

Appendix B: Relevant Correspondence

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
 TEL 503 797 1700 | FAX 503 797 1794



RECEIVED
 APR 0 1999
 PLANNING DIVISION
 Land Use & Transportation

DATE: April 6, 1999
 TO: Andy Back, Washington County
 FROM: Tom Kloster, Metro
 SUBJECT: Tualatin Valley Highway Model Refinements

* * * * *

This is a follow-up to our recent discussions regarding model refinements for the TV Highway Corridor. We are aware that the County is undertaking a transportation study of the South Hillsboro Urban Reserve, and the study is using the round 2 RTP strategic system for a basis of the analysis.

As we've previously discussed, the Round 2 modeling included a capacity of 6000 vehicles per hour in each direction. This probably over-estimates the kind of facility we are envisioning as part of the Strategic System, and, at this time we anticipate reducing the capacity to 4500 vehicles per hour in each direction as part of Round 3.

As you move forward with the South Hillsboro Urban Reserve analysis, here are some recommended changes to be made to the Round 2 strategic system that we will be using in our final round of RTP modeling:

1. Capacity of 4500 in each direction between Murray and Century Drive.
2. Capacity of 3400 between Century and Brookwood and Murray and Hocken (this is intended to provide a transition between the 6 lane limited access facility and the 5 lane arterial at either end).
3. "Interchange-like" treatments at Murray, 185th and Cornelius Pass
4. Four or five flyovers or underpasses at various minor arterial/major collector locations such as Century Blvd., 198th and 170th.
5. Five or Six "right-in/right out" locations on both the north and south side of the Highway.
6. Generally, there shouldn't be any centroid connectors to the Highway itself.

We recognize that these modeling changes do not represent a policy choice for TV Highway, and have recommended in the draft RTP findings that a more detailed study be conducted to identify specific improvements for this corridor. However, we do believe it's important that the South Hillsboro Urban Reserve study reflect Metro's latest approach to modeling TV Highway as part of the RTP Strategic System.



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

December 3, 1998

Jon Kvistad, Presiding Officer
And Members of Metro Council
Metro
600 NE Grand Ave.
Portland OR 97232-2736

FILE CODE: PLA

Re: Hillsboro/Farmington Urban Growth Boundary Amendment

The Oregon Department of Transportation asks that you enter the following comments into the record of the above case:

- Tualatin Valley (TV) Highway (Oregon Highway 8), which would be the principal route of access to this area is currently at capacity (LOS E) during the PM Peak hour.
- Forecasts of traffic volumes in 20 years by Metro indicate TV Highway will be over capacity (LOS F) during the peak hour.
- Forecasts by Hillsboro and Beaverton in their draft TSPs, and Washington County's TSP indicate TV Highway will need either significant Access Management or widening to 7 lanes, or both to meet LOS standards.
- The inclusion of this area into the UGB will add additional traffic to TV Highway, adding to the existing LOS deficiencies.
- The new LOS Standards (2 hours of LOS E is acceptable) proposed by Metro and being considered by ODOT would still be exceeded on this facility.
- The current Metro Regional Transportation Plan includes short term TSM (Transportation System Management) Improvements, and recognizes that there is a larger long-term problem but does not address it.
- The 1992 revision of the 1989 RTP update identified 10 year priority projects on TV Highway as follows: 1) initiating TSM improvements on Tualatin Valley Highway from Highway 217 to 21st (Hillsboro) and, 2) conducting a detailed reconnaissance or preliminary engineering study to determine the full extent of improvements required in this section. The call in the RTP for a reconnaissance to determine "the full extent of improvements needed" indicates uncertainty about whether it is possible to widen TV highway in any economically feasible way; but that a study was needed to confirm this. No

study has been done. The cost of providing a solution to the capacity problem was assumed to be large.

- The 1995 RTP update to meet federal requirements (Interim Federal RTP) includes a list of recommended projects that are critical to realizing the goals objectives and policies set forth in this plan. The list includes \$6 million for the TSM projects on TV Highway: bike and pedestrian improvements and signal projects; but nothing additional.
- The 1995 Interim Federal RTP also includes a "financially constrained" list of projects. This list is based on reasonable revenue forecasts and contains only two signal projects on TV Highway for total of \$1.5 million.
- The RTP is currently in the process of another update to incorporate the 2040 land use concept. As noted above, modeling shows that TV Highway is still over capacity in all scenarios.
- The draft projects list for the current RTP update lists the above mentioned improvements: TSM - Interconnect signals on TV Highway from 10th Avenue to Highway 217; \$4.0 million; Pedestrian improvements; \$8.3 million.
- The draft projects list for the current RTP update also lists the two projects suggested by the local TSPs: (1) "Widen to seven lanes from Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th", \$33.2 million (2) "Access management", \$15 million.
- ODOT is concerned that these projects may not be feasible to implement – first their costs are now estimated at \$60.5 million and must compete for limited available funding; and second, no analysis of project development impacts has been done to determine whether the right of way and land use impacts of widening and converting a portion of TV Highway to a limited access facility can be overcome.
- Finally, as you know, there is a pending LUBA appeal by ODOT (and others), concerning the above issues (and others). The results of that appeal may affect the timing and/or ability to bring this area into the UGB and develop it.

Thank you for the opportunity to enter these comments in the record.

Leo Huff, for

Leo Huff
Planning Manager

Appendix C: Trip Generation Calculations

Table B1: ITE Trip Generation Summary for Concept Plan Area

Description	ITE Code	Quantity	Units	Daily Rate	Daily Trips	PM Peak Hour Trips		
						In	Out	Total
Middle School	522	750	Student	1.45	1,088	56	64	120
Elementary School	520	1650	Student	1.02	1,683	197	232	429
Business Park	770	341	KSF	14.37	4,894	111	393	504
Shopping Center	820	183	KSF	55.26	10,108	451	489	940
Supermarket	850	105	KSF	111.51	11,653	666	590	1,256
Quality Restaurant	831	42	KSF	12.47	521	207	102	309
Elderly Housing	253	1170	DU	3.48	4,072	255	126	381
Apartment	220	2845	DU	6.63	18,862	1,182	582	1,764
SF Detached	210	4544	DU	9.57	43,486	2,937	1,652	4,589
Total Trip Ends					96,367	6,062	4,230	10,292
Deduction for Internal Trips (1)				8%		(460)	(321)	(781)
Deduction for Retail Passby Trips (2)				30%		(397)	(354)	(752)
Net New Vehicle Trips Added to Adjacent Streets						5,205	3,555	8,760

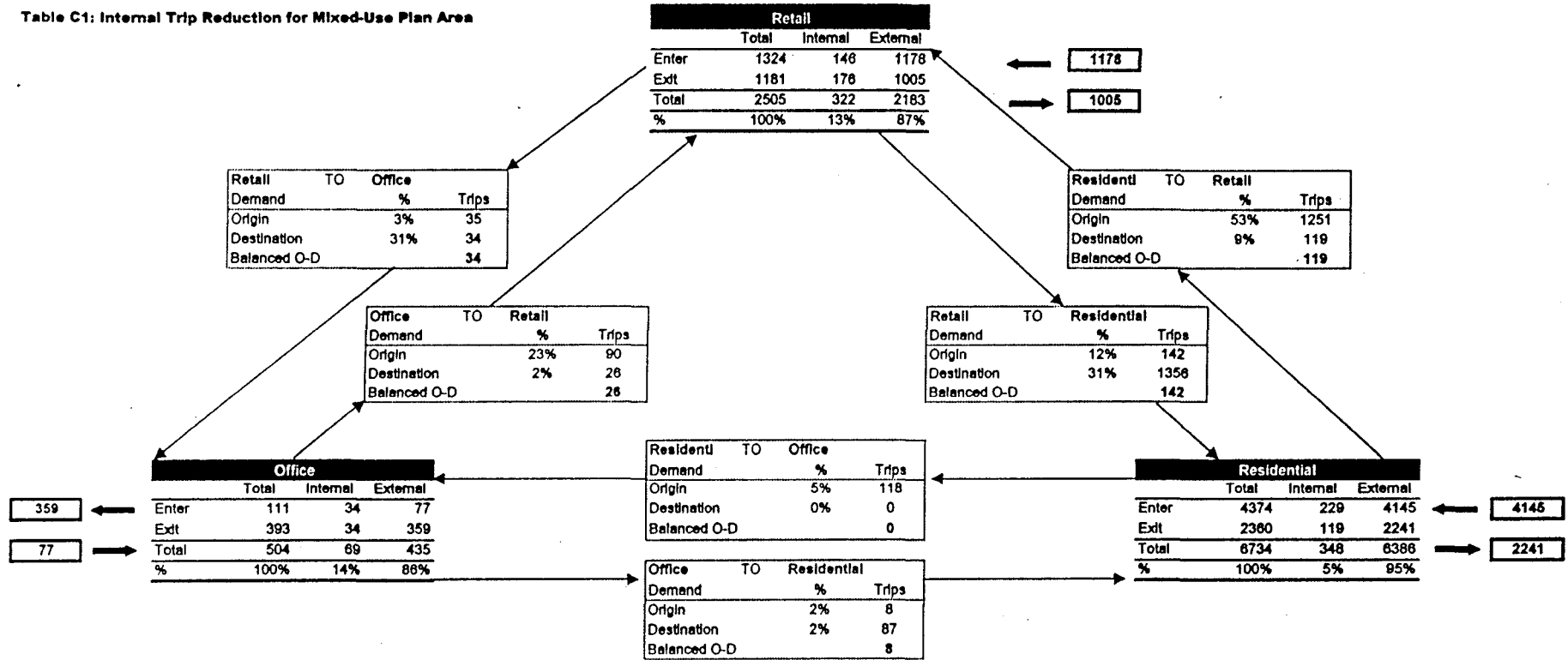
Notes:

Source: *Trip Generation*, Institute of Transportation Engineers, Sixth Edition, 1997

(1) Based on Internal Capture calculation shown in Table C1. PM peak hour school trips are primarily staff trips, and were assumed to have the same overall percentage of staff living locally versus outside of the plan area.

(2) Retail passby trips discounted 30% based on 330,000 s.f. shopping center area and findings from *Trip Generation Handbook*, Figure 5.5: Shopping Center Pass-By Trips, ITE, 1998.

Table C1: Internal Trip Reduction for Mixed-Use Plan Area



Net External and Internal Trips for Multi-Use Development

	Retail	Office	Residential	Total	Internal Capture
External Trips Entering	1,178	77	4,145	5,400	
External Trips Exiting	1,005	359	2,241	3,604	
Total External Trips	2,183	435	6,386	9,004	
Total Single-Use Trip Gen. Estimate	2,505	504	6,734	9,743	
Net Internal Trips	322	69	348	739	8%

Source: Trip Generation User's Guide: Recommended Practice, Institute of Transportation Engineers, 1998, Chapter 7: Multi-Use Development, pp. 80-92

Table B2: ITE Trip Generation Calculation

Description	ITE Code	Quantity	Units	Daily Rate	Daily Trips	PM Peak Hour Trips			Notes
						In	Out	Total	
Middle School	522	750	Student	1.45	1,088	56	64	120	
Elementary School	520	1,650	Student	1.02	1,683	99	116	215	(1)
General Office	710	341	KSF	9.99	3,402	78	382	461	(2)
Shopping Center	820	330	KSF	44.51	14,688	663	718	1,381	(2)
Elderly Housing	253	1,170	DU	3.48	4,072	239	135	374	(3)
Apartment	220	2,845	DU	6.63	18,862	1,182	582	1,764	
SF Detached	210	4,544	DU	9.57	43,486	2,937	1,652	4,589	
Total Trip Ends					87,281	5,254	3,649	8,904	
Deduction for Internal Trips				11%		(578)	(401)	(979)	(4)
Deduction for Retail Pass-by Trips				30%		(199)	(215)	(414)	
Net New Vehicle Trips Added to Streets						4,477	3,033	7,510	

(1) Site peak hour factored by 50% to represent street peak hour

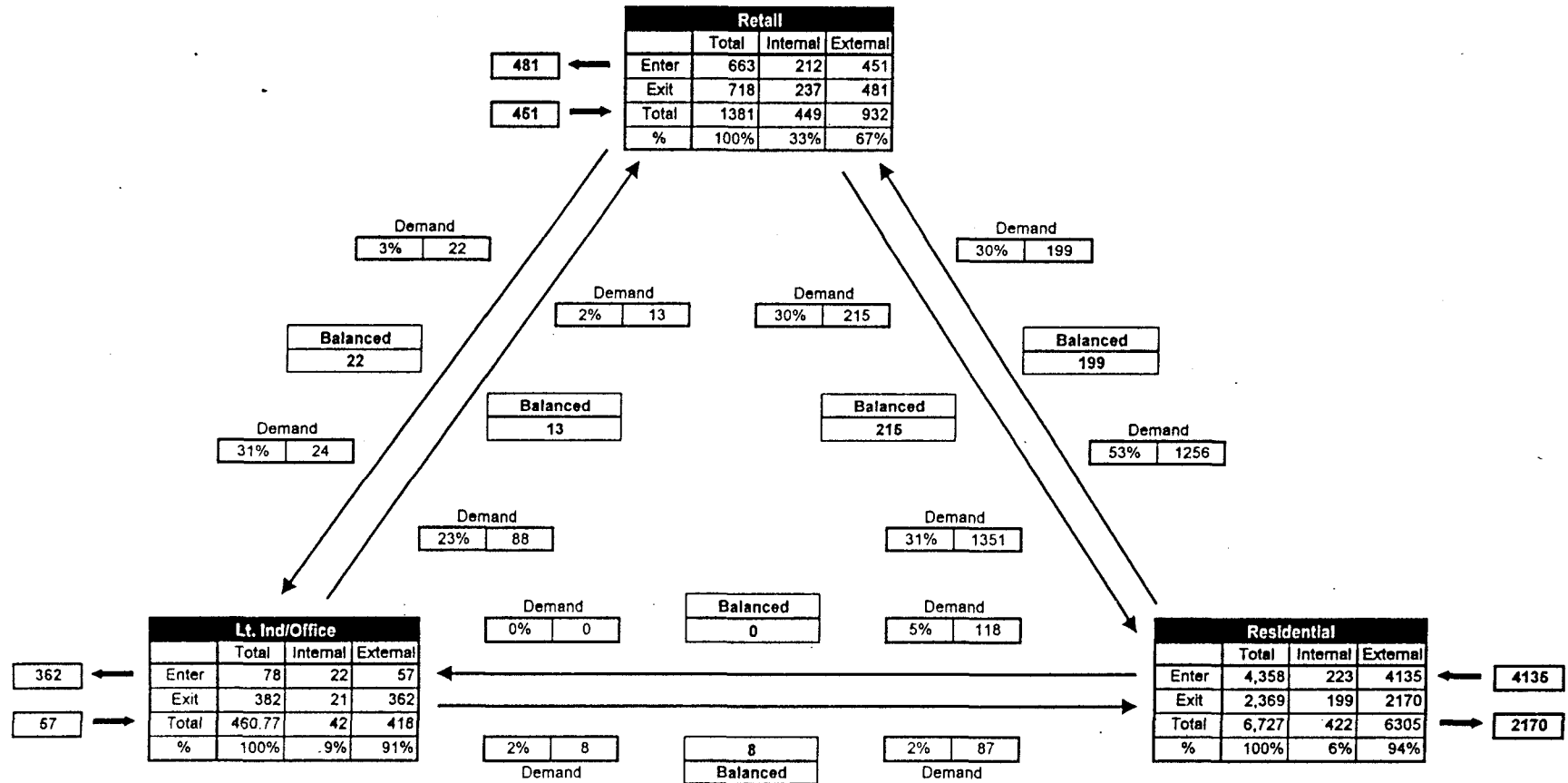
(2) Applied ITE regression equations

(3) Based on ITE data and local survey data for elderly housing. ITE data sample size very limited.

(4) Internal trip reduction based on calculation in Table C. PM peak hour school trips assumed to be similar to overall uses.

Subtotals by Land Use Groups	Daily Trips	PM Peak Hour Trips			% of Total
		In	Out	Total	
Residential	66,420	4,358	2,369	6,727	76%
Office	3,402	78	382	461	5%
Retail	14,688	663	718	1,381	16%
School	2,771	155	180	335	4%
Total Trip Ends	87,281	5,254	3,649	8,904	100%

Table C2: Internal Trip Reduction for Mixed-Use Plan Area



Net External Trips for Multi-Use Development					
	Retail	Lt. Ind/Office	Residential	Total	
Enter	451	57	4,135	4,642	
Exit	481	362	2,170	3,013	
Total	932	418	6,305	7,655	Internal Capture
Single-Use Trip Gen. Est.	1,381	461	6,727	8,569	11%

Source: *Trip Generation User's Guide: Recommended Practice*, Institute of Transportation Engineers, 1998. Chapter 7: Multi-Use Development, pp. 80-92

Note: Retail trips assumed to have 30% origin/destinations from internal residential uses. This contrasts with standard factors of 9 to 12%.

Appendix D: EMME/2 Traffic Volume Plots, 2020 2-hour PM Peak

LIST OF EMME/2 TRAVEL DEMAND MODEL PLOTS (IN ORDER)

2020 Existing Resources 2-Hour Model Network – Link Capacity and Speeds

2020 Existing Resources 2-Hour Traffic Volumes (No Project)

2020 Existing Resources 2-Hour Traffic Volumes (With Project)

2020 Strategic Plan 2-Hour Model Network – Link Capacity and Speeds

2020 Strategic Plan 2-Hour Traffic Volumes (No Project)

2020 Strategic Plan 2-Hour Traffic Volumes (With Project)

Detailed 2020 Existing Resources 2-Hour Volumes (With Project) – Black and white

Detailed 2020 Strategic Plan 2-Hour Volumes (With Project) – Black and white

Detailed 2020 Strategic Plan 2-Hour Volumes (With Project) – Downtown Hillsboro

Appendix E: Technical Comparison

The technical assumptions and findings from the DKS Associates review of the South Hillsboro Urban Reserve Area was compared to the methodology and findings used for the City of Hillsboro plan¹⁰ for this area. The technical assumptions are summarized in Table E-1 and the findings are summarized in Table E-2.

Table E-1: Technical Assumptions

<i>Description</i>	<i>DKS Associates SHUR Review</i>	<i>City of Hillsboro SHUR Plan</i>
<i>Maximum Development Potential</i>	8,500 dwelling units 2,000 employees	Same
<i>Trip Generation Sources</i>	Institute of Transportation Engineers <i>Trip Generation</i> , Sixth Edition	Same
<i>Travel Demand Forecasting</i>	2020 two-hour travel volumes based on new forecasts using Metro travel demand model.	2015 one-hour travel volumes. Overlaid manual assignment to Hillsboro TSP forecasts.
<i>Percent of Internal Trips On-Site</i>	11 percent	30 percent
<i>Background Street Network Improvements</i>	Metro model networks for Existing Resources & Strategic Auto based on Round 2 data (see Appendix A)	Existing Resources network (referred to as the "Constrained Network" at the time of that study).
<i>System Performance Criteria</i>	Metro two-hour level of service standard for roadways in urban areas (LOS F 1 st hour, LOS E during 2 nd hour)	Peak period traffic was forecasted for one-hour. These volumes
<i>Other Issues</i>	TV Highway improvements assumed in the Strategic Model network double capacity to expressway conditions between Brookwood in Hillsboro to Murray Boulevard in Beaverton. Above improvements not reflected in any state, county or city plans, and will cost more to construct than shown in the Draft RTP.	Five-lane TV Highway assumed consistent with Hillsboro TSP.

¹⁰ South Urban Reserve Concept Plan, Urban Reserve Site #51-55, City of Hillsboro, November 16, 1998 (Draft).

Table E-2: Technical Findings

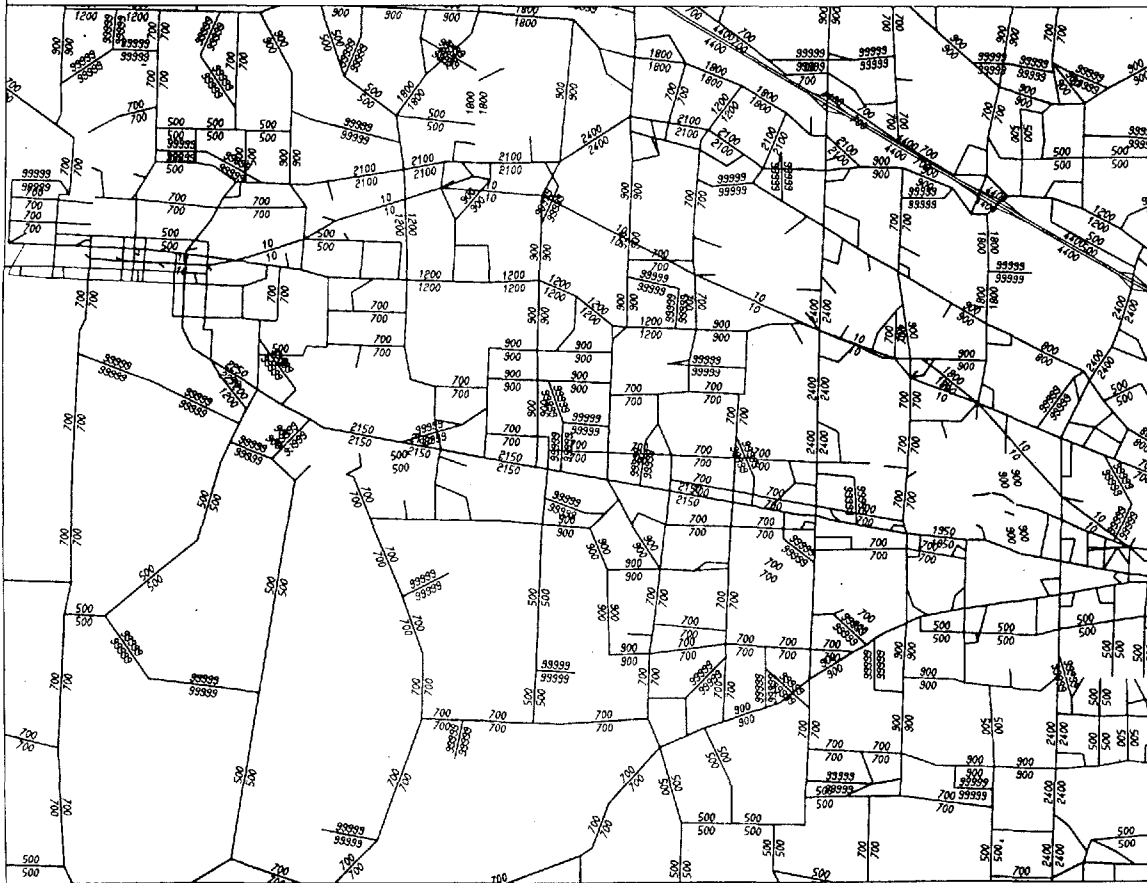
<i>Description</i>	<i>DKS Associates SHUR Review</i>	<i>City of Hillsboro SHUR Plan</i>
<i>Total Off-Site Vehicle Trips</i>	7,510 (1-hour)	6,085 (1-hour)
	15,243 (2-hours)	n/a (2-hours)
<i>Site Trip Distribution</i>		
North	38%	50%
South	6%	2%
East	38%	28%
West	18%	20%
<i>Peak One-Hour Site Traffic Added to Major Facilities (Two-Way Total Volume)</i>	<i>(See Table 11 for Site Traffic Distribution for Existing Resource and Strategic)</i>	<i>(Taken from Figure 5 in Technical Appendix)</i>
TV Hwy. East of 185 th Ave.	690 to 1,050 vehicles	165 vehicles
TV Hwy. West of 219 th Ave.	735 to 1,300	100
TV Hwy. West of Brookwood	1,070 to 1,150	715
185 th Avenue South of Baseline	560 to 640	335
Cornelius Pass South of Baseline	1,540	950
Century Bl. North of Baseline	695 to 885	695
<i>Other Issues</i>	Major improvements to TV Highway are required to maintain acceptable performance. The assumption of this analysis was a doubling of capacity compared to today's condition.	Additional study needed for TV highway access controls and corridor management plan.

DKS ASSOCIATES

BASE NETWORK

USER DEFINED LINK DATA 3

emme/2



LINKS:
 mod=c
 COL-IND: UL2

VDF

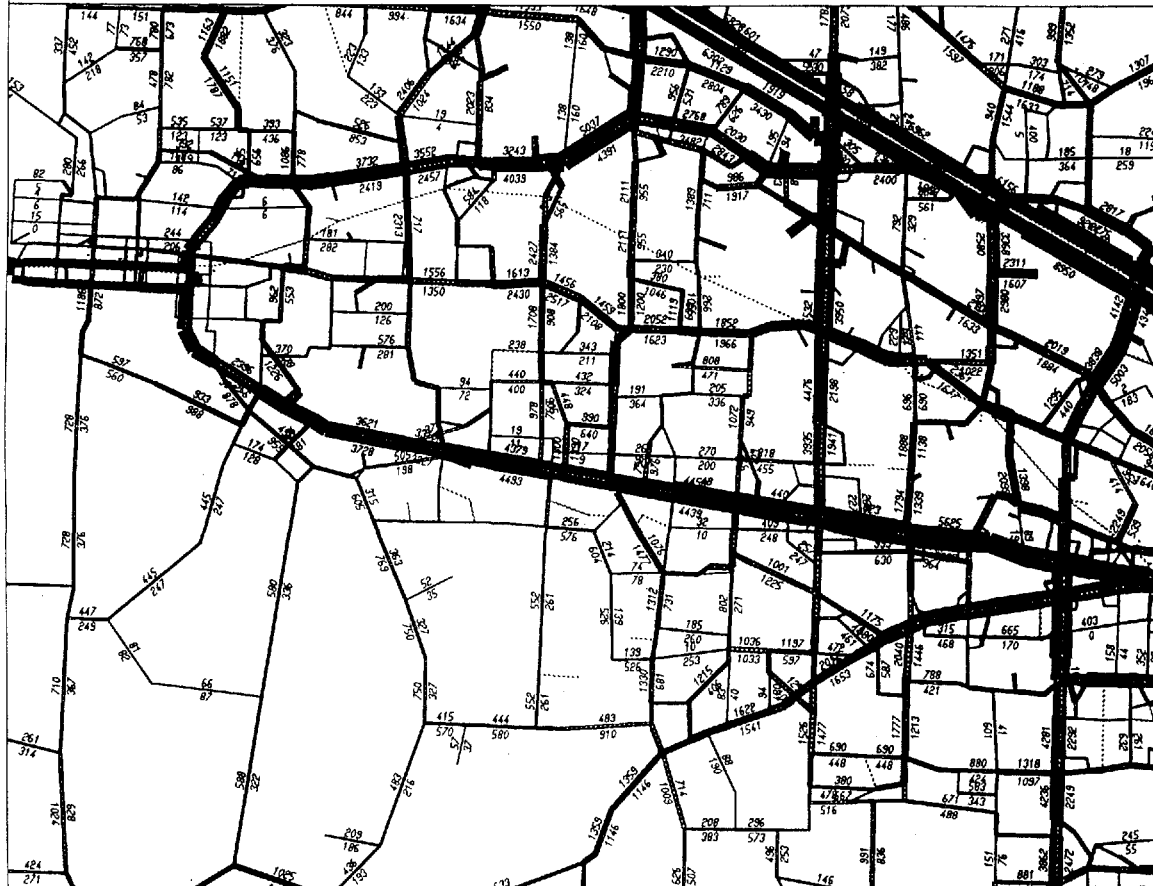
- 0-5 (>=40 mph)
- 6 (35 mph)
- 7 (30 mph)
- 8 (25 mph)
- 9-10 (15-20 mph)
- >=11 (other)

XXXX=CAPACITY (VPH)

WINDOW:
 1431.9/124.948
 1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
 SCENARIO 20000: 2020 Exist Res 2 hour

99-07-26 15:47
 MODULE: 2.13
 DKS2000...jx

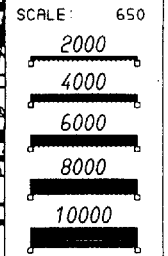


LINKS:
mod=c
COL-IND:UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 0.8-0.9
- 0.9-1.0
- > 1.0

XXX=VOLUME (VPH)

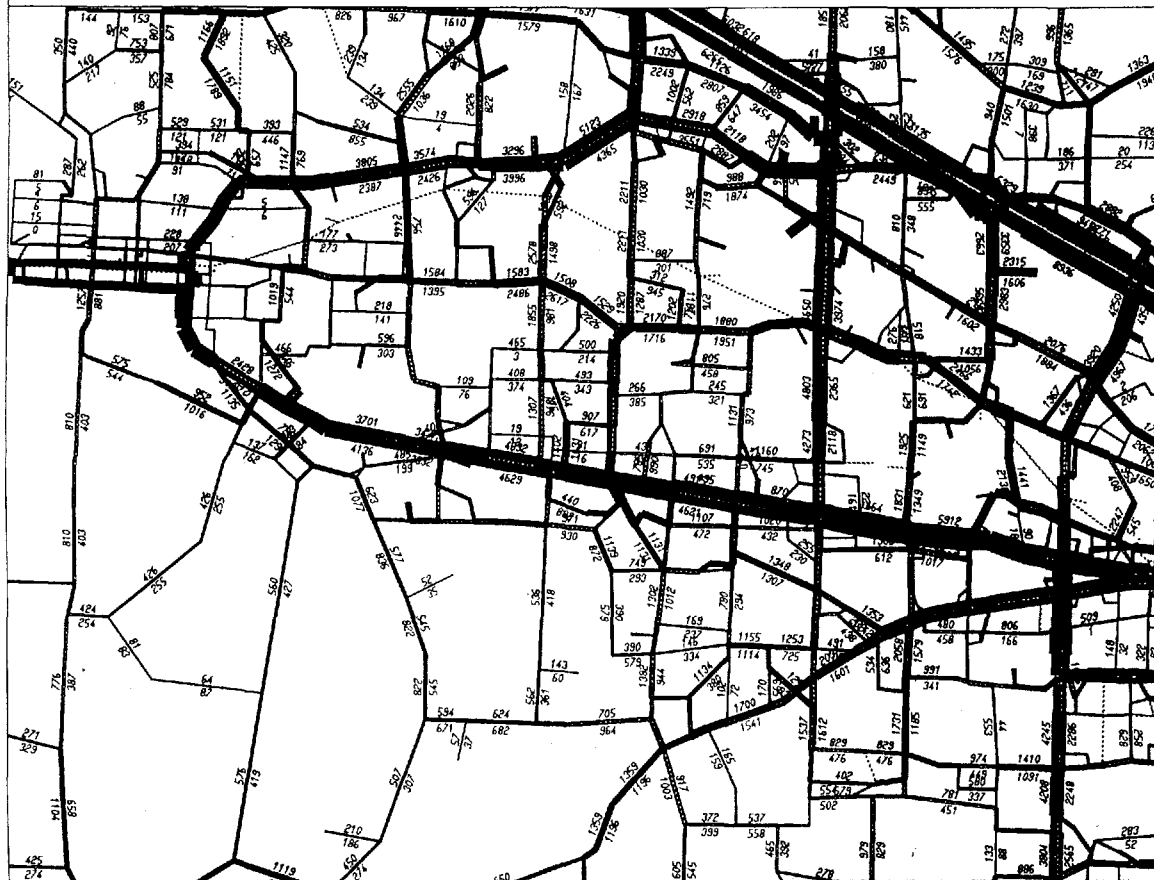


WINDOW:
1431.9/124.948
1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 21000: 2020 Exist Res 2 hour (No Project)

93-07-26 11:55
MODULE: 6.12
DKS2000 . . . j x

emme/2

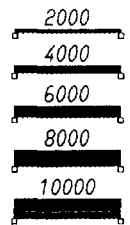


LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
 - 0.8-0.9
 - 0.9-1.0
 - > 1.0
- XXX=VOLUME(VPH)

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 20000: 2020 Exist Res 2 hour

