

Public Review Draft

2000 Regional Transportation Plan Amendments

**No major changes to policies or
projects are proposed.**

April 15, 2004



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2000 Regional Transportation Plan Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 Interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Background

On December 11, 2003, the Joint Policy Advisory Committee on Transportation and the Metro Council approved the 2004 Interim Federal RTP by Resolution No. 03-3380A. Originally intended to update the region's transportation plan to meet both state and federal planning regulations, the 2004 update was narrowed to include only those amendments needed to address federal planning regulations.

As a result, Metro now has two, regional transportation plans in place that serve separate purposes:

- **2000 RTP meets state planning requirements**

In 1991, the Land Conservation and Development Commission adopted the Oregon Transportation Planning Rule (TPR). The TPR implements State Land Use Planning Goal 12, Transportation, which was adopted by the Oregon Legislature in 1974. The TPR requires most cities and counties and the state's four MPOs (including Metro) to adopt transportation system plans that consider all modes of transportation, energy conservation and avoid principal reliance on any one mode to meet transportation needs. By state law, local plans in MPO areas must be consistent with the regional transportation system plan (TSP).

In the Portland region, the existing 2000 RTP and 2020 priority system serves as the regional TSP that meets state planning requirements. As the regional TSP, the 2000 RTP will continue to serve as the basis for determining whether regional transportation projects are consistent with state planning goals. Metro is not required to update the regional TSP until 2007.

- **2004 Interim Federal RTP meets federal planning requirements**

The 2004 Interim Federal RTP and 2025 financially constrained system is the "federally recognized" transportation plan that meets federal planning requirements. Projects that are included in the 2025 Financially Constrained System are eligible to receive state and federal funds and have been demonstrated to conform with the Clean Air Act. Metro is not required to update the federal plan until 2007.

Amendments to the 2000 RTP are needed now to reconcile the two plans and maintain consistency between the Federal and State plans.

Public Comment Opportunities

The public comment period begins on Thursday, April 15 and ends at noon on Tuesday, June 1, 2004. Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document. The proposed amendments to the 2000 RTP are organized into a public review document that is organized as follows:

- Part 1 - policy amendments
- Part 2 - project amendments
- Part 3 - technical amendments

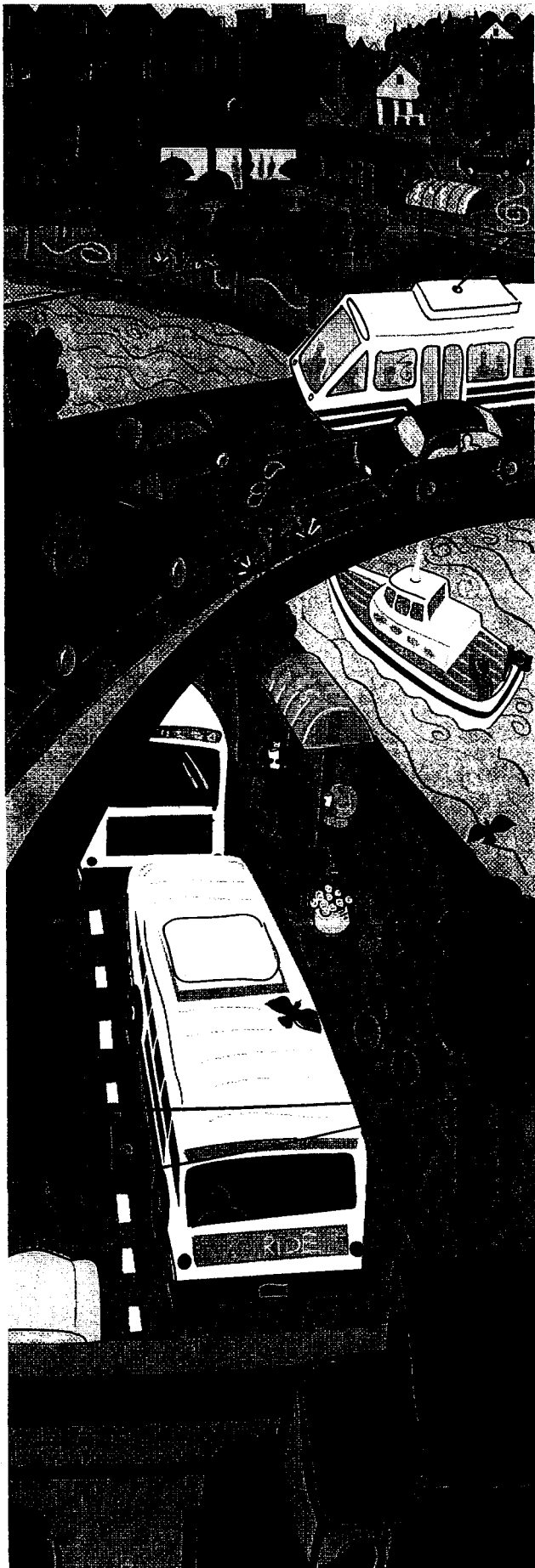
The public review document will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as a printed document as part of the 45-day public comment period.

You may submit comments in the following ways:

- on-line from Metro's website: **www.metro-region.org/rtp**
- e-mail to trans@metro-region.org
- mail to Metro, 600 NE Grand Avenue, Portland, Oregon 97232 (attention: Kim Ellis)
- fax to (503) 797-1911
- leave a message on Metro's Transportation hotline at (503) 797-1900, Option 2.
- testify at a Metro Council public hearing on May 13, 2004.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.



Part 1

2000 Regional Transportation Plan Policy Amendments

April 15, 2004



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2000 Regional Transportation Plan Policy Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Summary of Policy Amendments

A number of local transportation system plans, corridor studies and concept plans for new urban areas have been completed, and approved by local and/or regional officials since the 2000 RTP was approved in August 2000. Policy recommendations from these studies were adopted in the 2004 Interim Federal RTP and are now recommended to be incorporated in the 2000 RTP.

The proposed policy amendments are:

- Amendments to Chapter 1 of the 2000 RTP are recommended for Figure 1.4 (Regional Street Design System Map), Figure 1.12 (Regional Motor Vehicle Functional Classification Map), Figure 1.16 (Regional Public Transportation System Map), Figure 1.17 (Regional Freight System Map), Figure 1.18 (Regional Bicycle System Map) and Figure 1.19 (Regional Pedestrian System Map). The specific amendments reflect fine-tuning of the various modal system maps based on local transportation updates.
- Amendments to maps in Chapter 3 of the 2000 Regional Transportation Plan, Figure 3.2 (Regional Trails and Greenways), Figure 3.3 (Existing and Proposed Regional Bicycle System) and Figure 3.4 (Existing and Proposed Regional Pedestrian System) to incorporate the Policy Map Amendments identified for Figure 1.18 (Regional Bicycle System Map) and Figure 1.19 (Regional Pedestrian System Map).
- Policy text amendments to Chapter 1 to establish two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding.

The map amendments are listed in table form and the policy text amendments are shown in strikethrough/underscore.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

- Amend Figure 1.4 (Regional Street Design Classification Map) as follows:

Figure 1.4
Street Design Classification Map

Allen Boulevard	At Murray Boulevard intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
Hall Boulevard	Allen Boulevard to Denney Road	Regional boulevard	Delete "Regional boulevard" designation	Beaverton Comprehensive Plan and Development Code
Murray Boulevard	At Farmington Road intersection	"Possible boulevard intersection"	Delete "Possible boulevard intersection" designation	Beaverton Comprehensive Plan and Development Code
McLoughlin Boulevard (Highway 99E)	Gloucester Avenue to Arlington Street	Regional Boulevard	Regional Street	Gladstone Town center moved to Main Street
SE Railroad Avenue	SE 37 th Avenue to Linwood Avenue	Not classified	Community Street	Milwaukie TSP
Broadway Bridge		Community Boulevard	Regional Street	Portland TSP
E Burnside Street	108 th Avenue to 117 th Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	127 th Avenue to 143rd Avenue	Regional Boulevard	Regional Street	Portland TSP
E Burnside Street	151 st Avenue to 162 nd Avenue	Regional Boulevard	Regional Street	Portland TSP
Burnside Bridge		Community Boulevard	Regional Boulevard	Portland TSP
SW Capitol Highway	SW Galeburn to SW Luradel	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW Brugger to SW Baird	Community Boulevard	Community Street	Portland TSP
SW Capitol Highway	SW Hume to SW Multnomah	Community Street	Community Boulevard	Portland TSP
SW Capitol Highway	SW 31 st to SW 33rd	Community Street	Community Boulevard	Portland TSP

**Figure 1.4
Street Design Classification Map (continued)**

SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd	Future Community Corridor	Remove from the RTP street design map or realign south of Willamette National Cemetery boundaries	Portland TSP
NE Cully Boulevard	NE 57 th to NE Prescott Street	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 129 th to SE 130 th	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 117 th to SE 122nd	Regional Street	Regional Boulevard	Portland TSP
SE Division Street	SE 82 nd to SE 89 th	Regional Street	Community Boulevard	Portland TSP
SE Division Street	SE 75 th to SE 82 nd	Community Street	Community Boulevard	Portland TSP
SE Division Street	SE 33 rd to SE 50th	Community Street	Community Boulevard	Portland TSP
NE 82 nd Avenue	NE Sandy to NE Beech	Regional Street	Regional Boulevard	Portland TSP
NE 82 nd Avenue	NE Thompson to NE Halsey	Regional Street	Regional Boulevard	Portland TSP
SE 82 nd Avenue	SE Mill Street to SE Clinton Street	Regional Street	Regional Boulevard	Portland TSP
SE 82 nd Avenue	SE Raymond to SE Martins	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE 80 th to SE 82nd	Regional Street	Regional Boulevard	Portland TSP
Foster Road	SE Holgate to SE 75 th	Regional Street	Regional Boulevard	Portland TSP
Hawthorne Bridge		Regional Boulevard	Community Street	Portland TSP
St. Helens Road	NW Harbor through Linnton to north end of Kingsley park	Highway	Urban Road	Portland TSP
NE Killingsworth Street	NE 35 th PL to NE 30 th	Community Street	Community Boulevard	Portland TSP
NE/N Killingsworth Street	NE MLK to N Interstate	Community Street	Community Boulevard	Portland TSP
N Killingsworth Street	N Interstate to N Greeley	Not Classified	Community Street	Portland TSP
N Lombard Street	N Woolsey to N Philadelphia	Community Street	Community Boulevard	Portland TSP

