	3	\$1,409,725
Tri-Met	4	\$5,049,724	4	\$3,395,580	8	\$8,445,304
Washington County	1	\$200,000	1	\$896,000	2	\$1,096,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$11,571,843</b>	<b>36</b>	<b>\$23,151,592</b>

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY PROJECT TYPE</b>						
Bicycle/Pedestrian: Transit-supportive	4	\$488,000	3	\$2,470,400	7	\$2,958,400
Bicycle/Pedestrian: Other	5	\$2,200,000	5	\$2,800,800	10	\$5,000,800
Transit Oriented Development: Phases I & II	1	\$1,646,454	1	\$1,835,000	2	\$3,481,454
Transp. Demand Mgmt. (TDM): Other	6	\$2,667,525	2	\$940,463	8	\$3,607,988
Transit	4	\$4,477,278	2	\$2,225,180	6	\$6,702,458
Transp. System Mgmt. (TSM)	1	\$100,492	1	\$300,000	2	\$400,492
Columbia Slough Intermodal Expansion Bridge	0	\$0	1	\$1,000,000	1	\$1,000,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$11,571,843</b>	<b>36</b>	<b>\$23,151,592</b>



**CMAQ Rounds1 and 2**  
**Combined Funding Priority List**  
**and Allocation Targets**

SIXYEAR.XLS  
8/8/93

Project	PROJECT INFORMATION			
CODE	NAME	AGENCY	TYPE <sup>1</sup>	CMAQ
NO.				REQUEST <sup>2</sup>
<b>ROUND 1: PRIORITY FUNDED PROJECTS</b>				
001	Tigard Park & Ride Lot	Tri-Met	TDM	\$848,020
002	Willamette Bridge Access Study	Mult. Co.	BPD	\$80,000
003	Courtney Ave. Bike/Ped Link	Clack. Co.	BPD	\$160,000
004	Pedestrian to Transit: Phases I & II (Portland)	PDOT	BPD	\$160,000
005	Neighborhood Rideshare Program	PDOT	TDM	\$71,780
006	Bikes on Transit	Tri-Met	TRS	\$98,898
007	Regional/City TMA	DEQ	TDM	\$897,250
008	Transit Oriented Development (TOD) - Phase I	DEQ	TDM	\$1,846,454
009	Pedestrian to Transit Access Study and Demonstration Project (Wash. Co.)	Wash.Co.	BPD	\$200,000
010	Buses for Expanded Service (21 vehicles)	Tri-Met	TRS	\$3,768,450
011	Regional Rideshare Program	Tri-Met	TDM	\$536,556
012	82nd Ave: Killingsworth to Flavel - signal improvements	PDOT	TSM	\$100,482
013	Ped/Bike Access Study for MAX (Gresham)	Gresham	BPD	\$84,000
014	Central City Bike/Shower Facilities	PDOT	BPD	\$280,000
015	N. Lombard - separated bike facility	Port	BPD	\$320,000
016	MAX Bike Lockers/Bus Shelters	Mult.Co.	BPD	\$84,000
017	Columbia South Shore Demonstration	Port	TRS	\$89,725
018	Downtown Shuttle/Parking Lot (Oregon City)	Ore.City	TRS	\$520,405
019	Electric Vehicles	DEQ	TDM	\$67,294
020	Public Education	DEQ	TDM	\$448,625
021	Pedestrian/Bike Crossing - Steel Bridge	PDOT	BPD	\$1,360,000
<b>TOTAL CMAQ FUNDING REQUEST (ROUND 1)</b>				<b>\$11,578,749</b>
<b>TOTAL CMAQ 100% ALLOCATION (ROUND 1)</b>				<b>\$12,012,203</b>
<b>TOTAL CMAQ UNALLOCATED (ROUND 1)</b>				<b>\$432,454</b>

<sup>1</sup>1:BPD-Bicycle/Pedestrian; TDM-Transportation Demand Mgmt.; TSM-Transportation System Mgmt.; TRS-Transit

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

\*NA-Not available

**CMAQ Rounds1 and 2**  
**Combined Funding Priority List**  
**and Allocation Targets**

SIXYEAR.XLS  
8/9/93

Project	PROJECT INFORMATION			
CODE	NAME	AGENCY	TYPE*1	CMAQ
NO.				REQUEST*2
<b>ROUND 2: PRIORITY FUNDED PROJECTS</b>				
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000
002	Regional TDM	Tri-Met	TDM	\$700,000
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000
004	Buses for service expansion (10 vehicles)	Tri-Met	TRS	\$1,794,500
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000
006	Mini-buses (8 vehicles)	Tri-Met	TRS	\$430,680
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptld Parks	BPD	\$584,000
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,600
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$896,000
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS (ROUND 2)</b>				<b>\$11,571,843</b>
<b>TOTAL CMAQ 100% ALLOCATION (ROUND 2)</b>				<b>\$13,084,302</b>
<b>TOTAL CMAQ UNALLOCATED (ROUND 2)</b>				<b>\$1,512,459</b>
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS (ROUNDS 1 &amp; 2)</b>				<b>\$23,151,592</b>
<b>TOTAL CMAQ 100% ALLOCATION (ROUNDS 1 &amp; 2)</b>				<b>\$25,096,505</b>
<b>TOTAL CMAQ UNALLOCATED (ROUNDS 1 &amp; 2)</b>				<b>\$1,944,913</b>
<b>ROUND 2: PRIORITY CONTINGENT PROJECTS</b>				
004a	First Priority - Additional Buses for service expansion (\$179,450 per vehicle)	Tri-Met	TRS	TBD
006a	Additional Mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD
013	Swan Island Transit Demonstration	Port	TRS	\$125,615
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000

\*1:BPD - Bicycle/Pedestrian; TDM - Transportation Demand Mgmt.; TSM - Transportation System Mgmt.; TRS - Transit

\*2:Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)

\*NA - Not available



# METRO

2000 SW First Avenue  
Portland, OR 97201-5398  
(503) 221-1646  
Fax 241-7417

June 17, 1991

Mr. Don Adams  
Region I Engineer  
ODOT, Milwaukie Branch  
9002 SE McLoughlin Boulevard  
Milwaukie, Oregon 97222

Dear Don:

Attached please find the results of our technical ranking process for establishing the Portland metropolitan area's priority highway projects for inclusion in ODOT's 1993-1998 Six-Year Transportation Improvement Program. Attachment A-1 ranks priority highway projects in three categories: Interstate, Access Oregon Highways (AOH), and Other Highway Projects. Attachment A-2 provides the detailed input data for the technical ranking. Attachment B lists priority park-and-ride projects associated with state facilities. For your information, Attachment C lists the criteria used for our rankings.

The list is for you and your staff's use in development of the first draft of the new Six-Year Program. We will submit additional comments and a JPACT/Metro Council adopted list of project priorities as part of the public review, comment, and hearing process associated with OTC review and adoption of the program.

In general, the projects represent the region's highway project needs over the next decade as identified in the Regional Transportation Plan (RTP). As a result, we see an essential need for these projects to be included in the program elements of the new Six-Year Program, whether construction, project development, or reconnaissance. Projects listed for construction in the existing (1991-1996) Six-Year Program are recommended to retain their present status and schedule.

Specifically, we recommend ODOT identify the region's highway project priorities as follows in the 1993-1998 Six-Year Program:

Executive Officer  
na Cusma  
Metro Council  
mya Collier  
Siding Officer  
istrict 9  
Gardner  
uty Presiding  
icer  
istrict 3  
ian McLain  
istrict 1  
erence Bauer  
istrict 2  
-1 Devlin  
4  
n DeJardin  
istrict 5  
erge Van Bergen  
istrict 6  
h McFarland  
istrict 7  
y Wyers  
istrict 8  
er Buchanan  
istrict 10  
id Knowles  
istrict 11  
di Hansen  
istrict 12

### Construction

All projects identified in Attachment A as a "high" priority (greater than 18 points) are recommended for construction. Of these, particular attention should be given to the following projects:

- I-5: Greeley to N. Banfield (Phases 3 and 4). At a minimum, it is absolutely essential that elements related to the construction (phasing, right-of-way acquisition, local access, etc.) of a new blazer arena be integrated into the program.
- Highway 99W: Pfaffle to Commercial (Phase 1) and I-5 to Pfaffle (Phase 2). While Phase 2 ranked higher, Phase 1 is the preferred initial project.

In addition, the following projects which did not score higher than 18 points should be programmed for construction or require special consideration:

- I-205: Highway 224 Interchange. This project provides necessary staging for and is complimentary to Phase 1 of the Sunrise Corridor.
- Highway 43: At Terwilliger Extension. If appropriate, this project should be constructed in conjunction with the Lake Oswego Trolley project. At the very least, an overall solution for the area should be defined through the Six-Year Program's Project Development section and integrate both with the trolley and with ODOT's Highway 43 Metropolitan Area Corridor Study (MACS). The study should also define specific local access and circulation issues related to the Trolley.
- US 30: N. Columbia-Lombard at NE 60th. This project represents the final segment to the Northeast Portland Highway within the City of Portland between Rivergate and I-205. As a result of completion of other phases within the corridor, the project has ranked lower.

### Project Development

Projects scoring between 14 and 17 (medium) points in the ranking, and those scoring 18 or greater and not programmed for construction should be programmed for project development and/or right-of-way.

### Park-and-Ride Facilities

Tri-Met has submitted and prioritized five park-and-ride lots associated with state highways. The priority park-and-ride lot project ready for construction as soon as possible is the expansion of the Tualatin facility. That lot should be programmed for construction. Given the complex nature of acquiring sites, certain actions on other sites should be as follows:

- Southgate Theatre. ODOT should assist Tri-Met in finding and funding for a permanent site.
- MAX Expansion (Gateway). Request programming for an out year in the new Six-Year Program.
- Lake Oswego Site. Coordinate with the Highway 43 MACS.
- West Linn Site. Defer until site issues are resolved.

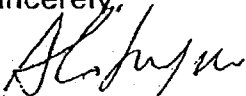
### Criteria

The ranking criteria associated with our priority list are shown in attachment C. The criteria were adopted by JPACT in 1989 for prioritization of projects associated with the 1991-1996 ODOT Six-year Highway Program. With minor modifications to provide points for pedestrian, bicycle, and transit improvements, the criteria are essentially the same. However, the subcommittee recommends the criteria be thoroughly reviewed prior to the next Six-Year Plan update in order that implications resulting from activities related to Urban Growth Management in the Portland area, the State Transportation Rule, and the Federal Clean Air and Surface Transportation Acts can be incorporated as necessary.

Mr. Adams  
June 17, 1991  
Page 4

Thank you for the opportunity to submit our list of regional highway priorities. We look forward to working with you through the update. If you have questions or need information regarding either our list or our criteria, please give me a call.

Sincerely,



Andrew C. Cotugno  
Transportation Director

ACC/bc

cc: JPACT  
TPAC

				DIV	BN	BU	PI
1		SUMMARY - ATTACHMENT A-1					
2		TECHNICAL RANKING OF ODOT'S 6-YEAR PRIORITY PROJECTS					
3							
4		P R O J E C T S		TOTAL RATING			
6	Facility	Project	Project				
7		Limits	Description	Point	Grade	Recommendation	Remarks
10							
11	Interstate Projects						
13	I-5	Hood Ave. - Terwilliger	SB climbing lane	19	high	Construction	
14	I-5	Highway 217 Intchg. - Phase 2	Collector-Distributor roads	18	high	Construction	
15	I-205	Sunnyside Split Diamond	Construction of split diamond	18	high	Construction	
16	I-205	Sunrise Corridor Interchange	Reconstruction	16	high	Construc./ Project Dev.	Reqd. in conjunc. w/Ph. 1 Sunrise Corridor
17	I-5	Greeley - N. Banfield, Phase 3	Braided ramps	18	high	Construction	Integrate w/new Blazer Arena
18	I-5	Greeley - N. Banfield, Phase 4	SB frontage road	16	medium	Construc./ Project Dev.	Integrate w/new Blazer Arena
19	I-5	Multnomah - Terwilliger	NB weave & merge	17	medium	Project Dev.	
20	I-5	Lower Boones Ferry Interchange	Widening/ramp terminals	17	medium	Project Dev.	
21	I-205	Park Place Interchange	EB off-ramp improvements	17	medium	Project Dev.	
22	I-5	Capitol/Barbur/Taylor's Fy Intchg	To be determined	15	medium	Project Dev.	
23	I-205	Airport Way - Sunnyside	Ramp metering	15	medium	Project Dev.	
24	I-5	Wilsonville Interchange	Reconstruction	14	medium	Project Dev.	
25	I-205	Gladstone Interchange	Widening	12	low		
26	I-205	Highway 43 Interchange	Widening	6	low		
27							
28	Access Oregon Projects						
29							
30	Highway 99W	Pfaffle - Commercial (Phase 1)	Reconfigure; widen; reconstruct	19	high	Construction	Phase 1 reqd. prior to phase 2
31	Highway 99W	I-5 to Pfaffle (Phase 2)	Widen to 7 lanes	24	high	Construction	
32	Highway 99W	Main - Tualatin Road	TSM	20	high	Construction	
33	Highway 224	Unit 1: I-205 - Rock Creek Junc	Construct 4 lane facility	19	high	Construction	
34	Mt. Hood Parkway	I-84 to U.S. 26	Construct 4 lane facility	19	high	Construction	
35	Highway 212	Unit 2: Rock Creek Junc. - U.S. 26	Widen to 4 lanes	14	medium	Project Dev.	
36	Highway 224	Unit 3: McLoughlin - I-205	Widen to 6 lanes; reconfigure	16	medium	Project Dev.	
37	Highway 212	I-205 to Root Road	Extend Hwy. 212 to Root Road	17	medium	Project Dev.	
38	OR-99W	At Beef Bend Rd.	WB to NB lane improvements	9	low		
39							