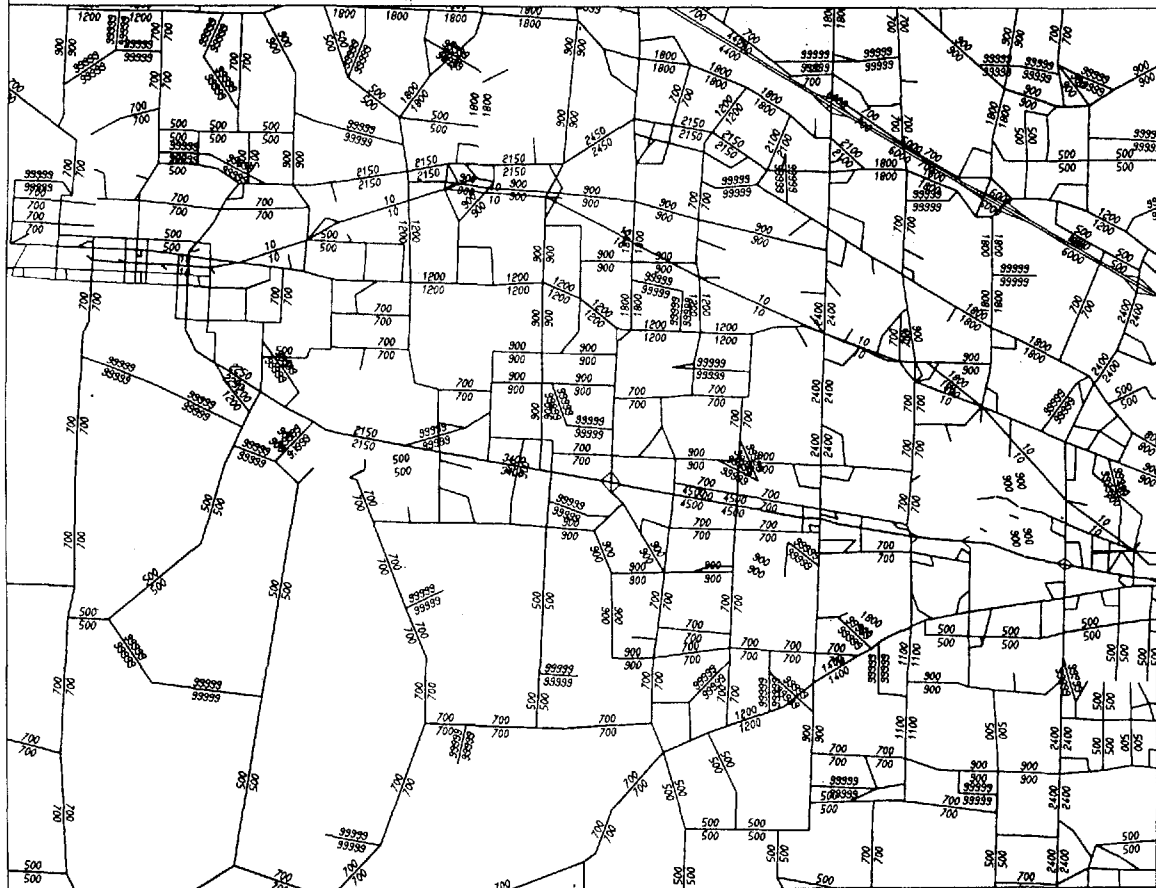
99-07-26 15:45
MODULE: 6.12
DKS2000...jx#

DKS ASSOCIATES

BASE NETWORK

USER DEFINED LINK DATA 3

emme/2



LINKS:
 mod=c
 COL-IND: UL2

VDF

- 0-5 (>=40 mph)
- 6 (35 mph)
- 7 (30 mph)
- 8 (25 mph)
- 9-10 (15-20 mph)
- >=11 (other)

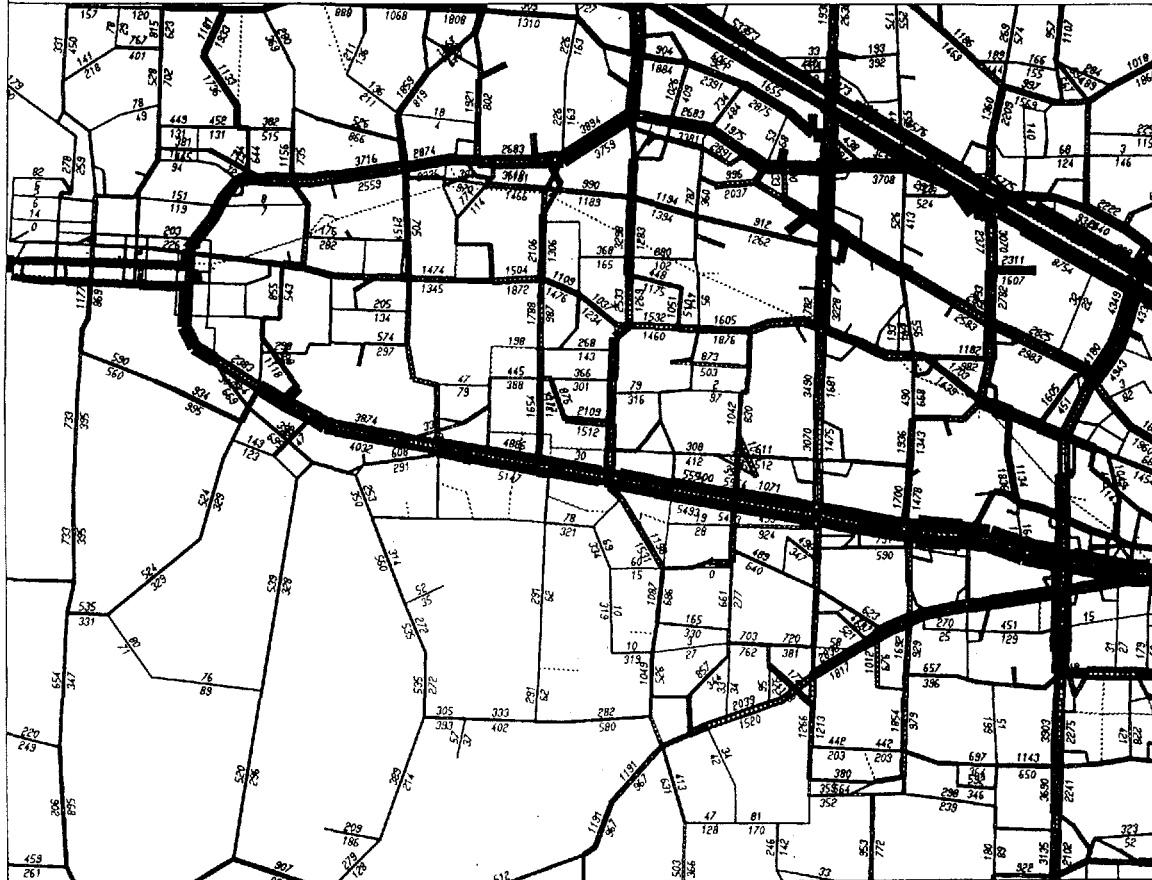
XXXXX=CAPACITY (VPH)

WINDOW:
 1431.9/124.948
 1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
 SCENARIO 11000: 2020 South Hill Base

99-07-26 11:52
 MODULE: 2:13
 DKS2000...j*

emme/2

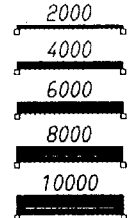


LINKS:
mod=c
COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
- 0.8-0.9
- 0.9-1.0
- > 1.0
- XXX=VOLUME(VPH)

SCALE: 650



WINDOW:
1431.9/124.948
1441.2/131.927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 12000: 2020 South Hillsboro (No Project)

99-07-26 11 56
MODULE: 6.12
DKS2000...jx*

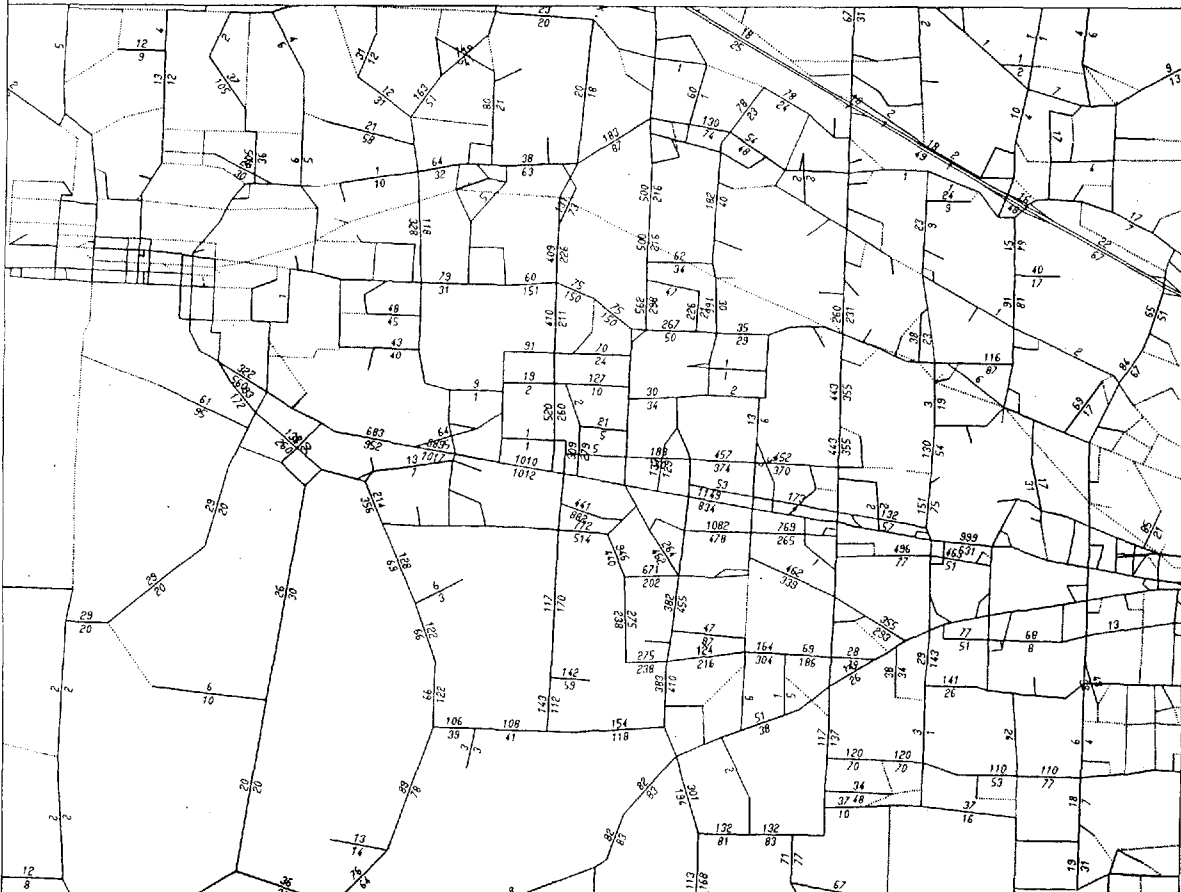
DKS ASSOCIATES

BASE NETWORK

ATTRIBUTE @SEL: AUTO + TRUCK PCE'S SELECT LINK

emme/2

LINKS:
mod=c



WINDOW:
1431 9/124 948
1441 2/131 927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 20000: 2020 Exist Res 2 hour
ATTRIBUTE @sel: auto + truck PCE's select link

99-07-27 09:11
MODULE: 2 13
DKS2000....jxs

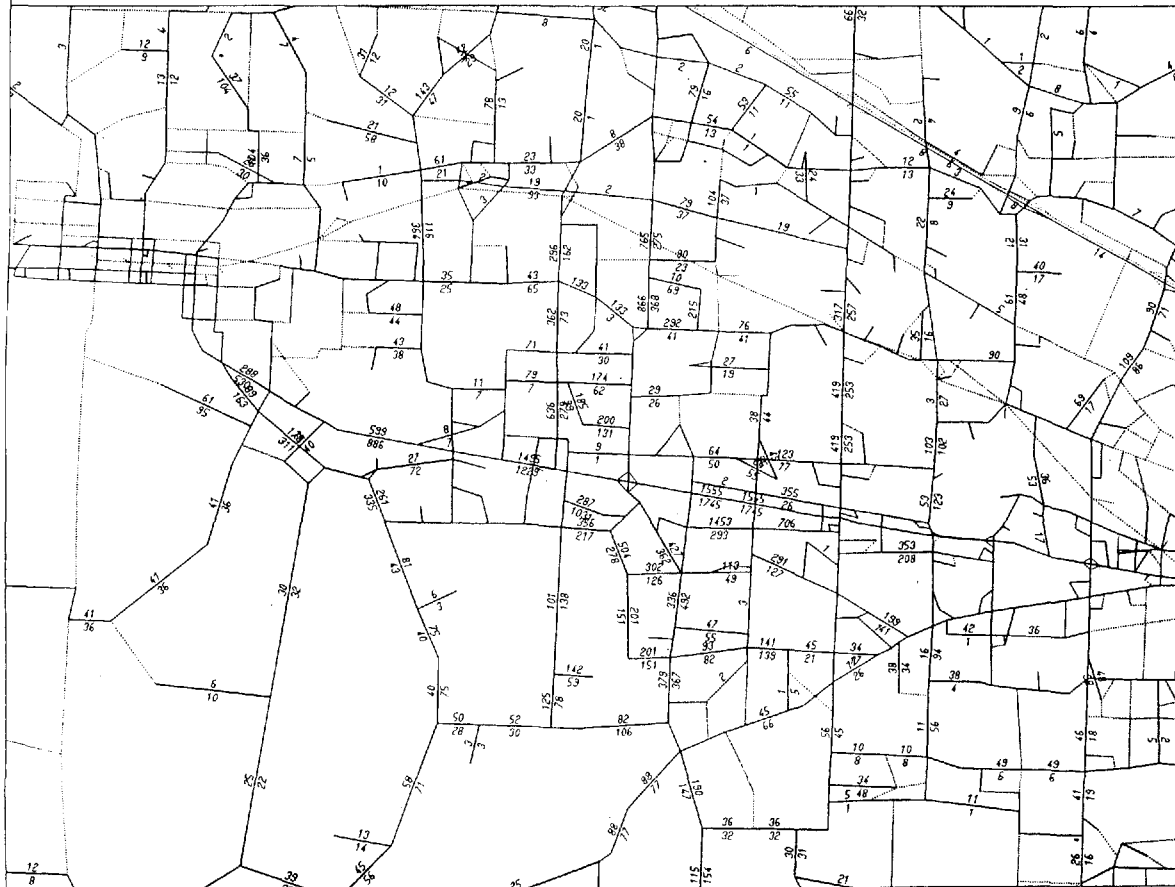
DKS ASSOCIATES

BASE NETWORK

ATTRIBUTE #SEL: AUTO + TRUCK PCE'S SELECT LINK

emme/2

LINKS:
mod=c



WINDOW:
1431.9/124.948
1441.2/131.927

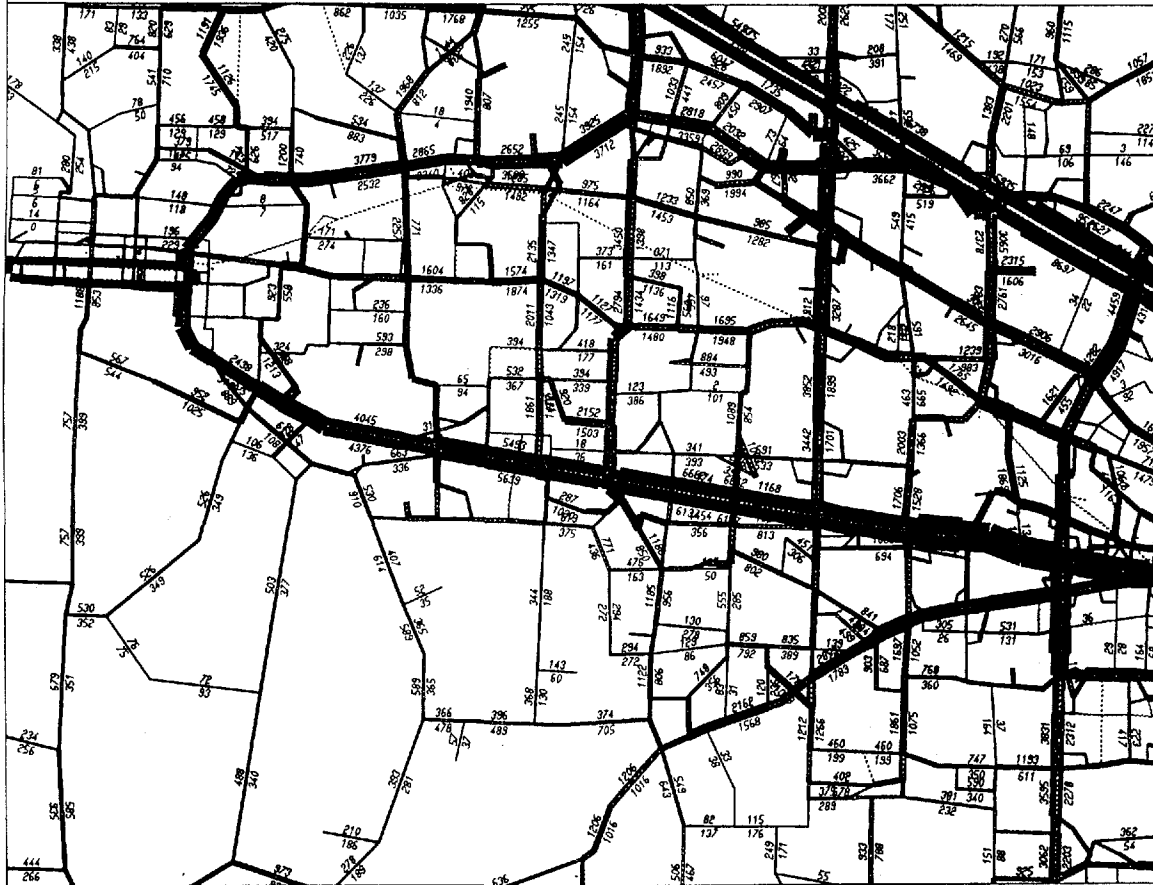
EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base
ATTRIBUTE #sel: auto + truck PCE's select Link

99-07-26 11:57
MODULE: 2.13
DKS2000...jxs

DKS ASSOCIATES

AUTO VOLUMES

emme/2



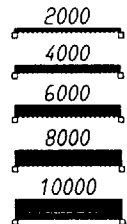
LINKS:
mod=c

COL-IND: UL2

VOLUME/CAPACITY
RATIO

- < 0.8
 - 0.8-0.9
 - 0.9-1.0
 - > 1.0
- XXX=VOLUME (VPH)

SCALE: 650



WINDOW:

1431. 9/124. 948

1441. 2/131. 927

EMME/2 PROJECT: Regional Transportation Plan
SCENARIO 11000: 2020 South Hillsboro Base

99-07-26 11:55

MODULE: 6.12

DKS2000 . . . j*

RTP Public Comment Report

Regional Transportation Plan Public Surveys

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Eliminate Project 3187. It is very costly, makes a major disruption to the area and provides very little benefit.

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other: NEEDS FULL DISCLOSURE OF PAST TRACK RECORD IN FORECASTING TRANSIT RIDERSHIP & COST

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: DEVELOP LOWER COST TRANSIT SYSTEMS

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me.
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *REINTRODUCE WEIGHT MILE TAX FOR TRUCKS*

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

OVER

METRO PLANS TO SPEND SOMETHING LIKE
\$78,000, ON THEIR IMAGE. HOW ABOUT USING
SOME OF THAT TO PROMOTE THE RTP AND
HOW IMPORTANT THE TRANSPORTATION BILL
IS TO THAT. MAYBE EVEN SHOULD USE
SOME OF THE GARBAGE SAVINGS ON
TRANSPORTATION RELATED THINGS —

JOHN BURGER

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other: *congestion pricing + focus on HOV lanes*

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

See back

If you really want to increase transit use,
take the fees off completely. Bus, light rail,
whatever, just get on & go.

If you're happy at 10% modal share, then stay
there, but if you want to change in a BIG
way you need to do something dramatic.

- Dream big. Make it easy. These are
the principles that encourage growth.

Dave GT 1

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

3. Should new "targeted" funding sources be pursued?

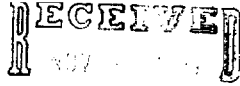
yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

I'm strongly supportive of
a new cross-town bus service
on ~~the~~ NE Prescott St and SE
92nd Ave. It would be great
if it could run from Swan
Island to Gateway to Clack.
Town Center



BY:.....

Regional Transportation Plan Public Survey Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one)
- e. Needs more or less maintenance, safety and street repair (circle one)
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by ___% to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other: *Improve our roads. We have now to use HOV lanes, on both 205 & 84 N freeways*

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

(over)

10/31/99

All the hearings on regional transportation shows the City of Portland, Trimet, & Metro, are willing and using Federal, local, state gas taxes, for light rail, leaving very little for new roads & road improvements, bridges around the state. Also bike lanes and sidewalks that are extended into the street and intersections, causing traffic problems, for motorists. A big waste of taxpayers money. The West side trolley, light rail - the airport and the future north interstate rail line. Four years to build & 350 million dollars to replace a good bus service in that area leaving very little money for roads.

Buses can do a better job, than light rail, for a lot less money.

Robert E. Shannon
1747 1/2 E Vogel Rd
Boring, Ore
97009

Phone # 658-5492

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one) → ~~same~~
- e. Needs more or less maintenance, safety and street repair (circle one) → SAME.
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 20 % to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

THIS WOULD BE COST
PLANT RAIL TO
CLACKAMAS COUNTY

3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)

E-Mail Comments received on the Regional Transportation Plan

Name: Roger M. Ellingson
From: rogere@teleport.com
Date: October 1, 1999

Comment: I am very much in favor of more pedestrian and bicycle transportation system improvements. I would like to see safe, efficient, direct access non-auto access to transit centers and bus stops also. I do not support the continued building of Park-and-Ride lots at transit centers. I think primary access to the transit system should be non-auto oriented.

I would like to see more regulation of trucks in the Metro area. Safety and equipment inspections should be mandated similar to DEQ. If a truck is not registered in the Metro area, it would need to be inspected anyway if it operates in the Metro area. My primary gripe is the non-muffled exhaust brake usage of the heavy trucks in the urbanized areas. I cannot understand why these noise polluting vehicles are allowed to make so much racket! Is this an area Metro could set some standards or at least do some public education of these errant truckers?

Name: Eugene Grant
From: Egrant@schwabe.com
Date: October 15, 1999

As Mayor of Happy Valley, I wanted to put in my two cents worth on the project list even though we all know the risk is high the gas tax increase will be repealed by initiative. The Sunrise Corridor project from I-205 to 145th is my top priority, since it ties in with the most important transportation problem of my City and the surrounding area. Traffic conditions on Sunnyside Road and Highway 212 are terribly congested and unsafe. Metro previously brought the Rock Creek Reserves (area from SE 145th or 162nd north and south of Sunnyside Road) into the Urban Growth Boundary and just about everyone wants to see Happy Valley annex these area sooner rather than later as means to comply with the Metro Functional Plan and help further transportation improvements on Sunnyside Road and SE 147th. The Sunrise Corridor project is an important element that will help make annexation and urbanization of the Rock Creek Reserves beneficial from a transportation and land use planning standpoint. This is because much of the through traffic currently using Sunnyside Road will use the Sunrise Corridor. The Sunrise Corridor will also facilitate access to the Urban Reserve land east and south of the Rock Creek reserves which is the prime location for intense employment uses that will help solve the very bad jobs/housing imbalance in Clackamas County. This employment use land cannot be urbanized until we solve the transportation problems between I-205 and SE 172nd, both in the Sunnyside Road Corridor and 212 corridor. The Sunrise Corridor is the most critical part of that solution. The Rock Creek Reserves project will help solve the Sunnyside Road part of the problem, but without the Sunrise Corridor, there will not

be enough transportation facilities to attack and conquer the jobs/housing imbalance we have out there. Please help us find a way to fund this regionally important project.

If Metro decides not to expand the UGB this year, it will leave Clackamas County without anything close to sufficient land with which to overcome the jobs/housing imbalance. The Rock Creek Reserves will help a little, but the hilly topography and location away from major transportation routes mean that the market will not support too much intense employment uses there. The real potential for addressing the jobs/housing imbalance in Clackamas County is the land to the east and south of the Rock Creek area, (that is Pleasant Valley down to Highway 212). In order to get there, Metro will have to bring it into the UGB and then help us find funding for the key transportation elements (172nd for north/south and Sunrise Corridor freeway for east west). Hitting the pause button on growth in North Clackamas County right now leaves us in a huge hole due to past land use decisions that have resulted in this terrible jobs/housing imbalance and failing service levels for traffic on SS Road and Highway 212. Please help us by not taking on oversimplified approach to UGB expansion that ignores subregional realities and needs such as this. I also support the need for Highway 99 project thru Milwaukie, which is a terrible bottle neck right now.

Name: Tom Aufethie
From: 15674 Highpoint Dr.
Sherwood, Oregon
Date: October 15, 1999

A recent article in the tualtin times mentions a 4 lane bypass connecting I-5 and highway 99 between Sherwood and Tualatin..Could you tell me about where that would start?

I recently attended a planning workshop in sherwood regarding urban reserve area 45 where a consulting firm suggested a road taking off just West of Sherwood from highway 99 and going across hill and dale to hit I-5 near Wilsonville? Is this a part of your proposal or is it a pipe dream on his part? His answer to traffic problems between Sherwood and I-5..

Name: Brian
From: Brianf@aracnet.com
Answer: Tom Kloster
Date: October 18, 1999

Brian-

Thanks for your e-mail. We have included the proposed Tualatin-Sherwood connector in our draft Regional Transportation Plan. The new route would connect I-5 and 99W in the Tualatin/Sherwood area, and divert through traffic that is currently using Tualatin-

Sherwood Road or 99W through Tigard. Both existing routes are very congested already, and for a variety of reasons, aren't appropriate for through traffic.

The proposed connector is controversial on a couple of fronts: first, it is the only part of the "Western Bypass" that was given a go-ahead by elected officials a few years ago as part of that study. We frequently hear concerns that building this section would inevitably lead to the full bypass being constructed, though our 20 year transportation plan and our Region 2040 vision do not include the full Western Bypass.

Another controversial element of this project is that the Legislature has enabled it to be partly financed through tolling -- a relatively unusual approach in Oregon. The corridor for the project study will look at a northern alignment that connects to 99W north of Sherwood, and a southern alignment that skirts the south edge of both Sherwood and Tualatin.

However, construction of such a project is a long ways off, and will involve a separate (and extensive!) public review process. Including the connector in the regional transportation plan is just the first step toward actually building such a facility.

Name: **Dan Packard**
From: dp@pdxradio.com
Date: October 18, 1999

I read the report in today's Oregonian on page E2 about the Metro highway construction plans. I'm especially interested in projects mentioned in the article about McLoughlin Blvd and the secondary project regarding changes on Powell Blvd, which the state opposes. Can you give me details on these?
Thanks for your help, --Dan Packard

Name: **Ernest Tipton**
From: eftipton@netcom.com
Date: October 18, 1999

As a facilities planner with the Architectural Services Department at Portland State University, one of my responsibilities during the past year has been an attempt to address bicycle transportation route planning and parking facilities in and through the campus an University District area. This included: inventorying present bicycle parking demand at various locations throughout the University District, 10 year University demand projection based on the present mode split, observations and intercept questionnaires regarding routing and time of day usage, and a brown bag forum to solicit student and faculty comments.

One of the reoccurring public comments supported by bicycle parking demand and observations was that Broadway is not a preferred North/South bicycle route through the

District. Prior to the Urban Center street construction at the intersection of SW Montgomery and SW Sixth, North/South bicycle route demand was predominately through the Park Blocks and to a lesser degree on Sixth Avenue.

People interviewed provided several reasons for the choice not to use Broadway as a bicycle route. They believed that Broadway was too dangerous during auto traffic peak hours, that the grade on Broadway was steeper than adjacent alternatives, and that the Park Blocks provided preferred ambiance. I believe the auto traffic conflict is supported by your regional transportation plan which lists Broadway as a regional arterial and automobile route.

On discussing the issue in general with PDOT, I am told that even though bicyclists may prefer using the Park Blocks, they do not feel it would be appropriate to list it as a bicycle route because of the potential pedestrian conflict. (Between the two choices, I would much rather be a pedestrian hit by a cyclist than a cyclist hit by a car). This personal preference aside, to my knowledge the University has not experienced any pedestrian/bicycle accidents in the campus park blocks, but there have been pedestrians and cyclists injured by auto traffic on Broadway.

Because our research and transportation planning is localized, I was wondering if your planning has examined appropriateness of a bicycle route on Broadway and potential alternatives; the potential impacts on regional connectivity, if any, of relocating the route from Broadway to SW Park and if not, I would like to request this alternative be explored further.

Name: Rian K. Long
From: rlong@ti.1-3com.com
Date: October 19, 1999 12:40 PM

I strongly support alternative methods of transportation such as light rail, buses, biking etc. The transportation plan, however, appears to view these methods of transportation as almost the entire solution to the 20-year traffic growth that is being studied. I cannot see anyone in the suburbs biking all the way downtown on a daily basis, not to mention the weather conditions of such a commute. These ideas work well if you live in a center-city neighborhood, but these are not the people who are backed up on the freeway each day.

I am glad that the plan is addressing at least some of the major highway problems in the region. The most glaring omission, however, is a solution for I-5 past the Rose Quarter. The freeway shrinks to two lanes in each direction at this point, and is always a major backup. I doubt, as the plan states, that the outlined I-5 improvements will provide for no backups except for peak hours. Without at least 3 lanes in each direction, the way from Vancouver, WA to downtown Portland, backups will occur. I can not think of another city of Portland's size that has a two-lane interstate as its primary connection to the outside world. It is my view that without some improvement of the Rose Quarter section of I-5,

traffic will remain largely unimproved, if not worsen as the region grows. It is also likely that this poor traffic link could hamper future business growth in the region.

For the most part, I agree with the objectives and outline of the plan. I do feel that Metro does a very good job of protecting livability of the region, and I strongly support almost all of Metro's objectives. I do not feel that a little more of an emphasis needs to be placed on auto transportation, whether it's desirable or not. Many people just simply won't do anything but drive no matter what the situation.

Name: Bruce Whisnant
From: Bwhisnan@ssofacom
Date: October 28, 1999

Thanks for the opportunity to comment. My recommendations are

- 1) Fund the third eastbound lane for Highway 217 to Camelot Court Bridge. It appears that this project will not require major engineering challenges.
- 2) Add a third lane (HOV preferably) southbound on I-5 at Delta Park to match up (even though more expensive) with your recent northbound project which I believe has been most successful.
- 3) Add an additional north AND southbound lane to I-5 from the Fremont bridge to the I-84 junction. The current four lane configuration past the Rose Garden is a serious "accident to happen" plus a major traffic impairment right in the middle of our great city. I recognize this would be a "major project", but we need this project for the millennium. And finally, vote YES on the gas tax.

Name: Marian Drake,
From: 1705 SE Morrison, Apt. 4,
Portland, OR 97214
Date: November 8, 1999

On the Transit Service Strategy fact sheet map, there is a gold line for community bus service going east from Gresham. Will this be transit or shuttle service to Oxbow Park? Last year, I attended Parks Advisory Council hearings on Oxbow Park. Then-Councilor Ruth McFarland passed a resolution to investigate weekend shuttle service to Oxbow Park. It was agreed upon by the Parks Advisory Council but was not put into writing, and even though it was considered important, it got lost. I have spent the last 4 years on this question of shuttle service to Oxbow Park, working with Metro and Tri-Met. I would like to have my comments placed into the record for the Regional Transportation Plan. I would also like to talk to someone about this shuttle service to Oxbow Park, if possible. Thank you.

From: HUFF Leo M
Sent: Tuesday, November 30, 1999 10:29 AM
To: kloster@metro.dst.or.us
Subject: RTP comments

Some loose ends still remaining in the project list:

Project #1164, I-205 Ramp Study 2006-2010: Powell Ramps should be studied prior to or coincident with Project 2028 Widen Powell Blvd.

Project #4006, Columbia Blvd. Improvemnts: The specificity of a "full diamond" interchange is premature. Any specificity is premature pending study, however "full direction access" at I-5 and Columbia Blvd. would be more acceptable.

To: Newstroms
From: <mariep@ocp.org>
Subject: McLoughlin Boulevard
CC:
Date Sent: Wednesday, December 1, 1999 1:56 PM

Sandra,
Thank you for passing on this letter to those who are meeting tomorrow.
Is there another person or persons involved in this discussion that I
could send this letter to by regular mail?
Marie

December 1, 1999

TPAC
To Whom It May Concern:

I oppose any designation changes that would effect McLoughlin Blvd in the area from Division Street to Powell Blvd. As you know, Brooklyn Neighborhood borders McLoughlin and changing the designation to allow higher speeds would result in dire effects to our neighborhood.

Please keep in mind the vulnerability of the inner SE neighborhoods in the changes you are considering. We will have to live for many years with what you decide now.

Another project underway that will have the same effect on our neighborhoods is the McLoughlin Overpass north of the Ross Island Bridge. Both the designation and the overpass being considered do not allow for two-way pedestrian and bicycle access.

The rebuilding of this viaduct on 99E and change of designation should take into account the following:

1. The viaduct will be in close proximity to the Eastbank development, which is already in the planning stages. We should not be building a new structure for only cars and trucks so close to a "walking environment."
2. The only roadways that are built new without pedestrian walkways are freeways. What are we thinking? Making room for commuter traffic and destroy the neighborhoods in doing so?
3. Without pedestrian and bicycle access, it would be in direct opposition to the 20/40 plans put out by Metro which emphasizes pedestrian friendly roadways and streets.
4. This viaduct and change of designation would take McLoughlin Boulevard another step closer to becoming a freeway. The businesses and homes in close proximity to McLoughlin is a big obstacle to the obvious goal of ODOT of turning McLoughlin Boulevard into a commuter's freeway.