**Figure 1.4
Street Design Classification Map (continued)**

Street Name	Location	Proposed RFD	Proposed RFD	Notes
N Lombard Street	N Interstate to N Seward	Community Street	Community Boulevard	Portland TSP
N Lombard Street	At Philadelphia Street	Boulevard intersection	Delete	STA coordination meeting
N Lombard Street	At Ida Street	Boulevard intersection	Delete	STA coordination meeting
Macadam Avenue (Highway 43)	Bancroft to Taylor's Ferry Road	Regional Street	Regional Boulevard	STA coordination meeting
McLoughlin Boulevard	Grand/MLK Boulevard to SE Woodard (1 block north of Powell)	Highway	Regional Boulevard	Portland TSP
McLoughlin Boulevard	SE 17 th Avenue to Woodward St.	Highway	Urban Road	Portland TSP
Morrison Bridge		Community Boulevard	Regional Street	Portland TSP
SW Multnomah Boulevard	SW 30 th Avenue to SW 35 th Avenue	Community Street	Community Boulevard	Portland TSP
SE 92 nd Avenue	SE Liebe to SE Harold Street	Regional Boulevard	Not classified	Portland TSP
SE 92 nd Avenue	SE Harold to SE Tolman Street	Regional Boulevard	Community Boulevard	Portland TSP
SE 92 nd Avenue	SE Tolman to SE Duke	Community Street	Community Boulevard	Portland TSP
NE 122 nd Avenue	NE Multnomah to NE Oregon Street	Community Boulevard	Community Street	Portland TSP
SE 122 nd Avenue	SE Stark to SE Morrison Street	Community Street	Community Boulevard	Portland TSP
SE 122 nd Avenue	SE Clinton to SE Powell Boulevard	Community Street	Community Boulevard	Portland TSP
SE/NE Sandy Boulevard	SE 54 th Avenue to NE 47 th Avenue	Community Boulevard	Regional Street	Portland TSP
NE Sandy Boulevard	NE 57 th to NE 82 nd	Regional Street	Regional Boulevard	Portland TSP
NE Sandy Boulevard	NE 122 nd to NE 163 rd	Urban Road	Regional Street	Portland TSP
Sellwood Bridge		Regional Street	Community Street	Portland TSP
SE 17 th Avenue	SE Linn to SE Tacoma	Unclassified	Community Boulevard	Portland TSP
SE 17 th Avenue	SE Tacoma to SE Andover	Community Street	Community Boulevard	Portland TSP
Steel Bridge		Regional Boulevard	Community Street	Portland TSP
NE/SE 39 th Avenue	NE Broadway to SE Holgate	Community Street	Regional Street	Portland TSP

Figure 1.4
Street Design Classification Map (continued)

Street Name	Location	Designation	Designation	Notes
SE 39 th Avenue	SE Holgate to SE Woodstock	Unclassified	Community Street	Portland TSP
Macadam Avenue (Hwy 43)	In West Linn	Regional Boulevard	Regional Street	STA coordination meeting; West Linn to focus boulevard improvements on interior town center streets
Grant Street	Brookwood Parkway to 28 th Avenue	No Designation	Community boulevard	Hillsboro TSP
Beef Bend Road		No Designation	Community street	Tigard TSP
Gaarde Street		No Designation	Community street	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	No Designation	Community street	Tigard TSP
95 th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Urban Road	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Urban Road	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Urban Road	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110 th Avenue	No Road	Planned Community Street	Wilsonville TSP
Boeckman Road (old Tooze Road)	110 th Avenue to Grahams Ferry Road	Not Classified	Community Street	Wilsonville TSP

- Amend Figure 1.12 (Regional Motor Vehicle System Map) as follows:

Figure 1.12
Motor Vehicle Functional Classification Map

Street Name	Location	Designation	Designation	Notes
Allen Boulevard	Hall Boulevard to Murray Boulevard	Collector of regional significance	Minor arterial	Beaverton TSP
Hart Road	Murray Boulevard to 170 th Avenue	Collector of regional significance	Minor arterial	Beaverton TSP
Murray Boulevard	Scholls Ferry Road to Barrows Road	Collector of regional significance	Minor arterial	Beaverton TSP

Figure 1.12

Motor Vehicle Functional Classification Map (continued)

Sandy Boulevard	207 th Avenue to I-84	Collector of regional significance	Minor arterial	Fairview TSP
David Hill Road	Thatcher Road to Sunset Dr (Hwy 47)	No road	Planned minor arterial	Forest Grove TSP
'B' Street (Old Highway 47)	Hwy 47 to Pacific Avenue	Not classified	Minor arterial	Forest Grove TSP
Sunset Drive	Main St. to Hwy 47/ NW Nehalem Highway	Not classified	Collector	Forest Grove TSP
Thatcher Road	David Hill Road to Gales Creek Road	Not classified	Minor arterial	Forest Grove TSP
Riverside Drive Extension			Amend the dashed line to reflect alignment in TSP	Gresham TSP
Railroad Avenue	SE 37 th Avenue to Linwood Avenue	Not classified	Minor arterial	Milwaukie TSP
Stark Street	Kane Road to UGB	Collector	Minor arterial	Multnomah County Functional Classification Study
SE Clatsop Extension	SE Mt. Scott Boulevard to Deardorf / 132nd Avenue	Future collector of regional significance	Remove from the RTP motor vehicle map or realign south of Willamette National Cemetery boundaries	Portland TSP
SE Flavel Street / Mt. Scott Boulevard	SE 82 nd Avenue to the city limits	Minor arterial	Collector of regional significance	Portland TSP
N Interstate Avenue	Fremont Bridge to N Denver Street	Major arterial	Minor arterial	Portland TSP
N Ivanhoe Street	N Philadelphia Avenue to N Lombard Street	Not classified	Minor arterial (should be identified as the US 30 Bypass Route)	Portland TSP
N Richmond Avenue	N Lombard Street to N Ivanhoe Street	Not classified	Minor arterial (should be identified as the US 30 Bypass route)	Portland TSP
Water Avenue On-Ramp	Central Eastside Industrial District	Principal arterial	Delete	Portland TSP

**Figure 1.12
Motor Vehicle Functional Classification Map (continued)**

Boones Ferry Rd	SW Norwood Road to Nyberg Street	Minor arterial	Major arterial	Tualatin TSP
Lower Boones Ferry Road	Boones ferry Road to Bridgeport Street	Major arterial	Minor arterial	Tualatin TSP
Martinazzi Avenue	Boones Ferry Road to Tualatin Sherwood	Not classified	Minor arterial	Tualatin TSP
Martinazzi Avenue	Tualatin Sherwood to Pinto Drive to Vermillon Drive to Stone Drive to Iowa Driver to Boons Ferry Road	Not classified	Collector	Tualatin TSP
Nyberg Street	65 th Avenue to Tualatin-Sherwood Road	Minor arterial	Major arterial	Tualatin TSP
Tualatin Sherwood Road	Nyberg Street to Cipole Road	Minor arterial	Major arterial	Tualatin TSP
Grant Street	Brookwood Parkway to 28th Avenue	No Designation	Collector of regional significance	Hillsboro TSP
Beef Bend Road	City of Tigard	Collector of regional significance	Minor arterial	Tigard TSP
Gaarde Street	City of Tigard	Collector of regional significance	Minor arterial	Tigard TSP
Walnut Street	Gaarde Street to Scholls Ferry Road	Collector of regional significance	Minor arterial	Tigard TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Collector of Regional Significance	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Collector of Regional Significance	Wilsonville TSP
Boeckman Road	Railroad Tracks to 110th Avenue	No Road	Planned Minor Arterial	Wilsonville TSP
Boeckman Road (old Tooze Road)	110th Avenue to Grahams Ferry Road	Not Classified	Minor Arterial	Wilsonville TSP

- Amend Figure 1.16 (Regional Public Transportation System Map) as follows:

Figure 1.16
Regional Public Transportation System Map

181 st Avenue	Gresham	Regional Bus	Frequent Bus	Gresham TSP
I-84 Corridor	Troutdale – Portland	Unclassified	Potential Commuter Rail	Gresham TSP

- Amend Figure 1.17 (Regional Freight System Map) as follows:

Figure 1.17
Regional Freight System Map

N Lombard Street	N St Louis to N Philadelphia	Road Connector	No designation	STA coordination meeting
McLoughlin Boulevard (Hwy 99E)	Hwy 224 to I-205 south ramps	Main roadway route	Road connector	STA coordination meeting; Main roadway freight route provided by Highway 224 to I-205
N Ivanhoe Street	N St Louis to N Philadelphia	No designation	Road Connector	STA coordination meeting
N St Louis Street	N Lombard to N Ivanhoe	No designation	Road Connector	STA coordination meeting
N Philadelphia Avenue	Lombard to N. Ivanhoe	Road Connector	No designation	ODOT
N. Greeley Avenue	N. Interstate to N. Going	No designation	Road Connector	Portland TSP
Highway 47 Bypass	Tualatin Valley Highway to Sunset	No designation	Main Roadway	ODOT
Tualatin Valley Highway	Hwy 47 bypass to western Forest Grove city limits	Main roadway route	No designation	STA coordination meeting; Freight route provided by Highway 47 bypass
Boones Ferry Road	Day Street to 95th Avenue	Not Classified	Road Connector	Wilsonville TSP

Figure 1.17
Regional Freight System Map (continued)