				DIV	BN	BO	P
40	Other Highway Project						
41							
42	McLoughlin Blvd.	17th - River Road	Widen to 5 lanes	21	high	Construction	
43	OR-8 (T.V. Hwy)	110th - 160th	Overlay, curbs, sidewalks	23	high	Construction	
44	Macadam (OR-43)	Taylor's Ferry - Bancroft	TSM	21	high	Construction	
45	Powell Blvd.	I-205 - U.S. 26	TSM	21	high	Construction	
46	T.V. Highway	Murray - Highway 217	Interchange; E/W arterials	21	high	Construction	
47	Barbur Blvd.	Front - Hamilton	Add SB lane	20	high	Construction	
48	Barbur Blvd./Capitol	Hamilton - Terwilliger	SB climbing lane	20	high	Construction	
49	Boones Ferry Rd.	Tualatin River Br. - Bypass	Widen to 3-4 lanes	20	high	Construction	
50	Farmington Road	Murray - 209th	Widen to 3-5 lanes	19	high	Construction	
51	Highway 217	Canyon - 72nd	Auxiliary lanes	19	high	Construction	
52	Killingsworth	Columbia Blvd - I-205 SB on-ramp	Additional lanes & dual turn lanes	19	high	Construction	
53	OR-8 (T.V. Hwy)	117th - Highway 217	Signal consol., capacity improv.	19	high	Construction	
54	T.V. Highway	Murray - 21st, Phase 2	Widen to 6-7 lanes	19	high	Construction	
55	Sandy Blvd.	41st - 102nd	TSM	18	high	Construction	
56	U.S. 26	Highway 217 - 185th	Widen to 6 lanes	18	high	Construction	
57	B.H. Highway	Scholls Ferry - Highway 217	TSM	18	high	Construction	
58	Highway 43	At Terwilliger Extension	Intersection TSM	15	high	Construc./ Project Dev.	Integrate w/Hwy 43 MAX/L.O. Trolley
59	U.S. 30	N. Columbia - Lombard at 60th	Reconfigure	8	high	Construc./ Project Dev.	Final Phase of Corridor
60	B.H. Highway	Scholls/Oleson intersection	Reconfigure intersection	17	medium	Project Dev.	
61	Greenburg Rd.	Greenburg Overcrossing @ Hwy. 217	Widen to 7 lanes	17	medium	Project Dev.	
62	OR 213	Clack. Comm. Coll. - Spangler Hill Rd.	Widen	17	medium	Project Dev.	
63	OR-10 (B.H. Hwy)	At Highway 217	Dual turn lanes	15	medium	Project Dev.	
64	Ore. City Bypass	At Beavercreek Road	Construct interchange	16	medium	Project Dev.	
65	Highway 47	Forest Grove Bypass	Relocate route	14	medium	Project Dev.	
66	Hall Blvd.	Scholls Ferry - 99W	Widen to 3 lanes	13	low		
67	Hall Blvd.	99W - McDonald	Widen to 3 lanes	12	low		
68	Sandy Blvd.	99th - 121st (105th - 109th)	TSM; interchange improvements	12	low		
69	Sandy Blvd.	181st - 244th, Phase 1	TSM	11	low		
70	82nd Ave.	Hinkley - Schiller	Widen	10	low		
71	Sandy Blvd.	121st - 181st	Widen to 5 lanes	10	low		
72	Hall Blvd.	McDonald - Durham	Widen to 3 lanes	10	low		
73	OR-213	Hwy. 213 at S. Toliver Rd.	Add left turn lane	9	low		
74	OR-43	Oswego Hwy @ Willamette Falls Dr	Realign intersection	12	low		
75	US-26 (Sunset)	Cedar Hills Interchange	Interchange improvements	8	low		
76	McLoughlin Blvd.	At Arlington Road	Intersection improvement	13	low		



1993-1998  
SIX-YEAR

*Excerpts from:*

TRANSPORTATION  
IMPROVEMENT  
PROGRAM

OREGON DEPARTMENT OF TRANSPORTATION

# CONSTRUCTION



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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
✓001	1-5 PACIFIC WASHINGTON	1-5 EXPANSION JOINT REPAIR; COMB-1M M.P. 283.2-290.0	05623	REPAIR EXPANSION JOINTS.	13		
					70	83	PRESRV
✓002	1-5 PACIFIC MULTNOMAH	MOTORIST ADVISORY SYSTEM (PORTLAND), PHASE 1 M.P. 291.0-308.0	05278	PROVIDE VARIABLE MESSAGE SIGNS ON 1-5 & 1-205.	57		
					1,100	1,157	SAFETY
✓003	1-5 PACIFIC MULTNOMAH	WEST MARQUAM INTERCHANGE - MARQUAM BR (PORTLAND) M.P. 300.1-300.4	05745	RETROFIT EARTHQUAKE FITTINGS AND UPGRADE RAILINGS.	139		
					9,240	9,379	BRIDGE
✓004	1-5 PACIFIC MULTNOMAH	1-5 SEISMIC RETROFIT (PORTLAND), PHASE 1 M.P. 301.9-302.7	06467	RETROFIT EARTHQUAKE FITTINGS.	200		
					1,040	1,240	BRIDGE
✓005	1-84 COLUMBIA RIVER MULTNOMAH	ARGAY DOWNS SOUNDWALL (PORTLAND) M.P. 6.6- 11.4	05746	CONSTRUCT A SOUNDWALL.	46		
					10		
					130	186	MISCEL
✓006	1-84 COLUMBIA RIVER MULTNOMAH	NE 181ST AVE - 223RD AVENUE M.P. 13.4- 15.2	00787	WIDEN TO 6 LANES, CONSTRUCT, INTERCHANGE @ 207TH, & NEW STRUCTURES AT 201ST & 223RD.	4,500		
					6,200		
					29,000	39,700	MODERN
✓007	1-84 COLUMBIA RIVER/CASCADE MULTNOMAH	1-84 @ 82ND AVE PARK & RIDE LOT M.P. 4.9	06243	CONSTRUCT A PARK AND RIDE FACILITY.	40		
					240	280	MISCEL
✓008	1-205 EAST PORTLAND FREEWAY CLACKAMAS	1-205 PAVEMENT & JOINT RECONSTRUCTION; COMB-1M M.P. 2.0- 17.8	05624	JOINT REPAIR.	33		
					130	163	PRESRV
✓009	1-205 EAST PORTLAND FREEWAY CLACKAMAS	CLACKAMAS RIVER BR - MCLOUGHLIN BLVD (BIKEWAY) M.P. 9.2- 10.7	06027	CONSTRUCT BIKEWAY.	30		
					150	180	MODERN
✓010	1-205 EAST PORTLAND FREEWAY MULTNOMAH	COLUMBIA RIVER - NE FAILING STREET M.P. 23.0- 26.6	02511	LANDSCAPING.	100		
					1,870	1,970	MISCEL

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

"✓" denotes Region 1 projects within Metro's boundary

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
✓011	1-405 SB 1-5 - FREMONT BRIDGE CONNECTION; STADIUM FREEWAY MULTNOMAH	M.P. 3.6- 3.9	COMB-10 05855	RECONSTRUCT JOINTS AND RESTORE DECK RAMP.	60 690	750	PRESRV
✓012	1-405 FREMONT BRIDGE SB ON-RAMP; STADIUM FREEWAY MULTNOMAH	M.P. 3.7- 3.9	COMB-10 05850	DECK OVERLAY AND JOINT REPAIR.	60 700	760	PRESRV
013	US-26 ZIG ZAG - RHODODENDRON MT HOOD CLACKAMAS	M.P. 42.1- 44.5	00987	WIDEN SECTION TO FOUR LANES.	250 137 4,000	4,387	MODERN 1/
014	US-26 SAFETY REST AREA - WOLF CREEK SUNSET CLATSOP	M.P. 28.7- 37.4	03659	OVERLAY PAVEMENT.	66 2,540	2,606	PRESRV
✓015	US-26 MALLER ROAD - GLENCOE ROAD SUNSET WASHINGTON	M.P. 52.3- 57.2	03662	OVERLAY PAVEMENT.	83 2,770	2,853	PRESRV
✓016	US-26 CEDAR HILLS BLVD INCHGE - SW 76TH AVE SUNSET WASHINGTON	M.P. 68.3- 69.1	06597	WIDEN HIGHWAY	2,211 165 30,800	33,176	MODERN
✓017	US-26 SW 82ND PLACE (GOLF CREEK ACCESS ROAD) SUNSET WASHINGTON	M.P. 69.1	06596	CONSTRUCT ACCESS ROAD	67 2,300 950	3,317	MODERN
✓018	US-26 HIGHLANDS (ZOO) INTERCHANGE SUNSET MULTNOMAH	M.P. 72.3	06015	IMPROVE INTERCHANGE.	435 15 7,130	7,580	MODERN
✓019	US-30 US-30 @ SAUVIE ISLAND BRIDGE LOWER COLUMBIA RIVER MULTNOMAH	M.P. 10.8	05294	WIDEN INTERSECTION.	28 220	248	SAFETY 1/
020	US-30 LOST CREEK HILL; COMB-1K LOWER COLUMBIA RIVER COLUMBIA	M.P. 55.0- 55.7	04387	INSTALL GUARDRAIL.	19 90	109	SAFETY

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

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					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
021	US-30 SWEDETOWN ROAD - LOST CREEK ROAD; LOWER COLUMBIA RIVER COLUMBIA	M.P. 55.2- 60.8	05790	COMB-1K COLD PLANE & OVERLAY.	99 1,000	1,099	PRESRV
022	US-30 LOWER COLUMBIA RIVER HWY @ LINDBERG ROAD; LOWER COLUMBIA RIVER COLUMBIA	M.P. 57.1- 57.7	01043	COMB-1K CONSTRUCT LEFT TURN REFUGE.	82 10 760	852	SAFETY
023	US-30B NORTHEAST PORTLAND HWY @ 99E (PORTLAND) NORTHEAST PORTLAND MULTNOMAH	M.P. 6.1- 6.2	06581	CONSTRUCT LEFT TURN REFUGE, UPGRADE SIGNALS	60 400	460	SAFETY
024	US-30B NE PORTLAND HWY @ 112TH AVENUE (PORTLAND) NORTHEAST PORTLAND MULTNOMAH	M.P. 11.9	06390	CHANNELIZE TO PROVIDE LEFT TURN LANES AND REVISE SIGNAL FOR PROTECTED LEFT TURNS.	20 80	100	SAFETY
025	OR-6 DEVILS LAKE FORK BR #2472 (WILSON R 2ND O'XING) WILSON RIVER TILLAMOOK	M.P. 32.0	03689	DECK RESTORATION AND JOINT REPAIR.	60 270	330	PRESRV
026	OR-8 TUALATIN VALLEY HWY @ MARKET CENTRE ENTRANCE TUALATIN VALLEY WASHINGTON	M.P. 7.5	06579	INTERSECTION IMPROVEMENT WITH SIGNAL REVISION	50 500	550	SAFETY
027	OR-35 13TH & OAK STREET (HOOD RIVER) MT HOOD & HOOD RIVER HOOD RIVER	M.P. 103.3	04614	INSTALL TRAFFIC SIGNAL.	40 50 130	220	SAFETY
028	OR-47 NEHALEM RIVER BR #1415 (E FORK OF N FORK) NEHALEM COLUMBIA	M.P. 57.1- 57.1	01441	DECK RESTORATION WITH ASPHALT OVERLAY & WATERPROOF MEMBRANE, & RETROFIT RAIL.	20 70	90	BRIDGE
029	OR-47 BANKS SCL - FOREST GROVE NCL NEHALEM WASHINGTON	M.P. 83.8- 88.9	01518	WIDEN AND REALIGN ROADWAY.	510 510 3,520	4,540	MODERN
030	OR-99E TUMWATER DR - S 2ND ST (OREGON CITY) PACIFIC EAST CLACKAMAS	M.P. 12.8- 13.0	06580	INSTALL FLASHING BEACONS.	25 170	195	SAFETY

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
031	OR-99E PACIFIC HWY EAST @ S NEW ERA RD PACIFIC EAST CLACKAMAS	M.P. 18.2- 18.5	04379	CONSTRUCT FRONTAGE ROAD & LEFT TURN LANE, INSTALL FLASHING BEACON & REALIGN INTERSECTION.	150 50 500	700	SAFETY
032	OR-99E PACIFIC HWY EAST @ SOUTH TERRITORIAL ROAD PACIFIC EAST CLACKAMAS	M.P. 19.3	06582	INSTALL A FLASHING BEACON.	8 40	48	SAFETY
033	OR-99W BANCROFT - TERWILLIGER (BIKEWAY) PACIFIC WEST MULTNOMAH	M.P. 1.9- 4.1	06026	CONSTRUCT A BIKEWAY.	50 250	300	MODERN
034	OR-99W SW HAMILTON ST - BEAVERTON/HILLSDALE HWY JCT PACIFIC WEST MULTNOMAH	M.P. 2.3- 3.0	06020	INSTALL GUARDRAIL.	20 290	310	SAFETY
035	OR-99W TUALATIN RIVER BR #1417N PACIFIC WEST WASHINGTON	M.P. 12.1	04343	DECK RESTORATION AND JOINT REPAIR.	26 580	606	PRESRV
036	OR-99W SHERWOOD - BROOKMAN ROAD PACIFIC WEST WASHINGTON	M.P. 15.7- 17.4	05634	ACCESS CONTROL AND CHANNELIZATION.	22 220 220	462	SAFETY
037	OR-210 SPRR X'ING - BEAVERTON/TIGARD HWY SCHOLLS WASHINGTON	M.P. 8.8- 9.1	03908	PROVIDE CHANNELIZATION, MODIFY TRAFFIC SIGNALS, REBUILD RAILROAD GATE, & SIDEWALKS	120 880	1,000	SAFETY
038	OR-210 SCHOLLS HWY @ SW JAMIESON ROAD SCHOLLS WASHINGTON	M.P. 11.5	03916	CONSTRUCT A LEFT TURN REFUGE.	17 35 160	212	SAFETY
039	OR-211 MP 23.75 - MP 23.95 WOODBURN-ESTACADA CLACKAMAS	M.P. 23.7- 23.9	05277	REALIGN CURVE.	85 15 590	690	MODERN
040	OR-212 CLACKAMAS/BORING @ AEMISEGGER (RITCHEY) ROAD CLACKAMAS-BORING CLACKAMAS	M.P. 6.8- 6.8	04616	INSTALL TRAFFIC SIGNAL.	26 5 110	141	SAFETY