Please keep McLoughlin a Boulevard. The livability of the neighborhoods that McLoughlin borders is at stake here. Not allowing pedestrians and bicycles to use the roadway reflects the thinking of the 50's. Any new construction should take into account our future needs, not just present.

Please consider the above when dealing with these two issues.
Thank you.

Marie Phillippi
Brooklyn Neighborhood Resident and Chair
4014 SE 9th
Portland, OR 97202
Email: mariep@ocp.org

From: "Royce, Francie" <ROYCE@trans.ci.portland.or.us>
To: 'Bill Barber' <barberb@metro.dst.or.us>
Date: Wed, Dec 1, 1999 3:49 PM
Subject: RTP comments

Some thoughts on the RTP TDM section:

policy 19.0

objective d. Should refer to policy 20.1, funding priorities rather than just list areas in which we want to fund TMAs. We selected the TMAs in the current round using policy 20.1 priorities, we should state so in the TMA funding policy.

page 1-56 text

dilute emphasis on commute/peak hour

...works cooperatively with employers, community based groups and others in the region to provide alternatives to driving alone.

next para. replace commuters with people.

Table 1.2 (I'm so glad we finally have this as a target to measure where we're going) HOw about a map showing these locations with the non-sov targets?

From: "Grant, Eugene" <EGrant@schwabe.com>
To: "Andrew Cotugno (E-mail)" <Cotugnoa@metro.dst.or.u...>
Date: Thu, Dec 2, 1999 9:56 AM
Subject: Regional Transportation Plan, Park Planning and UGB Reserves

I have reviewed the Regional Transportation Plan materials and want to provide written comments to supplement the oral comments I made at the public hearing where time was so limited. I also want to comment on planning for parks and the UGB reserves because these issues all are closely related to the RTP. Timing of urbanization of the reserves directly affects when the different RTP projects should be scheduled. New park location and timing is also a factor in when RTP projects are needed and where they should go. The following comments are in no particular order.

I met yesterday with Clackamas County regarding plans for Rock Creek Reserves (14 and 15). County is generally supportive and cooperative in city of HV efforts to annex these areas by March 2000 election. County and the City want to combine their transportation plans and come up with a joint plan and jointly work on funding the projects. We will be starting this process immediately and will need help from Metro on funding because we do not have the funds sufficient to do all the infrastructure necessary to continue the growth into reserves starting with Rock Creek Reserves. My comments on RTP is intended as part of that process and is subject to discussion with County to coordinate a joint plan. It really should be a tri-party plan with Metro, County and City of HV to make this work. The area joint transportation plan HV and County want to cover is the area east of 205 and north of 212 to the County line. That is general area I will comment on in this email.

Project 5066 (widening SS Road from 122nd to 162nd) and 7008 (147th realignment) will be needed in the 2000-2005 time frame. These projects are going to be mandatory concurrency requirement for Rock Creek Reserve development. All the annexation work is to make this land developable and not just academic exercise to give appearance of HV complying with Metro functional plan requirements for employment uses. SDC fees from development will pay big part of cost for these projects, but there probably will need to be supplemental means of funding these.

Project 5071 (ottery road extension from 205 to Valley View Terrace) needs to be in the 2006-2011 range if not sooner because it is going to be a critical part of relieving congestion on SS Road that should go in at the time the top of Scott golf course development goes forward. I believe expectation of County, developer and City is that project will probably go forward by no later than about 2006 and possibly before. Again much of the cost can be funded from SDC fees from the project.

Project 5208 (Idleman Road to Johnson Creek) should be split up into two stages. First stage is connection of Johnson Creek to Idleman Road and second stage is improvements to Idleman Road. The first stage connection to Johnson Creek blvd needs to be done within the next year in order to keep commitments to the neighborhoods that they would not be stuck with long term cut through traffic between these arterials. Current situation of cut through traffic is not acceptable into the future. This is going to be an expensive connection due to the steep terrain and County and City will need help on funding. Second stage of improving Idleman Road can come later in 2011 to 2020 range as projected.

I believe some other projects are going to have to be pushed down in priority to allow these more critical projects to go forward earlier. Perhaps 5086 (82nd ave improvements) is one that could be deferred. Altho not much money is involved, projects 5211 and 5212 are lower priorities that can be deferred if not deleted. Mountain Gate Road already has sidewalks and bike paths that were installed when the street was built and I think these projects may be outdated and unnecessary.

Turning to Bicycle projects 7009, 7011 and 7010 should be deleted as of such small benefit as to not be justified. I am an avid bicycle rider and a partner with my son in the ownership of the Bridgetown Bicycles stores, so I am not saying this because I don't think bike lanes are important. I have ridden all over Happy Valley and the County on bicycle and the problem with these projects is that the routes have grades far too steep for all but the most athletic of bicycle riders. 95% of the public would never ride bikes on these routes because of the steep hills involved, and in fact they would be unsafe for children going downhill because of the dangers of excessive speed when children fail to brake sufficiently. Our transportation plan call for bike lanes in most of Happy Valley, but even our City Plan is unrealistic about bike riding on some of the most steep hills. There are only a limited number of streets in HV suitable for bike riding by the vast majority of riders. The Route that is best from north to south is Deardorff Road because it is a series of serpentine curves that greatly reduce the steepness of grade as you go up over the hill from Foster rd going south. Deardorff becomes 132nd which is much less steep than the 145th route that Metro has used for the above projects. 145th does not go through to Foster and ends at Clatsop in the middle of a very steep grade that is not good for bikes in either direction. Back to the good route. From 132nd you would go south to King Road and take jog on King Road West to 129th and follow 129th south until you hit SS Road. The only east west route that makes any sense from the standpoint of suitable terrain will be Monterey overpass to the Ottey Road Extension and you would follow Ottey Road all the way to 129th where you would intersect with the north south bike route. You would cross Ottey road and jog to the south to Mountain Gate Road and then follow Mountain Gate Road to King Road and then King Road to 147th going south and then the new 147th alignment should be used for bike lanes to get you to SS Road and not Monner Road because Monner is way too steep for Bike riding. The serpentine route of the new 147th will provide a safe and passable bike route over the hill into Happy Valley for those energetic enough to want the exercise of going over the hill. While we need these bike lanes in the future, the road improvements are the higher priority at the moment because these are recreational bike routes. You are not going to get any significant number of people biking these routes to their work. On the other hand I would really like to see these improvements made before my term ends just because I have a selfish interest in biking around the city myself.

That brings me to the park connection to all of this. BSA is talking to Metro about selling Scouters Mountain as site for another regional open space park. This would be a beautiful regional park with facilities in place for immediate use by the public. North Clackamas Parks District in partnership with Happy Valley is willing to take over the operation of the park if Metro will cover its purchase so there is no problem with Metro not being in position to take operational budget risks associated with it. This regional park would fill the much of the park needs for Rock Creek Reserves as well as other reserves in the vicinity. If this goes forward as it

should, then it is all the more important to move up the projects described above to provide good access into this future regional park since it will draw a lot of traffic from all directions and especially SS rd up over the new 147th connection, and also Johnson Creek Road for people coming from the northwest.

My last comment is on the Sunrise Highway. I concur that this is a high priority for everyone because it will be the means of opening up the reserves beyond Rock Creek to urbanization in way that will help cure the jobs housing imbalance in the County. We all need to work as hard as possible to get this project on the STIP for the gas tax increase and get it passed in May to provide funding.

Eugene L. Grant
Schwabe Williamson & Wyatt
1211 SW 5th Ave., Suite 1700
Portland OR 97204-3795

phone 503 796 2924
fax 503 796 2900

egrant@schwabe.com <mailto:egrant@schwabe.com>

CC: "Rod Monroe (E-mail)" <monroer@metro.dst.or.us>, "...

Mr. Pat Russell
16308 S.W. Estuary Dr. #208
Beaverton, OR 97006
(503) 533-8887

October 20, 1999

METRO -- RTP Comments
600 NE Grand Avenue
Portland, OR 97232

RE: Draft RTP list for: South Washington County
North Washington County

Dear Metro Council Members:

Thank you for the opportunity to review the RTP Newsletter (draft) for Washington County. My general comments can also be applied to Multanomah and Clackamas County projects.

Livability, Pedestrian Scale, Environmental Impact

Although I have not had time to review the details of each "project" listed, I am glad to see references to "livability" and pedestrian improvements. However, the improvements are weighted to move traffic, and less focused on livability. Granted that sidewalks and bikeways are a start--but true livability would focus on environmental impact mitigation measures (ie habitat preservation/restoration in wetlands and stream corridors); street trees in parkways separating the pedestrian from the street curbs; raised landscaped medians down the center of collectors/arterials/freeways, or anything with three (3) wide lanes or more; and articulated crosswalks and enhanced landscaped intersections (crossings which are now unmarked--with the number growing). Where is the environmental assessment?

Street intersections must also receive significant attention with respect to pedestrian comfort--such as the newer intersection at Garden Home Road and Olsen Road in southwest Portland. Neighborhood groups and residents had to fight with county engineers/designers to achieve an aesthetic treatment (landscaping courtesy of garden groups). Typical street intersection widenings, such as the Bethany/158th Ave/Sunset Freeway and 185th/Sunset Freeway along with 185th Ave. corridor improvements from the freeway south to TV Highway, don't exactly impress me as pedestrian friendly or liveable.

However, on the other hand ODOT does respond to local landscaping priorities sometimes--such as the Canyon Road widening west of 217. Finally, my impression of "boulevard" is a street with raised landscaped medians and street trees (the American Heritage Dictionary). The more engineers push standardization (ie by the national book rather than local conditions), the more we lose our local character and charm. My suggestion is to throw out the ITE manuals and highway safety manuals and rethink what we are trying to create. Can the speed limit design be lowered, allowing more design flexibility?

Creeks / Floodplain Road Crossings

With the Salmon and Steelhead listings and federal water quality mandates at our door, we have an opportunity to improve the habitat setting at the road crossing. We must atone for our past construction impacts by increasing water quality treatment and establishing more recharge facilities to foster more year-around flow of our streams. For starters there should be NO improvements in the 100 year floodplain except bridge abutments, with undercrossings high enough to allow safe passage of pedestrians/cyclists, even during storm events. We could even insist on vehicle clearance heights. Utilities should not be buried in the 100 year floodplain. Further, if the crossing involves more than two lanes, the the bridge should be divided to reduce shading and scale.

I am concerned with the historic wetlands/habitat of Beaverton Creek (and tributaries), Rock Creek, Bronson Creek, Willow Creek, Cedar Mill Creek/Johnson Creek from the Tualatin River to the respective headwaters, including calculated 100 year storm elevations upstream of FEMA maps (such as the 96 storms). [PS: this includes reconstruction of the Sunset Highway when the various segments are widened to three lanes]. We need to do more to reduce other impervious surfaces and reforest them--such as parking lots and low profile buildings. Rather than passing new projects by allowing only 25-year storm detention, we should reduce the hardscape by 75% or provide 100 year storm detention (maximum parking allowance or maximum % of hardscape on-site).

We cannot insist that the developer/builder observe Metro Title 3 Policies of the Framework plan or future open space/ habitat policies if we cannot build our public improvements in the same manner. We should be identifying streets/parking that could be scaled down or become pervious softscape. There is a wonderful opportunity in Downtown Beaverton during redevelopment to resurrect Beaverton Creek as a award-winning greenway and partial habitat for spawning

Salmon and homeless Beavers (including the removal of miles of underground drains along the tributaries). Washington County should be prepared to allow the water table to rise to historic levels.

Interconnectivity/ Highway Centers

Local street freeway overcrossings between interchanges is long overdue and will relieve congestion at intersections spaced too far apart in the suburbs. It will also help reduce limited accessways as barriers in neighborhoods. We should follow Portland and encourage the use of road air-space in our urban core areas (such as downtown Beaverton, the Sunset Transit Center, Washington Square, Tanasborne, I-5/217--particularly in meeting regional housing demand).

Additional under or over crossings of the Sunset Freeway and 217 should be considered:

- Sunset Transit Center south to approx. Marlo Ave.
- Greenbriar Prkway / Meadow Dr. linking together to extend north to Science Park Dr.
- Cornell Ct. (w/o 158th Ave/Bethany interchange) north to Bronson Road
- John Olsen Ave. north to Rock Creek Blvd.
- Greenway neighborhood btwn Hall Blvd. and Scholls Ferry Rd. to Washington Sq.
- Remove fill along Hwy 217 and open up downtown Beaverton

Also intra-community connectors between Beaverton and Tigard should be considered such as extension of Murray "Blvd." to Hwy 99W, and eventually Beaverton to Sherwood (but not as a freeway). Schools should be better linked by local streets (for example: Hyland Park Intermediate School in south Beaverton could be more directly tied to Hiteon Elementary School).

Local Road Widenings

Some collector streets west of Beaverton did not appear to make the RTP list. These roads provide important local (side-street/through) circulation (in lieu of congesting the adjacent arterial) and should be enhanced as aesthetic, urban, neighborhood corridors:

- Bronson Road from 158th/Bethany to 185th
- Johnson Street from 170th (Aloha) to Brookwood Ave. (Hillsboro)
- Alexander Street from 170th to 209th
- Alexander Street from Millikan (through the Boy's Home) to 170th

Sunset Freeway and Highway 217

Although it seems that widening these regional facilities is a foregone conclusion, their growth-inducing effects are far-reaching and not yet fully analyzed (ala Westside Freeway). Prioritization should take place only after we are convinced the widenings will not induce growth beyond our current boundaries.

We should re-examine infill opportunities in existing neighborhoods, particularly along commercial and industrial corridors. Many areas of our region are up to 40% underutilized if all hardscape (streets, parking, storage and single story buildings) were taken into consideration. Suburban home builders are only one minor interest group of the total housing needs pie. We are beginning to see mixed use and alternative housing as a reality (as we enliven and soften our transportation corridors). I've estimated that over half the region's housing need could be met by redeveloping under-utilized properties within 1/4th mile of the proposed south-north MAX corridor. Other under-utilized corridors:

- Beaverton-Hillsdale Highway from Barbur Blvd to Hwy 217
- Canyon Road from Sunset Freeway to Murray Road
- TV Hwy from Murray Road to downtown Hillsboro
- Cornell Road --Cedar Mill/Tuefel Nursery
- Cornell Road from Sunset Freeway to Hillsboro Airport (low density/hi-tech business parks)
- Westside MAX (Sunset Transit Center, Beaverton Car Dealerships, light rail service yard, school district bus yard, NIKE and Tek, Elmonica/170th Station area, Oregon Primate Research Center/185th
- Washington/Burlington Squares
- 99W/Barbur Blvd from Sherwood to Beaverton-Hillsdale Hwy

The RTP and STIP should not become a political pork barrel for business as usual.

Funding

We certainly don't have funds currently to support the projects out to Year 2020. The RTP exercise is a wonderful tool to solicit long range planning needs in our urban areas. However, its 20 year span is being leveraged to justify poor, premature and short term growth and zoning decisions, to accommodate developer interests--particularly in Washington and Clackamas County. There is no corresponding CIP funding allocated commensurate with these political decisions and no one is held accountable except the citizens of the region (who are tired of

-5-

RPT Comments
Russell to METRO
10-20-99

growth and deficient urban infrastructure). Lagging needs must be addressed up front before development proceeds (not mortgaged onto our grandchildren). I am skeptical of the availability of any guaranteed funding for RPT projects beyond 2005. Therefore the list for 2000-2005 should be our highest priority (with funding guaranteed) that promotes infill and environmental mitigation first, suburban sprawl deficiencies last. There should not be something for everyone.

Thank you for taking the time to consider my concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Russell". The signature is written in a cursive style with a large initial "P".

Pat Russell

cc: National Marine Fisheries Service (Portland Office)
ODOT (Portland Office)
Tualatin River Watershed Council
Rob Drake, Honorable Mayor, city of Beaverton



Port of Portland

Box 3529, Portland, Oregon 97208
(503) 944-7000

RECEIVED
OCT 21 1999

BY:.....

October 19, 1999

MEMORANDUM *from Policy and Planning*

To: Kim White, Metro

From: Preston Beck, Associate Planner *P. Beck*

Re: RTP Project List

As we discussed I am forwarding you changes to the RTP project list Round 3. These changes reflect our 1999 draft Port Transportation Improvement Plan. It is scheduled for approval by the Port Commission in December.

There are three types of changes, Additions, Deletions, and Modifications. For each, I am including the relevant information about the project. I am also including maps for the additions.

Additions to List:

Project	Project Location	Description	Cost	Year
Cascades Parkway Connection to Alderwood	PIC	Provide north/south connection between Cascades Parkway and Alderwood Rd.	1,500,000	2005
Ped/Bike Access to Terminal	PDX Terminal	Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.		2005
82nd Ave Area Pedestrian Bicycle Improvements	PDX	Pedestrian and bicycle improvements along 82nd Ave between Airport Way and NE Alderwood Rd.		2005

Project	Project Location	Description	Cost	Year
Barnes Yard to Bonneville Yard Rail Expansion	Rivergate	Construct additional unit train trackage between Bonneville and Barnes Yard for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.	\$4,500,000	2006-2010v
WHI Rail Yard	West Hayden Island	7 track rail yard connected to facility trackage.	\$9,000,000	2006-2010
Columbia Rail Bridge Capacity Improvements		Provide additional rail capacity over Columbia River.	NA	2011-2020
Penn Junction Realignment, UP/BNSF Main	Rivergate	Realign track configuration and signaling.	\$3,500,000	2006-2010

Deletions to List:

RTP Number	Project
4029	Cornfoot Rd. Extension
2068	I-205 Direct Ramp
4044	PDX Terminal Roadway Expansion

Modifications to List: (Changes in Bold)

RTP #	Project	Project Location	Description	Cost	Year
4020	Airport Way Widening, East	PDX		\$8,000,000	
4022	East End Connector	Col Corridor		\$34,000,000	

Modifications (cont'd)

RTP #	Project	Project Location	Description	Cost	Year
4023	Marx Drive Extension	Col Corridor			2006-2010
4024	Alderwood Rd Extension	PIC		\$8,600,000	
4025	Rename to: Cascades Parkway	PIC	New east/west couplet with parkway connecting International Parkway to eastern end of PIC	\$14,500,000	
4038	82 nd Ave/alderwood Rd intersection improvement	PIC			2000-2005
4040	47 th Ave Columbia to Cornfoot improvement	PDX		\$3,132,162	
4058	Airport Way ITS	PDX		\$4,000,000	
4061	Rename: West Hayden Island Bridge and Access Road	Rivergate		\$49,800,000	
4062	Marine Dr. Widening Phase 1	Rivergate		\$15,700,000	
4063	North Lombard Improvement	Rivergate		\$3,610,000	2000-2005
4065	SRG Rail Overcrossing	Rivergate		\$21,172,000	

Thanks for letting us make these changes. If you have any questions, please call me (944-7514).

Thanks

C. Susie Lahsene
Jane McFarland

Port of Portland Transportation Improvement Plan

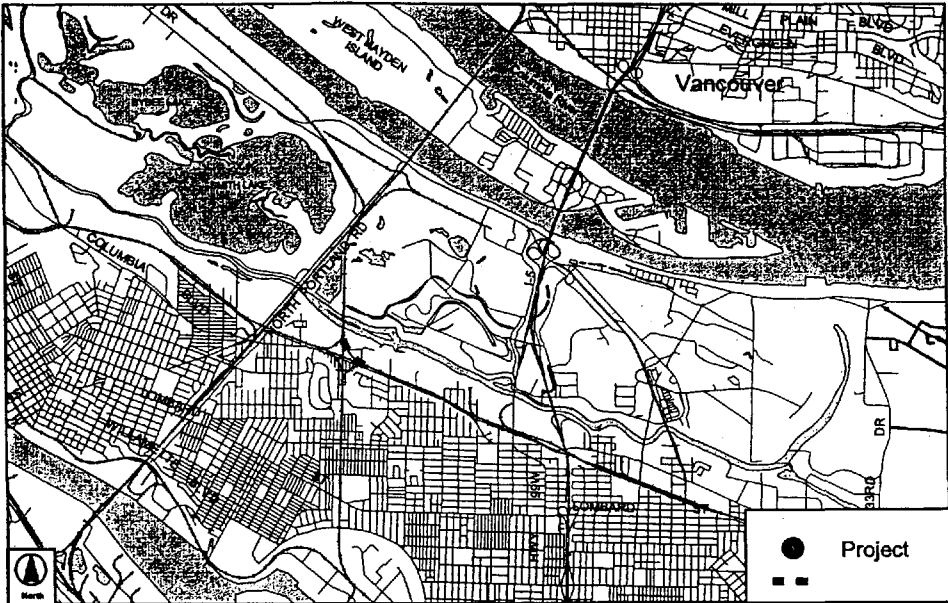
Project: Pen. Junction Realignment UP/BNSF Main

Description: Realign track configuration and signaling.

Purpose: Project will allow greater train turnaround speed for UP trains from Pen. Jct. to the BNSF main line at N. Portland Jct. and incrementally improve main line capacity over Columbia River rail bridge.

Total Cost: \$3,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$3,500,000

Conditional Use Project

Project Identified in STIP

Project Identified in 1999 RTP (Preferred)

Project Identified in 1999 RTP (Strategic)

Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

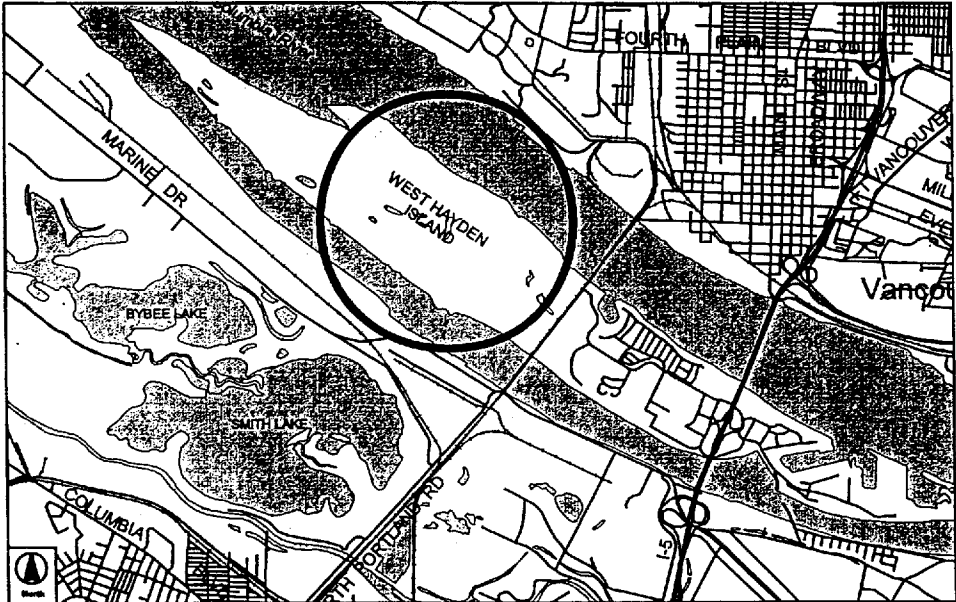
Project: West Hayden Island Rail Yard

Description: 7 track rail yard connected to facility trackage.

Purpose: Needed to advance rail development on West Hayden Island.

Total Cost: \$9,000,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$9,000,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 10 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

Project: Barnes Yard to Bonneville Yard Rail Expansion

Description: Construct additional unit train trackage between Bonneville and Barnes Yards for storage, staging, classification and mechanical inspections of trains originating or terminating in and around Terminal 4 and 5.

Purpose: Provides additional rail track to support unit train movement from South Rivergate through the Columbia Corridor.

Total Cost: \$4,500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$4,500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

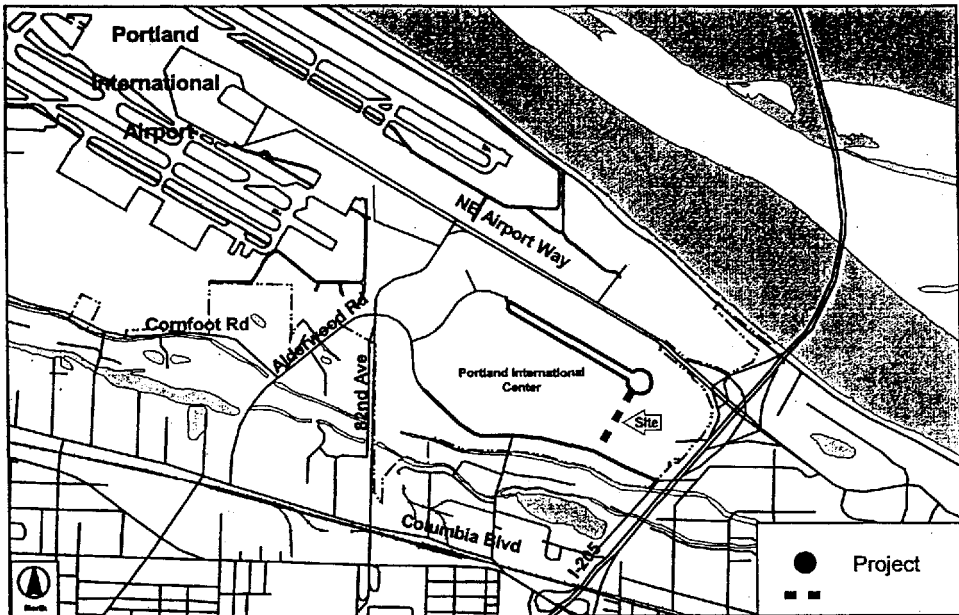
Project: Cascades Parkway Connection to Alderwood

Description: Provide north/south connection between Cascades Parkway and Alderwood Rd.

Purpose: Provide efficient movement of traffic to developing PIC properties.

Total Cost: \$1,500,000

Cost Estimate Rating: NA



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private: \$1,500,000

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #: 89199

Project #: 23314

Port of Portland Transportation Improvement Plan

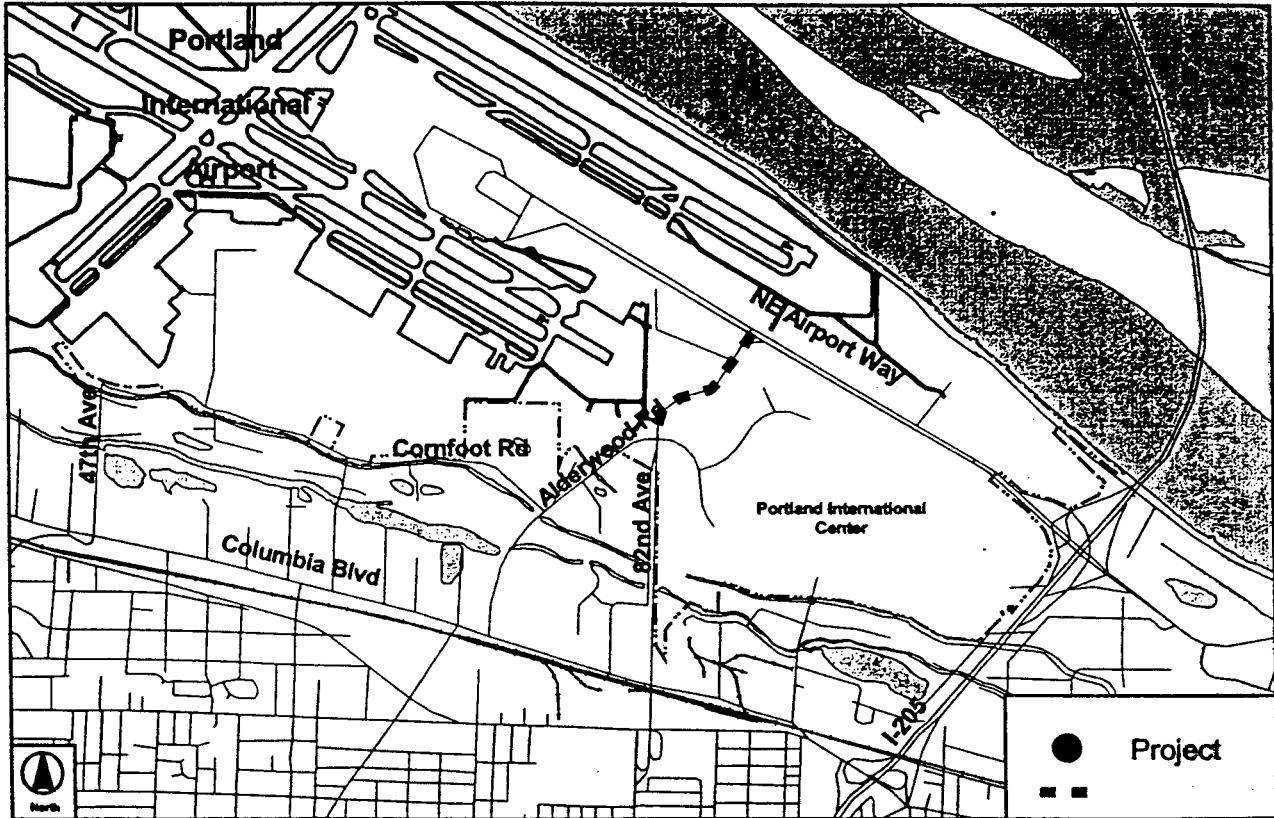
Project: 82nd Avenue Pedestrian & Bicycle Improvements

Description: Pedestrian and bicycle improvements along 82nd Ave. between Airport Way and NE Alderwood Rd.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: \$500,000

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded: \$500,000

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:

Port of Portland Transportation Improvement Plan

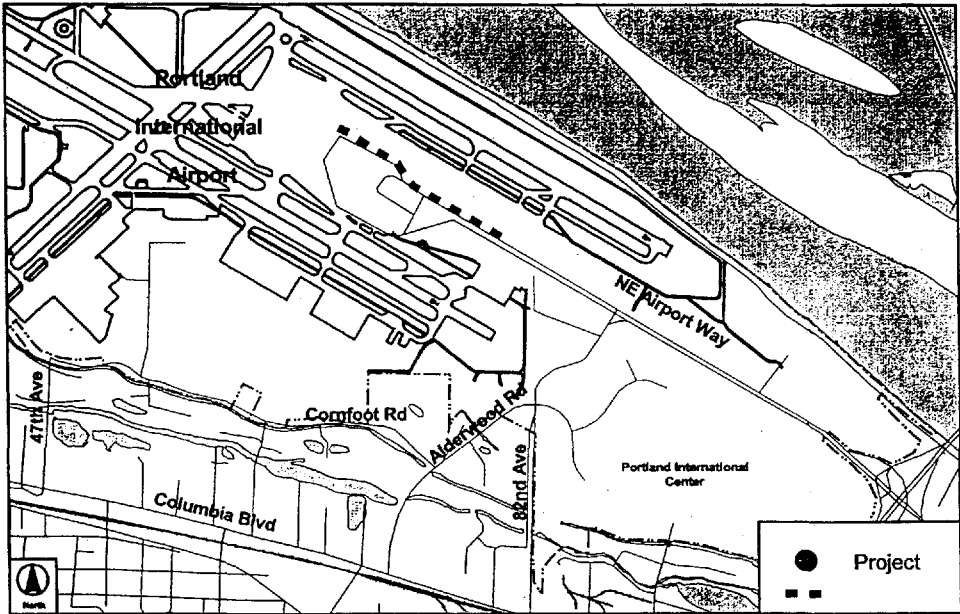
Project: Pedestrian/Bicycle Access to Terminal

Description: Provide pedestrian and bicycle access between end of N. Frontage Rd. and terminal building.

Purpose: Improve pedestrian and bicycle connectivity in vicinity.

Total Cost: NA

Cost Estimate Rating: 3c



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port:

Private:

Other:

Unfunded:

- Conditional Use Project
- Project Identified in STIP
- Project Identified in 1999 RTP (Preferred)
- Project Identified in 1999 RTP (Strategic)
- Project Identified in 1999 RTP (Constrained)

Time Frame: 5 Yrs

Program #:

Project #:



1999 REGIONAL TRANSPORTATION PLAN REVIEW

Chapter 1 REGIONAL TRANSPORTATION POLICY

p. 1-26 List "other Regional Highways"

p. 1-28 Figure 8 Map changes

Designate 92nd from Idleman north to Johnson Creek Blvd. as a minor arterial.

Add the I-205 Frontage Road from Monterey to 92nd as a minor arterial.

Change the I-205 Frontage Road from Monterey south to Sunnyside road from a collector of regional significance to a minor arterial.

Monterey Ave. from the I-205 frontage road west to 82nd should be classified as a minor arterial.

Johnson Creek Blvd. from Linwood west to 45th should be classified as a minor arterial.

Remove the Mather connection from 97th south down the hill to 98th

Add 98th court and Industrial Way from Lawnfield to Mather as a collector of regional significance.