Elligsen Road	Boones Ferry Road to Parkway Avenue	Not Classified	Road Connector	Wilsonville TSP
95th Avenue	Boones Ferry Road to Boeckman Road	Not Classified	Road Connector	Wilsonville TSP
Kinsman Road	Boeckman Road to Barber Street	No Road	Planned Road Connector	Wilsonville TSP
Boeckman Road	95th Avenue to Proposed Kinsman Road	Not Classified	Road Connector	Wilsonville TSP
Kinsman Road	Barber Street to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Parkway Avenue	Boeckman Road to Town Center Loop W	Not Classified	Road Connector	Wilsonville TSP
Town Center Loop W	Parkway Avenue to Wilsonville Road	Not Classified	Road Connector	Wilsonville TSP
Wilsonville Road	Town Center Loop W to Kinsman Road	Not Classified	Road Connector	Wilsonville TSP

- Amend Figure 1.18 (Regional Bicycle System Map) as follows:

Figure 1.18
Regional Bicycle System Map

MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue	None	Regional Corridor Off-street Bikeway	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above

- Amend Figure 1.19 (Regional Pedestrian System Map) as follows:

Figure 1.19
Regional Pedestrian System Map

MAX Multi-Use Path	Gresham– Ruby Junction to Cleveland Avenue	None	Multi-use Facility	Gresham TSP
Tonquin Trail	Tualatin River to Willamette River	None	No change to classification; update off-street bikeway alignments to reflect regional greenspaces plan	Metro Parks and Greenspaces Master Plan
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River	None	Same as above	Same as above
Washington Square Regional Center Trail	Washington Square	None	Same as above	Same as above
Oregon City Loop Trail	Willamette River to Clackamas River	None	Same as above	Same as above
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie	None	Same as above	Same as above
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River	None	Same as above	Same as above
East Buttes Loop Trail	Powell Butte to Gresham	None	Same as above	Same as above
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail	None	Same as above	Same as above
General	Region	None	Update pedestrian district boundaries to reflect updated 2040 center boundaries	Metro 2040 Growth Concept

- Amend page 3-7, Figure 3.2 (Regional Trails and Greenways) to add yellow highlight to the following regional trails to indicate trails are also identified in the Regional Bicycle System Map to reflect policy amendments to Figure 1.18 identified in this packet:

Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

- Amend page 3-9, Figure 3.3 (Existing and Proposed Regional Bicycle System) to add the following regional trails to reflect policy amendments to Figure 1.18 identified in this packet:

Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

- Amend page 3-11, Figure 3.4 (Existing and Proposed Regional Pedestrian System) to add the following regional trails to reflect policy amendments to Figure 1.19 to reflect policy amendments to Figure 1.19 identified in this packet:

Trail Name	Trail Location
MAX Multi-Use Path	Gresham – Ruby Junction to Cleveland Avenue
Tonquin Trail	Tualatin River to Willamette River
Lower Tualatin River Greenway Trail	Tualatin River to Willamette River
Washington Square Regional Center Trail	Washington Square
Oregon City Loop Trail	Willamette River to Clackamas River
Trolley Trail Connector	Springwater Trail to Trolley Trail in Milwaukie
East Buttes Power Line Corridor Trail	Springwater Trail to Clackamas River
East Buttes Loop Trail	Powell Butte to Gresham
Scouter Mountain Trail Extension	Scouter Mountain Trail to East Buttes Loop Trail

Text Amendments to Section 1.2 of Chapter 1 of the 2000 RTP

1.2 Connecting Land Use and Transportation

While the 2040 Growth Concept is primarily a land use planning strategy, the success of the concept, in large part, hinges on implementation of regional transportation policies identified in this plan. The following are descriptions of each of the 2040 Growth Concept land-use components and the transportation system envisioned to serve them. The 2040 Growth Concept land-use components, called 2040 Design Types, are grouped into a hierarchy based on investment priority. Table 1.1 lists each 2040 Design Type, based on this hierarchy. Figure 1.0 shows the adopted Region 2040 Growth Concept Map.

Table 1.1
Hierarchy of 2040 Design Types

Primary land-use components	Secondary land-use components
Central city	<u>Local industrial areas</u>
Regional centers	Station communities
<u>Regionally significant</u> industrial areas	Town centers
Intermodal facilities	Main streets
	Corridors
Other urban land-use components	Land-use components outside of the urban area
Employment areas	Urban reserves
Inner neighborhoods	Rural reserves
Outer neighborhoods	Neighboring cities
	Green corridors

Source: Metro

1.2.1 Primary Components

The central city, regional centers, regionally significant industrial areas and intermodal facilities are centerpieces of the 2040 Growth Concept, and form the geographic framework for more locally oriented components of the plan. Implementation of the overall growth concept is largely dependent on the success of these primary components. For this reason, these components are the primary focus of 2040 Growth Concept implementation policies and most infrastructure investments.

Central city and regional centers

Portland's central city already forms the hub of the regional economy. Regional centers in suburban locales such as Gresham, Beaverton and Hillsboro are envisioned in the 2040 Growth Concept as complementary centers of regional economic activity. These areas have the region's highest development densities, the most diverse mix of land uses and the greatest concentration of commerce, offices and cultural amenities. They are the most accessible areas in the region by both auto and public transportation, and have very pedestrian-oriented streets.

In the 2040 Growth Concept, the central city is highly accessible by a high-quality public transportation system, multi-modal street network and a regional freeway system of through-routes. Light rail lines radiate from the central city, connecting to each regional center. The street system within the central city is designed to encourage public transportation, bicycle and pedestrian travel, but also accommodate auto and freight movement. Of special importance are the bridges that connect the east and west sides of the central city, and serve as critical links in the regional transportation system.

Regional centers also feature a high-quality radial transit system serving their individual trade areas and connecting to other centers, as well as light rail connections to the central city. In addition, a fully improved network of multi-modal streets tie regional centers to surrounding neighborhoods and nearby town centers, while regional through-routes will be designed to connect regional centers with one another and to points outside the region. The street design within regional centers encourages public transportation, bicycle and pedestrian travel while also accommodating automobile and freight movement.

Regionally significant industrial areas and intermodal facilities

Regionally significant industrial areas serve as “sanctuaries” for long-term industrial activity. A network of major street connections to both the regional freeway system and intermodal facilities primarily serves these areas. Many industrial areas are also served by freight rail, and have good access to intermodal facilities. Freight intermodal facilities, including air and marine terminals, freight rail yards and common carrier truck terminals are areas of regional concern. Access to these areas is centered on rail, the regional freeway system, public transportation, bikeways and key roadway connections.

While industrial activities often benefit from roadway improvements largely aimed at auto travel, there are roadway needs unique to freight movement that are critical to the continued vitality of industrial areas and intermodal facilities.

1.2.2 Secondary components

While more locally oriented than the primary components of the 2040 Growth Concept, town centers, station communities, main streets and corridors are significant areas of urban activity. Because of their density and pedestrian-oriented design, they play a key role in promoting public transportation, bicycling and walking as viable travel alternatives to the automobile, as well as conveniently close services from surrounding neighborhoods. As such, these secondary components are an important part of the region’s strategy for achieving state goals to limit reliance on any one mode of travel and increase walking, bicycling, carpooling, vanpooling and use of transit.

Station communities

Station communities are located along light rail corridors and feature a high-quality pedestrian and bicycle environment. These communities are designed around the transportation system to best benefit from the public infrastructure. While they include some local services and employment, they are mostly residential developments that are oriented toward the central city, regional centers and other areas that can be accessed by rail for most services and employment.

Town centers and main streets

Town centers function as local activity areas that provide close access to a full range of local retail and service offerings within a few miles of most residents. While town centers will not compete with regional centers in scale or economic diversity, they will offer some specialty attractions of regional interest. Although the character of these centers varies greatly, each will function as strong business and civic communities with excellent multi-modal arterial street access and high-quality public transportation with strong connections to regional centers and other major destinations. Main streets feature mixed-use storefront style development that serves the same urban function as town centers, but are located in a linear pattern along a limited number of bus corridors. Main streets feature street designs that emphasize pedestrian, public transportation and bicycle travel.

Local industrial areas

Local industrial areas serve as important centers of local employment and industrial activities. A network of major street connections to both the regional freeway system and intermodal facilities generally serves these areas. Access to these areas is centered on rail, the regional freeway system, public transportation, bikeways and key roadway connections.

While local industrial activities often benefit from roadway improvements largely aimed at auto travel, there are roadway needs unique to freight movement that are critical to the continued vitality of these areas.

Corridors

Corridors will not be as intensively planned as station communities, but similarly emphasize a high-quality bicycle and pedestrian environment and convenient access to public transportation. Transportation improvements in corridors will focus on nodes of activity – often at major street intersections – where transit and pedestrian improvements are especially important. Corridors can include auto-oriented land uses between nodes of activity, but such uses are carefully planned to preserve the pedestrian orientation and scale of the overall corridor design.