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

3/ SUBJECT TO FINANCIAL PARTICIPATION BY LOCAL GOVERNMENTS

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1993 PROJECTS *****							
041	OR-213 CASCADE HWY S @ HENRICI RD & GREENTREE DR; CASCADE SOUTH CLACKAMAS	M.P. 4.3- 4.6	04662	COMB-1P CONSTRUCT LEFT TURN REFUGES.	61 65 310	436	SAFETY 1/
042	OR-213 CASCADE SOUTH @ LELAND ROAD; CASCADE SOUTH CLACKAMAS	M.P. 5.7	04675	REALIGN THE INTERSECTION.	80 300 500	880	MODERN 1/
043	OR-213 S LIBERAL WAY - LIBERAL/MOLALLA ROAD CASCADE SOUTH CLACKAMAS	M.P. 13.5- 13.7	04036	CONSTRUCT LEFT TURN MEDIAN	52 160 200	412	SAFETY
✓ 044	OR-217 SUNSET HWY - TUALATIN VALLEY HWY BEAVERTON-TIGARD WASHINGTON	M.P. 0.0- 0.7	06598	WIDEN HWY 217, AND RECONSTRUCT INTERCHANGE RAMPS.	578 550 11,900	13,028	MODERN
✓ 045	OR-217 CANYON RD - PACIFIC HWY WEST (NORTH UNIT) BEAVERTON-TIGARD WASHINGTON	M.P. 1.2- 3.0	01497	INSTALL RAMP METERS AT ALL RAMPS.	87 450	537	SAFETY
✓ 046	OR-217 CANYON RD - PACIFIC HWY WEST (SOUTH UNIT) BEAVERTON-TIGARD WASHINGTON	M.P. 3.0- 6.2	06231	INSTALL RAMP METERS.	60 600	660	SAFETY
	TRANSPORTATION SYSTEM MANAGEMENT PROJECTS VARIOUS HIGHWAYS. MULTNOMAH		06233	DEVELOP TRANSPORTATION SYSTEM MANAGEMENT PROJECTS.	60 700	760	SAFETY
	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06030	OVERLAY VARIOUS REGION HIGHWAYS.	40 5,000	5,040	PRESRV
					*****	*****	
					YEAR TOTAL - PE	10,945	
					RW	10,797	
					CONST - TOTAL	123,040	144,782
***** FEDERAL FISCAL YEAR 1994 PROJECTS *****							
✓ 047	I-5 BOONES FERRY RD - COMMERCE CIRCLE (WILSONVILLE) PACIFIC WASHINGTON	M.P. 285.9	06023	CONSTRUCT CONNECTION BETWEEN BOONES FERRY RD & COMMERCE CIRCLE, & INSTALL SIGNAL.	840 820	1,660	MODERN

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
*****							
FEDERAL FISCAL YEAR 1994 PROJECTS							
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048	1-84 223RD AVENUE - TROUTDALE COLUMBIA RIVER MULTNOMAH	M.P. 15.2- 16.9	04738	WIDEN TO SIX LANES, REBUILD INTERCHANGES AND STRUCTURES.	2,306 6,720 31,500	40,526	MODERN
049	1-84 WOOD VILLAGE & EAST HOOD RIVER INTCHGE COLUMBIA RIVER MULTNOMAH	M.P. 15.4- 64.7	02501	INSTALL VARIABLE MESSAGE SIGNS.	32 290	322	SAFETY
050	1-84 2ND ST INTERCHANGE (HOOD RIVER) COLUMBIA RIVER HOOD RIVER	M.P. 63.7- 64.1	03274	CONSTRUCT NEW INTERCHANGE, TRAFFIC SIGNALS, IMPROVE ACCESS ROAD & INCREASE TURNING RADII.	785 1,120 8,610	10,515	MODERN
051	1-84 GATEWAY PARK & RIDE LOT COLUMBIA RIVER/E PORTLAND MULTNOMAH	M.P. 5.8	06241	CONSTRUCT A PARK AND RIDE FACILITY.	87 1,680 720	2,487	MISCEL
052	US-26 JEWELL JCT - OSWEG CREEK (CLIMBING LANE) SUNSET CLATSOP	M.P. 20.4- 23.1	02871	CONSTRUCT EB CLIMBING LANE AND COMPLETE SLIDE REPAIRS AND CONSTRUCT MEDIAN TURN LANE.	358 67 4,040	4,465	MODERN
053	US-26 WEST FORK DAIRY CREEK - MALLER ROAD; SUNSET WASHINGTON	M.P. 46.3- 52.3	03661	OVERLAY PAVEMENT.	61 1,810	1,871	PRESRV
054	US-26 MP 47.0 - 48.5 (LEFT TURN LANE); SUNSET WASHINGTON	M.P. 47.0- 48.5	05329	CONSTRUCT A CONTINUOUS LEFT TURN LANE.	110 56 1,090	1,256	SAFETY
055	US-26 STOREY CREEK - CORNELL ROAD; SUNSET WASHINGTON	M.P. 59.5- 65.7	03663	OVERLAY PAVEMENT.	79 2,740	2,819	PRESRV
056	US-26 SYLVAN INTERCHGE - HIGHLANDS INTERCHGE SUNSET MULTNOMAH	M.P. 71.3- 72.3	06016	REPLACE STRUCTURES AT CAMELOT, CANYON ROAD AND ZOO INTERCHANGE.	586 840 9,870	11,296	MODERN
057	US-26 VISTA RIDGE TUNNEL, UNIT 3 SUNSET MULTNOMAH	M.P. 72.0- 74.0	01892	INSTALL VARIABLE MESSAGE SIGNS AND CLOSED CIRCUIT TV EQUIPMENT.	41 1,500	1,541	SAFETY

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

3/ SUBJECT TO FINANCIAL PARTICIPATION BY LOCAL GOVERNMENTS



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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1994 PROJECTS *****							
058	US-30 LOWER COLUMBIA RIVER COLUMBIA	HWY @ MIDLAND ROAD; M.P. 63.7	COMB-1L 04663	CONSTRUCT A LEFT TURN REFUGE.	58 8 380	446	SAFETY
059	US-30 LOWER COLUMBIA RIVER COLUMBIA	HWY @ WOODSON ROAD; M.P. 67.7- 68.1	COMB-1L 04349	CONSTRUCT LEFT TURN REFUGES, AND REPLACE FLASHING BEACON.	41 30 440	511	SAFETY
060	OR-8 SHUTE PARK - 21ST AVENUE (HILLSBORO) TUALATIN VALLEY WASHINGTON	M.P. 11.2- 11.9	05024	WIDEN HIGHWAY, CONSTRUCT NEW CURBS AND SIDEWALKS, AND BIKEWAY.	717 828 4,650	6,195	MODERN
061	OR-35 MT HOOD - LONG PRAIRIE RD MT HOOD HOOD RIVER	M.P. 88.4- 91.1	01435	IMPROVE HORIZONTAL AND VERTICAL ALIGNMENT AND WIDEN ROADWAY.	615 1,344 3,580	5,539	MODERN
062	OR-43 TAYLOR'S FERRY ROAD - I-205 (MACS) OSWEGO CLACKAMAS	M.P. 2.2- 11.1	05853	TRAFFIC SYSTEM MANAGEMENT.	92 1,580	1,672	MODERN
063	OR-43 OSWEGO HWY @ JOLIE POINTE ROAD OSWEGO CLACKAMAS	M.P. 9.5- 9.7	03939	CONSTRUCT A LEFT TURN REFUGE.	30 84 400	514	SAFETY
064	OR-47 NEHALEM RIVER - BEAVER CR (TREHARNE) NEHALEM COLUMBIA	M.P. 63.4- 64.9	05317	REALIGN EXISTING ROADWAY.	169 112 2,120	2,401	MODERN
065	OR-99E CLACKAMAS RIVER BR #1617 PACIFIC EAST CLACKAMAS	M.P. 11.2	04340	BRIDGE DECK RESTORATION.	61 1,120	1,181	PRESRV
066	OR-99E OREGON CITY - COALCO PACIFIC EAST CLACKAMAS	M.P. 12.6- 17.7	03728	PROVIDE ROCKFALL PROTECTION.	205 144 2,680	3,029	SAFETY
067	OR-211 MOLALLA RIVER (MEADOWBROOK) BR #3049A WOODBURN-ESTACADA CLACKAMAS	M.P. 15.4	01501	REPLACE STRUCTURE.	184 36 1,970	2,190	BRIDGE

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION  
3/ SUBJECT TO FINANCIAL PARTICIPATION BY LOCAL GOVERNMENTS

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1994 PROJECTS *****							
068	OR-211 CLACKAMAS RIVER (ESTACADA) BR #2208 WOODBURN-ESTACADA CLACKAMAS	M.P. 33.4	00761	BRIDGE DECK RESTORATION.	21 380	401	PRESRV 1/
✓069	SPRR X'ING - SW GREENBURG RD (BIKEWAY); COMB-1R BEAVERTON-TUALATIN WASHINGTON	M.P. 2.5- 3.3	06028	CONSTRUCT BIKEWAY.	92 470	562	MODERN
✓070	PACIFIC HWY W - SW MCDONALD ST (BIKEWAY); COMB-1R BEAVERTON-TUALATIN WASHINGTON	M.P. 5.0- 6.1	04640	CONSTRUCT BIKEWAY.	123 112 370	605	MODERN 1/
✓	TRAFFIC LOOP REPAIR PROJECT, UNIT 5 VARIOUS HIGHWAYS MULTNOMAH		04383	REPLACE SIGNAL LOOP DETECTORS AND FEEDER CABLES.	30 460	490	SAFETY
✓	GUARDRAIL IMPROVEMENTS - UNITS 1 & 2 VARIOUS HIGHWAYS VARIOUS		05321	INSTALL GUARDRAIL.	58 920	978	SAFETY
✓	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06032	OVERLAY VARIOUS REGION HIGHWAYS.	41 5,250	5,291	PRESRV
					*****	*****	
YEAR TOTAL - PE					6,982		
RW					14,021		
CONST - TOTAL					89,760	110,763	
***** FEDERAL FISCAL YEAR 1995 PROJECTS *****							
✓071	1-5 STAFFORD INTERCHANGE; COMB-1T PACIFIC WASHINGTON	M.P. 285.9-286.4	03271	RECONSTRUCT THE INTERCHANGE, IMPROVE RAMP ACCESS TO 1-5, & RECONSTRUCT BRIDGE OVER 1-5.	650 2,244 9,160	12,054	MODERN 1/
✓072	1-5 1-5 PAVEMENT SUBSIDENCE @ MP 287; COMB-1T PACIFIC WASHINGTON	M.P. 287.0-287.1	02910	REMOVE AND REPLACE SURFACING AND BASE MATERIAL.	64 800	864	PRESRV
✓073	1-5 1-5 @ HWY 217/KRUSE WAY INTERCHANGE, UNIT 1 PACIFIC WASHINGTON	M.P. 291.9-292.4	03277	CONSTRUCT A FREEWAY TO FREEWAY INTERCHANGE.	3,038 5,017 42,100	50,155	MODERN 2/

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION  
2/ CANDIDATE FOR DISCRETIONARY FUNDING.

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1995 PROJECTS *****							
074	I-84 HOOD RIVER BR #2444A COLUMBIA RIVER HOOD RIVER	M.P. 64.1	04346	PLACE A LATEX MODIFIED OVERLAY AND REPAIR AND RECONSTRUCT THE JOINTS.	35 750	785	PRESRV
✓ 075	I-205 I-205 @ GLISAN (NORTHBOUND); COMB-1U EAST PORTLAND FREEWAY MULTNOMAH	M.P. 21.0- 21.1	05858	WIDEN SOUTH APPROACH TO PROVIDE 4TH LANE: LEFT TURN LANE, 2 THRU LANES & RIGHT TURN LANE.	30 36 330	396	SAFETY
✓ 076	I-205 I-205 @ NE GLISAN (SOUTHBOUND); COMB-1U EAST PORTLAND FREEWAY MULTNOMAH	M.P. 21.1- 21.2	05857	WIDEN N APPROACH & PROVIDE 4TH LANE: LT TURN LANE, LT THRU LANE, THRU LANE & RT TURN LANE	15 160	175	SAFETY
✓ 077	I-405 EAST FREMONT BRIDGE APPROACH STADIUM FREEWAY MULTNOMAH	M.P. 3.5- 3.6	05856	RECONSTRUCT JOINTS AND RESTORE DECKS ON BRIDGE.	75 800	875	PRESRV
✓ 078	US-26 CAMELOT INCHGE - SYLVAN INCHGE SUNSET MULTNOMAH	M.P. 70.0- 70.9	06017	WIDEN HWY BY 1 LANE, BUILD C-D SYSTEM EAST & WESTBOUND & IMPROVE CONNECTING ROADS.	3,386 13,422 58,500	75,308	MODERN
079	US-30 COLUMBIA CITY NCL - WARREN LOWER COLUMBIA RIVER COLUMBIA	M.P. 26.1- 32.6	00981	WIDEN HIGHWAY TO 4-LANES, ADD CURBS & SIDEWALKS THROUGH ST HELENS.	3,151 10,706 21,800	35,657	MODERN
080	US-30 LEWIS & CLARK (LONGVIEW) BRIDGE #2046 LOWER COLUMBIA RIVER COLUMBIA	M.P. 48.9	06124	REPLACE DECK AND SIDEWALK WITH PRECAST CONCRETE PANELS.	314 18,700	19,014	BRIDGE
✓ 081	US-30B SANDY MACS PROJECT SANDY BLVD MULTNOMAH	M.P. 0.0- 5.5	06239	DEVELOP TRANSPORTATION SYSTEM MANAGEMENT PROJECT.	210 250 4,410	4,870	SAFETY
✓ 082	OR-43 MCVEY AVE - BURNHAM RD OSWEGO MULTNOMAH	M.P. 6.7	06130	CONSTRUCT A RETAINING WALL AND A BIKEWAY.	84 440	524	MODERN
✓ 083	OR-210 SCHOLLS @ BEEF BEND ROAD SCHOLLS WASHINGTON	M.P. 5.0- 5.2	04440	CONSTRUCT A LEFT TURN REFUGE.	37 420 660	1,117	SAFETY