Extend Mather Road west over the RR tracks to 82nd Drive as a collector of regional significance.

p. 1-37 Figure 1.11 "Public Transportation Designations map"
Add passenger or high-speed rail to the map.

Add passenger or high-speed rail to figure 1.10

p. 1-39 The passenger rail or Inter-city high-speed rail route through the Region should be described (Oregon City, Milwaukie to Portland Vancouver etc.)

Chapter 2 LAND USE, GROWTH AND TRAVEL DEMAND (2020)

p. 2-6 Figure 2.2 and 2.3 Sub area boundaries should be shown on these maps.

Chapter 3 GROWTH AND THE PREFERRED SYSTEM

p. 3-16 Table 3.10, add Corridor "M" Sunnyside Road / Hwy 224. Why aren't all of the corridors included?

p. 3-26 Why no mention of the Sellwood Bridge?

p. 3-44 Add City of Happy Valley as a participant in the Damascus / Pleasant Valley study funded by the Federal highway Administration

p. 3-45 It's called the Sunrise Corridor not the Sunrise Highway.
The conclusions section need to be reworded, the FEIS does not include unit 2. Please call Ron Weinman.

p. 3-49 Add a discussion of the Stafford Basin transportation needs here on page 3-49, or on page 3-59.

p. 3-50 Highway 224 (Milwaukie to Clackamas regional center) currently says improvements focused on "preserving access to and from the Portland central city." This should say preserving access to the City of Milwaukie and the Clackamas regional center.

p. 3-53 Clackamas Regional Center
Add, "expanding transit service and traffic management strategies to better accommodate expected traffic growth in the regional center" as a proposed improvement.

p. 3-55 Should read preserving access to the "town" not "regional" center.

p. 3-55 Clackamas Industrial area Findings and Conclusions. The statement "Proposed improvements do not maintain access to the Clackamas industrial area due to congestion on the Sunrise Highway...." seems strange when a major benefit of the Sunrise Corridor is to remove through traffic from Hwy. 224 and other local roads in order to allow improved access to the Industrial area using Hwy 224.

p. 3-64 should read Clackamas and Washington County

p. 3-64 Wilsonville, commuter rail south to Salem is mentioned as a possibility. Why isn't a similar statement for an Inter-city high speed rail connection included in the Oregon City regional center section on page 3-53?

p. 3-53 Oregon City regional center, why no mention of Inter-city high-speed rail from Eugene to Vancouver? It is scheduled to happen next year.

Why are some Town Centers in Clackamas County mentioned Lake Oswego for example and not others such as West Linn?

Chapter 4 FINANCIAL ANALYSIS (or Revenue Forecast) check all chapter headings with table of contents.

p. 4-5 Add a statement that says that most of the State Hwy Trust Fund monies distributed to local governments are currently used for maintenance not capital improvements.

p. 4-13 Can \$317 million of TIF funds be spent on transit?

Chapter 6 IMPLEMENTATION

p. 6-4 Isn't the region in the Maintenance Category for air quality standards?

p. 6-27 Why no mention of the need to widen the viaducts north of Ross Island on McLoughlin Corridor?

p. 6-28 Delete "improved LRT service with significant increase in headway's in the Highway 217 Corridor".

RTP PROJECT LIST

McLoughlin Blvd. widening, is a six-lane viaduct on RTP project list?

GETTING THERE #8

RTP shows potential LRT to O.C. in the McLoughlin and I-205 Corridors. Getting There #8 shows Frequent Bus on McLoughlin and Rapid Bus on I-205. Why the disparity?



RECEIVED

OCT 25 1999

EXECUTIVE OFFICER

October 25, 1999

Mr. Mike Burton
Metro Executive Officer
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Transportation Plan

Dear Mike:

I am writing on behalf of the Association for Portland Progress, and wish to comment of the RTP.

APP, as you know, has a long history of supporting our region's efforts to create a multi-modal transportation system. We believe the success of Central Portland and the region is dependent upon our giving our citizens convenient options for moving about the region. Thus, it should come as no surprise that we generally support the RTP as outlined in the Fall 1999 "Getting There, Metro's Regional Transportation Plan in Brief."

One of Central Portland's most challenging transportation problems is the bottleneck or chokepoint that exists at the south end of downtown where I-5, I-405, US 26, the Ross Island Bridge Barbur Blvd. and Naito Parkway all come together. Individual pieces of this "system" are addressed in different parts of the RTP (for example, Barbur is mentioned under "Focus on Boulevards", I-5 under "Regional Highways", etc.). The City of Portland alone has almost a dozen "projects" targeted toward this area, some of which overlap.

For the past six months, APP has been working with a number of interested groups on an overall strategy to improve the functioning of this important transportation corridor. Those involved in the conversation include PSU, OHSU, the North Macadam Steering Committee, the CEIC and the CTLH Neighborhood Association. Attached to this letter is a draft of this group's (which calls itself the South Portland Transportation Alliance) work. We have recently presented this document to PDOT and the Commissioner in charge.

Executive Committee

Martin Brantley
APP Chair

Gregg S. Kantor
APP Chair-Elect

Ronald H. Beltz
APP Treasurer

Philip A. Kalberer
APP Past Chair

PDSI Secretary/Treasurer

George Passadore
APP Previous Past Chair

Ruth E. Scott
APP Secretary

APP/PDSI President & CEO

Thomas O. Sjostrom
PDSI Chair

Fred A. Stickle
PDSI Vice Chair

J. Clayton Hering
PDSI District 2000 Chair

Directors-At-Large

Henry A. Ashforth III
James Atkinson

Wayne Atteberry
Jonathan T. Carder

Matthew W. Chapman
Bruce Fery

Greg Goodman
Larry Huss

Brian L. Keck
Chris Koenan

Dr. Peter O. Kohler
Fred Miller

Samuel T. Naito
Robert Packard

Robert Pallari
Michael Pittman

Michael Powell
John H. Rickman

Jim Rudd
John W. Russell

Albert W. Solheim
Mike Thorne

Homer G. Williams
R. C. "Bill" Williamson

Committee Chairs

Ann L. Gardner
Stuart A. Hall

Julie S. Leuvrey
Donald P. Saccy

Past Board Chairs

and Honorary
Tammy Hickel

W. Charles Armstrong
Solomon D. Menashe

Richard G. Reiten
Patrick R. Prendergast

Robert H. Huntington
Ronald B. Gould

Edmund P. Jensen

Robert Ames

Daniel O. Bernstine
Rebecca Flint

Douglas A. Goodman
Connie L. Hunt

As you can see, this concept has much in common with the RTP. However, there are also some significant differences (perhaps most notably the idea of a second bridge, adjacent to Ross Island, dedicated to transit and other alternative modes).

We do not expect the RTP to incorporate these concepts at this time. They require more study and analysis. We also understand that much conversation with our regional partners must take place before some of these ideas could reach fruition. However, we do want to begin that conversation and felt this review of the RTP is an appropriate time to begin that effort.

Our compliments to you and your staff on the excellent job they have done in summarizing the RTP in "Getting There..."

Sincerely,



Ann L. Gardner
Chair, APP Access Committee

cc Rick Saito, Chair - South Portland Transportation Alliance

Join Us in Finding Traffic Solutions for SW Portland

South Portland Transportation Alliance

Representing the following neighborhoods, associations, and public institutions, we have come together to bring about rational, overarching, and efficient transportation solutions for SW Portland that will accommodate growth without sacrificing community livability.

Corbett-Terwilliger-Lair Hill Neighborhood (CTLH)

North Macadam Development Council (NMDC)

Association for Portland Progress (APP)

Oregon Health Sciences University (OHSU)

Portland State University (PSU)

Central Eastside Industrial Council (CEIC)

What's at Stake . . .

The livability of our neighborhoods, Portland, the metro area, and our entire state.

- If we can solve the transportation problems in Southwest Portland in a effective, efficient, and comprehensive manner, we will enhance the livability of our neighborhoods and strengthen the economic vitality of the city.
- If we can enact transportation solutions that accommodate growth without sacrificing community livability, we can hold the line on the Urban Growth Boundary and leave Oregon with greenspaces and farms that benefit all of us.

Finding Solutions

As we look for real solutions, we are using the following guiding principles to evaluate a variety of approaches:

- Consolidating and clarifying the regional arterial transportation system so that local traffic is on local streets and regional traffic is on regional roadways.
- Preserving and enhancing neighborhood livability by eliminating or reducing cut-through traffic in close-in neighborhoods and improving pedestrian and bike access and connections.
- Reuniting the CTLH neighborhood.
- Facilitating freight access to regional transportation systems.
- Increasing access to the central city by construction exclusive transit facilities.
- Improving safety for all modes of transportation throughout SW Portland.

The approach we envision is a comprehensive solution that can be implemented one step at a time. No single step should negate future steps. As each step is built or accomplished, it is used to leverage the completion of future goals.

Please join with us as we move forward.

Concept**Value**

Downsizing the portion of SW Front Avenue/Naito Parkway in the CTLH neighborhood so that it becomes a neighborhood street and reconnecting the historic grid of streets in that area.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Reunites the CTLH neighborhood.
 - Improves safety for all modes of transportation.
 - Provides land for new housing, commercial, retail, and parks.
-

Removing some of the Ross Island Bridge ramps and reconfiguring the remaining ramps to support the rest of this plan and to rationalize traffic at the west end of the bridge.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Reunites the CTLH neighborhood.
 - Improves safety for all modes of transportation.
 - May provide land for new housing, commercial, retail, and parks.
-

Enhancing SW Barbur Blvd. and making arterial improvements near I-405 to create a viable route for cars and transit to access downtown Portland and outer SW Portland.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Improves safety for all modes of transportation.
-

Concept

Value

Connecting Naito Parkway to Macadam via Kelly Way and Hood to clarify the arterial system.

- Puts local traffic on local streets and regional traffic on regional roadways.
- Consolidates the regional arterial transportation system.
- Eliminates or reduces cut-through traffic in close-in neighborhoods.
- Improves pedestrian, bike, and transit access and connections.
- Enhances neighborhood livability.
- Facilitating freight access to regional transportation systems.
- Improves safety for all modes of transportation.

Building a bridge parallel to and north of the Ross Island Bridge and dedicating this bridge to transit, pedestrians, and bicyclists. Once this new bridge is completed, the sidewalks should be removed from the Ross Island Bridge to widen the travel lanes for cars and trucks.

- Consolidates the regional arterial transportation system.
- Improves pedestrian, bike, and transit access and connections.
- Improves safety for all modes of transportation.
- Improves travel across the river for trucks.
- Provides additional Willamette River crossing.

Modifying the east end of the Ross Island Bridge to facility freight movement between the eastside and the regional transportation system.

- Puts local traffic on local streets and regional traffic on regional roadways.
 - Consolidates the regional arterial transportation system.
 - Eliminates or reduces cut-through traffic in close-in neighborhoods.
 - Improves pedestrian, bike, and transit access and connections.
 - Enhances neighborhood livability.
 - Facilitating freight access to regional transportation systems.
 - Improves safety for all modes of transportation.
-

Concept	Value
<p>Creating frontage roads beside I-405 that offer continuity to the state highway system, route traffic out of the CTLH neighborhood, and improve access to downtown, OHSU, and North Macadam.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Facilitating freight access to regional transportation systems. • Improves safety for all modes of transportation.
<p>Building pedestrian and bicycle ways across I-5 to connect the North Macadam area with the CTLH neighborhood and the rest of the city.</p>	<ul style="list-style-type: none"> • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Reunites the CTLH neighborhood. • Improves safety for all modes of transportation.
<p>Ensuring that implementation of the North Macadam Framework Plan fits into the concepts outlined in this paper.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Improves safety for all modes of transportation. • Supports development in North Macadam.

Concept	Value
<p>Building a tram from OHSU to North Macadam, with a stop in the CTLH neighborhood. We expect this tram will provide regional transportation connections; direct links between CTLH, North Macadam, and OHSU; support development in these three areas; and preserve the historic nature of CTLH.</p>	<ul style="list-style-type: none"> • Consolidates the regional arterial transportation system. • May eliminate or reduce cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Supports development of North Macadam. • Supports development of a major employer in the City of Portland. • Improves access to services provided at OHSU.
<p>Constructing the Harrison Street Extension to carry the streetcar and buses between the downtown core and North Macadam.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Improves transit access and connections. • Increasing access to the central city by construction exclusive transit facilities. • Supports development in North Macadam.
<p>Continuing the streetcar from downtown through North Macadam.</p>	<ul style="list-style-type: none"> • Consolidates the regional arterial transportation system. • Improves pedestrian, bike, and transit access and connections. • Supports development in North Macadam. • Increasing access to the central city by construction exclusive transit facilities.

Concept	Value
<p>Constructing the Lincoln Street Extension as a traffic connection between North Macadam, our proposed I-405 frontage road, and downtown Portland.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Improves pedestrian, bike, and transit access and connections. • Supports development in North Macadam.
<p>Creating a local street to link North Macadam and the John's Landing area.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Improves safety for all modes of transportation.
<p>Addressing travel demand to and from Lake Oswego and other western suburbs and developing areas such as West Linn.</p>	<ul style="list-style-type: none"> • Puts local traffic on local streets and regional traffic on regional roadways. • Consolidates the regional arterial transportation system. • Eliminates or reduces cut-through traffic in close-in neighborhoods. • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Improves safety for all modes of transportation.
<p>Implementing transportation demand management strategies in CTLH and North Macadam as well as in areas that contribute to traffic problems in the entire South Portland area.</p>	<ul style="list-style-type: none"> • Improves pedestrian, bike, and transit access and connections. • Enhances neighborhood livability. • Improves safety for all modes of transportation.



October 27, 1999

Tom Kloster, Senior Program Supervisor
Metro Transportation Planning
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Tom:

After careful review of the October 1999 RTP Preferred Network PM 2 Hour Peak Level of Service map, we have noted a number of roadway segments that do not appear to meet the proposed RTP LOS standard. It is our understanding that the Preferred System *must* meet proposed LOS standards or be designated as a Corridor Study or Area of Special Concern. Therefore, we request that the following projects/designations (cost estimates being developed) be added to the Preferred System to address apparent capacity deficiencies:

1. 185th Ave. from T.V. Hwy. to Kinnaman – Widen to 5 lanes with bikelanes and sidewalks in the 2006-2010 time period.
2. Farmington Rd. from Cedar Hills Blvd. to Kinnaman – This section exceeds the LOS standard despite its being widened to 5 lanes. A project to widen to 7 lanes should be added for the 2011-2020 time period, or alternatively it should be designated as an Area of Special Concern.
3. 170th Ave. from Alexander to Merlo Rd. – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period to address a projected capacity deficiency and match 5 lane sections to the north and south.
4. Walker Rd. from Cedar Hills Blvd. to Murray Blvd. – This section of Murray has a proposed project to widen it to 5 lanes, but it still appears to exceed the LOS standard. Because Walker Rd. is on the northern boundary of the designated Beaverton Regional Center it is unclear if the LOS has been calculated based upon its being included in 2040 land use Group 1 (LOS F/E acceptable) or Group 2 (LOS E/E acceptable). Once again, if it exceeds the LOS standard it should probably be included on the Preferred System as either a 7 lane project or an Area of Special Concern.
5. Scholls Ferry Rd. from Hamilton to Garden Home – Widen to 3 lanes with bikelanes and sidewalks in the 2011-2020 time period.
6. Durham Rd. from Hall Blvd. to Hwy. 99W – Widen to 5 lanes with bikelanes and sidewalks in the 2011-2020 time period. Alternately, if Tigard objects to a 5 lane road, it should be an Area of Special Concern.

In addition to these proposed projects, we request that the October 1, 1999 Regional Motor Vehicle System map (and associated other RTP maps as appropriate) be revised to reflect the existing or approved alignments of Martin Rd., Scholls Ferry/175th/Beef Bend, and Scholls Sherwood/Elsner as indicated on the attached map.

Call me at 846-3876 if you have questions or wish to discuss this request.

Sincerely,



Andy Back
Principal Planner

Attachment

C: Margaret Middleton, City of Beaverton
Roel Lundquist, City of Durham
Gus Duenas, City of Tigard

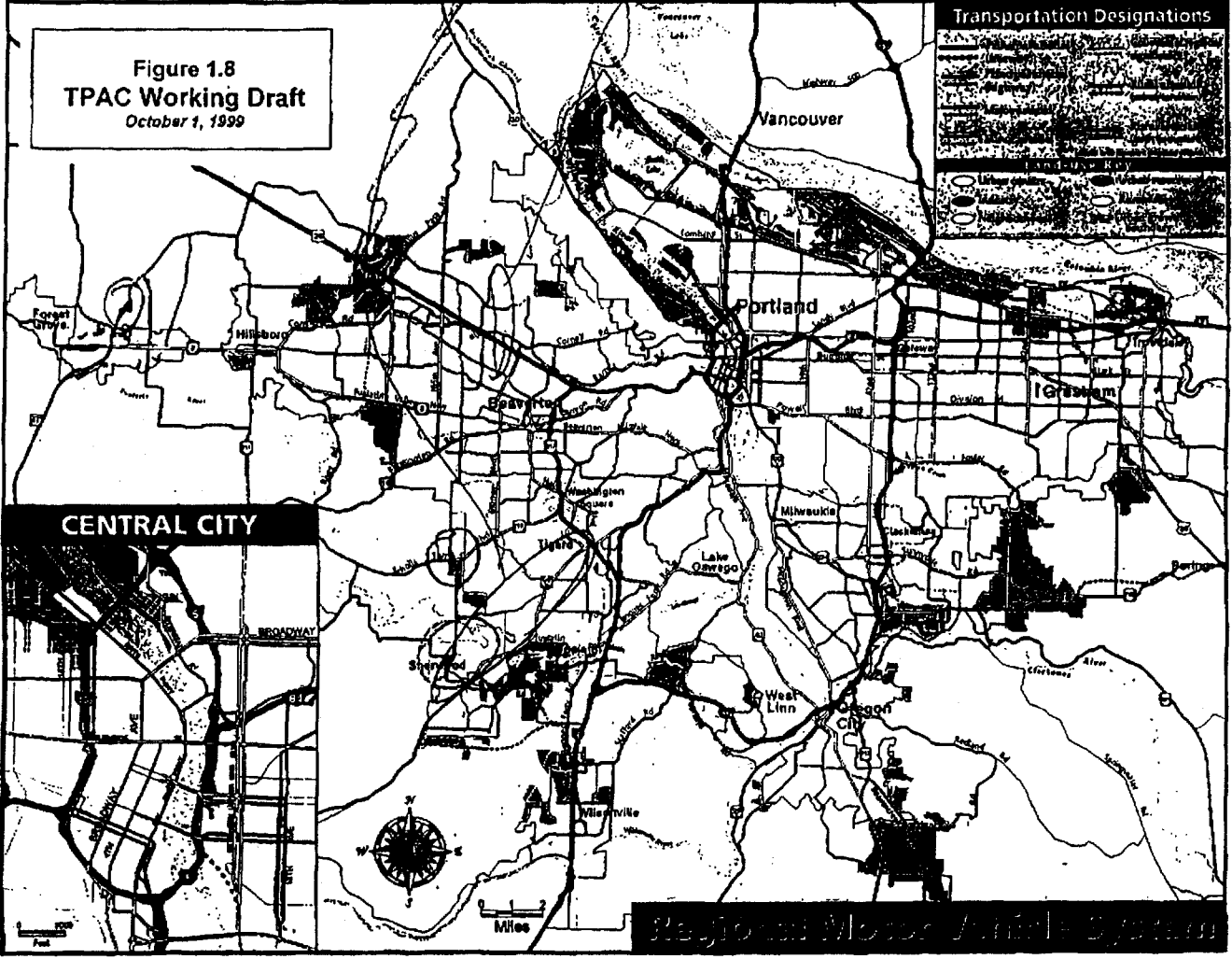
wpsbare\vtppref

30
Vancouver
Bike Walk
1700 words
f.

Figure 1.8
TPAC Working Draft
October 1, 1999

Transportation Designations

	Major Freeway
	Major Arterial
	Minor Arterial
	Local Street
	Proposed
	Light Rail
	Streetcar
	Bike Lane
	Walkway



CENTRAL CITY

BROADWAY
MAIN AVE
3RD AVE

Scale: 0 1 Mile

Regional Mass Transit System



WASHINGTON COUNTY OREGON

October 27, 1999

To: Tom Kloster, Senior Program Supervisor
Metro

From: Brent Curtis, Planning Manager *BC*

Re: RTP Draft #2 comments

The WCCC Transportation Advisory Committee held a special meeting on Monday, October 25, to discuss Draft 2 of the Regional Transportation Plan. The cities of Tualatin, Beaverton, Durham, and Tigard and Washington County were represented. A short list of general comments endorsed by TAC members attending the meeting is as follows.

1 - While the definition and function of strategic and preferred systems has been clarified to some degree, there is still considerable uncertainty with regard to how these systems relate to each other, what standards will be used to define these systems and which system should be utilized in the plan amendment, local project development and land use processes.

2 - Mode Split Targets - We continue to be concerned with the meaning and status of mode split targets, particularly with regard to the ability of local governments to meet them. The model assumes considerable work through effective strategies has already occurred. Additional strategies for closing the gap between model output and targets should be specified if targets greater than model output levels are set. We understand that Metro is continuing to look at this issue.

3 - Mid-day level of service (LOS) - The RTP includes a standard for mid-day level of service (LOS D or E) that is considerably higher than peak hour expectations. The plan does not contain any indication of how the systems perform by this measure, however. Additional investigation and analysis necessary to understand mid-day system performance and its implications should occur before the RTP is adopted. On one hand, there is the potential for additional system problems to emerge from this analysis; on the other, mid-day LOS analysis and findings may provide an additional tool to use where peak hour standards aren't met.

4 - Implementation - We appreciate the efforts Metro has made to clarify the responsibilities local governments have in implementing the plan. Some uncertainties remain, however, as do some questions. More than perhaps any other part of the plan, the implementation section should be clear and well understood by all jurisdictions involved. Metro and local governments should pay close attention to this section. Some specific suggestions offered at the WCCC TAC meeting:

- Put regional and local responsibilities in an abbreviated easy-to-understand flow-chart (a checklist approach was suggested) - something helpful for plan readers;
- How will locals review their roles and responsibilities in providing or supporting transit services, given that transit is "still under development with Tri-Met"?
- Additional flexibility in the project timing and resource allocation should be provided to ensure that there is adequate room for discussion and debate in the capital programming process and to enable the region to respond to unanticipated opportunities to improve the system through the MTIP process.

Department of Land Use & Transportation - Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412

- Implementation is tied to policy direction. If JPACT alters the policy direction of the RTP, ample time needs to be provided to help develop and review a revised implementation section.

5. — Corridor Studies – A concern here is that corridor projects are not left too open-ended in the Plan, and that what is expected from corridor studies is defined fairly specifically. A second concern is that there is a clearer understanding within the region regarding how and when these studies will occur. Arguably, Metro ought to take the lead on these, and a commitment to do so should be contained in the plan. (A specific question: Are the design elements due consideration in the Sunset Highway Corridor (pg. 6-22) derived from the ODOT Corridor study?)

In relation to provisions for corridor studies, refinement plans and areas of special concern, we are generally concerned that issues of regional importance are not left unresolved simply because they are difficult to address or require difficult decisions. We would like to see as much defined and resolved around the regional table as possible.

6 – Review and Adoption process – Several concerns were raised here:

- There is clearly a need for more time for review, consideration and discussion regarding this document. It has been five years in the making. We should give it careful consideration now, to ensure that its definitions are clear and well understood, to ensure that it is internally consistent, and to ensure that all pertinent issues are addressed;
- Clarity is also necessary to ensure that local governments have a basis for defining the work that needs to be done on their own transportation system plans to meet the consistency requirements;
- There should be provision for additional review of changes that emerge from JPACT review. Given uncertainty associated with the system financing section of the plan, there is potential for significant changes.

These concerns argue for a reasonable but not extravagant extension of the plan review period, an action we understand that Metro is considering.

7 – Other considerations that were raised:

- Clarify that alignments identified on the system maps are not intended to identify specific alignments for a facility;
- The RTP should be explicit in stating that intersection analysis and improvements fall outside the Plan ... that RTP-identified numbers of lanes on regional facilities apply to links only.

Again, thanks for the opportunity to review this draft. I hope these comments prove helpful as you move forward. We look forward to receiving the next draft of the plan and to information regarding the review process.

cc: WCCC TAC members

Doc: ... rtp/RTPdraft2comments.

MEMORANDUM

Date: October 27, 1999

To: Mike Hoglund

From: Dave Williams

Re: RTP Comments

Thank you for the opportunity to review the draft Regional Transportation Plan (RTP). ODOT does have some concerns over portions of the plan, which we hope to see addressed in amendments. Major policy issues and recommended revisions are presented below in this memo; concerns relating to specific projects and requested points of clarification are contained in the attached table.

Major policy concerns

- 1.) The section "Why does the RTP matter?" on page vii of the working draft implies that the RTP supercedes ODOT plans because it "defines regional policies that [the transportation plans of all jurisdictions including ODOT] must follow." We believe this is misleading, as the Transportation Planning Rule requires that regional transportation plans be consistent with the state's plans.
- 2.) Policy 8.0 (Water Quality) in Section 1.3.4 should include among its objectives "Comply with the Governor's fish initiative and federal requirements related to endangered species listings." The underlying text may mention measures to achieve this, such as culvert replacement to facilitate fish migration.
- 3.) As per our discussion at last Friday's TPAC meeting, we await your amendment to the Roadway LOS table on page 1-26 of the draft. We were concerned that the proposed LOS standards were in conflict with the OHP, and requested some acknowledgement of this, such as an asterisk be inserted noting that state road LOS will be determined case-by-case, as the OHP stipulates.
- 4.) To be more accurate, the rationale for congestion pricing contained in Policy 19.0 (f) on page 1-53 should be amended to include "to improve system reliability," as well as to reduce congestion.
- 5.) Please replace the last sentence of Section 6.8.5 (Ramp Metering Policy and Implications on page 6-33) with the following: "However, this assumption should be carefully evaluated on the basis of the performance and reliability requirements of the freeway system in the context of the new land use patterns and the street classifications and configurations evolving out of the Region 2040 growth concept."
- 6.) Our greatest concern relates to the discussions on the financially constrained plan and the

RTP-MTIP linkage. As per our discussion, we believe there should be no stated linkage between the first five years of the plan and either the financially constrained portion or the STIP, as this over-rationalizes the planning process and unnecessarily complicates the STIP process.

If you would like to discuss these comments, or the additional concerns and requested changes in the attached table, please contact me at 731-8231.

ODOT COMMENTS ON DRAFT RTP PROJECT LISTS

MAP 1

Project Number/Name	Area/Timeframe	Concern/Recommendation
4013-4014/ US 30 Bypass Study 4016/ North Willamette Crossing Study	Columbia Corridor 2000-05	Concern over ODOT ability to complete studies in proposed timeframe.
4003/ Interstate Bridge, I-5 Widening 4004/ I-5 (Greeley-N. Banfield) Widening 4005/I-5 North Improvements	Regional Highways 2000-05 (#4003) 2011-20 (#4004) 2006-10 (#4005)	Effectiveness of Interstate Bridge widening depends on available capacity at Greeley-N. Banfield and Delta Park-Lombard, so 4004 and 4005 should be prioritized before 4003 (both moved to 2000-05. (ODOT is proposing a Greeley-N. Banfield EIS as part of bond package.)
4006/ I-5-Columbia Boulevard Improvement	Regional Highways 2006-10	Full diamond interchange project is premature given preliminary need for study (as stated in Section 6.7 of RTP).

MAP 2

Project Number/Name	Area/Timeframe	Concern/Recommendation
1025/ I-5 - North Macadam Access Improvements	Portland Central City 2006-10	Timeframe is too early; move to 2011-20.
1133/ Hollywood Town Center Plan	Hollywood Town Center 2000-05	This project is already done.
1163/Lents Town Center Plan	Lents Town Center 2000-05	This project is already done.
1195/Barbur Boulevard Design	W. Portland Town Center 2000-05	Project boundaries should be changed to "Terwilliger to south city limits" (to match project in bond package). Project description should be "implement Barbur Blvd. Streetscape Plan". Estimated project cost: \$ 13 million.
1227/ SE Tacoma Main Street Study	Portland Main Streets 2000-05	This study is being funded through a TGM grant.

MAP 3

Project Number/Name	Area/Timeframe	Concern/Recommendation
2021/ Gateway Regional Center Transportation Plan	Gateway RC 2000-05	This project has been and is being funded through TGM.
2028/ Powell Boulevard Improvements	Gresham RC 2006-10	Widening of Powell will require interchange improvements at I-205 (see Project 1164, I-205 Ramp Study, proposed for 2006-10).
2063/ Study LRT Extension to Mt. Hood CC	Regional Transit 2011-20	Project description should note that a preliminary study was done in 1993-95 as part of East Multnomah County Long-Range Transit Plan (TGM grant).

MAP 5

Project Number/Name	Area/Timeframe	Concern/Recommendation
5148/ McLoughlin Boulevard Relocation Study	Oregon City RC 2000-05	The study is complete and is recommending boulevard improvements realignment. It may be advisable to move Project 5135 (McLoughlin Blvd. Improvements) up from year 2011 to 2000.
5003/ Sunrise Highway	Regional Highways 2000-05	Description should state that project includes construction of interchanges at 122 nd /135 th Aves. (split diamond) and Rock Creek Junction, and modification of I-205 interchange.
5195	West Linn Town Center	Change project boundary from Pimlico Drive to West "A" Street; to reflect the boundaries of the West Linn Town Center (Bolton area). Add a project to implement a boulevard design from Shady Hollow Lane to Mary S. Young State Park (Robinwood Main Street) possibly in 2011-2020.
5015/ Highway 99E/224 Improvements	Regional Highways 2011-20	Need study prior to project. May need to modify project description (particularly reversible lane) after outcome of Tri-Met South Bus Study.

Missing project/ Highway 99E from Milwaukie to Oregon City		Need to add a project to implement McLoughlin Corridor study recommendations, i.e.wider sidewalks, landscape strip, bikelanes, parking removal, redesign pedestrian islands proposed for highway segment between Milwaukie south City limits and Gladstone north city limits. Estimated project cost: \$3,474,000. With grading and stormwater management improvements: \$ 10 to \$ 14 million
--	--	---

MAP 6

Project Number/Name	Area/Timeframe	Concern/Recommendation
6024/ Washington Square Regional Center Plan	Washington Square RC 2000-05	This project is done. A follow-up TGM grant has been awarded to refine transportation recommendations and design TDM plan. Need to add new street connections.
6039/ Highway 99W Improvements	Tigard TC 2011-20	Is widening consistent with Tigard TSP?
6066/ I-5 Interchange Improvements	Tualatin TC 2000-05	ODOT has consented to this project, however Tualatin must include project in their TSP now under way.

MAP 7

Project Number/Name	Area/Timeframe	Concern/Recommendation
3023/ Highway 217 Interchange Improvements	Beaverton RC 2000-05	Project description should note that specific design to be determined through Hwy 217 Corridor Plan.
3008/ US 26 Improvements	Regional Highways 2006-10	This segment (217 to Murray) should be moved up to Year 2000-05.
3001 & 3002/ Hwy 217 Improvements & US26/217 Interchange Improvements	Regional Highways 2011-20	Projects should be moved up to Year 2006-10 to be consistent with EIS.



METRO

To: Kim White and Tom Kloster
From: Tim Collins, Associate Transportation Planner
Date: October 29, 1999
Project: RTP Projects Recommended from Highway 213 Urban Corridor Study

The following is an updated list of recommended projects for inclusion in the 1999 Regional Transportation Plan as a result of the Highway 213 Urban Corridor Study. The recommended projects will be part of the Oregon City Transportation System Plan (TSP). These projects have been reviewed by the Highway 213 Urban Corridor Study Technical Advisory Committee. Multi-modal solutions, particularly additional transit service in the Highway 213 and I-205 corridors was considered as part of this study.

- **Highway 213 Widening** - This is a short-term project that adds a southbound lane on Highway 213 from I-205 to Redlands Road. Initially this project was to be funded by an Inter-governmental agreement (IGA) between Metro, ODOT, and Oregon City. However, the cost of this project is estimated to be larger than the original estimate used for the IGA. *Project Location: I-205 to Redlands Road. Project Description: Add a southbound lane from I-205 to Redlands Road. Part of RTP Strategic System. Estimated Project Cost is \$750,000. RTP Program Years are 2000 – 2005.*
- **Highway 213 Grade Separation** - This is a mid-term project that grade separates southbound Highway 213 at Washington Street with a new over-crossing, improves the Washington Street intersection, and adds a northbound lane from south of Washington Street to the I-205 on-ramp. *Project Location: Washington Street at Highway 213. Project Description: Grade separate SB traffic at existing intersection. Add NB lane Washington Street to I-205. Part of RTP Strategic System. Estimated Project Cost is \$9,000,000. RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.*
- **Washington/Abernethy Connection** - This is a mid-term project that builds a new minor arterial street between Abernethy and Washington Street. *Project Location: Between Washington Street and Abernethy Road south of Metro Transfer Station. Project Description: Construct a new minor arterial street. Part of RTP Strategic*

System. Estimated Cost is unknown. . RTP Program Years are 2006 – 2010. ODOT prefers this project be in program years 2000 – 2005.