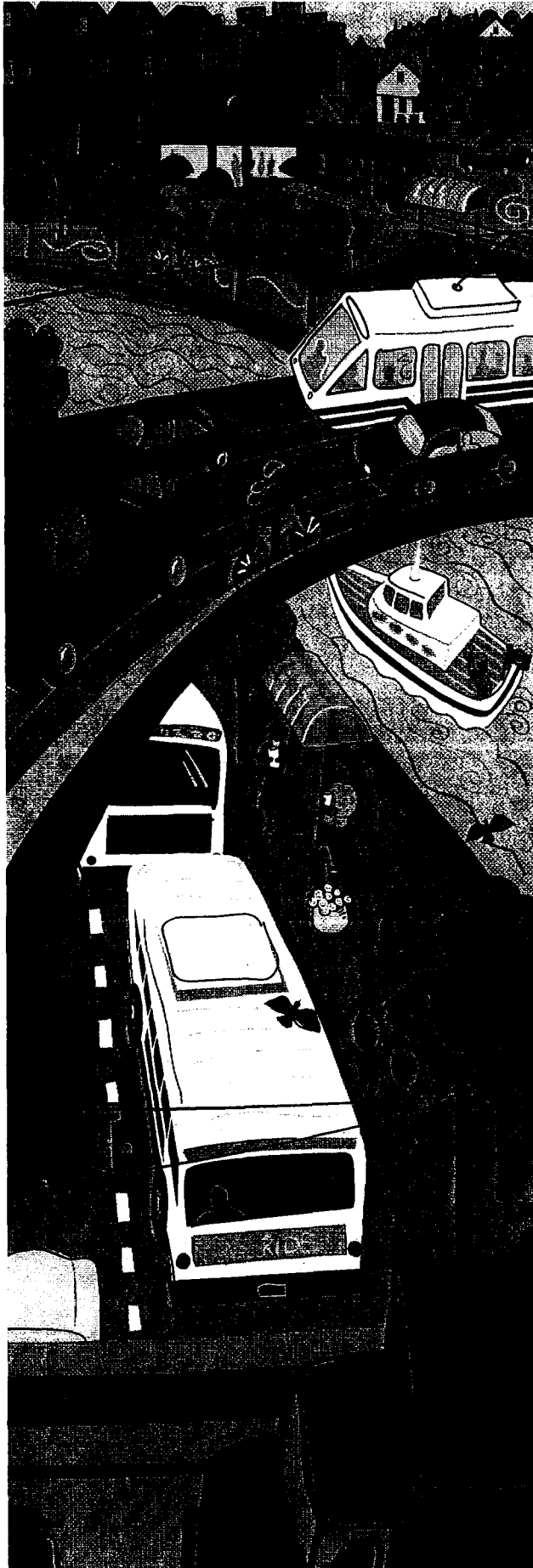
Text Amendments to Table 1.2

Table 1.2
Regional Motor Vehicle Performance Measures
Deficiency Thresholds and Operating Standards¹

	Preferred Operating Standard	Acceptable Operating Standard	Preferred Operating Standard		Acceptable Operating Standard	
			1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	E	E	F	E
Corridors <u>Regionally Significant</u> <u>Industrial Areas</u> <u>Local Industrial Areas</u> Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	D	E	E
Banfield Freeway¹ <i>(from I-5 to I-205)</i>	C	E	E	E	F	E
I-5 North* <i>(from Marquam Bridge to Interstate Bridge)</i>	C	E	E	E	F	E
Highway 99E¹ <i>(from the Central City to Highway 224 interchange)</i>	C	E	E	E	F	E
Sunset Highway¹ <i>(from I-405 to Sylvan interchange)</i>	C	E	E	E	F	E
Stadium Freeway¹ <i>(I-5 South to I-5 North)</i>	C	E	E	E	F	E
Other Principal Arterial Routes	C	D	E	D	E	E
Areas of Special Concern	Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 1.13.a-e in this chapter define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060(1)(d). Provisions for determining the alternative performance measures are included in Section 6.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.3.					

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1. A copy of the level of service tables from the Highway Capacity Manual is shown in Appendix 1.6.

¹ Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Chapter 6 of this plan, and will include a recommended motor vehicle performance policy for each corridor.



Part 2

**2000 Regional
Transportation Plan
Project
Amendments**

April 15, 2004



METRO

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2000 Regional Transportation Plan Project Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Background

A number of projects identified in the 2004 Interim Federal RTP financially constrained system are not included in the 2000 RTP priority system, which represents the set of projects defined as meeting state rules for adequacy. New transportation projects amended into local plans since adoption of the 2000 RTP are required to be in the 2000 RTP priority system in order to advance to construction.

As a result, amendments to the 2000 RTP Priority System (identified in Chapter 5) are recommended for a limited number of projects to allow these projects to advance toward construction during the period in which separate state and federal RTP documents exist. The proposed amendments are limited to projects that meet the following criteria:

1. Project exists in 2004 RTP Financially Constrained System, and
2. Project exists in a local transportation system plan, local/regional corridor plan or local/ regional master plan that is approved by an elected body, through a public process.

Projects that require goal exceptions findings have not be recommended for inclusion in these amendments.

In addition, several projects have been completed since the adoption of the 2000 RTP. The proposed amendments recommend deleting these projects from the 2000 RTP Priority System.

Finally, project amendments identified in the Powell/Foster Corridor Study – Phase 1 recommendations and approved by Metro Resolution No. 03-3373 are included in the proposed amendments to the 2000 RTP priority system.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

Proposed Amendments to Chapter 5 of 2000 Regional Transportation Plan

- Amend Figure 5.8 (West Columbia Corridor Subarea) and corresponding project descriptions on pages 5-37 through 5-39 to **add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

4007	Sauvie Island Bridge Replacement	County CIP and Rural TSP. Project is located outside Metro's Metropolitan Planning Organization (MPO) Planning Boundary and is not required to be in Metro's RTP. Under consideration for OTIA 3 funding.
4029	PDX ITS	Project is in the Port of Portland's adopted 2004 Port Transportation Improvement Plan
4044	Columbia/82nd Avenue Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.
4045	Airport Way/122nd Avenue Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4060	Lightrail station/track realignment	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4082	Ramsey Rail Complex	2003 I-5 Transportation and Trade Partnership Strategic Plan approved by JPACT and the Metro Council
4084	East Airport Pedestrian and Bicycle Access Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4085	Terminal area Bicycle and Pedestrian Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4086	PIC Bike and Pedestrian Improvements	Port of Portland's adopted 2004 Port Transportation Improvement Plan
4087	Leadbetter Street Extension and Grade Separation	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.
4088	Terminal 4 Driveway Consolidation	Port of Portland's adopted 2004 Port Transportation Improvement Plan. Under consideration for OTIA 3 funding.

- Amend Figure 5.8 (West Columbia Corridor Subarea) and corresponding project descriptions on pages 5-37 through 5-39 **to delete** the following 2000 RTP Priority System projects because they have been completed or are under construction:

4000	Airport LRT
4019	Lightrail station/track realignment
4020	Airport Way Widening, East
4024	Alderwood Road Extension
4025	Cascades Parkway
4027	Airport Way/Cascades grade separation
4047	NE 33rd Avenue Bikeway
4062	Marine Drive Improvements, Phase 1
4080	Swan Island TMA
4081	Columbia Corridor TMA

- Amend Figure 5.9 (Portland Central City Subarea) and corresponding project descriptions on pages 5-43 through 5-47 to **add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

1022	I-84/Banfield Trail	Portland TSP
1039	SE Belmont Ramp	Portland TSP. Under consideration for OTIA 3 funding.
1057	Eastbank-Springwater Trail Connector (Three Bridges) Improvement	Portland TSP
1082	SE Grand Avenue Bridgehead Improvements	Portland TSP
1089	East Burnside/NE Couch Couplet and Street Improvements	The E Burnside Improvement is identified in the Portland TSP. the solution of a Burnside/Couch couplet as a design change has policy implications because Couch is not identified on the regional system.
1090	W Burnside/NW Couch Couplet and Street Improvements	The W Burnside Improvement is identified in the Portland TSP. However, the solution of a Burnside/Couch couplet as a design change has policy implications because Couch is not identified on the regional system.
1095	Union Station Multi-modal Center Study	Portland TSP
1097	Naito Parkway Street and Pedestrian Improvements	Portland TSP
1098	Aerial Tram	Portland TSP
1106	Portland Streetcar - Eastside, Phase 1 (Lloyd District)	City Council resolution directs inclusion of project into Portland TSP as part of next update.
1107	Portland Streetcar - Eastside, Phase 2	City Council resolution directs inclusion of project into

	(Central Eastside Industrial District)	Portland TSP as part of next update.
1137	Lombard/St. Louis/Ivanhoe Multi-modal Improvements	Portland TSP
1138	Lombard/39th Frequent Bus Improvements	TriMet TIP
1163	I-205/Powell Boulevard/Division interchanges	Phase 1 Powell/Foster Corridor Study recommendation approved by City of Portland, JPACT and the Metro Council; Also identified as a study in Portland's TSP.
1165	I-205 Ramp Right-of-way Acquisition	Phase 1 Powell/Foster Corridor Study recommendation approved by City of Portland, JPACT and the Metro Council.
1166	Capitol Highway/Vermont/30th Avenue Intersection Improvement	Portland TSP
1167	Capitol Highway Bike and Pedestrian Improvements	Portland TSP
1173	Hillsdale TC Pedestrian Improvements	Portland TSP
1199	Barbur Boulevard Pedestrian Access to Transit Improvements	Portland TSP
1209	NW 23rd Avenue Reconstruction	Portland TSP
1225	Lower Albina Area Pedestrian Improvements	Portland TSP
1226	Killingsworth Bridge Bike/Pedestrian Improvements	Portland TSP
1234	Lombard Street Pedestrian Improvements	Portland TSP
1235	Prescott Station Area Street Improvements	Portland TSP
1236	NE 15/Jackson Park Frequent Bus Improvements	TriMet TIP
1237	Fessenden Frequent Bus Improvements	TriMet TIP
1239	NE Sandy Boulevard ITS	Portland TSP
1252	Inner Powell Streetscape Plan	Portland TSP
1271	Linnton Community Bike and Pedestrian Improvements	Portland TSP
1277	NW Champlain Viaduct Reconstruction	Portland TSP
1278	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements	Portland TSP
1279	Holgate Street Bike and Pedestrian Improvements	Portland TSP

- Amend Figure 5.9 (Portland Central City Subarea) and corresponding project descriptions on pages 5-43 through 5-47 to **delete** the following 2000 RTP Priority System projects because they have been completed or are under construction:

1000	Interstate MAX LRT
1014	Central City Street Car
1016	Central City Street Car
1021	Peninsula Crossing Trail
1033	Lovejoy Ramp Removal
1034	Lower Albina RR Crossing
1056	Lloyd District TMA Startup
1058	SW Moody Bikeway
1064	N Interstate Bikeway
1065	SE 17th Avenue Bikeway
1066	SE Milwaukie Bikeway
1079	Steel Bridge Pedestrian Way (RATS Phase I)
1081	Eastbank Esplanade
1144	N Portland Road Bikeway
1145	N St. Louis/Fessenden Bikeway
1146	N Greeley/Interstate Bikeway
1207	Barbur Boulevard ITS
1213	NE/SE 122nd Avenue Bikeway
1217	Multnomah Pedestrian District
1229	Woodstock Mainstreet
1257	NE Russell Bikeway