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION  
3/ SUBJECT TO FINANCIAL PARTICIPATION BY LOCAL GOVERNMENTS

## CONSTRUCTION

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## REGION 1

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1995 PROJECTS *****							
084	OR-224 FOREST BOUNDARY - WHITEWATER (UNIT 1) CLACKAMAS CLACKAMAS	M.P. 43.2- 44.5	03368	ROCKFALL PROTECTION.	168 4 4,240	4,412	MODERN 1/
085	LOWER BOONES FERRY RD - TUALATIN BEAVERTON-TUALATIN WASHINGTON	M.P. 8.6- 10.0	06029	CONSTRUCT BIKEWAY.	30 160	190	MODERN
✓	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06033	OVERLAY VARIOUS REGION HIGHWAYS.	34 5,510	5,544	PRESRV
					*****	*****	
YEAR TOTAL - PE					11,321		
					RW	32,099	
CONST - TOTAL					168,520	211,940	
***** FEDERAL FISCAL YEAR 1996 PROJECTS *****							
086	1-5 METRO ADVANCE WARNING SIGNS; COMB-1V PACIFIC MULTNOMAH	M.P. 299.0	02514	DEVELOP AND INSTALL A MOTORIST INFORMATION SYSTEM.	50 1,270	1,320	SAFETY
087	1-5 MOTORIST INFORMATION SYSTEM; COMB-1V PACIFIC MULTNOMAH	M.P. 299.5-308.3	06235	PROVIDE FOR A MOTORIST INFORMATION SYSTEM.	96 1,160	1,256	SAFETY
088	1-84 MULTNOMAH FALLS PARKING AREA (EB OFFRAMP) COLUMBIA RIVER MULTNOMAH	M.P. 31.0- 31.5	04942	REALIGN EASTBOUND OFF RAMP.	68 840	908	SAFETY 1/
089	1-84 MULTNOMAH FALLS - CASCADE LOCKS COLUMBIA RIVER MULTNOMAH	M.P. 31.4- 43.5	05860	OVERLAY ROADWAY.	258 9,260	9,518	PRESRV
090	1-205 WILLAMETTE RIVER BRIDGE ICE DETECTOR EAST PORTLAND FREEWAY CLACKAMAS	M.P. 8.8- 9.3	03280	INSTALL ICE DETECTORS IN BRIDGE DECK & LINK TO MONITOR @ MAINTENANCE STATION.	20 170	190	SAFETY
091	1-205 COLUMBIA BLVD SOUTHBOUND ON-RAMP EAST PORTLAND FREEWAY MULTNOMAH	M.P. 23.7	05861	WIDEN AND RESTRIPE RAMPS FOR TURN LANES.	35 400	435	MODERN

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
***** FEDERAL FISCAL YEAR 1996 PROJECTS *****							
092	US-26 VARIABLE MESSAGE SIGN SUNSET WASHINGTON	M.P. 35.2- 70.8	06234	INSTALL ADVANCED WARNING SIGNS.	73 1,500	1,573	SAFETY
093	US-26 HILLSBORO LRT EXTENSION SUNSET WASHINGTON	M.P. 58.0- 64.2	06595	CONSTRUCT LIGHT RAIL TRANSIT FACILITY	22,000	22,000	MISCEL
094	US-26 BEAVERTON/TIGARD HWY - CAMELOT INCHGE SUNSET WASHINGTON	M.P. 68.7- 70.3	06018	CONSTRUCT CLIMBING LANE & ON RAMP; COMPLETE ON-RAMP, REMOVE VIADUCT & OVERLAY HIGHWAY.	223 344 3,940	4,507	MODERN
095	US-30 LINNTON - SAUVIE ISLAND BRIDGE LOWER COLUMBIA RIVER MULTNOMAH	M.P. 8.5- 11.0	04366	PROVIDE ROCK SLOPE PROTECTION.	69 1,650	1,719	SAFETY
096	OR-8 110TH - 160TH; COMB-1W TUALATIN VALLEY WASHINGTON	M.P. 2.7- 5.3	05859	REPLACE CURBS AND SIDEWALKS, CONSTRUCT HANDICAP RAMPS AND OVERLAY ROADWAY.	1,160	1,160	PRESRV
097	OR-8 BEAVERTON/TIGARD HWY - 117TH AVE; COMB-1W TUALATIN VALLEY WASHINGTON	M.P. 2.9- 3.2	06131	REMOVE SIGNAL, RAISE MEDIAN AND WIDEN ROADWAY.	435 4,630	5,065	MODERN
098	OR-99W 99W @ 124TH AVENUE (TUALATIN ROAD) PACIFIC WEST WASHINGTON	M.P. 12.5	05301	REALIGN INTERSECTION AND INSTALL TRAFFIC SIGNAL.	96 870	966	SAFETY
099	OR-208 209TH - MURRAY (UNIT 1) FARMINGTON WASHINGTON	M.P. 5.3- 8.8	03279	WIDEN TO 4 LANES WITH A CONTINUOUS LEFT TURN LANE.	1,614 1,505 3,880	6,999	MODERN
100	OR-211 MP 26.5 - CLEAR CREEK CANYON WOODBURN-ESTACADA CLACKAMAS	M.P. 26.5- 26.9	04388	REALIGN CURVE.	215 287 3,300	3,802	MODERN
101	OR-219 FARMINGTON HIGHWAY - SCHOLLS HILLSBORO-SILVERTON WASHINGTON	M.P. 5.6- 10.1	05302	OVERLAY ROADWAY.	258 2,950	3,208	PRESRV

1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION  
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CONSTRUCTION  
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REGION 1  
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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
*****							
FEDERAL FISCAL YEAR 1996 PROJECTS							
*****							
102	HOOD RIVER HWY @ ODELL HWY HOOD RIVER HOOD RIVER	M.P. 5.0	03407	REALIGN INTERSECTION.	76 75 480	631	SAFETY
✓	TRAFFIC LOOP REPAIR, UNIT 6 VARIOUS HIGHWAYS MULTNOMAH		05862	REPAIR TRAFFIC LOOPS ON VARIOUS HIGHWAYS.	30 580	610	SAFETY
✓	TRANSPORTATION SYSTEM MANAGEMENT PROJECT VARIOUS HIGHWAYS MULTNOMAH		06238	DEVELOP TRANSPORTATION SYSTEM MANAGEMENT PROJECTS.	63 810	873	SAFETY
✓	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06035	OVERLAY VARIOUS REGION HIGHWAYS.	43 5,790	5,833	PRESRV
					*****	*****	
YEAR TOTAL - PE					3,722		
					RW 2,211		
CONST - TOTAL					66,640	72,573	
FEDERAL FISCAL YEAR 1997 PROJECTS							
*****							
✓ 103	1-5 WATER AVE RAMPS PACIFIC MULTNOMAH	M.P. 300.5-301.5	05697	BUILD WATER AVENUE AND MORRISON ONRAMPS.	19,300	19,300	MODERN 1/
✓ 104	US-26 MURRAY ROAD - HWY 217 SUNSET WASHINGTON	M.P. 67.1- 69.1	06021	WIDEN ROADWAY TO SIX LANES.	2,758 5,393 18,200	26,351	MODERN
105	OR-35 MP 72.7 - MP 73.4 (ROCKFALL) MT HOOD HOOD RIVER	M.P. 72.7- 73.4	06011	ROCKFALL PROTECTION.	49 3 390	442	SAFETY
✓ 106	OR-47 COUNCIL CREEK - QUINCE (HWY 47 BYPASS) NEHALEM WASHINGTON	M.P. 88.5- 90.3	04364	REROUTE HWY EAST OF DOWNTOWN FOREST GROVE.	550 627 7,860	9,037	MODERN 1/ 3/
✓ 107	OR-210 SCHOLLS HWY NB @ HWY 217 SCHOLLS WASHINGTON	M.P. 9.2	06010	WIDEN FOR LEFT-TURN LANE.	54 36 360	450	SAFETY

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CONSTRUCTION  
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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
*****							
FEDERAL FISCAL YEAR 1997 PROJECTS							
*****							
108	OR-211 EAGLE CREEK/SANDY HWY @ MP 1.0 EAGLE CREEK-SANDY CLACKAMAS	M.P. 1.0- 1.2	06012	INSTALL GUARDRAIL.	16 80	96	SAFETY
109	OR-211 EAGLE CREEK/SANDY HWY @ SE 362ND AVE EAGLE CREEK-SANDY CLACKAMAS	M.P. 3.6- 3.8	05867	CONSTRUCT A LEFT TURN LANE, IMPROVE SIGHT DISTANCE, AND INSTALL FLASHERS.	17 36 430	483	SAFETY
110	OR-212 CLACKAMAS/BORING HWY @ 242ND AVE CLACKAMAS-BORING CLACKAMAS	M.P. 4.6	06013	INSTALL A TRAFFIC SIGNAL.	20 140	160	SAFETY
111	OR-213 CASCADE HWY SOUTH @ SOUTH MACKSBURG ROAD CASCADE SOUTH CLACKAMAS	M.P. 12.9- 13.1	05868	CONSTRUCT A LEFT TURN LANE, STRAIGHTEN CURVE, & REALIGN MACKSBURG ROAD.	64 313 580	957	SAFETY
✓	TRAFFIC LOOP REPAIR, UNIT 7 VARIOUS HIGHWAYS MULTNOMAH		05866	REPAIR TRAFFIC LOOPS ON VARIOUS HIGHWAYS.	30 610	640	SAFETY
✓	PRIORITY MACS PROJECTS VARIOUS HIGHWAYS MULTNOMAH		06240	BUCKET FOR UNSPECIFIED TRANSPORTATION SYSTEM MANAGEMENT PROJECTS.	201 3,650	3,851	SAFETY
✓	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06037	OVERLAY VARIOUS REGION HIGHWAYS.	30 6,080	6,110	PRESRV
					*****	*****	
YEAR TOTAL - PE					3,789		
					RW	6,408	
CONST - TOTAL					57,680	67,877	
*****							
FEDERAL FISCAL YEAR 1998 PROJECTS							
*****							
112	I-5 E MARQUAM INCHGE GRAND AV/MLK JR BLVD RAMP PACIFIC MULTNOMAH	M.P. 300.5-301.5	00597	CONSTRUCT RAMP FROM MARQUAM BRIDGE TO GRAND AND UNION AVE.	5,090 5,017 58,400	68,507	MODERN
113	I-5 NB CONNECTION - SB STADIUM FWY PACIFIC MULTNOMAH	M.P. 303.0-303.5	01489	OVERLAY DECK AND REPAIR JOINTS.	77 1,540	1,617	PRESRV

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1/ SUBJECT TO MEETING THE CRITERIA FOR ADVANCEMENT FROM THE DEVELOPMENT SECTION

## CONSTRUCTION

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REGION 1

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MAP INDEX	ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT	KEY NUMBER	WORK DESCRIPTION	AUTHORIZED COSTS (\$1,000)		WORK TYPE
					PE RW CONST	TOTAL	
*****							
FEDERAL FISCAL YEAR 1998 PROJECTS							
*****							
✓ 114	I-205 E PORTLAND FWY @ SUNNYBROOK INTERCHANGE EAST PORTLAND FREEWAY CLACKAMAS	M.P. 13.5- 16.2	03346	CONSTRUCT SPLIT DIAMOND INTERCHANGE, INCLUDING NEW STRUCTURE, OVER I-205.	1,129 733 21,700	23,562	MODERN
✓ 115	US-30B ST JOHNS BRIDGE (JOINT REPAIR) NORTHEAST PORTLAND MULTNOMAH	M.P. 0.5- 1.2	06022	REPLACE SIDEWALK AND REPAIR JOINTS.	75 1,450	1,525	BRIDGE
✓ 116	OR-10 BEAVERTON/HILLSDALE HWY @ HWY 217 BEAVERTON-HILLSDALE WASHINGTON	M.P. 1.0	06014	CONSTRUCT A LEFT-TURN LANE.	90 1,020	1,110	SAFETY
✓	TRAFFIC LOOP REPAIR, UNIT 8 VARIOUS HIGHWAYS STATEWIDE		06019	REPAIR TRAFFIC LOOPS ON VARIOUS HIGHWAYS.	30 640	670	SAFETY
✓	TRANSPORTATION SYSTEM MANAGEMENT PROJECT VARIOUS HIGHWAYS MULTNOMAH		06242	DEVELOP TRANSPORTATION SYSTEM MANAGEMENT PROJECTS.	65 890	955	SAFETY
✓	PRIORITY MACS PROJECTS VARIOUS HIGHWAYS MULTNOMAH		06245	DEVELOP TRANSPORTATION SYSTEM MANAGEMENT PROJECTS.	206 3,830	4,036	SAFETY
✓	ASSIGNED FOR SURFACE PRESERVATION VARIOUS HIGHWAYS STATEWIDE		06039	OVERLAY VARIOUS REGION HIGHWAYS.	30 6,380	6,410	PRESRV
					*****	*****	
YEAR TOTAL - PE					6,792		
					RW	5,750	
CONST - TOTAL					95,850	108,392	
					*****	*****	
REGION TOTAL - PE					43,551		
					RW	71,286	
CONST - TOTAL					601,490	716,327	

2/ CANDIDATE FOR DISCRETIONARY FUNDING.