- **I-205 Off-ramp** – This project would re-build the I-205 southbound off-ramp to Highway 213. Traffic would exit I-205 sooner and the project would provide more storage on the off-ramp and enhance freeway safety and operations. *Project Location: I-205 at Highway 213. Project Description: Improve I-205 off-ramp. Part of RTP Strategic System. Estimated Project Cost is \$1,000,000. RTP Program Years are 2000 – 2005.*

RECEIVED
OCT 29 1999

State of Oregon
Department of Environmental Quality

BY:.....
Memorandum

Date: October 27, 1999

To: Terry Whisler, Metro
From: Dave Nordberg through Annette Liebe & Audrey O'Brien
Subject: 1999 Regional Transportation Plan Preliminary Comments

E-Mail
(Via Fax this date)

The department reviewed the October 15 Working Draft of Metro's 1999 Regional Transportation Plan (RTP) and is providing comments at this time. We are doing this to assure that our concerns are clearly stated and to identify minor items that may not have come to your attention.

DEQ has two primary concerns with the drafts produced to date. The first is that the RTP needs to clearly identify the projects that comprise the fiscally constrained plan because that is the plan that will be evaluated for compliance with federal transportation planning and air quality requirements. The second is that the adoption process seems reversed in that the conformity determination is made after the plan is presented for adoption.

Annette Liebe and Audrey O'Brien discussed these items with Andy Cutugno before the TPAC meeting of October 22, 1999 began. Audrey indicated Mr. Cutugno had decided to make changes that will eliminate these issues. It is our understanding that the fiscally constrained system will be clearly shown in the RTP presented to JPACT in November, and that JPACT will only be acting on an "intention to adopt" at that meeting. After the conformity analysis is successfully demonstrated, it will be made available for a full 30 day public notice period before it is presented for official adoption in the spring of 2000.

Other items are as follow:

Intro; pg. v: At the end of the Federal Context discussion, RTP Metro indicates it is beginning to define actions to protect endangered species. Won't the National Marine Fisheries Service be developing rules that would affect and potentially restrict project selection and design?

Pg. 1-12: Policy 9.0 identifies objective "b" as including strategies for planning and managing air quality in the regional airshed to meet requirements of the CAA. Metro is not only responsible for planning and managing but also for funding transportation related air quality strategies.

Pg. 1-54, Table 1.2: The RTP should identify the mode splits that will be achieved by the fiscally constrained RTP.

Pg. 2-18: The first bulleted item under 2.5.6 should say "can impact air quality" instead of "will".

Pg. 3-8: The last sentence of section 3.2 lacks a verb.

Pg. 3-12: The first travel corridor cited in Table 3.9 is "Central city to Beaverton on Highway 217. Should this also cite Hwy 26?

Pg. 3-72: 3.5.1 refers to TCMs "adopted by the Department of Environmental Quality." This should be changed to "adopted by the Environmental Quality Commission."

Pg. 6-4: Section 6.1.2: The last paragraph identifies Portland as a nonattainment area for ozone and carbon monoxide. Portland is actually classified as a maintenance area.

Thanks for the opportunity to provide input. If you have questions, please contact me at 229-5519.



October 29, 1999

Andy Cotugno
Transportation Planning Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: RTP October 15, Working Draft; with October 22 Additions

Dear Andy,

Port staff have taken the opportunity to review the working draft of the RTP and ask that the following comments be addressed in the subsequent draft.

Page 1-54: Port staff continues to view the 40-45% non-SOV mode split targets for industrial areas and intermodal facilities unattainable with the identified transit services in those areas.

Section 2.3: While this section is a general discussion of the predicted population and employment growth by RTP subareas, it should be noted within the subsection of 2.3.1 that the employment growth within the Columbia Corridor will be family-wage jobs based on the transportation-related industry that locates near marine and air intermodal terminals.

Section 3.4.1

- Page 3-22: The 2020 Preferred System improvements for the I-5 north corridor are focused on maintaining peak-period, as well as off-peak freight mobility.
- Interstate 5 North
 - Third bullet - freight mobility on I-5 North needs to be maintained during the peak-period, as well as off-peak.
 - Fourth bullet - there are no port facilities at Swan Island, but it is an industrial area. Reference to accessing Rivergate should include the marine terminals; access to Columbia Blvd. and Marine Drive should be referenced here also.

- The findings of this Subarea analysis do not appear to be consistent with the I-5 trade corridor. This section should be edited to reflect the trade corridor findings.

- Northeast Portland Highway

- This highway (a.k.a. US-30 Bypass) terminates in the vicinity of N.E. 10th Avenue, east of I-5. West of that terminus, N.E. Lombard, MLK, Jr. Blvd. and N.E./N. Columbia Blvd. provide access to north Portland industrial areas and South Rivergate. Reference to this "corridor" should be in terms of N./N.E. Columbia Blvd/N.E. Portland Highway, or the Columbia-Lombard Corridor. As an aside, the common nomenclature for the N.E. Portland Highway is Lombard.

- Again, the 2020 Preferred System improvements in this corridor are focused on maintaining **peak-period**, as well as off-peak freight mobility.

- The referenced Columbia Corridor Study in the Findings section is an adopted City plan - The Columbia Corridor Transportation Plan. The MLK, Jr. Blvd. improvements at N.E. Columbia and N.E. Lombard are **designed** to move through-trips currently on N.E. Columbia Blvd. onto Lombard (US 30-Bypass) to utilize its excess capacity - improving freight mobility. N.E. Columbia Blvd. would primarily serve freight accessibility for the Corridor's industries. Interchange improvements at I-5/Columbia do not have a direct relationship to increased trips in the Columbia-Lombard Corridor, but will contribute to efficiency and reduce modal conflicts. The RTP reference should be corrected.

- Marine Drive - Findings should read:

"...primary connection to Rivergate and West Hayden Island marine terminals..."

- Port staff agrees that a regional solution to through-truck infiltration on the local street system in St. John's should be explored. This conclusion should actually be made under its own Major Corridor heading within this section; also providing the 2020 Preferred System background and key findings. It is not appropriate under the Marine Drive corridor section. Moving the St. John's Town Center discussion (on page 36) into the West Columbia Corridor Subarea would serve this purpose and lend itself to a more appropriate transportation analysis. As it currently stands, the St. John's Town Center transportation analysis is outside of its transportation system context. The town center transportation issues are, in part, linked to the industrial activities on the peninsula.

Andy Cotungo
October 29, 1999
Page Three

- Please note that Going Street, Greeley Avenue and Swan Island are not in the West Columbia Corridor Subarea - geographically or from a transportation system perspective. Also the Albina Yard does not use Going or Greeley for access. Its access is onto Interstate Avenue at Russell Street. Metro staff has maintained that they are included in the Columbia Corridor subarea as a convenience - putting all the industrial/employment areas together. This disregards the ability to do a subarea analysis of the transportation system. We continue to think Swan Island should be analyzed within the Portland Central City and Neighborhoods Subarea, which should logically also include the Albina Intermodal Yard area (especially Interstate to Broadway), and the Northwest Industrial Sanctuary and BN intermodal facility. The Central City and neighborhoods Subarea analysis is not based on geography or a subarea transportation system but on similar 2040 land use objectives. This does not lend itself to a logical analysis of a subarea's transportation needs and issues.

Major Intermodal Facilities and Industrial Areas in the West Columbia Corridor Subarea: Marine Terminals, T-4, T-5 and T-6 (and the planned West Hayden Island marine facility) should be featured under this heading. Likewise, the regional intermodal rail yards (Brooklyn Yard, Albina Yard and Lake Yard) should be featured within the Portland Central City and Neighborhood Subarea.

Portland International Airport - conclusion: The region's growth forecast in the population and employment assumptions include PDX growth projections with the third runway. Some of the third runway impacts have been analyzed by the Port and are incorporated into the RTP 2020 travel forecasting.

Chapter 5; figure 5.1: Include I-5 North under the Most Critical Freight Corridors. Also, on the Existing Resources Concept sketch, note that Rivergate is actually west and north of where it is mapped. It is not accessed by US 30 Bypass. N. Columbia Blvd. and Marine Drive should be shown as the access routes. US 30 and BN's Lake Yard should be shown as an Intermodal Facility - Also Brooklyn Yard off of 99E.

Table 5.7: the total AWD truck trips in 2020 looks suspiciously low. We think there must be an error somewhere. It is not consistent with Commodity Flow analyses.

Andy Cotungo
October 29, 1999
Page Four

Chapter 6 - Northeast Portland Highway

Please note our Section 3 comments on the Northeast Portland Highway and incorporate into this section.

The Columbia-Lombard corridor has been evaluated through the Columbia Corridor Transportation Study. The actions and projects for this corridor have been adopted by the Portland City Council and should be reflected in the RTP. It does not make sense for the region to recommend further studies and refinements. Port staff does, as mentioned above, concur with the need for a regional analysis of through-truck infiltration on the local street system in St. John's.

Section 6.8, Outstanding Issues: There should be a reference to the Regional Industrial Lands Survey findings and the need to evaluate the transportation needs of Tier B lands to contribute to Tier A industrial land supplies.

And finally, thanks to you and your staff for your efforts on the RTP. Should you have any questions please contact Jane McFarland or me.

Sincerely,



Jane McFarland, Senior Planner
Susie Lahsene, Transportation Program Manager

cc: Mike Høglund
Tom Kloster

10-29-99
RECEIVED
NOV 01 1999

To Whom It May Concern,

I was at your meeting ^{BY:.....} on Oct. 26th. I appreciate the opportunity to express my views. Let me tell you again how much I hate Tri-Met. I know that is a strong statement, but it's true.

One woman on your panel wanted a few examples from my list of 61 annoyances. Believe me riders confront something stupid everyday.

1. Buses don't show up on schedule.
2. Drivers who get off the bus to go into McDonald's for a drink.
3. Having to open your own door.
4. People who don't know how to open doors.
5. Buses with improper signs
6. Automobile signs on buses.

general policy recommendation that congestion pricing should be used to raise revenues will raise the hackles of a number of transportation reform advocates who fear that toll revenues could be siphoned off for unwise road capacity projects.

With respect to objective "c", OEC concedes that we have a ways to go before the public will embrace tolling of existing facilities, but the RTP should reflect the fact that pricing of existing roadways could have enormous benefits for the region. (Of the options studied, the three with the highest net benefits were ones on existing roadways.)

With respect to eliminating the references to "major, new highway capacity," in objective "d", they are repetitive and unnecessary (objective "b" makes it clear). At the very least, eliminate the reference from the sentence on criteria.

The section on TDM would probably benefit from the addition of a policy regarding 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. It may also make home ownership possible for some people who would not otherwise qualify.

Metro is currently project manager of a feasibility study to determine whether the LEM is applicable in the region, and there is a strong possibility that Fannie Mae will support implementation of a LEM demonstration project. The LEM strongly bolsters growth management and transportation policies identified in the RTP.

Revenue Sources and Forecast

It would be greatly beneficial to the public and to lawmakers if the sources of revenue for transportation and the investments in transportation were more transparent. Granted, the issue is complicated, but there must be some way to show transportation revenues and disbursements in a simplified manner.

OEC would also suggest adding a section that describes the indirect or social costs of providing and maintaining roadways. Major social costs include the costs of noise, water and air pollution, time and economic efficiency lost to traffic congestion, and personal and property losses due to traffic accidents.

each vehicle's contribution to the total cost of air pollution in a particular region.

- ⇒ People could be expected to drive less, take transit, make improvements to their emission control systems, and eventually purchase less polluting vehicles.
- ⇒ Revenues from the smog fee could also be used in part to tune high-emission vehicles owned by low-income individuals. This would help mitigate the socioeconomic effects of the smog fee, would result in a cleaner fleet, and would decrease the incentive to cheat the I&M program. Low income residents could also be trained as mechanics to conduct the repairs, as in a model Chicago program.
- ⇒ Other uses of smog fee revenues would be to direct them to the Oregon Health Plan to compensate for the health impacts of air pollution or to rebate them on a per capita basis to all citizens in the priced region.

Process for Amending the RTP

We suggest the following changes and additions to Section 6.6.3:

- 1. Regional transportation demand strategies, including pricing;
- Add an action: "Investments that increase the connectivity of the local street network."

November 1, 1999

Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

RECEIVED
NOV 02 1999

BY:.....



CITY OF TIGARD
OREGON

Gentlemen:

The ODOT Bond Program would provide funding for design and construction of highway projects statewide. Hall Boulevard from Scholls Ferry Road through Tigard to Durham Road is a state highway that requires widening to five lanes to meet traffic demands over the next twenty years. The improvement of Hall Boulevard is included in the Metro Regional Transportation Project List in two segments: from Scholls Ferry Road to Locust Street, and from Locust Street to Durham Road. The segment from Locust Street to Durham Road is scheduled in the 2000-05 time frame for construction while the Scholls Ferry to Locust leg is projected for the 2006-10 time frame. Project Selection Criteria No. 6 states that the "ability to transfer local interest roads, district or regional highways to local governments prior to project construction" would be considered in the selection of projects for the ODOT bond. The City of Tigard would be willing to accept those portions of Hall Boulevard that are funded through the bond for improvement to ultimate width.

We therefore submit the following project for consideration in the ODOT bond issue:

RTP No.	Project Name	Project Location	Project Scope	Estimated Cost
6030	Hall Boulevard Improvements	Locust Street to Durham Road	Improve Hall Boulevard to 5 lanes	\$12,400,000

This project involves expansion of over three miles of roadway, right-of-way acquisition sufficient to accommodate a 5-lane section, and replacement of a bridge south of its intersection with Burnham Street adjacent to Tigard City Hall. The RTP estimated amount of \$4,700,000 is not sufficient to fund the improvements envisioned. We therefore submit our estimated amount based on the land acquisition costs, bridge replacement cost, and total project length. With an aggressive approach to project design and rights-of-way acquisition, this project could begin construction well within the six-year period allotted for these highway projects.

Sincerely,

BRIAN MOORE
Council President, City of Tigard

- c: Mayor and Council Members
- Washington County Commissioners
- Kay Van Sickel, Region 1 Manager, ODOT
- William A. Monahan, Tigard City Manager

I:\Eng\Gus\Letters\Letter to JPACT Requesting Consideration of Hall Boulevard



CITIZENS for BETTER TRANSIT

RECEIVED
NOV 03 1999

6110 S.E.Ankeny Street, Portland, OR
tel. 503 232-3467 97215-1245

BY:.....

November 1, 1999

M E T R O , Regional Transportation Plan
600 N.E.Grand Avenue,
Portland, Or 97232-2736

In presenting your new Regional Transportation Plan you state that;" Decisions made today about how to make room for future growth and travel around the region will have lasting impacts on our environment and quality of life. The Regional Transportation Plan is a big part of Metro's overall strategy to protect our valued livability."

We agree, but disagree on your proposed "How to" because "We'd better prepare for gas pains!" as stated in The Oregonian Forum op-ed article of October 10. Consensus has it that we are running out of cheap oil, that averting a crisis is a much better policy than reacting to one and that we have, at best, a little more than a decade to address wrenching changes to our energy policy.

The Oregon Transportation Planning rule calls for reducing vehicle mile travel (VMT) per person, for reducing parking and for reducing dependence on the automobile and driving alone. These appropriate goals are and will remain wishful thinking given the present available, well developed road system and parking. We must provide equally easy accessibility to an alternative, readily available, frequent transit system that can be used by the general public for all their transportation needs. But your proposed plan, as a first priority, states the need to expand some roads and highways (including some new ones!), ahead of improving bus and light rail service (heavier rail too) to allow walking to stops and stations.

With the state Transportation Planning rule goals in mind, the first priority must be the improvement of the public transit system, combined with an absolute stop to additional pavement for roads, highways and parking, all of which are already over-built in light of the imminent cheap oil supply end.

To begin these essential policy changes, we recommend prompt implementation of our recommendation to the Transportation Policy Alternatives Committee (TPAC) for a transit intensive RTP made almost 10 years ago, in March 1990!

Enclosed are copies of The Oregonian Forum article of October 10 appropriately highlighted and of the TPAC memo.

We appreciate the opportunity to provide meaningful input for the only course which will maintain, indeed improve, our cherished quality of life.

R. J. Palmer Co-Chair
(Dor Palani)

OCTOBER 10, 1999

We'd better prepare for gas pains

Soon America will guzzle all the cheap oil, then we face wrenching changes

By JOHN H. BALDWIN
SPECIAL TO THE OREGONIAN

As gasoline prices have surged in Oregon this year, sometimes requiring \$1.50 for each gallon that propels our vehicles a dozen miles down the road,

we grumble — but pay — and send our politicians to investigate the causes and consequences.

Some say the causes are oil company collusion, a lack of competition in the Northwest or simple supply and demand. The consequences probably don't often include a significant alteration of lifestyle.

But imagine the changes in your daily life — your work, your play — and the way you manage your home if gasoline were \$5 to \$10 a gallon and rapidly increasing.

Many energy analysts say today's price increases are the tip of the iceberg. No one can predict when exponential gas price increases will occur, but there is near-unanimous agreement that they are imminent.

And the way these price increases arrive could be important as you make necessary adjustments in your life. If the increases

are anticipated, timed, phased in and planned for, adjustments are possible that might actually improve your quality of life. But if the increases are unexpected, sudden and extreme, it could mean serious disruptions in our consumer-based, industrial society.

The United States consumes three times more fuel per capita than any other country. We account for about 27 percent of global oil consumption, compared with 20 percent by all of Western Europe and 7 percent by Japan. Massive increases in U.S. production and consumption since World War II have been fueled by cheap energy. And that makes us vulnerable to energy price increases.

U.S. domestic petroleum production has been declining since 1972. We have simply been making up the difference between declining production and increasing consumption with cheap imports. But now international petroleum production peaks are in sight, and the end of cheap international oil puts the post-war economic boom — and our vehicle-driven way of life — in jeopardy.

For decades, North America has had the cheapest gasoline in the world. In 1997, the United States imported more than 56 percent of its oil.

Please see **FUEL PRICES**, Page F2



BOB NEWMAN/Los Angeles Times Syndicate

aying nearly \$67 billion to oil companies and foreign governments. As at little as \$15 a barrel, this has been a steal — representing 1 percent of U.S. gross domestic product. In the past decade, the cal price of gasoline has declined to the point that in some U.S. regions, a gallon of clean fresh water is more expensive.

But the cost of crude oil, from which gasoline is refined, for October delivery is \$23.20 a barrel, an increase of 93 percent from the beginning of the year, and it is predicted to rise to \$25 this winter.

The U.S. economy, transportation systems, buildings and communities have come to depend on cheap energy. Other industrial economies, especially in Europe and Asia, have developed with much more expensive energy.

In England, for example, gasoline costs \$4.84 a gallon. So the European pattern of transportation and development is more energy-efficient. Most workers commute by train, not by car. Most communities are compactly developed around a central rail station. You seldom see large SUVs, RVs or all-terrain vehicles, motorboats and snowmobiles.

Would similar changes in consumption harm our quality of life? A better question might be: Shouldn't we start figuring out how to make this inevitable transition as smooth and painless as possible?

Petroleum prophets unheeded

Many in our industrial economy are in denial about the fact that fossil fuels are geologically finite. Some believe in the ability of markets and capitalism to resolve shortages. Others have blind faith in technology — such as the late economist Julian Simon's admonition that if we run out of copper, we'll simply find a way to make more.

But for years, independent scientists, petroleum engineers and even the oil companies have been predicting energy shortages in the early 21st century. As far back as 1956, the late M. King Hubbard, longtime head of the U.S. Geological Survey, predicted that U.S. oil production would peak in 1970 (it peaked in 1972), and world oil production would peak in 1995 (now predicted to peak around 2010).

Many energy analysts don't agree with these predictions. They often cite the oil shock of the 1970s as an example of how prices stimulate the acquisition of new discoveries. That decade's high energy prices stimulated new discoveries, notably off Alaska's north slope and below the North Sea, and provided incentives

This will not be the case with the next energy shortage because of the law of diminishing returns — the big pools of easily and cheaply acquired oil are gone. Eventually, it will take a barrel of oil in exploration and acquisition costs to get a barrel of oil. When this stage is reached, prices become irrelevant to new discoveries.

New discoveries worldwide peaked at 41 billion barrels a year in 1962. Today they range from 5 to 7 billion barrels a year despite increased drilling, improved exploration technologies and increased investments. The world is consuming 23 billion barrels of oil a year and finding only seven. So it's not a shortage of supply that will drive up world prices, but competition and increased demand.

The Paris-based International Energy Agency and the Organization for Economic Cooperation and Development say the peak of world oil production "is in sight." Pessimists say it will happen in 2001, optimists say in 2020. Either way, if you have always wanted to drive your RV to Alaska, you had better do it soon.

Getting a new life

Surely, higher fuel prices — and lower consumption — will have benefits: a reduction in air pollution, acid rain and global warming. Improved environmental conditions will improve our quality of life.

But we will face wrenching changes in our lifestyles.

A sudden global shortage of 5 percent could dramatically increase fuel prices and bring back the gasoline lines of the 1970s — or worse. One of the biggest effects will be less mobility by middle- and lower-income people and high-cost commercial transportation. Only government — such as emergency services, police and military — and the wealthy will have the money for auto and airplane fuels. One of the first things to go will be our toys: SUVs, personal watercraft, off-road vehicles and snowmobiles.

High fuel prices could hit us in the stomach, too. A.A. Bartlett, an astrophysicist at the University of Colorado, describes modern industrial agriculture "as the process of using land to convert petroleum to food." About 17 percent of U.S. energy consumption is used for agriculture: making fertilizers and pesticides, working the fields, and processing, delivering and preparing food.

If fuel prices increase, food from industrial agriculture will be much more expensive. Global food distribution could be disrupted, creating widespread hunger. Food surpluses, from countries with industrial agricultural systems, would disappear.

The hardest hit will be urban lower and middle classes, who cannot grow their own food and won't be able to afford to buy much. Urbanites around the world already are feeling a pinch. In Moscow, families board and educate farmers' children in exchange for food.

In Japan, I've seen a watermelon on sale for \$70.

We might also feel higher fuel prices in our bones. Commercial and residential heating requires about 10 percent of our annual oil consumption. We will switch to less-expensive alternatives such as natural gas — speeding the exhaustion of gas reserves — weatherization, solar heating and shutting off the heat in some rooms in our homes.

We might even feel it in our jobs. Expensive heating and transportation fuels could put the U.S. economy at a competitive disadvantage with Europe and Asia, which have been dealing for decades with high-priced energy. High energy prices also could fuel inflation.

But what would really get our attention would be watching our children march off to oil wars in the Middle East, where by 2015 five nations will be producing more than 50 percent of the world's oil.

Some effects of a sudden oil shock on a society can be seen in Cuba, whose supply of cheap oil from Russia was cut off in the early 1990s. Bicycles are replacing automobiles. Horse-drawn wagons are replacing trucks. Urban industrial factories are faltering. Workers are migrating to rural areas to engage in labor-intensive agriculture. Meats and processed foods are expensive, with bananas and potatoes the new mainstay of the diet. And Havana's air quality is improving. It must be emphasized that this is change and not collapse.

K.E.F. Watt, a professor at the University of California at Davis, says everyone to "plan their lives as if gasoline will be \$100 per gallon in 10 years." This is not a prediction but an exercise in planning for such change.

The exercise will reveal many policies and actions that have been recommended to us for years, including: promoting mass transit, alternative transit and walking to work; developing efficient vehicles using alternative fuels; financing research and development of clean and renewable energy sources such as conservation, renewables, hydrogen, fuel cells and fusion; developing "green" taxes to promote good practices and discourage the bad; and curtailing population growth.

Preparing for the inevitable

Conventional wisdom (old thinking) is to develop (exhaust) all the fossil fuels available on Earth, then make an obligatory and expensive transition to conservation, renewables and alternative fuels. This approach does not recognize the real subsidized cost of the combustion of fossil fuels or the future cost of energy. (What will be the cost of gasoline in 2020 compared with the cost of sunlight?)

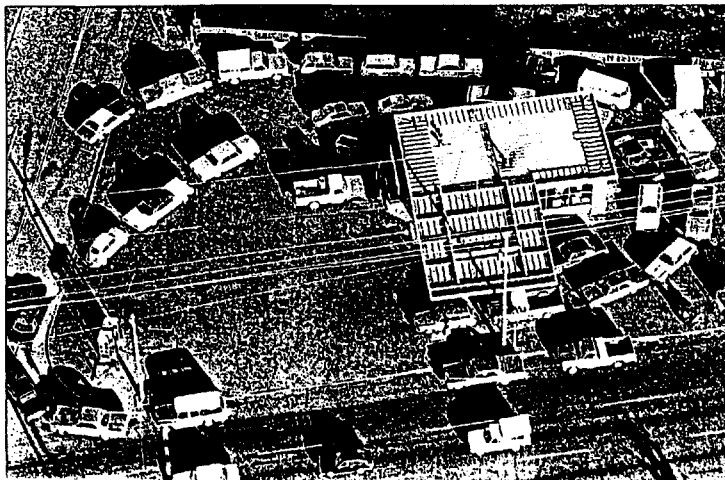
Averting a crisis is a much better policy than reacting to one. We are not running out of fuels, we are running out of cheap fuels. Higher prices could increase the quality of our lives if we have the vision and the time to adapt. Sudden reactive afterthoughts could make for a bumpy ride.

What we need are the changes in energy policy to be known in advance, planned for, and to occur gradually. Higher prices could reduce consumption and waste, and perhaps help us to become less of an industrial consumer society and more of an efficient conserver society with a much more sustainable economy.

The obstacles in the path of an easy transition are extraordinary. Americans will be asked to park their gas guzzlers, RVs and other toys. Think of the political and fiscal costs of redesigning cities and rebuilding the nation's railroads. What will be the social and economic costs and benefits of a move away from industrial agriculture? Can a politician get re-elected after approving a gas or green tax?

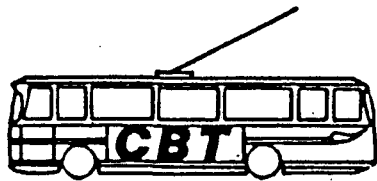
We have, at best, a little more than a decade to address these changes.

John H. Baldwin is director of the Institute for a Sustainable Environment at the University of Oregon. You can contact him by e-mail at jbaldwin@oregon.uoregon.edu.



Oil shortages and high gasoline prices in the United States in the 1970s created long lines at filling stations such as this one in Portland. The shock stimulated new discoveries of oil that abated the crisis, but because the pools of cheap oil are disappearing, that won't happen next time.

ASSOCIATED PRESS/1974



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990
From: Ray Polani
Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizeable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
 - a. Improved bus network (routing, headways and preferential treatment)
 - b. Additional high capacity corridors (IRT)
 - c. New circumferential corridors (Bus, Railbus, IRT)
 - d. Commuter service beyond metro area (rail, Bus)
2. Travel demand forecast using input from improved and expanded transit network design
 - a. Modify base highway network to exclude highways not currently in place and include "phantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
 - b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment construction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
 - a. Moderate fares
 - b. Parking costs highest near the rail system
 - c. High auto operating costs (due to increased fuel, parking and registration)
 - d. Constrained auto traffic flow consistent with existing capacity
 - e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
 - f. Comfort and reliability factor for rail travel
4. Research availability of existing regional rail corridors for passengers and freight use
 - a. Negotiated purchase
 - b. Condemnation
 - c. Joint use agreements
5. Develop costs for this transit intensive alternative
 - a. Capital (right-of-way, fixed infrastructure, rolling stock)
 - b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 2%-3% of Metro's Fiscal 1991 planning budget be diverted to this critical project (\$ 100- \$150,000).

7365 SW 87th Ave.
Portland, Oregon 97223
November 4, 1999

Andy, Mike, TPAC members:

Just finished looking over the maps for the RTP update in advance of tomorrow's TPAC meeting, and I noted several things that appear to be old carryover errors from past maps. I hope TPAC will forward the maps to JPACT with the changes that are noted below.

The major concern of our neighborhood is the designation of Oleson and Garden Home Roads as minor arterials on the Regional Motor Vehicle System map. This is a mistake that I thought we'd worked out with Metro staff. These streets are the neighborhood's collector streets and they are the ONLY collector streets in the area. They function just as Vermont, Tayors Ferry, Hamilton, Hart, Denney, etc. function and can't take the wider design standards shown for them. We need these collectors to continue as collectors due to the topograhpy, the 2 golf courses that limit any other collector possibilities, and the Fanno Creek system that runs through the area.

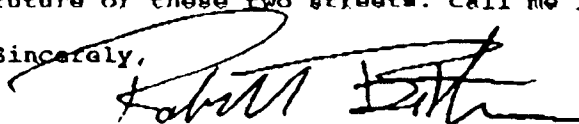
It's highly unlikely that they'd ever be developed as arterials or community boulevards given that they are accessed at very closely spaced intervals (about one driveway every 25 feet of roadway length) by private driveways and local streets. Also, they serve only residential development (lower density-type in the 2040 plan) that has no option but direct access to the streets and is built very close to the existing right-of-way. Revelopment at the r-o-w widths envisioned in the RTP would require acquisition of an enormous amount of viable housing stock and the land it sits on. In fact, the county's MSTIP3 project for Oleson between Beaverton-Hillsdale and Hall will only be a two-lane section with bike lanes and sidewalks and a left-turn pocket at 80th. That project will be built in the next 5 or so years. We need to ensure that these collectors are developed like collectors to serve the land uses surrounding them. There are good options for regional vehicle traffic on Scholle Ferry, Hall, B-H, and 217.

I'm working from the small maps, so the detail is hard to read, but these are the changes that should be made before the "adoption draft" is sent on to JPACT.

- 1) Regional Street Design Map: Remove Garden Home and Oleson north of Garden Home as community streets; change Oleson south of Garden Home from a community boulevard to a community street.
- 2) Regional Motor Vehicle System Map: Remove Garden Home and Oleson as minor arterials; show them just like Vermont, Taylors Ferry, etc. are shown.
- 3) Regional Public Transportation System: Show a regional bus on Scholle Ferry connecting Raleigh Hills to Washington Square.

The neighborhood association has been working on these issues for many years and has just recently reviewed that work and reiterated its concerns about the future of these two streets. Call me if you need further information. Thanks.

Sincerely,


Robert N. Bothman, Chairman (244-7206)
CPO 3



Oregon

John A. Kitzhaber, M.D., Governor

Department of Environmental Quality

811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
TDD (503) 229-6993

November 15, 1999

Mr. Andy Cotugno
Director, Transportation Planning, METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Regional Transportation Plan Development

Dear Mr. ^{Andy}Cotugno:

As you are aware, our department has been participating in the development of the new Regional Transportation Plan (RTP) for the Portland area. This letter expresses our continuing concern about the lack of attention that is being given to developing a financially constrained transportation system. Both the "Strategic" and "Preferred" systems contained in the proposed public review draft cost much more than the region can reasonably expect to receive based on historic funding levels adjusted for inflation. Disclosure of the financially constrained system and evaluation of its performance is necessary to comply with the letter and intent of TEA-21 and the Clean Air Act.

We recognize the value of addressing other scenarios such as the "Strategic" and "Preferred" systems described in the November 5th draft. However, those scenarios require three to four times the resources currently available (as the text indicates) and a constrained system still cannot be discerned. We also recognize the need to have agreement on projects, their timing and cost, prior to evaluating the system for air quality conformity. The resolution of intent adopted by TPAC, however, falls far short of that agreement since the financially constrained system is yet to be identified.

With the current process, this plan will likely need to be reviewed by TPAC and JPACT three times. Once during this meeting to reach agreement on the "Strategic" and "Preferred" systems, once to reach agreement on the financially constrained system and then finally to approve the plan once the financially constrained system has been evaluated for air quality conformity. Since the air quality conformity rules require a 30-day comment period on the air quality analysis, additional public involvement and opportunity to comment will also be necessary. The process would be much more efficient if the financially constrained system could be addressed earlier in the review process.

We exercised significant flexibility on the conformity determination for the Transportation Improvement Program by voting to support adoption contingent upon the completion of the analysis. At that time, we requested that the RTP adoption process be laid out to ensure that all requirements are addressed before final TPAC and JPACT action. We look forward to working with Metro to achieve this objective.

Sincerely,


Langdon Marsh
Director

cc: Joint Policy Advisory Committee on Transportation
LG:AL:l
LTR/AQ77085.doc



Willamette Pedestrian Coalition

P.O. Box 2252

Portland, Oregon 97208-2252

Telephone (503) 223-1597

RECORDED

BY: _____

*Working
together to
improve
conditions
for walking
in the
Portland
region.*

15 November 1999

Metro Council and the Joint Policy Advisory Committee on Transportation
c/o Metro Transportation Department
600 NE Grand Ave.
Portland, OR 97232

Regarding: Regional Transportation Plan

Dear Metro Councillors and members of JPACT:

The Willamette Pedestrian Coalition is a grassroots volunteer organization dedicated to improving conditions for walking in the greater Portland metropolitan region. WPC has studied the proposed Regional Transportation Plan, and we have the following comments.