- Amend Figure 5.10 (East Multnomah County Subarea) and corresponding project descriptions on pages 5-51 through 5-53 to **add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

2029	242nd Avenue Reconstruction	Gresham TSP/County CIP
2039	Regner Road Reconstruction	Gresham TSP
2044	Orient Drive Reconstruction Improvements	Gresham TSP/County CIP
2052	MAX Shared-Use Path (Ruby Junction to Cleveland Station)	Gresham TSP
2076	181st Avenue Frequent Bus Improvements	TriMet TIP
2099	201st/202nd Avenue Corridor Improvements	Gresham TSP/County CIP
2109	Glisan Street Reconstruction Improvements	Gresham TSP/County CIP
2110	MKC Collector (Halsey St. to Arrata St.)	County CIP/Wood Village TSP/Fairview TSP

2115	Fairview-Wood Village TC Pedestrian Improvements	Fairview TSP/Wood Village TSP
2120	Sandy Boulevard Bicycle and Pedestrian Improvements	County CIP
2125	Troutdale TC Pedestrian Improvements	Troutdale TSP and Town Center Plan

- Amend Figure 5.10 (East Multnomah County Subarea) and corresponding project descriptions on pages 5-51 through 5-53 **to delete** the following projects because they have been completed or are under construction:

2062	Gresham Regional Center TMA
2068	I-205 Ramps
2079	185th Avenue Railroad Crossing
2086	NE 138th Avenue Improvements
2087	NE 158th Avenue Improvements
2111	207th Avenue Connector

- Amend Figure 5.11 (Pleasant Valley/Damascus Subarea) and corresponding project descriptions on page 5-57 **to add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

7034	Foster Road Extension	Approved by Portland, Gresham, Multnomah County and Metro in Pleasant Valley Concept Plan in 2002. Pleasant Valley Implementation Plan (and TSP amendments) to be adopted by Portland and Gresham in September 2004.
7035	Giese Road Extension	See above comment.
7037	172nd Avenue Improvements (Giese to Butler)	See above comment.
7038	172nd Avenue Improvements (Butler to Cheldelin)	See above comment.
7039	Giese Road Improvements	See above comment.
7040	Giese Road Improvements	See above comment.
7041	Foster Road bridge	See above comment.
7042	Giese Road Extension bridge	See above comment.

- Amend Figure 5.12 (Urban Clackamas County Subarea) and corresponding project descriptions on pages 5-61 through 5-64 **to add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

5020	Highway 213 Improvements	Oregon City TSP
5041	37th Avenue Bike/Ped Improvement	Milwaukie TSP
5052	17th Avenue Trolley Trail Connector	Metro Greenspaces Master Plan and Clackamas TSP
5070	Otty Road Improvements to add turn lanes	Clackamas TSP
5076	Fuller Road Improvements to add turn lanes	Clackamas TSP
5087	West Sunnybrook Road Extension	Clackamas TSP
5098	King Road Frequent Bus Improvements	TriMet TIP
5099	Webster Road Frequent Bus Improvements	TriMet TIP
5126	Oregon City South Amtrak Station Phase 2	Oregon City TSP/Oregon City CIP
5142	Mollala Avenue Frequent Bus Improvements	TriMet TIP
5171	Lake Oswego Transit Station Project	Lake Oswego TSP
5199	I-205 Auxiliary Lanes (I-5 to Stafford Road)	Tualatin TSP. Under consideration for OTIA 3 funding.
5207	Mt. Scott Creek Trail	2000 RTP Bicycle and Pedestrian System Map designation.

- Amend Figure 5.12 (Urban Clackamas County Subarea) and corresponding project descriptions on pages 5-61 through 5-64 **to delete** the following projects because they have been completed or are under construction:

5018	Highway 213 Intersection Improvements
5022	Highway 213 Widening
5038	Johnson Creek Boulevard, Phase 2
5046	Railroad Crossing Improvements
5065	Clackamas Regional Center TMA Startup
5108	Jennifer Street/135th Avenue Extension
5130	99E/2nd Avenue Realignment
5163	"A" Avenue Reconstruction

- Amend Figure 5.13 (South Washington County Subarea) and corresponding project descriptions on pages 5-67 through 5-70 **to add** the following 2004 Interim Federal RTP Financially Constrained System projects to the 2000 RTP Priority System:

6011	Highway 217 Overcrossing - Cascade Plaza	Tigard TSP
6035	Gaarde Street Improvements	Tigard TSP
6057	Washington Square Regional Center Greenbelt Shared Use Path	Tigard TSP. Funded for construction from Hall to Highway 217 and for PE west to Greenburg Rd. through the 2004-07 MTIP. Extension of the trail from Highway 217 to Greenburg with a pedestrian overpass or underpass of Highway 217 is unfunded.
6065	Herman Road Improvements	Tualatin TSP
6076	Myslony/112th Connection	Tualatin TSP
6088	Elligsen Road Improvements	Wilsonville TSP
6093	Barber Street Extension	Wilsonville TSP
6138	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)	Wilsonville TSP. Phase 1 under consideration for OTIA 3 funding.
6142	Upper Boones Ferry Road Improvement	Washington County TSP identifies Boones Ferry as a 2 or 3 lane roadway for ROW acquisition, but not construction

- Amend Figure 5.13 (South Washington County Subarea) and corresponding project descriptions on pages 5-67 through 5-70 **to delete** the following projects because they have been completed or are under construction:

6014	Greenburg Road Improvements
6033	Walnut Street Improvements, Phase 1
6046	Walnut Street Improvements, Phase 2
6059	Beef Bend Road Improvements
6072	Tualatin Road Improvements
6111	Beef Bend/Elsner Road Improvements
6113	Oregon Street Improvements
6125	Bangy Road Improvements
6128	Carmen Drive Intersection Improvements

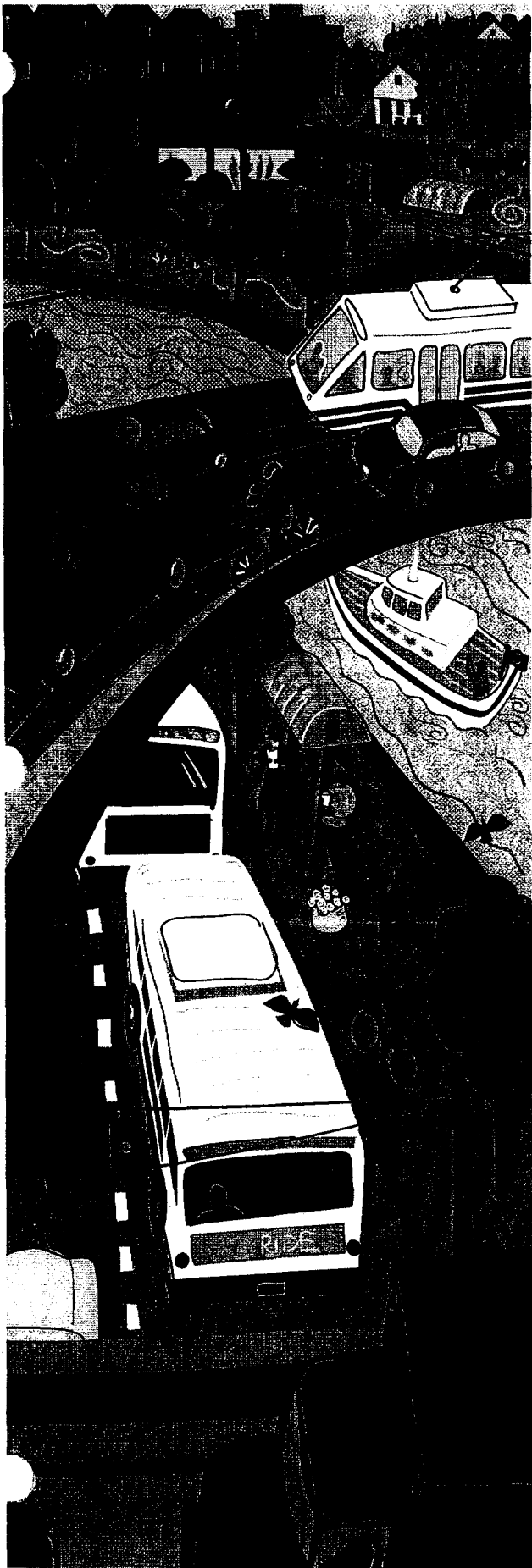
- Amend Figure 5.14 (North Washington County Subarea) and corresponding project descriptions on pages 5-73 through 5-77 **to delete** the following projects because they have been completed or are under construction:

3007	US 26 Improvements
3026	Millikan Extension
3027	Davis Improvements
3028	Hart Improvements
3085	170th Improvement
3108	Baseline Road Improvements
3110	Jackson School Road Improvements
3130	Evergreen Road Improvements
3132	Cornelius Pass Road Improvements
3136	Brookwood/Parkway Avenue Improvements
3138	Murray LRT Overcrossing and Pedestrian Improvements
3152	Westside TMA
3154	Forest Grove Northern Arterial

- Amend Chapter 5 to incorporate the following Powell/Foster Corridor Study – Phase 1 recommendations (as approved in Metro Resolution No. 03-3373):
 - On page 5-51, delete the description of Project 1164 and replace with “I-205 Ramp Study - Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue.”
 - On page 5-51, delete the description of project number 1163 and replace with “I-205/Powell Boulevard Interchange - Construct improvements to allow full turn movements at the Powell Boulevard and I-205 interchange.”
 - On page 5-46, delete the description of project 1228 and replace with “Powell Boulevard/Foster Road Corridor Study Phase 2 -Conduct the next phase of a corridor study that develops multi-modal transportation strategies and specific roadway, bicycle and pedestrian projects that provide access to Pleasant Valley, Damascus, and the Urban Growth Boundary expansion areas. As part of the Phase 2 Powell/Foster Corridor Study, complete 1) a design study of the appropriate cross-section for Foster Road from SE Barbara Welch Road to Jenne Road, 2) a refinement plan of the design options for Highland Drive and Pleasant View Drive, and 3) complete a project development study of a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard (former project 7007).”
 - On page 5-46, add a new RTP project description and project number as follows, “Powell Boulevard Project Development Study Perform a project development

study on Powell Boulevard from I-205 and SE 174th Avenue, with a short-term time frame. Based on costs and timing of needs, the study will develop a phased construction schedule.”