# DEVELOPMENT



DEVELOPMENT  
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REGION 1  
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ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT STAGE OF WORK	KEY NUMBER	PROJECT CONCEPT	ESTIMATED COSTS (\$1,000)		WORK TYPE
				PE RW CONST	TOTAL	
✓ 1-5 WILSONVILLE INTERCHANGE PACIFIC M.P. 283.9-284.0 02500 CLACKAMAS FINAL PLANS IN FEDERAL FY 1994			RECONSTRUCT INTERCHANGE INCLUDING STRUCTURE OVER WILSONVILLE ROAD.	461 2,744 12,600	15,805	MODERN
✓ 1-5 1-5 @ HWY 217/KRUSE WAY INTERCHANGE, UNIT 2 PACIFIC M.P. 291.9-292.4 05631 CLACKAMAS RIGHT OF WAY IN FEDERAL FY 1998			CONSTRUCT COLLECTOR ROADS ADJACENT TO 1-5.	1,129 3,763 37,000	41,892	MODERN
✓ 1-5 GREELEY RAMP - NORTH BANFIELD INTCHGE, UT 2 PACIFIC M.P. 301.5-303.1 04442 MULTNOMAH FINAL E.I.S. IN FEDERAL FY 1996			ADD LANES, REBUILD STRUCTURES, MODIFY STREETS AT RAMP TERMINI AND CONSTRUCT FRONTAGE ROADS.	5,404 9,157 33,500	48,061	MODERN
✓ 1-205 E PORTLAND FWY @ CLACKAMAS HWY (SUNRISE) INTCHGE EAST PORTLAND FREEWAY M.P. 13.0 05331 CLACKAMAS RIGHT OF WAY IN FEDERAL FY 1996			RECONSTRUCT THE INTERCHANGE.	3,926 18,816 64,900	87,642	MODERN
US-26 RHODODENDRON - OR-35 MT HOOD M.P. 44.1- 57.5 05629 CLACKAMAS FINAL E.I.S. IN FEDERAL FY 1995			TO BE DETERMINED.	32	32	MODERN
✓ OR-99E MLK JR BLVD/GRAND VIADUCT - SE HAROLD ST PACIFIC EAST M.P. 1.0- 3.0 04874 MULTNOMAH FINAL E.I.S. IN FEDERAL FY 1997			CONSTRUCT ADDITIONAL TRAFFIC LANES.	3,763 6,420	10,183	MODERN
✓ OR-99E SE HAROLD ST - SE TACOMA ST INTERCHANGE PACIFIC EAST M.P. 3.0- 4.2 04875 MULTNOMAH FINAL E.I.S. IN FEDERAL FY 1996			CONSTRUCT 6-LANE DIVIDED HIGHWAY.	3,767 2,822 6,440	13,029	MODERN
✓ OR-208 209TH - MURRAY (PHASE 2) FARMINGTON M.P. 5.3- 8.8 06508 WASHINGTON RIGHT OF WAY IN FEDERAL FY 1994			WIDEN TO FOUR LANES WITH A CONTINUOUS LEFT TURN LANE.	820 2,665	3,485	MODERN
OR-212 ROCK CREEK JCT - MT HOOD HWY CLACKAMAS-BORING M.P. 0.0- 8.8 00923 CLACKAMAS RIGHT OF WAY IN FEDERAL FY 1998			CONSTRUCT A LIMITED ACCESS HIGHWAY.	2,826 31,360	34,186	MODERN
✓ OR-217 SUNSET HWY - TUALATIN VALLEY HWY BEAVERTON-TIGARD M.P. 0.0- 1.5 06025 WASHINGTON RIGHT OF WAY IN FEDERAL FY 1996			WIDEN HIGHWAY AND STRUCTURE AND COMPLETE RAMP WORK.	1,454 212 20,600	22,266	MODERN

DEVELOPMENT  
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REGION 1  
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ROUTE NO. HIGHWAY NAME COUNTY	SECTION NAME MILEPOINT STAGE OF WORK	KEY NUMBER	PROJECT CONCEPT	ESTIMATED COSTS (\$1,000)		WORK TYPE
				PE RW CONST	TOTAL	
*****						
✓ OR-217 TV HWY - 72ND AVE INTCHGE BEAVERTON-TIGARD M.P. 1.7- 6.7 WASHINGTON FINAL E.I.S. IN FEDERAL FY 1996	04357	CONSTRUCT ADDITIONAL TRAVEL LANES AND AUXILIARY LANES.	1,076 2,257 38,200	41,533	MODERN	
OR-224 EAST PORTLAND FREEWAY - ROCK CR JCT CLACKAMAS M.P. 4.3- 8.1 CLACKAMAS RIGHT OF WAY IN FEDERAL FY 1996	04409	CONSTRUCT A LIMITED ACCESS HIGHWAY.	1,829 43,904 85,300	131,033	MODERN	
MP 4.1 - DABNEY PARK (ROCKFALL) CROWN POINT M.P. 4.1- 4.5 MULTNOMAH RIGHT OF WAY IN FEDERAL FY 1995	04370	CUT BACK SLOPE, CONSTRUCT BENCH AND ROCKFALL AREA.	120 75 3,860	4,055	SAFETY	
COLUMBIA RIVER HWY - MT HOOD HWY MT HOOD PARKWAY M.P. 0.0- 3.0 MULTNOMAH RIGHT OF WAY IN FEDERAL FY 1997	04752	CONSTRUCT A LIMITED ACCESS PARKWAY.	4,966 27,596	32,562	MODERN	
✓ SUNSET HIGHWAY - PACIFIC HIGHWAY WESTERN BYPASS M.P. 0.0- 20.0 WASHINGTON FINAL CORRIDOR EIS IN FFY 1993	05124	TO BE DETERMINED.			MODERN	
				*****	*****	
REGION TOTAL - PE				27,810		
RW				149,134		
CONST - TOTAL				308,820	485,764	



**RECONNAISSANCE**

**AND FEASIBILITY**

# RECONNAISSANCE

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## REGION 1

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ROUTE NO. *****	HIGHWAY NAME KEY NUMBER *****	COUNTY *****	SECTION NAME ***** STAGE OF WORK	BEGIN M.P. *****	LONG (MI.) *****
I-84	COL RIVER/MOSIER-THE D 05036	MULTNOMAH	WARRENDAL - MEMALOOSE OVERLOOK STUDY RECONNAISSANCE	37.6	32.1
✓ I-205	EAST PORTLAND FREEWAY 05330	CLACKAMAS	GLADSTONE INCHG - WEST LINN INCHGE RECONNAISSANCE	8.5	2.7
✓ I-405	STADIUM FREEWAY 05279	MULTNOMAH	I-405/I-5/US-26 RECON STUDY RECONNAISSANCE	.0	.0
US-26	MT HOOD 04904	CLACKAMAS	HEIDI'S JCT - MADRAS CORRIDOR STUDY (WEST UNIT) RECONNAISSANCE	19.5	37.9
US-30	LOWER COLUMBIA RIVER 04888	COLUMBIA	ASTORIA - PORTLAND CORRIDOR STUDY (EAST UNIT) RECONNAISSANCE	.9	69.0
✓ OR-99W	PACIFIC WEST 04820	WASHINGTON	PAFFLE RD - COMMERCIAL STREET RECONNAISSANCE	8.2	.9
	TRAIL 06510	CLACKAMAS	CAZADERO TRAIL CORRIDOR RECONNAISSANCE	.0	.0
✓	VARIOUS HIGHWAYS 06578	MULTNOMAH	REGION 1 CORRIDOR PLANNING RECONNAISSANCE	.0	.0



METRO

August 10, 1993

Members of the Urban Livability Team  
Chair, Christine Ervin  
Oregon Department of Energy  
625 NE Marion Street  
Salem, Oregon 97310

Dear Chair Ervin & Team Members:

This letter is to offer Metro staff support for the proposed Transit Oriented Development (TOD) management and implementation concepts developed by the Ad Hoc committee. Metro was a participant of that group and has worked closely with DEQ and the Ad Hoc members in developing a concept we hope will: 1) maximize air quality benefits consistent with the use of Congestion Mitigation/Air Quality (CMAQ) funds; and 2) provide a worthy demonstration of TOD development within this region.

The final demonstration project or projects should also be consistent with regional transportation and land use objectives, both as they exist and as they are being defined through Metro's Region 2040.

#### General Comments

Metro is encouraged by the structure of the implementation effort as it has been developed to date. In particular, we are looking forward to an open process which identifies the best TOD site, TOD project and development team. The use of CMAQ funds to stimulate a TOD has already generated substantial interest and a number of exciting project concepts. Despite this enthusiasm, we caution against initially proceeding with a limited solicitation. We forward this caution since the concept is new and untested. For at least an initial phase of the effort, all sites having the potential to meet the project goal and objectives should be allowed for consideration. Emphasis and priority should of course be given to sites with direct access to high quality transit. In that regard, we support the broad-based nature of the project selection criteria.

#### Specific Comments

- **Region 2040.** To the degree possible, the TOD demonstration scope should be coordinated with Metro's Region 2040 process, "Regional Design Program." The program

Urban Livability Team

August 10, 1993

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has similar objectives to and is complementary with the TOD effort. Such coordination will also ensure the tie between the TOD effort and regional planning objectives.

- **Regional Oversight/Steering Committee.** Consistent with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the CMAQ program was selected and approved through the JPACT/Metro Council process with consultation with the State, including ODOT, ODOE and DEQ. The program was developed to be consistent with federal guidelines, yet was flexible enough to promote both regional and state air quality, transportation and land use objectives. Consequently, it is imperative that the region be, at a minimum, represented on the Steering Committee and on the Technical Advisory Committee to provide for direct input and to ensure procedural and project compliance with regional objectives. Assuming Metro and Tri-Met are represented on the Steering Committee and TAC, we will subsequently recommend to JPACT and the Metro Council that they support this approach and that they be apprised of the TOD process activities through regular informational updates. Any comments that they have can be forwarded to the Steering Committee.
- **Project Selection Criteria.** Metro staff views the project selection criteria as being preliminary and general. We strongly recommend they be further reviewed, refined and quantified as necessary through the TAC, DAC and Steering Committee.

We look forward to working with the Livability Team in finalizing this process and in gaining general JPACT and Metro Council concurrence.

Sincerely,



Andrew C. Cotugno  
Planning Director

ACC/bc

cc: JPACT  
TPAC

Judy Wyers, Presiding Officer  
METRO  
600 SE Grand Avenue  
Portland, OR 97232

Ms Wyers and members of JPACT,

The Intermodal Surface Transportation Efficiency Act offers us an unique opportunity to "do the right thing" and fund alternative transportation projects in a meaningful way for the first time. While the sums involved in the Congestion Mitigation/Air Quality and Transportation Enhancement set asides may not seem like much when compared to the amount of money allocated to major road projects in the metropolitan area, they are tremendously significant compared to the amounts historically spent for modes such as walking and biking. Indeed, ODOT's whole budget statewide for biking and walking amounted to only \$2,700,000 in 1991.

This is why it is so important that the projects funded with this money are worthwhile projects, projects that meet real needs, and that are technically solid. As the only non-interested party serving on the Transportation Demand Management Subcommittee which prepared these recommendations before you, I must tell you the unhappy news that the process and the results are seriously flawed. The committee, for you who are unaware of it, was composed entirely of "stakeholders", staff from affected agencies with a keen interest in the money being distributed, with the exception of myself.

While attractive in concept, stakeholder committees such as this one have the disturbing tendency to slip into pork barrel politics. Criticism of proposed projects cannot be rigorous when everyone in the room has a project on the table and are all professional colleagues.

Critical assumptions of projected clean air benefits and project design were not scrutinized closely and the selection of projects for funding went beyond technical ranking and included political considerations which are more appropriately the concern of JPACT and the Metro Council: witness the presence of a project ranked 32nd by committee (Cedar Hills Blvd bike lanes and sidewalks) on the funding list while projects ranked 4, 6, 9, and 10 are unfunded.

As the sole citizen member of this committee, I was in the uncomfortable position of being the lone critic. For example, Washington County is legally required to provide walkways and bikeways as part of all road reconstruction including the planned widening of Cedar Hills Blvd (ORS 366.514). CMAQ funds should not be used for providing legally required facilities. (The City of Portland also submitted two projects that would have been unnecessary if the law had been complied with in the first place: N. Greeley and SW Front Ave were both rebuilt since the passage of this law yet have no bike facilities.)

Similarly, in the first round of Transportation Enhancement funds, the Port of Portland was awarded \$400,000 towards a separated "bicycle path" on N. Lombard. This project is opposed by the Portland Bicycle Advisory Committee as well as being quite unnecessary (N. Lombard has 20 foot wide travel lanes and less than 5000 vehicles a day). Again, mine was the only voice raised against this project in committee; I succeeded once in its removal from the list



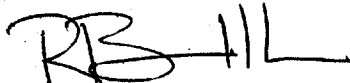
only to see it reinstated and recommended during a meeting which I could not attend.

Part of my duties as a member of the Oregon Bicycle Advisory Committee is to review bicycle projects from throughout the state. We use rigorous criteria to ensure that only the most needed and best projects receive funding, for, as you are all too aware, the money pot is not bottomless. It is precisely this disinterested, informed process that can't occur in a stakeholder committee, despite the best intentions of some very talented people.

METRO must establish a better process for the solicitation of potential projects and the evaluation of proposals. The best interests of the residents of the metropolitan area are not being served by the current system. Limited moneys and opportunities are being needlessly squandered.

Please consider delaying your decision on these recommendations and set up a process which honors the promise of real community transportation planning which ISTEA held out to us.