First, regarding the project list, there have been a number of recent Transportation and Growth Management grants that have proposed projects consistent with RTP goals and objectives. We note that some of these, such as the Barbur Streetscape Plan, the Milwaukie Action Plan for Brooklyn, the McLoughlin Corridor Land Use and Transportation Study and the Washington Square Regional Center Plan, have identified important projects that have not been included in the RTP. We believe the projects that have resulted from the grant process should be included in the RTP. In particular, the Barbur Boulevard Streetscape Plan, which has been identified in the Supplemental STIP (Project #14), should replace project 1195 in the RTP.

Second, with respect to the policies, we suggest adding language to Policy 18.0 Transportation System Management (Page 1-54) and Policy 19.0 Regional Transportation Demand Management (Page 1-55), as follows (underlined text is proposed addition):

Policy 18.0: "Multi-modal traveler information services (such as broadcast radio and television; highway advisory radio; variable message signs; on-line road reports and transit service reports; real-time transit arrival and departure monitors; and on-board navigation aids."

Policy 19.0: "h. Objective: Promote end-of-trip facilities that support alternative transportation modes, such as showers and lockers, at employment centers."

Finally, WPC supports section 6.4.6, which calls for the use of improvement in non-SOV mode share as the key regional measure for assessing transportation system improvements in the Central City, Regional Centers, Town Centers and Station Communities.

Very truly yours,

Ellen Vanderslice
Vice-President, Willamette Pedestrian Coalition

cc: Pamela Alegria, President



CITY of PORTLAND

OFFICE of TRANSPORTATION

Charlie Hales, Commissioner
Office of the Director
Victor F. Rhodes, Director
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204-1914
(503) 823-5185
FAX (503) 823-7609
TDD 823-6868

November 15, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Members of the Metro Council,

RE: Regional Transportation Plan Priorities

The St. John's Truck Strategy Advisory Committee strongly recommends the immediate initiation of the Regional Transportation Plan Priority Project No. 4016, North Willamette Crossing Study. This committee, representing the citizens and businesses of the North Portland peninsula, and truck-related industries, is currently engaged in a study to determine how to reduce the impacts of nonlocal trucks on residential and commercial-retail uses, while improving truck circulation. Following is our reasoning and a detailed recommendation for an alternative to increasing the use of the aging, historic, and limited capacity St. John's Bridge.

There is no short-term solution or easy fix that would wholly separate the movement of truck-freight from the residential and commercial-retail areas (pedestrian district) of St. John's, without a severe impact on freight movement. For many nonlocal truck trips the St. John's Bridge provides the most convenient, obvious and efficient route between US 30 and the Columbia Corridor and the State of Washington. In turn, the location of the St. John's Bridge requires that trucks using it enter the St. John's core area and Pedestrian District, with its narrow streets and mix of residential, commercial and retail uses.

The conflicts created by the existing truck routes across the peninsula will continue to worsen as truck trips increase. These conflicts are likely to be solved only through the creation of an alternative to the present route choices. Such an alternative would necessarily find a way to separate truck traffic from the St. John's core area and Pedestrian District. Such a separation, in turn, requires the creation of an alternative to the use of the St. John's Bridge for freight movement.

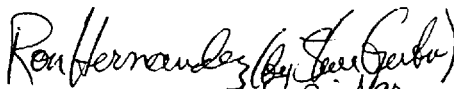
Requiring trucks to use I-5 and the Fremont or Marquam Bridges, as the only access to and from US 30, would create significant inefficiencies for the movement of truck-freight because of an increase in miles of vehicle travel, travel time, and congestion. It also places these truck trips in the precarious situation of relying on I-5, with only I-205 to provide a back up. The use of I-205 for these trips will result in even greater vehicle miles of travel and longer travel times between the identified origins and destinations.

To provide a permanent solution to increasing freight movement, and the associated impacts, separating truck trips from the St. John's core area and Pedestrian District is essential. Metro has already recognized this need in the Regional Transportation Plan, Priority Project No. 4016, North Willamette Crossing Study. This study must be initiated at the earliest possible time if efficient and noninvasive movement of nonlocal truck-freight is to be achieved on and through the North Portland peninsula.

The St. John's Truck Strategy Advisory Committee has identified three possibilities as providing the necessary separation of nonlocal trucks and the affected land uses:

1. North Willamette Crossing. Build a bridge between Rivergate and US-30. This option is currently included in the Regional Transportation Plan, for study. This option has a high potential in terms of capturing the cross-Willamette nonlocal truck movement on the peninsula. In conjunction with the use Columbia Boulevard, this option could dramatically reduce the number of trucks through the St. John's Pedestrian District. However, the construction of a new bridge brings with it some serious issues, including: river-related environmental concerns, aesthetic impact on the St. John's Bridge, impacts on river traffic, and impacts on the industrial streets in the west end of the Columbia Corridor.
2. Burlington Northern Rail Road Bridge. Rebuild and/or modify the Burlington Northern Rail Road Bridge and the Carey Boulevard, "Rail Road Cut", to accommodate trucks. This option has a high potential to capture cross-Willamette nonlocal truck movement on the peninsula. Like the preceding option, this alternative could dramatically reduce the number of trucks through the St. John's Pedestrian District. While environmental concerns would be reduced to some extent because the bridge is existing, the feasibility of this option has been questioned, but not tested.
3. River Road. Construct a riverbank roadway from Rivergate to Swan Island to accommodate trucks. However, by itself this option will not result in the separation of a significant number of nonlocal truck trips from the St. John's core area and Pedestrian District. Any such truck route would require a direct connection to a bridge for it to be effective.

Sincerely,



Ron Hernandez, Co-Chair
At Large Citizen Representative



Wayne Plaster, Co-Chair
Truck-Related Industry Representative

Attc: Position Statement: St. John's Neighborhood Association, September 19, 1999
Position Statement: Friends of Cathedral Park, September 28, 1999

RH/WP/sg

On page 41, replace as follows the entire section titled:

Implementing the transportation system plan

The primary mission of this RTP is to guide both decision-making and reduce uncertainty for decision-makers as well as users of the region's transportation system. And because implementing the ideas, projects, and principles of this plan often requires expenditures of money, this document provides clear direction for raising and spending transportation dollars.

The following policies are designed to:

- Achieve the broad goals of connecting land use and transportation choices according to the 2040 Growth Concept.
- Improve fairness and efficiency in the allocation of limited transportation resources.
- Balance basic transportation needs - as well as preferences - with a commitment to high level environmental quality standards.

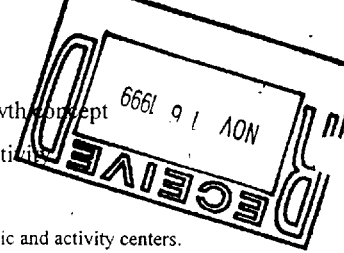
Policy 20.0 Fairness and efficiency in transportation finance

Allocating transportation resources by how the funds are collected reduces uncertainty in planning and implementation, but also addresses inequities in the present system because the "users pay."

- Broad-based** funding sources such as state, regional, or county gas taxes and registration fees should be used primarily to maintain and preserve the existing roadway system infrastructure that all motorists of the transportation system use.
- Growth-related** funding sources such as system development charges, local improvement district assessments (LIDs), or other targeted property tax or bonding mechanisms should be the primary source of funds to construct facilities and improvements that serve the primary users of those facilities.
- Roadway tolls** or other fees should be used to construct new projects designed to alleviate congestion problems. Alternatively, **user regulations** such as designated high occupancy vehicle lanes may be used to apportion existing transportation assets if expanding capacity is not feasible.
- Federal government grants** and other flexible funding sources should be used to develop or improve public transit, bicycle, or pedestrian facilities that preserve basic transportation options for non-motorists and for citizens who do not own real estate.

Policy 20.1. Linking land use and transportation

Implement a regional transportation system that supports the 2040 growth concept providing high levels of service to traditional and planned centers of activity.



- a. Do not abandon transportation needs of the traditional urban core, or other economic and activity centers.
- b. Allow opportunity for uses of land that support existing investments in public transit.
- c. Require that adequate public transit can - and will - be provided before expanding the urban growth boundary.
- d. Require protection - based on enforceable standards - for the investment of existing residents and property owners in the region before expanding urban settlement.

Policy 20.2. Transportation and the environment

Plan and implement transportation projects to meet environmental standards and provide equal protection for all citizens.

- a. Existing transportation projects shall be operated and maintained, or modified, to meet existing environmental standards.
- b. New transportation projects must be designed and implemented to meet existing or anticipated environmental standards.
- c. Standards of livability or environmental protection relating to the transportation system shall protect all citizens to equal standards.

Policy 20.3. Transportation Safety

Anticipate and address system deficiencies that threaten the safety of the traveling public.

- a. Place the highest priority on projects and programs that address safety-related deficiencies in the region's transportation infrastructure, but do not abandon the financing policies of Section 20.0.

WESTSIDE ECONOMIC ALLIANCE

RECEIVED

NOV 23 1999

Serving the economic communities of the Sunset Corridor and the Tualatin Valley

EXECUTIVE OFFICER

November 23, 1999

(Copy for Transp.)

PRESIDENT
JOHN KAYE
TEKTRONIX, INC.

VICE PRESIDENT
STEVE CLARK
COMMUNITY NEWSPAPERS

SECRETARY
JACK ORCHARD
BALL JANIK LLP

TREASURER
MARK REARDON
WASHINGTON SQUARE

DIRECTORS

DAVID BENNETT
COPELAND LANDY, BENNETT
& WOLF

LOIS DITMARS
PETERKORT TOWNE SQUARE

DOUG DRAPER
GENSTAR LAND COMPANY, NAY

SONNA DURDEL
INSIGNIA/ESG, INC.

SCOTT EALON
BIRTCHEE PROPERTY SERVICES

NORM EDER
CONKING, FISKEIM &
MCCORMICK

TOMMY INGVALDSEN
DARD REAL ESTATE
ESTORS

DICK LOFFELMACHER
PACTRUST

M. JAMES MARK
MELVIN MARK COMPANIES

SCOTT MATTHEWS
TRAMMELL CROW
RESIDENTIAL

LENE ROBERTS
JLS FARGO

MIKE SALSGIVER
INTEL CORPORATION

MIKE SCHMID
W & H PACIFIC

KEN ZINSU
PROVIDENCE HEALTH SYSTEM

DIRECTORS
EX-OFFICIO

TOM BRIAN
WASHINGTON COUNTY

ROB DRAKE
CITY OF BEAVERTON

DAVID LAWRENCE
CITY OF HILLSBORO

LOU OGDEN
CITY OF TUALATIN

Y. ALEBERKY
WESTSIDE ECONOMIC
ALLIANCE

John Kvistad, Councilor
Chair, JPACT
Metro
600 NE Grand Avenue
Portland, OR 97232

Mike Burton, Executive Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Westside Economic Alliance Comments on the Regional Transportation Plan

The Westside Economic Alliance (Alliance) has had the opportunity to review and consider the November 5, 1999 Draft Regional Transportation Plan (RTP). We have discussed this document with our Transportation Committee and our Board. We recognize the importance of this document for future transportation policy and funding decisions. If the region is to achieve the growth concept presented in the 2040 Plan, transportation facilities must be provided to meet and keep pace with the mobility demands of residents and businesses. If we are unable to address our future transportation needs we believe that the region's ability to attain the goals of the 2040 Plan will be severely limited. The Alliance has consistently placed improving the transportation system as one of its highest priorities for our members. We have, and will continue to be, very active locally and regionally to find solutions to our transportation needs. We look forward to working with Metro and its regional partners following the RTP adoption to implement many of the recommendations in the Plan.

Strategic System Plan

The Alliance recognizes the need to identify the region's most critical improvement needs through the Strategic System Plan. Given the fact that the Strategic System Plan appears to be the recommendation of the RTP, the Alliance believes that Metro needs to clearly articulate to the public the following:

- The implications of the Strategic Plan in terms of system performance;
- How much it will cost to implement the Strategic Plan;
- What the revenue expectations are over the 20-year period and how much of a shortfall occurs; and
- What funding strategies the region will pursue to address the shortfall.

System Performance

We support developing a vision for the region's future through the Strategic System Plan. The RTP needs to set a vision for the region to attain over the next twenty years. However, we believe that the public needs to recognize that the Strategic System Plan reflects a reduction in the level of performance of the region's transportation system over today's level of service.

Regional performance measures have been reduced to allow a higher level of peak hour congestion to be considered as acceptable in the future. While this may be an unavoidable consequence of a variety of factors including the region's growth, increased densities and the lack of transportation funding, we believe that the public and local decision-makers need to recognize it will now be adopted regional policy to accept a higher level of congestion. Put another way, the region will now accept and plan for a lower standard for future transportation services in the region.

This is disturbing from our perspective because, as it has often been stated, our region's livability is one of the main attractions for retaining existing and attracting new business. Our fear is that, absent effective regional and local policy to aggressively find solutions (and funding) to our transportation problems, the region's quality of life will be severely compromised.

We are also concerned about the performance of the transportation system during off-peak (or mid-day) hours. The RTP has evaluated the peak hour performance of the transportation system, but has not evaluated how the system performs during mid-day periods. We are concerned that commercial mobility during the mid-day periods will be threatened as peak periods are extended. Many businesses have adjusted to existing congestion during the peak hours by focusing deliveries, shipping and business activities during the mid-day period. An analysis of the transportation system's performance during the mid-day period should be conducted. This analysis may change either the priority or timing of certain improvements in order to maintain a high level of service during off-peak hours.

Project Funding

Both the Preferred System and the Strategic System are dramatically underfunded. This is obviously not a surprise. A 20-year plan will contain many more projects than current funding levels can support. However, we feel that more attention should be given in the RTP to funding alternatives and mechanisms. Chapter 4 of the RTP identifies a series of Potential New Revenue Sources, but makes no recommendations on which of these sources should be pursued by the region. Rather than leave future funding as an open question, the RTP should provide direction on a preferred approach to close the funding gap over the 20-year period. For instance, given the recent difficulties at the state level to secure transportation funding and the large funding gap, should the region take another look at a local funding package for regional highways and arterials? The RTP could establish a process and set of criteria that would be considered if a regional funding program was pursued.

The funding shortfall is the most critical outstanding issue that the RTP does not address. Previous regional transportation plans, as well as local transportation plans, have clearly identified the funding gap with future project needs. The region has always been good at identifying future project needs and documenting funding shortfalls. Where the region usually comes up short is the identification and commitment to a funding strategy to meet the region's project needs. We recognize that developing a consensus funding strategy is a difficult task. However, without a funding strategy, or at least an adopted approach and commitment to develop a strategy, the RTP leaves the largest transportation issue facing the region unanswered.

The Alliance is also concerned that without a clearly articulated plan and commitment to secure funding for the transportation system that the region's ability to attain the goals of the 2040 Plan will be severely limited. Absent a plan or commitment for funding, we believe that the RTP should include a mechanism to annually monitor the progress made towards implementing and funding the elements of the Strategic System Plan. This annual report should identify the consequences of not obtaining funding for the Strategic System Plan on the 2040 Plan.

Projects

The Alliance continues to support improvements to the US 26 and Highway 217 Corridors as our top priorities. The RTP includes a series of improvements in both corridors that have been identified in previous projects (Westside Light Rail Project) or studies (Western Bypass Study).

The Western Bypass Study identified a number of highway and arterial improvements as system alternatives to the Western Bypass. Little progress has been made towards implementing these recommendations. Many of the project recommendations are contained in the RTP but, as we discussed earlier, no funding strategy or commitment is in place to actually implement the system improvements. This, again, highlights the need for the RTP to provide direction on a preferred approach to close the funding gap over the 20-year period.

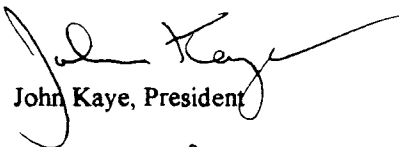
One specific project the Alliance would request Metro to take a closer look at is the proposed overcrossing of US 26 at 143rd Avenue. We are unclear what the benefits of this proposed project are to the transportation system and are concerned about the potential land use impacts to properties and the local circulation system on both sides of US 26. Also, under the existing constrained funding program it would be difficult to justify funding for a project that does not have a clear benefit to the area's transportation system. Rather than provide a level of policy project commitment as a part of the Regional Motor Vehicle System Map, we would suggest that this potential connection be removed from the identified system until further analysis of the impact to the local circulation system and land uses is performed and discussed with the community.

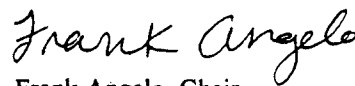
Other Issues

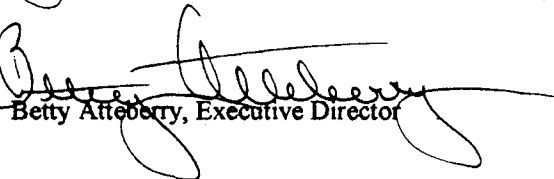
- The legal requirements of the RTP should be clearly spelled out in the document. The objective here is to define for local jurisdictions and the business community what are the legal requirements of the RTP as opposed to guidelines.
- Chapter 6.4.3 of the RTP identifies Metro's review role in local plan amendments. Is the intent to define Metro's role in the adoption of local Transportation System Plans or on specific land use applications requiring a plan amendment? This should be clarified.

We appreciate your consideration of our comments and look forward to working with Metro through the adoption and implementation of the Regional Transportation Plan. If you have any questions regarding our comments, please contact Betty Atteberry at 968-3100.

Sincerely,
WESTSIDE ECONOMIC ALLIANCE


John Kaye, President


Frank Angelo, Chair
Transportation Committee


Betty Atteberry, Executive Director

Cc: Metro Councilors
Andy Cotugno, Director, Transportation for Metro
Westside Mayors and County Commissioners
Westside Legislators
Westside Economic Alliance Members

November 30, 1999

To: Metro Transportation group

Subject: Written Testimony on the RTP

I gave testimony at the RTP meeting on October 28th, but I did not submit any written comments. In addition to amplifying on the comments I gave at the Clackamas meeting I want to speak to issues which could only become known after Chapters 2-6 of the RTP was released. I first got a copy of these chapters of the RTP on the Internet about November 8th or 9th. The hard copies did not become available until November 15th. This is troubling. "How can citizens make meaningful comments until complete and accurate data is available?" I do not believe that "Getting There" and the 8 subdivision booklets adequately describe the plan.

The public was asked to discuss funding in their RTP testimony yet several funding ideas are discussed in the RTP (Pages 5-75 through 5-80) which were not covered in the Funding section on Pages 20-22 of "Getting There". I realize the level of detail found in the RTP could not be included in "Getting There", however some reference should have been included which would lead the diligent observer to move from reading "Getting There" to the RTP.

Light Rail has been and continues to be a "Hot Button" issue in Clackamas County. The "Getting There" booklets plus the discussion by staff seems to spread confusion about the Light Rail issue when read in concert with the RTP. It was stated at the Clackamas RTP meeting that Light Rail was not part of the discussion and that Light Rail would not be an issue for four years. This would lead one to believe Light Rail could or would be proposed after the four year period or that it was not part of the RTP for Clackamas County. Because the region is adopting a twenty year Transportation Plan and Light Rail to Clackamas County is referenced numerous places in the RTP serious discussion of the Light Rail issue must be included. Without that dialogue one might later read the RTP assuming that the area supports continued development of Light Rail in Clackamas County. I fear nothing is farther from the truth. The RTP, page 4-3, shows a source of Federal Funds being the Federal match for Light Rail to the Clackamas Town Center and to Oregon City. This makes one believe Light Rail is still the proposed option for transit into Clackamas County. The Light Rail issue should have had some factual, accurate and unemotional discussion.

Another Clackamas County issue which seems to have eluded attention is the definition which best fits Milwaukie. In booklet 5 it is described as a Town Center; however if one looks at the map in booklet 5 it is color coded as a Regional Center. I do not believe Milwaukie wants the Regional Center designation. The RTP clearly refers to Milwaukie as a Regional Center in several places including pages 5-3 and 6-30. The map in booklet 5 shows a map insert for Milwaukie but no insert was included in the booklet. Also in the RTP page 5-57 Milwaukie is color coded as a Regional Center.

In summary the RTP should have become available when the "Getting There" booklets were distributed. This should have happened before the public meetings.

The following comments summarize my verbal comments made at the RTP meeting in Clackamas.

In booklet 4 Urban Clackamas County no reference to the South Corridor Transportation Options Study is made. Many of the Clackamas County projects should be left undefined or with some notation that the projects are subject to completion of the new Study. Without such connectivity between the RTP projects and the new Study, Citizens will be unwilling to participate in the South Corridor Study thinking they are to be cheer leaders for a Metro preplanned plan.

The area along 172nd and Sunnyside Road shows roads improvements going north on 172nd and farther north with project 2045 to approximately 182nd and Powell. It would seem prudent to continue a project/projects north on 182nd to I-84. With most of the undeveloped industrial property in the region being either in the Columbia Corridor or farther north into Clark County and with the major housing area near 172nd and Sunnyside the most direct route to employment is north via 182nd to I-84.

I think the answer to the "how to pay for?" question which Metro had requested responses people might be more willing to pay if the projects being proposed are clearly to relieve congestion. When budget packages have overall objectives rather than being project specific are proposed the likelihood of defeat is greater.

The technical scoring system referred to on page 22 of "Getting There" clearly does not send the dollars to Clackamas County in proportion to the transit/transportation issues in Clackamas County. The system used in Priorities 2000 favors the Central Business District, Light Rail Corridors, Regional Centers and Town Centers in that order of importance and all else later. Clearly Clackamas County is at a disadvantage because we have one regional center, two town centers and no Light Rail Corridor, yet Metro plans for most of the region's housing growth to occur in Clackamas County.

The biggest single hurdle in obtaining local dollars to implement transportation plans is the comments which come from Metro and some of their regional partners. Statements like limiting parking and creating congestion as tools the region is using to implement their transportation strategy. Attached is an example I have in my files from a slide presentation made on Airport Light Rail by the Port and Tri-Met in the fall of 1998. This type of comment, and I speak as one who goes to many Transportation meetings, is not an isolated example of tying increased congestion to a measure of success in fulfilling the regional Plans.

Submitted by Dick Jones 
3205 SE Vineyard Rd.
Oak Grove Or 97267 Phone 503-652-2998

Regional Transportation Plan Public Survey

Oct. 1999

Please answer the following questions, to help us with the direction and financing of the 20-year Regional Transportation Plan:

1. The overall plan is intended to address growth and balance travel choices with freight and mobility needs, while protecting and enhancing communities and the environment. Does this plan look like a good balance for your area?

- a. Looks good to me
- b. Needs more or fewer roads and highways (circle "more" or "fewer")
- c. Needs more or less public transportation (circle "more" or "less")
- d. Needs more or fewer sidewalks, bike lanes and bus stops (circle one) → ~~same~~
- e. Needs more or less maintenance, safety and street repair (circle one) → SAME.
- f. Other:

2. Revenue to pay for needed transportation projects is lacking by 75 percent. Which of the following conventional sources would you use to make up the balance?

- a. Raise current state and federal gas taxes
- b. Raise current vehicle registration fees
- c. Pass the funding bill adopted by the 1999 Oregon Legislature that may be referred to voters. It raises the state gas tax and vehicle registration fee. (Above choices constitutionally dedicate funds to roads and highways, only.)
- d. Raise current bus and MAX fares to pay for more transit service
- e. Raise current payroll taxes on transit to pay for more transit service
- f. Cut plan back by 20 % to reduce need for new revenue. I understand that this will result in more traffic congestion and less transit service.
- g. Other:

THIS WOULD BE COST
OF LIGHT RAIL TO
CLACKAMAS COUNTY

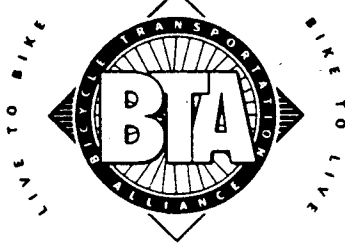
3. Should new "targeted" funding sources be pursued?

yes no

If yes, which funding sources should be tried?

- a. Increase fees on new housing and business development
- b. Place electronic tolls on new highways or added freeway lanes
- c. Place system charges on new utilities to pay for local streets
- d. Place special fees on studded tires, bicycles, etc.
- e. Other:

4. What comments or questions do you have about the Regional Transportation Plan? (Use space on back. If you wish to be contacted by staff, please leave your name, address and phone number.)



RECEIVED

BY:.....

November 23, 1999

To: John Kvistad
Chair, JPACT

From: Catherine Ciarlo
Executive Director, Bicycle Transportation Alliance

Re: Comments on the Regional Transportation Plan update

1. General Comments.

a. Policy considerations. It is difficult to provide meaningful comments in the context of a plan that so vastly outstrips the resources available to build the projects it envisions.

In light of severely constrained finances, however, Metro should be focusing its efforts on increasing mobility for the region's residents at the lowest possible cost. This means shifting investment priorities away from expensive projects that are designed primarily to reduce auto congestion (a strategy that has been shown again and again to fail as newly-created capacity quickly fills up again) and toward projects that improve multi-modal levels of service. It means making investments that provide options for the region's residents who do not have access to automobiles, and for those who choose alternative means of transportation to escape the region's worsening – and, in light of severely constrained resources, inevitable – auto gridlock. Finally, it means directing funds toward projects that truly implement the vision contained in the Region 2040 vision – not toward projects that merely add capacity to roads at the region's suburban edges.

None of the three scenarios envisioned in the RTP Project List achieves this. The Bicycle Transportation Alliance urges JPACT to revise the Project List to prioritize projects that increase local connectivity and improve access for cyclists and pedestrians. These projects are of critical importance for the region's residents who don't own cars – including youth and senior citizens. Improving local connections and providing safe routes to walk and cycle will provide options for these residents, allowing them greater independence and mobility. It will help create communities where residents have transportation options that decrease the time they spend stuck in traffic and improve their quality of life. And perhaps most importantly, these projects are vastly less expensive than adding auto capacity to freeways and arterials – meaning that a much smaller investment can result in a much greater increase in mobility for the region's residents.

CREATING SAFE, SANE AND SUSTAINABLE COMMUNITIES (ONE BIKE AT A TIME)

b. Preferred System. While the Preferred system does contain projects that substantially improve bicycle access and increase local connectivity, the revenues needed to actually build the system are far beyond the region's reach. This makes it difficult to provide meaningful citizen comment.

Two specific comments:

- 1) It is our understanding that the Caruthers Bike/Pedestrian Bridge (RTP #1077) was tied to South-North Light Rail funding. If this is not the case, the \$15,000,000 price tag for that item would be better spent to improve other bicycle facilities and connections.
- 2) The Morrison Bridge bicycle access project (RTP #1062) should be moved up in time from 2000-2005, as it was the highest-ranked bicycle project in the 1999 MTIP process.

c. Existing Resource Concept. This system absolutely fails to meet Metro's stated commitment to increasing multi-modal transportation options in the metropolitan region. Its failure is particularly acute in relation to bicycles. Out of fewer than 20 bicycle projects identified in the list, approximately half are City of Portland projects and several of the identified projects have already been funded. This list reflects virtually no regional commitment to increasing bicycle access in coming years, despite Metro's stated policies to the contrary. At a minimum, the following projects should be prioritized to receive funding:

#1009 Springwater Trail Access Improvements – critical north/south connection for bicycles along the east side of the Willamette River

#1062 WRBAP/Morrison Bridge Bicycle Pathway – top-ranked bicycle project in the 1999 MTIP process

1065 N. Interstate Bikeway – Essential bicycle connectivity in relation to the Interstate MAX line

#1069 East Burnside Bikeway

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX line

#1144 N. Portland Rd. Bikeway – critical connection to Interstate MAX line

#1169 SW Vermont Bikeway – provide access and connection where there currently is none

#1175 SW Capitol Highway Pedestrian and Bicycle Improvements – key access

#1177 SW Sunset Pedestrian and Bicycle Improvements – key access

- #1213 NE/SE 122nd Avenue Bikeway - critical connection to Interstate MAX line
- #1258 N/NE Skidmore Bikeway – critical connection to Interstate MAX line
- #2053 Gresham/Fairview Trail – key crosstown bicycle connection between two well-used routes in a place where bicycle access is extremely difficult
- #2054 Springwater Trail connections – leverage this outstanding bicycle corridor
- #3012 Rock Creek Greenway Multi-use Path – critical access in an area with poor bicycle/pedestrian access
- #3013 Bronson Creek Greenway Multi-Use Path – critical access in an area with poor bicycle/pedestrian access
- #3014 Powerline Beaverton Trail Corridor Trail – critical access in an area with poor bicycle/pedestrian access
- #3015 Beaverton Creek Greenway Corridor Study – critical access in an area with poor bicycle/pedestrian access
- #3045 Farmington Road Bikeway – critical access in an area with poor bicycle access
- #3046 Hall Boulevard Bikeway – critical access in an area with poor bicycle access
- #3047 Watson Avenue Bikeway – critical access in an area with poor bicycle access
- #3055 Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements - critical access in an area with poor bicycle access
- # 3071 Fanno Creek Greenway Multi-Use Path – this is a high-priority project that will create superb regional access in an area that is less and less pedestrian- and bicycle-accessible
- #3073 Hall Boulevard Bikeway - critical access in an area with poor bicycle access
- #3078 Canyon Road Bicycle and Pedestrian Improvements – provide much-needed bicycle and pedestrian access
- #3098 Walker Road Bike/Ped Improvements
- #4074 Rivergate Bicycle and Pedestrian Trail – key bicycle connection to improve transportation benefits of the 40-Mile Loop trail

#5026 Portland Traction Co. Multi-Use Trail – important trail connection in an area of difficult bicycle and pedestrian access

#5089 Sunnyside Road Bikeway

#5091 Causey Avenue Bikeway

#5165 Willamette Greenway Path – key bicycle access

#6051 Hall Boulevard Bikeway and Pedestrian Improvements

#6077 Tualatin-Sherwood Road Bikeway

#6081 Nyberg Road Pedestrian and Bike Improvements

#8000 Bicycle Travel Demand Forecasting Model – essential planning tool to prioritize bicycle investments

d. Strategic System. As with the preferred system, it appears that the Strategic System far outstrips available resources, especially should the proposed statewide gas tax fail. Again, it is difficult to comment on the list under these circumstances. Metro's Strategic System should reflect investment priorities that allow residents to choose walking or bicycling as an accessible, convenient and universally-available alternative to using an automobile to meet daily transportation needs.

Specific comments:

- 1) Comments 1 & 2 re the Preferred System apply here as well.
- 2) As with the Existing Resource Concept, a disproportionate number of the bicycle projects included on the Strategic System list are located in Portland. Bicycle projects dropped from the Preferred list tend to be stand-alone bicycle, pedestrian and trail projects (not connected to road widening) located in suburban jurisdictions. This will severely limit those jurisdictions' ability to give residents the option of bicycling or walking as an alternative means of getting around in their community.
- 3) At a minimum, the Strategic System should include the following projects in addition to those outlined in the current plan:

#1143 N/NE Lombard Bikeway – critical connection to Interstate MAX

#1259 N/NE Skidmore Bikeway – critical connection to Interstate MAX

#3078 Canyon Road Bicycle and Pedestrian Improvements

#3079 Allen Boulevard Bike/Ped Projects

#6135 Boones Ferry Road Bike Lanes

2. Comments on Chapter 1: Regional Transportation Policy.

- a. **Page vii : The Regional Transportation Plan.** Recognize that congestion is part of urban living and not necessarily a bad thing as long as there are options available.

Amend first bullet: ~~limit the amount of congestion motorists experience, and~~ provide alternatives to avoid congestion;

- b. **Policy 1.0 Public Process.** Public involvement fails to discover the public's wishes and concerns, leading to plans which lack public support (funding). Planning process should begin at the level of determining what the public wants and doesn't want (good access at low cost but not air pollution and traffic). The public involvement process as currently practiced basically asks people their opinion about projects and policies that have been developed by staff based on their criteria (e.g., fast movement of traffic).

Recommendation: Add objective: (c) Use surveys and referenda to get citizen input in plan development and MTIP process. Use the results to determine transportation priorities.

- c. **Policy 2.0 Intergovernmental Coordination.** Metro has a coordinating role but it also has the authority and budgetary responsibility (given by Congress) to direct transportation investment. The role of the Metro Council, as the regional elected officials, is to direct regional investment in transportation as well as set policies for land use. As currently configured, the major decisions are made by staff (TPAC and MTAC), refined by the coordinating committees (JPACT and MPAC) and then reviewed and ratified by the Council. This staff-driven model results in the unaffordable, auto-oriented system proposed which fails to meet citizens' needs for access and affordability.