- On page 5-52, delete the description of project 2049 and replace with “Powell Boulevard Improvements - Widen the street to five lanes including sidewalks and bike lanes from SE 174th Avenue to SW Duniway Avenue. Include mid-block pedestrian crossings west of SE 182nd Avenue and at SW Duniway Avenue. Improvements at the intersection of SE 182nd Avenue and Powell Boulevard will include bus pullouts on Powell. Widen the street to three lanes with a raised landscaped median including sidewalks and bike lanes from SW Duniway Avenue to NW Birdsedale Avenue. Widen the street to an imbalanced four-lane cross section including sidewalks and bike lanes from NW Birdsedale Avenue to NW Eastman Parkway, with two westbound travel lanes, a center turn lane and one eastbound travel lane.”
- On page 5-52, delete the description of project 2045 (190th/Highland Drive Improvements), and on page 5-57, and delete the project description for project 7012 (Highland Corridor Plan). Replace project 2045 with “2045 190th Avenue Improvements - Reconstruct and widen 190th Avenue to five lanes from Highland Drive to Butler Road with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study.”
- On page 5-57, delete the description of project 7006 and replace with “SE Foster Road Improvements - Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs.”
- On page 5-57, delete the description of project 7007 (SE Jenne Road Improvements) and replace with “SE 174th Avenue/North-South Capacity Improvements - Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road.”
- On page 5-57, delete project 7016 (Jenne Road Traffic Management Plan). This project is included in Project #7007.



Part 3

2000 Regional Transportation Plan Technical Amendments

April 15, 2004



METRO
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2000 Regional Transportation Plan Technical Amendments

Thank you for taking the time to review proposed amendments to the 2000 Regional Transportation Plan (RTP). The amendments are a follow-up to approval of the 2004 interim Federal RTP, and establish consistency between the existing 2000 RTP with the new federal plan. **No major changes to policies or projects are proposed.**

Because the amendments to the 2000 RTP represent more of a "housekeeping" effort, the emphasis in the public comment period will be on the proposed changes to the plan, not the overall 2000 RTP document.

Summary of Technical Amendments

Since the last RTP update, a number of corridor studies and concept plans for new urban areas have been completed, and approved by local or regional officials, or are about to be completed. The results of these studies include a number of technical changes to the RTP implementation chapter that frame future work that must be still be completed, and delete technical requirements that have been addressed by these studies. The changes reflected in the technical amendments include:

- Powell-Foster Corridor Study – Phase I Recommendations
- I-5 South – Wilsonville Area Study
- Regional Travel Option Strategic Planning
- RTP Modal Target Study
- Damascus/Boring Concept Plan

The technical amendments are shown in strikethrough and underscore.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to trans@metro-region.org. The hearing impaired can call (503) 797-1804.

2000 RTP Chapter 6 Technical Amendments

- Amend Chapter 6 as shown in strikethrough/underscore:

Section 6.1.2 Air Quality Conformity: Criteria that Constitutes a Conformed Plan

The ~~2020~~2025 Preferred ~~Illustrative~~ and Priority Systems both requires new revenue sources and go beyond federal requirements that long-range transportation plans be based upon "constrained resources." Air quality conformity of this plan will be based on a scaled-down ~~2020~~2025 Priority ~~Illustrative~~ System that can likely be implemented within the federally defined fiscally constrained level of reasonably available resources. This system will be termed the ~~2020~~2025 ~~Fiscally~~ Financially Constrained System. Air quality conformity entails:

- Making reasonable progress on Transportation Control Measures as identified in the SIP
- Staying within the carbon monoxide and ozone emissions budgets set for transportation with the SIP based upon a fiscally constrained transportation network

Portland is currently designated a maintenance area for the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide under the Clean Air Act Amendments of 1990.

Section 6.1.3 Demonstration of Air Quality Conformity

The ~~Financially Constrained System~~ and the 2020 Priority System have been found to conform to federal air quality requirements. Appendix 4.0 provides detailed information to support this finding on the air quality conformity analysis to be completed on the 2025 Financially Constrained System.

Section 6.7.5 Type I – Major Corridor Refinements

Interstate-5 South (Highway 217 to ~~Wilsonville~~Willamette River/Boones Bridge)

This facility serves as the major southern access to and from the central city. The route also serves as an important freight corridor, where Willamette Valley traffic enters the region at the Wilsonville "gateway," and provides access to Washington County via Highway 217. Projections for this facility indicate that growth in traffic between the Metro region and the Willamette Valley will account for as much as 80 percent of the traffic volume along the southern portion of I-5, in the Tualatin and Wilsonville area. A joint ODOT and Wilsonville study¹ concludes that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with an improved I-5/Wilsonville Road interchange. For ~~this~~ these reasons, the appropriate improvements in this corridor are unclear at this time. However, I-5 serves as a critical gateway for regional travel and commerce, and an acceptable transportation strategy in this corridor has statewide significance. A major corridor study is proposed to address the following issues:

¹ I-5/Wilsonville Freeway Access Study, DKS Associates, November 2002

- the effects of widening I-205 on the I-5 South corridor
- the effects of the I-5 to 99W Connector on the Stafford Road interchange and the resultant need for increased freeway access
- the effects of peak period congestion in this area on regional freight mobility and travel patterns
- the ability of inter-city transit service, to/from neighboring cities in the Willamette Valley, including commuter rail, to slow traffic growth in the I-5 corridor
- the ability to maintain off-peak freight mobility with capacity improvements
- the potential for better coordination between the Metro region and valley jurisdictions on land-use policies
- the effects of a planned long-term strategy for managing increased travel along I-5 in the Willamette Valley
- the effects of UGB expansion and Industrial Lands Evaluation studies on regional freight mobility
- the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor

In addition, the following design elements should be considered as part of the corridor study:

- peak period pricing and HOV lanes for expanded capacity
- provide rapid bus service on parallel Barbur route, connecting Wilsonville to the central city
- provide additional overcrossings in West Portland town center to improve local circulation and interchange access
- provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation, (e.g. a new Boeckman Road interchange)
- add capacity to parallel arterial routes, including 72nd Avenue, Boones Ferry, Lower Boones Ferry and Carmen Drive
- add overcrossings in vicinity of Tigard Triangle to improve local circulation
- extend commuter rail service from Salem to the central city, Tualatin transit center and Milwaukie, primarily along existing heavy rail tracks
- additional I-5 mainline capacity (2030 demand on I-5 would exceed capacity)
 - provision of auxiliary lanes between all I-5 freeway on- and off-ramps in Wilsonville

Powell Boulevard/Foster Road

The concentration potential urban growth boundary expansions in Clackamas County and southeast Multnomah County will place heavy demands on connecting routes that link these areas with employment centers in Portland and Multnomah County. Of these routes, the Foster/Powell corridor is most heavily affected, yet is also physically constrained by slopes and the Johnson Creek floodplain, making capacity improvements difficult. More urban parts of Foster and Powell Boulevard are equally constrained by existing development, and the capacity of the Ross Island Bridge.

As a result, a corridor study is needed to explore the potential for high capacity transit strategies that provide access from the developing Pleasant Valley and Damascus areas to employment areas along the Foster/Powell corridor, Gresham regional center, Columbia South Shore industrial area and central city. Such a study should consider the following transportation solutions:

- aggressive transit improvements, including rapid bus service from Central City to Damascus town center via Powell and Foster roads, and primary bus on 172nd Avenue and to the Gresham regional center, Eastside MAX and Columbia South Shore
- capacity improvements that would expand Foster Road from two to three lanes from 122nd to 172nd avenues, and from two to five lanes from 172nd Avenue to Highway 212, phased in coordination with planned capacity improvements to Powell Boulevard between I-205 and Eastman Parkway
- extensive street network connection improvements in the Mount Scott and Pleasant Valley areas to reduce local travel demand on Foster Road and Powell Boulevard, and to improve access between these areas and adjacent East Multnomah and northeast Clackamas Counties
- ITS or other system management approaches to better accommodate expected traffic growth on the larger southeast Portland network, East Multnomah and northeast Clackamas County network

Powell Boulevard/Foster Road Phase 2

The Powell Boulevard/Foster Road Corridor represents both a key transportation challenge and an opportunity to meet 2040 regional land use goals. The Powell/Foster Corridor is a top priority among corridors requiring refinement plans. Despite policy changes to level-of-service standards that permit greater levels of congestion, significant multi-modal improvements will be needed in order to continue to serve transportation needs of the communities and industrial areas in southeast Portland and Gresham. The corridor is also critical to providing access to the planned growth areas in Pleasant Valley, along with Damascus and Springwater that have recently been added to the Urban Growth Boundary. In addition, the corridor is constrained by significant topographical and environmental features.

As a result of the findings from Phase 1 of the Powell Boulevard/Foster Road Corridor Plan, which was completed in 2003, specific multi-modal projects have been identified that address transportation needs on Powell Boulevard between inner SE Portland and Gresham, and on Foster Road west of Barbara Welch Road. System level decisions for transit service were also made for the corridor.