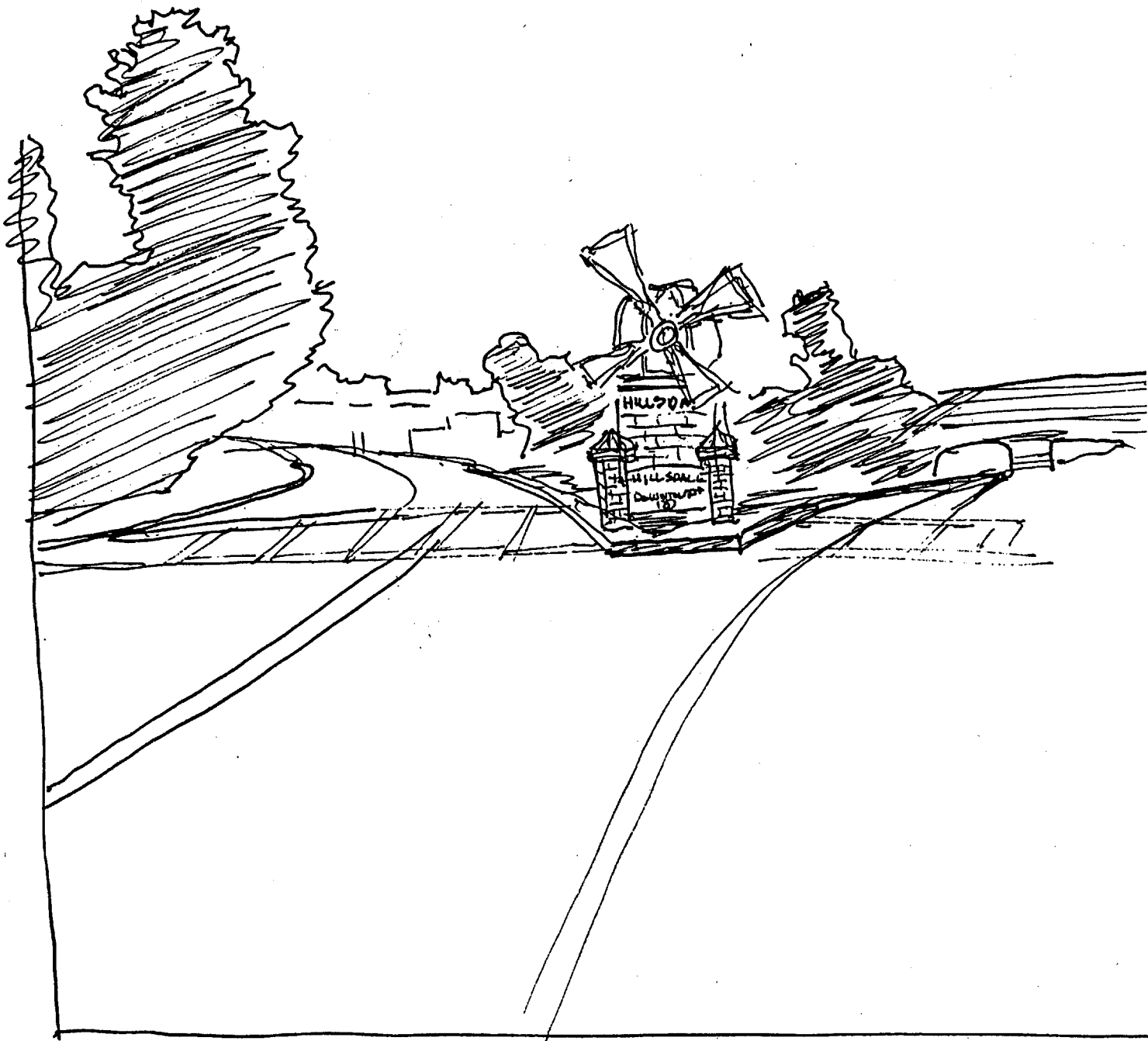
Sincerely,

A handwritten signature in dark ink, appearing to read 'RBH' followed by a long horizontal line.

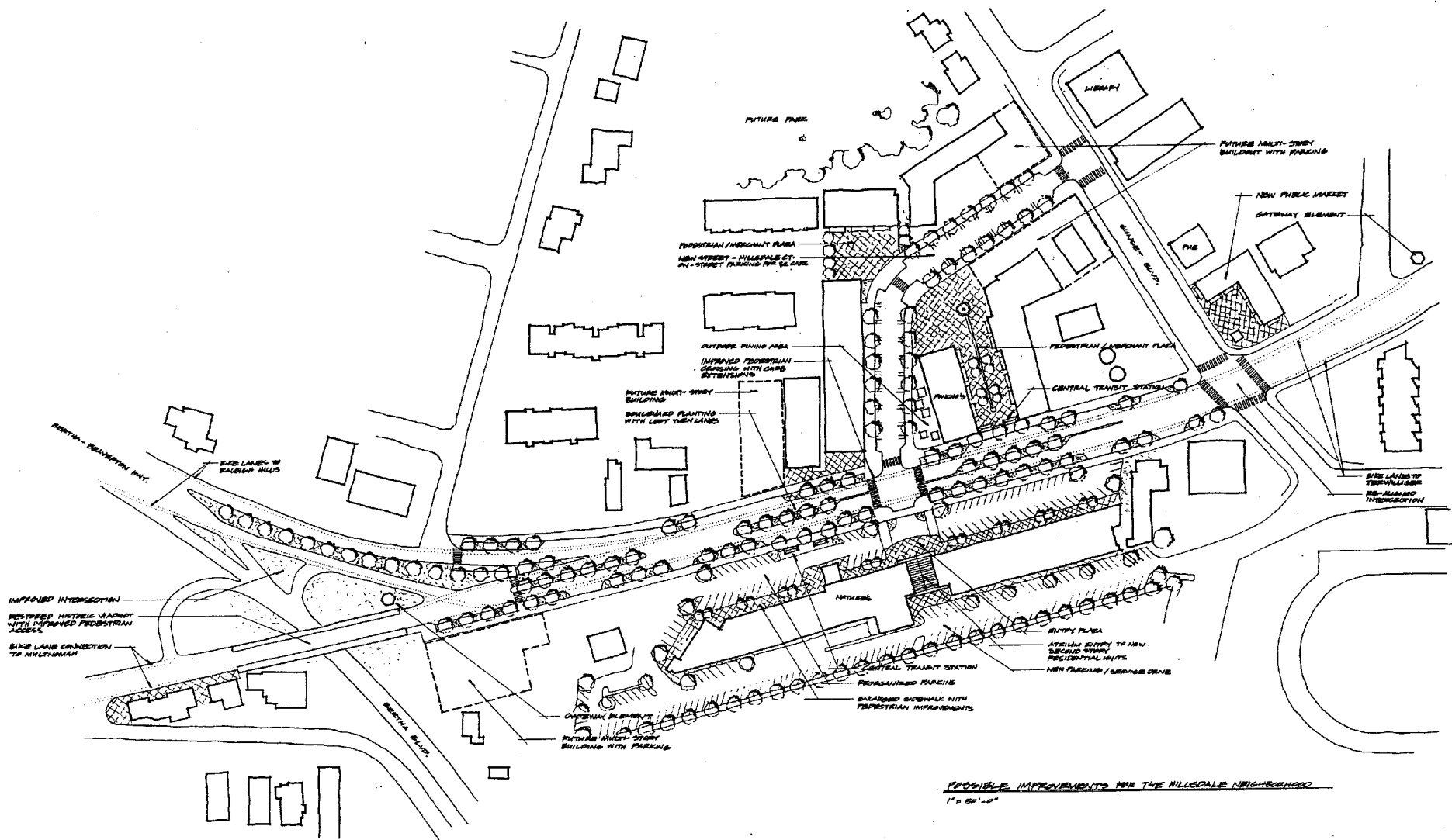
Rex Burkholder

8/11/93

# HILLSDALE



- BETTER SIGNAGE
- AESTHETICALLY PLEASING • IF YOU HAVE TO WAIT IN TRAFFIC



POSSIBLE IMPROVEMENTS FOR THE HILLDALE NEIGHBORHOOD  
 1" = 50' - 0"

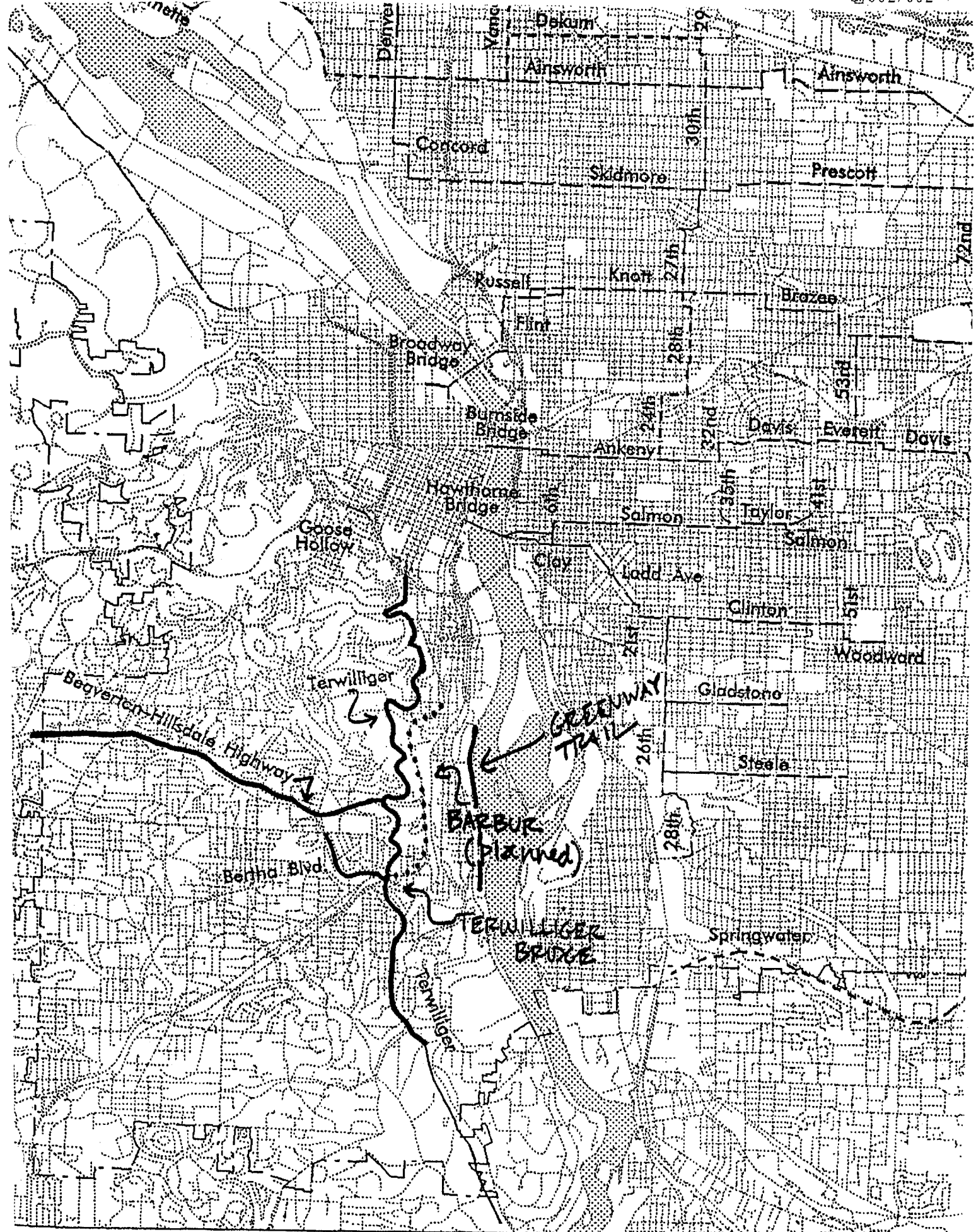
# Union Bishop Tri-met

## Bus Lines

41	1993 - 3,883.	1990 - 3,272
45		1990 - 1,149
54	1993 - 2,243	1990 - 2,061
55		1990 - 493
56	1993 - 2,006	1990 - 1,899

Automatic passenger counters ~~one~~ <sup>one</sup> entire  
week<sup>day</sup> from beginning of service to end

Bus stop on and off #'s Various buslines that  
go through hillsdale - on and off - inbound and  
<sup>out</sup> ~~off~~ bound - in - 120 <sup>people</sup> get on 97 <sup>people</sup> get off  
out - 92 get on 110 get off



— BIKEWAYS (EXISTING/UNDER CONSTRUCTION)  
- - - BIKEWAYS (PLANNED)

Post-It™ brand fax transmittal memo 7671 | # of pages > 2

To <b>Doug</b>	From <b>JEFF</b>
Co.	Co. <b>COPP</b>
Dept.	Phone # <b>823-7083</b>
Fax # <b>246-4600</b>	Fax #

August 10th

Doug:

here's the available bike use information for the area around Hillsdale - all info. is within the last 2 years.

location	time	# cyclists/peds
• SW Capitol Hwy. / 30th Ave	7-9 AM	22 cyclists
• " / "	4 <sup>30</sup> -6 PM	19 cyclists
• " / Sunset	7-9 AM	{ 25 cyclists 9 peds
• Tenwilliger / Boones Ferry	7-9 AM	{ 20 cyclists 16 peds
• " "	11 AM-1 PM	{ 15 cyclists 16 peds

# HILLSDALE VISION GROUP

## AREA NOMINATION FORM

To be completed and returned to Planning Department, Metro, 600 NE Grand Avenue, Portland, OR 97232 or faxed to 797-1794 by August 15, 1993.

1) Location of area, noting the east, west, south and north boundaries (attach map showing the area):

HILLSDALE BUSINESS DISTRICT - WEST TO CAPITOL HWY / BEAVERTON HILLSDALE HWY. /  
BERTHA BLVD. TO EAST - CAPITOL HWY / CHELTON HWY - TERWILLIGER

Located in: (City) PORTLAND County MULTNOMAH

Approximate Size ( if known) \_\_\_\_\_

2) Please explain why you believe this site should be considered: ONE OF THE  
CLOSEST PEDESTRIAN DISTRICTS TO DOWNTOWN, 4-7 BUS LINES,  
CURRENT COMMERCIAL & MULTIFAMILY ZONING, FOR MORE DENSITY,  
ALOT OF PEDESTRIAN & BICYCLE USE TO DOWNTOWN. CURRENT  
PEDESTRIAN ACCESS ARE NOT GOOD AT PRESENT TIME, LIMITING  
POTENTIAL USE OF TRANSIT, PEDESTRIAN & BICYCLE USE.

3) Current Transit service to site is : 4-7 BUS LINES / #1, #41, #15, #54, #55  
#56 #57

4) What conditions now at the site or which will occur within the next year, would indicate that development or redevelopment of the site is likely to occur in the near term (within the next 5 years)? ACTIVE NEIGHBORHOOD & BUSINESS ASSOCIATIONS.  
HILLSDALE VISION GROUP CURRENTLY WORKING WITH CITY,  
TRI-MET, AND OTHER CONSTITUENTS TO INCREASE DENSITY  
WITH LIVABLE CITIES PROJECT, TRI-MET TO INCREASE RIDERSHIP  
PROPERTY OWNERS, TO INCREASE DENSITY USING CONCEPT B,  
WILSON HIGH SCHOOL, P.C.C. CONNECTIONS TO NEIGHBORHOODS  
AND DOWNTOWN. FOCUSING ON AIR QUALITY FOR FUTURE GENERATIONS  
AND C.M.A.O., ISTEA, AND T.O.D. FUNDING.

5) Your Name DOUGLAS TERRILL - HILLSDALE VISION GROUP  
Address 6436 SW CAPITOL HWY  
City PORTLAND State OR Zip 97201  
Phone (Day) 246-4600 Evening 245-7607

For more information, call the Metro Planning Department at 797-1750.