Recommendation: Amend language: The Metro Council sets transportation policy and priorities for the region. Metro coordinates with ~~among the local, regional and state~~ jurisdictions and private entities that own and operate the region's transportation system to better provide for state and regional transportation needs.

- d. **Policy 11.0 Regional Street Design.** The goal of improving bicycle movement and access is clearly stated in Policies 3.0, 5.0, 6.0 yet is lost at the implementing level by the recommendation of substandard, unsafe accommodations for cyclists on a number of street designs. The level of traffic determines whether bike lanes are warranted. The State of Oregon requires bike lanes whenever traffic volumes

exceed 3000 ADT. This is the situation on all roadways of regional significance. Therefore, bike lanes are the only proper bicycle facility. Metro should not be recommending substandard bicycle facilities in the RTP

Recommendation: Strike all references to “wide outside lanes or shared roadways” in all descriptions of regional street designs. Page 1-20, regional boulevards, page 1-22, community boulevards, regional streets; page 1-24, community streets.

- e. **Policy 13.0 Regional Motor Vehicle System.** Revise language of objective (d) to prioritize local streets that increase connectivity over arterial improvements that add motor vehicle capacity.
- f. **Policy 16.0 Regional Bicycle System.** Include objectives for system completion (i.e. 80% by 2005, 90% by 2010; 95% by 2015; 100% by 2020), recognizing that a partially completed system provides severely limited mobility.

Include objective: ensure that development of other mode systems (i.e. transit, motor vehicle) does not eliminate existing bicycle access or system components.

- g. **Policy 16.1 Regional Bicycle System: Recommendation.** Eliminate references to “wide outside lanes” as per argument above under Policy 11.0 Regional Street design, p. 1-46.
- h. **Policy 20.1 Transportation Finance: Recommendation:** Add objective: (e) Place lowest priority on projects that expand auto-oriented road capacity at the edges of the region.

3. Comments on Chapter 6: Implementation.

- a. **6.4.5 Design standards for street connectivity. Recommendation:** amend 2 (h) to read: Includes a street design, with exemplary street cross sections, that support expected speed limits of under 20mph on local service streets and under 25 mph on collector streets.
- b. **Modal System Completion Goals.** Implementation should include benchmarks for Metro and local jurisdictions for system condition and modal element completion as a means to direct transportation investment that is easier to measure than modal splits.

Recommendation: Maintenance: Set goals for pavement condition and targets for regional and local facilities, e.g., Goal is 90% of roads in good or better condition with 80% within 5 years, 85% within 10 years, etc.

Completion of Modal Elements: Under the current system it is difficult for the public and decision-makers to assess progress and therefore difficult to direct investment.

Recommendation: Set goals and appropriate benchmarks for progress for each modal element of the RTP; e.g.,

Modal element	Current % of preferred system		5 year goal		10 year goal		15 year goal		20 year goal	
	Local	regional	Local	regional	Local	regional	Local	regional	Local	regional
Pedestrian				80		90		95	100	100
Bicycle				80		90		95	100	100
Transit (bus)									100	100
Light rail									100	100
Motor Vehicle									100	100

(need to know existing baseline of systems completion in order to complete this table)

c. MTIP program 6.5.2 How the MTIP is developed: It is essential that the projects proposed for regional funding are understood and supported by the local elected officials as well as local residents. Review of project lists by the elected council, with appropriate public hearings, should be required for consideration in the MTIP process.

Recommendation: Project lists should be adopted by resolution/ordinance of local jurisdictions, with required public hearings, before being submitted to Metro for consideration.

d. 6.6.3 Congestion Management Requirements: Metro and local jurisdictions should go beyond considering the list of alternatives to capacity expansion. Experience shows that when capacity is increased, even existing alternatives fail to stem an increase in VMT.

Recommendation: Require implementation of Congestion Management Techniques listed in this section before capacity increases are funded. (this may require setting priorities among these actions appropriate to the scale of the project)

(Copy to Transp)

RECEIVED

Tri-Met Mass Transit
4012 SE 17th St.
Portland, OR 97202

NOV 24 1999

EXECUTIVE OFFICER

METRO
600 NE Grand Ave.
Portland, OR 97232

23-November-99

Dear Tri-Met/METRO:

I am asking you to be a bit open-minded here and consider a solution to some Portland's future problems. The suggestions forthcoming here are bold, different and may be unpopular but I believe it will prove helpful in planning the future of our community and your business.

I am a Tri-Met rider only because my work gives me a discounted annual pass, and provides no parking. Having ridden the bus for quite some time now I have had ample opportunity to observe how things flow and have developed some ideas I'd like to share and promote.

The current situation:

1. At my place of employment (Pill Hill) where parking is tight and bus passes are available still less than 50% of people ride mass transit.
2. It takes me 1 hour to get to/from work each day. If I drive myself and risk the Parking Police it takes 20-30 minutes!
3. I drive my car to a Park and Ride. (It does little good for the environment or for traffic flows if we all drive our cars each day to a closer, faster, more convenient bus stop.)
4. The Tri-Met computer gives me a 1:20 to 2:18 hour commute each day door to door!

Did it occur to anyone that more people would take mass transit if it were more convenient? Tri-Met's annual pass is normally >\$400-. If I worked 365 days per year and PAID for the bus it would cost me about the same. Who works that much? **Did it occur to anyone that more people would take mass transit if it were cheaper?**

I will propose a way to cut transit costs and yet boost Tri-Met revenue. AND we will make mass transit more convenient while keeping cars off the road! This is a 3-part solution, please bare with me.

Part One:

Tri-Met needs to basically dump all their current stock of big, behemoth, awkward, can't turn around, traffic-snarling busses! (Sorry) They should maintain a fleet of 5-6 times as many buses. The small, ergonomic, maneuverable minis. Called *The Local*, these buses are great and must be cheaper to maintain! They are ideal for traffic and commuting. **Isn't that the point of transit?** The workable solution here is that buses must run every 5 minutes! Please don't tune out here, there is more worth hearing.

Part Two:

I picture Glisan, Sandy, Stark or any other road in town looking like SW 5th mall at rush hour. If you miss a bus you can see another one coming! The way this works is that streets in town are at least half (or more) committed to bus traffic. Picture Glisan as a one-lane road. Buses run every 5 minutes, some stop at every-other odd block, others stop every 20 blocks at even numbers, others stop at major crossings, (181, 162, 148, 102, 82, 60, 39 20) others are express. Eight stops and 30 minutes from Gresham? Meanwhile, with the Banfield and major streets at one snarled lane and 60+ minutes, taking the bus in sounds great! The plan could be called 10-10-80. Less than 10 blocks, less than 10 minutes for 80% of the population.

Part Three:

Let's tell a story. Currently I leave home at 7:00 and can get to work by 7:40 without the bus. If I drive to MAX I leave at 7:00 and get to work by 8:40. **Do the math!**

Now a new story: Out my door at 7:00, catch a mini to Clackamas. Catch a downtown express (remember, every 5-10 minutes) getting me there by, say 8:00. Another express to "Pill Hill" by say, 8:20. Still slower than my current car but if Sunnyside and 224 were only one lane, driving may have taken 2 or more hours. **We have just switched places. Suddenly my car takes twice as long as the bus instead of the current numbers!** Don't you think more people would ride then?

Suddenly I only need my car for those trips to Seattle – Oh, I forgot about the train that takes 3 hours and runs every 90 minutes, 6x/day. Well, for a three-hour train ride I could have driven to Vancouver on the one-lane I-205. (One for cars, one for trucks and one for buses). Okay, suddenly I only need my car for those tri-yearly trips to Walla Walla.

In summary, if mass transit were quick and close to home, and if driving my car were a pain in the _____, I'd take the bus! Suddenly "driving sucks" and 75% of the city rides Tri-Met. We have trains and mini buses flying all over town. A bus ride to downtown takes 40 minutes and an express to the beach takes 2 hours. My car to Beaverton could take 2 hours! Suddenly a year bus pass is only \$100- because of the greater utilization.

I truly don't see you shutting down highways to make way for frequent, convenient buses but I also don't see you very committed to the future of commuters or the environment!

Sincerely,



Ron Blehm

CORNELL OAKS

CORPORATE CENTER

December 1, 1999

VIA FACSIMILE

Metro RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Re: Regional Transportation Plan Project 3187

Dear Members of the Transportation Committee:

Talcott Realty is the owner of the 117-acre development known as Cornell Oaks Corporate Center. Norris, Beggs & Simpson is the on-site property manager for Cornell Oaks. We have reviewed the preliminary plan of the proposed 143rd Avenue connection between Cornell Road and Walker Road by way of an overpass across Highway 26, and wish to express our concern with the plan.

Our concern is the effect on traffic through our development and the minimal impact on overall traffic flow. While this project produces a negligible reduction in traffic across the Murray Road and Cornell Road overpasses, a 90% increase of traffic is projected on Blueridge Drive and Greenbrier Parkway. Greenbrier Parkway is the main road through Cornell Oaks Corporate Center connecting the majority of the facilities located in the development, and was designed as a cul-de-sac, not a through road. This amount of additional traffic is a safety concern as well as a livability issue for the companies doing business in Cornell Oaks Corporate Center.

This letter expresses our opposition to the project, its expense, and its lack of a positive impact on overall transportation in the region.

Very truly yours,

NORRIS, BEGGS & SIMPSON


Randall O. Young
Associate Vice President

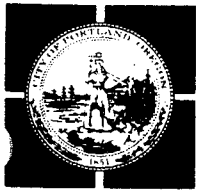
ROY/lpd
rtp.doc

cc: John Reynolds, Talcott Realty



Management, Sales and Leasing, Norris, Beggs & Simpson
15455 NW Greenbrier Parkway Suite 200, Beaverton, OR 97006, (503) 629-9400, FAX (503) 629-3821





CITY of PORTLAND


OFFICE of TRANSPORTATION

Charlie Hales, **Commissioner**
Office of the Director
Victor F Rhodes, Director
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204-1914
(503) 823-5185
FAX (503) 823-7609
TDD 823-6868

December 1, 1999

MEMORANDUM

To: Tom Kloster, Metro

From:  Deborah Stein, Acting Planning Director, Bureau of Planning
Steve Dotterrer, Chief Planner, Transportation Planning, Portland Office
of Transportation

Subject: **Comments on RTP Chapter 6 Requirements**

These comments identify issues for the City of Portland relating to Chapter 6 of the November 5 draft of the RTP. Most of these comments have already been forwarded to you by Transportation Planning staff. We hope that these issues will be addressed at the next TPAC and MPAC meetings.

1. 6.4.1 Requirement to adopt Table 2.2 in Chapter 2. It is inappropriate for Metro to require local jurisdictions to adopt Table 2.2 in Chapter 2. Title 1 of the UGMFP contains another set of population and employment targets. Adoption of two different sets of numbers is confusing to the public, particularly when they represent different boundaries and are for different purposes.
2. 6.4.3 Process for Metro review of plan amendments and facility and service plans. This conflicts with the City's requirements to process quasi-judicial comprehensive plan amendments within a specific timeframe. Typically the staff reports are not ready for review 4 weeks in advance of a hearing (10 days is typical). This would not allow amendments to be processed within the required time lines.
3. 6.4.4 Require transportation analysis for additions of "significant" SOV capacity to arterials or highways beyond what is identified in the RTP for comprehensive plan amendments and any local studies. The use of the word significant means that this section could have broad applicability to comprehensive plan amendments and studies. At a minimum, we recommend that "significant" be defined (e.g, only projects that add additional motor vehicle travel lanes) and/or a threshold be

established to give guidance to local jurisdictions (e.g., changes that exceed x acres in size and result in an increase in trips of y).

This section also states that local jurisdictions must submit a "congestion management system compliance" report as part of the system-level planning other studies and through findings consistent with the TPR in the case of amendments to applicable plans. While Metro is required to do congestion management system analysis, this has not been a requirement on local jurisdictions. The language of the requirement is very broad and, as written would apply to any land-use action including minor adjustments, greenway or environmental reviews. At a minimum, this language should be rewritten to limit congestion management system analysis to transportation system plans and amendments to it and to comprehensive plan map changes that meet some threshold.

4. 6.4.5 Street connectivity requirements. Although it appears that this requirement has been simplified somewhat from Title 6, it says the design option conceptual streets plan must be adopted as part of the TSP. We will be preparing a Master Street Plan for the Far Southeast and Southwest districts of the City through a TGM grant. This work is not scheduled for completion until June 2001. We may want to request a time extension for this work as the due date for the TSP is one year after adoption of the RTP (April 2001?). We are scheduled to complete our TSP even sooner, by next Fall.
- 5: 6.4.7 Requires adoption of LOS as part of Comp Plan. We are still not convinced that this is appropriate. Metro does not include LOS in the Framework Plan. Can we include this in an implementation piece other than the Comp Plan? This section also says, "localized congestion is addressed through the local TSP process and includes any locations on the Motor Vehicle map not addressed by the RTP". What does this mean? Are these the areas of special concern? Again, are we being required to solve congestion that is due to regional traffic if the RTP doesn't have a solution? What about the alternative measures option that was discussed for the areas of special concern? This is particularly difficult when comprehensive plan map amendments occur within an area of special concern or in an area where alternative performance measures are used. Will it be possible to use only the alternative performance measures in this case rather than LOS?
6. 6.4.10 Transit stop locations. Requires local jurisdictions to show (on a map) the location of major and regionally significant transit stop locations and facilities - shelters, park-and-rides and transit centers. It also requires us to "Provide pedestrian crossings at transit stops and marked crossings at major stops." What does this mean? This is an unfunded mandate that would potentially require significant resources. Metro agreed that we wouldn't be held to the "major stop concept" during earlier phases of the RTP - has this now changed? The TPR says local jurisdictions can go further than the rule requires which is why we designated all transit streets as requiring TPR building orientation (which is the purpose of identifying major transit stops). Since this is already a requirement of the TPR why put an additional burden on local jurisdictions? We continue to be concerned with

Metro requiring marked crosswalks when marking crosswalks is not a universally accepted method of increasing pedestrian safety.

7. 6.5.3 Benchmarks. This section states that benchmarks "shall be established" but the document doesn't appear to include them. It would help us if we knew what the regional benchmarks were as we develop ours. Also, it says that the benchmarks should be applied to the MTIP process. Shouldn't it also be applied to building the program year phases of the RTP Project List?
8. 6.7.4 Corridor Refinements. Given the long list of refinements, it will be impossible to address all of these issues within the three-year timeframe indicated in the TPR. All the corridor refinements are stated as "should consider" except the Banfield which says "shall consider". The issue of additional park-and-ride capacity along the eastern portion of MAX should be weighed against the mode split goals and density targets for station communities. Will Metro be asking for an extension at the time of RTP adoption?

cc: John Gillam
Jeanne Harrison
Susan Feldman

Testimony of October 20, 1999 by Don Waggoner, Leupold & Stevens Inc, 14400 NW Greenbrier Parkway, Beaverton, OR 97075. Phone 526-1404

Commenting on the RTP

Earlier this year Leupold & Stevens discovered that there was a plan to construct an overcrossing connecting to 143 rd Ave. (RTP project #3187) As originally designed it would have come through the company's parking lot (that had been erroneously determined to be an undeveloped area). Speaking in opposition to this current proposal which would take out significant amount of their property which they were planning on using for future development on both northerly and southerly property that was purchased several years ago with the understanding that the area would be for their long-term growth.

With their 1993 expansion they were required to close off Meadow Drive where it comes into the company's property. This had been their primary entrance. Employees and visitors were coming down Meadow Dr. going down to Walker. The company agreed that this was a potential problem for people that lived on Meadow and felt it was OK to connect to Greenbrier Parkway. If this overcrossing proposal was to be carried out the previous improvement to the Meadow Drive traffic patterns would be lost and there would be a great increase in the average daily trips on Meadow Drive over the pre 1993 levels.

The reason this alignment is being proposed is to get North/South connectivity. The problem is that when you continue south on Meadow Drive you come to Walker and the Nike campus area. Nike won't be happy about traffic going on through their campus to get to Jenkins or further and will be able to prevent that extension. This causes the project to fail as a North/South connector. It would be nice shortcut, however, from the tennis center area on 185th, along Greenbrier Parkway, to get to 143rd and Cornell. This would make a major change in the way that Greenbrier works. Instead of serving Cornell Oaks would become an arterial through the office park.

The proposed project does not significantly help unload either the Murray Road or the Cornell Road interchanges, resulting in changes of less than 10% change in the amount of traffic. In the process it destroys a business building, makes certain properties significantly less useful for Leupold and Stevens, ruins the Meadow Drive neighborhood and Greenbrier Parkway, AND costs about fifteen million dollars.

Two parts of the proposed multi-modal activity that should be kept are the bicycle and pedestrian elements. Long term these elements should be connected underneath BPA lines creating a nice bike and walking path. To bring cars into area would be disruptive and produce no advantage.

This proposal originally was brought forward to help the Cedar Mill Town Center by unloading Cornell. All studies show that there would be a zero change to Cornell yet this project still shows up,

Wants this project eliminated from the RTP. If at some future time that there is some major reason to revisit it, then reintroduce it but do it on its own merits.



December 2, 1999

To: TPAC
From: Brent Curtis, Planning Manager *AB for*
Subject: **Comments on RTP Adoption Draft**

The WCCC Transportation Advisory Committee appreciates the opportunities it has been given to review the developing RTP and has taken advantage of these opportunities to comment on various RTP drafts over the past year. Although Metro has shown a good faith effort in attempting to respond to many of our concerns, we believe that several major outstanding concerns exist with the November 5 adoption draft that need to be addressed prior to final adoption of the RTP.

We see two options for addressing these concerns: (1) Delay adoption by resolution until these issues have been adequately addressed, or (2) Adopt the RTP by resolution in December as scheduled with the understanding that issues that have not been resolved prior to this adoption will be discussed and resolved prior to adopting the RTP by ordinance in the spring/summer of 2000. Although many of these concerns have been expressed by us before, they continue to be problematic and are therefore reiterated here as follows:

1. Preferred vs. Strategic System: We understand that the Preferred System is intended to represent an "optimal set of improvements" that achieves RTP LOS standards to the extent possible and that the Strategic System is intended to be a high priority set of projects used to make TPR "adequacy" findings. We continue to believe that the "adequate" system should meet LOS standards, as separating the two systems causes problems in many areas of plan implementation. Given this position, we recommend that the Preferred System be identified as the "adequate" system, and that the Strategic System be identified as representing the region's 20-year political and financial strategy for moving toward the Preferred System. As currently defined, these systems confuse the context for local transportation decision-making. The meaning of the LOS standard itself becomes unclear and its application in plan implementation becomes confused. For example:
 - If a plan amendment is submitted for a mixed use development whose projected traffic will cause a road segment to exceed the LOS standard despite its having an improvement project on the RTP Strategic System, then must the local jurisdiction reviewing this application approve the application because it meets the "adequacy" findings even though it does not meet the adopted regional LOS standard? What is the meaning of the standard in this case, and how do we respond, formally or informally, to constituents who point out that we are not meeting it?

- If the local jurisdiction has a project that is only identified on the Preferred System (and which would meet the LOS standard) but not on the Strategic System in the above case, can the jurisdiction require right-of-way dedication from the developer for this eventual project need?
- If we are undertaking preliminary engineering on an intersection project but intersection turn movements are drastically different between the Preferred and Strategic Systems, how should we design the project?

In our opinion, the Preferred System and not the Strategic System should be identified as adequately serving regional transportation needs. Our understanding of the term "adequate" is that it demands a system that is equal to or sufficient to meet a specific requirement – in this case, the regional LOS standard. Because the Preferred System is the only system defined in the RTP solely to meet a specific LOS standard, it therefore must be by definition the adequate system.

2. Areas of Special Concern – This seems to be another area where the link between LOS, the Preferred System, and the Strategic System is dealt with inconsistently. We can think of at least 10 more areas that have LOS problems in the Strategic System but don't show up as Areas of Special Concern. (If the Preferred System is deemed the "adequate" system, then some of these problems disappear.)

The RTP states in Section 6.7.6 that if congestion has a local origin and no feasible capacity project has been identified to address this congestion, then a road segment can be designated as an Area of Special Concern subject to alternative performance measures. The RTP states that there should be "alternative travel routes that would conveniently serve regional travel needs" for roadways designated as Areas of Special Concern. However, there are facilities that are not designated as Areas of Special Concern and where LOS is exceeded. One example is Walker Rd. from Cedar Hills to Murray, where projected volumes exceed the LOS standard even with the five-lane proposed improvement. Yet, this segment has neither a proposed seven-lane project to meet the LOS standard nor is it designated as an area of special concern. It seems as though one or the other should apply, however there appears to be no fix for this problem in the RTP. Furthermore, under the current definition, it seems unlikely that this segment could qualify as an Area of Special Concern given that parallel routes such as Hwy. 26 and T.V. Hwy. will be so congested that they can't realistically be considered as alternative routes that *conveniently* serve regional travel needs.

Rather than designating some of these areas as Areas of Special Concern, it seems more appropriate to develop a RTP "hot spot congestion" map of locations where the LOS standard will be exceeded and there is no practical project solution. This approach would be a clearer statement that there is no identified solution to the projected future congestion problem, and we will have to live with extreme congestion at these locations.

3. Mode Split Targets – The RTP contains some ambitious mode split targets as a means of helping achieve VMT reductions. Despite assumptions of increased intersection density, parking fees, subsidized transit passes, and fareless squares, many of these areas still fail to meet the prescribed mode split targets in the RTP

analysis. Nevertheless, local jurisdictions are required to establish similar targets and develop additional strategies in local TSPs in an effort to reach these targets. We fail to see what additional strategies could be developed in local TSPs beyond those already assumed in the RTP modeling. Moreover, additional strategies are likely to be beyond local control, relying on agencies such as Tri-Met or DEQ for implementation. This is doubly concerning because progress toward meeting mode split targets is one of the considerations in decisions of whether to add capacity to the system. If the targets are unachievably high – if all practicable strategies have been assumed and are in place and the targets are not met – then adding capacity to the system may be warranted.

While we are certainly supportive of increasing the non-SOV mode split, we believe the targets unfairly place the burden on local government. OAR 660-12-0035(4) is clear that the vmt/capita target is for the entire MPO area and not a portion of the region. Findings as to whether or not the RTP meets the vmt/capita target need to be made when the RTP is adopted, and not as part of local TSPs. As such, we believe the mode split targets are unnecessary and unworkable at the local level.

4. Implementation - A number of implementation issues remain either unresolved or sources of confusion. We would prefer to see more time spent developing RTP Chapter 6 before it is adopted by resolution.

Our preference is that the RTP not be adopted by Resolution in December, but rather continue to be reviewed and refined during the first several months of 2000. Recognizing that others may not support this position, we strongly believe that if the RTP is adopted by Resolution in December, that Chapter 6: Implementation not be included in that adoption.

If the entire RTP is adopted by Resolution, at a minimum Implementation provisions should be identified among those issues that need further investigation and refinement prior to adoption by ordinance.

We understand and sympathize with Metro's desire to complete this RTP, but would hope that Metro understands our discomfort and desire to get these issues resolved before adopting any RTP that commits us to something we don't fully comprehend or can't be implemented in our local TSPs.

RTP Phone Log

October , 1999
Eric Einspruch
20380 SW York
Aloha, OR 97006

The RTP plan should emphasize public transportation, bicycling, and pedestrian traffic as means toward a cleaner environment and less dependence on fossil fuels.

October , 1999
Marian Drake
1705 SE Morrison #4
Portland, OR 97214

Need to fund more walkways and bikeways. There also needs to be more education on bike safety and noise pollution. Congestion is an ongoing problem that needs to be addressed.

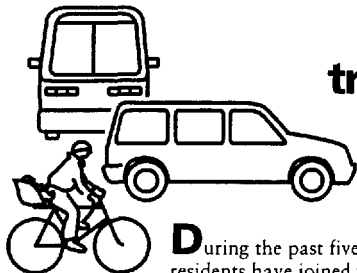
October 22, 1999
Ed Zumwalt
(503) 654-2493 1:30pm.

Mr. Zumwalt was upset that light rail to Milwaukie was still proposed in the RTP. He expressed frustration that his (and other Milwaukie residents) concerns were not being heard. I explained that the RTP is a 20-year plan for addressing growth in the region and that the plan was also intended to implement the 2040 Growth Concept - which is a forty year vision for addressing growth in the region. I let him know that the growth concept calls for light rail to all regional centers. I told him that there is a lot of population and job growth expected to occur in Clackamas County (as well as other parts of the region) and that we are doing our best to try to identify transportation solutions to address that growth - including consideration of all sorts of alternatives. I talked to him about how we were trying to learn from the previous process and were considering other "interim" solutions to address traffic along 99E and Highway 224 as part of the South Corridor Bus Study, but that light rail to Clackamas regional center was still part of our 20 and 40-year visions.

I encouraged him to continue expressing his views as the RTP adoption process continues, and let him know that we are listening. He acknowledged that if the South Corridor Study was looking at other alternatives, that was a good thing.

November 23, 1999
Bill Strand
(503) 297-0381

Mr. Strand called to inquire whether there was an intersection improvement included in the Strategic System at the Raleigh Hills Town Center Intersection of Scholls Ferry, Beaverton Hillsdale Highway and Olson Road.



Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs to the year 2020.

Regional elected officials are seeking comments on the Regional Transportation Plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public comment meetings

Come to one of the following meetings to learn more and to comment:

5:30 p.m. Wednesday, Oct. 20

Conestoga Middle School
12250 SW Conestoga Drive
Beaverton

5:30 p.m. Thursday, Oct. 21

Gresham City Hall
1333 NW Eastman Parkway
Gresham

5:30 p.m. Tuesday, Oct. 26

Metro Regional Center
600 NE Grand Ave.
Portland



5:30 p.m. Thursday, Oct. 28

Monarch Hotel
12566 SE 93rd Ave.
Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit www.metro-region.org. For ODOT, call 731-8245 or visit www.odot.state.or.us/stip/

Help shape our transportation future

During the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs. Now it's time to take a final look at the Regional Transportation Plan – our 20-year blueprint for the region's transportation system – before it is finally adopted.

Regional elected officials are seeking comments on the plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public comment meetings

Come to one of the following meetings to learn more and to comment:

5:30 p.m. Wednesday, Oct. 20
Conestoga Middle School
12250 SW Conestoga Drive
Beaverton

5:30 p.m. Thursday, Oct. 21
Gresham City Hall
1333 NW Eastman Parkway
Gresham

5:30 p.m. Tuesday, Oct. 26
Metro Regional Center
600 NE Grand Ave.
Portland

5:30 p.m. Thursday, Oct. 28
Monarch Hotel
12566 SE 93rd Ave.
Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit www.metro-region.org. For ODOT, call 731-8245 or visit www.odot.state.or.us/stip/

Shipping, Fax, Copies, Stamps,
Private Mailboxes, Cards & Postcards

*"Shop the Boulevard
and Ship it at Abbacy Post"*

503-231-4834 Fax 503-231-4859

a dark, edgy, schizophrenic vision
of inexorable tragedy.

Lorca would have probably
enjoyed Jerry Mouwad, Imago co-
director's double-take on his play.
His interest in the ancient animos-
ity between the lure of love and
the insistence of familial obliga-
tion, as well as the struggle be-

Help shape the transportation choices for our region

Join us at a meeting and learn more
about Metro's draft Regional Transpor-
tation Plan and the Oregon Department
of Transportation's proposed Supple-
mental Statewide Transportation Im-
provement Program. Your comments
are encouraged.



Metro Regional Services
Creating livable communities



**Oregon Department
of Transportation**

Public meetings

5:30 p.m. Wednesday, Oct. 20
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

5:30 p.m. Thursday, Oct. 21
Gresham City Hall
1333 NW Eastman Parkway, Gresham

5:30 p.m. Tuesday, Oct. 26
Metro Regional Center
600 NE Grand Ave., Portland

5:30 p.m. Thursday, Oct. 28
Monarch Hotel
12566 SE 93rd Ave., Clackamas

For more information, call Metro's
transportation hotline, (503) 797-1900,
option 2 or visit our web site at
www.metro-region.org

RTC

For Immediate Release – October 14, 1999

Portland Transportation Committee Includes Delta Park I-5 Improvement on \$600 Million ODOT Bond Program List of Projects

Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved a list of projects for public comment that would be funded with a \$600 million Oregon Department of Transportation (ODOT) bond program. The Oregon Legislature authorized the bond program through an additional 5-cent gasoline tax.

The Delta Park project on Interstate 5 (I-5) south of the Columbia River has long been recognized as a bottleneck to freight and commuters. The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion spot on I-5 southbound.

I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. The segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. I-5 is currently the most congested segment of the regional freeway system in the Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of the Portland/Vancouver region.

Metro and ODOT are holding a series of meetings to get public comment on which projects to fund through the \$600 million bond program. Opportunity to provide comment is available at any of the following meetings:

October 20, 1999, Wednesday, 5:30 p.m.
Conestoga Intermediate School
12250 SW Conestoga Drive, Beaverton

October 26, 1999, Tuesday, 5:30 p.m.
Metro Regional Center
600 NE Grand Avenue, Portland

October 21, 1999, Thursday, 5:30 p.m.
Gresham City Hall
1333 NW Eastman Parkway, Gresham

October 28, 1999, Thursday, 5:30 p.m.
Monarch Hotel
12566 93rd Avenue, Clackamas

Submit Comments to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259

Call: (503) 731-8245

Questions Call: Southwest Washington Regional Transportation Council
(360) 397-6067 or E-mail (info@rtc.wa.gov)

I-5 Delta Park bottleneck makes road projects list

SATURDAY, OCT. 16, 1999

By THOMAS RYLL
Columbian staff writer

For years, southbound Interstate 5 commuters have complained about a freeway bottleneck just south of Delta Park, where three lanes narrow to two.

Now, for the first time the project is on a tentative list of Portland-area highway jobs that would be funded if a series of decisions goes in their favor.

Huge hurdles, including Oregon voter approval of a gas-tax increase, are in the way of the \$13 million Delta Park project.

Four public meetings will take place in Oregon this month to outline the projects, and Clark Coun-

BOTTLENECK/ please see A6

Bottleneck

Most people affected by project don't live in Oregon

From Page A1

ty officials say local residents must turn out in force to promote the bottleneck-breaker if it is to stand any chance of becoming reality.

"Those meetings are not convenient to people in Clark County, but they're very important if we want this to go ahead," said Royce Pollard, Vancouver's mayor. "And this is an issue not only for commuting but also for how it affects the flow of trade and commerce. We need people to take time out and go testify."

Pollard is one of three Clark County members of a transportation committee under the auspices of Metro, the Portland-based regional government. The group voted, with little discussion, Thursday to add the I-5 Delta Park work to the list of possible work in the Portland metro area.

Significant roadblocks are in the path of the project, not the least of which is the fact that people most affected don't live in the state where lawmakers will make the final decision.

Andy Cotugno, Metro's transportation director, said the agency's list of Portland-area projects totals \$335 million. Only \$189 million, of \$600 million statewide, would be available from a 5-cent-a-gallon gas tax increase.

The Oregon Legislature approved the gas-tax boost, but a challenge by AAA Oregon will apparently force the issue to a public vote in May 2000.

After the upcoming public meetings, Metro's Joint Policy Committee on Transportation will narrow the \$335 million list to \$189 million. The full Metro council then would review the projects, make any changes and send them to the

Oregon Transportation Commission. Its list then would have to be approved by a board whose members are Oregon legislators. Only then would the bottleneck project survive the process.

"It's a long road," said Don Wagner, regional Washington State Department of Transportation administrator and another local representative to Metro's Joint Policy Committee on Transportation. "The list of projects is very much out of whack with the amount of money they have."

Like Pollard, Wagner said that the "immediate issue is that enough people show support for this project."

It would take only a handful of other heavily promoted metro area road projects to bulldoze any hopes of the I-5 Delta Park work.

They include a \$60 million series of Sunset Highway improvements that were approved as part of the westside light rail project but not yet completed; a \$30 million job at Interstate 205 and Columbia Boulevard to improve the highway link to the Portland International Airport air cargo area; a \$70 million stretch of highway from Interstate 205 east to the Clackamas industrial area; and a \$24 million Wood Village bypass in the Interstate 84-Gresham area.

Pollard said he will speak on behalf of the I-5 Delta Park work at one of the public meetings. Wagner said a representative from his office will attend two meetings.

The meetings:

■ Wednesday: 5:30 p.m., Conestoga Intermediate School, 12250 S.W. Conestoga Drive, Beaverton, Ore.

■ Thursday: 5:30 p.m., Gresham City Hall, 1333 N.W. Eastman Parkway, Gresham, Ore.

■ Oct. 26: 5:30 p.m., Metro Regional Center, 600 N.E. Grand Ave., Portland.

■ Oct. 28: 5:30 p.m., Monarch Hotel, 12566 93rd Ave., Clackamas, Ore.