Several outstanding transportation problems in the Pleasant Valley, Damascus and south Gresham areas, require additional planning work before specific multi-modal projects can be developed and implemented. The Phase 2 plan should closely coordinated with concept plans for Damascus and the Springwater area, in order to incorporate the updated land use and transportation assumptions. It should examine the following transportation solutions and strategies:

- Determine the appropriate cross section on Foster Road between Barbara Welch Road and Jenne Road and the project timing, to meet roadway, transit, pedestrian and bike needs.
- Explore possibilities for potential new street connection improvements in the Mount Scott area that reduce local travel demand on Foster Road and improve access to the Pleasant Valley area.
- Develop conceptual designs and determine right-of-way for an improvement and extension of SE 174th Avenue between Powell Boulevard and Giese Road, or another new north-south roadway in the area, to accommodate travel demand and improve access to Pleasant Valley. The alignment should consider engineering feasibility, land use and environmental affects, safety, and overall costs.
- Further define the three-lane Highland Drive and Pleasant View Drive option that was recommended as part of Phase 1. This option needs to address design, operational, and safety-related issues.
- Work with local jurisdictions to provide for access management on arterials serving Pleasant Valley and Damascus.
- Address other regional north-south transportation needs identified by the Damascus Concept Plan and Springwater concept planning effort. Further evaluate alignment issues, engineering cost estimates, and right-of-way impacts of future roadway projects north of Damascus that are identified as part of the concept planning effort.

6.7.7 Areas of Special Concern

Gateway Regional Center

~~Gateway is at a major transportation crossroads, and suffers and benefits from the level of access that results. The Preferred System analysis shows that from the perspective of employers looking at labor markets, the Gateway area is the most accessible place in the Metro region. At the same time, spillover traffic from the Banfield Freeway corridor exceeds the LOS policy established in Table 1.2 on a number of east/west corridors in the Gateway area, including Halsey, Glisan, Burnside, Stark and Division streets.~~

~~The local TSP should examine the ability of local streets in these areas to absorb travel demand to a degree that cannot be measured in the regional model. A traffic management plan for these streets should be integrated with the overall TSP strategy, but should establish specific action plans and benchmarks for facilities determined to exceed the LOS policy in the local analysis. Alternative mode~~

choices should be identified to further reduce travel demand. The local TSP should also consider strategies for providing better access to LRT, including park and ride facilities at station areas.

Section 6.8 Outstanding Issues

The section describes a number of outstanding issues that could not be addressed at the time of adoption of this plan, but should be addressed in future updates to the RTP.

6.8.2 Damascus/Boring-Pleasant Valley TCSP Concept Planning

Metro was recently awarded a special federal TCSP grant from the US Department of Transportation to complete an urban reserve plan for the Damascus-Pleasant Valley area of Clackamas County. The work scope for the project is broad, encompassing land use, transportation, and environmental planning. The project is scheduled to begin in early 2000. The objective of the study is to prepare concept plans for this large urban reserve area in anticipation of future urbanization. Metro will work with a number of local partners to complete the project, including the cities of Portland, Gresham and Happy Valley, and Multnomah and Clackamas counties. A citizen policy advisory committee that includes residents and key stakeholders will guide the project.

The Damascus-Pleasant Valley planning effort will include conceptual transportation planning for regional facilities in the area, and more detailed street planning for northern portions of the area that are already included in the urban area. Transportation and land use scenarios will be developed to reflect a variety of land use alternatives for the area, and will be analyzed with the regional transportation model.

The preferred alternative will likely include refinements to the Damascus-Pleasant Valley street functional classifications and transportation improvements included in this plan.

Metro received federal grant money for the purpose of completing a concept plan for a new urban area in the Damascus/Boring area. Clackamas County and Metro will jointly develop the concept plan, with the assistance of a Contractor and the participation of area citizens, key organizations, service providers and cities. ODOT will also participate in the process. The concept planning is anticipated to start in winter of 2003, will take approximately two years to complete. There will be extensive public involvement during this process.

The Damascus/Boring Concept Plan will be a cooperative planning effort to create plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Happy Valley in Clackamas County. The concept plan is a follow-up to a December 2002 decision by Metro to bring the area inside the Urban Growth Boundary. The Damascus/Boring Concept plan will be closely coordinated with the environmental analysis of the Sunrise Corridor Unit 1 effort and will address the general need, modes, function, and location of the proposed Sunrise Corridor Unit 2. Important components of the concept plan are expected to include:

- A land-use element that locates a combination of uses and densities that support local and regional housing and employment needs, provides a diverse range of housing, and identifies commercial and industrial employment opportunities that allow residents to work near their home

- A multi-modal transportation system element that serves interstate, regional and community travel needs and informs the Sunrise Corridor Unit 2 planning process
- A natural resources element that identifies natural resource areas and protection strategies
- A public infrastructure and facilities element for water, sewer, storm water, parks, schools, fire and police

The concept plan will provide the basis for future comprehensive plan amendments and development code regulations that must be adopted before development can take place. The Damascus/Boring Concept Plan will identify and evaluate multi-modal transportation system alternatives to serve regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails and bicycle and pedestrian connections. If the Damascus/Boring Concept Plan reaffirms that Sunrise Corridor Unit 2 improvements are needed, the concept plan will identify transportation alternatives to be evaluated through a future DEIS process similar to that already initiated for the Unit 1 portion of the Sunrise Corridor.

Proposed amendments to the RTP would be considered upon completion of the study, which is scheduled to conclude in Fall 2002. The preferred alternative will also include future street plans for some local streets that may be incorporated into local TSPs.

6.8.9 TDM Program Enhancements

The TDM Subcommittee is in the process of developing a 3-5 year strategic plan that clearly articulates a new vision and proposed direction for the Regional Travel Options program. The strategic direction is to develop a more collaborative marketing program that eliminates duplication of marketing effort and that delivers a clear message to all of our customers (students, commuters, aging population, shoppers, etc). The regional evaluation program will also become more collaborative as we work to develop performance measure and evaluate progress toward non-SOV modal targets for regional centers and industrial areas. The strategic plan will update TDM policies resulting in RTP Amendments that reflect new strategies for promoting travel options to the region.

In addition, the TDM program should be continually updated to include new strategies for regional demand management. One such strategy that should be considered is the Location Efficient Mortgage (LEM). The LEM is a mortgage product that increases the borrowing power of potential homebuyers in "location efficient" neighborhoods. Location efficient neighborhoods are pedestrian friendly areas with easy access to public transit, shopping, employment and schools. The LEM recognizes that families can save money by living in location efficient neighborhoods because the need to travel by car is reduced. Instead of owning two cars, a family living in a location efficient neighborhood could get by with one - or none. The LEM requires bankers to look at the average monthly amount of money that applicants would be spending on transportation if they had to use a car for day-to-day transport and applies it to the servicing of a larger mortgage. This increases the purchasing power of borrowers when buying a home in location efficient neighborhoods, stimulating home purchases in existing urban areas.

6.8.14 RTP Modal Targets Implementation

Metro was recently awarded state Transportation/Growth Management funds to identify best practices and further clarify what constitutes a minimum requirements for local transportation system plans to meet the RTP modal targets. Metro's primary goal is to ensure that the planning programs be adopted, and that on-the-ground progress be demonstrated over time. However, progress toward the non-SOV

modal targets is an output of the regional travel demand model, but cannot be generated by local jurisdictions. Progress would be periodically evaluated as part of RTP updates. The project will:

- Identify best practices and minimum requirements for local governments to demonstrate that local TSPs can meet non-SOV mode split targets in the RTP. Meeting this objective will allow Metro to ensure RTP compliance with Section 660-012-0035(5) of the Transportation Planning Rule.
- Ensure that minimum requirements identified are reasonably sufficient to enable local jurisdictions to achieve the Non SOV Modal Targets of Table 1.3 and the Alternative Mode Analysis of section 6.4.6 of the RTP.
- Ensure that minimum requirements identified can be carried out by Metro and/or local jurisdictions without a significant commitment of staff time or other resources.
- Provide education on the benefits of reducing non-SOV mode trips.

This effort could result in amendments to the RTP.

6.8.15 Defining System Adequacy

Section 660.012.0060 of the Oregon Transportation Planning Rule (TPR) requires local governments to evaluate amendments to acknowledged plans and regulations to ensure that the changes are consistent with planned transportation improvements. For the Metro region, the RTP currently defines the "priority" system of improvements for major transportation facilities as the basis for evaluating such amendments.

Prior to the next update to the 2000 RTP, the issue of defining an adequate system of improvements for the purpose of evaluating local plan amendments should be addressed in detail to ensure a balance between allowing desired development and preventing land use actions that outstrip the public ability to provide transportation infrastructure. This effort should include a cross-section of local and regional interests and state agency officials, and could lead to recommended RTP amendments that implement a new strategy for considering such proposals. The effort should be led jointly by Metro and the Oregon Department of Transportation.

6.8.16 Wilsonville I-5 South Corridor

Based on the results of the I-5/Wilsonville Freeway Access Study (DKS Associates, November 2002, prepared for ODOT and the City of Wilsonville, with Metro's participation), there will be a future deficiency for freeway access capacity in Wilsonville based on year 2020 PM peak forecasts. Improvements were identified in the City of Wilsonville's 2003 Transportation Systems Plan to address this deficiency, but did not include the effects of the planned southern alignment for the I-5 to 99W Connector to the Stafford Road Interchange, the plans for which were outside of the scope of the TSP. The improvements include an improved local street system in Wilsonville, freeway access improvements and I-5 operational improvements. Improvements to the local roadway system are not adequate by themselves to mitigate the future 2020 interchange access needs without interchange improvements. In evaluating two freeway access improvement alternatives (an enhanced Wilsonville Road diamond interchange and a new Boeckman Road interchange to I-5) it was found that improvements to the Wilsonville Road interchange would be necessary with either interchange alternative. Based upon the findings of study, an enhanced Wilsonville Road diamond interchange, currently in preliminary engineering, is needed to meet future 2020 capacity demands. Implementation of the enhanced Wilsonville Road diamond interchange project depends upon funding availability.