By Hannah Holmes

# Telecommuting

**Yes, it saves gasoline,  
air pollution, driving time, and  
stress — wait — does it  
save stress?**

IT'S 2:00 PM AND I'M SITTING AT MY DESK IN SWEATS AND A DOG-HAIRY SWEATER. My slippered feet rest on a stack of books. Over the phone, I'm conducting an important interview — the slippers don't show at all in my voice. As my source talks, I take notes, the phone propped against my shoulder. I ask him a question, and as he starts to answer, my dog Typo sits up and says, "woof!" He goes to the top of the stairs, spots a serial-killer at the door, and says, "bowowowowow!" 🐕 There is a moment of silence on the other end of the phone, and finally, "That sounds like a big dog." 🐕 "Heh, heh," I say, stretching to line up a clear shot with my plastic coffee mug. "Could I put you on hold, just for one moment?" 🐕 I have no hold button, so my esteemed source hears me thunder down the stairs and battle Typo for access to the UPS man. I am panting unprofessionally when I return to the phone. "Now — remind me where this conversation was headed?"

PHOTOGRAPHY BY  
Christopher  
Harting



FOR THE LAST TWO YEARS, I'VE BEEN A LONG-distance employee of GARBAGE, hooked up by telephone wires to an office that's 80 miles away. My daily commute amounts to 19 steps, 11 of them being stairs. "Oh, that must be so great!" coo envious colleagues, corralled in office buildings in Manhattan or Chicago. "Do

But hang on — pollution and pajamas aren't the end of it. Jack Nilles, a Los Angeles-based consultant and father of the telecommuting concept, says people get 5 to 19 percent more work done when they stay home. This is reported by managers, who are most likely to resist letting employees out of sight, and least likely to overstate the benefits. And, because when one employee telecommutes everyone else

must be more thoughtful and organized, overall productivity may also rise.

And there's time. Many telecommuters need to replicate the 9 to 5 day at home. But those who

need only to accomplish a set task can choose their most productive hours, freeing up other time. Telecommuters also save the time they'd normally spend preening for the office, and driving time. Many also report that, out of necessity, they learn to compartmentalize their time better than they ever did in the office, so that work and home don't overlap. Overtime is much less traumatic at home, and sick days are fewer — for my part, I occasionally wake up feeling just lousy enough that I don't want to leave the house, but good enough to put in a day of what one telecommuter calls "brainless tasks." For the telecommuter, all this adds up to a feeling of control and efficiency — two important ingredients for good work.

**"Could I put you on hold, just for one moment?"**

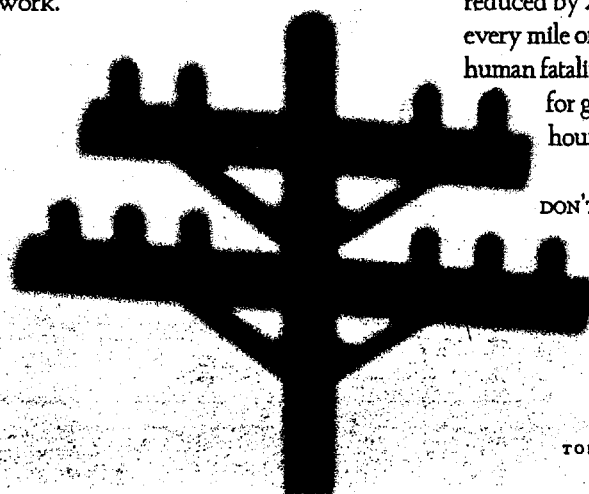
—HANNAH HOLMES  
The Author

And don't underestimate the value of a healthy, home-cooked lunch. This is how my mid-day break often fits into my routine: I light a low flame under a grilled cheese sandwich. I lean on the sink and watch sparrows squabble over the bird feeder in the backyard. The "home phone" rings, and I chat with a friend. The "work phone" rings. I slam down the home phone, and leap up the stairs. It's Mr. Big and Important from the Federal Hyperbole Agency — a crucial call I've been waiting for. He enlightens me and enlightens me and enlightens me until the smoke alarm goes off: Lunch is ready.

If this sounds like the lifestyle you want to enjoy, consider joining the 3 to 6 million people who already telecommute at least one day a week, people who work for Apple, IBM, Pacific Bell, Sears, Travelers, and countless other businesses, and for numerous state and federal governmental departments. The high cost of office space, the lengthening commute, and the happiness and productivity of telecommuting employees, plus "trip reduction" laws like California's (businesses must reduce, by hook or by crook, the number of car trips employees make), are making it easier for employers to say yes.

Jack Nilles estimates that by the year 2000, some 25 million people could be telecommuters. If 50 percent of car commuters were to spend one day a week off the road, the annual gasoline savings would be 2.3 billion gallons. Wear and tear on streets and automobiles would be reduced by 45 billion miles. And since every mile on the road carries the risk of human fatalities, add 765 lives saved, and for good measure, a few million hours of precious time.

DON'T, HOWEVER, IMAGINE WORKING at home is simply a matter of bringing home some work and finding your slippers. The dangers are



you go to work in your pajamas?" While sleeping apparel is the first association many of the office-bound make with telecommuting, there do exist reasons to telecommute that are completely unrelated to either neckties or nylons.

The American commuter drives almost 4,000 miles to work and back each year, burning 190 gallons of gas, according to a survey by the U.S. Department of Transportation. The American commute rings up some severe environmental consequences each year:

- 11 million tires worn out.
- 23 billion gallons of gasoline burned.
- 219 million tons of greenhouse-gas CO<sub>2</sub> emitted.\*
- 1 million tons of acid-rain precursors, nitrogen oxides.\*
- 1.4 million tons of non-methane hydrocarbons, including carcinogenic benzene.\*
- Smog, smog, smog. Smog is brewed when sunlight cooks auto emissions. It stunts plant growth, and causes breathing problems for animals, humans included.

\*At 20 mph, and air temps of 50°F. Emissions increase with cold and extreme heat, and with engine speed.

many, and you'll do well to learn from the sad awakenings of others:

- The dang baby has no respect for your privacy. Telecommuting is only an alternative to day-care to the extent that it makes your schedule more flexible. Most telecommuters rely on outside day-care. Even a pet can unhinge a telecommuter. "I tried telecommuting one day," says Ellen Russell, who administers the federal government's telecommuting program, Flexiplace. "I was way-laid by my dog digging up an animal in the yard. I ended up taking a leave day."

- Your co-workers divide up your belongings. Telecommuting consultant Gil Gordon recommends no more than two days a week at home. Otherwise you risk losing your feel for day-to-day operations at the office.

- "Finally! I got hold of you!" If outsiders need to reach you, they may be irked by the extra phone call. They may also assume you're a freelancer or consultant.

- The Bureau of Labor would sue if they saw your crummy office. One of the fringe benefits of

working for the sister magazine to *Old House Journal* is that

we have old, very beautiful offices. My home office is old, too — old, drafty, and dumpy. Also consider your neighbors. The

teenager next door to my first telecommuting house liked to skip school and broadcast moldy Bob Dylan tunes to the neighborhood. Another woman gave up telecommuting when she discovered that the neighbor's parrot blabbed all day.

- A great tax write-off! Sorry. Your home office-space must be your principal place of business, which rules out part-time telecommuters. Full-timers must prove that the home office exists "for the convenience of the employer." However your accountant interprets this, you'll only know for certain when you're audited.

EVEN IF THE MECHANICAL DETAILS SEEM EASY to master, believe me when I tell you the biggest obstacles will lie beneath your cranium. Some people were just not meant to telecommute.

- Guilt. At first, if the ringing phone caught me peeing, I would panic. "Oh my god — they're going to think I took a day off!"

When I encountered sage federal-government advice on this very dilemma in a brochure ("Use an answering machine."), I cracked up, thinking of all those televirgins who dread being caught with their pants down.

I have matured. Knowing it's an added hassle for people to reach me, I still make a

point of giving great phone service. But inside, I've relaxed. I have realized that the times I wander downstairs for a carrot are the times I would have ambled into the office library, or taken a gossip break.

If you suspect you'd end up in front of the TV with a carton of ice cream, don't argue with yourself. But if you think you can beat the temptations, at least be prepared — Gil Gordon recommends harnessing them. "We tell people to structure their distractions as rewards. Like, 'If I get this report written by noon, I'll go up and watch that episode of *Northern Exposure* I taped last night.'" The fact is, you'll probably work with more intensity, and will require more mind-refreshment than you do at the office. Like your supervisor, you'll need to think in terms of results.

- Carrots. There's a special category of temptations that are essential to life, but

**"I wish there was a time lock on the refrigerator."**

—ANDREW SWARTZ  
An Apple Computer telecommuter



which, in too-close proximity, can be deadly: food, friends, and spouses. Some would add cigarettes and coffee.

There are horror stories about people who give up telecommuting as the diet plan of least resistance. "I wish there was a time lock on the refrigerator," sighs Andrew Swartz, who telecommutes three days a week to Apple Computer. Likewise, smokers may find negative reinforcements in short supply at home.

Where spouses and parents are concerned, it's a two-way street. Good on both ends. The telecomm

## TELEWORKING NINE TO FIVE

I've been teleworking for a while now, and I can tell you, it's not all it's cracked up to be. Sure, you can work from home, but you still have to deal with the same old problems. You're not really working from home, you're just working from a different room. And if you're not careful, you'll end up working 24/7.

Now that I've been teleworking for a while, I can tell you, it's not all it's cracked up to be. Sure, you can work from home, but you still have to deal with the same old problems. You're not really working from home, you're just working from a different room. And if you're not careful, you'll end up working 24/7.

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muter's partner peeks into the office and says, "I know you're working, but we just got a letter from your rich uncle and he's been diagnosed with ... oh heck, it can wait!" On the other hand, the commuter NEVER experiences a MINUTE of solitude, because you are ALWAYS at HOME. Both roles were difficult, and I would implore anyone considering telecommuting to spend many hours thinking and talking about how the home office will affect domestic bliss, and vice-versa.

Friends are a related treachery. At my house, they inevitably show up when I'm on the phone. There's a cheery knock on the door, the dog bomb explodes, and I'm forced to cut things short. Explain your situation in advance, and good luck — I think it's hard for the office-bound to clearly envision someone putting in a full, pressure-laden day of work at home. And while singles are rare in the telecommuting ranks, we have to deal with the added threat of passing suitors. Some perverse law dictates that they'll come courting on the day you went running before work, were too late to shower, and are working in an old prom dress because everything else is dirty.

DEPENDING ON YOUR WORK, YOU MAY NEED no equipment beyond a good chair to be productive at home — in fact, some companies send employees home to insulate them from all distractions, phone included. But if you need to interact with co-workers and the world, use technology to minimize the distance between you. Generally, the employer provides the equipment and pays for maintenance, as well as phone bills, office supplies, etc.

- **ANSWERING MACHINE** Essential. It's your secretary, voice mail, best friend. My message often states precisely where I've gone.
- **COMPUTER** Not necessarily necessary. Even if you use one at work, you may have one day's worth of tubeless work.
- **PHONE LINES** If you'll do a lot of

phone work at home, you'll probably want a separate line, especially if you have roommates or family.

- **MODEM**: If you pass computer disks around at the office, a modem will allow the same rapid transfer of files from home. My fax and modem share a phone line.
- **FAX**: I need to get and send lots of paper quickly — reader mail, page proofs, press releases. People with similar "hard copy jobs" should be fine with a simple \$400 model, or even a fax-modem.

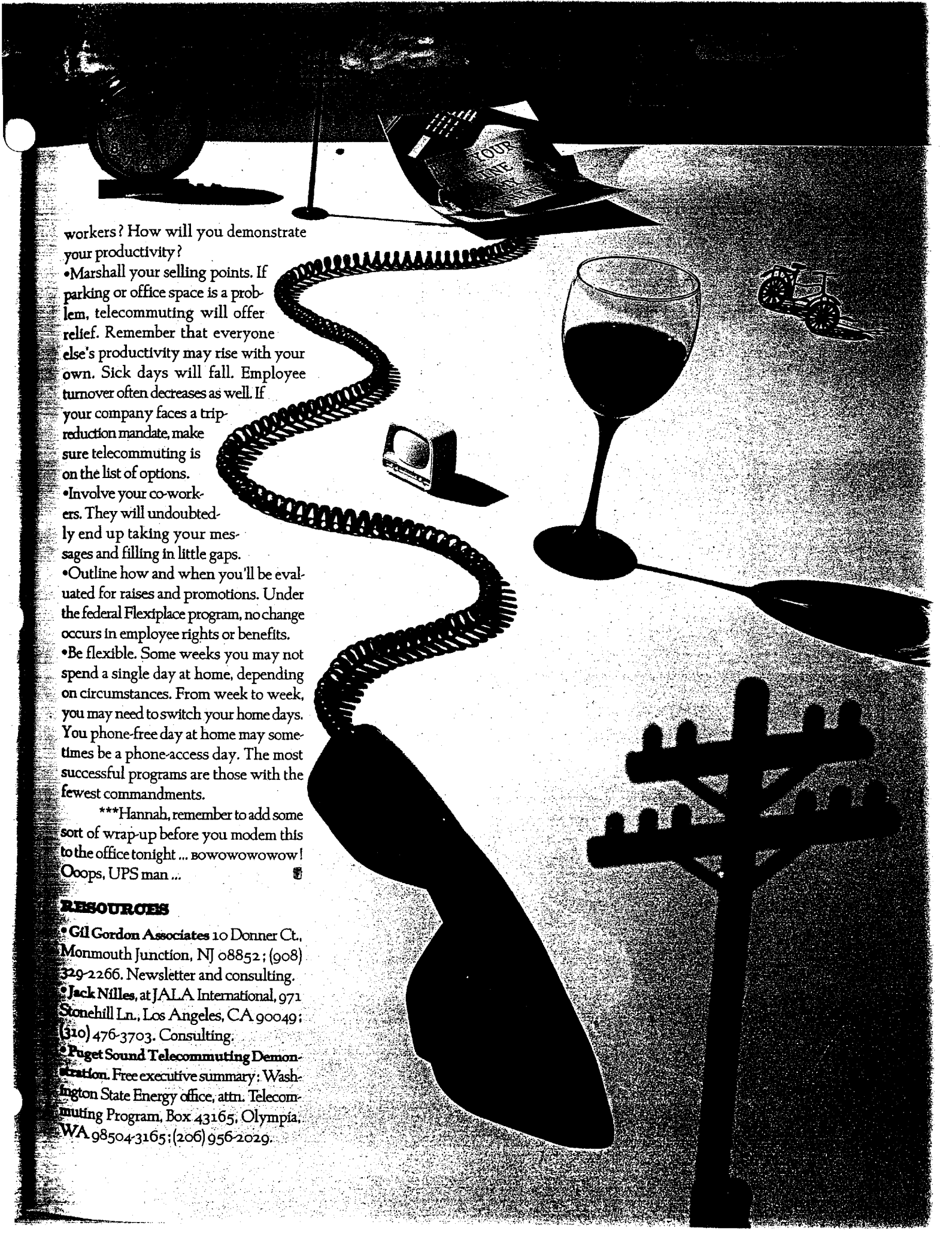
MY DEPARTURE FROM THE OFFICE WAS AMAZINGLY simple, primarily because Patty was curious and optimistic about telecommuting. I left Brooklyn on a Friday afternoon and, having ordered the phone lines in advance, was open for business in Maine the following Monday, writing, researching, editing, and handling calls from readers and co-workers.