Weather

Today: High 66, low 38

Sunday: High 68, low 42

Forecast: Sunny and nice.

Details page E8

INSIDE

Ann Landers	E3	Nation/World	A2
Business	C1	Northwest Life	E1
Classified	C5	Obituaries	B4
Comics	E4	Opinion	A8
Crosswords	C14, C16	Police	B4
Info-Line	B5	Regional news	B2
Letters	A8	Religion	E7
Local	B1	Sports	D1
Movies	E6	Television	E5

Lengthy list of highway projects up for comment

10-15-99

Most of the work hinges on approval of a 5-cent-a-gallon state gasoline tax

By BILL STEWART
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to

build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes the tri-county area. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments. To even the flow, individuals will sign up to speak at specific times.

Background information will be available at two Internet sites, and comments can be presented in person or by phone, mail, e-mail or fax. Metro officials report large increases in e-mail use for comments on each new program, from transportation to green spaces.

ROAD REPORT

Residents of the tri-county area have a chance to review and comment on a highway construction package that will result if the new gas tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

- ◆ E-mail: arthurc@metro.dst.or.us
- ◆ Mail: RTP, Metro Transportation 600 N.E. Grand Ave. Portland, OR 97232
- ◆ Phone: 503-797-1900, option 2
- ◆ Fax: 503-797-1949
- ◆ Deadline: Dec. 16, but sooner is better.
- ◆ Staff tip: Don't just complain; suggest positive solutions, too.

Meeting schedule

Each of the meetings will open at 5:30 p.m. The schedule:

- ◆ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: Oct. 26 at Metro Re-

gional Center, 600 N.E. Grand Ave.

- ◆ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$250.6 million and \$279.6 million. Projects must be completed within six years, according to legislators.

The state list includes three

projects on U.S. 26 and Oregon 217 in Washington County, new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205, the first phase of the Sunrise Corridor in Clackamas County, work in central Milwaukie, and a safety improvement on U.S. 30 in Columbia County.

One project with political overtones involves a proposed expressway between Tualatin and Sherwood. Instead of ordering a \$3 million environmental study of the project, transportation officials have voted to push a study of alternatives and routes.

Another project on the state list — but ordered erased by local officials — is a widening of Interstate 5 and a better approach to Interstate 84 near the Rose Quarter. The state estimates the work will cost \$92 million; Portland Commissioner Charlie Hales says that's too much.

"The issue is buildability, and this project is not," Hales said. "We should not play games with people."

Secondary projects

At the meetings, a secondary list

of potential work totaling \$84.2 million will be offered for comment. It includes four jobs the area transportation panel wants built and then handed over to Portland for maintenance:

- ◆ Modernization of Northeast Sandy Boulevard from 57th Avenue westward.
- ◆ Reconstruction of Southwest Clay and Market streets from Naito Parkway to Interstate 405.
- ◆ Modernization of North Lombard Street from Interstate 5 west to the St. Johns Bridge.
- ◆ Modernization of Southwest Barbur Boulevard from Southwest Terwilliger Boulevard to the city limits.

Other work on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes; a new street between Interstate 84 and Southeast Stark Street at 242nd Avenue; removing the Delta Park bottleneck of Interstate 5; and the third phase of the Kruse Way interchange.

◆
You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com.

Road projects worth talking about

Officials promise they'll heed citizen comment on freeway projects tied to approval of the gas tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming highway meetings look like a waste of time. But metro-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the metropolitan area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to build \$600 million of new roads around the state; \$189 million of that would be in the highway re-

gion that includes the tri-county area. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments. To even the flow, individuals will sign up to speak at specific times.

Background information will be available at two Internet sites, and comments can be presented in person or by phone, mail, e-mail or fax. Metro officials report large increases in e-mail use for comments on each new program, from transportation to green spaces.

Meeting schedule

Each of the meetings will open at 5:30 p.m. The schedule:

- ◆ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.

ROAD REPORT

Residents of the tri-county area have a chance to review and comment on a highway construction package that will result if the new gasoline tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

- ◆ E-mail: arthurc@metro.dst.or.us
- ◆ Mail: RTP, Metro Transportation
600 N.E. Grand Ave.
Portland, OR 97232
- ◆ Phone: 503-797-1900, option 2
- ◆ Fax: 503-797-1949
- ◆ Deadline: Dec. 16, but sooner is better.
- ◆ Staff tip: Don't just complain; suggest positive solutions, too.

- ◆ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
 - ◆ Portland: Oct. 26 at Metro Regional Center, 600 N.E. Grand Ave.
 - ◆ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.
- The Oregon Department of

Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$250.6 million and \$279.6 million. Projects must be completed within six years, according to legislators.

The state list includes three projects on U.S. 26 and Oregon 217 in Washington County, new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205, the first phase of the Sunrise Corridor in Clackamas County, work in central Milwaukie, and a safety improvement on U.S. 30 in Columbia County.

One project with political overtones involves a proposed expressway between Tualatin and Sherwood. Instead of ordering a \$3 million environmental study of the project, transportation officials have voted to push a study of alternatives and routes.

Another project on the state list — but ordered erased by local officials — is a widening of Interstate 5 and a better approach to Interstate 84 near the Rose Quarter. The state estimates the work will cost \$92 million; Portland Commissioner Charlie Hales says that's too much.

"The issue is buildability, and this project is not," Hales said. "We should not play games with

people."

Secondary projects

At the meetings, a secondary list of potential work totaling \$84.2 million will be offered for comment. It includes four jobs the area transportation panel wants built and then handed over to Portland for maintenance:

- ◆ Modernization of Northeast Sandy Boulevard from 57th Avenue westward.
- ◆ Reconstruction of Southwest Clay and Market streets from Naito Parkway to Interstate 405.
- ◆ Modernization of North Lombard Street from Interstate 5 west to the St. Johns Bridge.
- ◆ Modernization of Southwest Barbur Boulevard from Southwest Terwilliger Boulevard to the city limits.

Other work on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes; a new street between Interstate 84 and Southeast Stark Street at 242nd Avenue; removing the Delta Park bottleneck of Interstate 5; and the third phase of the Kruse Way interchange.

You can reach Bill Stewart at 503-294-7670 or by e-mail at billstewart@news.oregonian.com

Metro wants to hear opinions on road plans

Residents can comment on a long list of projects that depend on a proposed nickel-a-gallon gasoline tax

By **BILL STEWART**
THE OREGONIAN

At first glance, four upcoming meetings to discuss highway construction look like a waste of time. But Portland-area officials say citizen comments really will be put to use.

Officially, the meetings are to discuss freeway projects that would be built if a new state gasoline tax survives a May 2000 election. In the Portland area, however, those comments will be used to revise a regional plan, which will receive some money no matter what happens on the gasoline tax.

The public comments will be reviewed, then become part of the regional plan process that will be completed Dec. 16.

A list, to be revised after the four meetings, also will be used next spring to show voters what projects would be built if the 5-cent-a-gallon tax survives the vote and is collected. That tax is intended to build \$600 million of new roads around the state; \$189 million of that would be in the highway region that includes Washington, Multnomah and Clackamas counties. That means some projects will have to be lopped even if the gasoline tax survives because the list totals at least \$145 million more than would be available from the tax.

Metro Councilor Jon Kvistad, who heads the areawide Joint Policy Advisory Committee on Transportation, conceded that "the election puts everything at risk."

Andy Cotugno, who directs transportation planning for Metro, said each of the four meetings will be similar: informational material in one area to peruse and elected officials in another to take public comments.

Each of the meetings will open at 5:30 p.m. The schedule:

ROAD REPORT

Local residents have a chance to review and comment on a highway construction package that will result if the new gasoline tax survives a public vote in May 2000.

Details: Available at www.metro.dst.or.us or at one of four upcoming meetings.

Public comment:

♦ E-mail: arthurc@metro.dst.or.us

♦ Mail: RTP, Metro Transportation

600 N.E. Grand Ave.
Portland, OR 97232

♦ Phone: 503-797-1900, option 2

♦ Fax: 503-797-1949

♦ Deadline: Dec. 16, but sooner is better.

♦ Beaverton: Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.

♦ Gresham: Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.

♦ Portland: Oct. 26 at Metro Regional Center, 600 N.E. Grand Ave.

♦ Clackamas: Oct. 28 at Monarch Hotel, 12566 S.E. 93rd Ave.

The Oregon Department of Transportation is requiring that the meetings include nine area projects with a total estimated value of between \$251 million and \$280 million. Projects must be completed within six years.

The state list includes new connections in Northeast Portland around Lombard Street/82nd Avenue/Interstate 205.

At the meetings, a secondary list of potential work totaling \$84.2 million will be offered for comment. Included on the secondary list includes changes in Southeast Powell Boulevard, which the state opposes, and a new street between Interstate 84 in Wood Village and Southeast Stark Street in Gresham.

Aug. 10-19-99

State solicits views on how to spend highway millions

Public comments about how the state should spend \$600 million on highways are being gathered by the Oregon Department of Transportation.

The projects would be built if a 5 cent gas tax is ratified by voters next May. That tax has been challenged by the Oregon division of the American Automobile Association.

Information on the proposals can be found on the state's transportation Internet site, accessed through odot.state.or.us/stip, or at a series of meetings being conducted by Metro starting this week.

Comments can be sent to the state by regular mail at STIP, Oregon Department of Transportation, 123 N.W. Flanders St., Portland, OR 97209; or phoned to 503-731-8245, or faxed to 503-731-8245.

Deadline for getting comments to the state is Dec. 16.

The Metro meetings, being used to amend the Regional Transportation Improvement Plan, will be:

- ◆ Beaverton: 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W. Conestoga Drive, off Scholls Ferry Road.
- ◆ Gresham: 5:30 p.m. Thursday at Gresham City Hall, 1333 N.W. Eastman Parkway.
- ◆ Portland: 5:30 p.m. Oct. 26, Metro Regional Center, 600 N.E. Grand Ave.
- ◆ Clackamas: 5:30 p.m. Oct. 28, Monarch Hotel, 12566 S.E. 93rd Ave.

Regional Transportation Plan on Metro meeting agenda

Metro will hold meetings on the Regional Transportation Plan, a 20-year blueprint for the Portland area's travel and commuting needs. Portland-area sessions include:

- ◆ Tuesday: 5:30 p.m. at Metro headquarters, 600 N.E. Grand Ave.
- ◆ Thursday: 5:30 p.m. at the Monarch Hotel, 12566 S.E. 93rd Ave., near Clackamas Town Center.

Aug 10-22-99

Highway 43 upgrades included in 20-year road plan

By STEVE CLARK

For Community Newspapers

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include reconstructing the intersection of Highway 43 and Willamette Drive; creating a street and pedestrian boulevard connecting Highway 43 and the Willamette River along Public Drive; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improve-

ments along Highway 43.

Hearings on the plan began Wednesday in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

The proposed plan has been created over the past five years and includes projects that have been delayed by funding limitations that have mounted over the past seven years.

The 20-year improvement plan features close to 1,100 projects and

would cost an estimated \$4 billion. But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety.

Over the long haul, he said, the plan seeks to complement Metro's land-use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

"I think a lot of what we would be hearing is that everything should be done in the first five years," Kloster said. "What people don't understand is that they are not going to see an immediate fix. What they are going to see are steps."

The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of

Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year. The tax hike would allow the state to issue \$600 million in bonds to construct highway improvements, but the tax plan likely will be referred to voters by AAA Oregon.

The proposed bonding projects include long-delayed improvements along Highway 26 in Beaverton; improvements along I-5 near I-84 and the Rose Quarter; road work to improve freight movement in Clackamas and study funding for a bypass connection between I-5 and Highway 99W near Tualatin and Sherwood.

Public hearings planned on transportation projects

By STEVE CLARK

For the Review

Citizens are being asked in the next few weeks to weigh in on a 20-year proposed regional transportation plan to improve how people and freight get around at a time of continued population growth and highly uncertain transportation funding.

The proposed plan includes a number of big and small local road, transit and pathway projects. Local projects include repairing the train trestles serving the Lake Oswego Trolley into Portland; reconstructing deteriorating A Avenue from State Street to Third Avenue; adding a bike lane along Iron Mountain Boulevard; realigning the intersections of Stafford Road and Rosemont and Borland roads with traffic signals; and adding safety and pedestrian improvements along Highway 43 in West Linn.

The first public meeting will be held at 5:30 p.m. Wednesday at Conestoga Middle School, 12250 S.W.

Conestoga Drive in Beaverton. Other meetings will be held Oct. 21 at Gresham City Hall; on Oct. 26 at the Metro Regional Center in Portland and on Oct. 28 at the Monarch Hotel in Clackamas. Each meeting starts at 5:30 p.m.

Metro officials say additional public hearings will be held over the next two months before the Metro Council adopts the transportation plan on Dec. 16.

The proposed plan has been created over the past five years and includes projects that have been delayed by funding limitations that have mounted over the past seven years.

The 20-year improvement plan features close to 1,100 projects and would cost an estimated \$4 billion.

But officials project that available funding sources will add up to only \$970 million over the next two decades. Metro planners say that citizen input is important at the upcoming meetings to indicate what projects the public thinks are important; when those projects should occur; and how the work might be funded.

"When you think about what bothers you about traffic now, we are trying to look 20 years out," said Gina Whitehill-Baziuk, a Metro spokesperson.

Tom Kloster, a Metro transportation planner, said the transportation plan is initially focused on projects that improve transportation safety. Over the long haul, he said, the plan seeks to complement Metro's land use plans that are tied to 2040 growth management efforts. "The policy is that we are going to maintain the transportation system first

and expand it next," Kloster said.

Although the plan is two months away from adoption, he said citizens can still shape changes in the plan by urging changes in priorities for projects or their timing. But he cautioned for realism.

"I think a lot of what we would be hearing is that everything should be done in the first five years," Kloster said. "What people don't understand is that they are not going to see an immediate fix. What they are going to see are steps."

The plan proposes to do 25 percent of the recommended projects from 2000 to 2005; the second 25 percent in the next five years and the balance of the projects from 2010 through 2020.

Yet the plan doesn't answer how to overcome the \$3 billion projected shortfall in funding to complete the plan.

"This isn't a funding document, it's a (transportation improvement) plan," Kloster said.

But the public can give officials suggestions on how to approach the funding challenge, said Whitehill-Baziuk. In addition to the local and regional transportation projects included in the regional plan, Metro and the state Department of Transportation also are seeking input on nine major regional highway projects that would be funded if the 5-cent state gas tax and vehicle registration fee go into effect next year.

SEE EXAMINER
Oct. 99

Metro requests public input about future transportation

Public comment meetings planned; input from SE residents requested.

People across the region share a very important resource: our transportation system. Its health is vital to our economy, our community and our lives. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment on the Regional Transportation Plan, discussing how to fund the projects in the Regional Transportation Plan, and which projects could receive funding through the Supplemental Statewide Transportation Improvement program (with part of the revenue from the increase in gas tax and vehicle registration fee recently approved by the Oregon Legislature).

Regional Transportation Plan

Metro has spent the past several years working with our local partners as well as citizens, community groups, and businesses to update the Regional Transportation Plan. The plan outlines the priority projects for roads; as well as alternative transportation options such as bicycling, transit, and

walking. It also works to ensure that all layers of the region's transportation system work together in the most effective way possible. In addition to discussion on individual projects, citizens are encouraged to talk about ways to help finance these long-term transportation needs. To receive more information, or a complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting There."

Supplemental Statewide Transportation Improvement Program
The 1999 Legislature recently passed a 5-cent increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects. An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee

on Transportation, will be available on October 15, 1999.

Use the public meetings to learn more and provide input on both the Regional Transportation Plan and the Supplemental Statewide Transportation Improvement Plan:

5:30 pm, Tues., October 26
Metro Regional Center
600 NE Grand Avenue, Portland

Submit testimony on Regional Transportation Plan to:

Mail: Metro RTP Comments
600 NE Grand Avenue
Portland, OR 97232

Fax: (503) 797-1794
E-mail: arthurc@metro.dst.or.us
Call: (503) 797-1900

Submit testimony on Supplemental Statewide Transportation Improvement Plan to:

Mail: ODOT Supplemental STIP Comments
123 NW Flanders
Portland, OR 97209

Fax: (503) 731-8259
Call: (503) 731-8245

OCT 1988

Allen's P. C. B. Est. 1888

¹⁰ Metro, ODOT Plans Need Public Comment

There's no declaration from the governor's office, but October could well be dubbed Transportation month in the Portland metropolitan area. In October, Metro and the Oregon Department of Transportation (ODOT) are holding a series of joint meetings around the region seeking public comment a regional and state transportation policy.

The agencies are seeking public comment on the Regional Transportation Plan, on how to fund the projects in the Regional Transportation Plan, and on projects that could receive funding through the

Supplemental Statewide Transportation Improvement program. The latter is funded with part of the revenue from the increase in the gas tax and vehicle registration fee recently approved by the Oregon Legislature.

Sellwood-Moreland residents will be most interested in the Regional Transportation Plan. Its policies impact the proposed redevelopment of SE Tacoma into a neighborhood-friendly street and the proposal to retain a two-lane Sellwood Bridge once it is reconstructed or upgraded.

To receive more information, or a more complete list of projects in your area of interest, stop by Metro or call Metro's transportation hotline at 797-1900 option 2. Leave your name and address and ask for, "Getting there."

The Supplemental Statewide Transportation Improvement Program is a result of the Legislature's nickel increase in the state gas tax and a \$5 increase in the annual vehicle registration fee. Part of these increases will fund a program to pay for highway projects statewide. In Clackamas, Columbia, Hood River, Multnomah and Washington counties, there is \$189 million available over a six-year period for highway projects.

An initial list of projects and project selection criteria is available by calling 731-8245. The complete list of projects, with additions by the Joint Policy Advisory Committee on Transportation, will be

available on Oct. 15.

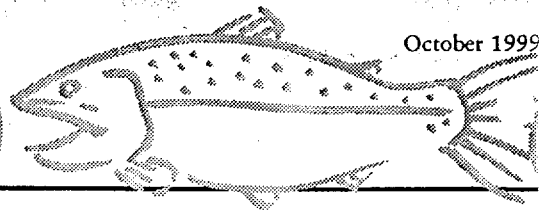
MEETING SCHEDULE: Oct. 20 - 5:30 p.m., Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton; Oct. 21 - 5:30 p.m., Gresham City Hall, 1333 NW Eastman Parkway, Gresham; Oct. 26 - 5:30 p.m., Metro Regional Center, 600 NE Grand Ave.; Oct. 28 - 5:30 p.m., Monarch Hotel, 12566 SE 93rd Ave, Clackamas.

To submit testimony on Regional Transportation Plan write to: Metro, RTP Comments, 600 NE Grand Avenue, Portland, OR 97232. Or, fax to (503) 797-1794, E-mail at arthurc@metro.dst.or.us, or call (503) 797-1900.

To submit testimony on Supplemental Statewide Transportation Improvement Plan mail to: ODOT, Supplemental STIP Comments, 123 NW Flanders, Portland, OR 97209. Or call (503) 731-8245.

FishRap

October 1999



Metro's salmon and watershed bulletin

Transportation: it's important to everyone

State and regional decision-makers need your help making decisions about future regional road, transit, bike and pedestrian improvements. Please come to one of the following meetings to discuss the improvements and their funding and comment on Metro's Regional Transportation Plan and the Oregon Department of Transportation's Supplemental Statewide Transportation Improvement Program:

5:30 p.m. Oct. 20 – Conestoga Intermediate School, 12250 SW Conestoga Drive, Beaverton

5:30 p.m. Oct. 26 – Metro Regional Center, 600 NE Grand Ave., Portland

5:30 p.m. Oct. 21 – Gresham City Hall, 1333 NW Eastman Parkway, Gresham

5:30 p.m. Oct. 28 – Monarch Hotel, 12566 SE 93rd Ave., Clackamas

For more information, call Metro's transportation hotline at (503) 797-1900 option 2 or check Metro's website at www.Metro-region.org or ODOT's website at www.odot.state.or.us/stip/

Index

Achenbach, Lois
Anderson, Lenny
Angelo, Frank
Association for Portland Progress
Atherton, Bill
Atteberry, Betty
Aufethie, Tom
Baack, Don
Back, Andy
Baird, Congressman Brian
Beaverton, City of
Beck, Preston
Becker, Charles
Behnke, Bob
Bicycle Transportation Alliance (BTA)
Blehm, Ron
Bolton Neighborhood – West Linn
Bothman, Robert N.
Brian-
Bricker, Scott
Brooklyn Neighborhood
Brooks, Winslow C.
Burger, John
Central Eastside Industrial District (CEIC)
Chapman, Scott
Ciarlo, Catherine
Citizens for Better Transit
Clackamas County
Collins, Tim
Cornelius, City of
CPO-3
Curtis, Brent
Department of Environmental Quality (DEQ)
Dickhaus, Tim
Dotterer, Steve
Drake, Marian
Durtschi, Kay
Ellingson, Roger M.
Fagereng, Per
Ferar, June
Fry, Peter Finley
Galloway, Jim
Gardner, Ann L
Gil, Dave

Grant, Eugene
Gresham, City of
Griffith, Kathleen (Kate)
Hagerbaumer, Chris
Haley, Richard A.
Hammond, Chris
Happy Valley, City of
Hernandez, Ron
Hillsboro, City of
Historic Milwaukie Neighborhood Association
Howell, Jim
Huff, Leo M.
Hughes, Rowena
Hunt, Dave
Jones, Dick
Kappa, Rob
Kaye, John
Kepche, Michael
Kerbaugh, Edith
Kingsley, Wayne
Kraushaar, Nancy J. T.
Lahsene, Susie
Lake Oswego, City of
Leupold & Stevens, Inc
Lewellan, Art
Liebe, Annette
Long, Rian K.
Marsh, Langdon
McFarland, Jane
McFarling, Kenneth
Metro
Milwaukie Citizen Forum
Moore, Brian
Multnomah County
Nordberg, Dave
Norris, Beggs & Simpson
North, Julie
O'Brien, Audrey
Oregon City, City of
Oregon Department of Transportation (ODOT)
Oregon Environmental Council
Oregon Transportation Institute
Pacific Northwest International Trade Association (PNITA)
Packard, Dan
Phillippi, Marie
Plaster, Wayne

Polani, Ray
Port of Portland
Portland Air Cargo Association (PACA)
Portland State University (PSU)
Portland, City of
Ragan, Smiley M.
Roth, Penny
RTP CAC
Russell, Pat
Sandoz, Rod
Sandy, City of
Schilling, Karen C
Schoenheit, Eugene
Schoening, Mark
Shannon, Bob
Shannon, Robert E.
Sierra Club
Smith, Gene
Spaeth-Merrick, Terri
St. John's Truck Strategy Advisory Committee
Stanton, Cathy
Stein, Deborah
Strand, Bill
SW Neighborhoods
Tigard, City of
Tipton, Ernest
Troutdale, City of
Vanderslice, Ellen
Waggoner, Don
Wagner, Donald
Wanvig, Wes
Washington County
Wells, Jennifer
Westside Economic Alliance Transportation Committee
Wheeler, Robert
Whisnant, Bruce
Willamette Pedestrian Coalition
Williams, Dave
Worthington, Jim
WRNA
Young, Randall O.
Zelenka, Tom
Zumwalt, Ed

Region 1 Bonding List

Project #	Name	150% List - Cost in Millions	Proposed 100% List - Cost in Millions
1	US 26: 217-Murray	\$24	\$24 - 2002-05 STIP
2	Hwy 217: TV to 26	21	21
3	Columbia/Killingsworth/87th Ave	24	24
4	Clackamas Industrial Connector	73	73
6	Tualatin-Sherwood Expressway (MIS)	2	2
7	US 30: Swedetown - Lost Creek (Columbia County)	8.5	11
8	US 26: 217-Camelot	12	12
9	Hwy 99E: Hwy 224 - River Road (Milwaukie)	2	2
10	Sandy Blvd (12th -57th)	17	10 *
12	South Portland Circulation	21	19
13	I-5: Greeley Ave to I-84/Lloyd Dist Access EIS	5	3
14	Barbur Blvd. (Alice St. to Capitol Hill Rd.)	3	2 *
16	242nd Avenue Connector	25	3 - PE
17	I-5: Delta Park to Lombard	13	2 - PE
18	I-5/Kruse Way/217 - Phase II	27.75	0
19	Cornelius Gateway Enhancement	2.75	2.75
20	US 26: Wildwood to Wemme (Clackamas County)	2	2
21	Pacific Ave and 12th (Hood River)	0.5	\$.500 - 2002-05 STIP
Total		\$283.50	\$188.75
Region 1 Target		\$189.00	\$189.00
Percent		150%	100%

* These projects will have a city contribution in the form of local capital funds and/or additional road transfers.

November 18, 1999

In addition to Gordon Smith, this letter was sent this date to the following:

The Honorable Ron Wyden
717 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Earl Blumenauer
District 3
1111 Longworth House Office Building
Washington, D.C. 20515

The Honorable Peter DeFazio
District 4
2134 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Darlene Hooley
District 5
1419 Longworth House Office Building
Washington, D.C. 20515

The Honorable Greg Walden
District 2
1404 Longworth House Office Building
Washington, D.C. 20515

The Honorable David Wu
District 1
510 Cannon House Office Building
Washington, D.C. 20515



METRO

November 18, 1999

The Honorable Gordon Smith
359 Dirksen Senate Office Building
Washington, D.C. 20510

Dear Senator Smith:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), I am writing to update you on the status of the Interstate MAX light rail project (IMAX) and ask for your support of Federal Fiscal Year 2001 construction funding for the project.

Metro submitted the IMAX Final Environmental Impact Statement (FEIS) to the Federal Transit Administration, and on November 5th notice on the FEIS was published in the Federal Register. In addition, Metro recently adopted the Land Use Final Order for the project, establishing the necessary land use authorizations for construction of IMAX. In recent weeks, the regional funding partners for the project – Metro, the City of Portland and Tri-Met – have all officially adopted the proposed IMAX financing agreement. As a result, all approvals are complete.

It is JPACT's position that the South/North Corridor, including federal funding approval for IMAX, is the region's highest priority.

IMAX is now ready to move forward to construction, starting in the fall of 2000. JPACT hopes that the delegation will support the following actions over the next few months.

1. Federal Transit Administration approval of a Full Funding Grant Agreement and Authorization of \$257.5 million in Section 5309 "New Start" funds.
2. Inclusion of IMAX in the Administration's FY 2001 budget and an appropriation of \$66 million to IMAX in the FY 2001 appropriations bill.

We appreciate all of the work that you have done on our behalf in the past. The IMAX project has achieved the necessary technical and community support to move forward quickly to construction in 2000 if federal funding is available.

Thank you for your assistance in this matter.

Sincerely,

Jon Kvistad, Chair
Joint Policy Advisory Committee on Transportation (JPACT)

JK:AC:rmb
CJPACTM11899\Congressional Letter.Doc

cc: JPACT Members



METRO

DRAFT #2

Date: December 8, 1999
To: JPACT
From: Andy Cotugno
Subject: JPACT Federal Priorities

In January 2000 it is important that JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the content of the FFY 2001 Appropriations Bill and anticipate a new six-year Authorization Bill standing in FFY 2004.

A first draft set of priorities is described below:

1. The South/North Corridor is the region's top priority corridor. Interstate MAX is the region's top transportation priority for federal approval and funding.
 - A. **Interstate MAX:** The region will expedite Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local approvals and funding commitments are in place, the Final EIS has been approved and a Record-of-Decision by the Federal Transit Administration is pending. Federal funding actions are anticipated as follows:
 - Upon approval of the Record-of-Decision, FTA approval of a Full Funding Grant Agreement will be sought. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
 - The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
 - The first year appropriation of \$66 million to IMAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.6 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.

B. SOUTH CORRIDOR: The region will pursue Segment #2, the South Corridor Project, as follows:

- Beginning with the FY 2001 transit appropriations bill, seek \$2-\$5 million per year of Section 3 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
- Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
- Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
- At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
- After completion of environmental studies, seek federal funds for the corridor improvement program. Pursue federal authorization of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.
- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.

C. COMMUTER RAIL: The region will pursue the Washington County Commuter Rail Project as follows:

- Seek \$500,000 to \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
- After completion of environmental studies, seek federal funds for the Commuter Rail. The region will consider seeking New Start Funds of \$25 million depending on the status of funding for IMAX and the South Corridor Transit Project.

- D. I-5 TRADE CORRIDOR:** This Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:
- The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
 - The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002, and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I.
 - It is anticipated that an overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal Transit Programs.
 - Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies from expanding traffic, adding access into the West Hayden Island area and accommodating added High Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the lift span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.
 - In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.
- E. COLUMBIA RIVER CHANNEL DEEPENDING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS on the project. A Record-of-Decision is pending determination of consistency with endangered species listing for salmonids in the Columbia River. Upon approval of the project, FFY 2001 will be the initial year of appropriation to allow the project to begin construction.

- F. WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the Willamette River Bridges. To date, Federal Highway Bridge funds, STP funds, CMAQ funds and Highway "Demo" funds have been committed to this program. Pending increased state and/or local funds to provide the local match, earmarking in the next reauthorization of TEA-21 will be sought from either Highway "Demo" funds or Bridge "Discretionary" funds.
- G. FAA REAUTHORIZATION:** Congress has repeatedly attempted to adopt a reauthorization of the Federal Aviation Act but has only adopted short-term extensions of the existing act due to contentious issues. One of these issues is the eligibility of aviation funds (both federal and local) to be used on ground access projects. Since AirMAX is partially funded with Portland International Airport "Passenger Facility Charges" (PFCs), it is essential that this source not be precluded by a change in the FAA Act.
- H. AMTRAK SOUTH STATION; AMTRAK PIONEER SERVICE (through Eastern Oregon)**
- I. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP)**
- J. HIGH SPEEK RAIL**
- K. INTELLIGENT TRANSPORTATION SYSTEM**
- L. CENTRAL CITY STREETCAR**

COMMITTEE TITLE JRACT

DATE 12-9-99

NAME

AFFILIATION

David Bragdon

Metro Council

BILL KORNHOLZ

CLATSOP Co

ROB DRAKE

CITIES OF WASH. CO.

KAY VAN SICKEL

ODOT

Andy Colynne

metu

Jon Kvistad

"

~~KARL RONDZ~~

C³

Roy Rogers

WASHINGTON County

FRED HANSEN

TRI-MET

Charlie Hales

Portland

Sharon Kelly

Mult. Co

CRAIG PRIDEMORE

CLARK Co.

ANDY GUNSBURG

DEQ

Mary Heguy

WSDOT

SUSIL LABSAL

PORT

Red Monroe

Metro Council P.O.

Jim Knight

4-Cities E.umer Co.

Ed. Washington

METRO COUNCIL

COMMITTEE TITLE JPACT

DATE 12-9-99

NAME

AFFILIATION

<u>R E Pollard</u>	<u>VANCOUVER</u>
<u>ROD JANDON</u>	<u>CLACKAMAS CO</u>
<u>John Rul</u>	<u>Clackamas Co.</u>
<u>Secd Jaybold</u>	<u>Metro</u>
<u>Bob Stacey</u>	<u>Tri-Met</u>
<u>Bernie Bottomly</u>	<u>Tri-met</u>
<u>MARK LEAR</u>	<u>PORTLAND</u>
<u>Courtnei Dresser</u>	<u>Congressman Brian Baird, WA</u>
<u>GLENN SCHNEIDER</u>	<u>WASH STATE DOT</u>
<u>How Bergman</u>	<u>Clark County</u>
<u>Dean Costing Bill</u>	<u>XTC</u>
<u>Scott & Rice</u>	<u>Councilor, City of Cornelius</u>
<u>Bill STEWART</u>	<u>THE OREGONIAN</u>
<u>Karen Schilling</u>	<u>Multnomah County</u>
<u>Dave Williams</u>	<u>ODOT</u>
<u>Kim White</u>	<u>Metro</u>
<u>Kathy Lehtela</u>	<u>Washington County</u>
<u>Mike Holloway</u>	<u>Metro</u>

COMMITTEE TITLE JPACT

DATE 12-9-99

NAME

AFFILIATION

NAME	AFFILIATION
Tal Jenu	City of Tigard
Lois Ogden	Tualatin
Jim Atkinson	Metro
Paul Silver	Wilsonville
Martha Bennett	Milwaukie
Don Waggoner	Leupold & Stevens, Inc
Betty Atteberry	Westside Economic Alliance
Beckie Lee	Multnomah County
Judy Edwards	Westside Transportation Alliance
Jim McIlwain	Citizen for Sensible Transportation / CFS
Chris Hagenbaumer	Oregon Environmental Council
Marc Zoldan	City of Portland
MICHAEL W. SCHAUFLEER	CITY OF HAPPY VALLEY / CITY OF CLATSOP CO. ALTERNATE
Dick Feinew	Tel-met
Gina Whitehill-Baziuk	Metro
Kate Deane	ODOT
Richard Bandman	Metro
Tom Kull	The Columbian (Newspaper)