The analysis of future freeway access needs was conducted with a wide range of travel forecasts, assessing the sensitivity of the findings in the 2020 PM peak period with various travel demand assumptions. In each case, the findings noted above were found to be consistent in terms of the required first step being the enhanced Wilsonville Road diamond interchange. However, utilizing an approximation technique to extend 2020 forecasts to 2030, it was found that in 2030 widening of I-5 to eight lanes would be required to meet interstate freeway capacity standards set by Metro and ODOT and that freeway access capacity would not be adequate with the improved I-5/Wilsonville Road interchange and further access improvements would be necessary. Thus, other freeway access improvements (e.g. a new Boeckman Road interchange) must be considered in future regional capacity studies, including the Regional Transportation Plan update, I-5 South Corridor Study, I-5 to 99W Connector and/or a Stafford/I-205 Study in conjunction with possible urban growth boundary expansions and industrial land evaluations.

6.8.17 National Highway System (NHS) Routes Update

A component of the federal requirements that warrants special effort is a needed update to the National Highway System (NHS) designations in the RTP. These routes were originally designated in the early 1990s, and are due for an update that considers 2040 land use and transportation considerations that have since been adopted into regional and local plans. This effort will occur prior to the next RTP update.

How to comment on the amendments to the 2000 Regional Transportation Plan

The public comment period for the amendments begins on April 15, 2004 and ends at noon on June 1, 2004. You may submit comments online at Metro's website:

www.metro-region.org/rtp

Comments may also be mailed or faxed using the form below, or left on Metro's Transportation hotline at (503) 797-1900, Option 2.

Comments:

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Submitted by:

<hr/>		
<i>Name</i>		
<hr/>		
<i>Street Address</i>	<i>City/Zip</i>	
<hr/>	<hr/>	
<i>Phone</i>	<i>E-Mail</i>	
<hr/>	<hr/>	
Send me more info:		
<input type="checkbox"/>	<i>2000 RTP Document CD</i>	<i>Other RTP Info:</i> <hr/>
<input type="checkbox"/>	<i>2004 Interim Federal RTP Document CD</i>	
<input type="checkbox"/>	<i>Please add me to the RTP interested citizens mailing/e-mail lists</i>	

2000 Regional Transportation Plan Amendments Calendar

- April 15** Public comment period begins; staff recommendation on 2000 RTP amendments released for 45-day public comment period
- April 22** Metro Council first reading of Ordinance on draft 2004 RTP
- May 13** Metro Council public hearing on amendments to 2000 Regional Transportation Plan
- June 1** Public comment period ends at noon
- June 2** MTAC review and discussion of amendments to 2000 Regional Transportation Plan
- June 25** TPAC review and discussion of amendments to 2000 Regional Transportation Plan
- June 9** Tentative final MPAC action on amendments to 2000 Regional Transportation Plan
- July 8** Tentative final JPACT action on amendments to 2000 Regional Transportation Plan
- July 8** Metro Council second reading of Ordinance and consideration of adoption of amendments to 2000 Regional Transportation Plan

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Attention: Kim Ellis

TEA-21 Reauthorization Conference Committee

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Oregon

John A. Kitzhaber, M.D., Governor

**Department of Transportation
Highway Division**

355 Capitol St. NE, Room 135

Salem, OR 97301-3871

Telephone (503) 986-3435

FAX (503) 986-3432

John.e.rosenberger@odotstate.or.us

May 20, 2004

David Bragdon
Council President, Metro
600 NE Grand Avenue
Portland, OR 97232

The recently passed 2004 Omnibus Appropriations Bill (Sec.115, Surface Transportation Projects Program) earmarks projects in Oregon and other states. The eight Oregon projects earmarked under this section of the bill are listed on Appendix A; three are state projects totaling \$1.5 million and five are local projects, totaling \$5.15 million.

In previous years, Congress added money to the annual appropriations bill to pay for earmarks. In the 2004 bill, Congress required that the funding for these projects come from the states' federal formula allocation.

The purpose of my letter is to let you know that ODOT will fund the local projects out of the local share of Surface Transportation Program (STP) funds consistent with our agreement with the Association of Oregon Counties (AOC) and League of Oregon Cities (LOC). This approach is consistent with the Oregon Transportation Commission's direction on federal earmarks.

Neither the Federal Highway Administration (FHWA) nor ODOT was aware that Congress planned to place these requirements on these projects. Now that the bill has become federal law, we are required to fund them.

ODOT will work to minimize the impacts to local jurisdictions. If you have any questions, please contact your ODOT Region Manager:

Region 1 Manager, Matt Garrett, (503) 731-8256

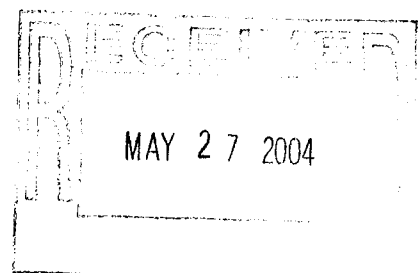
Region 2 Manager, Jeff Scheick, (503) 986-2631

Region 3 Manager, Paul Mather, (541) 957-3518

Region 5 Manager, Monte Grove (541) 963-3177

Sincerely,

John Rosenberger
Deputy Director for Highway Division



Surface Transportation Projects Program**ODOT**

I-205, Oregon (adding a lane between the Stafford Interchange & I-5)	1,000,000
Sunrise Corridor (Complete EIS for Unit 1) (shared w/Portland TMA)	250,000
Bridge repair between Bend and Ontario	<u>250,000</u>
Sub-Total	\$1,500,000

PORTLAND TMA

Sunrise Corridor (Complete EIS for Unit 1) (shared w/ODOT)	<u>250,000</u>
Sub-Total	\$250,000

SALEM TMA

EIS Salem Bridge	400,000
Salem Area Transit-South Salem Transit Center	<u>750,000</u>
Sub-Total	\$1,150,000

EUGENE TMA

Lane Transit District Bus Facilities	<u>750,000</u>
Sub-Total	\$750,000

AOC/LOC

Bear Creek Greenway (Medford/Jackson County)	2,000,000
Umatilla Intermodal Facility	<u>1,000,000</u>
Sub-Total	\$3,000,000

TOTAL	\$6,650,000
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The projects identified under the Transportation Metropolitan Area (TMA) categories will be funded out of the STP Urban funds provided to these TMAs by FHWA.

Forming an Area Commission on Transportation in the Portland Metro area

In 2003, in response to guidelines adopted by the Oregon Transportation Commission, JPACT considered options for formation of an ACT in the Portland Metro area. This is intended to follow-up on that discussion with a proposal on how to proceed.

1. JPACT Membership - Two citizen positions are proposed for addition to JPACT. Both positions would be confirmed by the Metro Council for a two-year term. Nominations would be solicited from JPACT members, interested organizations and the general public. A subcommittee of the Metro Council and JPACT would screen the candidates and submit the proposed appointments to the Metro Council. Selection would be based upon the qualifications of individuals best determined capable of representing a broad constituency based upon demonstrated leadership in one or more interest group organizations. Every effort would be made to rotate representation over time to provide for appointments from throughout the region. Members would be expected to communicate regularly with appropriate organizations that their seat is intended to represent.
 - A. **Business Representative:** this position would represent businesses at large, with an emphasis on knowledge of the general transportation needs of business, goods movement and economic trends in the region. Candidates for this seat would be a prominent citizen serving concurrently in a business leadership role that represents a major segment of the business community.
 - B. **Environmental Representative:** this position would represent environmental concerns, with an emphasis on environmental matters that are related to transportation. Candidates for this seat would typically be prominent citizen activists serving concurrently in a leadership role with an organization that represents a major segment of the environmental community.
 - C. **Regional Freight Advisory Committee**

It is proposed that a formal freight advisory committee be organized as a Subcommittee of TPAC. Pending concurrence of this direction, there would be further consideration of membership composition. The intent would be to provide for representation from government organizations with freight responsibilities, trucking, railroads, marine shippers and key industry sectors with shipping needs. The Committee would be charged with providing input on the upcoming freight origin-destination study, input on development of trucks street design standards, input on designation of freight routes in the RTP, recommendation of critical freight improvement projects and evaluation of freight projects submitted for funding.

Upon concurrence of these changes, the region would seek an interim designation by the Oregon Transportation Commission as an ACT for the Metro jurisdictional boundary, pending resolution of the Act designation for the larger region.

2. ACT designation for the larger geographic area

Determination of the appropriate boundary for an ACT larger than the Metro Boundary is not obvious and requires a more deliberate process. It is proposed that this question be integrated with Metro's initiation of a reassessment of the 2040 Growth Concept, including an assessment of alternative futures addressing the relation between the Metro region and our neighboring jurisdictions. Through this examination, carried out in close cooperation with these jurisdictions, it is possible to evaluate the relationship between transportation improvements that connect the region to these jurisdictions and the resulting interrelationship of growth patterns. The logical area with a common interest should be proposed as an ACT with concurrence of all the affected parties. Assistance from ODOT will be needed to evaluate these interrelationships and establish approaches for involvement of representatives from the surrounding area.

Upon conclusion, there should also be consideration of realignment of the ODOT Region boundaries, the potential for realignment of neighboring ACT boundaries and the appropriate boundary for the MPO.

COMMITTEE TITLE JPACT

DATE June 10, 2004

NAME	AFFILIATION
MATTHEW GARRETT	ODOT
FRED HANSEN	TRIMET
ROB DRAKE	CITIES OF WASHINGTON CO.
Maria Rojas de Jeffrey	Multco
Rod Morrow	Metro Council
Bill KENNEDY	CLATSOP Co
Annette Liebe	DEQ
Sean Lookingbill	RTC (AIA or Vancouver, Mass, Pollard)
Don Wagner	WSDOT
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Susie LaSere	Pat of Pollard
Rex Burkholder	Metro
Roy Rogers	Washington County
Mark Turpel	Metro
Dave Warche	DEQ
Kathy Bussell	Wash. Co.
Steve Clark	Community Newspaper / Pollard Bus

COMMITTEE TITLE JPACT

DATE June 10, 2004

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Mary Hegry	WSDOT
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Kim Ellis	Metro
Mike Clark	WSDOT
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Robin Muthen	ODOT
OLIVIA CLARK	TRIMET
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