It's seldom that easy. When Cynthia Petty, manager of Apple Computer's "Transportation Evangelism Department," told managers they'd have to let some employees go home to work, nearly half balked. "I got a lot of phone calls saying, 'How dare you do this to us?' It really opened a can of worms."

Most managers are accustomed to managing by observation — if butt is in chair, all's well. Consequently, most managers are uneasy about managing by results — setting goals and allowing employees to meet them how and where they choose. As consultant Gil Gordon says, "The issue isn't what you're doing at 2:00 pm on Wednesday, but come noon on Friday, what do you put on my desk?"

Before you pop the question, get your ducks in a row.

- **Analyze your duties.** The best tasks for home are writing, reading, editing, planning, analysis, and computer work. Can you put together one or two days' worth of solitary work a week? Will your absence create a bottleneck for your co-



workers? How will you demonstrate your productivity?

- Marshall your selling points. If parking or office space is a problem, telecommuting will offer relief. Remember that everyone else's productivity may rise with your own. Sick days will fall. Employee turnover often decreases as well. If your company faces a trip-reduction mandate, make sure telecommuting is on the list of options.

- Involve your co-workers. They will undoubtedly end up taking your messages and filling in little gaps.

- Outline how and when you'll be evaluated for raises and promotions. Under the federal Flexiplace program, no change occurs in employee rights or benefits.

- Be flexible. Some weeks you may not spend a single day at home, depending on circumstances. From week to week, you may need to switch your home days. Your phone-free day at home may sometimes be a phone-access day. The most successful programs are those with the fewest commandments.

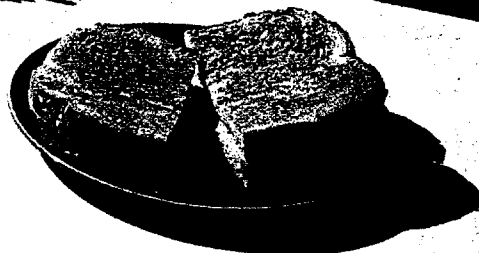
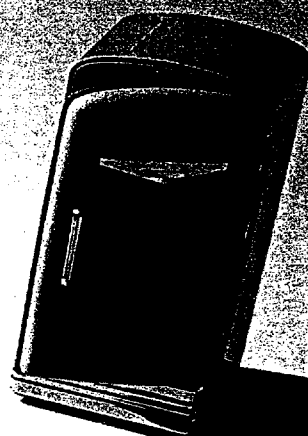
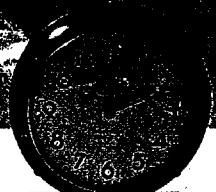
\*\*\*Hannah, remember to add some sort of wrap-up before you modem this to the office tonight ... Bowwowowow! Ooops, UPS man ...

## RESOURCES

- Gil Gordon Associates 10 Donner Ct., Monmouth Junction, NJ 08852; (908) 329-2266. Newsletter and consulting.

- Jack Nilles, at JALA International, 971 Stonehill Ln., Los Angeles, CA 90049; (310) 476-3703. Consulting.

- Puget Sound Telecommuting Demonstration. Free executive summary: Washington State Energy office, attn. Telecommuting Program, Box 43165, Olympia, WA 98504-3165; (206) 956-2029.





**METRO**

Date: August 2, 1993

To: JPACT

From: *AC* Andrew C. Cotugno, Planning Director

Re: Joint Meetings with MPAC

At the June 10, 1993 JPACT meeting, we discussed holding a joint meeting with MPAC to review the staff work being done to develop the Region 2040 scenarios. That joint meeting occurred on July 28 although few JPACT members were in attendance.

Attached is a preliminary schedule of planned MPAC meetings with note regarding possible joint sessions with MPAC relating to Region 2040 decision benchmarks and review of Clark County growth management planning. Further guidance is needed from JPACT regarding whether to set up these joint meetings with MPAC.

ACC:lmk

Attachment

CC: Gussie McRobert, MPAC Chair

# Metropolitan Policy Advisory Committee

## Draft Agenda 1993-1994

<u>Date</u>	<u>Agenda Item</u>
* July 28 Workshop	2040 Alternatives - Assumptions/Policies for A, B & C
August 11 Meeting	2040 Alternatives Summary; Banfield Station Area Planning Retrospective; Decision Sciences Presentation on Oregon Business Council Survey
August 25 Workshop	Public Involvement and Decision Making Strategy for 2040
September 8 Meeting	Goal 12 Coordination Meetings; Transit Station Area Planning Workplan - Westside LRT
September 22 Workshop	2040 Land Use and Transportation Modeling Results
* October 13 Meeting	2040 Modeling Results - Summary; Clark Co. Growth Management Planning including Urban Growth Boundaries
November 10 Meeting	Metro's Water Quality Planning - Future Work Plan; Regional Water Planning
December 8 Meeting	Future Vision Commission Presentation
January 12 Meeting	State Progress Board
* January 26 Workshop	2040 Decision Document Presentation
February 9 Meeting	2040 Decision Document
* February 23 Workshop	2040 Staff Alternative "x"; Clark County Preferred Alternative
March 9 Meeting	2040 Alternative "x"; Clark Co. Preferred Alternative
April 13 Meeting	MPAC Formal Recommendation on 2040

\* Possible joint meetings with JRACT

meeting times are 5:00 p.m.



AUG 2 1993



CITY OF

**PORTLAND, OREGON**

DEPARTMENT OF PUBLIC SAFETY

Charlie Hales, Commissioner  
1220 S.W. Fifth Avenue  
Room 404  
Portland, Oregon 97204  
(503) 823-4682

**WILLAMETTE RIVER EASTBANK REVIEW****Project Status Report**

July 30, 1993

On behalf of the City Council, I welcome you as a participant in the review of the options for the future use of the Eastbank of the Willamette River. As you may know, the City Council passed a Resolution in May, 1993, directing my office, in conjunction with public participation and several city bureaus and other governmental agencies, to conduct this review. We will report back to Council December 1, 1993.

The project is underway and between now and December we will send you a monthly status report on the activities of the project. The intent is to keep you informed, as well as to solicit your participation through the public forums and citizens advisory committee meetings we are scheduling. If you know of others who might wish to receive these status reports please call Nancy Stites at 823-4682.

**What Has the Council Asked To Be Done?**

I'm sure the first question is "Why are you looking at this issue again, since so much time and effort was put into it in 1989?" The 1993 review has come about because significant additions have occurred on the eastside. OMSI is now a reality, and enjoying substantial success. The Convention Center is completed and booked beyond projections. The Blazer Arena has not only been designed, but is now under construction.

More conceptual planning is being done on possible north-south light-rail routes. Conceptual planning for possible availability of a high speed train through the eastside is being conducted. The completion of the Lloyd Center renovation and the re-development which has occurred is bringing more people to the area. Another focus is the design work now underway for the park esplanade on the riverfront. And finally, there is a continued need for transportation improvements in the central eastside.

The Council asked that an inter-departmental team, along with citizens, "review past analyses of Eastbank revitalization options between the Fremont and Marquam Bridges and to examine long-term transportation improvements, enhanced commercial, housing and recreational uses and increased waterway access along the Willamette River Eastbank..." and that we report back to Council by November 30, 1993.



## What Process Will We Use?

The task is difficult - the time is short - and we will use existing resources. To accomplish this task we have selected a process that combines the talents of our technical resources in several agencies and some of the best minds among our citizens who regularly contribute to public service. Over 75 citizens were considered for this Committee and 13 of the strongest individuals were asked to come together to form this Committee. The Council has appointed a Technical Advisory Work Group and the Willamette River Eastbank Advisory Committee.

These two groups will guide the process which encompasses both technical and policy analysis, goal setting, establishment of criteria and development of options packages. We will host three public forums; we invite interested parties to attend the Advisory Committee meetings, and my staff and I are available throughout this process. A white paper has been developed which discusses the process to be used in more detail. A draft of this process was circulated to over 75 interested people and the final paper includes suggestions we received. Please call Nancy Stites at 823-4682 for a copy. The process is intended to be open, inclusive and objective.

### Citizens Advisory Committee

Dennis Derby, Chair  
Jo Ann Allen  
John Carroll  
John Gray  
Margaret Kirkpatrick  
Paul Lorenzini  
Doug Morgan  
Ron Paul  
Kris Olson Rogers  
Don Sterling  
Nohad Toulan  
Karen Whitman  
Bill Wyatt

### Technical Advisory Committee

Bob Clay, Bureau of Planning  
John Gillam, Portland Office of  
Transportation  
Zari Santner, Bureau of Parks  
Cathryn Collis, Bureau of  
Environmental Services  
Les Prentice, Portland Development  
Commission  
Dennis Mitchell, ODOT  
Trudy Toliver, Tri-Met  
John Fregonese, METRO  
David Lohman, Port of Portland

### Project Staff

The Eastbank review is being conducted out of my office. The Portland Water Bureau has loaned us Jeanne McKeever as the Project Manager. At the Bureau she is the Director of Strategic Planning and Public Involvement. She can be reached in my office, 404 City Hall, 1220 S.W. 5th Avenue, Portland, Oregon 97204, 823-3005 or FAX 823-3014. Don't hesitate to call with questions or ideas.

Mayor Katz introduced the Resolution directing this study, and has made a commitment to keep her office closely involved in this work. She has named Milt Jones, a Portland attorney and member of her Transition Team, to be the liaison for her. Susan DesCamp in my office, is serving the same function for me. My own office staff is providing clerical support; if you would like assistance please call Nancy Stites at 823-4682.

### Review of Previous Studies

Determining the future use of the Eastbank is a complex issue and much work has been done over the years to study the options and prepare long range plans. The Central City Plan, adopted in 1988 is one guiding document. There have been a number of studies completed in preparation for the Council's discussion in 1989. Colleen Acres of the Planning Bureau, along with an intern, have been preparing synopses of all previous work.

The Technical Advisory Work Group is preparing a listing of the studies which have been completed since 1989. While no new studies will be done as part of this review process, in working with the Committee and stakeholder groups we will determine whether or not there are information gaps.

### What Are The Options?

Many think this is framed as a simple question as to whether or not we move or take out that stretch of I-5 which runs along the Willamette River from the Marquam to Fremont bridges. The issue is much broader than that. We have a thriving, beautiful City which attracts residents, tourists and businesses. Oregon's land use laws keeps us from some of the ugly sprawl we all see when we travel elsewhere. The issue is how can we work with our partners in the region to carefully plan now to ensure the same healthy, beautiful City for our grandchildren and great-grandchildren.

Looking specifically at the Eastbank, and the changes which are beginning to occur, we must look comprehensively at the land use, transportation, economic vitality, recreation and aesthetic needs of the area and determine what are the best options we might pursue over time, and how do they measure against criteria we're asking the Citizens Advisory Committee to establish and which the Council will approve during this process.

In 1989 three options related to the freeway which were brought to the Council. We know there are others which have been conceptualized. With the several major changes along the Eastbank, there now may be other visionary ideas which could be brought forward. Within that context we are committed to maintaining the commercial, service, and industrial base which is a thriving part of the Central Eastside area.

### Where Do We Go From Here?

The next four months will be busy; we will look at very complex issues and work to identify policy considerations, goals, objectives, criteria and options for Council consideration. After the Committee has had its first meeting we will finalize the meeting schedule and we will send it to you. The Committee will be meeting in the central eastside.

Again, I encourage your participation and appreciate your interest in the Eastbank. I am spending a significant amount of my time on this issue; it is a high priority for me and I would be happy to meet with you to discuss your views and ideas.



Charlie Hales  
Commissioner

COMMITTEE MEETING TITLE

SPACT

DATE

8-12-93

NAME

AFFILIATION

Carl Brunner

Portland

DROE WARNER

ODOT

ROY ROGERS

WASHINGTON CTY.

George Van Boren

metro

Andy Cohen

metro

Mike Hoglund

metro

Steve Greenwood

DEQ

Bruce Hagensen

City of Vancouver

Tom Walsh

T/M

Dave Lohman

Port of Portland

Gary Hansen

Mult. Co.

Gerry Smith

WSDOT

Red Monroe

Metro Council

Craig Tommich

City of Clackamas Co

Zed Penn

Metro

Tim Rytter

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RICH LEDBETTER

METRO

Allison Dobbinis

Metro

John Rumberger

Washington G.

MARK BROWN

WAEN. CO.

Tuck Wilson

T-41

GB ARRINGTON

TRI-met

Ray Poloni

CBT

COMMITTEE MEETING TITLE

SPACT

DATE

8-12-93

NAME

AFFILIATION

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Business Journal

Howard Harris

DER

Aaron Ellis

Port of Portland

Jesse Lahee

Port

Tom Bailey

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Bob Bothman

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Bicycle Transportation Alliance

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ROD SANDOZ

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Kate Deane

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Sam Sadler

Oregon Dept of Energy

Kay Deutsch

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